



CITY OF HENDERSON

Comprehensive Plan 2022



Adopted: June 13, 2022



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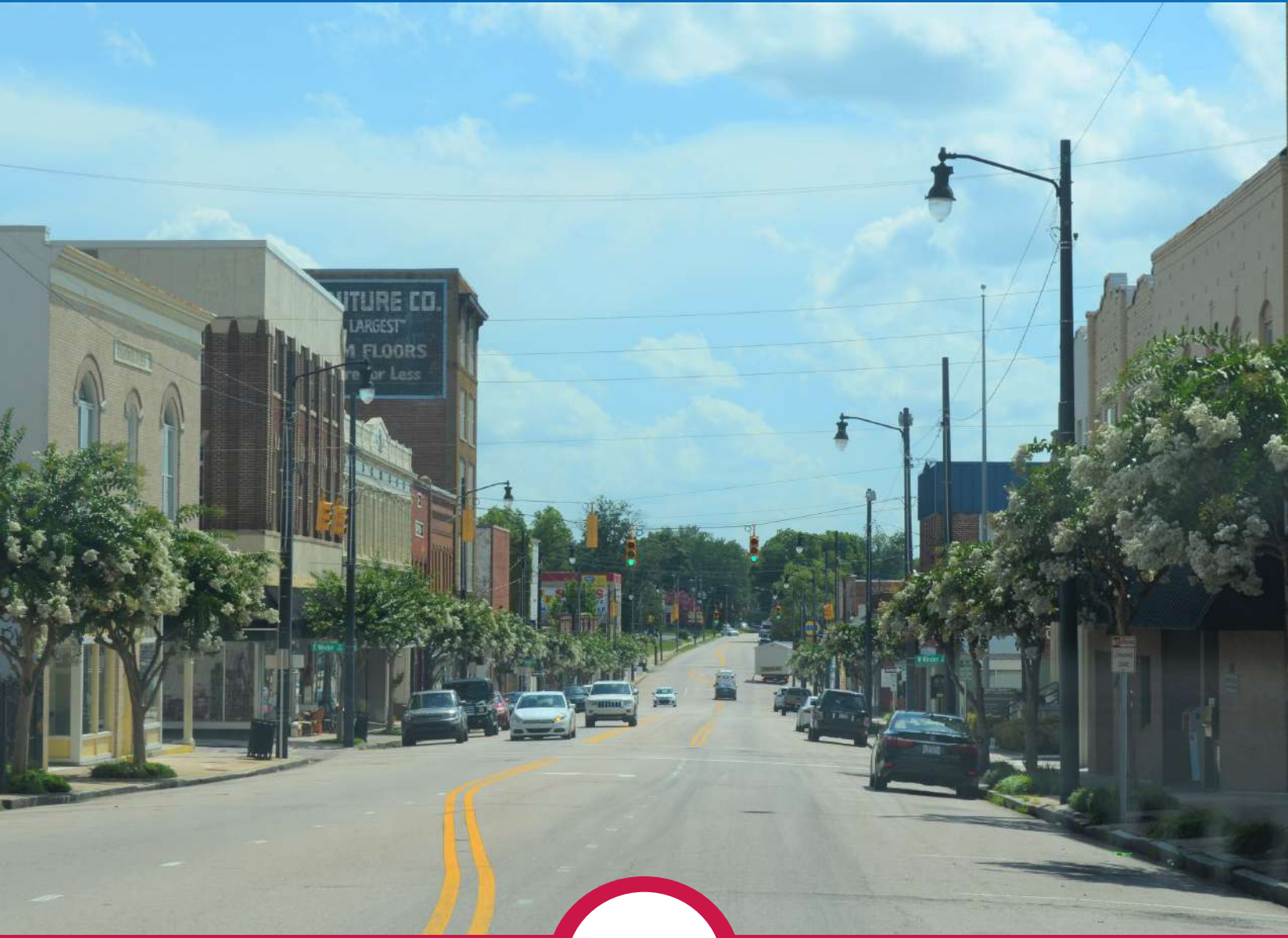


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Appendix A Citizen Participation Plan

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1

CHAPTER 1

Introduction





Chapter 1: Introduction

1.1 Purpose and Scope

Henderson's Comprehensive Plan provides the framework for future growth and redevelopment across the city. The plan serves as a policy guide for decisions regarding land use, development, and public improvements. City officials will utilize this plan when making decisions regarding the growth of the community.

The plan will not change existing conditions or current regulations; however, future development proposals will be assessed to determine their consistency with the plan's guiding principles and future land use categories. Implementation tools, including development regulations and incentives, administrative procedures, and capital improvement planning will continue to be utilized to promote responsible growth.

The plan should be adaptable and able to respond to changing conditions. Ideally the plan should be reviewed and updated every five to ten years to ensure that current trends, changing demographics, and ongoing development are accounted for.

1.2 Authority to Plan

Chapter 160D, Article 5 of the North Carolina General Statutes requires adoption and reasonable maintenance of a comprehensive plan as a condition of adopting and applying zoning regulations. The comprehensive plan is intended to set forth goals, policies, and programs to guide the present and future physical, social, and economic development of the jurisdiction. When adopting or rejecting any zoning text or map amendment, the governing board shall approve a brief statement describing whether its action is consistent or inconsistent with an adopted comprehensive plan.

This statement of reasonableness may consider, among other factors, (a) the size, physical conditions, and other attributes of the area proposed to be rezoned, (b) the benefits and detriments to the landowners, the neighbors, and the surrounding community, (c) the relationship between the current actual and permissible development on the tract and adjoining areas and the development that would be permissible under the proposed amendment, (d) why the action taken is in the public interest, and (e) any changed conditions warranting the amendment.

1.3 Planning Area

The current planning jurisdiction includes, the incorporated city limits and an extraterritorial jurisdiction (ETJ) boundary, which encompasses unincorporated areas that average between one and one-half mile from the formal city limits. The City of Henderson may choose to take advantage of the legislature's directive and expand the ETJ boundary a maximum of two miles based on its current population.



Another component of this plan is the capacity of infrastructure; therefore, it is important to consider development trends in adjacent lands, not regulated under current city zoning authority, and the potential impacts to the City of Henderson’s vision.

1.4 Users of the Plan

Henderson’s Comprehensive Plan shall be used by city departments, elected officials, and development partners, including land owners, developers, economic development agencies, utility providers, and schools, interested in the growth and progression of Henderson. This plan shall be used to guide and complement the future actions of the community. It presents a strategy for the future, with long range goals and objectives to make the community vision a reality.

1.5 Overview of the Planning Process

The comprehensive planning process was initiated by the City Council’s adoption of a Citizen Participation Plan (CPP) on October 11, 2021 (see Appendix A). The planning process integrates a year of public input, research, and analysis of demographic information, economic, land use, transportation, and environmental factors. It utilizes census data and public opinion to project future needs of the community, including physical improvements and public facilities, and further defines implementation strategies to ensure the community vision prevails in the face of development pressures. The Comprehensive Plan will provide the foundation to modernize the city’s land development regulations.

1.6 Public Input

The City of Henderson’s Comprehensive Plan was developed in large part from community input. The public engagement campaign included an interactive project website, participation portal, public input surveys, utilization of social media platforms, stakeholder and subject matter expert interviews and various work sessions to ensure the community vision included diverse perspective and was an adequate representation of the community vision.



Public Input Workshop-March 22, 2022 Image Source: Insight Planning & Development.

“We need to invest in and expand the infrastructure to support development or redevelopment and create ordinances and incentives to draw in unique businesses.”

Online Survey Response, 2022



1.7 Plan Elements

The Comprehensive Plan establishes elements to guide the city towards its long-range vision. The introductory chapter provides a brief overview of the purpose, scope, and planning process. Chapter two provides the history of the community, regional profile, demographics, economic conditions, and housing characteristics. Chapter three outlines the physical profile of the city, highlighting environmental and historic resources, and existing land use. Chapter four outlines public services and facilities. Chapter five identifies issues and opportunities, including community assets, liabilities, and key issues. Chapter six provides goals and policies to shape the future of the community. Chapter seven houses the future land use map and defines future land use categories. Chapter eight furnishes implementation tools, the action plan, and evaluation and reporting methods.

1.8 Visions for the Future

Additional resources to implement the goals of the Comprehensive Plan are outlined in the Strategic Design Plan, which establishes design guidelines for the central business district, as well as other small nodes identified during the planning process. The Strategic Design Plan ran concurrent to the Comprehensive Plan Update and leveraged the public engagement sessions to solicit intricate details on building form, streetscape, walkability, economic development and infrastructure improvements to make downtown Henderson thrive.

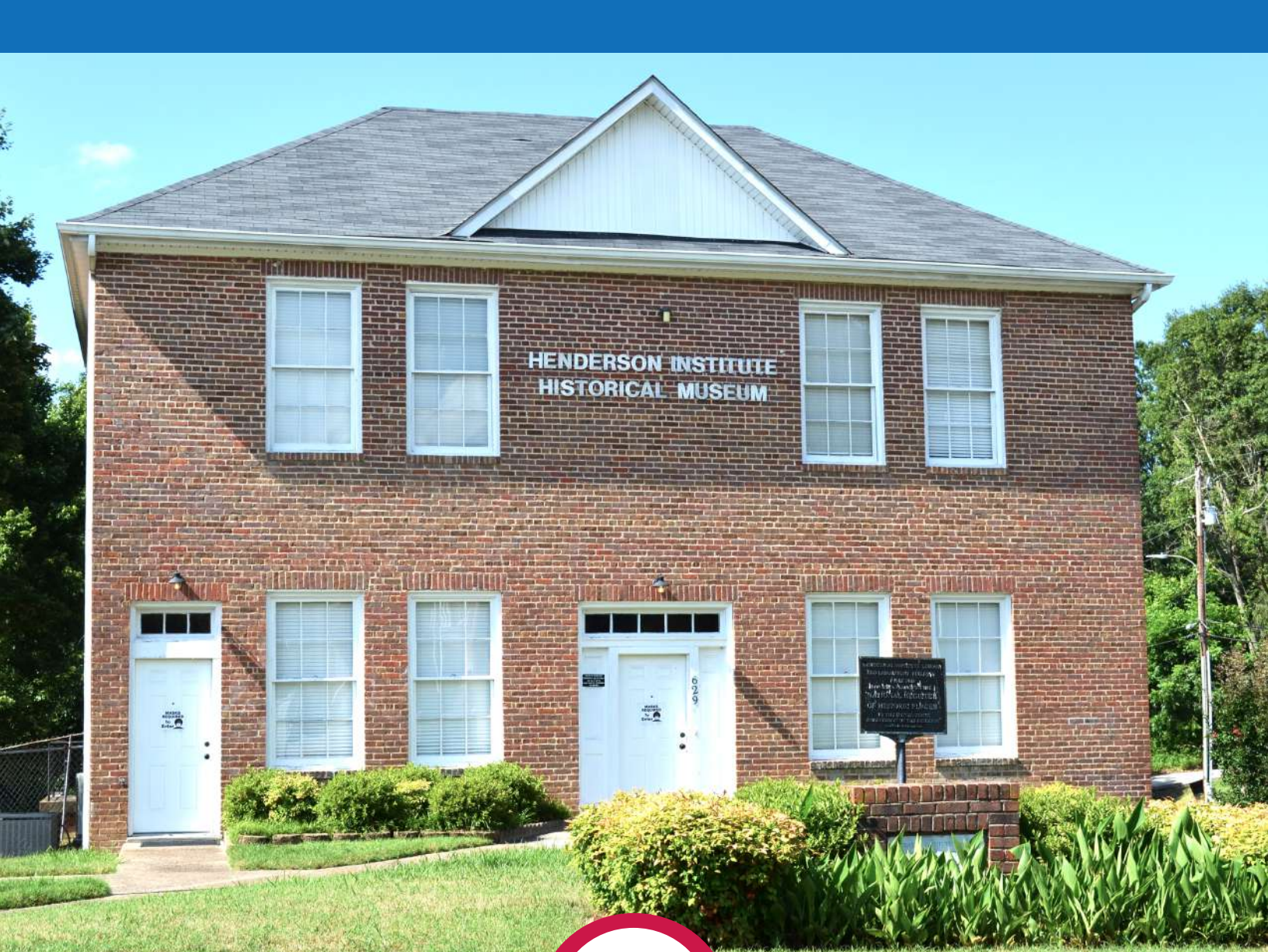
Henderson’s central business district is recognized for its historical significance, downtown amenities, and convenient location. Added to the National Register of Historic Places in 1987, it is part of the Main Street program.



Garnett Street, 2021 Image Source: Insight Planning & Development.



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CHAPTER 2

Community Profile





Chapter 2: Community Profile

2.1 History

The City of Henderson was named for Leonard Henderson, the first Supreme Court Justice in North Carolina. The first settlers of the area began in 1785 with the establishment of homesteads and farms. Henderson was chartered in 1841 and became the Vance County Seat in 1881. The growth of what is now the city centered on the development of the Raleigh and Gaston Railroad in the late 1830s, which provided Henderson with convenient access to the surrounding area and new economic development opportunities.



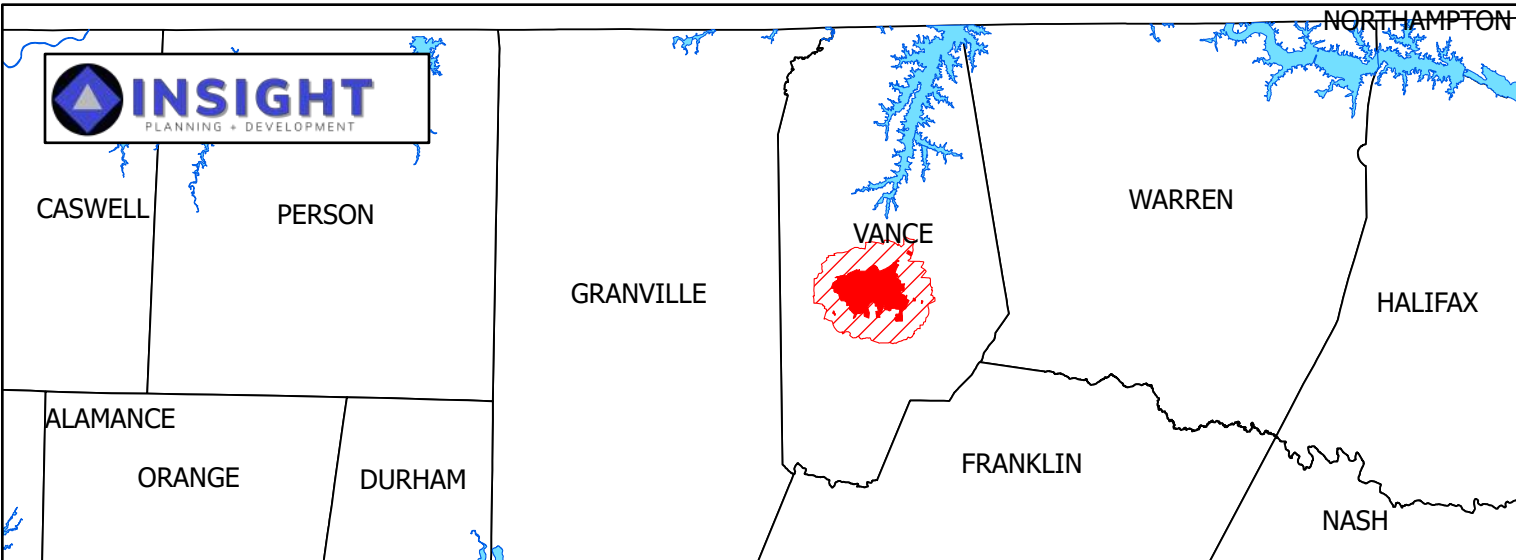
Garnett Street, 1918 Image Source: City of Henderson.

Through the mid- to late-1800s, businesses developed along what is now Garnett Street and warehouse and shipping facilities sited along the railroad. This established Henderson as an ideal location for a tobacco market, which was officially established in 1872. By 1880, Henderson included a block of brick buildings, five tobacco factories, three warehouses, three cotton gins, approximately twenty mercantile stores and two newspapers. Despite devastating fires in 1870 and 1885, Henderson continued to thrive as a center for the tobacco and textile industries through the 1950s and 60s; and Henderson strength as a manufacturing center grew as plants continued to locate in the city. Over the last twenty years Henderson experienced a downturn in manufacturing with the closing of many plants that were once the engine for employment and economic growth in the city. However, other employment sectors have emerged and increased over the past two decades, including retail trade, education and health care services, and transportation and utilities.

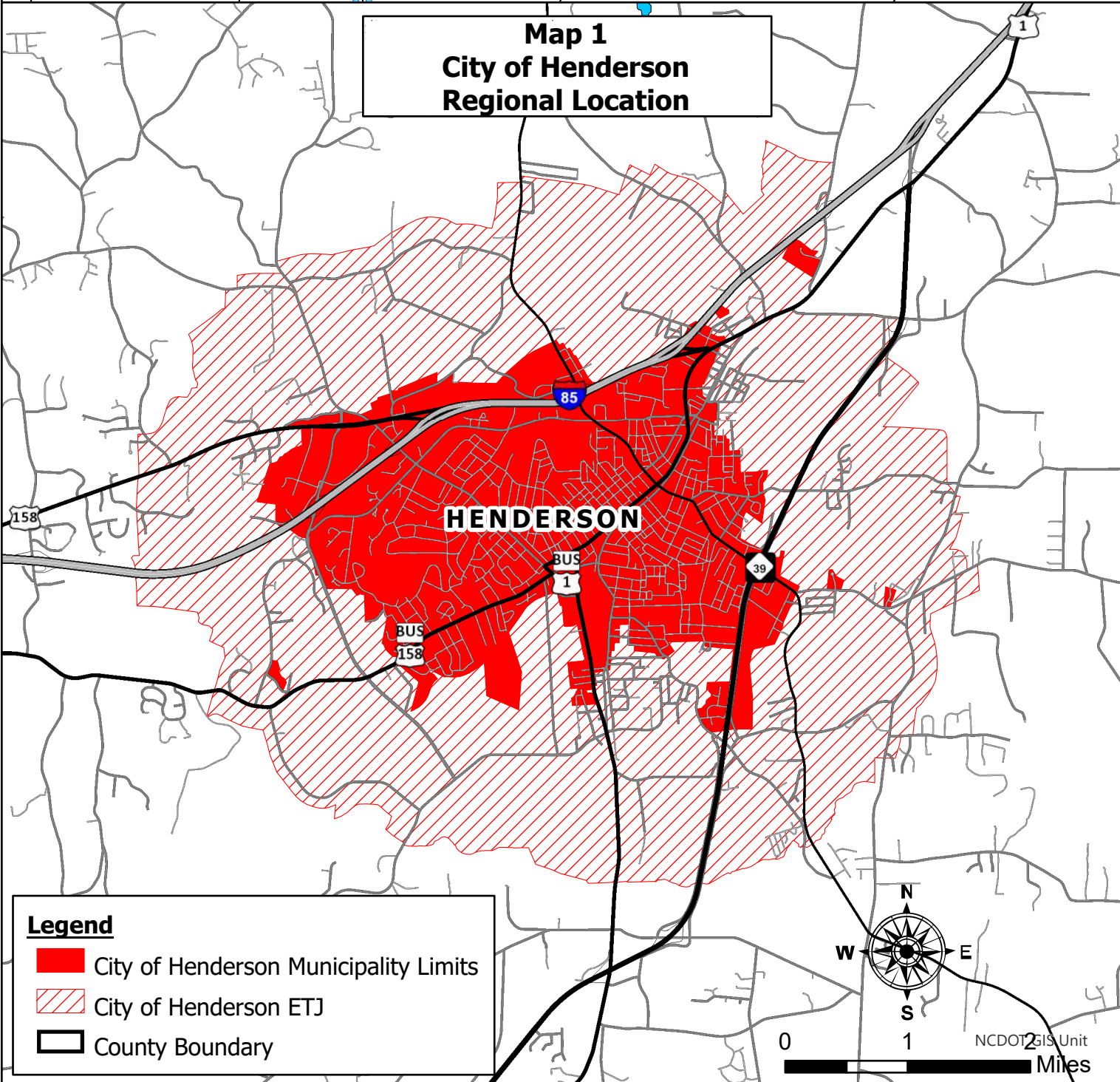
Today, Henderson has developed a niche market of furniture retailers. The Henderson Central Business District was recognized for its historic significance in 1987 with its listing on the National Register of Historic Places. As a Main Street community and with the adoption of the comprehensive plan, the city is poised to take advantage of its historic assets, downtown amenities, convenient location, and access to infrastructure and services to be a center for living, working, and playing in Vance County.

2.2 Regional Profile




Henderson is in the heart of Vance County. With an estimated 2020 population of 15,127, it is the county's largest city and the only one with a population over 5,000. The county is bordered to the north by the Virginia state line and by Warren County to the east, Franklin County to the south, Granville County to the west (see Map 1).



Map 1
City of Henderson
Regional Location



Legend

-  City of Henderson Municipality Limits
-  City of Henderson ETJ
-  County Boundary



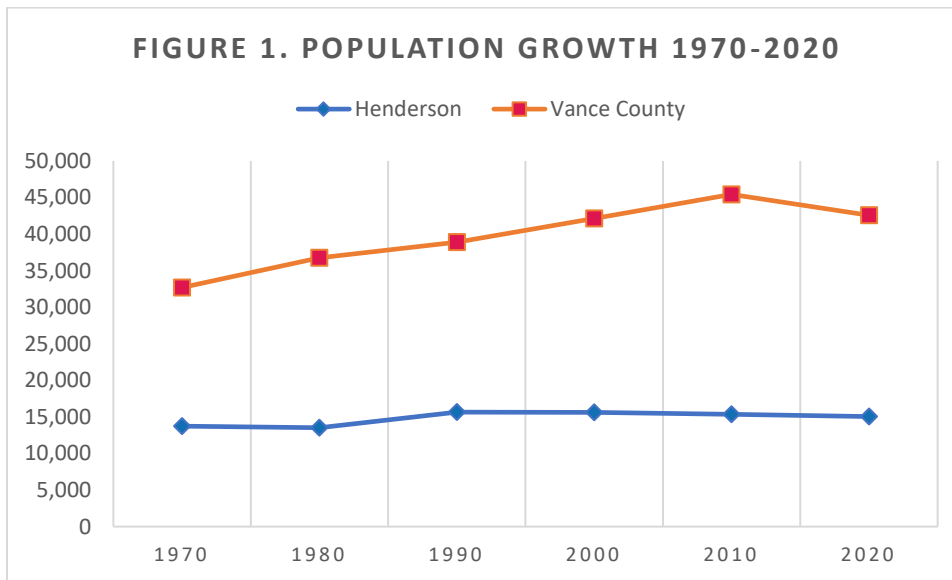
Vance County is in Region K, one of 17 Council of Government (COG) regions in the state. The Kerr-Tar Council of Government provides member units of governments in Vance, Person, Granville, Warren, and Franklin Counties with land use, economic development, and transportation planning. Economically, the county is tied to the 13-county Research Triangle Economic Development region of the state.

Henderson is easily accessible to major employment, transportation, and recreation centers in the region. Durham is approximately 45 miles southwest on I-85 and Raleigh, the state capital, is 40 miles south down US 1 (Capital Boulevard). RDU International Airport and the Research Triangle Park area is a highly accessible to Henderson and Kerr Lake State Recreation Area just north. This makes Henderson attractive to families, retirees, employers, and commuters.

2.3 Population Growth

2.3.1 Historical Population Growth

While over the past 50 years, the City of Henderson experienced an increase of 9.61% in overall population growth between 1970 and 2020, in more recent years the city has experienced a slight decrease. Census data reports a 2% decrease in the last decade, from 2010 to 2020, and 3.65% decrease since the start of the 21st century. Over the last 50 years, Henderson’s share of the total county population fell from 42% to 35%. The City of Henderson is the 69th in the state.



Source: US Census Bureau.

Vance County experienced an overall population increase of 30.24% over the last 50 years. Even with this growth, both the City of Henderson and Vance County grew at a rate much lower than the state of North Carolina. The 2020 US Census lists Vance County as 67th in total population of the 100 North Carolina counties.



It should be noted that development located within the city's ETJ does not contribute to the municipal tax base, but does have access to public schools, streets, water and sewer, emergency services and other services provided by the city. Residents living within the ETJ are not eligible to vote for city elected officials.

Table 1. Population Change 2000-2020

Jurisdiction	2000	2010	% Change 2000-2010	2020	% Change 2010-2020
Henderson	15,631	15,368	-1.68%	15,060	-2.00%
Vance County	42,125	45,422	7.83%	42,578	-6.26%
North Carolina	8,049,313	9,535,483	18.46%	10,439,388	9.48%

Source: US Census Bureau.

2.3.2 Projected Population Growth (2020-2040)

Projecting future populations for municipalities can be challenging and inexact. Local population growth is largely dependent on regional economic conditions. Further, changes in state legislation can impact the ability of a community to expand.

In 2013, North Carolina General Statute Articles established new annexation criteria, including proximity requirements and elimination of involuntary petitions. Therefore, stagnating boundary growth opportunities for North Carolina cities including the City of Henderson.

The North Carolina State Office of Budget and Management (NCOSMB) provides an annual population projection for the state of North Carolina and its 100 counties. The projections utilized in this report have been modified to incorporate pre-pandemic trends in fertility, mortality, and net migration.

The NCOSMB projections indicate that Vance County will grow by 2,853 residents between 2020 and 2040. If Henderson captured 35 percent of that growth, its population would grow by 999 residents to 16,059 in 2040.

Table 2. Population Projections (2020-2040)

Census Year	Henderson	Vance County	North Carolina
2020 (Census)	15,060	42,578	10,439,388
2030 (Projected)	15,902*	45,435	10,587,440
2040 (Projected)	16,059*	45,431	11,677,603

*Projections based on current demographics, indicating the City of Henderson encompasses 35% of the county population.

Source: North Carolina Office of State Budget and Management (NCOSMB).



2.4 Population Profile

2.4.1 Age Composition

Henderson’s population has remained steady over the last 20 years as illustrated to the median age of 35.5 in 2000 to 35.9 in 2020. The population of working adults, age 20 to 24, grew the most from 2010 to 2020 by 132.30%. The second largest shift in population was in the 45-54-year-old age group, experiencing a 109.88% change.

Of equal importance, is that the current majority of the population, 16.48%, is 65 and older. Therefore, the needs of the community will need to strike a balance to ensure families and younger generations have recreation opportunities and the aging population have access to social services, including healthcare. Alternative transportation options should be explored to serve the community. There may also be a direct shift in housing needs, including new single-family detached dwellings, continuing care retirement communities, and multifamily buildings with elevator accommodations.

Table 3. Age Composition 2000 to 2020

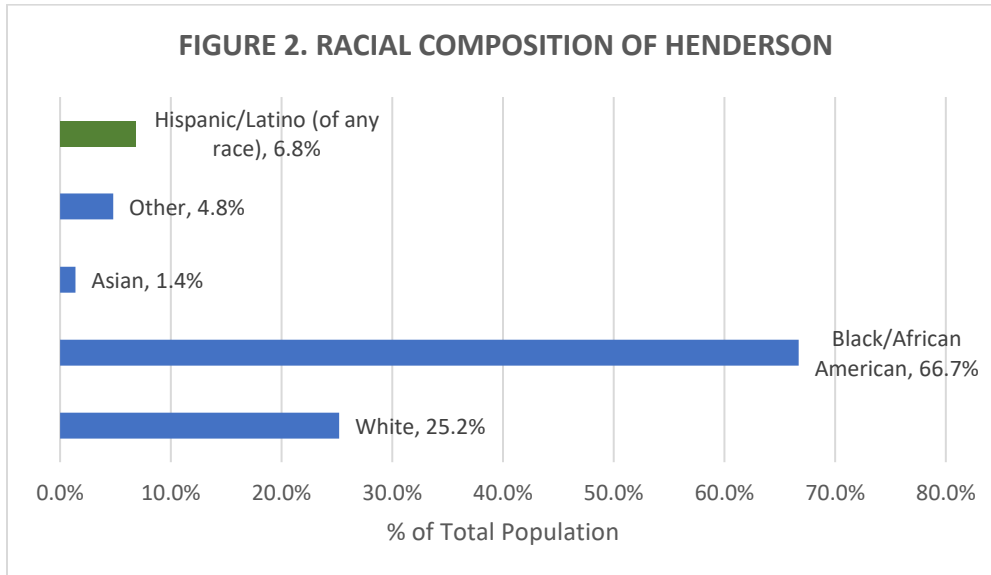
Age Group	Population			% of Total Population	
	2000	2020	% Change	2000	2020
Total Population	16,095	14,948	-7.13%	100.0%	100.0%
Under 5 years	1,244	1,277	2.65%	7.7%	8.5%
5 – 9 years	1,298	916	-29.43%	8.1%	6.1%
10 – 14 years	1,269	1,033	-18.60%	7.9%	6.9%
15 – 19 years	1,018	998	-1.96%	6.3%	6.6%
20 – 24 years	1,017	1,338	31.56%	6.3%	8.9%
25 – 34 years	2,088	1,723	-17.4%	13.0%	11.5%
35 – 44 years	2,218	1,529	-31.06 %	13.8%	10.2%
45 – 54 years	1,954	1,933	-1.07%	12.1%	12.9%
55 – 59 years	702	878	25.07%	4.4%	5.8%
60 – 64 years	652	859	31.75%	4.1%	5.7%
65 and older	2,635	2,464	-6.49%	16.4%	16.48%
Median Age (years)	35.5	35.9	1.10%	---	---

Source: US Census and ACS 2019 5-Year Estimates.



