



Henderson Comprehensive Plan 2016 Update



EST. 1852

Prepared by:

Region Nine Development Commission

Adopted on March 16, 2016

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Introduction



Sections of the Plan

The 2016 Henderson Comprehensive Plan includes the following sections:

- Introduction
- History
- Community Profile
- Housing
- Economic Development
- Parks and Trails
- Land Use
- Community Facilities
- Infrastructure
- Transportation
- Implementation

The Planning Process

The planning process for this plan took place over a period of fifteen months and included these elements:

1. Civic engagement sessions
2. Primary data research: community survey
3. Secondary data research, documentation, and analysis
4. Edits and authorization

Planning Committee

- Mayor Paul Menne
- Randy Tiegs, City Council
- James Brenno, City Council
- Jeff Steinborn, City Council
- Kelly Braun, City Council
- Lon Berberich, City Administrator

Civic Engagement



Gathering public input was a key component of the Henderson Comprehensive Planning process. It began with two visioning sessions on February 17 and 24, 2015, and continued with four key stakeholder sessions held on March 17, 24, 31 and April 14.

The facilitator for the visioning sessions employed the S.W.O.T. (Strengths, Weaknesses, Opportunities and Threats) analysis process to gather ideas for the creation of up to four specific goals for each of the eight plan areas (Housing, Economic Development, Parks & Trails, Land Use, Community Facilities, Historic Preservation, Transportation and Infrastructure). Then, in each key stakeholder session the facilitator lead a group of interested citizens through a group process where three objectives were created for each goal and up to three action steps were created for each objective.

Each of these six meetings were well attended, and the results helped to inform the narrative for each of the plan sections. In addition, the specific strengths and opportunities and also the

recommended goals appear in each plan section. All of the civic engagement documentation appears in the appendix to the plan. Finally, the individual action steps for each plan section are listed in the *Implementation* section of the plan and can be pulled and re-formatted to become the Implementation Plan for Henderson.

Primary Research: Community Survey

The civic engagement sessions provided a vast supply of information used in this plan. To gather a well-rounded image of the community and to reach those unable to attend the sessions, a community survey was developed.

After a review of community surveys developed for other Minnesota communities, the City of Henderson Comprehensive Plan Survey was created. A draft survey was distributed to participants of the civic engagement sessions for additions and corrections before being finalized and sent out to the general public. Paper surveys were available at City Hall and returned by participants upon completion. In addition, an electronic link was provided on the city's website to allow on-line participation. The survey was available from April 28 through May 23, 2015 and 74 completed survey responses were received. The survey results were a critical piece in the creation of this plan.

Survey Response

The following, individual, written comments were shared as part of the community survey conducted for the 2016 Comprehensive Plan:

- Henderson reminds me of my home town – small, everyone knows everyone, and you feel safe. I fell in love with this town the first time I visited a friend here. The events that are put on are amazing and we are well known for them in the surrounding communities and even hours away! That says a lot about a small town.
- 94% of survey respondents said they represent one or two-person households
- The question “What do you like about living in Henderson?” revealed the following prioritized list:
 1. Rural location and separation of homes from each other
 2. Plenty of open space and the natural environment
 3. Community identity and image
 4. The downtown area
 5. Proximity to the Minnesota River

Introduction

Secondary Research: Data Research and Analysis

Where utilized, resources for each plan section are listed within the plan section.



Edits & Authorization

The entire comprehensive plan process in the City of Henderson took fifteen months to complete. During the second half of this process a review committee was provided with draft sections of the plan for review and edit so that the plan coordinator was assured that the final document accurately represented the views of the community. Edit suggestions and changes were discussed at four separate draft review sessions convened between July and February 2016.

Implementation

The last section of the 2016 Henderson Comprehensive Plan is *Implementation*. It contains not only a listing of suggested action steps but also recommendations for prioritizing and tracking. It is highly recommended that city leaders create an adhoc committee whose responsibilities include tracking and guiding the community through the Implementation Plan process over a multi-year period.

A Note About Resilience Strategies Statements

Within the past several years the planning profession has seen the wisdom of inserting strategies for resiliency into the community comprehensive planning process. These statements can show up in the planning documents as either a stand-alone resilience chapter, or as a resiliency statement within each section. In this Henderson Comprehensive Plan Update, there is a resiliency statement within each individual plan section.

While the resilience issues were not specifically addressed during the civic engagement sessions, the plan review committee was able to develop and re-develop the issues as they reviewed drafts of each plan section.

Henderson Comprehensive Plan History



The City of Henderson has developed a comprehensive plan to move the city into the future. In order to do this, the city has looked back to gain insight into what events shaped Henderson, and what effect they had on the city.

Founding Henderson



*Joseph Renshaw Brown,
Founder of Henderson*

When Joseph Renshaw Brown arrived in 1820 to the territory that would be called Minnesota, he was a 15 year old soldier. Joseph R. Brown was truly an adventurer in every sense of the word, growing up in the military and based in Fort Snelling, he was always learning and observing. He left the army in 1828 to become a trader with several American Indian tribes.

In 1851, treaties with the Dakota placed much of Southern Minnesota in the ownership of the federal government. Treaty ratification in 1852 opened up the land to settlement, and Brown was ready. He knew of an area west out of the steep banks that enclosed the river valley, claimed a site, and brought in a crew to remove timber and lay a road to the west where he knew that Fort Ridgely would be built the coming year.

In 1852, as a token of affection for his aunt, Brown named his new venture on the west bank of the Minnesota River, Henderson.

The Fort Ridgely Road

Today, drivers that head west on Main Street (also known as Highway 19), may notice the small green sign, lettered in white, indicating “Fort Road.” This marks the old exit, built at the beginning of the settlement, which led to the establishment of Henderson as it’s known today.

The Fort Ridgely Road’s location was chosen by Brown due to the fact that it was the easiest exit and the shortest distance to the pending fort construction site. He then had a log cabin built to house some of his crew in an attempt to prevent claim jumping during the winter. In the spring of 1853, a river boat brought workmen and lumber for the assembly of Brown’s trading post. This was the first permanent local business establishment in the City of Henderson.

In the beginning, Brown was very involved in every aspect of his town, both locally and at the territorial legislature in St. Paul. He claimed land in the name of the Town Council of Henderson, and got Henderson named as the Sibley County seat. He built a levee, roads,



Current Fort Road Sign

History

and a school. With stagecoach lines running on the new roads, and a ferry operating on the east bank, he was able to transport freight in every direction. Mail arrived by riverboat or stagecoach to the postmaster at Henderson and on to points established along the newly built roads.

Henderson's Early Growth and Development



By 1855, there were already sixty wood or log buildings in Henderson, one of which, was the Poehler Store. Brown had met twenty-one year old Henry Poehler on the river wharf in St. Paul. Impressed with Henry, Brown had him installed in 1854 as the Henderson Trading Post operator. Soon after, Henry and his brother Fred would buy out Brown's Trading Post stock and began their own business.

Enticement for ownership of cheap government land in the Minnesota Territory appeared in newspapers across the country. Those who came first encouraged relatives to emigrate from Europe, or to leave eastern settlements. Henderson and the territory around it had people arriving by steamboat, stagecoach, and canvas covered wagons to take advantage of this opportunity.

The former Poehler Store, sold to Sibley County then served as Sibley County Courthouse from 1871-1879. Photo courtesy of the Minnesota Historical Society

Land Office Established in Henderson

In 1856, Brown traveled to the land office at Red Wing to file a surveyor's plat of Henderson. Town council and county officers had already been elected, with Brown presiding as president of the council as well as served as county recorder. At this point in history, there were sixty buildings constructed in the town and many farm sites claimed on both sides of the river. In 1855 and 1856, under the auspices of the U.S. Surveyor General, Sibley County was surveyed. At this time, title could be acquired to lots in Henderson and preemptors could establish their farmland claims.

In June of 1857, the Red Wing land office was transferred to Henderson and opened in the former Peasley and Clark Saloon on Main Street. This event was announced in the Henderson Democrat (a newspaper that Brown had established).