2.4.2 Race Composition

The 2020 Census data shows that the City of Henderson is a racially diverse community relative to the statewide population. African Americans, at 66%, made up the majority, with Whites at 23%, while persons of other races made up 10.7%. Vance County’s racial make-up is 45% White and 51% African American, while North Carolina consists of 70% White and 22% African American.



**NOTE: Hispanic/Latino origin and race are two separate and distinct concepts.
Source: US Census Bureau.*

2.4.3 Educational Attainment

In 2020, more than 77% of Henderson’s population age 25 years or older have attained a high school diploma compared with 80% of those in Vance County and almost 88% in North Carolina. While most employment opportunities will require at least a high school diploma, higher paying positions will require additional training and education at Trade, Colleges, and Universities. Vance-Granville Community College is located in Vance County about midway between the City of Henderson and the Town of Oxford.

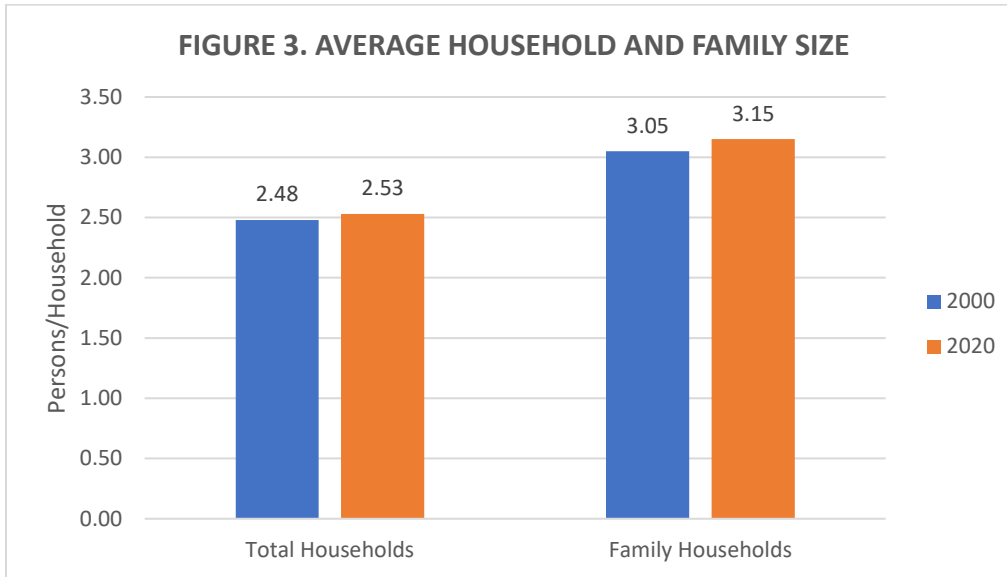
Table 4. Educational Attainment 2020

Education	Henderson	North Carolina
No Diploma	2,098	853,396
High School	3,263	1,791,532
Some College	2,451	2,156,078
Bachelors or higher	1,574	2,183,853

Source: ACS 2019 5-Year Estimates.

2.4.4 Households

A household consists of all persons living in a housing unit and is useful for estimating future land use and service needs. Figure 3 shows that the average household size in Henderson is growing, increasing to 3.15 in 2020 from 3.05 in 2000.



Source: US Census Bureau.

Table 5 shows that most Henderson households were family households in 2020, but the percent of nonfamily households declined from 2000 to 2020 indicating that less people lived alone.

Table 5. Household Composition

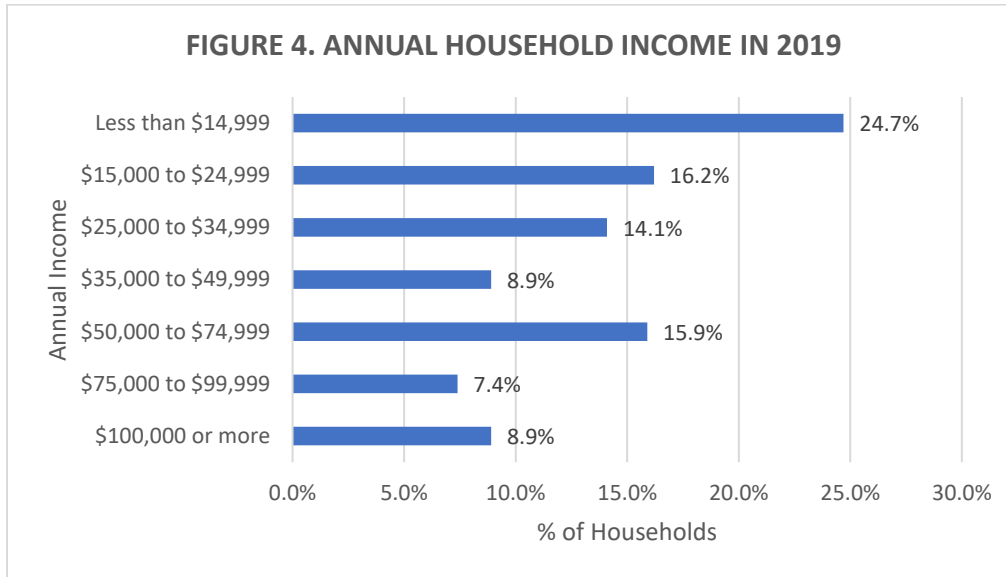
Household Type	Households		% of Total Households	
	2000	2020	2000	2020
Married Couple Family	2,272	4,260	35.67 %	28.23 %
Single Female Family	1,630	5,698	25.59 %	37.76 %
Single Male Family	275	1,427	4.32 %	9.46 %
Total Family Households	4,177	12,002	65.58 %	75.45 %
Living Alone	1,984	2,471	31.15 %	16.38 %
Not Living Alone	208	617	3.27 %	4.09 %
Total Non-Family Households	2,192	3,088	34.12 %	20.46 %
TOTAL HOUSEHOLDS	6,369	15,090	---	---

Source: US Census and ACS 2019 5-Year Estimates.

2.4.5 Household Income and Poverty

The 2020 census reported that the median household income in Henderson (\$31,408) was approximately 57.5% below the state median household income of \$54,602. Also, Figure 4 shows that roughly 1 of 3 households in Henderson earned less than 39 percent (below \$15,000) of the state median income.

As defined by the US Office of Management and Budget (OMB), the weighted average poverty threshold for a family of four in 2020 was \$26,496.



Source: US Census Bureau.

The 2020 census data shown in Figure 4 illustrates that over 40% of the total population live below the poverty line, which is nearly double the rate in North Carolina, which was 14.70%. Children, identified as those under the age of 18 represent 40% of those living below the poverty rate, and 13% of seniors, identified as 65 years of age or older, living below the poverty rate. These families and community members may rely of federal and state services to meet basic living needs. Per US Census data, Vance County is 83rd in the state with 23% living at or below the poverty rate, with North Carolina ranking 38th, with 16.1% of total population living at or below the poverty rate. The national average is 14.6%.

“Concentrate on dilapidated housing and enforce stricter regulations on landlords.”

Online Survey Response, 2022

“Be a place that my child is happy to call home. With an improved and vibrant downtown, more recreational facilities to draw people toward the lake, and more retail and dining options to keep revenue here at home.”

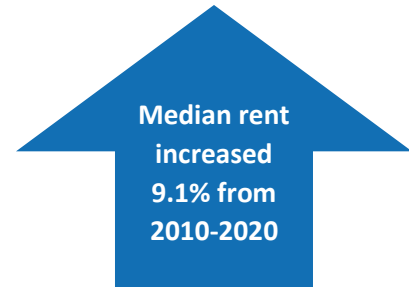
Online Survey Response, 2022



2.5 Housing

2.5.1 Housing Characteristics

There are 7,151 housing units available in Henderson city limits as of 2020. Of the available inventory, 6,000 units are occupied, and 1,151 units remain vacant. Henderson’s owner-occupied housing unit rate between 2016 and 2020 was 39.3%, below the county average of 58.0% and state average of 65.7%. The median value of owner-occupied housing units, from the same time period, was \$88,400. Median gross rent is \$668 in the city, below the state’s average of \$932.



Housing Characteristics	Henderson	Vance County	North Carolina
Total Housing Units (#)	7,151	20,152	4,687,122
Total Occupied Housing Units (#)	6,000	16,895	4,031,592
<ul style="list-style-type: none"> Owner-occupied units (%) Renter-occupied units (%) 	39.3%	58.0%	65.7%
Vacancy Rate (%)	16.1%	16.2%	14.0%
Median Rent (\$)	\$668	\$689	\$932
Median House Value (\$)	\$88,400	\$103,700	\$182,100

Source: 2020 ACS 5-Year Estimates.

Housing Characteristics	1990	2000	2010	2020 (ACS)
Total Housing Units (#)	6,446	6,871	7,016	7,151
Total Occupied Housing Units (#)	6,017	6,332	5,992	6,000
<ul style="list-style-type: none"> Owner-occupied units (%) Renter-occupied units (%) 	52.0%	47.0%	47.6%	39.3%
Vacancy Rate (%)	6.7%	7.8%	14.6%	16.1%
Median Rent (\$)	\$180	\$436	\$607	\$668
Median House Value (\$)	\$50,800	\$75,100	\$97,300	\$88,400

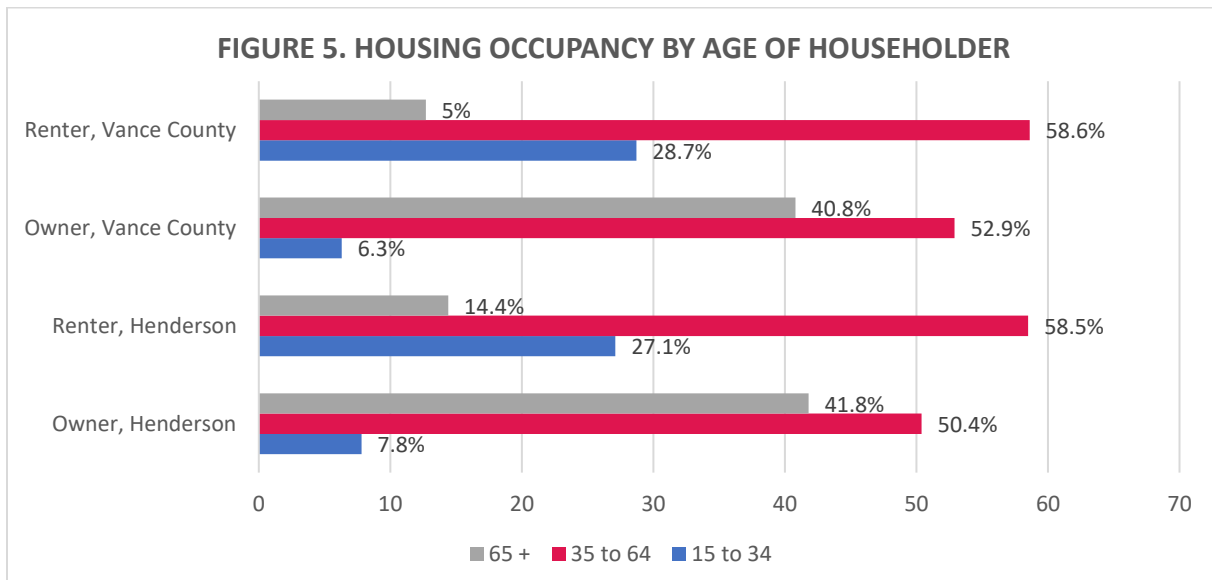
Source: US Census Bureau, 2020 American Community Survey 5-Year Estimates.

2.5.2 Homeownership

In 2020 owner-occupied units, within Henderson city limits, continued to trend downwards, dropping to 36.1% from 36.6% in 2010 and 47% in 2000. While rental housing is a necessity of the community and proves to be a more affordable option in Henderson, compared to the state in general, there is a desire to continue to encourage homeownership. Homeowners help stabilize neighborhoods and maintain property values.



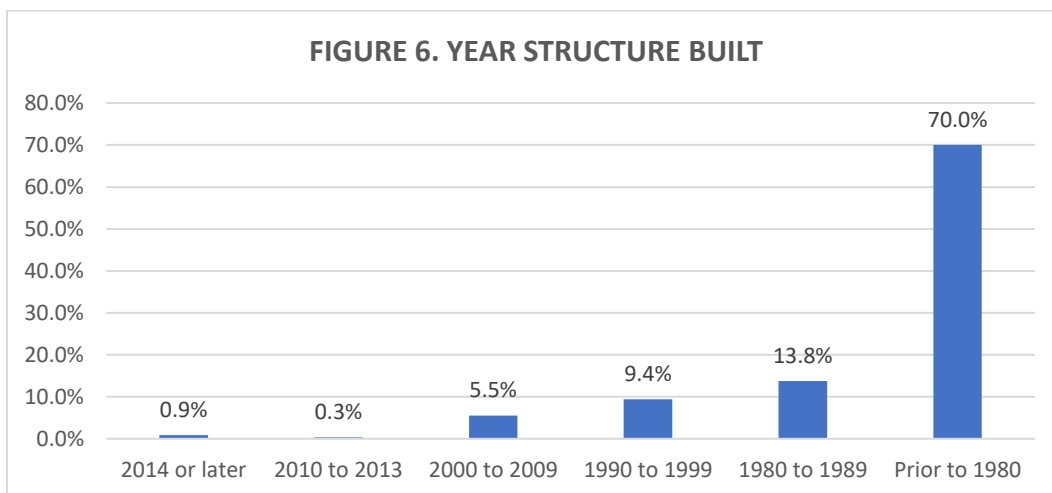
Most housing occupants are between the ages of 35 and 64 for both the City of Henderson and Vance County. Although, young families are more likely to rent, than own, their home across both jurisdictions. In 2020, householders in Henderson, under the age of 34, owned less than 8 percent of owner-occupied housing units, down from 9.9% in 2000, while 41.8% were owned by householders 65 years or older.



Source: US Census Bureau.

2.5.4 Age of Housing

In 2020, 70% of Henderson’s housing units were more than 40 years old (see Figure 6). This percentage is significantly higher than the state’s percentage of older housing units (37.5%). For comparison, in 2010, 59.2% of Henderson’s housing units were more than 40 years old. The age of the housing inventory has increased significantly.



Source: US Census Bureau.



2.5.5 Housing Affordability

The United States Department of Housing and Urban Development (HUD) defines affordable housing as housing in which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. Households that exceed this threshold are considered by HUD to be cost burdened and may not be able to meet other basic living costs, including food, clothing, healthcare, and transportation.

In 2020, 36.4% of homeowners in Henderson have a mortgage exceeding 30% or more of their income. According to the 2010 Census, over 50% of homeowners in the county allocated that level of income to their mortgage - representing an almost 15% decrease in homeowners burdened by a large mortgage payment over last decade.

The number of renters paying a significant portion of household income for living purposes also decreased slightly from 2010 to 2020. In 2010, 61.7% of renters used more than 30% of their income to pay rent. By 2020, the percentage of renters burdened by their living costs decreased to 54.9%. For comparison, the State’s percentage of burdened mortgage owners and renters decreased from 32.2% and 48.9%, respectively, to under 25% of mortgage owners and 46.8% of all renters in 2020.

Table 8. Percent of Household Income Spent on Housing 2020

Income	Henderson		Vance County		North Carolina	
	Number	% of Total	Number	% of Total	Number	% of Total
Mortgage greater than 30% of income	378	36.4%	1,456	30.0%	400,030	24.3%
Rent greater than 30% of income	1,912	54.9%	2,870	48.4%	590,267	46.8%

Source: 2020 ACS 5-Year Estimates.

2.6 Employment

2.6.1 Labor Force Characteristics

The civilian labor force is described by the US Census as nonmilitary persons 16 years or older who are either workers or actively employed. Table 9 shows that 56.4% of Henderson’s eligible persons participated in the city workforce in 2020, slightly less than Vance County’s 59.4% and the statewide average of 61.3%.

The local, county, and state labor force was impacted by pandemic related closures in 2020. Bringing the city’s workforce average down from 91.4% participation in 2000 to 56.4% in 2020.



Table 9. Civilian Labor Force 2020

Labor Force	Henderson		Vance County		North Carolina	
	Total	%	Total	%	Total	%
Persons 16 years +	15,596	---	35,182	---	8,233,448	---
Civilian Labor Force	8,802	56.4%	20,904	59.4%	5,045,479	61.3%
• Workers	7,977	51.1%	19,153	54.4%	4,764,135	58.4%
• Unemployed	825	5.3%	1,751	5.0%	281,344	3.4%

Source: 2019 ACS 5-Year Estimates.

2.6.2 Employment by Industry

Approximately 63% of Henderson and Vance County workers were employed in four industrial sectors: Manufacturing; Educational, Health, and Social Services; Retail Trade; and Arts, Entertainment, Recreation, Accommodations and Food Services. By comparison, only 55.7% of state workers were employed in the top four sectors. Diversifying the employment base will make the city less dependent on a few employers and will mitigate the impact that an economic downturn in one industry could have on the local economy.

VANCE COUNTY TOP 4 EMPLOYERS

Variety Wholesalers Inc
Wal-Mart Associates Inc
Vance County Schools
Maria Parham Hospital

Table 10. Percent of Workers by Industry in 2020

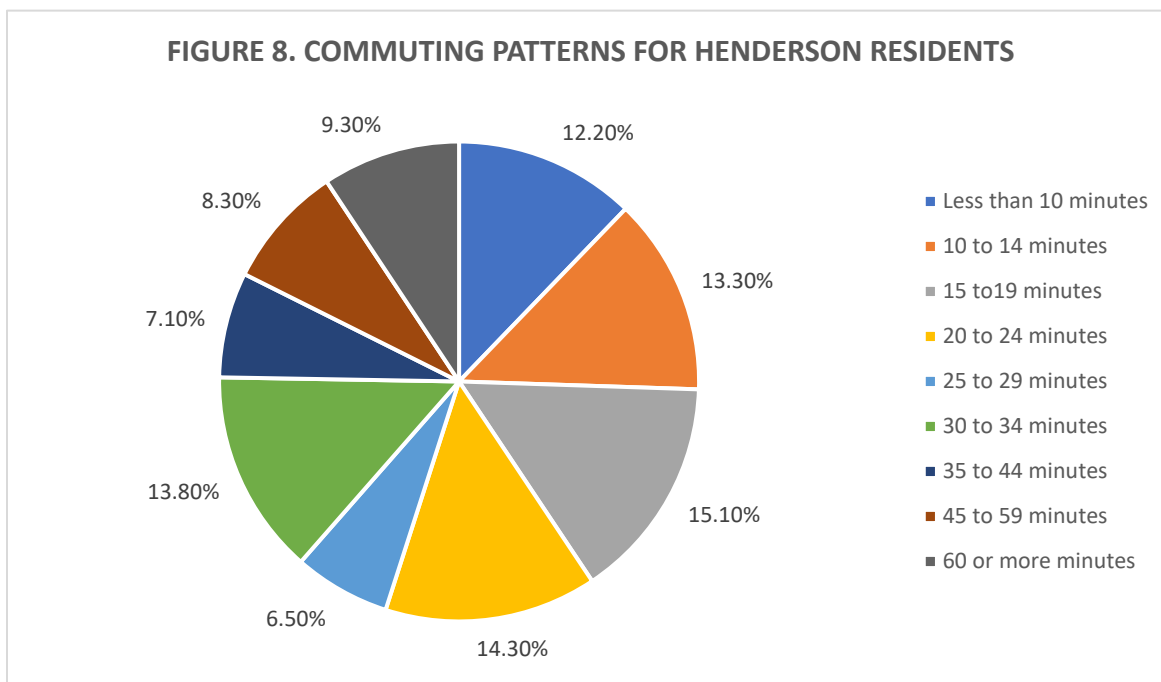
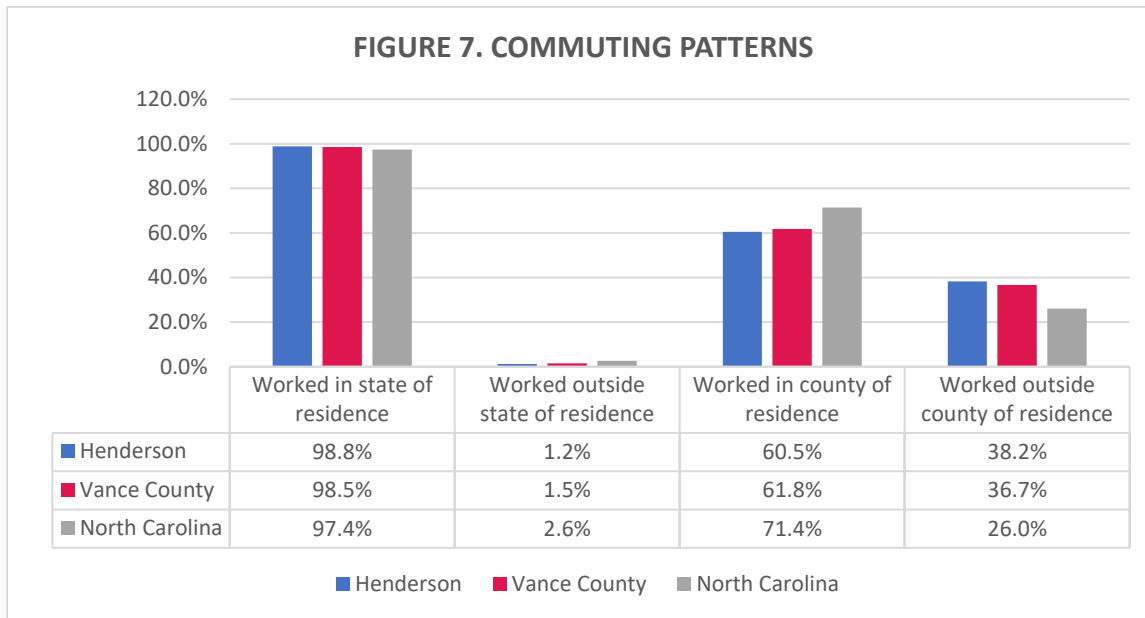
Industrial Sector	Henderson	Vance County	North Carolina
Manufacturing	17.3%	17.1%	11.8%
Educational, Health, and Social Services	19.9%	23.2%	22.8%
Retail Trade	15.8%	15.1%	11.1%
Arts/Entertainment/Recreation/Accommodation/Food Services	10.1%	7.8%	10.0%
Public Administration	7.3%	6.6%	3.9%
Construction	6.3%	6.4%	7.7%
Other Services (except public administration)	4.4%	4.2%	4.8%
Finance, Insurance, Real Estate	4.0%	3.0%	6.4%
Wholesale Trade	2.5%	3.0%	2.5%
Professional, Scientific, Management, Administrative, & Waste Management Services	7.0%	5.9%	11.2%
Information	1.0%	1.3%	1.6%
Transportation/Warehousing/Utilities	2.9%	5.1%	5.1%
Agriculture/Forestry/Fishing & Hunting & Mining	1.4%	1.4%	1.1%

Source: 2019 ACS 5-Year Estimates.



2.6.3 Commuting Patterns

The 2020 ACS Estimates report that 60.5% of Henderson workers traveled within the county to their place of employment and the mean travel time to work was 19 minutes. For comparison, Vance County reports 61.8% of workers commute within county limits for employment with a mean travel time of 24.9 minutes.



Source: US Census Bureau.



2.7 Economic Conditions

Each of the North Carolina counties are assigned a tiered rank by the North Carolina Department of Commerce based on economic well-being. The tier system is incorporated into various state programs to encourage economic activity in less prosperous areas across the state. The evaluation criteria for the tier designation includes average unemployment rate, median household income, percentage growth in population, and adjusted property tax base per capita. The forty most distressed counties are designated as Tier 1, the next 40 as Tier 2, and the 20 least distressed as Tier 3.

Vance County has been consistently rated as a Tier 1 county under the system. While conditions within individual municipalities in a county sometimes vary, the 2019 ACS estimates data on income and poverty indicate the economic climate in Henderson is consistent with that of a Tier 1 county.



County Distress Rankings (Tiers). Image Source: NC Department of Commerce.

The global nature of the economy makes it imperative to approach economic development from a regional perspective. Although Vance County is a Tier 1 county, the overall Research Triangle Region is performing well. Niche markets in the region have a focus on knowledge-based industry, including pharmaceuticals, Biological Agents/Infectious Disease, Agricultural Biotechnology, Pervasive Computing, Advanced Medical Care, Analytical Instrumentation, Nanoscale Technologies, Automotive Parts Manufacturing, and Logistics and Distribution.

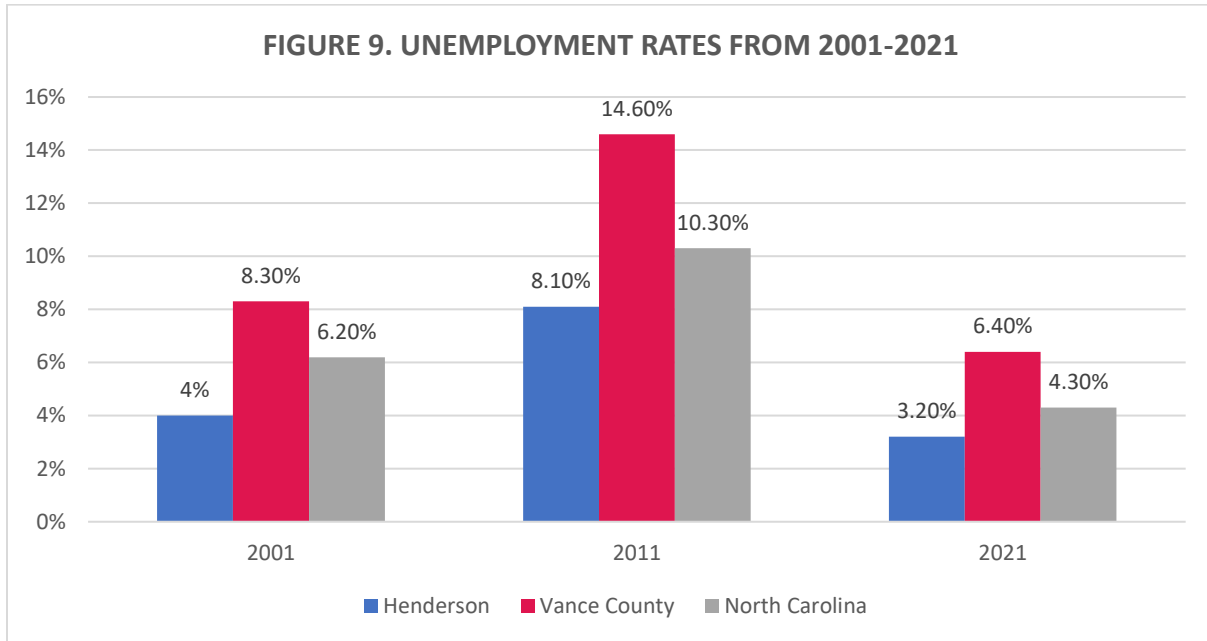
The unemployment rate in Henderson continues to be lower than the county and state average. Current 2021 statistics are the lowest the city has experienced in twenty years.

“Attract new companies, jobs, and productive people.”

Online Survey Response, 2022

“Invest in resources to redevelop the downtown and historic district and be more willing to work with investors who have creative ideas for new business growth.”

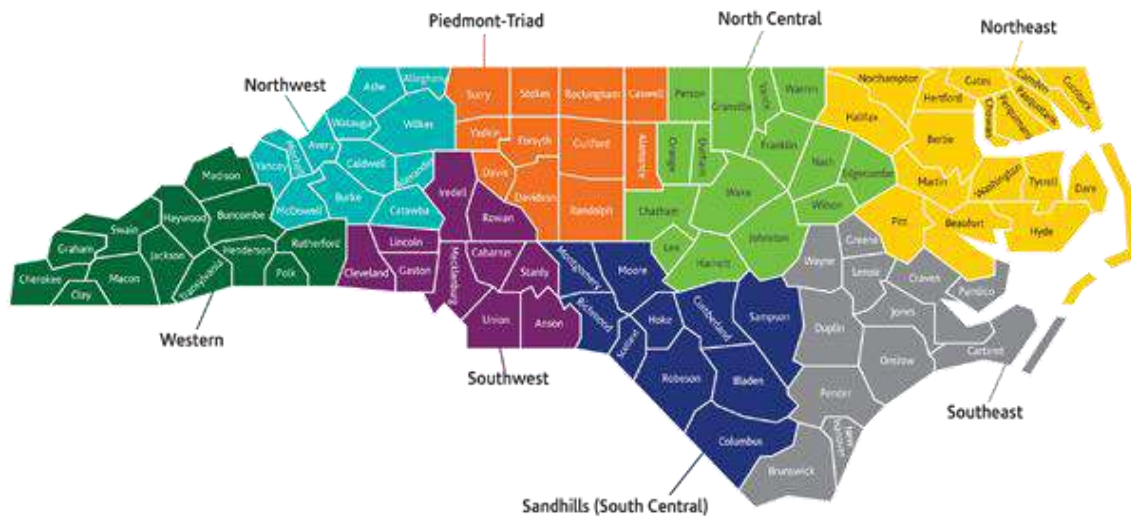
Online Survey Response, 2022



Source: Bureau of Labors Statistics.

2.8 North Carolina Prosperity Zones

Vance County is located in the North Carolina Department of Commerce *North Central Region* Prosperity Zone. Each zone features a one-stop, physical location, providing citizens and businesses the ability to interact with representatives from multiple agencies, as well as to encourage better collaboration between the agencies themselves. This valuable economic resource is available to start or grow a business.



North Carolina Prosperity Zones. Image Source: NC Department of Transportation.



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3

CHAPTER 3

Physical Profile





Chapter 3: Physical Profile

This chapter describes physical features that can support or limit development capacity of the land within the City of Henderson Planning Area that includes the corporate limits and extraterritorial jurisdiction (ETJ). The ETJ allows the city to extend its regulatory and police powers beyond the city limits without specific legislative authority. The ETJ is an important land use tool in transitional land areas that encourages county and local regulators to work together where their jurisdictions meet.

The information contained in this chapter provides many tools used to identify land uses that are appropriate for future development or conservation. The maps inserted into this chapter were prepared from data compiled from federal, state, and local government sources. The information and data are solely intended to support the City of Henderson planning process and should not be substituted for on-site surveys and engineering studies.

3.1 Environmental Resources

Environmental resources are critical natural features that either perform a valuable environmental function or pose a significant threat to life or property if not managed. Environmental resources can constrain development; therefore, it is important to know the resources of the community and where they are located.

3.1.1 Topography & Slope

Topography refers to the slope and elevation of land. Henderson is located in the Piedmont region of North Carolina. Elevations range from 300 feet to 525 feet above sea level. The land is generally rolling and has moderately steep slopes along the drainageways.



Geographic Regions of North Carolina Image Source: USGS.

3.1.2 Flood Hazard Areas

Most of the special flood hazard areas (SFHA) in the planning area are located within the 100-year floodplain, although land outside the floodplain can be flood prone to water rise. Property in the 100-year floodplain has 1 percent chance of flooding in any given year and stands a 26 percent chance of flooding during the lifetime of a 30-year mortgage. Therefore, the 100-year floodplain is the standard used by the National Flood Insurance Program (NFIP) to determine the need for flood insurance. The City participates in the NFIP, which allows homeowners, renters, and businesses to buy flood insurance at affordable rates.



SFHAs are broken into “AE” zones and “VE” zones. “AE” zones, formerly known as the 100-year floodplain, are areas subject to risk of flooding by standing or relatively static flood waters, while “VE” zones are areas subject to wave action. “Shaded X” is a supplemental flood hazard area in which there is a 0.2% annual chance of flooding, also known as the “500-year floodplain.” Land bordering the Atlantic Ocean is most susceptible to wave inundation, whereas land bordering estuarine areas are most susceptible to flooding/rising waters.

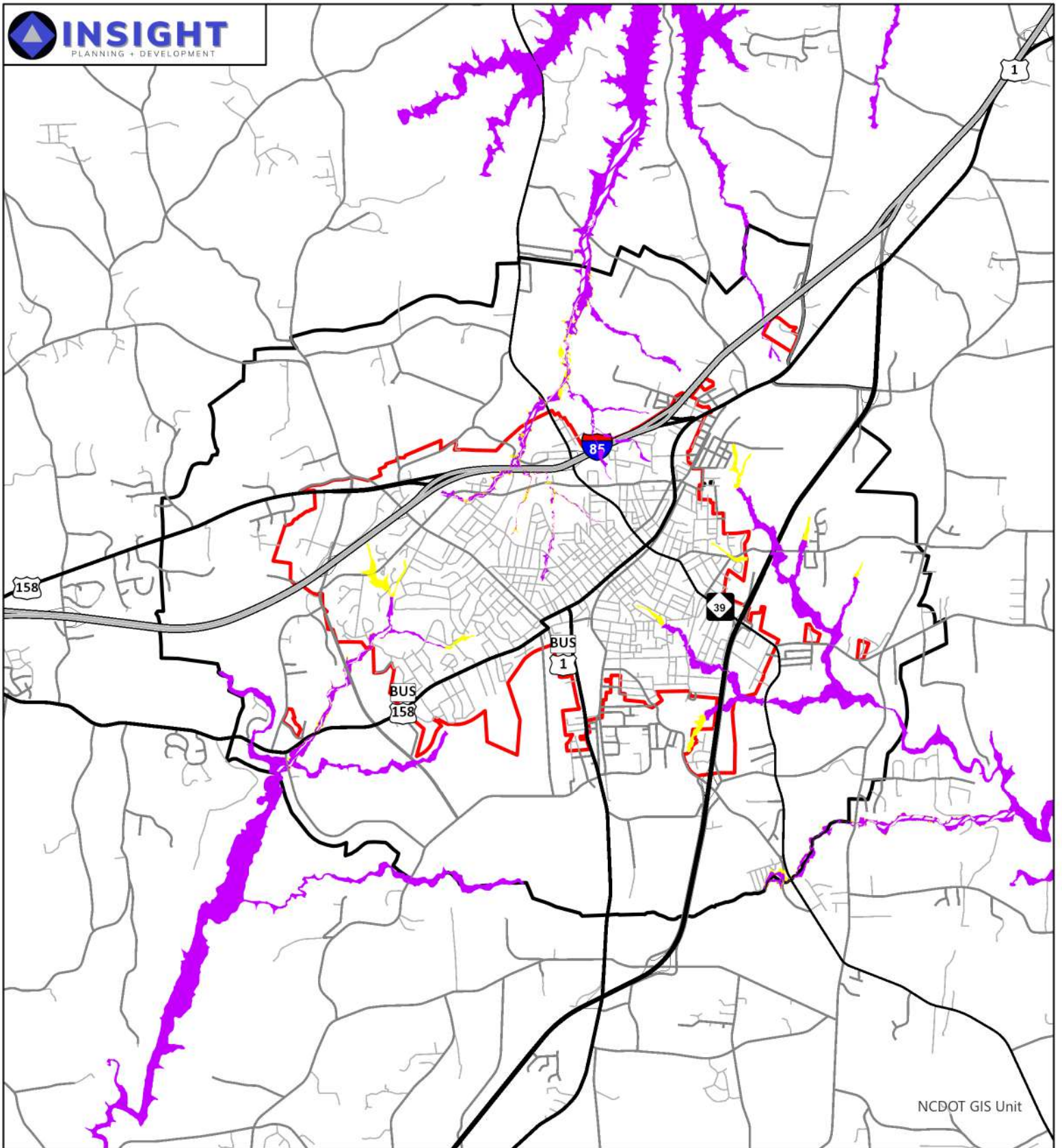
The city’s planning area is minimally impacted by the AE and Shaded X zones. The most recent flood maps for the city were prepared by the National Flood Insurance Program and became effective in December 2019. Henderson’s designated flood hazard areas extend along Red Bud, Nutbush, and Sandy Creeks and their tributaries. The geographic location of each flood hazard area is displayed on Map 2. Digital FEMA Flood Insurance Rate Maps are available for review at <http://fris.nc.gov>.

3.1.3 Wetlands

Wetlands help preserve or improve water quality, protect wildlife and vegetative habitats, control flooding and soil erosion, and provide recreation and education opportunities. Wetlands in the planning area are mostly concentrated in small ponds. Development of regulated wetlands must be identified and permitted under federal or state wetland protection laws. Map 3 provides the location of wetlands within the City of Henderson Planning Area. Brief descriptions of each of the wetlands identified within the planning area are summarized in Table 11.

Table 11. Wetland Categories	
Freshwater Forested and Shrub	Characterized by woody vegetation that is 6 m tall or taller. Surface water is present for brief periods (from a few days to a few weeks) during the growing season, but the water table usually lies well below the ground surface for the most of the season.
Freshwater Emergent	Characterized by erect, rooted, herbaceous hydrophytes, excluding mosses and lichens. This vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. Surface water is present for extended periods especially early in the growing season, but is absent by the end of the growing season in most years. The water table after flooding ceases is variable, extending from saturated to the surface to a water table well below the ground surface.
Freshwater Pond	Includes all wetlands and deepwater habitats with at least 25% cover of particles smaller than stones (less than 6-7 cm), and a vegetative cover less than 30%. Water covers the substrate throughout the year in all years. These wetlands have been created or modified by a man-made barrier or dam that obstructs the inflow or outflow of water.

Source: National Wetlands Inventory.

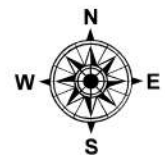


NCDOT GIS Unit

Legend

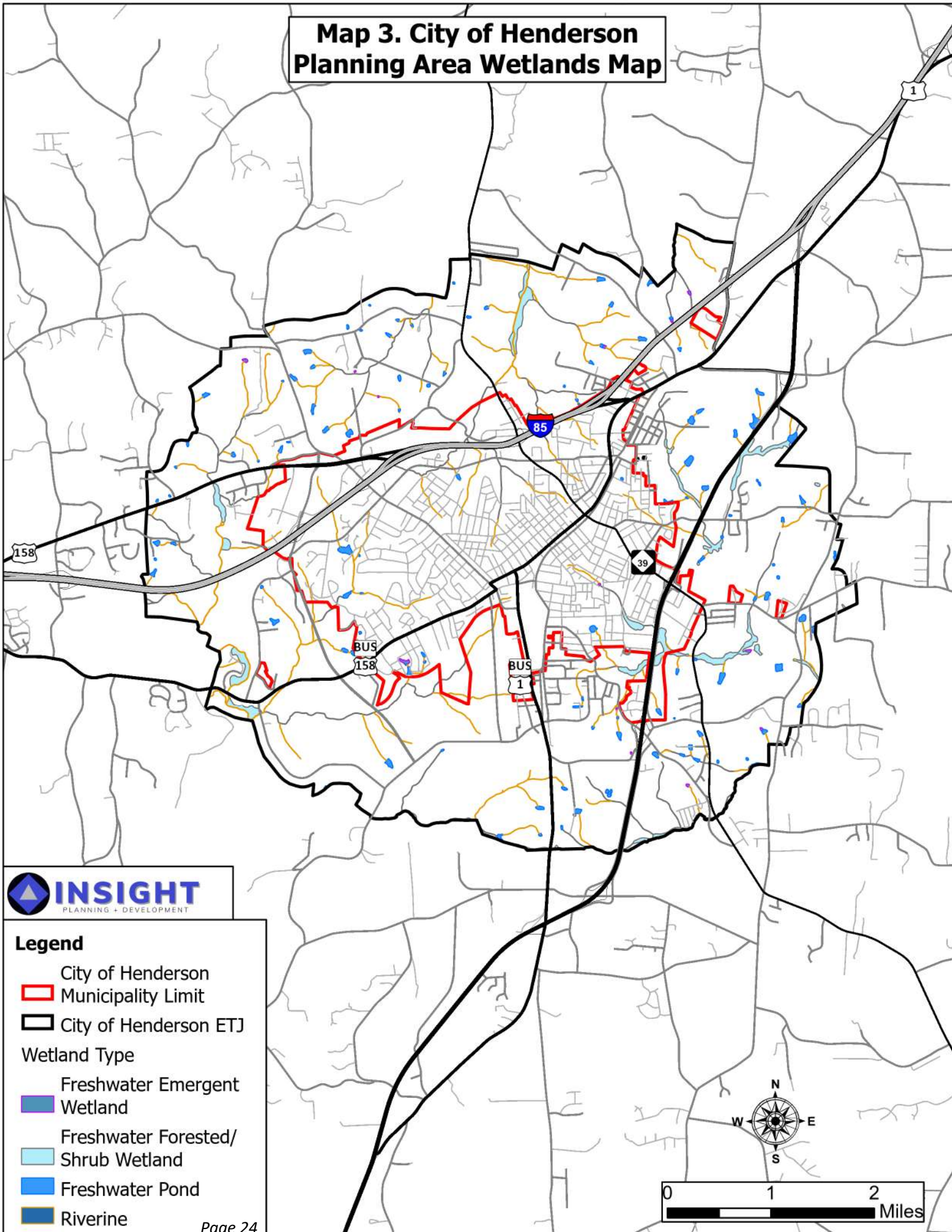
- City of Henderson
- Municipality Limits
- ▭ City of Henderson ETJ
- Flood Hazard Areas**
- Zones AE, AH, AO
- Zone AE: Floodway
- 0.2% Annual Chance Flood
- Hazard (Shaded X)

**Map 2. City of Henderson
Planning Area
Flood Hazards Map**



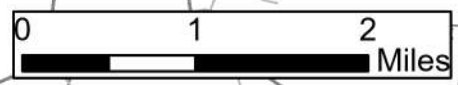
0 0.75 1.5 Miles

Map 3. City of Henderson Planning Area Wetlands Map



Legend

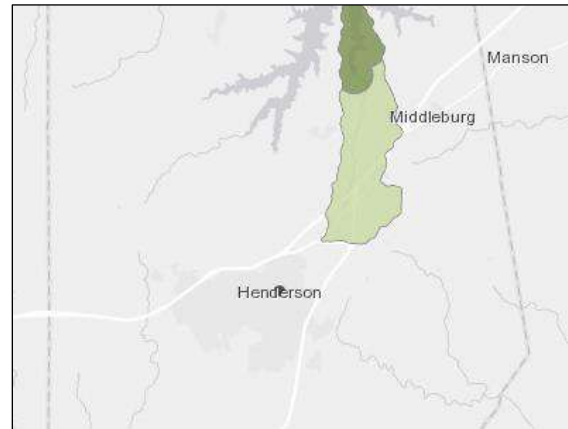
- City of Henderson Municipality Limit
- City of Henderson ETJ
- Wetland Type
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Riverine





3.1.4 Watersheds

A watershed is the land area that drain into a single body of water such as a creek, lake, or river. The NC Water Supply Watershed Act (NC WSWA) applies to the watersheds of reservoirs identified as a source of public drinking water. The Anderson Creek (Kerr Lake) consisting of 4,162.70 area acres is identified by NC Department of Environmental Quality (NCDEQ) as a Protected (P) Area, and is classified as WS-III. This classification includes water used as a source for drinking, culinary, or food processing purposes where a more protective WS-I or II classification is not feasible. These waters are also protected for Class C users. WS-III waters are generally in low to moderately developed watersheds. While the City of Henderson is not a listed municipality by NC DEQ (2017) as having a mandatory local program per NCGS 143-214.5, Vance County is listed as a Water Supply Watershed Protection Program in North Carolina.



Anderson Creek WS-III Water Supply Watershed Image Source: NCDENR Division of Water Resources.

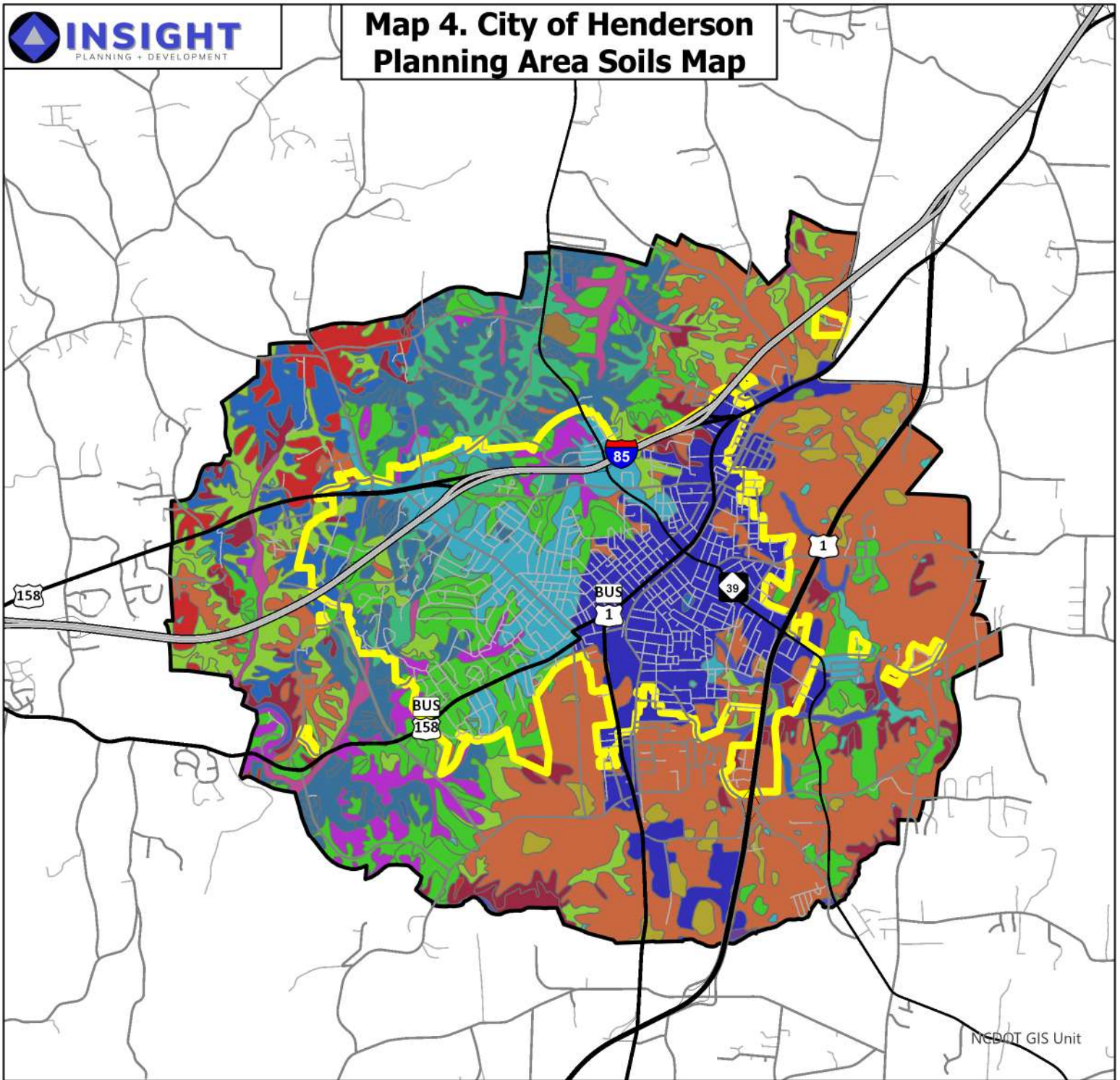
An Updated Draft Water Supply Watershed Model Ordinance was considered by the Environmental Management Commission (EMC) at a September 8, 2021, meeting. Upon review, NCDEQ will seek approval of the revised ordinance in 2022.

3.1.5 Soils

The City of Henderson administers an Erosion and Sedimentation Control Program within the City limits. The program operates under the Land Quality Section of the North Carolina Department of Environmental Quality (NCDEQ). The city also has local jurisdiction in administering the Sedimentation Pollution Control Act (1973) and does so by way of the Soil Erosion and Sedimentation Control Ordinance (City Ordinance Chapter 23A).

In accordance with the Act and City Ordinance, an Erosion and Sedimentation Control Plan and calculations, designed in accordance with the NCDEQ Erosion and Sediment Control Planning and Design Manual must be filed with and approved by the City of Henderson prior to disturbing an area of greater than 0.5 acre (or more than 1 acre if a single-family residence). For disturbances less than 0.5 acres (or 1 acre for single family residences), no plan must be filed; however, all requirements limiting erosion shall remain in effect. Map 4 provides the City of Henderson Planning Area Soils.

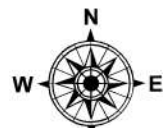
**Map 4. City of Henderson
Planning Area Soils Map**



NCDOT GIS Unit

Legend

- | | |
|---------------------------------------|-----------------------------|
| City of Henderson Municipality Limits | Iredell Fine Sandy Loam |
| City of Henderson ETJ | Louisburg Loamy Coarse Sand |
| City of Henderson Soils | |
| Appling Sandy Loam | Pacolet Sandy Loam |
| Appling Urban land Complex | Pits |
| Cecil Sandy Clay Loam | Tatum Silt Loam |
| Cecil Urban Land Complex | Udorthents |
| Chewacla Silt Loam | Vance Sandy Loam |
| Durham Loamy Sand | Water |
| Helena Sandy Loam | Wedowee Sandy Loam |
| | Wehadkee Silt Loam |
| | Wilkes Sandy Loam |





3.2 Historic Resources

In August of 1987, the Henderson Central Business Historic District was placed on the National Register of Historic Places. Historic preservation promotes sustainability through reuse of existing buildings, sites, and infrastructure. Through adaptive reuse (adapting historic buildings for new uses) the city can reduce fiscal and environmental toll of growth since extending water and sewer to new development is generally more costly than serving existing development with existing infrastructure. Additionally, redevelopment of existing buildings disturbs less of the natural landscape than new construction.

Historic preservation is an important economic development tool for communities. Historic properties give Henderson a unique ‘sense of place’ that can attract heritage tourism, defined by the National Trusts as “traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past and present.” The travel Industry Association of America found that people who engage in historic and cultural activities spend more, do more, and stay longer than other US travelers. Downtown Henderson is recognized as a Main Street community, as such historic preservation is a key component of the city’s downtown revitalization and economic development efforts.

Historic resources are defined as districts or sites that are valuable to the development, heritage, or culture of the city, state, or nation. Properties on the National Register are eligible for state and federal tax credits if preserved to federal guidelines. Property on a local listing can be protected from demolition and neglect only by local ordinance.

Although the city has no local registry of historic resources, it does have 1 district and 11 individual sites on the National Register of Historic Places (NPS.gov). The lone district, the Henderson Central Business Historic District, was expanded in 2005 and covers 16 square blocks and 46 acres along Garnett Street from Church Street, to the northeast, and E. Andrews Avenue, to the southeast, and extends to Dorsey and Chavasse Avenues to the southwest. Most of the buildings in the district date between 1885 and 1929. Table 12 and Map 5 provides the City of Henderson Planning Area Historic Register Properties.

Table 12. National Register Historic Places

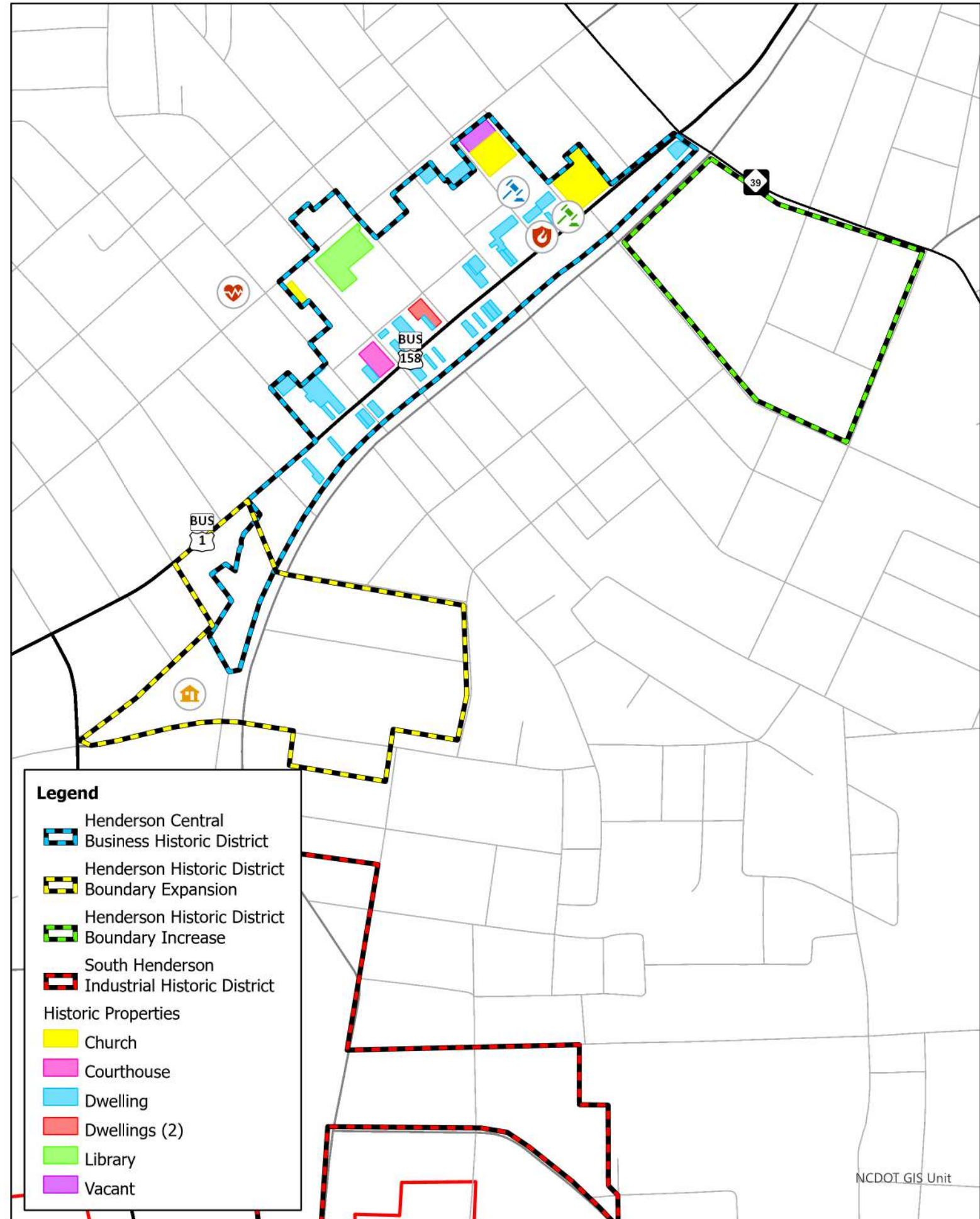
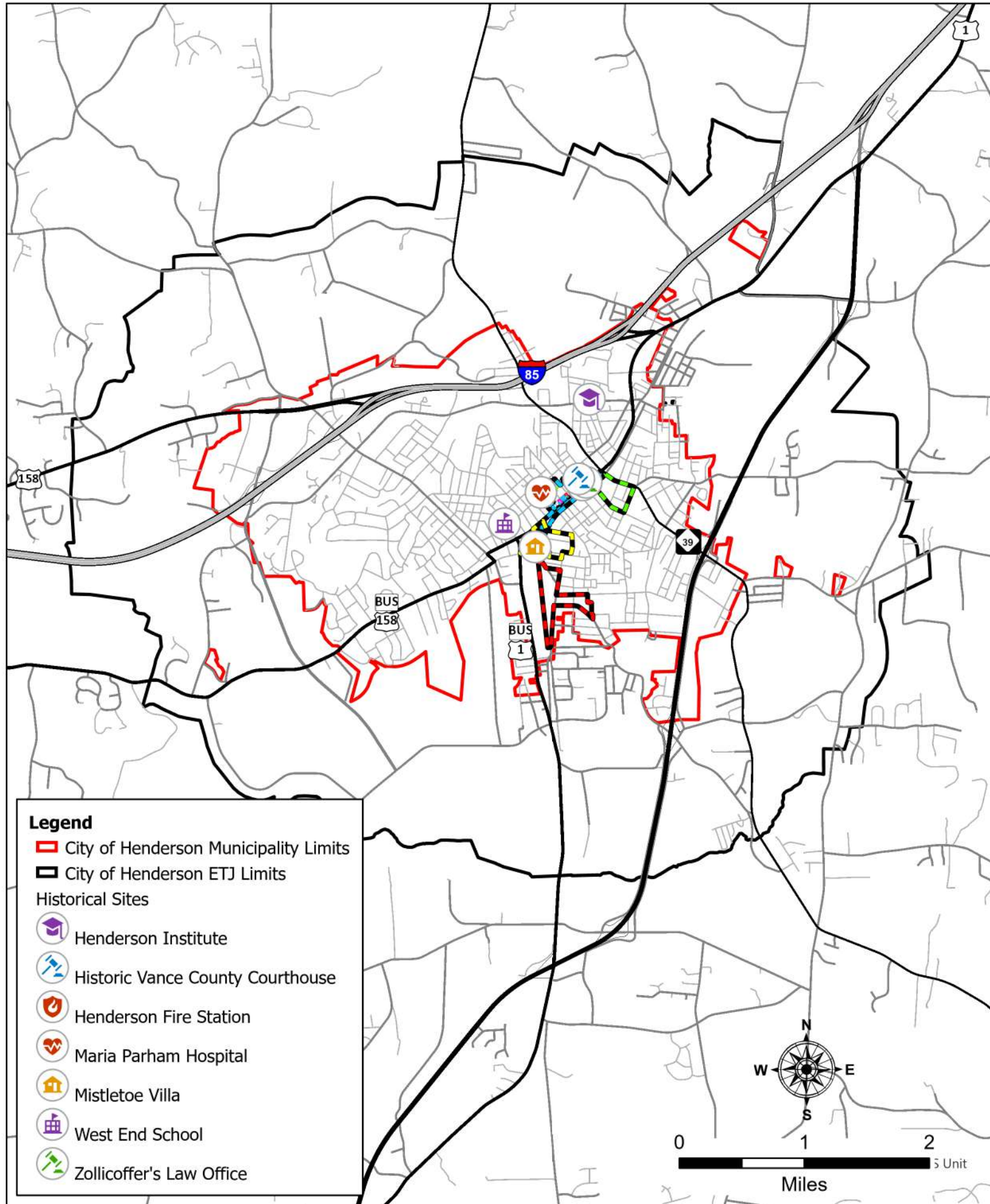
Resource Name	Year Listed
Ashland	3/14/1973
Barker House	12/01/2014
Henderson Central Business Historic District	8/24/1984
Henderson Fire Station	8/10/1978
Library and Laboratory Building	11/29/1995
Maria Parham Hospital	9/02/1994
Mistletoe Villa	8/10/1978
Daniel Stone Plank House	7/12/1984
Vance County Courthouse	5/10/1979
West End School	2/02/2005
Zollicoffer’s Law Office	6/13/1978

Source: National Register of Historic Places.