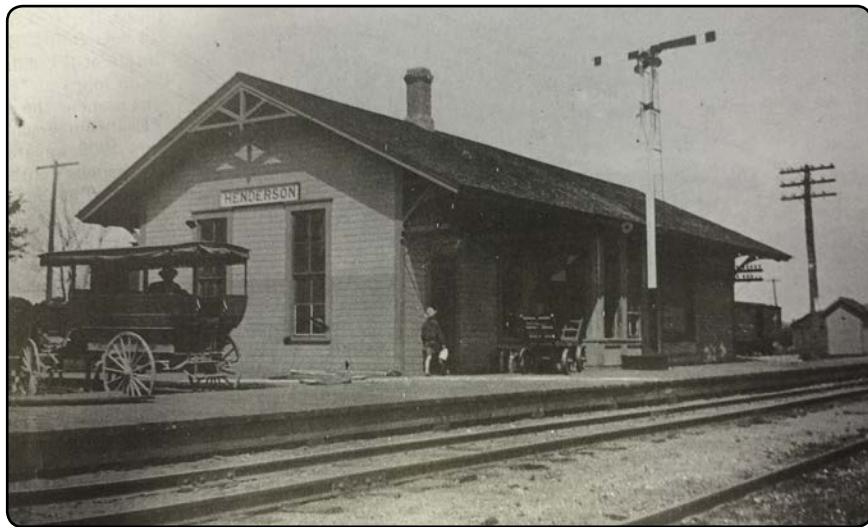
Effects of the War Years in the 1860s

The onset of the Civil War in 1861 found men around the county responding to the call for volunteers, and eventually there was a draft. The Dakota War of 1862 began in August and lasted about six weeks. While Sibley County was not subject to any depredations, fear and panic caused many to abandon their homes and farms. The events in 1861 and 1862 caused much of the area to destabilize, as cattle ran wild, crops were abandoned, and local men died either in conflict with the Dakota or in the south. Henderson faced another blow to stability, when in October of 1863 the county office caught fire. Most of the records were destroyed and taxes could not be collected until city records were reconstructed by the county recorder in St. Paul. Some information was lost forever. Henderson's survival was due to the dedication of strong people in the community that stayed or returned to the area to assist with the town's recovery.

Gains and Losses

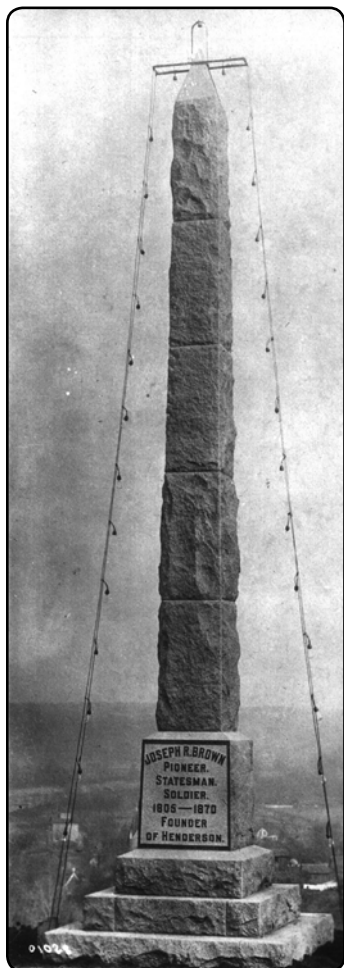
In 1867, the Minnesota Valley Railroad was constructed along the east side of the Minnesota River. The depot in East Henderson became the hub for freight and passenger travel. Surplus commodities such as grain, butter, cream, and animals could now get rapidly and regularly to market. However, arrival of reliable train service caused the decline of riverboat traffic to Henderson. The replacement of aging lift bridges up and down the river with fixed bridges brought most commercial river use to an end around the turn of the century.

Today, freight trains still run, but local service was discontinued in 1959 due to a decline in use. New modes of transportation have taken over, including: better highways, reliable passenger cars, bus routes, and over the road trucking.



The Henderson Depot, early 1900s

Death of Joseph Renshaw Brown



Joseph Brown was in New York on November 8, 1870, working with construction on his third version of a steam wagon when he died. While he had been ill, his death at the age of sixty-five was unexpected. He was brought by a special train from St. Paul for interment in the county graveyard at Henderson. Many prominent men in both the private and public sector attended the service. Henry Hastings Sibley, Brown's former fur trade boss, friend, and county namesake, gave the eulogy at the grave site. In 1871, a cemetery association was formed and the county graveyard officially became the Brown Cemetery.

In 1909 Senator Albert Poehler of Henderson introduced a bill at the state legislature, which resulted in a \$1,000 appropriation toward erecting a monument to pioneer statesman Joseph R. Brown. Senator Poehler's uncle, Henry Poehler, retired and residing in California, chaired the Joseph R. Brown Memorial Association which raised additional funds, directed construction of the monument and arranged a fitting dedication ceremony on September 27, 1910. While significant to Henderson, the event didn't receive a lot of attention until 1995, when a planning grant from the Legislative Commission on Minnesota Resources (LCMR) was received. Results from this study enabled the establishment of the J.R. Brown Minnesota River center in the former Sibley County courthouse. Now called the Community Building, it has been independently named to the National Register of Historic Places.

Joseph R. Brown Monument was dedicated in 1910

History

Some Major Losses

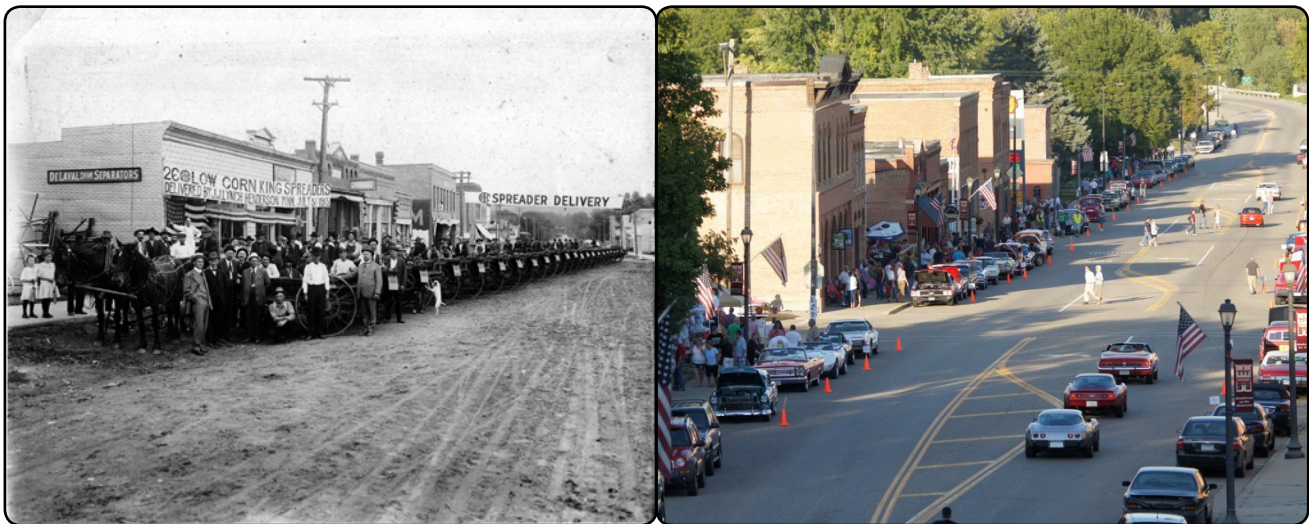
In 1882 the Minneapolis and St. Louis railroad company had rails laid through Sibley County and beyond. Unfortunately, Henderson was bypassed. New villages with depots sprang up along the route, and shipping and passenger services were available in these new locations. Grocery stores, machinery dealers, doctors' offices, and other services developed in the new small towns. Many people in the region no longer needed to come to Henderson.

In December 1915, a long line of wagons, trucks, and family cars left Henderson via the Fort Hill Road. Their destination was the town of Gaylord. The population growth in the developing communities beyond Henderson had caused passage of the proposal to move the county seat to a more central location in Sibley County. Courthouse equipment and county offices were relocated to the Gaylord City Hall, until the new courthouse could be built.

These two instances, combined with the historical events of the middle part of the twentieth century (World Wars, the Depression, the Korean Conflict), as well as some Main Street fires have taken a toll on the City of Henderson.

Main Street Now

While Henderson may not have a lot of main-stream businesses, it still has economic activity. Each building on Main Street houses a business.



A lineup on Main Street in 1915 and 2015

The Look and Layout of Henderson 1850s - Present

Originally the main source of building materials in Henderson was wood. Much of Henderson's tree cover was lost making room for buildings. As soon as a saw mill was operational, local lumber was used for construction materials. As time went on, brick gradually began to replace the original log frames of the Main Street buildings. The catalyst for these updates tended to be major accidental fires.

A small brick veneered house on Fifth Street South, and once owned by Brown, is thought to be one of the first residential brick structure in Henderson. The oldest known brick business building sits at 408 Main Street and dates to the 1860s. A newspaper from 1858 refers to bricks being made by Mixer and Clark, and by the 1870s, brick making was well established in Henderson.

As early as 1857 plank or board walks led from the levee up Main Street, by order of the town council. In 1899, these began to be replaced by concrete sidewalks, and side street sidewalks soon followed. Roads were originally coated with gravel from nearby deposits, left over from glaciers. Main Street (Highway 19) was finally blacktopped in 1939.

Due to the close proximity of Henderson to the Minnesota River, floods have impacted the city since the beginning. Though Brown

oversaw the building of a primitive levee system, there are multiple references throughout Henderson's history of a need to "build up the levee" and the "raising of Main Street." It wasn't until the flooding in 1965 that more permanent action was taken to prevent future disasters. Much of the present levee was constructed as a temporary fix in 1969, and improved as a permanent flood control structure in 1990. While the levee is there to prevent flooding, it also became a popular walkway for Henderson's residents and visitors.



Before and after, 522 Main Street

National Register Designation

In 1987, the Minnesota Historical Society sent a reviewer to examine Henderson's Main Street. The result of this review was the delineation of Main Street as a "commercial and historic district." This designation denoted the importance of Main Street businesses at a special time in history. Soon after, Henderson's Main Street was placed on the National Register.

By the time of placement on the National Register, some of Henderson's buildings had undergone significant alterations. However, while much of the region saw their historic buildings remodeled or bulldozed in the 1950s in preference to new shopping centers and strip malls, Henderson's buildings remained largely intact.

In 1999, the city adopted a Heritage Preservation ordinance and began working on studies, projects, and publications that provided guidance to community residents and property owners.

The Henderson Historic Preservation Commission (HHPC) takes great pride in keeping true to the city's original architectural feel. The purpose and role of the HHPC is as follows:

- Safeguard the heritage of the City of Henderson by preserving properties which reflect elements of Henderson's cultural, social, economic, political, visual or architectural history
- Protect and enhance the City of Henderson's appeal and attraction to residents, visitors, businesses and tourists
- Enhance the visual aesthetic character, diversity and interest of Henderson
- Foster civic pride in the beauty and notable accomplishments of the past
- Promote the preservation and continued use of historic properties for the education and general welfare of the people of Henderson
- Provide guidance and assistance to owners of historic properties in the continuing preservation and appropriate use of their structures
- Conduct research and education programs regarding historic properties and landscapes connected to the history of the community within the Minnesota River watershed
- Provide a continuing, objective and orderly process for the Henderson City Council, planning commission and other public bodies to review and consider the impact of proposed development, redevelopment and remodeling of historic properties

The HHPC is composed of no less than five and no more than nine voting members appointed by the Mayor and approved by the city council. Members of the HHPC must be a resident of Henderson and demonstrate interest or expertise in historic preservation.

Current designated Heritage Preservation sites include:

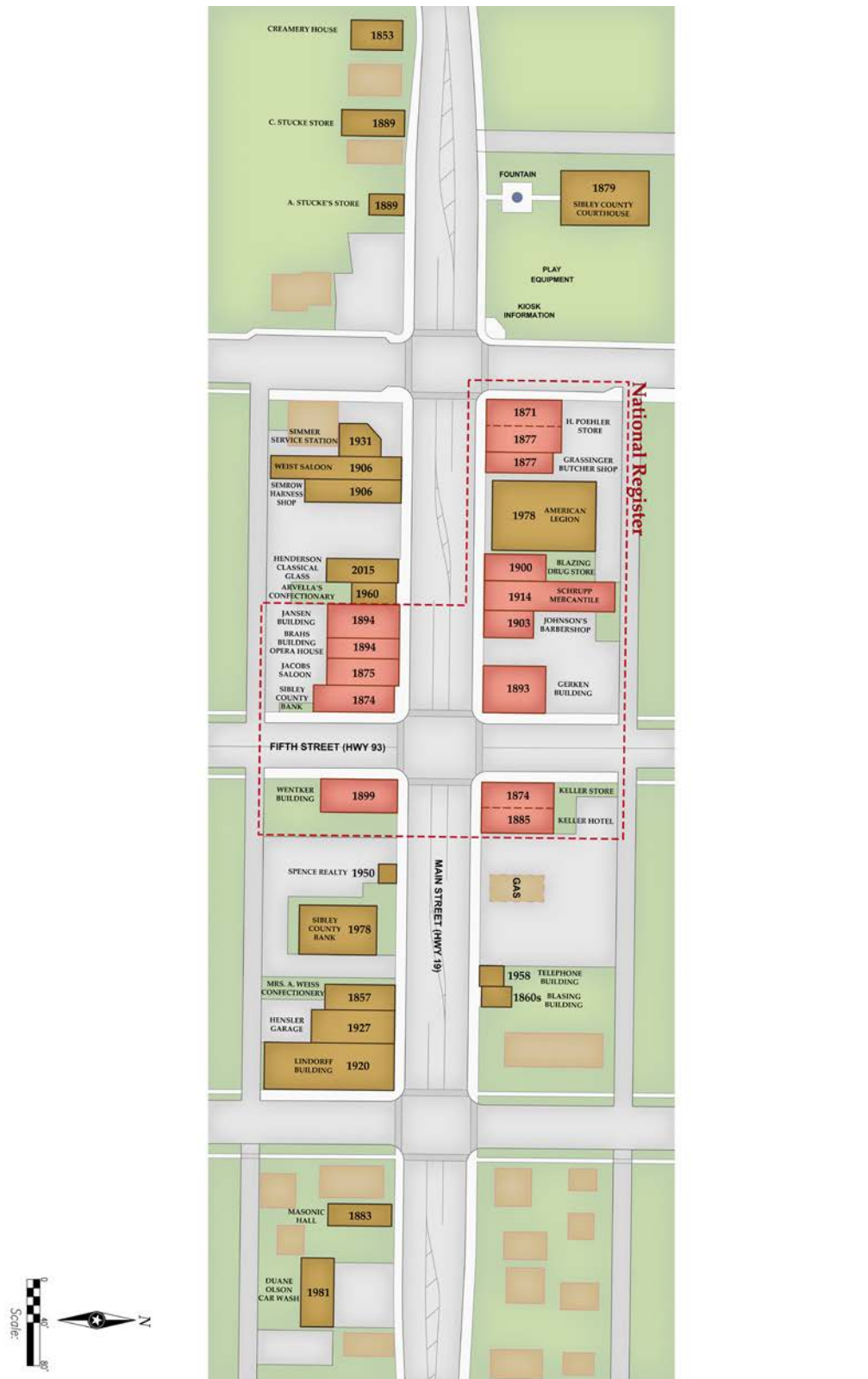
- 1879 Courthouse/Henderson Community building
- Poehler residence/Sibley County Historical Society's Museum
- Power Plant/City Civil Defense Building

History

Henderson Comprehensive Plan

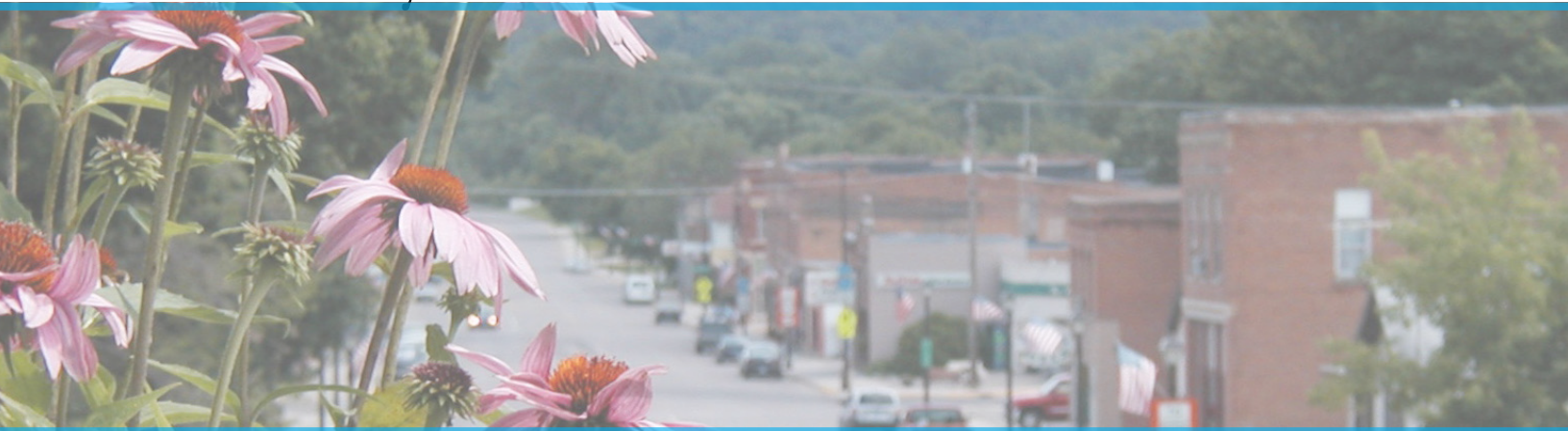
There have been several studies conducted over the years to determine the type and style of buildings that would be fit into Henderson's "look." They have been instrumental in smaller aesthetic changes as well, including the information kiosk, drinking fountain, and the flower beds along Main Street.

The Preservation Alliance of Minnesota has also helped Henderson receive tax credits for the restoration of historically significant buildings. The restoration of the 1900 Henderson Public School building was recently awarded recognition for its efforts.