*Henderson Fire Station No. 2
Image Source: Insight Planning & Development.*

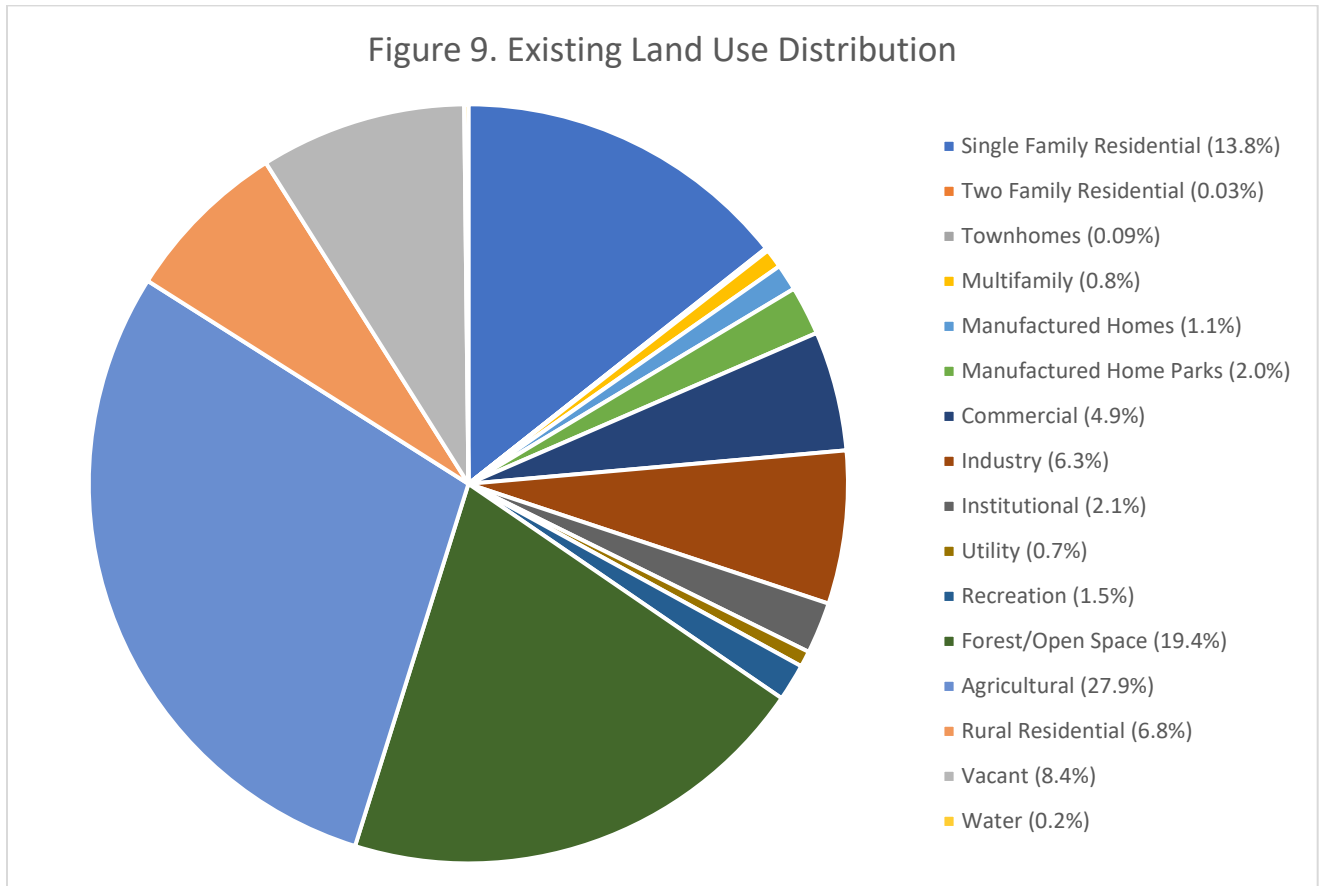
Map 5. City of Henderson Planning Area Historic Register Properties Map





3.3 Existing Land Use

The distribution of existing land uses in the City’s planning area (city limits and ETJ) are shown on Map 6 and Figure 7. The use of each parcel was identified from tax parcel data compiled from Vance County GIS Department.



3.3.1 Residential

Residential was the largest category of developed land in the planning area. Single-family residential accounted for approximately 56.1% of all residential uses. Early residential development occurred in traditional neighborhood setting with a grid street pattern and within short walking distance of downtown. Density ranged between 4 to 6 dwellings per acre. Many single-family dwellings on the periphery of downtown have been converted for office, retail, or other transitional commercial uses. In later years, most residential development was in subdivisions or other planned developments at suburban densities from 1 to 3 dwellings per acre.



3.3.2 Commercial

Approximately 96% of commercial land use in the planning area is sited in the city limits. Generally, commercial development is concentrated in three distinct areas.

- The Central Business District (CBD) holds most of the earliest commercial development in the city. The CBD has a mix of uses, including retail, restaurants, and other small supportive business within a walkable area. As the county seat, the downtown is also the center of the government activity, drawing the supportive ecosystem of attorneys, realtors, and other professional services that require easy access to government services. However, many downtown areas are experiencing a resurgence of farm to table markets and restaurants, local breweries, and coffee cafes. With online retail sales increasing for goods, many downtowns attract service industry businesses that are also inviting to tourists and day trip travelers. Also popular in the CBD are outdoor seating areas and sidewalk cafes where sidewalk width permits pathways that can accommodate the American Disabilities Act (ADA). The adaptive reuse of historic buildings in the CBD will create a strong sense of place, with less vacancies adding to perceived public safety, while also adding to the tax base.
- Community and neighborhood commercial strip development located near Interstate and along Raleigh Road and Dabney Drive. Fast food restaurants, grocery stores, auto repair shops, churches with supportive parking accommodations, and similar businesses located along these corridors where there is less pedestrian activity.
- Commercial development trends over the last 20 years have focused mainly near the interchanges of Interstate 85 at Dabney Drive and at Andrews Street. Community or regional shopping centers anchored by “big box” retail and other highway-oriented businesses tend to locate in these areas. While past trends may continue in the Henderson market, commercial uses where there will be access to rail and the interstate system may be more desirous.

3.3.3 Industrial

Roughly 4% of the industrial acreage in the planning area was in the ETJ or outside the city limits. Early industrial development was located between Raleigh and Vanco Mill Roads in the southern part of the planning area. Other industrially developed areas are near the Highway-1 Bypass and north of Highway 158-Bypass. Because of the City of Henderson’s lower cost of living and proximity to other populous cities and the interstate system, and in consideration of high-speed rail proposed through the City of Henderson along the existing rail, light and heavy industrial uses may become an economic strategy to encourage job growth.

3.3.4 Institutional

Public, quasi-public, and civic uses such as libraries, hospitals, post offices, schools, cemeteries, and religious institutions were identified as institutional. Henderson’s historic downtown is the center of the city, county, and federal government offices.



3.3.5 Utilities

These parcels contained infrastructure that distributed utility service to the community or region. This includes electric substations, water storage and treatment facilities, sewer treatment plants and pump stations, and other utility infrastructure. It does not include administrative offices or utilities that serve a single neighborhood or lot. Utilities accounted for less than one percent (0.68%) of developed land in the planning jurisdiction.

3.3.6 Recreation

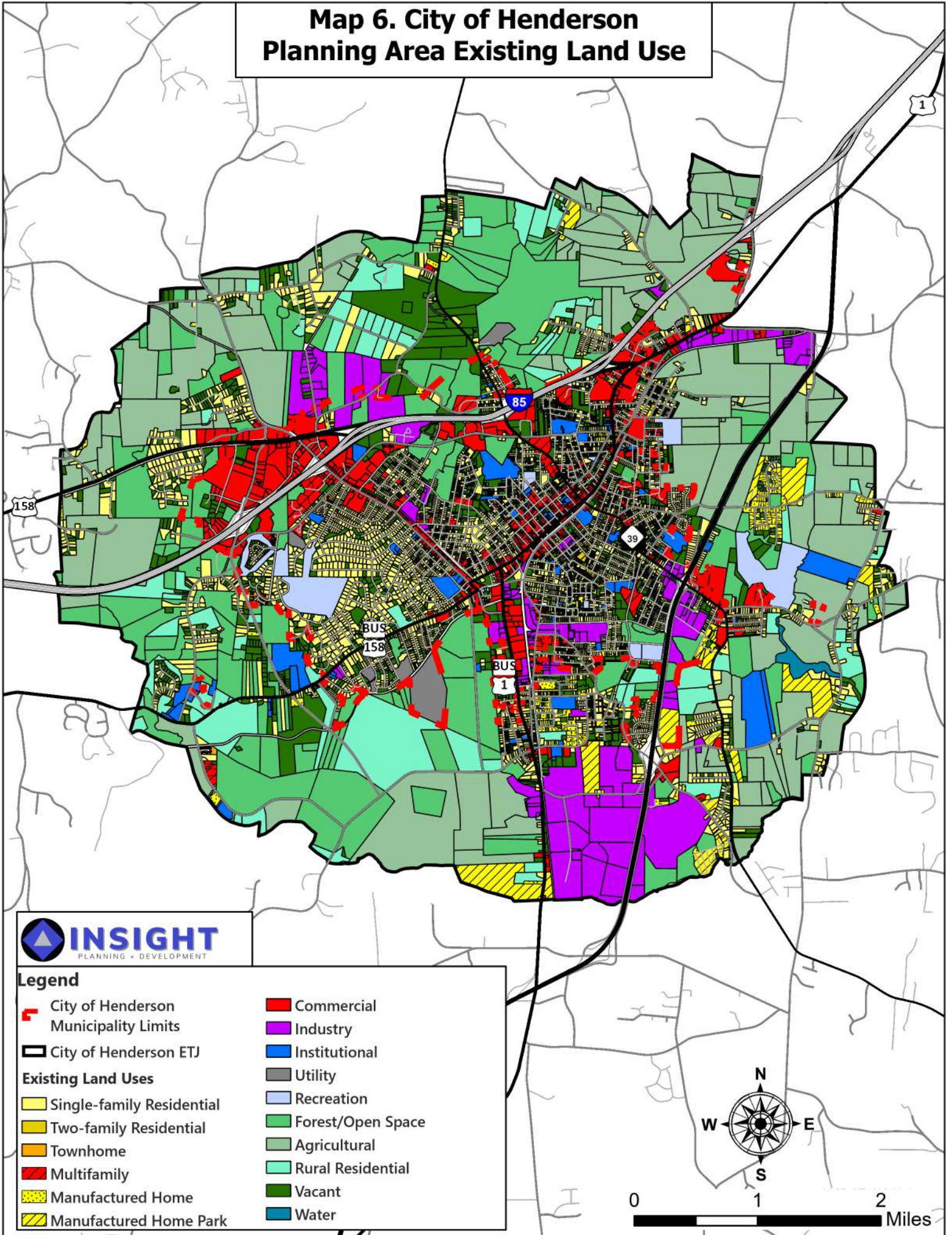
Recreation land uses were applied to parcels occupied by active and passive activities including playgrounds, ball fields, walking trails, picnic areas and other facilities used for recreation, education, or leisure activities. Other than golf courses, private and non-profit facilities such as fitness centers were classified as commercial areas.

3.3.7 Undeveloped Land Uses

Undeveloped parcels existed mainly in a natural state or were mostly undisturbed. Overall, undeveloped land covered about 8.79 percent of the planning area but only 0.37 percent was located within the city limits. Undeveloped land will be the most likely source of new development providing additional tax base for supportive services provided by the City of Henderson.

- *Agricultural* – Agricultural parcels were used for farming (crop or animal production), commercial plant nurseries, and similar activities. This was the largest land use in the planning area.
- *Rural Residential* – These parcels were greater than 5 acres in size and occupied by a single-family home or manufactured home. These lots are generally served by on-site water and sewer systems and generally do not have access to all municipal services, including fire hydrants. These lots were almost exclusively located in the ETJ.
- *Forest/Open Space* – This category of land use consisted of lots that were at least 5 acres in size but were mostly a natural or vegetative condition. This was the second largest category of land use in the planning areas. Significant public improvements may be required to extend utilities and services to support development on these lots.
- *Vacant Lots* – These were unimproved parcels of 5 acres or less in size. Vacant lots were typically scattered within established neighborhoods or commercial districts and near existing public water and sewer infrastructure. Undeveloped land located within the city limits mostly consist of vacant lots.

Map 6. City of Henderson Planning Area Existing Land Use



Legend

- City of Henderson Municipality Limits
- City of Henderson ETJ
- Existing Land Uses**
- Single-family Residential
- Two-family Residential
- Townhome
- Multifamily
- Manufactured Home
- Manufactured Home Park
- Commercial
- Industry
- Institutional
- Utility
- Recreation
- Forest/Open Space
- Agricultural
- Rural Residential
- Vacant
- Water





4

CHAPTER 4

Public Services & Facilities





Chapter 4: Public Services & Facilities

This chapter centers on selected public facilities and infrastructure needed to support development and provide amenities to enhance the quality of life of residents. The city has expanded its services to reflect growth and changing needs of its citizens since the previous Comprehensive Plan (2010). Services provided by the City of Henderson include 13 departments that manage public safety, sanitation, public water, sewer, parks and recreation, and street maintenance. The city has a supportive role for Vance County services such as public schools and library services. Map 7 provides the city’s Community Facilities.

4.1 Schools

Public schools are administered by the Vance County Board of Education. However, the city can support development of schools located within the city planning area, while also providing services to improve access. City staff can work with NCDOT to add pedestrian and bicycle facilities, crosswalks and signalization that encourages safe travel to and from these institutions that often have outdoor facilities for recreational uses. The Vance County School District offers 16 public school options, with 14 within the City of Henderson planning area, and an option for virtual learning, which are listed in the Table 14 below.



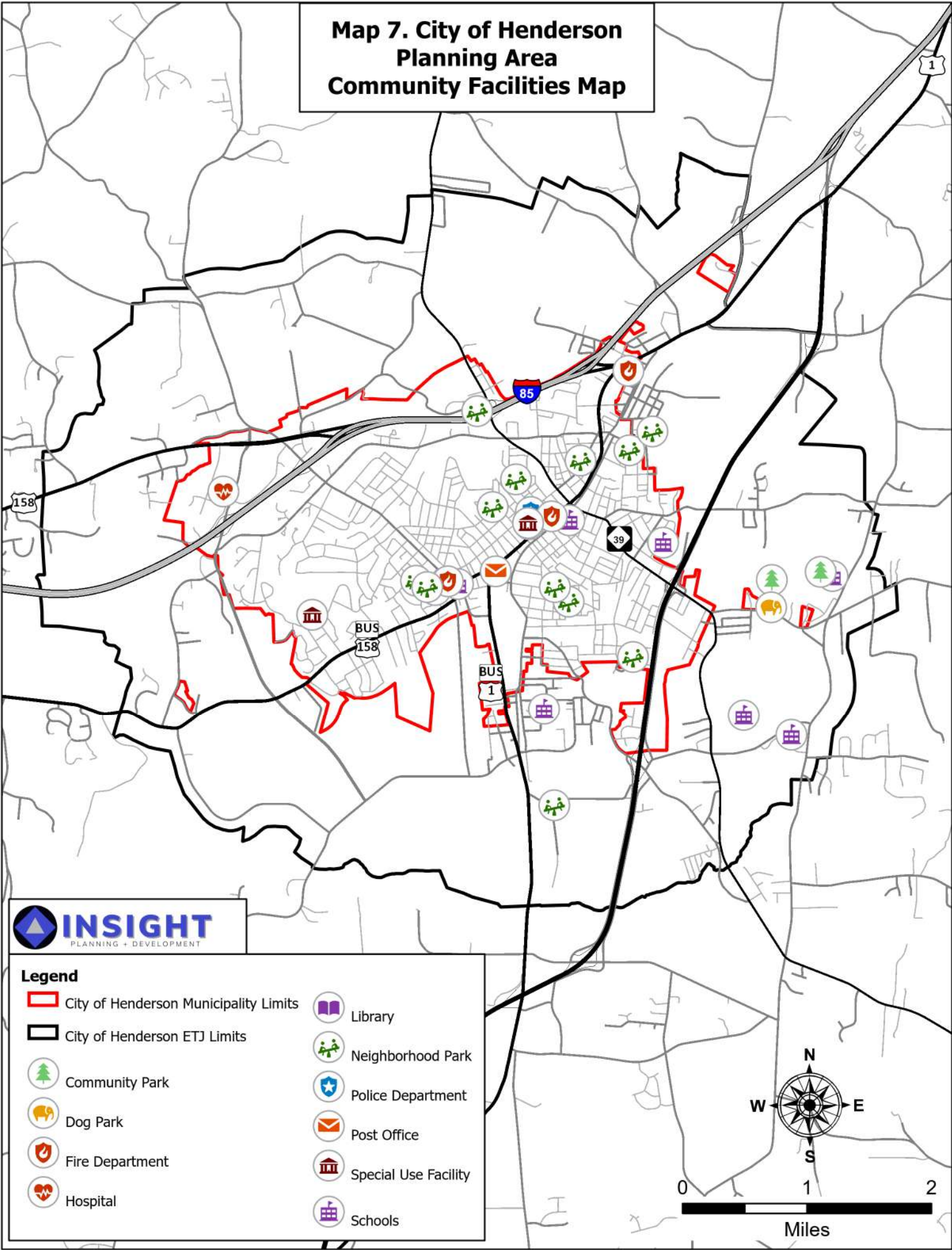
Table 13: Vance County Schools Serving the City of Henderson

School Name	School Address	Calendar and Grade Accommodated
Aycock Elementary School	305 Carey Chapel Road	Traditional Calendar, PreK-12
Carver Elementary School	987 Carver School Road	Traditional Calendar, PreK-12
Clarke Elementary School	309 Mt. Carmel Church Road	Traditional Calendar, PreK-12
Dabney Elementary School	150 Lanning Road	Traditional Calendar, PreK-12
New Hope Elementary School	10199 NC Hwy 39 North	Traditional Calendar, PreK-12
Pinkston Street Elementary School	855 Adams Street	Traditional Calendar, PreK-12
E.M. Rollins STEAM Academy	1600 South Garnett Street	Year-Round Calendar, PreK-5
L.B. Yancey Elementary School	311 Hawkins Drive	Traditional Calendar, PreK-12
STEM Early High School	219 Charles Street	Traditional Calendar, 6-12
Vance County Middle School	293 Warrenton Road	Traditional Calendar, 6-12
AdVance Academy	219 Charles Street	Traditional calendar, 6-12
Vance County Early College High School	200 Community College Road	Early Start Calendar, 9-13
Vance County High School	925 Garrett Road	Traditional Calendar, 9-12
Vance Virtual Village Academy		Traditional Calendar, K-12













Source: Vance County Schools.

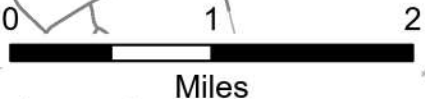
There is also a public charter school located in Henderson. Henderson Collegiate opened in the Summer of 2010 and serves grades K-12 in three schools (elementary, middle, and high). The school has a current enrollment of 1,300 students.

Map 7. City of Henderson Planning Area Community Facilities Map



Legend

-  City of Henderson Municipality Limits
-  City of Henderson ETJ Limits
-  Community Park
-  Dog Park
-  Fire Department
-  Hospital
-  Library
-  Neighborhood Park
-  Police Department
-  Post Office
-  Special Use Facility
-  Schools





4.2 Library

The H. Leslie Perry Memorial Library, located at 205 Breckenridge Street, opened in 2006. It was constructed with mostly private donations raised by the Embassy Square Foundation. The library offers several meeting rooms and other facilities for community meetings and state of the art technology for everyday use by Vance County residents. A variety of events are provided by the library on a monthly basis, including children’s story time, fiber arts, nutritional programs (through a partnership with the Cooperative Extension), and history programs.



*Perry Memorial Library
Image Source: Insight Planning & Development.*

4.3 Parks and Recreation

The City maintains several park facilities that host a variety of athletic events and recreational programs for residents that serve to provide communities with health and wellness, equity, and conservation of land. The following is a list of parks categorized based on the National Recreation and Parks Association (NRPA) definitions for urban parks. See Map 7 for locations of these facilities. These free of charge areas are essential amenities to communities that encourage exercise, neighbor connections, family gatherings, and overall health and wellbeing.

4.3.1 Neighborhood Parks

Neighborhood parks provide active recreation activities such as field and court games, playground equipment, picnic areas, etc. These parks generally serve a single neighborhood or area of the city. Neighborhood parks can be developed jointly with public schools. Twelve (12) neighborhood parks are located within the city planning area as noted in Table 15.

Parks and Facilities	Facility Address	Activities
Chestnut Street Park	745 North Chestnut Street	Basketball
King Daughters I Park	600 West Montgomery Street	Playground, Picnic Area
King Daughters II Park	125 North Street	Playground, Picnic Area
Jackson Street Park	325 Breckenridge Street	Basketball, Playground
Rollins Avenue Park	305 Rollins Avenue	Playground, Picnic Area
Owen-Davis Park	550 Owen Street	Basketball, Playground, Picnic Area
South Henderson Park	1105 Victory Street	Softball/Baseball Field
North Henderson Park	790 Boddie Street	Soccer, Softball/Baseball Field
Rollins Park	1600 South Garnett Street Extension	Soccer/Football Field
Kennametal	139 Warehouse Road	Soccer Field
David Street Park	927 David Street	Playground, Picnic Area
Beautification Park	700 Arch Street	Picnic Area

Source: Henderson Recreation & Parks.



4.3.2 Community Park

These facilities provide a mix of active recreational activities such as athletic complexes, swimming pools, and similar activities and include natural areas for passive recreational activities such as walking trails and picnic areas. Park sites may be developed around bodies of water for intense recreational development, allowing multiple activities within proximity of one another. These facilities may serve several neighborhoods or the entire community. There are two (2) community parks located within the city planning area as noted in Table 16.

Parks and Facilities	Facility Address	Activities
Aycock Recreation Center	307 Carey Chapel Road	Aquatic Center, Gymnasium, Indoor Walking Track, Multi-Purpose Meeting Room, Four Field Softball/Baseball Complex, Batting Cages, ¼ mile and ½ mile paved Walking Tracks, Concessions
Fox Pond Park	467 Vicksboro Road	Tennis Courts, Softball/Baseball, Playground, Picnic Areas, Nature Trails, Concessions

Source: Henderson Recreation & Parks.

4.3.3 Dog Parks

Within urban areas parks have been designed and dedicated for dogs to exercise and play off leash in a controlled environment under the supervision of their owners. These parks allow people to come together and may be located adjacent to existing recreational facilities in both neighborhoods and community parks. NRPA reports that 91% of Americans believe dog parks provide benefits to their communities, of which the top 3 are identified as:

- Gives dogs a safe space to exercise and roam freely (60%)
- Allows dogs to socialize with other dogs (48%)
- Allows owners a chance to be physically active with their pet (36%)

The availability of dog parks is especially popular among millennials (94%) and GenXrs (92%) followed by baby boomers (89%). There are two dog parks located within the city planning area as noted in Table 17.

Parks and Facilities	Facility Address	Activities
Pawesome Dog Park	467 Vicksboro Road	Adjustable Tire Jump, Bow Wow Barre Dog Walk Ramp, Hound Hoops, Single Wall Jump, Double Wall Jump, Flexible Weave Poles, Fire Hydrant
Scentral Bark Dog Park	1600 South Garnett Street Ext.	Adjustable Tire Jump, Bow Wow Barre Dog Walk Ramp, Hound Hoops, Single Wall Jump, Double Wall Jump, Flexible Weave Poles, Fire Hydrant

Source: Henderson Recreation & Parks.



4.3.4 Regional Park Reserve

These parks primarily offer nature or passive outdoor recreational activities such as observing nature, wildlife habitat conservation, or natural resource management. They also offer some degree of active recreation such as fishing, water-skiing, stand-up paddle boarding, swimming, hiking, off-road biking, and picnicking. These parks have diverse or unique natural resources such as lakes, streams, marshes, and forests. The Kerr-Lake State Recreation Area is located just north of the planning area near Interstate 85 and falls within this category. Built around Kerr Lake (a 50,000-acre engineered lake with over 850 miles of shoreline), park facilities allow for boating and camping areas.

4.3.5 Special Use Facilities

Special use facilities, such as golf courses, marinas, zoos, and nature centers, offer specialized or single purpose recreation activities. These facilities may be developed within local or regional parks. The Henderson Country Club is a private special use facility with an 18-hole golf course. McGregor Hall Performing Arts Center is a new private special use facility added to downtown Henderson in 2016, which provides entertainment, shows, and events in the Kerr Lake region. No public special use facilities are developed in the planning area.



McGregor Hall Performing Arts Center
Image Source: Insight Planning & Development

4.3.6 Greenways (Linear Parks)

Greenways are linear corridors of connected trails and natural areas. Greenways may follow built or natural corridors such as utility, street, or railroad rights-of-way, stream corridors, or floodplains. Greenways are used for hiking, biking, walking, and jogging modes of recreational travel. Greenways can have a transportation function if it links neighborhoods to local and regional destinations. Additionally, greenways can prevent soil erosion and filter pollution. Currently, no greenways are formally established in the planning area. Greenways can help foster private investment in the community.

4.4 Public Water and Sewer

The City of Henderson extends public water and sewer to most of the planning area. Small pockets of the planning area are located within the Vance County Water District. Vance County Water District purchased the Kittrell Water Association system and began operating in October 2018. It currently serves the majority of the ETJ.



4.4.1 Public Water System

There are four basic components to the public water system: water supply, water treatment, water storage, and water distribution.

Supply and Treatment: Kerr Lake Regional Water System treats and supplies water to the Henderson Water System. Water is pulled from Kerr Lake and treated at the plant located on Flemington Road. The plant has a treatment capacity of 10 million gallons per day (mgd) and maintains approximately 10,000 water and sewer taps with 267 miles of water line and 188 miles of sewer line.

The Kerr Lake Regional Water System (KLRWS) is a public water system serving portions of Vance, Granville, Warren and Franklin Counties in the central northern region of North Carolina. The system serves three (3) bulk customers, the City of Henderson, City of Oxford, and Warren County which currently supplies water to the Town of Kittrell, Town of Norlina, Franklin County, Town of Warrenton, Town of Stovall and the Town of Middleburg.

Water Storage: The city has elevated water tanks with a combined storage capacity of 1.5 million gallons. The oldest tank was built in 1953 near the intersection of Williams Street and Chavasse Avenue. The second tank, built in 1996, is located off US Highway 1 near Bearpond Road. Each tank has a water storage capacity of 750,000 gallons.

Distribution System: The City owns several miles of water lines that range in size from three-fourths of an inch to 36-inches in diameter. Lines are made of ductile iron, cast iron, galvanized iron, polyvinyl chloride (PVC) or asbestos cement pipes.

4.4.2 Public Sanitary Sewer

The City of Henderson Water Reclamation Facility was originally constructed in 1938. In 2016, an \$18 million renovation was completed to manage all city customers and part of Vance County. The facility is designed and permitted by N.C. Department of Environmental Quality (NCDEQ) to treat 4.14 million gallons per day (mgd). After wastewater enters and is treated at the facility it becomes a direct discharge into Nutbush Creek and the Nutbush arm of Kerr Lake as part of the National Pollutant Discharge Elimination System (NPDES) Permit. The city operates and maintains 13 wastewater pump stations and three (3) odor control stations located throughout Henderson and Vance County. Using gravity lines, each pump station is equipped with audible and visual alarms to monitor for system failures.



4.5 Transportation Systems

The transportation system is designed to move people, goods, and services locally and regionally. Mostly it consists of street and highways, rail, and infrastructure. The city's long range transportation needs are identified in the Vance County Comprehensive Transportation Plan (CTP), that is joint effort between the North Carolina Department of Transportation (NCDOT) and the Kerr-Tar Rural Planning Organization (RPO). The CTP is a multi-modal plan that identifies long range, future transportation system needs and includes highways, bridges, airports, ferry system, rail and pedestrian and bicycle facilities. The plans are updated every eight (8) to ten (10) years. The most current Vance County CTP should be consulted along with the City's Comprehensive Plan when making land use and public improvement decisions.

4.5.1 Street and Highways

Streets have both a mobility and land access function in the hierarchy of an urban street network. Streets with mainly a mobility function such as expressways and arterials that are at the highest end of the hierarchy. Streets with mainly a land access function such as collector and local streets are at the lowest end of the hierarchy. All NCDOT roads have Annual Average Daily Traffic (AADT) counts completed every two (2) years to provide an overview of traffic patterns (see Map 8). This information should be considered as new land uses are added to roads with high volume.

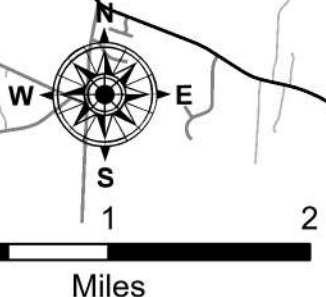
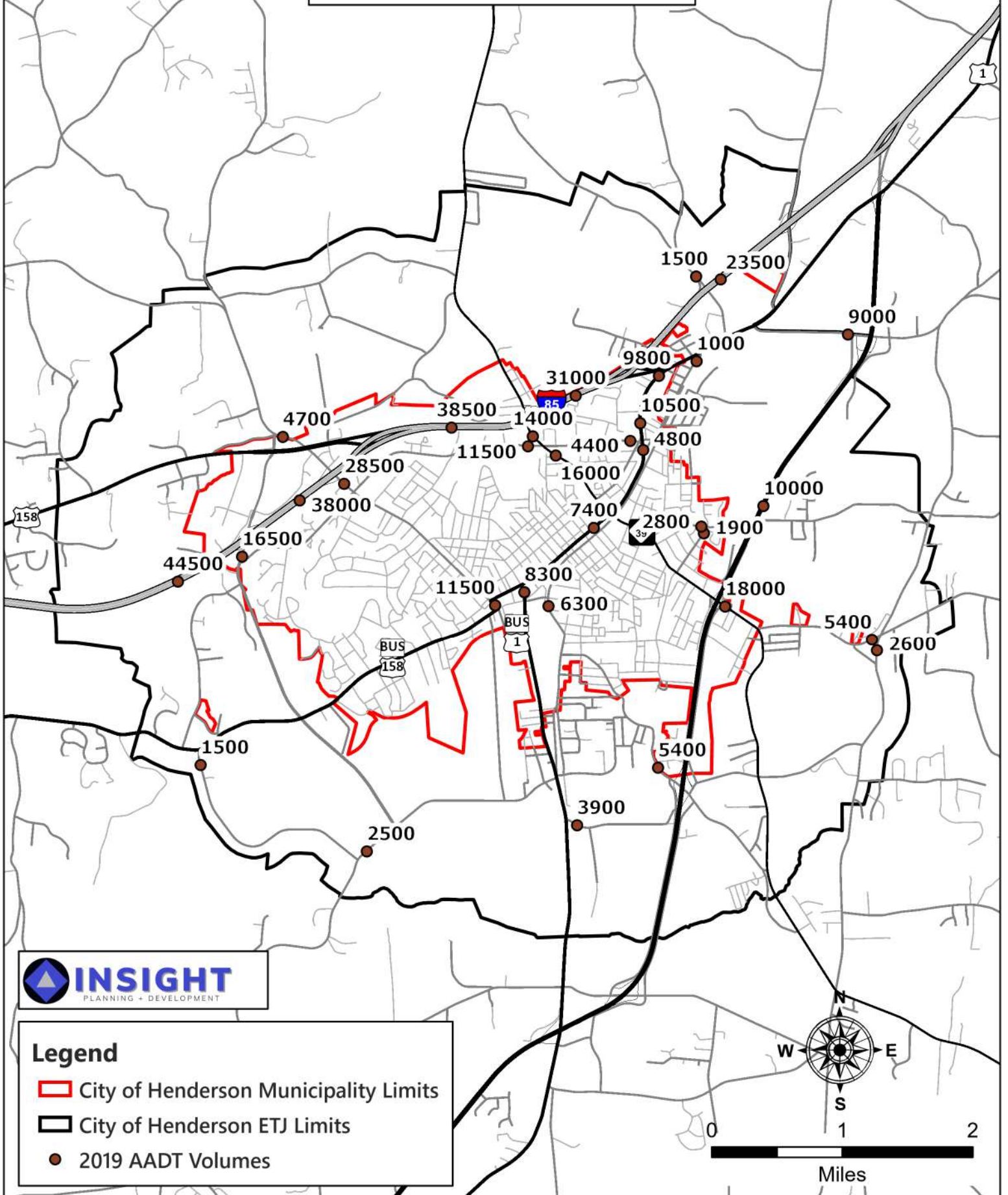
4.5.2 Bicycle and Pedestrian Facilities

In 2016, the Kerr-Tarr Regional Council of Governments (COG) completed the NC Lakes District (NCLD) Regional Bike Plan. The City of Henderson is a central point for many proposed routes and should be considered as development increases. The plan is a regional effort to link critical recreational points and communities. Extending these facilities promotes economic growth by attracting local users and visitors, stimulating new investment.

4.5.3 Rail

The city is divided from north to south by the CSX railroad. Freight traffic is operated by CSX Railroad and piggyback service is available in Rocky Mount, NC, approximately 54 miles east of Henderson. A portion of the proposed Southeast High Speed Rail Corridor from Raleigh to Petersburg VA is planned along the CSX rail line, with a planned stop in Henderson. One of the major challenges facing the city is to maintain safe and convenient access across the railroad tracks.

Map 8. City of Henderson Planning Area AADT Volumes Map





4.6 Public Safety – Fire Department

The City of Henderson is rated as a level 2 department and has a full-time paid fire department that employs 42 people for the purpose of providing fire protection services within its city limits and mutual aid (both automatic and requested) given to adjacent districts outside the city. The department has 2 engine companies and 1 ladder company that are on duty 24 hours a day. The on-duty shift answers calls for fire suppression, hazard remediation, technical rescue and emergency medical response. The prevention and education division provides code enforcement services and public education to the city's businesses and residents.

4.6.1 Facilities and Apparatus

Station 1, built in 1974, is located at 211 Dabney Drive and houses one engine company (crew of 3) and the ladder company (crew of 4) along with the Education and Prevention Division that includes a Battalion Chief in charge of the training and education who also supervises a Captain that primarily performs fire inspection activities. The Fire Chief, Deputy Chief and Administrative Assistant are located at this station. In addition to the engine and ladder there is a rescue/utility truck located there. Station 2, which has been in continuous use since 1908, houses an Engine Company (crew of 4) and the Firefighter/Hydrant Technician. Two engines are housed in this station with the second engine used for providing fire and EMS response when off duty personnel are called in to respond to calls when the on-duty personnel and resources are committed to active emergency operations. A reserve engine and training engine are housed at the city operations building.

4.6.2 Emergency Responses

The department will answer between 2500-3000 calls a year. Among these calls are structure and vehicle fires as well as brush fires. The fire companies will also answer Emergency Medical Calls to sick and injured victims as well as service calls and interagency assistance. The fire companies may also provide Technical Rescue assistance that include special rescues involving disentanglement of victims in motor vehicle collisions as well as confined space rescue and other special conditions.

4.6.3 Home Inspections and Preplanning

The engine and ladder companies offer to perform home inspections for every residence within the city limits each year. They will offer fire safety advice specific to the dwellings as well as provide and/or ensure all homes have working smoke alarms. These same crews also perform preplanning service to businesses located in the city each year for the purpose of understanding the occupancies and providing better hazard remediation when required.



4.6.4 Code Enforcement

While the Education and Prevention division is primarily responsible for code enforcement, some shift personnel and administrative staff assist with performing fire inspections that are required by NC general statutes. Among these services, plan reviews are also performed for new construction and renovations.

4.6.5 Public Education

All personnel are involved in public education activities. These activities may be performed in schools, churches, at public events as well as in our stations and on social media. While every aspect of what the department does is important, this area is believed to have the most lasting impact for our residents both for the present and the future.

4.7 Public Safety – Police Department

The City of Henderson has a full-time police force that employs 60 people. The department represents Integrity and professionalism and requires that employees be accountable for the exercise of their authority. Departmental directives, City of Henderson Ordinances, North Carolina General Statutes, and the Constitutions of North Carolina and the United States serve to establish boundaries by which authority may be responsibly used.

4.7.1 Facilities and Organizational Hierarchy

The Henderson Police Department is located at 200 Breckenridge Street. The department leadership includes a chief, assistance chief and an administrative liaison. The department is further broken down into Operation and Support divisions. The support division includes Narcotic and Criminal Investigations and administrative Services.

4.7.2 Summary of Service Calls

The following provides a summary of services calls the department provided aid with for the time period between 2016 and 2019. The calls for assistance tend to trend upwards with an increase of over 12,000 calls in 2019 (40,882) up from 28,481 calls in 2018. While the number of vehicle stops have trended downward. Stops are down to 3,365 in 2019 from 3,250 in 2018 and 5,834 in 2017. Arrests have experienced the same downward trend, with 1,534 arrests reported in 2019, down from 1,597 in 2018 and 2,466 in 2017.



Table 17. Summary of Service Calls

Complaint Type	2016	2017	2018	2019
Supervisory Complaints	15	12	1	9
Internal Affairs Complaint	5	2	4	1
Category of Complaints	2016	2017	2018	2019
Use of Force	2	2	2	1
Improper Arrest / Stop / Search	1	0	0	1
Officer Demeanor	8	6	1	3
Bias-Based Profiling	0	0	0	0
Policy Violations	0	3	1	4
Other	9	3	0	1
Total	20	14	5	10
Total Calls for Year	31,068	28,444	28,481	40882
Total Vehicle Stops	5,330	5,834	3250	3365
Total Arrests	2,646	2,466	1597	1534
Total Citations	1,508	1,758	1022	1546
Origination of Complaints	2016	2017	2018	2019
Internal	5	4	1	3
External	15	10	4	7

Source: City of Henderson Police Department.



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5

CHAPTER 5

Issues & Opportunities





Chapter 5: Issues & Opportunities

From January through April 2022, more than 250 citizens provided meaningful input and laid the foundation for the policy recommendations and implementation strategies outlined later in the document. In addition to the community feedback, a SWOT analysis of the community assets and liabilities was performed, with staff oversight, to identify the key issues the City of Henderson will face in the next ten to twenty years. Appendix B provides the comprehensive plan survey analysis.

5.1 Community Assets and Liabilities

A SWOT analysis organizes your top strengths, weaknesses, opportunities, and threats. Strengths and weaknesses are internal and present control and adjustment capacity. Opportunities and threats are external to the organization. While you can take advantage of opportunities and protect against threats, modifications are unattainable by the organization alone.

Staff was tasked with reviewing the analysis provided in the initial 2030 Comprehensive Plan to verify relevancy and update strengths, weaknesses, opportunities, and threats.

Community Strengths and Opportunities	
➤ Regional location: proximity to Research Triangle provides convenient access to cultural, employment, and shopping opportunities in the region	➤ Community facilities: including public library, local airport, Maria Parham hospital, Vance/Granville Community College, and the YMCA
➤ Regional transportation: location on major highways, rail, and proximity to RDU International Airport	➤ Job training programs through community college
➤ Kerr Lake: water supply, recreation, tourism, residential development	➤ Regional Hub: Opportunity for industrial development
➤ Kerr Lake Regional Water Authority	➤ Active citizens interested in bettering the community
➤ Land cost	➤ Funding priority for many federal and state programs.
➤ A well-organized full-time level 2 fire department that provides the full gamut of services expected in any progressive community.	➤ A current climate of economic prosperity that should provide for the much-needed expansion of public services to include the Fire Department
➤ Define downtown as a destination within the city limits. Focus on branding with introduction of Wayfinding signage, color scheme designs, and change in material for sidewalks and roadways.	➤ Introduce CPTED techniques in redevelopment and infill efforts to assist with decrease of criminal incidents initiative.



Community Weaknesses and Threats	
➤ Perceived high crime	➤ Restricted countywide access to services
➤ Availability of quality jobs	➤ Loss of young adult population
➤ Overall community appearance	➤ Common vision and leadership
➤ High tax base and fees	➤ Qualification of local workforce
➤ No additional fire station(s) built since 1974 despite the expansion of the city	➤ Fire Department needs more personnel (recent fire study supports this fact)
➤ Competition among fire departments for personnel has increased, driving up salary expectations	➤ The city has only one ladder truck and it's out of service times are increasing (no reserve truck)
➤ The Fire department's reserve pumper is past due for retirement	➤ The insurance rating of the Fire Department depends heavily on maintaining adequate resources and facilities that will keep pace with city growth

5.2 Key Issues

The key issues identified by the citizens can be categorized in the same themes utilized in the 2030 Plan, including: housing and neighborhoods, public service and community facilities, environmental resources, economic development, land use and development, and good governance.

5.2.1 Housing and Neighborhood Issues

A key component of a resilient community is a diverse housing stock that supports the variety of needs desired by the current and future populations. Current demands include:

- Assortment of price points, including high end products to prevent inflation of affordable units.
- Unique design features – to support aging in place, veterans, and the growing young professional populations.
- Connectivity to services and recreational opportunities, to encourage families to consider Henderson home.
- Preservation of existing residential inventory, including historic structures and revitalization opportunities.

Redevelopment of distressed neighborhoods was considered the most important issue facing Henderson's future, according to survey respondents. Adequate housing stabilizes neighborhoods and can be an economic stimulus for commercial entities by providing consumers and potential employees. Modern housing accommodations are successfully integrating non-residential components or locating in close proximity to existing services to provide residents with reduced commutes for work, services, and essential needs.



5.2.2 Public Services & Facilities

Perhaps the most obvious impact of the COVID-19 pandemic on the labor force was the dramatic increase in employees working remotely. While quality of life has always been a factor in choosing where to live, it has become the sole consideration for many, given the relaxed occupational constraints paired with a renowned work life balance expectation. Examples of amenities that generate a high quality of life include quality education, recreation, cultural resources, and low crime rates. Additionally, adequate transportation, water and sewer, storm water management, and other utilities sustain quality development. Citizens recommend placing importance on the following services and facilities:

- Prioritize public safety by fiscally supporting increased community policing programs.
- Consider public investment in shell buildings to support non-residential upstart initiatives.
- Establish capital improvement programs to support responsible infrastructure maintenance and expansion.
- Invest in multimodal and public transit opportunities.

Fifty-six percent (56%) of survey respondents suggest the City of Henderson reprioritize the quality of life of community residents. While the City currently contributes to quality of life by taking a proactive approach to development necessities, including water and sewer capacity, additional recreational opportunities, including greenways and gathering spaces would enhance the community.

5.2.3 Environmental Resources

A safe, clean, and attractive environment is an important economic development tool when luring residents and businesses to an area. Citizens expressed a desire to:

- Review designated floodplain maps and other environmental resource tools to ensure all vulnerable areas are adequately identified and protected from high intensity development.
- Increase water quality.

Survey respondents suggested two of the three top assets the City of Henderson has is Kerr Lake and the availability of natural resources, including water and land suitability for development.

5.2.4 Economic Development

Economic development is defined as an investment in growing your economy and enhancing the prosperity and quality of life for all residents. Participants in public outreach made several suggestions to grow the local economy, including:

- Encourage a diverse economy with the introduction of incentives.
- Increase broadband access to recruit tech jobs and industry.
- Explore partnerships with local nonprofits to ensure efforts are effective.
- Work on marketing of the community with friendlier gateways.



Sixty-five percent (65%) of survey respondents believe there is an opportunity to capitalize on the S-line railroad corridor entering the downtown area. Many scholars believe transportation is an essential factor for economic growth as well as for the social well-being of communities.

To maximize benefits, the city should revisit essential downtown intersections and request the railroad leave one other crossing open in the downtown (in addition to the underpass), possibly at Winder Street, and possibly a pedestrian overpass at Montgomery (or thereabouts) in place of the proposed crossing much further to the southwest.

5.2.5 Land Use and Development

Effective land use planning allows transitions between various land uses, when necessary, but also recognizes and encourages the value of mixed-use opportunities. Best planning practices have shifted from land use segregation to compatible design guidelines concentrated on form.

Citizens were vocal with ideas to improve land use and development in the next ten to twenty years. Suggestions included:

- Increase greenspace options across the city.
- Encourage mixed use developments and supplement with allowing non-residential users to locate in close proximity to the residents they serve.
- Support innovative ideas, including niche markets.
- Recognize the need to introduce mixed densities into established neighborhoods.

Integration of land use in a compatible form in itself is not sufficient to implement the community vision. Seventy-two percent (72%) of respondents desire multimodal connections between neighborhoods and services, employers, and recreation. Adequate transportation and infrastructure capacity catalyze smart development. Lastly, enforcing existing regulations will build credibility and will infuse community investment.

5.2.6 Good Governance

This concept centers on the responsibility of governments and governing bodies to meet the needs of the masses as opposed to select groups in society. Good governance is clarified by Henderson citizens as how forthcoming the elected officials are with their communications to the constituents. There is a desire of the community to be participants in the decision-making process. The request is that decisions be thoughtful, rational, fair, and well-informed. Suggestions to aid this concept, include:

- Citizens demanding more of the officials elected to represent the interest of the majority.
- Establish term limits.
- Be more concise with community engagement efforts and opportunities.
- Foster intergovernmental relationships.



6

CHAPTER 6

Community Goals & Policies





Chapter 6: Community Goals & Policies

Citizen engagement is vital to plan development and successful implementation. Citizen priorities identified during the comprehensive planning process shape the goals, objectives, and strategies included in this update. These policies are intended to provide a framework to guide difficult decisions that will sculpt the future of the City of Henderson.

6.1 Housing and Neighborhoods

Quality housing stock is critical to creating a high quality of life. Existing conditions suggest residential land use is the prominent use of developed land. However, according to 2020 American Community Surveys (ACS) data, only 16.1% of the city's total housing inventory is vacant. It is important to clarify this statistic does not account for the condition of the available inventory and may include units that are not habitable. The current vacancy rate, paired with the survey respondents' concerns for future redevelopment of distressed neighborhoods, suggests the community would benefit not only from additional housing units but also from rehabilitation of existing residential structures.

Goal 1: Create and maintain livable neighborhoods that provide quality housing and living arrangements for people of all ages and income levels and for families and people living alone.

Objective 1.1: Revitalize and preserve neighborhoods.

Policy 1.1.1: Mixed-income neighborhoods should be promoted throughout the city, rather than concentrating low-to-moderate income housing.

Policy 1.1.2: Quality design and compatible appearance should be encouraged for all housing units.

Policy 1.1.3: Preservation of existing housing, rather than demolition, should be encouraged, especially structures with historical significance.

Policy 1.1.4: New housing and development patterns within established neighborhoods should integrate compatible features of the existing neighborhood character.

Policy 1.1.5: Infill and redevelopment should respect and improve the integrity of existing neighborhood open space.

Objective 1.2: Create livable neighborhoods.

Policy 1.2.1: Location-efficient communities should be encouraged with walkable streets, access to transit, proximity to jobs, and mixed land uses.



Policy 1.2.2: Construction of accessory dwelling units, granny flats, and mother-in-law suites should be allowed to provide a diverse housing inventory where infrastructure capacity and access to goods and services exist.

Policy 1.2.3: Locating affordable housing units in areas with access to transit should be incentivized.

Policy 1.2.4: Public transit and safe, convenient, non-motorized transportation options should be expanded to serve existing housing areas.

Policy 1.2.5: Clear and safe pedestrian networks should be established and maintained within, through, and between neighborhoods.

Objective 1.3: Pursue public and private partnerships.

Policy 1.3.1: Partnerships with non-profit organizations to expand housing programs and opportunities should be pursued.

Policy 1.3.2: Coordination between public and nonprofit agencies providing support of affordable housing and subsidiary services should be strengthened.

Objective 1.4: Provide affordable housing options for diverse populations.

Policy 1.4.1: Production of affordable and workforce housing units, housing with universal design elements, and senior housing units should be promoted throughout the planning area.

Policy 1.4.2: The development of accessible housing for residents with disabilities, near transit stations and corridors, should be encouraged.

Objective 1.5: Remove barriers to homeownership.

Policy 1.5.1: Zoning regulations should provide opportunity for developers to build a variety of housing types, including single-family, multi-family, and accessory dwelling units at a variety of price points.

Policy 1.5.2: New diverse housing types at different price points should be encouraged.

Objective 1.6: Attract retirees and commuters to Henderson.

Policy 1.6.1: Universal design should be encouraged to facilitate the ability of homeowners to age in place.



Policy 1.6.2: Street patterns that consider multimodal transportation alternatives and access to circulation between adjacent neighborhoods, parks, commercial, and employment centers should be encouraged.

Policy 1.6.3: Construction or redevelopment of vertical mixed-use buildings, including housing options, should be encouraged throughout the downtown area.

6.2 Public Services & Facilities

The City's geographic location, adjacent to Raleigh, Durham, and Cary, continues to make it a viable location for growth. With growth comes the need for facilities and services. To maintain a desirable quality of life, the city will need to invest in new and existing facilities.

Goal 2: To provide public services efficiently and equitably so that a high quality of life for residents are sustained and the current and future needs of development are satisfied.

Objective 2.1: Extend public services at an affordable cost.

Policy 2.1.1: Standards and programs that coordinate development to the adequate provision of infrastructure and public service will ensure orderly and cost-efficient administration of public utilities.

Policy 2.1.2: A joint-permit system with Vance County would ensure adequate administration of development permits and provide a more pleasant customer experience.

Policy 2.1.3: Provide adequate facilities to facilitate growth across the planning jurisdiction.

Objective 2.2: Maintain sufficient public infrastructure capacity.

Policy 2.2.1: Growth and redevelopment should be encouraged in areas already served by adequate utilities.

Policy 2.2.2: Water and wastewater system planning should account for climate and precipitation patterns prior to forecast projections and expansion plans.

Objective 2.3: Promote public safety in neighborhoods.

Policy 2.3.1: Crime prevention through environmental design techniques (CPTED) should be encouraged as a way to maximize crime prevention and community safety.

Policy 2.3.2: Police presence and services should be planned for in order to protect the public health and safety of Henderson's citizens.



Policy 2.3.3: Community policing programs should be encouraged and supported.

Objective 2.4: Provide quality recreation and other public services for all age groups.

Policy 2.4.1: Community facilities and programs should be distributed equitably.

Policy 2.4.2: Community facilities should be planned for which address the needs of the community, in terms of programming, recreation, access, and services.

Policy 2.4.3: Community facilities should share locations, where possible, to maximize citizen and business access, and encourage efficient use of land and resources.

Objective 2.5: Maintain a safe and convenient multimodal transportation system.

Policy 2.5.1: Comprehensive transportation impacts, including parking and impacts to all modes of transportation, should be identified and addressed before development or redevelopment is implemented.

Policy 2.5.2: New residential, commercial, and mixed-use developments that require roadway improvements should include a multimodal network.

Policy 2.5.3: Ongoing regional transportation planning efforts should be supported to coordinate planning, operations, and funding priorities.

Policy 2.5.4: Partner with Vance County School Board to identify future school sites and encourage neighborhood connectivity.

Policy 2.5.5: Investigate grant opportunities to retrofit existing community schools and provide safe pedestrian routes.

Objective 2.6: Maintain quality educational programs for citizens of all ages and experiences.

Policy 2.6.1: Equity in school facilities should be considered when making determinations about school construction, closures, and rehabilitation plans.

Policy 2.6.2: School siting and assignment policies should account for inclusion, walkability, and health impacts.

Policy 2.6.3: Workforce programs and initiatives should be a community priority.

Policy 2.6.4: Coordinate new residential subdivision and rezoning efforts with Vance County Schools.



6.3 Economic Development

Economic development is the process of local wealth creation, measured through the growth of jobs, income, and investment, and is supported by improvements to the social, built, and natural environments.

Goal 3: To create a diverse economy that provides local employment opportunities, provides a living wage, and helps the city sustain a high level of public services.

Objective 3.1: Support development of a qualified workforce.

Policy 3.1.1: Job training, retraining, and related programs should be supported to help Henderson’s workforce transition to a more modern workforce.

Policy 3.1.2 Collaborations that provide youth with job opportunities should be supported.

Objective 3.2: Provide residents with access to quality jobs.

Policy 3.2.1: The needs of niche industry should be supported, and space and infrastructure needs to support these businesses should be proactively provided.

Policy 3.2.2: Land use and zoning regulations should support retail, office, and mixed-use infill and should not enforce segregated land use patterns, forcing non-residential users to the periphery of the planning jurisdiction.

Objective 3.3: Implement a coordinated economic development strategy.

Policy 3.3.1: Investments in public infrastructure, including parks, schools, sidewalks, and streetscapes, should be done in a targeted manner, prioritizing neighborhoods of greatest need.

Policy 3.3.2: Intensification and retrofitting of existing office and retail clusters with new interconnected multimodal-friendly residential and retail uses should be encouraged where appropriate.

Policy 3.3.3: An equitable approach to economic development efforts, funding, and planning should be supported throughout the city.

Objective 3.4: Recruit industrial development.

Policy 3.4.1: Business recruitment efforts should focus on industry and business that are environmentally conscious, promote sustainable practices, and reduce negative impacts on the natural environment.



Objective 3.5: Support development of local businesses.

Policy 3.5.1: Training, technical assistance, incentives, and incubator facilities that foster small business should be provided to help create a diverse local economy.

Policy 3.5.2: Small businesses and entrepreneurs should be encouraged to locate in underserved areas of the community.

Policy 3.5.3: Low-impact, home-based businesses should be supported, where appropriate.

Objective 3.6: Promote vitality of downtown.

Policy 3.6.1: Mixed-use development should be promoted as a means of revitalizing and enhancing economic development.

Policy 3.6.2: The redevelopment of underutilized sites, including surface parking lots and brownfield sites, should be prioritized.

Policy 3.6.3: Any publicly owned properties not needed for public use should be made available for redevelopment.

Policy 3.6.4: Opportunities for public-private partnerships should be explored to market available downtown properties.

6.4 Land Use & Development

Land use and development best practices and priorities have evolved over the years. Today's concentration is afforded to placemaking. Placemaking exploits a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

Goal 4: To provide a compatible mix of land uses, both vertically and horizontally, that provide suitable locations for residents to live, work, shop, and recreate. Development decisions should promote the principals of sustainable development.

Objective 4.1: Historic preservation.

Policy 4.1.1: Historic resources, including buildings, landmarks, landscapes, natural areas, public viewsheds, cemeteries, and archaeological resources should be identified, preserved, and protected.

Policy 4.1.2: The city's historic resources should be recognized and promoted as an economic asset.



Policy 4.1.3: Adaptive reuse of historic buildings and sites should be encouraged.

Objective 4.2: Implement “smart growth” principles.

Policy 4.2.1: When feasible, mature trees should be preserved.

Policy 4.2.3: Promote compact building designs where appropriate.

Policy 4.2.4: Foster distinct, attractive communities with a strong sense of place.

Objective 4.3: Promote land use compatibility.

Policy 4.3.1: Buffers and gradual building height changes should be used to transition between established neighborhoods and higher-density development.

Policy 4.3.2: Consider adopting design guidelines to provide attractive facades rather than enforcement of antiquated land use separation regulations.

Objective 4.4: Create walkable communities through land use design.

Policy 4.4.1: Comfortable, safe, and convenient pedestrian places should be promoted through buildings that address the street they front, avoiding deep setbacks, and providing direct pedestrian connections.

Policy 4.4.2: Attractive streetscapes should be created by promoting active ground floor uses and avoidance of windowless facades and large gaps in street walls.

6.5 Environmental Resources

Managing growth in a manner that preserves the community’s natural environment is a sustainable practice that promotes a smart resilient city.

Goal 5: To preserve and protect the quality of valuable natural resources and habitats and enhance the physical appearance of the city for the enjoyment and benefit of the public.

Objective 5.1: Enhance the aesthetic value of the built environment.

Policy 5.1.1: Tree preservation should be a priority in development where significant trees can be protected for meaningful impact and appearance.

Policy 5.1.2: Brownfield redevelopment, redevelopment of underutilized sites and blighted properties, and adaptive reuse of existing structures should be encouraged.



Objective 5.2: Mitigate natural hazards.

Policy 5.2.1: Environmentally sensitive areas should be identified, protected, and maintained.

Policy 5.2.2: Protective development standards should be enforced, such as elevation requirements for buildings located within recorded floodplains.

Objective 5.3: Preserve critical natural and cultural resources and wildlife habitats.

Policy 5.3.1: Low impact development, infill, and redevelopment projects should be encouraged.

Policy 5.3.2: The design and construction of public facilities, including roadways and stormwater controls, should utilize best management practices.

6.6 Good Governance

Goal 6: Establish a participatory implementation program that is inclusive, transparent, and responsive to the public and relevant stakeholders; that manages local resources efficiently; and distributes the cost and benefits of growth equitably.