Henderson Comprehensive Plan

Community Profile

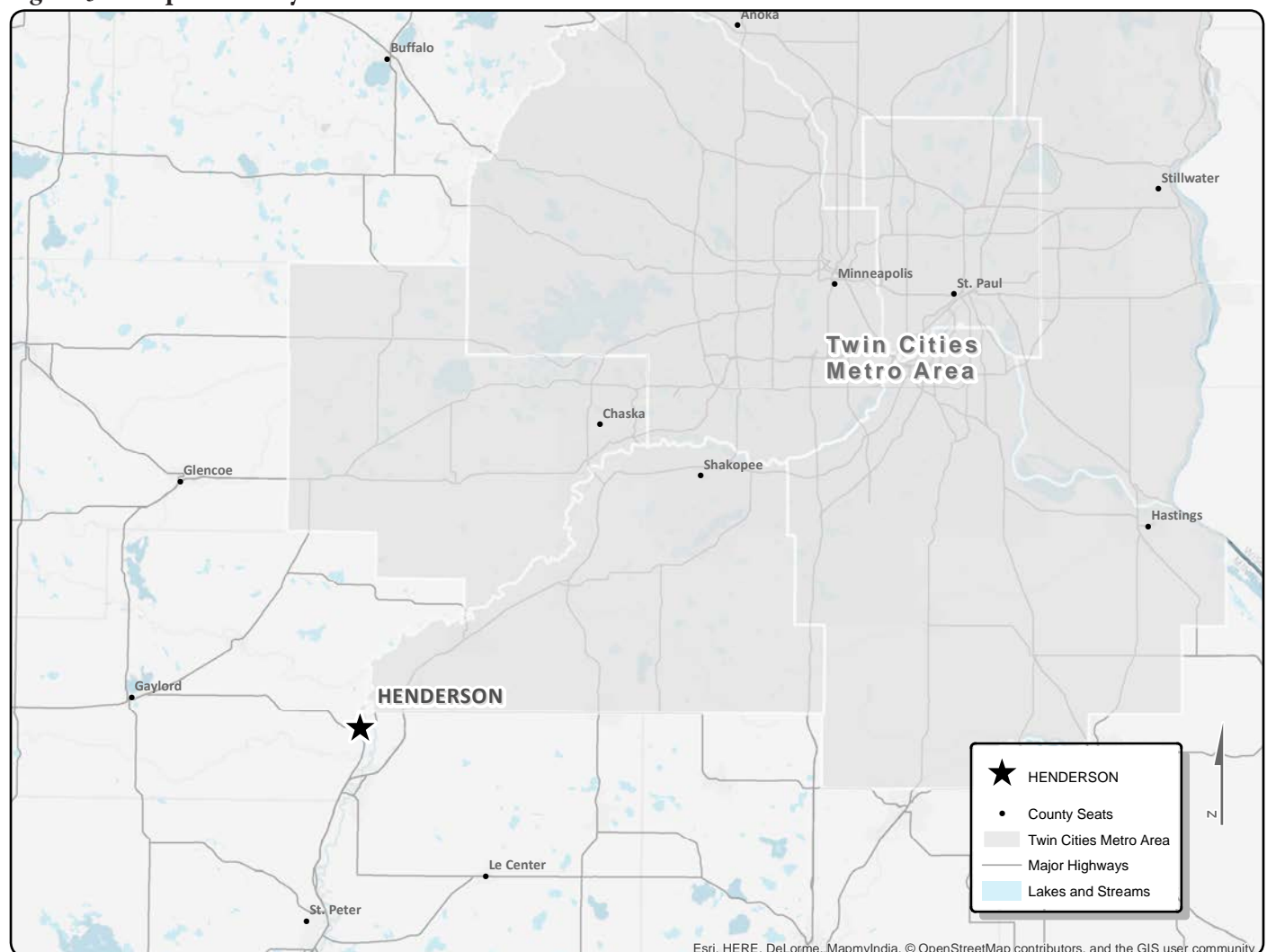


Introduction

This section of the plan provides a look at the physical and demographic characteristics of Henderson as well as a brief description of the education system.

Location

Figure 3.1: Map of the City of Henderson



Community Profile

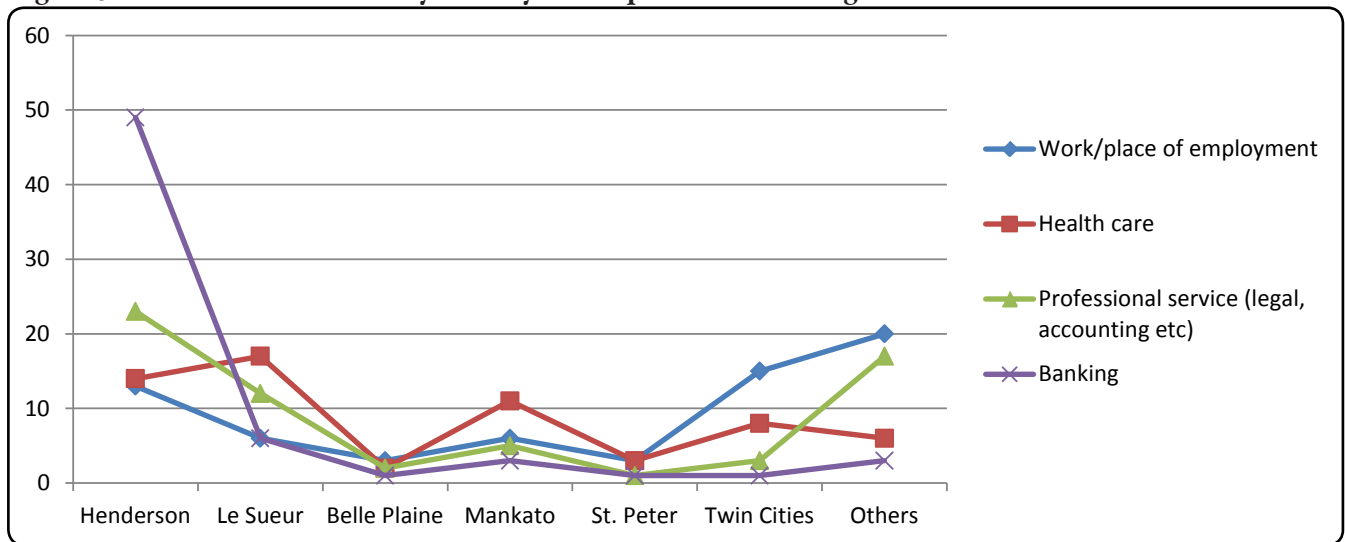
Survey Response

The following bullets capture key points from the community survey conducted in 2015 for the Comprehensive Plan Update project:

- Nearly one-third of Henderson residents have lived in the community for less than 10-years
- Only slightly fewer than one-third have lived in Henderson more than 30-years
- As a percentage, the number of “new-comers” is greater than the percentage of “long-timers” living in Henderson
- 50% of respondents represented single-person households
- 94% were from one and two-person households
- Of all the survey respondents, there was not a single four or five-person household

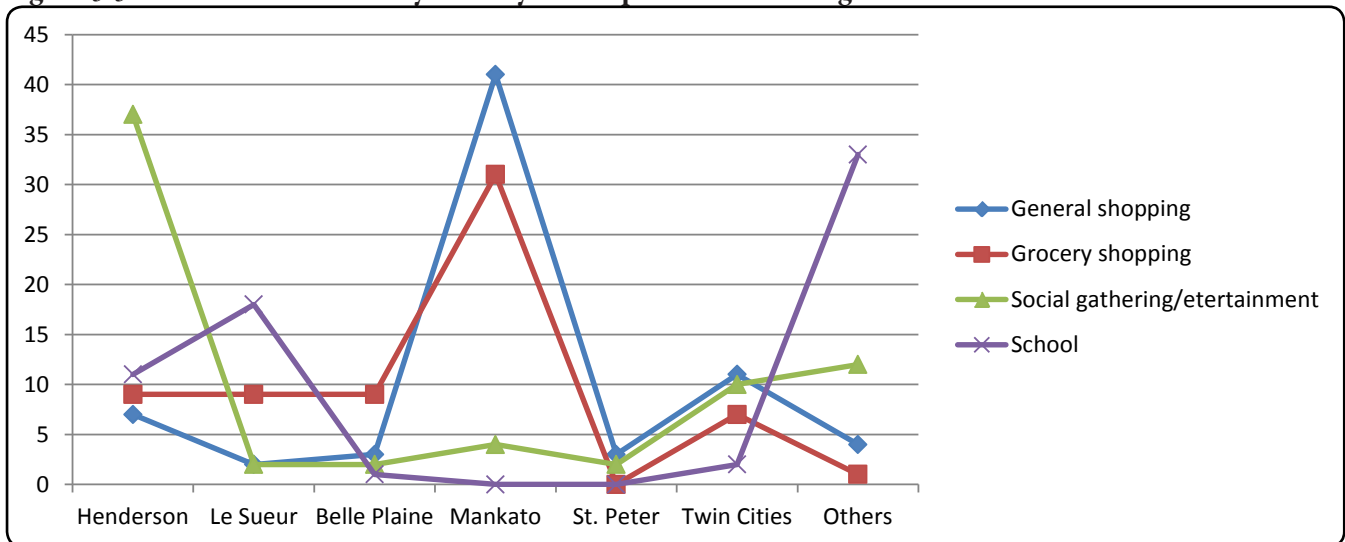
These figures provide a glimpse into where Henderson residents work, shop, and play:

Figure 3.2: Please indicate the city where you complete the following tasks



Most of the respondents use banking and professional services available within the City of Henderson proper. More than 80% of the respondents commute to other cities to work. More than half of the respondents utilize health care facilities outside the city.