Objective 6.1: Planned growth and public improvements.

Policy 6.1.1: Identify necessary public improvements, prioritize and schedule accordingly on an annual basis.

Objective 6.2: Positive intergovernmental relationships.

Policy 6.2.1: Conduct business in a transparent manner, open to the public, and encourage participation.

Policy 6.2.2: Accommodate a public comment platform at all public hearings.

Objective 6.3: Community engagement and education.

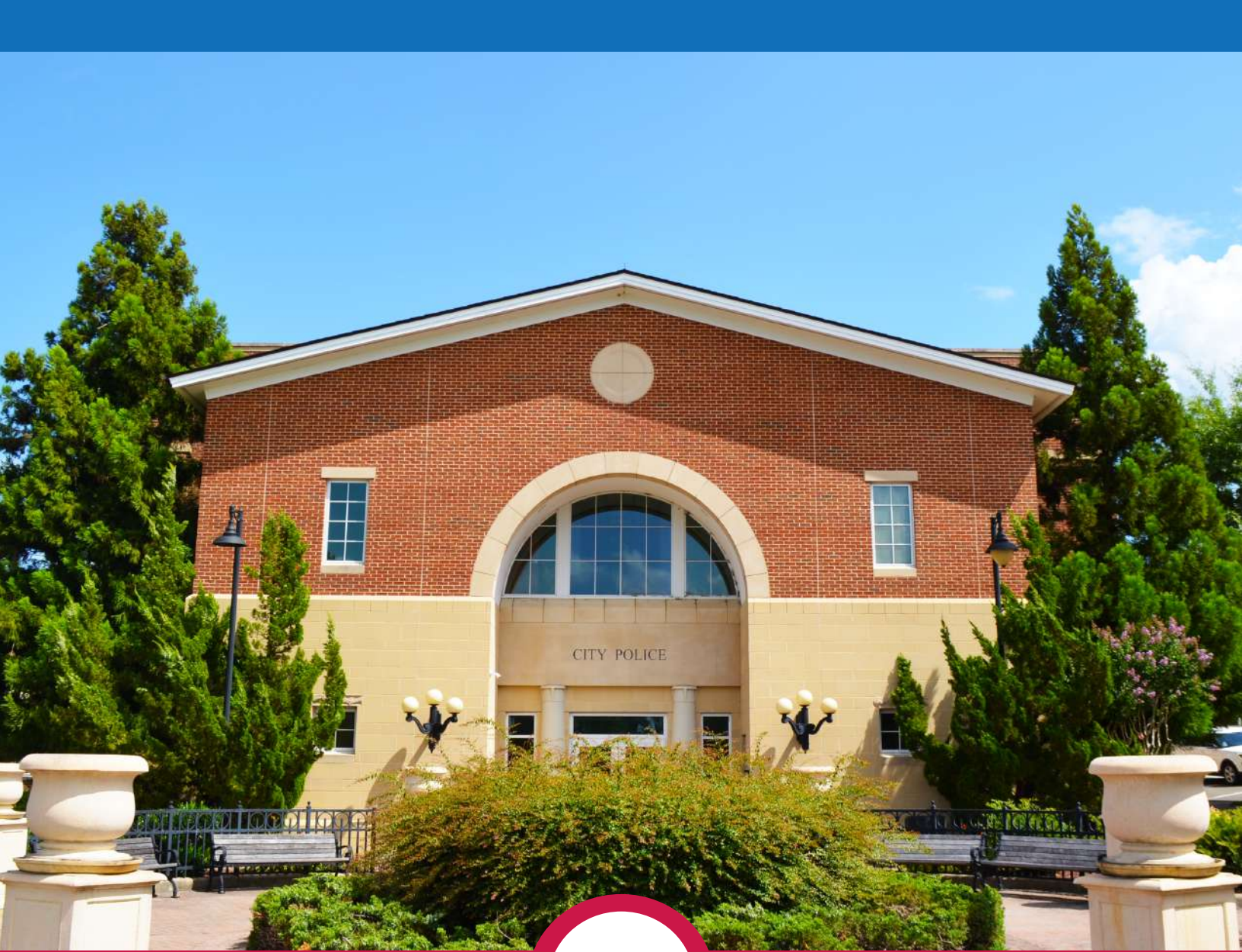
Policy 6.3.1: Provide adequate notice of participatory planning opportunities.

Objective 6.4: Fair and equitable tax structure.

Policy 6.4.1: Solicit and consider input from all taxpayers.

Objective 6.5: Efficient delivery of services.

Policy 6.5.1: Ensure all correspondence is timely and consistent.



7

CHAPTER 7

Future Land Use Plan





Chapter 7: Future Land Use Plan

The Future Land Use Map (FLUM) is a blueprint to guide the future physical development of the City of Henderson over the next twenty years. The map and its land use designations describe the desired types, intensity and spatial arrangement of the City's land uses to achieve the vision, governed through the citizen engagement process.

It is a map indicating where the community envisions and supports development and preservation efforts. It should be noted that the future land use recommendations are not parcel specific and adoption of a FLUM does not directly impact the city's zoning map. It is a resourceful tool to utilize, in coordination with the plan policies, when evaluating future development proposals.

7.1 Land Use Categories

The Land Use Categories describe the type and intensity of future land use and serve as the legend to the Future Land Use Map. The land use categories set location criteria, future land uses, and parameters for development standards to be incorporated into the implementation program. The land use definitions integrate the goals and policies of each key issue.

No new categories are recommended with this update; however, the utilization of transition areas has shifted to a more direct future land use category. Additional amendments to the map include changes in assigned future land use categories to accommodate appropriate intensifications of competing land uses.

7.1.1 Priority Growth Areas

Priority growth areas are designated to establish preferences for where future growth should locate. The greatest priorities will be given to locations that allow the most efficient use of land, require the least amount of expenditures on public services, and add to the local tax base. The three priority levels for future growth are defined below

Primary Growth Area

The primary growth area includes land within the urban core of Henderson. Development in the primary growth area should be served by existing or planned water and sewer lines, streets, and other public improvements, and will contribute to the municipal tax base.

Secondary Growth Area

These areas are largely undeveloped but may face urban development pressures within the next 5 to 10 years. Development in these areas may not have access to existing infrastructure but may be incorporated into the primary growth areas as public services are extended.



Extended Growth Area

Land within the extended growth area may face development pressure in the next 10 to 20 years. As primary growth areas are extended, secondary growth area may be extended into these areas.

7.1.2 Conservation Areas

Conservation areas designate lands that may require special design controls and other safeguards to preserve a natural or historical resource or to protect property and public safety.

Agricultural Conservation

Valuable farmland, forestlands, and other agricultural resources are classified under this category. Desirable land uses include agricultural, forestry, and fishing activities and compatible residential uses at densities of 1 dwelling unit per 5 or more acres. These lands are viewed as important community assets that should be preserved. Extending municipal services to these lands may not be feasible or desirable.

Development criteria:

- Density: 1 dwelling per 5 or more acres
- Soils suitable of agricultural uses or on-site water and sewer systems
- Conservation design standards

Natural Resource Areas

Land with critical natural resources or hazards where ordinary development practices would likely cause environmental damage or threaten public safety were designated under this category. Development of adjacent land may also require special design considerations.

Lands within the 100-year floodplain, water supply watersheds, and regulated wetlands are included in this designation. Development will be designed to protect open space or nature or wildlife preserves, and to provide space for passive recreation activities.

Cultural and Historic Resource Areas

Land with existing or potential national or local register historic sites and properties are designated under this category.



7.1.3 Residential

Urban Density

Urban density development may include a variety of single-family and multi-family housing at urban-scale density. Secondary uses include recreation (parks, playgrounds, club houses), and limited institutional and public uses that benefit of residents.

Development criteria:

- Urban density: 4 or more dwellings per acre
- Compatible infill development
- Traditional neighborhood design concepts.
- Public water and sewer available
- Access from local streets; collector streets for townhome or multi-family complexes.

Suburban Density

Development in this category may include detached single-family or two-family residential development at suburban densities. Complementary uses that may be allowed are neighborhood parks and amenities that primarily benefit area residents.

Development criteria:

- Suburban density: Between 2 and 4 dwellings per acre
- Compatible infill development
- Access from local streets
- Public water and sewer available
- Pedestrian friendly design

Rural Density

Rural density areas will accommodate residential development where public water, sewer, and other municipal services may not currently be available, but may be extended within 5 to 10 years. The primary uses in these areas are detached single-family development at rural densities. These outlying areas should retain their rural character but may be considered for more intensive development as public services become available.

Development criteria:

- Rural density: Between 1 and 2 dwellings per acre
- On-site water and sewer may be allowed on suitable lands
- Access from local streets



7.1.4 Institutional and Public

This category is for land used by or on behalf of a public or quasi-public organization to provide a service to the community such as government offices, libraries, police and fire stations, post offices, public infrastructure and facilities, and cemeteries. Public and private schools and hospitals are also included under this designation.

7.1.5 Parks and Recreation

This designation applies to existing and planned sites for public parks with active or passive recreation activities such as ball fields (football, baseball, softball, soccer, etc.); basketball and tennis courts; golf courses, sports complexes, and multi-use centers; and walking and biking trails.

7.1.6 Commercial

Commercial areas are intended for activities that will provide goods and services to the public, create economic opportunities for citizens, and expand the municipal tax base.

Neighborhood Commercial

These areas provide convenient shopping opportunities for the everyday needs of residents in nearby neighborhoods. Acceptable uses will have limited impact on adjacent residential areas especially in terms of lighting, signage, traffic, odor, noise, and hours of operation. Architectural and site design (scale, materials, color, lighting, landscaping, etc.) should be compatible with nearby neighborhoods.

Development criteria:

- Access to collector streets
- Compatible infill development
- Public water and sewer available or planned
- Pedestrian connectivity to adjacent neighborhoods.
- Gross floor area of 30,000 to 150,000 square feet on 3-to-15-acre sites.

Community Commercial

This designation allows for a wide range of retail, office, and service-oriented activities that serve the community and surrounding areas. Small-scale institutional and public uses are also appropriate in these areas.

Development criteria:

- Controlled access to arterial or collector streets.
- Compatible infill development
- Public water and sewer available or planned



- Pedestrian-friendly internal design
- Connectivity to adjacent development
- Gross floor area of 100,000 to 350,000 square feet on 10-to-40-acre sites.

Regional Commercial

This category applies to large concentrations of commercial uses that serve a regional market, such as major shopping centers, stand-alone big-box retail, and other automobile-oriented commercial uses.

Development criteria:

- Controlled access from arterial or collector streets
- Proximity to major highway interchanges
- Public water and sewer available or planned
- Gross floor area of 150,000 on a 25 or more-acre site.

7.1.7 Mixed-Uses

The various mixed-use categories are intended to create higher density, pedestrian friendly environments where the variety of uses enables people to work, play, and shop within proximity to where they live.

Mixed-Use Community

A mixed-use community designation will allow for planned, unified developments with some combination of retail, offices, light industrial, recreation, or residential uses in the same building or on the same site, in a safe pedestrian-friendly environment.

Development criteria:

- Unified site development
- Minimum 5-acre sites
- Walk able design features
- Public water and sewer available or planned.

Downtown District

This designation allows for a mix of residential, public, institutional, and commercial activities and community events in the historic downtown district. The purpose is to allow downtown to retain its traditional role as the retail, civic, and cultural center for Vance County. Development standards and guidelines should preserve downtown's historic character.



Development criteria:

- Flexible design standards
- Compatible infill development
- Historic design guidelines

7.1.8 Industrial Areas

The two industrial categories provide suitable locations for manufacturing, warehouse, distribution, wholesale, waste-related services, and selected heavy commercial activities that provide local employment opportunities and generate tax revenue.

Heavy Industrial

This category is intended for industrial uses with activities, because of health, safety, and environmental impacts such as noise or odor, are best segregated or buffered from other uses. These activities may involve outdoor operations as part of the manufacturing process.

Development criteria:

- Access from collector streets or arterial streets.
- Access to freight rail service
- Public water and sewer available or planned
- Buffer and screening from adjacent land uses.

Light Industrial

Light industrial activities are wholly confined within an enclosed building, no hazardous gases or chemicals are processed, and no noxious noise, smoke, vapors, fumes, dust, glare, or odor are emitted.

Development criteria:

- Access to collector streets or arterial streets
- Public water and sewer available

7.1.9 Special Focus Areas

Redevelopment Areas

Redevelopment areas include sites or districts experiencing blight or deterioration and require special strategies for redevelopment or revitalization. They may include:

- Commercial areas experiencing significant loss of retail, office, or related residential activity;



- Residential neighborhoods where dwelling units are in a marked state of deterioration or experiencing a high vacancy rate; or
- Abandoned or underused industrial sites suitable for Brownfield redevelopment or adaptive reuse.

Gateway Corridors

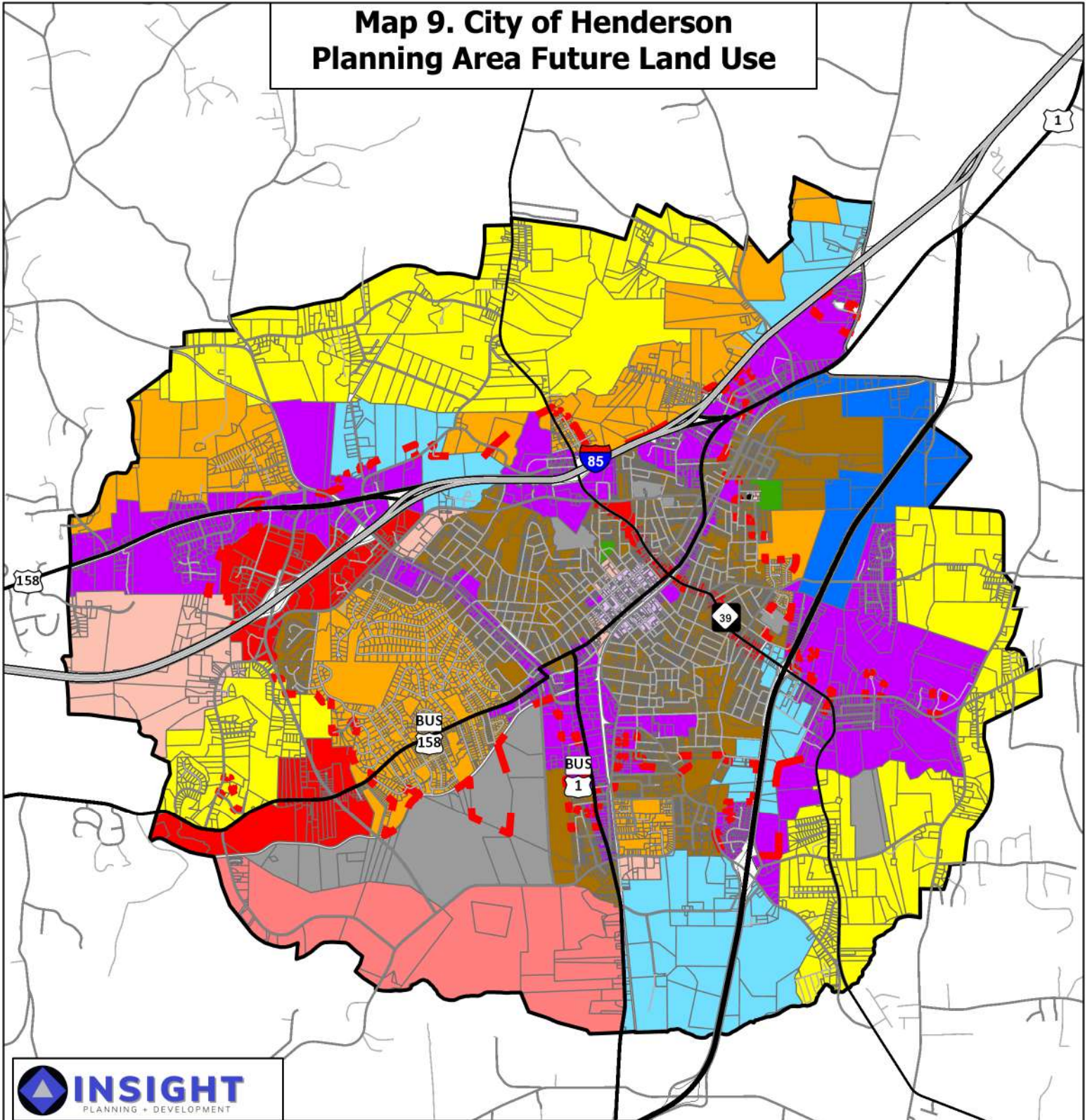
Gateway corridors are designated as primary entrances into the city or into downtown. They announce the arrival to a special place or create a positive image of the city. Development may be subject to one or more following urban design controls:

- Signage and building design
- Streetscape improvements
- Landscaping and site design

7.2 Future Land Use Map

Map 9 shows the desired location of future land use categories. Boundaries on the map are approximate and may be adjusted to accommodate existing parcel lines and development patterns. Exact boundaries of development and conservation areas will be designated by zoning, subdivision, and other development regulations. The City Planning Department will maintain the official map, including future amendments.

Map 9. City of Henderson Planning Area Future Land Use



Legend

-  City of Henderson Municipality Limits
-  City of Henderson ETJ
- Future Land Use**
-  Community Commercial
-  Downtown District
-  Heavy Industrial
-  Institutional and Public
-  Light Industrial
-  Mixed Use Community
-  Neighborhood Commercial
-  Parks and recreation
-  Regional Commercial
-  Rural Density
-  Suburban Density
-  Urban Density





8

CHAPTER 8

Implementation





Chapter 8: Implementation

8.1 Overview

Successful implementation of this document requires City of Henderson decision makers, including staff, Planning Board, and City Council, to consult and execute the goals, objectives, and policies established with support of the residents, business owners, and developers of the community.

8.2 Key Implementation Tools

8.2.1 Development Codes

Development codes are regulatory tools adopted by local ordinance to institute standards and procedures for new development and redevelopment within the city's planning jurisdiction. Zoning regulates land use and parcel specific development plans. The city is divided into zoning districts with uses aligned with the purpose of a particular zoning district. Uses are classified as being permitted, permitted with standards, special use permit required, or prohibited. Subdivision regulations establish a process for dividing parcels into 2 or more lots and design standards for public improvements. Other codes may regulate storm water management, flood protection, and watershed protection.

8.2.2 Coordination and Partnership

Plan implementation must be a collaborative effort by key decision-makers inside and outside city government. Public service providers of recreation, schools, utilities, highways, economic development agencies and others all have an interest in how the city develops. Through interlocal and joint use agreements, local governments can combine resources and eliminate duplication of services. State and federal funding and technical assistance programs can be pursued to leverage local resources. The city participates in regional planning efforts such as the county transportation planning process, economic development, and water supply planning. Coordination and partnerships may be appropriate to leverage local resources.

8.2.3 Small Area Plans

Small area plans focus on subareas of the community such as a neighborhood, downtown, or special corridors; target narrowly defined issues such as public improvements, recreation, transportation, or economic development; or focus on short range implementation strategies of up to 5 years. Small area plans expand on the broad policies of the Comprehensive Plan.

8.2.4 Administrative Procedures

Administrative procedures are adopted to establish a decision-making process that ensures development proposals are consistent with the plan policy recommendations, timely and efficient, and fair to all parties involved. Administrative procedures are often set by regulations in development codes.



8.2.5 Incentive Programs

Incentive-based programs aim to induce private development or redevelopment consistent with City policy. Incentives are commonly used to stimulate downtown revitalization, economic development, and affordable housing. Examples may include tax incentives, technical and financial assistance programs, streamlined permitting processes, or incentive-based zoning.

8.2.6 Budgeting & Annual Work Plans

The Comprehensive Plan establishes priorities to develop annual departmental budgets and work plans. Capital budgets and work assignments should be based on priorities supported within the plan.

8.3 Plan Evaluation & Update

The Comprehensive Plan is based on conditions existing at a specific point in time. Over time, new issues or opportunities will emerge that will require the city to adjust its priorities. Shifts in political or economic climates, new state or federal law, and other unforeseen changes may require an update of the plan. Therefore, a continuous plan evaluation and update program should be incorporated into plan implementation so that the city can respond appropriately to these changes.

This plan provides the framework upon which zoning and subdivision regulations and the capital improvements plan should be based. In fact, the preparation of a land use plan and map is mandated by North Carolina legislation as a prerequisite for zoning for cities. Specifically, in implementing this plan, the following should serve as guiding land use and planning principles:

- Consider the future land use map as part of the policies included in this plan.
- Consult this plan, including the future land use map, during the deliberation of all rezoning requests and proposed text amendments.
- Consider the following in deliberation of all zoning petitions:
 - All deliberations should consider this plan's goals, objectives, policies, and future land use map.
 - All uses that are allowed in a zoning district must be considered in general rezoning requests. A decision to rezone or not to rezone a parcel or parcels of property cannot be based on consideration of only one use or a partial list of the uses allowed within a zoning district, except in the event of a conditional rezoning.
 - Access management should be considered in all land use and zoning decisions.
 - The concept of uniformity should be supported in all zoning deliberations. Uniformity is a basic premise of zoning which holds that all land in similar circumstances should be zoned alike; any different circumstances should be carefully balanced with a demonstrated need for such different treatment.



Specifically, the Planning Board and City Council should ask the following questions:

- Is the request in accordance with this plan? (Zoning regulations shall be made in accordance with the City's Comprehensive Plan. When adopting or rejecting any zoning amendment, the City Council shall also approve a statement describing whether its action is consistent with the City's Comprehensive Plan and any other officially adopted plan that is applicable, and briefly explaining why the City Council considers the action taken to be responsible and in the best public interest.)
- Will the request have a serious adverse impact on traffic circulation and other infrastructure?
- Will the request have an adverse impact on other city services, including police protection, fire protection, or public works?
- Will the request have an adverse impact on Vance County Schools?
- Is there a good possibility that the request, as proposed, will result in lessening the enjoyment or use of adjacent properties?
- Will the request, as proposed, cause serious noise, odors, light, activity, or unusual disturbances?
- Does the request raise legal questions such as spot zoning, hardship, or violation of precedents?
- Does the request adversely impact water quality or other natural resources?
- Will the request adversely impact water access or maintenance?

Following adoption of this plan, the City may implement the following to ensure effective citizen participation:

- Encourage diverse public participation and citizen input in all land use decisions and procedure development processes.
- Publicize all meetings of the Planning Board and City Council through newspaper advertisements, public service announcements, and the City's website.
- Utilize broad-based advisory committees to assess and advise the City on special planning issues and needs, including implementation of this plan.
- Make notices of all Planning Department activities available on the City's website.



8.4 Land Use Amendments

At which time the City of Henderson Comprehensive Land Use Plan needs to be amended, the City will apply the guidelines for Land Use Plan Amendments under Subchapter 7B, Section 0800 of the North Carolina Administrative Code. A brief summary of those guidelines is provided below.

- The Land Use Plan may be amended as a whole by a single resolution or in parts by successive resolutions. The successive resolutions may address geographical sections, county divisions, or functional units of subject matter.
- The City must hold a public hearing of which the public has been properly notified.
- Copies of the proposed amendment(s) must be available for review at the City Hall during designated hours.

8.5 Citizen Participation

For the preparation of this plan, the City of Henderson City Council adopted a citizen participation plan. A copy of that plan is included as Appendix A. Following adoption of this plan, the City of Henderson will implement the following to ensure adequate citizen participation:

- Encourage public participation in all land use decisions and procedural development processes while encouraging citizen input via its boards and commissions.
- Advertise all meetings of the city's Planning Board and Board of Adjustment through newspaper advertisements, public service announcements, and the city's website.
- Conduct (at least annually) a joint meeting of the City Council and the City's Planning Board to identify planning issues/needs.
- Ensure that the membership of all planning related and *ad hoc* advisory committees have adequate representation from each of the city's wards.



A

APPENDIX A

Citizen Participation Plan





**CITY OF HENDERSON
COMPREHENSIVE PLAN
CITIZEN PARTICIPATION PLAN**

Introduction

The City of Henderson has initiated the preparation of a Comprehensive Plan for the Henderson planning jurisdiction. The final document will serve as comprehensive plan for future public investment to achieve the community's overall vision. The intent of this project is to draft a plan that will maintain the positive attributes of the existing Plan, while identifying new and strategic development goals and policies, and new and strategic public initiatives supported by the community.

Recognizing that a collaborative effort with the public is essential, the initial step in the planning process is the adoption of this Citizen Participation Plan (CPP) by the Henderson City Council. Approval of the CPP was accomplished on October 11, 2021.

Responsibility

The Henderson City Council has appointed the Planning Board to supervise the preparation of the Comprehensive Plan. The city's staff and consultant will serve in an advisory capacity to the Planning Board. The Comprehensive Plan will be drafted by Insight Planning & Development, the city's consultant. Final approval will be by the Henderson City Council.

Meetings

All Planning Board meetings will be conducted in an open format which will encourage public involvement/engagement. The Planning Board will conduct up to six (6) work sessions to prepare the draft Comprehensive Plan. At a minimum, the following meetings will be conducted throughout the plan preparation process:

- Work sessions with the Planning Board. At each meeting, the location, date, and time of the succeeding meeting will be determined.
- Public visioning and issues identification workshop(s) to identify key issues and concerns, develop a plan vision statement, and participating in a future land use map exercise.



- Submit the final draft plan to the Planning Board for review and recommendation to the City Council for adoption of the Comprehensive Plan.
- Present the final plan to the City Council for public hearing and adoption.

Public Notification

As public bodies, all meetings of the Planning Board and City Council are conducted in an open and transparent manner. All meetings are open to the public and Henderson citizens are encouraged to attend and participate.

To ensure public awareness of the Comprehensive Plan project, meeting times and dates, project updates, and public participation opportunities, and to increase ease of access to Comprehensive Plan-specific information, the following are proposed:

- The project team will create and maintain an interactive Comprehensive Plan-dedicated website to both collect and disseminate information. Project progress, public notifications, and the draft plan will be posted on this website for ease of public review and comment.
- Advertisements will be placed on the specialized Comprehensive Plan-dedicated website, the City's website, <https://ci.henderson.nc.us/>, the City's Twitter account, posted on all City bulletin boards, electronically distributed, and published in the local newspaper.
- Sign-up sheets will be placed in the Henderson City Hall in all public greeting areas, at the Perry Memorial Library, 205 Breckenridge Street, and at all meetings of public bodies and other groups held at the City Hall, for interested persons and groups to register to receive electronic messaging, including meeting notifications, update information, and opportunities for review of the Comprehensive Plan. Similar opportunities for registration will be placed on the project website, City's website, and Twitter account. Staff will transmit lists updates to the consultant on an at-least bi-weekly basis. Individuals who place their names on this list will be mailed or emailed notices announcing meeting times for review of the Comprehensive Plan.
- The City will utilize email and electronic communications on all aspects of the public participation program to public distribution lists, civic groups, interested groups and organizations.



Dissemination of Information

The following procedures will be utilized to ensure the availability of information:

- Copies of the draft Comprehensive Plan will be available for public review in the Development Services Department at the City Hall, 134 Rose Avenue; and the Perry Memorial Library, 205 Breckenridge Street.
- Using the sites and methods of public notification provided in the **Public Notification** section, the availability of the draft plan will be publicly announced, and the draft document will be posted for public review and/or printing. Information regarding the location of the online document will be included in all published notices of Planning Board meetings and communicated at all meetings of the City Council.
- As they are readied for discussion, sections of the draft plan will be provided to the Planning Board prior to any meetings at which they will be discussed. Planning Board meetings materials, as well as City Council meetings materials, will all be posted on the City's website, for public information and review.
- Copies of the draft Comprehensive Plan or sections of the draft plan may also be obtained from the Development Services Department at City Hall, 134 Rose Avenue, Henderson, NC.

Public Comment

Throughout the process, the public will have the following opportunities for input:

- At each Planning Board meeting, time will be allocated for public comment, both written and oral, which includes the opportunities for questions.
- At any time during the preparation of the draft plan, the public may submit written or email comments. Information on how to submit such comments will be provided on public notices and advertisements, Twitter account, and websites.
- The Planning Board work sessions, public visioning and issues identification workshop(s), and public hearing will all provide additional opportunities for public input and questions.