Figure 3.3: Please indicate the city where you complete the following tasks



Majority of the respondents shop (grocery and general shopping) in the City of Mankato. More than half of the respondents have children who attend school outside the City of Henderson. Most of the respondents attend social gathering or utilize entertainment facilities available within the City of Henderson.

Environmental Conditions

Topography

The topography of Henderson varies from an elevation of 960 feet above sea level on the bluff, to moderate sloping within the floodplain of the Minnesota River where elevation sits at 727 feet above sea level. The steeper slopes in the city are associated with streams and riverine features of the Minnesota River. The escarpment between the till plain to the west and the floodplain along the river includes slopes ranging from 35-70 percent and are as high as 250 feet.

Soils

Due to glaciers forming and retreating many thousands of years ago, and leaving behind rocks, sand and gravel, Henderson's soil has a coarse-to-medium chalky texture. That soil is well drained with base material including a loamy sand-silt-clay composite and calcium carbonate glacial deposit. Bedrock exists at an elevation approximately 650 feet above sea level, and 80 to 300 feet from surface elevations. This soil is particularly vulnerable to drought, wind erosion, drainage, and flooding.

Vegetation

The City of Henderson is situated near the western edge of the original *Big Woods* and close to the eastern edge of the tall-grass prairie of the Great Plains. The Minnesota River Valley is characterized by flood plain forest of elm, ash, cottonwood, silver maple, and willow. These floodplain forests can still be found in many areas along the river valley bottom lands throughout southern Minnesota. The city is surrounded mostly by cropland and pasture land to the west, and valley / floodplain woodlands to the north, east, and south. Upland forest dominate the bluffs area on the western edge of the city, and floodplain woodlands form the community's border to the east along the Minnesota River.

Water

Originally a transportation resource for Henderson, the Minnesota River now serves as a source of recreation for locals and tourists alike. Other nearby water resources include Mill Creek, City Park Creek at the south end of the city and Locust Creek at the north end of the city.

Climate

Since 2000, Henderson's average annual maximum temperature is approximately 55 degrees Fahrenheit (F) and its annual average minimum temperature is approximately 35 degrees F. The average annual precipitation for the city is nearly 27 inches with average snowfall near 26 inches. On average, there are 196 sunny days in Henderson every year.



Community Profile

Population & Demographics

Population Trends

In 1870, 16 years after Henderson was incorporated, its 706 residents represented 10.5 percent of the total population of Sibley County (see Table 3.1). Since that time the population has dropped as low as 672 residents in 1930 and peaked as high as 976 in 1880. As a percentage of the county, Henderson’s population has ranged from four percent (1930 and 1960) to 10.5 percent (1870). In the decade after the county seat was moved from Henderson to the City of Gaylord in 1915, the population of Henderson dropped by 17 percent. Since then it rose to 820 in 1940, dropped another 18 percent in the next decade and then rose to a high of 910 in the year 2000 (see Figure 3.4).

Population Projections

Current state demographer projections predict a steady population increase for Henderson from 919 in 2015 to 1,018 in 2045 (see Table 3.2). The population of Henderson is projected to increase 11 percent from 2015 to 2045 in line with Sibley County growth projections (see Table 3.2). The city’s population is projected to increase by 0.3 percent annually from 2015 to 2045. This is 0.1 percent lower than the annual projected increase in Minnesota’s Population.

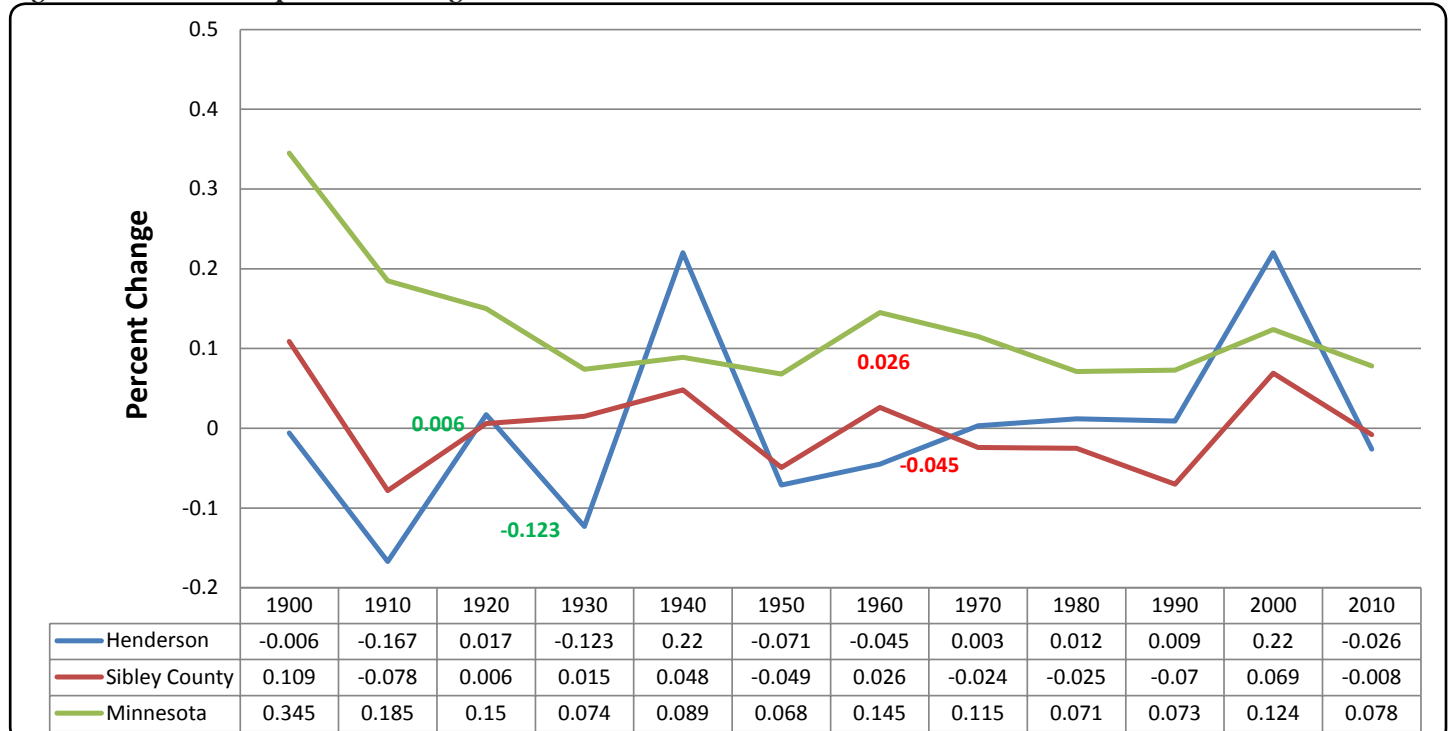
Table 3.1: City of Henderson Historic Population Trends

| Year | Henderson | Sibley County | Minnesota |
|------|-----------|---------------|-----------|
| 2010 | 886 | 15,226 | 5,303,925 |
| 2000 | 910 | 15,356 | 4,919,479 |
| 1990 | 746 | 14,366 | 4,375,099 |
| 1980 | 739 | 15,448 | 4,075,970 |
| 1970 | 730 | 15,845 | 3,804,971 |
| 1960 | 728 | 16,228 | 3,413,864 |
| 1950 | 762 | 15,816 | 2,982,483 |
| 1940 | 820 | 16,625 | 2,792,300 |
| 1930 | 672 | 15,865 | 2,563,953 |
| 1920 | 766 | 15,635 | 2,387,125 |
| 1910 | 753 | 15,540 | 2,075,708 |
| 1900 | 904 | 16,862 | 1,751,394 |
| 1890 | 909 | 15,199 | 1,301,826 |
| 1880 | 976 | 10,637 | 780,773 |
| 1870 | 706 | 6,725 | 439,706 |
| 1860 | N/A | 3,609 | 172,023 |
| 1850 | N/A | N/A | 6,077 |

N/A = Not Available

Source: U.S Bureau, Decennial Population 1860 – 2010

Figure 3.4: Percent Population Change 1900-2010



Henderson Comprehensive Plan Community Profile

Table 3.2: Population Projection 2015 -2045

| Year | Henderson | % Change | Sibley County | % Change | Minnesota | % Change |
|------|-----------|----------|---------------|----------|-----------|----------|
| 2015 | 919 | | 15,796 | | 5,497,933 | |
| 2020 | 943 | 2.6 | 16,208 | 2.6 | 5,677,582 | 3.3 |
| 2025 | 965 | 2.3 | 16,578 | 2.3 | 5,841,619 | 2.9 |
| 2030 | 984 | 2.0 | 16,913 | 2.0 | 5,982,601 | 2.4 |
| 2035 | 999 | 1.5 | 17,166 | 1.5 | 6,093,729 | 1.9 |
| 2040 | 1009 | 1.0 | 17,339 | 1.0 | 6,175,801 | 1.4 |
| 2045 | 1018 | 0.9 | 17,483 | 0.8 | 6,234,930 | 1.0 |