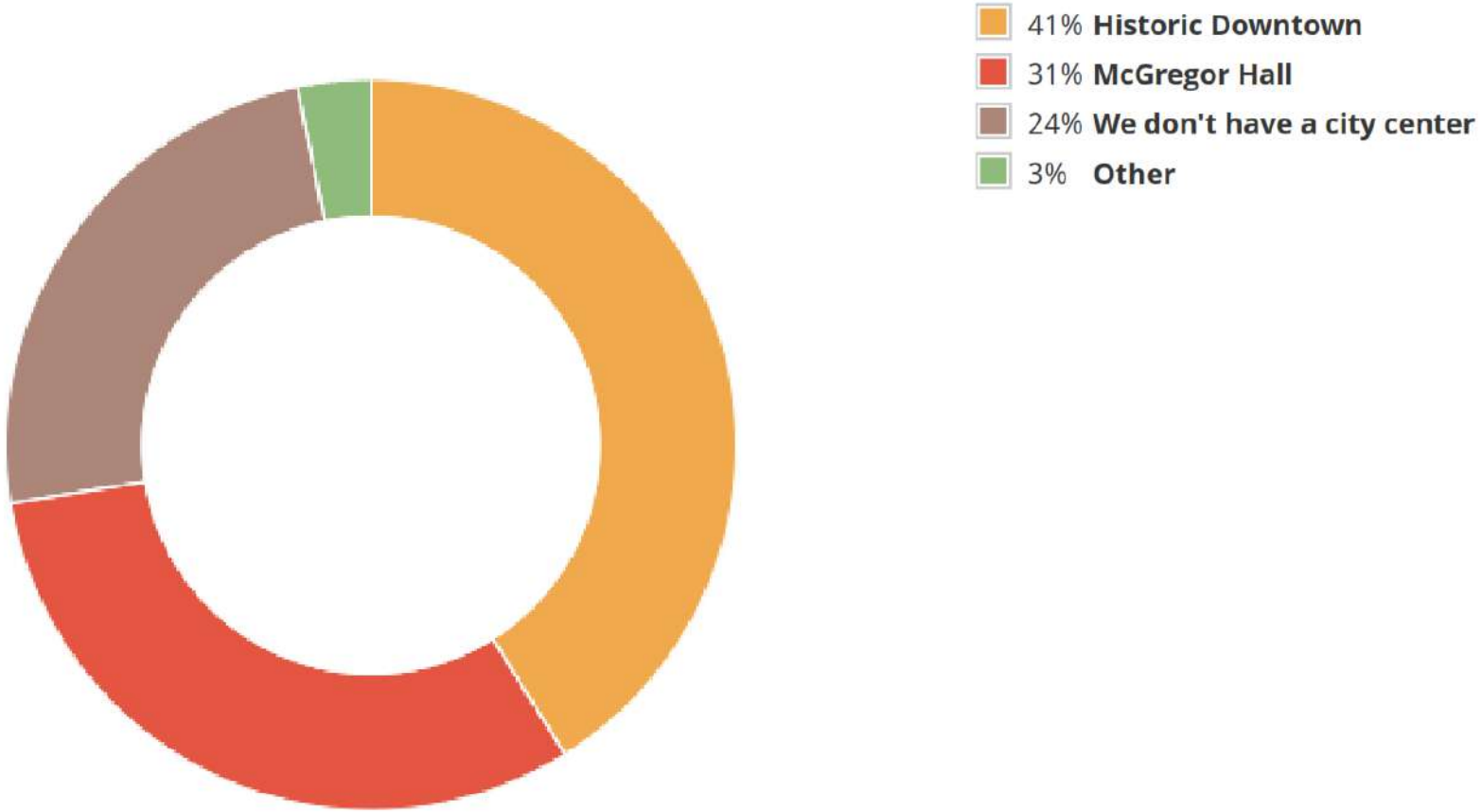


Schedule

The Comprehensive Plan planning process will utilize the following schedule:

Phase	Project Task	Timeframe
Phase I:	• Issue Notice to Proceed	May 2021
	• Project Kickoff	June-September 2021
Phase II:	• Plan Development/Public Engagement	September 2021-February 2022
Phase III:	• Completion, Review, and Adoption	March-June 2022

* Which of the following do you consider the city center?



B

APPENDIX B

Citizen Survey Results



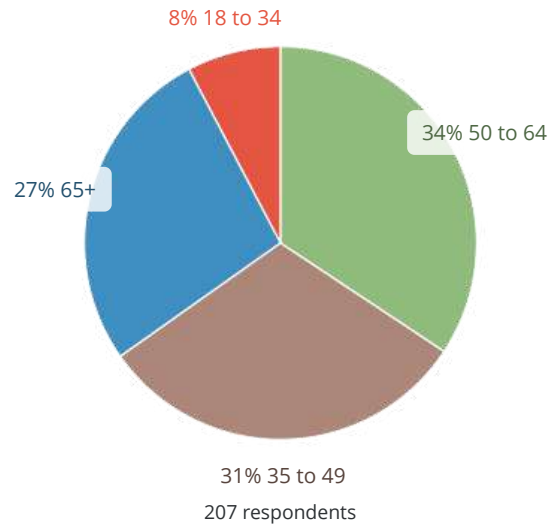
APPENDIX B

City of Henderson, NC Comprehensive Plan Survey - Final Results

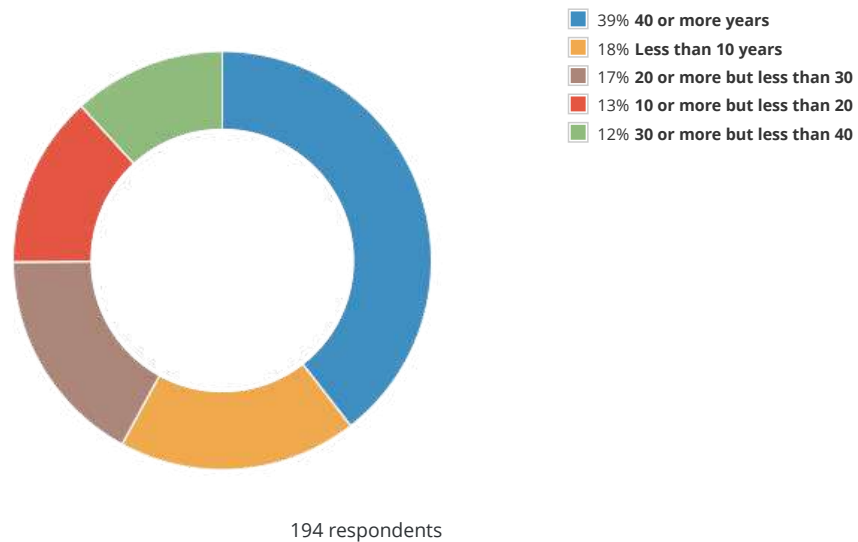
Project Engagement

VIEWS	825	PARTICIPANTS	209
RESPONSES	5,378	COMMENTS	451
SUBSCRIBERS	36		

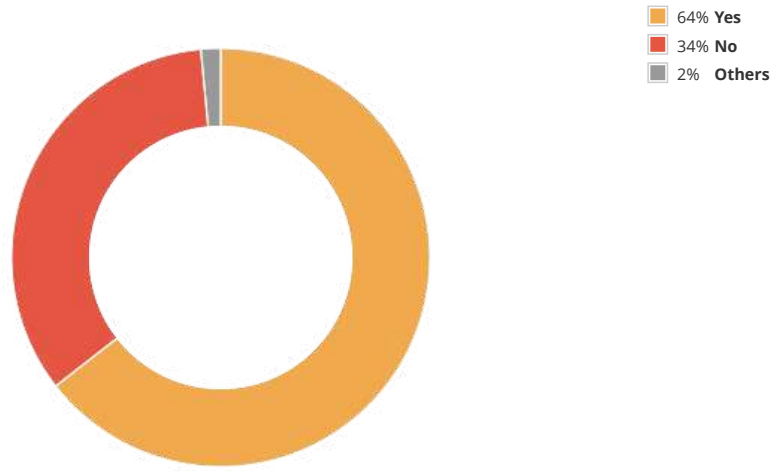
* What is your age range?



* How many years total have you lived in the City of Henderson?

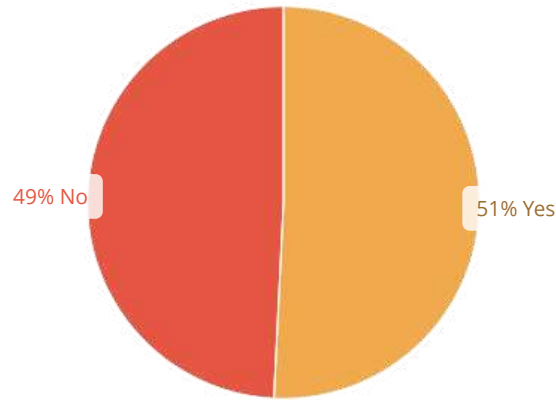


* Do you work within the City of Henderson Limits?



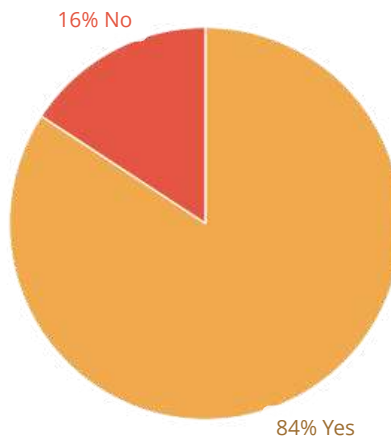
197 respondents

* Do you own and live in your home that is located within the city limits?



193 respondents

* Do you follow your local government plans and initiatives?



190 respondents

* What would you consider to be Henderson's top three (3) assets?

73%	Kerr Lake (located in Vance County)	137 ✓
68%	Proximity to Raleigh, Wake Forest	127 ✓
53%	Vance-Granville Community College	100 ✓
45%	Availability of resources, including water and land	85 ✓
14%	Historic Downtown	26 ✓
12%	Close-knit community/citizens	22 ✓
10%	Henderson Collegiate Elementary Charter School	18 ✓
9%	Family oriented community	16 ✓
5%	Other	9 ✓

187 Respondents

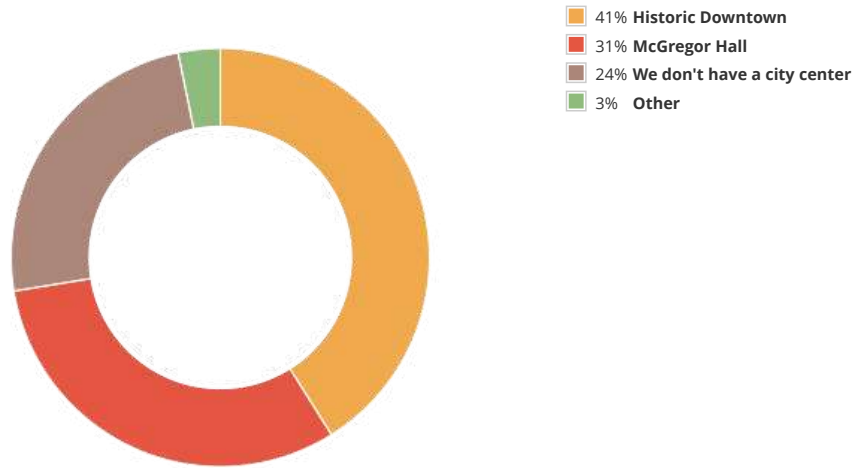
* What would you consider to be Henderson's top three (3) liabilities?

78%	Crime	145 ✓
61%	Appearance	113 ✓
42%	Lack of jobs within city limits	77 ✓
31%	Boring - not much to do	58 ✓
25%	Housing inventory/supply	46 ✓
23%	Lack of restaurants and hotels	42 ✓
16%	Other	30 ✓
7%	Historic Downtown	13 ✓
7%	Lack of internet	13 ✓

185 Respondents

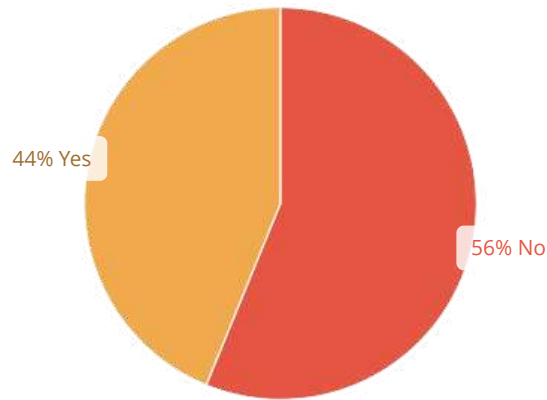
City of Henderson - Report Creation

* Which of the following do you consider the city center?



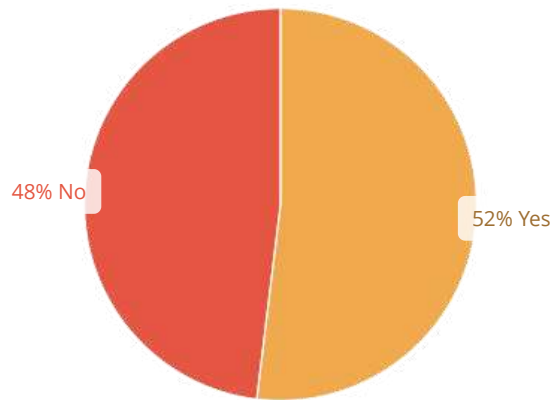
185 respondents

Do you think the City of Henderson is focused on policy that contributes to citizen's quality of life?



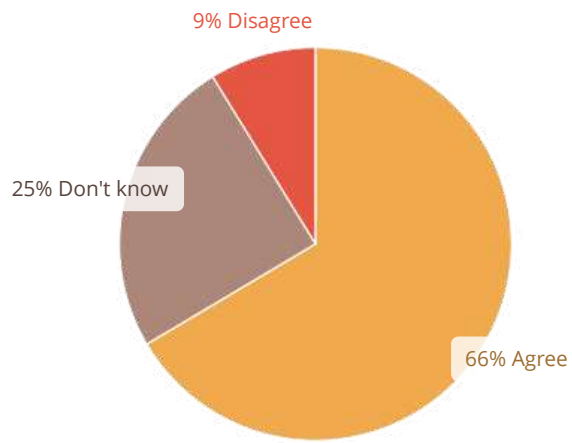
178 respondents

* Do you think the City of Henderson and Vance County work well together?



181 respondents

When built, the passenger rail line through Henderson will be a boom to our historic downtown?



182 respondents

* What benefits and challenges do you see of a passenger rail service, such as the S-Line, stopping in Henderson?

Transportation and revenue.

one month ago

(not answered)

one month ago

(not answered)

one month ago

Benefits: the capability to go to jobs out of town; challenges: money resources.

one month ago

Not only would citizens enjoy the drive-free commute to other cities but visitors could also enjoy our fine city.

one month ago

Challenges: things to do. Benefits: some areas are usually appealing to site see.

one month ago

Reaching other family and friends. Bringing new people to Henderson.

one month ago

Challenge: traffic; stability. Benefit: possible tourism.

one month ago

Exposure! Accessibility. Challenge-downtown appearance.

one month ago

People know Henderson exist and want to do business here.

one month ago

All beneficial

one month ago

(Not answered)

one month ago

(Not answered)

one month ago

All beneficial.

one month ago

(Not answered)

one month ago

Easy access to larger communities.

one month ago

Good transportation to other city.

one month ago

Allowing more people to live in Henderson and travel to work in other areas.

one month ago

There's no other commute options. How much time will it take for the construction

one month ago

Major benefit in to access broad job markets available in RTP

2 months ago

Maybe if we clean up more and clean up buildings in downtown Henderson. Remove all junk out of City. cars truck etc

2 months ago

take a walk 2-3 blocks in any direction from the projected train stop. What you see is either a challenge or a benefit especially as night approaches. I see many more reasons to skip this stop than to get off the train here. For it to benefit, Henderson would need to undertake an initiative to build a safe, clean, vibrant multi-use 6 x 6 city block area

2 months ago

I don't see any challenges by this being into effect.

2 months ago

More flexibility for local residents to have transportation, growth in the downtown area.

2 months ago

One of the benefits is that downtown businesses will be shopped & visited by visitors. The challenge could be lack of shops.

3 months ago

A rail line is not a field of dreams. The line could be good, but only if there is a plan to capitalize on it.

4 months ago

OF COURSE A BOOM TO THE LOCAL ECONOMY...BUT WITH HIGH DRUG USAGE IN THE CITY..DEALERS AN USERS WILL HAVE ACCESS TO MORE WAYS OF TRAVELING

4 months ago

Benefits - it would make the city more attractive to outside businesses/tourists, give a better option for transportation, and provide an opportunity for economic growth

Challenges - it could cause havoc with car traffic, increase crime with people hanging out, or may not fit into the flow downtown.

4 months ago

don't have to to Raleigh or somewhere else

4 months ago

Transportation to Raleigh, Richmond

4 months ago

Need more info about

4 months ago

Expanded access to surrounding communities. The main challenge is funding for such program.

4 months ago

It needs to be downtown at the old station, not at the bank. So purchasing the land.

4 months ago

Not much to do downtown. There needs to be a reason for travelers to stop here.

4 months ago

make henderson more visible

4 months ago

I think it would be a definite asset. I don't like having to go to Raleigh to board the train. It's a nice way to travel for me.

4 months ago

It good for the people

4 months ago

it could bring increased traffic to downtown area and spur economic development

4 months ago

Advantages: More business opportunities, better access to cities such as Raleigh, people moving in to the area. Disadvantages: pushing marginalized populations out of the area due to increased costs

4 months ago

connection to larger metropolitan areas

4 months ago

More traffic maybe better looking people more dating options possible drugs

4 months ago

Crime

4 months ago

It would Provide more transportation options. It could have the potential for commuter options to and from the Raleigh area

4 months ago

Better access to Raleigh, Charlotte, Petersburg, and points north

4 months ago

Traffic patterns may isolate some properties from emergency services.

4 months ago

Increased traffic into the city could infuse commerce and interest in our city.

4 months ago

Benefits..more exposure to Henderson/Vance county

Challenges..not having restaurants, hotels, shops, entertainment to accommodate the traffic

4 months ago

Better connection to surrounding cities; Raleigh and Durham in particular

4 months ago

Customers spending money in our area

4 months ago

I am supportive of the possible growth the railway would bring

4 months ago

As stated below

4 months ago

Benefits transportation into Raleigh Durham area
Challenges-location and noise

4 months ago

more tourism and more demand of business and attraction a good benefit for the city

4 months ago

We don't know if going to happen or when.

4 months ago

If there is a stop in town, then there would need to be shops/restaurants near that point to entice people to spend money. The view out the train windows needs to be cleaned up. People will not want to visit if they see sites in Henderson that don't look inviting and want them to stop or come back to later on and visit.

4 months ago

There isn't enough restaurants, shopping, activities, parks to support their stops and lingering in town. Traffic especially Dabney and 39

4 months ago

I think it would give incentive to build up our downtown which has great potential. New businesses to grow our economy and an opportunity to highlight our rich heritage - home of many talented singers, athletes and the first woman to parachute/first person to freefall, a state of the art Performing Arts Center, etc. would be very beneficial to our community.

4 months ago

The rail service is downtown and right now we don't have things downtown to warrant getting on / off the rail. We need more shops, dining, events, hotels / bed and breakfasts.

4 months ago

better access to Raleigh, Richmond

4 months ago

Bring more people in to see events at McGregor Hall. I believe that more people will want to live here if we have the housing inventory because they can use the rail to commute to Raleigh and other nearby cities. We need to dress up downtown and have more shops that people would want to come and visit.

4 months ago

none

4 months ago

It will divide the City with few connections; I think it should follow US #1 Bypass with a station near Raleigh Road. But having a station here will hopefully inspire growth. Having the railroad running through the City (dividing it) without any station would be devastating!

4 months ago

Benefit

Showcase city for future families.
Provide alternative

4 months ago

A potential benefit could be an influx of residents that work in a larger metropolitan area, but desire to live in a smaller, more rural town. The rail service could provide them with a much shorter commute that allows them to live in a small town such as Henderson.

The challenge will be in providing neighborhoods and the type of housing that would be desirable to said potential residents.

4 months ago

Benefits: Economy

Challenge: Providing Emergency Services with only 3 rail crossings

4 months ago

Depends on if Henderson is an attractive destination. If yes, it will be good.

4 months ago

I don't know of any

4 months ago

dfds

4 months ago

Ease of travel and increased job opportunities.

4 months ago

Possibly more spending in downtown area.

4 months ago

Staffing and keeping area clean and drug free

4 months ago

IT WOULD REVITALIZE DOWNTOWN HENDERSON. IT WOULD MAKE IT EASIER FOR PEOPLE WITHOUT CARS TO WORK AND ACCESS RALEIGH BUSINESSES AND ENTERTAINMENT.

4 months ago

Accessibility!!! for commuters, both for working here and for living here

4 months ago

Will bring recognition to Henderson, easier access for workers living outside area to come to work for our industry, will give Raleigh citizens a chance to travel to our area for McGregor, shopping, etc

5 months ago

c

5 months ago

Hopefully, regularly bringing in new visitors could provide a needed boost to local businesses. I feel like the bones are there for Henderson to be a more vital, interesting and appealing community, and with more financial help, I'd like to think we could take some steps in the right direction.

5 months ago

Unsure at this time

5 months ago

If we could confirm a stop this is key! If a stop is granted where is the stop and what use can we benefit by attracting people to stop and stay for events

5 months ago

Easy commute will bring more residents to Henderson, more trade.

5 months ago

Why are comments marked private? That is a problem!!!

5 months ago

Henderson Officials have put no forethought into preparing for the rail to come. No one wants to stop in a Historic town with nothing in it. Look at the buildings . . . empty, ragged, nasty, boarded up. Then put the City Manager and the Council on a van and take them to look at the surrounding "Historic towns" If they can not see the difference, there lies the problem! The city of Henderson is run on personal satisfactions and agendas instead of what is best for the citizens as a whole.

5 months ago

It will help keep Henderson alive.

5 months ago

Challenges - not enough in downtown attracting to those passing through.
Benefits - McGregor Hall events

5 months ago

will attract business

5 months ago

More restaurants may come to serve them

5 months ago

Vance County and surrounding counties would have easier/better access to travel outside the area
Challenge may be safety concerns

5 months ago

We will need to offer more attractions and restaurants for the people coming in and through Henderson to bring in additional \$\$ to our local economy

5 months ago

boot economy

5 months ago

wonderful for citizens to have alternative transportation. Challenges will be trained professional staff & to provide security to ensure it is a safe environment.

5 months ago

Unknown

5 months ago

Fast and easy travel

5 months ago

The ease of travel will be a positive thing, but Henderson needs to ensure it is not used for negative purposes, such as drugs.

5 months ago

transit oriented development is a strong benefit; SEHSR and connectivity across the tracks will be a challenge

5 months ago

Allows growth that will build tax base

5 months ago

Opportunities to get to Raleigh much faster

5 months ago

would bring foot traffic to downtown area, would bring revenue to the town

5 months ago

Dont really understand it. If just another stop on a slow train, not much benefit

5 months ago

It would bring more revenue in

5 months ago

More revenue. I very long construction timeline

5 months ago

Why would people get off the line in Henderson? Would it take more qualified individuals out of Henderson?

5 months ago

I think it could be great for the city but if we don't offer anything downtown that would be beneficial to them getting off and seeing, it's a moot point.

5 months ago

It would increase traffic to the downtown district which would encourage new businesses to open that could seize on the increased traffic and would add additional jobs and tax revenue for the city.

5 months ago

People seeing the area and what it has to offer.

5 months ago

The rail service can create a stop in Henderson but if there is no compelling reason to get off the train until Richmond or Raleigh, what difference does it make where it is routed? Without a very targeted effort to create an attractive experience here, at best the rail service may just be a shuttle to RTP for employment and entertainment. In that case, I could see some residential and light commercial development pop up within a reasonable walking distance of the stop.

5 months ago

traffic concerns

5 months ago

will necessitate focus on appearance improvements of downtown, increased traffic and new customers

5 months ago

N/A

5 months ago

Benefit - Transportation option which makes Henderson a more viable residential option for those working in Raleigh

Challenge - Willingness to invest in resources to enhance opportunity afforded by passenger rail service

5 months ago

Careful planning will ensure improved economics of the area; careless planning will exacerbate the opposite

5 months ago

It would bring more people to our city. Not sure how it would affect traffic.

5 months ago

If it does not have a stop it will be a real nuisance and liability

5 months ago

Benefit - Transportation option for those working in Wake County will make Henderson a more desirable residential location

Challenge - Vision and willingness to invest in resources to make Henderson attractive and thereby capitalize on opportunities afforded by a rail service stop

5 months ago

Unsure as I have not heard much about it.

5 months ago

Passenger disembarkment. Got to have places to eat and shop close to station

5 months ago

Increase in downtown traffic which should encourage additional commercial development.

5 months ago

Business growth

5 months ago

disruption to traffic in the downtown area

5 months ago

Hub for people working in other areas but living here, or vice versa.

5 months ago

It would bring in more people to access the downtown area shops, restaurants and McGregor Hall and possibly increase jobs here. It would make it quicker and easier for people living in Henderson to go to Raleigh for the day to shop or for other entertainment. One challenge would be to ensure that people (once coming through here) would want to come BACK here--so more downtown revitalization is needed. There have already been many positive steps towards this in the last few years.

5 months ago

good opportunity

5 months ago

None

5 months ago

Pros: Travelers inbound will spend money at our service industries, and could be attracted to work in Henderson especially those searching for jobs with unique roles. Public transportation to Kerr Lake rec areas would expand the area to which a inbound traveler could easily visit. Outbound travelers would be able to live in the relatively budget prices of Vance Co. while working in a higher wage area such as Raleigh or RTP.

Cons: Increased road traffic; our current main road infrastructure is insufficient for growth. We have too many stoplights and intersections. We don't have enough bike lanes, greenways or sidewalks to divert some of the local foot or bike traffic.

Assuming the rail depot is located downtown, I worry that we will need greater transportation options for travelers once they get off the rail line. Are they to walk everywhere? The density of downtown is insufficient to solely support the travelers' needs. We would need to expand the ease of access to other parts of town, or provide greater service and attraction in downtown.

5 months ago

location of train stop. what do we really have to offer and what type of cliental rides the train?

5 months ago

It would provide quicker transportation to cities in a two or three hour distance from Henderson.

5 months ago

could have a positive economic impact

5 months ago

It would create more jobs.

5 months ago

It would bring more people into Henderson.

5 months ago

Benefits, increased tourism, transit, possible increase for local small business near the depot.
Challenges, traffic confusion at rail crossings.

5 months ago

Benefits-tourist income
Challenges-More crime

5 months ago

Will bring visitors

5 months ago

somewhere for criminals to destroy

5 months ago

I really do not know enough about this to comment. Things such as where the stop would be located, amenities provided at the stop such as restrooms, snacks etc.

5 months ago

none

5 months ago

More visibility, more revenue, update and upgrades to downtown area. Challenge- could increase crime rates by bringing in folks from the outside if they stop in henderson.

5 months ago

allow people to commute to the RTP

5 months ago

all benefits, if it can stay clean and safe for all residents

5 months ago

Will enable Henderson residents to commute faster to jobs in other locations. Will bring opportunity for rail stop services (food, hotel, etc.)

5 months ago

negative

5 months ago

lots of benefits, more people. but at same time more crimes

5 months ago

It would bring in people who may not have heard of Henderson before and allow them to see what our small town can offer. Increases tourism money, will hopefully allow us to improve the appearance of downtown, and bring more businesses back to downtown.

5 months ago

The ease of travel should increase access to wider culture for Henderson's Citizens. And the ease of access should encourage the families of our many transplanted residents to come visit and spend money in our local economy.

5 months ago

bring more people to henderson

5 months ago

where will it stop exactly? wherever it stops the place needs to be a central hub to connect transportation. move the bus terminal there. room for uber / lyft / taxis. in downtown would be good so they can walk to eat while waiting.

5 months ago

benefits will be more people in general. Challenges could be in regards o more people as well

5 months ago

able to get to more cities and jobs

5 months ago

The benefits far outweigh any challenges. Our city was made in large part due to trains stopping daily. Trains brought the families who still call Henderson home, here long ago. Anything to drive commerce is a good thing to a Tier-1 County. I hope the powers that be can make this happen and get Henderson the stops it deserves.

5 months ago

Tendríamos muchos beneficios

5 months ago

Hopefully will bring downtown alive again with new business and restaurants. May cause congestion for travel through down town

5 months ago

Not sure

5 months ago

It would make triangle expansion into Vance county a logistical possibility.

5 months ago

Jobs economic development

5 months ago

It will bring people to downtown Henderson, therefore we must concentrate on making downtown beautiful with a variety of shops and restaurants. The city should offer incentives for new business owners and have better procedures in place to help them get started. If the passengers of the rail service feel safe and like what they see they will return or even consider moving to the area

5 months ago

Not much!

5 months ago

Benefits

Convenient travel option

Challenges

Safety getting to any place of business in the city

Parking long term availability

5 months ago

N/a

5 months ago

Will be incentive for additional businesses downtown and for rehab of buildings already in place, although parking may be an issue

5 months ago

It will allow for people to commute & travel more easily.

5 months ago

Access to Raleigh, airport, DC, NYC.

5 months ago

One challenge is the appearance of William St. and North Garnett. SO rundown-looking. That is the first thing passengers will see. Not to mention, we only have a few quality retail shops and two decent restaurants on Garnett.

5 months ago

I think the S line will be very beneficial to downtown. Hopefully it will bring more businesses to invest and clean up the buildings that are falling down

5 months ago

Opportunity to showcase Historic Downtown. Potential increase for existing businesses, be a destination for arts, festivals, cultural events. Challenge will be cleaning incoming and outgoing properties, sceneries. Also consistent events to showcase Henderson and draw people/spending.

5 months ago

If the S-Line does stop in Henderson, area would need to have increased and easily accessed parking for users. From information that I have gathered, there would only be 2 crossings from one side of town to the other side of town. This is concerning due to fire, ambulance, police access as well as for school bus routes.