Source: Minnesota State Demographic Center, Population Projection, 2015-2045

Table 3.3. Age and Sex Growth by Cohort

| | Male | | | Female | | |
|----------------|------|------|-------|--------|------|-------|
| | 2000 | 2010 | Diff. | 2000 | 2010 | Diff. |
| Total | 370 | 381 | 11 | 330 | 347 | 17 |
| Under 5 years | 37 | 29 | -8 | 23 | 25 | 2 |
| 5 to 9 years | 32 | 27 | -5 | 42 | 20 | -22 |
| 10 to 14 years | 30 | 31 | 1 | 37 | 34 | -3 |
| 15 to 17 years | 22 | 14 | -8 | 19 | 17 | -2 |
| 18 to 19 years | 16 | 8 | -8 | 10 | 11 | 1 |
| 20 years | 3 | 6 | 3 | 2 | 3 | 1 |
| 21 years | 3 | 4 | 1 | 1 | 4 | 3 |
| 22 to 24 years | 11 | 8 | -3 | 2 | 9 | 7 |
| 25 to 29 years | 10 | 22 | 12 | 17 | 18 | 1 |
| 30 to 34 years | 28 | 22 | -6 | 26 | 16 | -10 |
| 35 to 39 years | 34 | 12 | -22 | 33 | 18 | -15 |
| 40 to 44 years | 38 | 26 | -12 | 28 | 24 | -4 |
| 45 to 49 years | 19 | 38 | 19 | 12 | 37 | 25 |
| 50 to 54 years | 26 | 36 | 10 | 22 | 29 | 7 |
| 55 to 59 years | 20 | 33 | 13 | 15 | 18 | 3 |
| 60 to 61 years | 5 | 9 | 4 | 4 | 10 | 6 |
| 62 to 64 years | 7 | 15 | 8 | 4 | 10 | 6 |
| 65 to 66 years | 3 | 6 | 3 | 9 | 7 | -2 |
| 67 to 69 years | 9 | 11 | 2 | 6 | 6 | 0 |
| 70 to 74 years | 6 | 12 | 6 | 6 | 10 | 4 |
| 75 to 79 years | 2 | 8 | 6 | 6 | 11 | 5 |
| 80 to 84 years | 4 | 2 | -2 | 4 | 5 | 1 |
| 85+ years | 5 | 2 | -3 | 2 | 5 | 3 |

Source: U.S. Census Bureau Decennial Census

Population by Age

Despite losses of populations between 30 and 44 years, and 5 to 17 years, the number of working age adults (ages 18 to 64) rose from 56.6 percent in 2000 to 61.3 percent in 2010. This increase represented 50 working age adults of which 62 percent (31) were female and 38 percent (19) were male.

While Henderson has lost youth population from 2000 to 2010, there could be adequate workforce to replace those leaving. By 2020, approximately 13 percent of working age adults in 2010 will fall out of the working age cohort and into the 65 years or older cohort. Some of those losses will be offset by 143 persons (19.6 percent of the 2010 population) moving into the 15 to 27 age cohort (evenly split among males (72) and females (71)).

The female population has grown at a greater rate than the male population (5.2 percent to three percent) particularly among 45 to 49 year olds (an increase of 208 percent from 2000 to 2010, see Table 3.3). Male populations also grew the most among 45 to 49 year olds in quantity (19) having doubled from 19 to 38 from 2000 to 2010. By 2020, those 75 adults will move into the 55 or greater age bracket, currently dominated by males. Of the 180 adults aged 55 and older in 2010, 54 percent were males. This number grew from 61 males aged 55 or older in 2000 to 98 in 2010 (a 60.7 percent increase) and 56 females aged 55 or older in 2000 to 82 in 2010 (46.4 percent increase). The median age shifted from 36.2 years of age for males and 36.4 years of age for females in 2000 to 38.6 years of age for males and 40 years of age for females in 2010¹.

^{14A} Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P13 and PCT12

Community Profile

Overall, the median age in Henderson increased by three years from 2000 to 2010 (see Table 3.4). While this increase is in line with Sibley County, Henderson’s median age shifts far older than the state of Minnesota as a whole.

| | 2000 | 2010 |
|---------------|------|------|
| Sibley County | 37.3 | 40.3 |
| Henderson | 36.3 | 39.5 |
| Minnesota | 35.4 | 37.4 |

Source: U.S. Census Bureau

Population by Race

Henderson’s population is primarily white with traces of Asian and mixed race populations (see Table 3.5). While not inherently diverse, Henderson’s distribution of race is in line with Sibley County’s 5.2 percent minority population.

| Race | Henderson | | Sibley County | |
|---|-----------|------|---------------|--------|
| | 2000 | 2010 | 2000 | 2010 |
| White | 884 | 864 | 14,676 | 14,430 |
| Black or African American | 0 | 0 | 19 | 48 |
| American Indian and Alaska Native | 6 | 0 | 40 | 30 |
| Asian and Pacific Islander and Other Race | 14 | 14 | 526 | 538 |
| Two or More Races | 6 | 8 | 95 | 180 |

Source: National Historical Geographic Information System, 2000-2010

Migration

Between 2009 and 2013, 159 people moved into Henderson while 309 moved out (see Table 3.6). Even though more people moved out of the city, the city’s population increased in 2013. This is primarily because individuals are living longer.

| | Inbound | Outbound |
|--|---------|----------|
| Different city within the same County | 51 | 100 |
| Different county within the same state | 77 | 143 |
| Different state | 31 | 66 |

Source: U.S Bureau, ACS 2009-2013

Number of Households

According to the U.S. Census Bureau, a household includes all the persons who occupy a housing unit as their usual place of residence. In 1980 there were 290 households in the City of Henderson. By 1990 that number had increased by 2.4 percent and by 2000 it had increase by another 18.5 percent. Between 2000 and 2010, the city grew by another 7.1 percent (377 households). In total, in the three decades between 1980 and 2010, the number of households in the City of Henderson grew by 30 percent and the number of households in the county increased by 13 percent, as shown in Figure 3.5.

Household Size

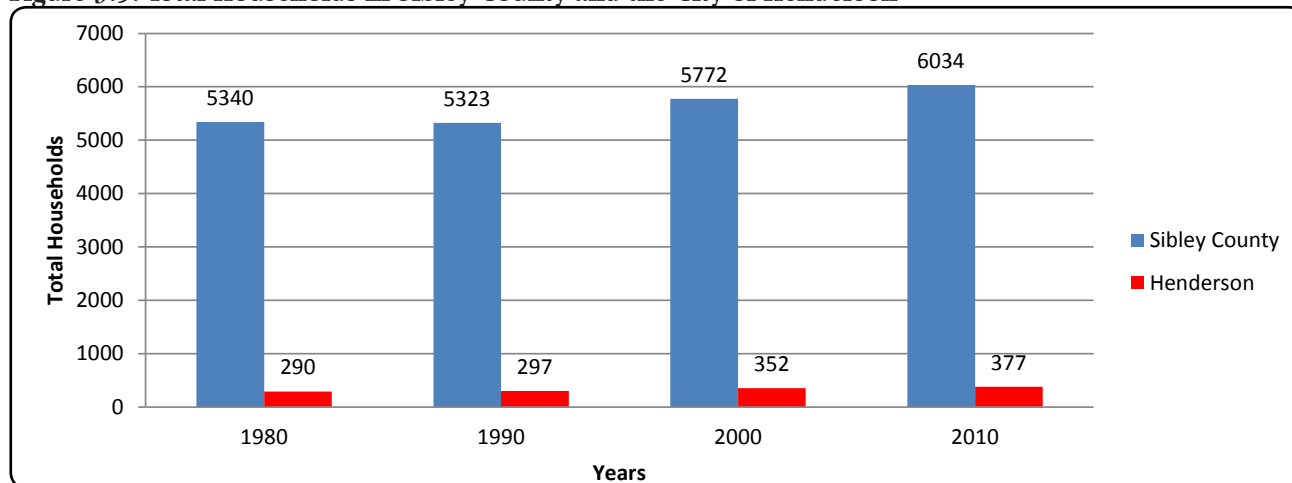
The average household size in the City of Henderson in 2000 was 2.59 and decreased to 2.35 in 2010. Comparing the average household size of the city to that of the Sibley County, it is worth noting that they both experienced a similar trend. That is the average household size of Sibley County decreased from 2.60 in 2000 to 2.49 in 2010. Also the average family size of the city was 3.21 in 2000 while that of Sibley County was 3.14. However in 2010, the average family size of Henderson and Sibley County decreased to 2.95 and 3.01 respectively. This indicates that the number of single families in the City of Henderson and Sibley County is decreasing.



Family and Non-Family Households

In Henderson, 65.6 percent of the total households were family households while 34.4 percent were non-family households in 2000. Adding to this, 70.8 percent of the total households in Sibley County were family households while 29.2 percent were non-family household, in 2000. In 2010 the percent of family households in Henderson decreased to 62.6 percent while that of non-family households increased to 37.4 percent. The county household data showed the similar trend with family households decreasing to 68.5 percent and non-family households increasing to 31.5 percent (see Figure 3.5).

Figure 3.5: Total Households in Sibley County and the City of Henderson



Source: U.S. Census Bureau, Decennial Census 1980 - 2010

Education

Schools in Henderson

The Henderson community is served by three public school districts and one parochial school. The Le Sueur-Henderson Public School District provides a high school, middle school, and kindergarten through third grade elementary facility in Le Sueur and a fourth and fifth grade elementary STEM-centered school in Henderson. The Minnesota New Country Public Charter School has both a seventh through twelfth secondary school and a kindergarten through sixth grade elementary school in Henderson. EdVisions Off-Campus Public Charter School provides an online secondary school headquartered in Henderson. The private parochial school is St. Anne's Catholic School in Le Sueur (see Table 3.7).

School Enrollment

Le Sueur-Henderson School District's total student enrollment decreased by 22 students (from 2014 to 2015). The student population was primarily white (77 percent) with minorities accounting for less than 22 percent (see Table 3.8).

| Schools | Address | Enrollment |
|---|---------------------------------------|-------------------|
| Minnesota New Country School | 210 Main St., Henderson | 133 |
| Minnesota New Country School Elementary | 127 N. 8 th St., Henderson | 80 |
| Hilltop Elementary School STEM School | 700 South St., Henderson | 159 |
| Park Elementary (ISD 2397) | 115 N Fifth St., Le Sueur | 940 (ISD 2397) |
| Le Sueur Henderson High School/Middle School (ISD 2397) | 901 Ferry St., Le Sueur | |

Source: City of Henderson, Schools in Henderson, 2015

| | 2014 | 2015 |
|-------------------------|--------------|--------------|
| American Indian | 9 | 9 |
| Asian | 14 | 16 |
| Hispanic | 186 | 180 |
| Black | 29 | 32 |
| White | 820 | 799 |
| Total Enrollment | 1,058 | 1,036 |

Source: Minnesota Department of Education, 2016

Community Profile

Community Profile Summary

Nestled in the Minnesota River Valley, the City of Henderson is a riverfront community with a bustling downtown and primarily retail economy. While Henderson's population skews older than the state, it is younger than Sibley County as a whole with population growth rates that spiked in the 1940s and 2000s, and dipped at the beginning of the 20th century. While the city is projected to grow by 100 residents from 2015 to 2045, that growth is primarily front-loaded, despite losses of 30 to 44 year old adults from 2000 to 2010.

Located just minutes from U.S. Highway 169, the City of Henderson is less than a one-hour drive to Minneapolis-St. Paul to the north and Mankato to the south. This allows Henderson's residents to access jobs in those communities while living in housing that 77 percent of its residents feel is affordable. Henderson has seen the average household size decrease since 2000 (much in line with the rest of Sibley County) yet the number of households has increased and the number of family households has dipped. As households and families grow smaller, and the age drift shifts older, Henderson's diverse populations continue to remain small (less than three percent). While minority populations are very low, Le Sueur-Henderson school district enrollment was 15 percent Hispanic, with some representation from American Indian, Asian, and Black populations.

Understanding these demographics and population trends allows Henderson to plan for the maintenance or development of necessary infrastructure and public buildings and facilities to accommodate an aging population moving into retirement. This is essential because nearly 70 percent of Henderson residents polled plan to continue the existing use of their land as it is now, or pass along to family members. The goals, strategies, and action items within the chapters of this Comprehensive Plan Update present a road map that the City of Henderson can use to position itself to plan for these changing demographics.

Housing



Introduction

The City of Henderson rests on the western shoulder of the Minnesota River valley just beyond the sprawl of the Minneapolis-St. Paul metropolitan area. Most of the houses in the community are more than 45-years old. There is minimal land available for new construction within the current city limits. Most of the housing development that does take place occurs in the newer housing development on the bluffs on the south and west edges of town.

Strengths & Opportunities

Civic engagement sessions, which took place in Henderson in February 2015, revealed the following top priority strengths and opportunities in the area of housing:

Housing Strengths

- Good location / schools & parks / Safety of small town
- Rental units available
- Available housing for young families to seniors
- Affordable homes
- Adequate availability of builders and tradesmen
- Limited amount of substandard housing

Housing Opportunities

- Available lots for development
- Opportunities for development of a wide range of housing types (for potential concepts see Appendix pages 91-92)
- Incentives for first-time home buyers
- Buildable, affordable lots
- Growing population / metro area sprawl
- Telecommuting
- Utilize new veteran's incentive program

Henderson Today

Housing Supply

As of 2014, approximately 6.1 percent (403 units) of the estimated housing stock in Sibley County was located in the City of Henderson. While American Community Survey (ACS) estimates show a projected gain of 22 housing units between 2010 and 2014, most of those gains were in single-unit, detached structures (which comprised 75 percent of the housing stock in Henderson in 2010), and two unit structures. Multi-unit structures showed projected growth (see Table 5.3-A). On the contrary, Sibley County added single-units (both detached and attached), double units, and 3-or-4 unit structures, but decreased the number of structures exceeding five units. The data indicates a slight shift from single-unit owner occupancy towards multi-unit occupancy. The countywide data includes rural Sibley County, where occupancy is generally single-unit.

Table 5.3-A: Estimated Housing Supply by Characteristic

| Characteristic | Sibley Co. | | Henderson | |
|---------------------|--------------|--------------|------------|------------|
| | 2010 Units | 2014 Units | 2010 Units | 2014 Units |
| 1-unit, detached | 5,528 | 5,528 | 287 | 302 |
| 1-unit, attached | 110 | 158 | 4 | 6 |
| 2 units | 78 | 94 | 6 | 21 |
| 3 or 4 units | 81 | 122 | 9 | 6 |
| 5 to 9 units | 186 | 137 | 0 | 0 |
| 10 to 19 units | 123 | 112 | 11 | 19 |
| 20 or more units | 221 | 230 | 24 | 34 |
| Mobile home | 229 | 185 | 40 | 15 |
| Boat, RV, van, etc. | 0 | 0 | 0 | 0 |
| TOTALS | 6,556 | 6,566 | 381 | 403 |

Source: U. S Census Bureau, 2010-2014 5-year American Community Survey



Age of Housing Stock

The City of Henderson’s status as a Certified Local Government historical community, as recognized by the State Historic Preservation Office, is enhanced by the relative age of its housing stock. According to ACS estimates, more than half (54.1 percent) of Henderson’s housing stock pre-dates 1970 construction. While the majority of Henderson’s housing stock was built before 1970, particularly pre-1940, there has been a steady increase in new home construction. Of the 403 estimated units in Henderson in 2014, 34.2 percent were built after 1980. In fact, more than one quarter of the homes in Henderson were constructed during the housing booms in the 1980’s and 1990’s. With a blend of older and newer construction, the city’s housing stock is relatively diverse (see table 5.3-B).

Table 5.3-B: Age of Stock (2014 Estimates)

| | Sibley Co. | | Henderson | |
|-----------------------|--------------|------------|------------|------------|
| | Units | Percentage | Units | Percentage |
| Built 2010 or later | 64 | 1.0% | 0 | 0.0% |
| Built 2000 to 2009 | 686 | 10.4% | 40 | 9.9% |
| Built 1990 to 1999 | 621 | 9.5% | 39 | 9.7% |
| Built 1980 to 1989 | 461 | 7.0% | 59 | 14.6% |
| Built 1970 to 1979 | 775 | 11.8% | 47 | 11.7% |
| Built 1960 to 1969 | 448 | 6.8% | 27 | 6.7% |
| Built 1950 to 1959 | 683 | 10.4% | 17 | 4.2% |
| Built 1940 to 1949 | 464 | 7.1% | 10 | 2.5% |
| Built 1939 or earlier | 2,364 | 36.0% | 164 | 40.7% |
| TOTALS | 6,566 | | 403 | |

Source: U. S Census Bureau, 2010-2014 5-year American Community Survey

Occupancy

The City of Henderson has smaller households than Sibley County as a whole, primarily as a result of smaller households of renters (see Table 5.3-B2), coupled with the city’s high occupancy rate (95.8 percent) and low vacancy rate (4.2 percent). Because of this, there is an opportunity to develop more mixed-use housing in the future if projected population increases and mortality rates decrease. With occupancy at near maximum, the addition of a major employer would create an immediate demand for more housing units to accommodate an expanded workforce.

Since 1990, the City of Henderson has attracted more householders than Sibley County as a whole. Eighty percent of householders in the city have moved into their current residence since 1990, and 64.8 percent since 2000. While the city’s housing occupancy is on the rise, householders that moved into their current place of residence before 1969 is low (2.8 percent).

| Table 5.3-B2: 2014 Housing Occupancy | Sibley Co. | | Henderson | |
|--|------------|---------|-----------|---------|
| | Estimate | Percent | Estimate | Percent |
| Total housing units | 6,566 | | 403 | |
| Occupied housing units | 6,025 | 91.80% | 386 | 95.8% |
| Owner-occupied | 4,774 | 79.20% | 281 | 72.8% |
| Average household size of owner-occupied unit | 2.5 | | 2.41 | |
| Renter-occupied | 1,251 | 20.80% | 105 | 27.2% |
| Average household size of renter-occupied unit | 2.32 | | 1.87 | |
| Vacant housing units | 541 | 8.20% | 17 | 4.2% |
| Year Householder Moved Into Unit | | | | |
| Occupied housing units | 6,025 | | 386 | |
| Moved in 2010 or later | 993 | 16.5% | 81 | 21.0% |
| Moved in 2000 to 2009 | 2,075 | 34.4% | 169 | 43.8% |
| Moved in 1990 to 1999 | 1,111 | 18.4% | 69 | 17.9% |
| Moved in 1980 to 1989 | 710 | 11.8% | 25 | 6.5% |
| Moved in 1970 to 1979 | 502 | 8.3% | 31 | 8.0% |
| Moved in 1969 or earlier | 634 | 10.5% | 11 | 2.8% |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

Vacancy

The City of Henderson’s 4.2 percent vacancy rate is two times smaller than Sibley County’s (see Table 5.3-D) and two and a half times smaller than the State of Minnesota as a whole. According to the ACS estimates, nine of the city’s vacant units were for sale and not for rent in 2014.