5 months ago

Bringing commuter traffic to downtown

5 months ago

Commuter services, quick travel to DC

5 months ago

economic development all along the line

5 months ago

transportation to and from

5 months ago

* Which sentence best describes your feelings towards new passenger rail service in Henderson?

55%	I am excited about the S-line passenger rail project and fully supportive of the project!	96 ✓
38%	I generally support more transit options but need to learn more about the project.	66 ✓
13%	I am concerned about how rail service will impact and/or change my community.	22 ✓
2%	Other	4 ✓
1%	I do not support the S-Line project or new passenger rail service.	2 ✓

176 Respondents

* What do you consider the THREE (3) most important issues facing Henderson's future?

63%	Redevelopment of distressed neighborhoods	110 ✓
53%	Economic opportunities - jobs	92 ✓
51%	Public safety	90 ✓
41%	Vacant buildings	71 ✓
33%	Economic diversification - variety of job pay and positions	58 ✓
25%	Housing inventory - variety of options and prices	43 ✓
17%	Condition of city's streets	29 ✓
17%	Infrastructure improvement (water and sewer)	29 ✓
6%	Healthcare	10 ✓

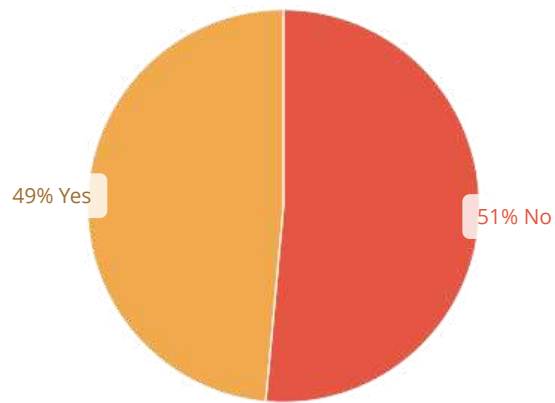
175 Respondents

* Would you like to see more sidewalks and bike paths?

74%	Yes to both	127 ✓
14%	Yes to sidewalks	24 ✓
7%	No to both	12 ✓
6%	No to bike paths	11 ✓
5%	Yes to bike paths	9 ✓
1%	No to sidewalks	2 ✓

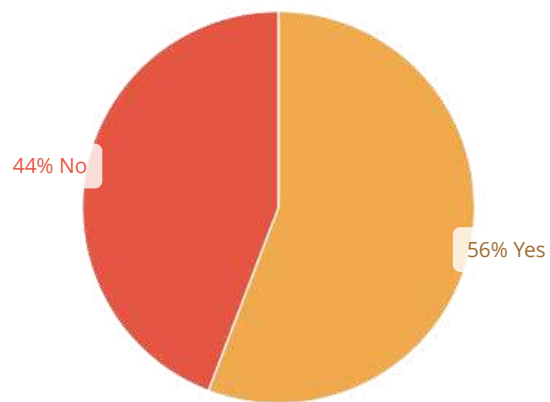
171 Respondents

* Would you volunteer if there was a garden club to help with beautification of public areas and parks?



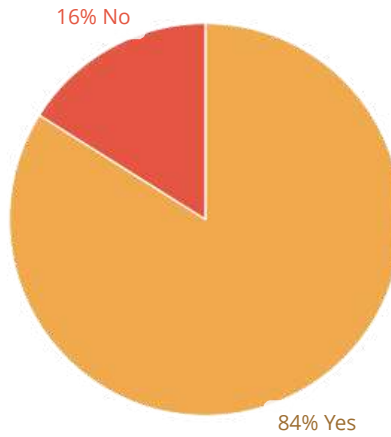
173 respondents

* Would you volunteer if there was an Adopt a Block program to support downtown?



172 respondents

* Public art is important in parks and downtown areas?



174 respondents

* Finish this sentence: "I would go to the City of Henderson Parks more if..."

68%	it felt safer."	117 ✓
38%	there were more pedestrian and bike paths."	65 ✓
32%	there were more garden area and art."	54 ✓
29%	there were food trucks."	50 ✓
27%	there was more lighting."	46 ✓
16%	there were water splash pads."	27 ✓
4%	I love going to the local parks as they are now."	7 ✓

171 Respondents

* I think the city government should prioritize the following and provide funding towards:

99%	Jobs and economic development	Rank: 2.20	160 ✓
99%	Downtown development	Rank: 2.75	160 ✓
100%	Branding the City of Henderson with an Identity that is marketed to companies and people	Rank: 2.93	161 ✓
99%	Gateway areas coming into the city	Rank: 3.34	160 ✓
99%	Diverse housing stock options should be encouraged	Rank: 3.79	160 ✓

161 Respondents

* Finish this sentence: In 5 years, I wish the City of Henderson would ...?

Have a thriving economy, diverse housing options, and a thriving retail/restaurant area somewhere.

one month ago

Work harder towards economic development. Formulate a committee to address the drug and gang problems facing the city.

one month ago

offer a better variety of housing and improve Henderson appearance.

one month ago

be crime free.

one month ago

Be a place that is not looked at in the negative. Allow people through branding and marketing to see the jewel that is Henderson!

one month ago

Somehow become a safer place to be, build up downtown Henderson, find a way to retain that businesses that open here.

one month ago

Have a significant business/manufacturing base.

one month ago

reduce crime by 80% and put tax money into underdeveloped neighborhoods.

one month ago

Keep its character, while expanding to grow and serve a multi-diverse job and citizen population.

one month ago

Replace all pre-World War II housing

one month ago

Be safe and modern and safe.

one month ago

Replace all pre-World War II housing.

one month ago

grow in population and job opportunities.

one month ago

(Not answered)

one month ago

clean up the entrances to the city and redevelop the poorer sections of the city.

one month ago

Have more business interest from large companies

one month ago

Bring more groceries store options like Harris Teeter and shopping like Ross and Target and restaurants

one month ago

Have more local well paying jobs OR have rail to facilitate RTP commute

2 months ago

Make entrance look much nicer

2 months ago

was not ranked in the top 5 most dangerous cities in NC.

2 months ago

to see less and less crimes.

2 months ago

Build more sidewalks and bike lanes to make the roads safer for pedestrians and cyclists.

2 months ago

have a transit system

3 months ago

Recruit more jobs.

4 months ago

BE HONEST WITH PEOPLE..SPEND MORE ON BUILDING UP THE CITY..PAY RAISES FOR TEACHERS IN VANCE COUNTY ...THIER IS NOTHING TO ATTRACT TEACHERS TO THE AREA

4 months ago

A strategy in place, that attracts more businesses for jobs and activities for the citizens to do.

4 months ago

Grow

4 months ago

A comfortable setting with attractive business

4 months ago

have more parks and recreations

4 months ago

more prosperous.

4 months ago

fire the Marcus Barrow and replace him with someone who actually would enforce the drug problem.

4 months ago

Have more shops and restaurants downtown.

4 months ago

have progressed from today

4 months ago

listen to businesses more.

4 months ago

Improve the appearance of the city. Make the city safer.

4 months ago

Get more business

4 months ago

be a vibrant, thriving city where many young families live and work.

4 months ago

Have less crime, better job opportunities and more diversity

4 months ago

have less crime, more jobs, more diversity

4 months ago

Be better

4 months ago

have more walking areas

4 months ago

be more prosperous economically.

4 months ago

Focus on activities and programs to attract the retirement community to our area

4 months ago

Be a vibrant regional destination for high tech Healthcare companies

4 months ago

Eliminate crime and drugs

4 months ago

Be more friendly to persons creating jobs or new businesses; remove so much red tape!

4 months ago

NA

4 months ago

Have a facelift

4 months ago

be a bigger and better city like the city of rocky mount has alot of old but redeveloped building

4 months ago

Redevelop downtown

4 months ago

look cleaner, have more manufacturing/businesses, have more shops/restaurants.

4 months ago

Get a Target and a Zaxby too name a few

4 months ago

Try to attract larger industries and stores into empty areas around Lowe's and intersection of 158 and ruin creek

4 months ago

be prosperous, safe, a hub of activity with a rich downtown life.

4 months ago

cut back on the amount of low income housing.

4 months ago

Invest in and expand the infrastructure to support development/redevelopment and create ordinances and incentives to draw in unique businesses downtown.

4 months ago

safer, cleaner, more diverse

4 months ago

develop with more living areas downtown above the business locations.

4 months ago

Vibrant downtown

4 months ago

demolish old buildings, attract newer/different grocery providers, stop with the low income housing expansions

4 months ago

Attract new companies, jobs, and productive people.

4 months ago

Increase population and median income

4 months ago

focus any potential development(parks, housing, recreation, commercial developments) on the western side of the city closer to Granville county.

4 months ago

Provide safer drinking water

4 months ago

Be safer

4 months ago

Would not wait five years. Start today in doing the basic brilliantly. Police littering, promote good citizenship and enforce law and code.

4 months ago

GROW

4 months ago

grow!

4 months ago

Make downtown a priority.

4 months ago

Work on drug issues within community

4 months ago

Have more downtown development, more new businesses, and more upscale housing.

4 months ago

REVITALIZE THE DOWNTOWN AREA AND PROVIDE MORE AND BETTER JOB OPPORTUNITIES

4 months ago

REVITALIZE THE DOWNTOWN AREA AND PROVIDE MORE AND BETTER JOB OPPORTUNITIES

4 months ago

be a place known for it's low crime rate, successful drug abuse programs, beauty, cleanliness, vibrant downtown area.t downtown,

5 months ago

c

5 months ago

Have a more vibrant downtown area, lower crime and a better financial outlook.

5 months ago

Feel safer

5 months ago

Klss and make up with the county to form the strongest small town government staff in our state. Stop all the repartition of city and county planning and simplify progress.

5 months ago

Have leadership that focused on the future instead of the immediate second.

5 months ago

revitalize downtown

5 months ago

Try to reclaim or remove ugly empty houses

5 months ago

remove old, abandoned, falling-apart buildings on the main streets and those corridors coming into Henderson; work on the appearance of Henderson.

5 months ago

have less drug dealers and thugs in the community

5 months ago

Cleaner, improved streets and sidewalks, safer

5 months ago

Recreate downtown and improve parks (close to downtown with areas for dogs and lots of safety features

5 months ago

Expand on family and kid oriented programs and activities.

5 months ago

be a thriving city with Kerr Lake activities/restaurants & downtown would offer nice restaurants, bakery, shops, etc.

5 months ago

have more places to eat and more company's coming to area.

5 months ago

Ensure that Henderson is a safe place to live.

5 months ago

Update the comprehensive development/traffic plan. Address vacant and dilapidated buildings.

5 months ago

Pay it's employees more

5 months ago

elect and hire city officials capable of bringing economic development to the area

5 months ago

Be more proactive to build up the City

5 months ago

Create more jobs

5 months ago

Grow

5 months ago

Be a destination for others rather than a place others go to other towns FROM

5 months ago

Provide more things to do downtown. The cities around us are growing by leaps and bounds and we just stay stuck in the same place we've been for years.

5 months ago

Be connected closer to the outgrowth of Raleigh which is moving this way and people of Raleigh are moving here.

5 months ago

invest in the resourcs to redevelop the downtown and historic district and be more willing to work with investors who have creative ideas for new business growth in the downtown area

5 months ago

Have a brewery, lofts and be lively. Where people want to go.

5 months ago

be an economic hub for north central nc

5 months ago

N/A

5 months ago

be cleaner, safer and more vibrant. That goes equally for the county.

5 months ago

be cleaner, safer and more vibrant

5 months ago

decide upon a vision for its future, develop a plan to attain the vision, and commit the resources necessary to make the vision a reality.

5 months ago

Enhance the family offerings that will keep people local (sports and rec, low crime, etc).

5 months ago

be a safer city with less drugs and violence.

5 months ago

support McGregor Hall fully

5 months ago

Revitalize downtown area like Apex, Wake Forest, Younsville and like Franklinton is doing now

5 months ago

focus more on adequate funding toward the safety of our community - invest more money into law enforcement and fire (adding EMS units to the City FD to cover the city limits and allow the county EMS to focus more on the county residents)

5 months ago

continue working to improve the downtown Main Street area.

5 months ago

Have more business come to Henderson

5 months ago

have a better reputation. Section 8 housing is a big problem.

5 months ago

Attract more business/industry that would provide reasonable wages for young professionals who might wish to come or return to life in Henderson

5 months ago

an example for how to revitalize downtown commerce

5 months ago

be safer and provide more recreation opportunities for children

5 months ago

Increase tax incentives to bring in new industry

5 months ago

have enacted a comprehensive plan to move welfare dependent citizens back into the workforce.

5 months ago

have more inviting activities in the downtown area for all ages and stages

5 months ago

better

5 months ago

still be here!

5 months ago

be known more for opportunities and growth rather than for stagnation and decline.

5 months ago

be attractive and economically vibrant, with small town charm.

5 months ago

Clean up all aspects of Henderson.

5 months ago

Reflect neatness and cleanliness throughout the city limits.

5 months ago

Fix the horrible west end streets

5 months ago

Have less crime and more manufacturing jobs.

5 months ago

be safer

5 months ago

grow, be safer, more focus on drug issues,

5 months ago

bring in more businesses

5 months ago

Revitalize the downtown area with shops and restaurants which would help promote community spirit.

5 months ago

Be more like Wake Forest.....

5 months ago

Be a place my child is happy and proud to call home. With an improved and vibrant downtown, more recreational facilities to draw people toward the lake and more retail and dining options to keep revenue here at home!

5 months ago

Start to grow

5 months ago

be viewed more consistently as a economically sound and growing area as well as curbing some of the lingering crime stats.

5 months ago

be safer, cleaner, forward moving

5 months ago

be safer

5 months ago

Have positive growth

5 months ago

have a better economic development team who cares about the future of the city and county instead of getting a large paycheck and leaving

5 months ago

?

5 months ago

be the Captial Seat of a Tier-4 County.

5 months ago

Muy vien todo

5 months ago

Sea más segura para la gente

5 months ago

Boom the way youngsville is now.

5 months ago

Tear down old abandoned houses

5 months ago

Merge with the county into one consolidated government. The turf wars between the city and the county absolutely suffocate progress, would seem petty and childish if most citizens knew the way many processes play out, and are an embarrassment to our town and county.

5 months ago

Build affordable housing

5 months ago

Hire people who lived in Henderson.

5 months ago

Concentrate on Downtown, dilapidated houses and enforce stricter regulations on landlords

5 months ago

Concentrate on downtown, dilapidated houses and enforce stricter regulations on landlords.

5 months ago

Be a place we'll be proud of

5 months ago

Be mostly crime and drug free, a safer place and a hub for new businesses and housing.

5 months ago

Be the busy downtown that it was 50 years ago

5 months ago

Have more economic & financial opportunities

5 months ago

Be safer and have better public schools.

5 months ago

Have a vibrant and safe downtown with nightlife, at least half dozen more restaurants and bars - all serving craft beer, at least two breweries (GOOD ones), and some more nice retail stores like Gear and Beer. And food trucks.

5 months ago

Have more economic opportunities

5 months ago

Have a thriving downtown with lots of shops and restaurants

5 months ago

Have a busy downtown with variety of shops such as bakery, brewery/wine bar, arts and art classes, music events,

5 months ago

have sidewalks on Dabney Drive, Coble Blvd., replace old water lines, concentrate on keeping the area litter free.

5 months ago

Become known as the best place to live outside of the Triangle

5 months ago

Have developed equal city services to all sections of the city. There are areas still lacking the basic city services

5 months ago

convince DOT to adopt Dabney Drive changes, dual one way with sidewalks and bike lanes

5 months ago

Please provide any additional comments you may have about the current or future aspects of Henderson.

Thanks for organizing the meeting tonight. It could possibly be a good start towards planning a progressive Henderson.

one month ago

I've been a resident of Henderson for the past 27 years and I've seen little to no growth in certain areas attract positive people to our community.

one month ago

More jobs for the youth and young adults of today.

one month ago

Great town/people. Needs: clean it up (i.e. streets, buildings). Build spec structures and entice businesses to locate here. Nice houses!

one month ago

The crime rate hurts Henderson and the school system education level.

one month ago

Good start.

one month ago

Henderson needs to capitalize on the "small town" adventures that other small towns have like the car show, Fall Festival that we use to have and create of events that would draw people to downtown.

one month ago

Make our citizens more responsible about not having junk and trash picked up to make the city more appealing for all

2 months ago

Get aggressive on enforcing zoning ordinances. Transfer ownership of city-owned underutilized properties by holding sort of a Shark Tank bidding process... Private companies make a pitch for their business plan at a particular property. The City awards the property to the group with the plan most likely to benefit Henderson long-term similar to the State's Economic Development incentives but with property transfer as the incentive.

2 months ago

The City of Henderson needs to focus on ways to reduce litter in neighborhoods and add sidewalks to keep people safer on the roadways.

2 months ago

I find the survey not very comprehensive and am left to believe that it was not done professionally. Why reference to one school and not others? Why force answers on all questions when the answer options don't include "other?" Some questions just didn't hit home for me.

4 months ago

LEADERS OF HENDERSON WE CAN DO BETTER... YOUR POSITION IS MORE THAN A JOB ..BELIEVE IN THE RESIDENTS..MORE EFFORT WITH EDUCATION..MORE TRADE CLASSES FOR THE YOUTH

4 months ago

Get rid of distasteful businesses that distract from the structural beauty of Henderson. I like Sadies coffee shop. More attractive and warm businesses would help. Our old churches add structural beauty and provide historical info.

4 months ago

Our city council is a direct representation of the citizens that live in the city. Unfortunately, that means we have ill-informed voters, that have a hard drug problem, and vote in people that do not have their best interests in mind.

4 months ago

For a long time I've wanted to move to Granville county but I'm still here hope things will get better.

4 months ago

N/A

4 months ago

no further comments

4 months ago

I think downtown could be prettier and more enterTaining there shouldnt be like 30 furniture stores in downtown also bring rhat pizza place in plz

4 months ago

HENDERSON HAS A PROBLEM WITH MANY OF THE HIGHER PAID WORKERS IN HENDERSON LIVING ELSEWHERE. IF THEY WOULD LIVE HERE , THAT WOULD HELP THE TOWN CONSIDERABLY. OUR CLOSE PROXIMITY TO RALEIGH, DURHAM, AND WAKE COUNTY COMMUNITES IS AN ASSET BUT A LIABILTY SINCE SO MANY ARE CHOOSING TO LIVE THER. ALSO OUR STREETS NEED MUCH REPAIR AND MAINTENANCE. ALSO BEGGARS ARE TOO PREVALENT IN HENDERSON. FOR A POSITIVE NOTE HENDERSON/VANCE COUNTY HAS MANY ASSETS WITH KERR LAKE ,VGCC, INTERSTATE 85,, A GOOD MEDICAL CENTER AT MARIA PARHAM, A GOOD LIBRARY, MCGREGOR HALL, ETC. THEREFORE WE HAVE A LOT TO BUILD UPON. DOWNTOWN HENDERS LOOKS BETTER THAN DOWNTOWNS IN MANY OTHER COMMUNITES THAT I HAVE SEEN.

4 months ago

Crime and quality of public schools are our biggest challenge. Henderson has great potential, but holds a negative reputation when compared to communities north of Raleigh.

4 months ago

We need a train station.

4 months ago

The mind set of our officials will have to change for Henderson and Vance county to ever move forward.

4 months ago

I seldom see that Henderson has been awarded grants or other funding, while surrounding counties receive funds regularly it seems.

4 months ago

NA

4 months ago

Some of these questions are loaded. Henderson Collegiate shouldn't have been singled out. Downtown needs stores, restaurants, cleaned up, roads leading into town need cleaned up. City and county need to work more together esp where library, Mcgregor hall, homeless populations are concerned.

4 months ago

I like Henderson for the smallness and not congested. But at the same time we need more manufacturing jobs and businesses to help lure people and stores/restaurants to come here. The downtown needs cleaning up. Its nice to see some of the store fronts being refurbished and to see some houses near downtown to be renovated. We need more of that and clean up of abandoned sites. No one likes to see eyesores. That does not lure people to come. We have a beautiful lake and all the land and water needed. Bring in large scale manufacturing jobs and that will be a great first step to get the city/county going in the right direction. One benefits the other and each need to work together to move our community forward like alot of other local small towns are doing.

4 months ago

Lack of parks convenient to side of town near lowes

4 months ago

Priority must be given to litter laws. It won't matter how many cleanup days we have if we don't get serious about fining the folks that are breaking these laws.

4 months ago

Henderson has the potential to thrive. But we have to be willing to work with the people who want it to thrive and not cater to the citizens who only want handouts and that tear us down. We have too many unemployed and low income housing residents who do not WANT to do better and who bring OUR home town down.

4 months ago

I think it is wonderful that the City has Non-Partisan elections (free from the political parties involvement) !

4 months ago

We were doing great through the 1960's after which a decade's NC sewer moritorium (while we were attempting to construct a new sewer plant on property the City owned on Sandy Creek) prevented us from participating in the huge North Carolina growth spurt; we missed out when we eventually were eventually politically denied a State permit and had to expand our existing plant on limited Nutbush Creek emptying into Kerr Lake.

Also we sponsored new housing for our poor residents in the 1980-90's thinking our poor residents would want to move in there, but our local poor residents predominately stayed where they were, and we primarily attracted the poor from neighboring counties to move here to occupy those new housing; while we helped those who moved here, we created an additional burden on our local facilities providing aid to those additional poor people.

I believe we presently have the facilities (including highways and an abundance of water supply) to attract the industries and jobs, we need to better utilize initiatives, incentives, and the State cooperation to truly compete and succeed.

4 months ago

Adress litter problem

4 months ago

Henderson has many positive things going for it that I feel are being squandered. Major highways, proximity to Kerr Lake, small town feel, proximity to Raleigh/Durham. As the average home prices in Raleigh and Durham continue to rise to unseen amounts, people are going to be looking for more affordable options in locations that have a manageable commute. Houses that are in the \$200-300k range. Henderson could be an attractive place to these people if we had the housing inventory to provide them.

4 months ago

Henderson has all the assets. Infrastructure, roadways, water, hospital, college and an airport. It is the last city for miles on I85 and #1. Be proud of this uniqueness and put these assets to work. Stop "waiting for "Raleigh", move forward with your own identity and police the basics.

4 months ago

Do not wait for things to happen, promote good behavior and invest in beautification of what is currently in place before starting another project. Let the private sector know that your care by governing the basics.

4 months ago

Also commit to stop crime!!

4 months ago

The roadside trash is very obvious to visitors . We need more community involvement in keeping our town attractive....

4 months ago

Please enforce the codes that are already on the city books. Please do more to control crime and to publicize the good things that are happening in Henderson.

5 months ago

C

5 months ago

I'm excited by some more recent developments in town (new businesses, new restaurants, some downtown revitalization), but the city still feels less than safe in many ways and it feels like we have a way to go before that really changes. Economic development would surely help, and our location between RDU to the south and Petersburg/Richmond to the north along I-85 seems like something that has huge potential going forward in attracting new business and development. Thank you for the opportunity to comment!

5 months ago

Until the focus of our City Manager and City Council is placed in the right areas, Henderson will never change. I'm sure the City Manager is a fine person but how does council hire a City Manager for this area, that needs so much guidance, who has NO management experience and expect change. There are conflicts of interest within. How does the budget get passed without discussion? The council members for Henderson are never visible except when it benefits them. Where were they during the parade? The Car Show? Juneteenth? Ducky Derby? How do you expect change from the citizens of Henderson, when the people who are supposed to be their role models are no where to be found? How do you expect new businesses to come to Henderson when it has been made so difficult to open a new business in order to control a few bad apples? How many people who hold elected seats in Henderson actually support the local businesses as the do in surrounding towns? Don't think for one second that it goes unnoticed.

5 months ago

We have to find a way to draw Kerr Lake in more as probably our biggest asset. Brings people here from all over NC and surrounding states.

The other is tougher....find a way to make our area feel more safe!

5 months ago

I love Henderson, we have a bad reputation for crime and it is not fair.

5 months ago

Safety and decreasing crime needs to be a priority if Henderson wants to grow.

5 months ago

Love the city

5 months ago

No additional comments

5 months ago

Henderson needs to capitalize on lake traffic. This is a great opportunity to bring money into the town and support local businesses.

5 months ago

We are the home of Kerr Lake, beautiful McGregor Hall yet we have to go to surrounding counties to shop, have a beer outside, go to a dog park, etc.

5 months ago

More wealth from increased businesses/employment may cut crime, provide better education, and recreational participation, and better housing. We must have an increased flow of money.

5 months ago

There are opportunities here now that could be seized by spending the time and resources to redevelop the downtown district and encourage new businesses to invest their monies in this area. It is prime for growth but currently it is very difficult to get support from city leaders to accomodate people who want to invest in this area. It almost feels as though they don't want to see growth and change, which we desperately need.

5 months ago

It would seem that a county this size could combine government with the city to increase efficiency and lower overall cost as well as streamline services for citizens.

5 months ago

We need jobs and decent housing.

5 months ago

Regional Water System is our greatest asset and I worry about other entities assuming any control

5 months ago

Infrastructure needs complete new overhaul. Roads are horrible no matter where you go and mostly it's from water pipe breakage.

5 months ago

Affordable housing is non-existent in Henderson. Most, if not all rentals are owned by the same small groups and are primarily focused on section 8, which drives the monthly rates too high for individuals who do not qualify for Section 8 housing.

5 months ago

Develop a program that promotes positive growth and eliminates the abundance of run down rental properties and significantly stuns the rental property growth with a cap, I believe this has caused the majority of crime and will eventually cause the collapse of Henderson within the next 10 years. Our town has become a low income, low educated and no future for our kids town. Is is sad to see what it has become.

5 months ago

Our town is dirty -- trash everywhere. There isn't a single clean and attractive entrance into the city. First impressions are terrible.

5 months ago

none

5 months ago

Job creation is the key...get aggressive

5 months ago

glad to see an attempt to get input from citizens/residents. Follow through will be important!

5 months ago

There is a ton of potential.

5 months ago

I chose to move back to Henderson because I believe in our little town and know that there is so much unused potential here. I wish that we would focus more on our attributes than where we are falling short. Let's expand on our positives and make sure that the people in our community are proud to call it home.

5 months ago

we must find a way to drive out drugs and crime.

5 months ago

Listen to the people

5 months ago

Please bring rail travel to our town. Please use this in the wffort for new jobs and to help citizens commute to existing occupations in other cities. Henderson can lead the way for Vance County to rise-up from being a Tier-1 County.

5 months ago

Nesesita más centros de salud

5 months ago

Force citizens to clean there nasty yards and homes up. We have enough fast food joints. We need Shopping areas with restaurants. Similar to the area where Olive Garden is in wake forest. We could pull a lot of people from neighboring counties that would come to Henderson instead of making the trip to Wake Forest or Raleigh or Durham. Capitalize on the lake even though it's not in the city. Most people consider all of Vance County as Henderson so why think of growth inside city limits only. Give the younger adult crowd something to do. Downtown has huge potential. Bars and restaurants with live music and other entertainment. Would be nice to walk down a vibrant Garnett street that is thriving. It's a gost town after 6:00pm now. Encourage monthly events. A few Meet me in the Streets and the car show isn't enough. Give people something to do for entertainment so that people will want to come. If people want to come businesses and Industry will follow. I want Henderson to be the small town that people are trying to get to instead of the town young people can't wait to leave.

5 months ago

We have to have housing in order for our population to grow affordable and attractive

5 months ago

Dim.

5 months ago

Cleanliness, safety and development!! Let's see this in the future.

5 months ago

I love Henderson. There are many wonderful people here, but we have lost so many of our major businesses within the city and county. I believe the public schools are also a major factor for young people not wanting to live here even if they work here.

5 months ago

Creating a safe space for children to go to, would be something nice. Somewhere for them to go after school, or during the weekends.

5 months ago

For goodness' sake, no more Section 8 housing! Enough already. We already have tons more than most of the surrounding counties, and it has helped turn Henderson into what it is today. Would also like to see someone open a school for the trades, and start testing kids early for aptitude. Start helping kids to succeed in school, rather than turn them all against one another.

5 months ago

Read this from CDSMR.com

"Pop-up and Temporary Businesses

In many small towns, after years of low vacancy rates, historic districts end up with a reputation for being "boring" or "uninteresting." Of course there's the occasional festival or event, but other than that, many residents and visitors don't think about downtown. More big events would be great, but planning and implementing these can take significant planning and resources—requisites often beyond many small governments. The answer—think smaller scale. City staff, civic groups, and community volunteers can work with property owners to accommodate "pop-up" businesses, which might be startups or just secondary locations of existing businesses. These pop-up businesses can occupy empty commercial spaces or vacant lots during "happy hour" times, weekends, or holidays. Concurrent, small scale events can include concerts, food truck gatherings, or wine/beer tastings, and craft/farmers' markets. Any leftover empty spaces can feature passive attractions by local artists or student projects from nearby schools. While some existing businesses may feel uneasy at first about the new competition, the increased traffic downtown will benefit all—potentially leading to new private investment and new longer term tenants."

5 months ago