This reinforces the City of Henderson’s need for rental units as its population and workforce grows. The opportunity for future workers or migrant populations to seek rental opportunities in other parts of Sibley County is also relatively remote. There were zero vacant units designated for migrant workers, and only 69 vacant units available for rent in 2014 in Sibley County, approximately 12.7 percent of all vacancies (see Table 5.3-C).

| Table 5.3-C: 2014 Vacant Units | Sibley Co. | Henderson |
|---|------------|-----------|
| Total: | 541 | 17 |
| For rent | 69 | 2 |
| Rented, not occupied | 16 | 0 |
| For sale only | 101 | 9 |
| Sold, not occupied | 12 | 0 |
| For seasonal, recreational, or occasional use | 63 | 0 |
| For migrant workers | 0 | 0 |
| Other vacant | 280 | 6 |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

| Table 5.3-D: Vacant Housing by Type - 2014 | | | | |
|--|-------------------|---------------------|-----------------------|----------------------|
| Year | City Vacant Units | City Percent Vacant | County Percent Vacant | State Percent Vacant |
| 2014 | 17 | 4.20% | 8.2% | 10.50% |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

| Table 5.3-E: Owner Occupied Housing Units by Value (2014) | Minnesota | | Sibley Co. | | Henderson | |
|---|------------------|---------|------------------|---------|------------------|---------|
| | Total Units | Percent | Total Units | Percent | Total Units | Percent |
| Total | 1,525,201 | | 4,774 | | 281 | |
| Less than \$50,000 | 97,965 | 6.40% | 398 | 8.30% | 23 | 8.20% |
| \$50,000 to \$99,999 | 161,171 | 10.60% | 1,210 | 25.30% | 85 | 30.20% |
| \$100,000 to \$149,999 | 261,663 | 17.20% | 1,141 | 23.90% | 97 | 34.50% |
| \$150,000 to \$199,999 | 323,936 | 21.20% | 782 | 16.40% | 52 | 18.50% |
| \$200,000 to \$299,999 | 370,452 | 24.30% | 742 | 15.50% | 15 | 5.30% |
| \$300,000 to \$499,999 | 225,024 | 14.80% | 345 | 7.20% | 9 | 3.20% |
| \$500,000 to \$999,999 | 71,640 | 4.70% | 104 | 2.20% | 0 | 0.00% |
| \$1,000,000 or more | 13,350 | 0.90% | 52 | 1.10% | 0 | 0.00% |
| Median (Dollars) | \$185,200 | | \$132,000 | | \$116,300 | |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey Estimates

Value of Owner Occupied Housing Units

The median value of the estimated 70 percent of housing units in the City of Henderson that were owner occupied in 2014 was \$116,300. The majority of housing units (64.7 percent) were valued between \$50,000 and \$149,999.

The city's low vacancy rates coupled with its mix of low-cost owner-occupied units and rental units offers affordable living alternatives compared to Sibley County and the State of Minnesota as a whole.

Mortgage Holder Monthly Costs as Percentage of Household Income

The City of Henderson has a higher percentage of mortgaged homes than Sibley County and Minnesota (see Table 5.3-F). According to the U.S. Department of Housing and Urban Development (HUD), families that pay more than 30 percent of their household income on housing are considered cost burdened and generally have less income available for other life necessities: food, clothing, transportation, and medical care. Aligning with HUD standards is particularly important for mortgage holders, due to risk of default and foreclosure. Typical mortgages lock in at 15 and 30 years on fixed rates. Rental units, however, offer flexible lease terms ranging from monthly to two and three years or greater, depending on the structure of the lease. With only 16 percent of the city's mortgage holders paying mortgages in excess of 30 percent, the city is slightly less likely than the State of Minnesota or Sibley County (19.8 percent and 19.2 percent, respectively) to house populations that are cost burdened by mortgage payments.

| Table 5.3-F: Mortgage Holder Monthly Costs as Percent of Household Income - 2014 | Minnesota | | Sibley Co. | | Henderson | |
|--|------------------|--------------------------------|--------------|--------------------------------|------------|--------------------------------|
| | Units | Percent of Total Housing Units | Units | Percent of Total Housing Units | Units | Percent of Total Housing Units |
| Total | 1,525,201 | 100.0% | 4,774 | 100.0% | 281 | 100.0% |
| Housing units with a mortgage | 1,046,082 | 68.6% | 2,777 | 58.2% | 211 | 75.1% |
| Less than 20.0 percent | 431,806 | 28.3% | 1,114 | 23.3% | 76 | 27.0% |
| 20.0 to 24.9 percent | 185,791 | 12.2% | 527 | 11.0% | 69 | 24.6% |
| 25.0 to 29.9 percent | 128,962 | 8.5% | 245 | 5.1% | 21 | 7.5% |
| 30.0 to 34.9 percent | 82,215 | 5.4% | 205 | 4.3% | 8 | 2.8% |
| 35.0 percent or more | 217,308 | 14.2% | 686 | 14.4% | 37 | 13.2% |
| Not computed | 2,884 | 0.2% | 26 | 0.5% | 0 | 0.0% |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

Renter Occupied Housing Units

Seventy-one percent of the 105 renter-occupied housing units in the City of Henderson paid monthly rental rates between \$300 and \$900 in 2014 (see Table 5.3-G). More than one quarter of all renter-occupied units paid between \$500 and \$700 in monthly gross rent. In addition, 50.4 percent of renter-occupied units paid more than \$500 per month in gross rental rates. This is lower than Sibley County (54.7 percent) and lower than the State of Minnesota as a whole (79.6 percent).



| | Minnesota | Sibley Co. | Henderson |
|-----------------------|------------------|-------------------|------------------|
| Total | 590,136 | 1,251 | 105 |
| Less than \$100 | 4,834 | 11 | 2 |
| \$100 to \$199.99 | 8,991 | 11 | 0 |
| \$200 to \$299.99 | 26,174 | 112 | 5 |
| \$300 to \$399.99 | 22,769 | 77 | 21 |
| \$400 to \$499.99 | 29,635 | 172 | 3 |
| \$500 to \$599.99 | 39,945 | 120 | 16 |
| \$600 to \$699.99 | 55,945 | 153 | 16 |
| \$700 to \$799.99 | 69,649 | 140 | 12 |
| \$800 to \$899.99 | 66,174 | 88 | 7 |
| \$900 to \$999.99 | 51,403 | 84 | 2 |
| \$1,000 to \$1,249.99 | 83,372 | 78 | 0 |
| \$1,250 to \$1,499.99 | 48,679 | 6 | 0 |
| \$1,500 or more | 54,628 | 16 | 0 |
| No cash rent | 27,938 | 183 | 21 |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

Renter Monthly Costs as Percentage of Household Income

Approximately one-half of all Henderson households (renters and homebuyers) paid more than HUD's 30 percent threshold for cost burdened households (see Table 5.3-H and 5.3-F) in 2014.

There is, however, a key difference between the percentages of households paying rent and households paying mortgage. In 2014 there were nearly the same as many renters paying in excess of half their monthly household income (13.3 percent) than mortgage holders paying more than half their monthly income on gross mortgage (13.2 percent).

| | Minnesota | | Sibley Co. | | Henderson | |
|----------------------------|------------------|--------------------------------------|-------------------|--------------------------------------|------------------|--------------------------------------|
| | Units | Percent of Total Rental Units | Units | Percent of Total Rental Units | Units | Percent of Total Rental Units |
| Total: | 590,136 | 100.00% | 1,251 | 100.00% | 105 | 100.00% |
| Less than 20 percent | 141,278 | 23.90% | 378 | 30.20% | 27 | 25.70% |
| 20 to 29.99 percent | 141,275 | 23.90% | 289 | 23.10% | 28 | 26.70% |
| 30 to 39.99 percent | 87,868 | 14.90% | 187 | 14.90% | 15 | 14.30% |
| 40 to 49.9 percent | 47,961 | 8.10% | 81 | 6.50% | 0 | 0.00% |
| 50 percent or more | 136,332 | 23.10% | 120 | 9.60% | 14 | 13.30% |
| Not computed | 35,422 | 6.00% | 196 | 15.70% | 21 | 20.00% |

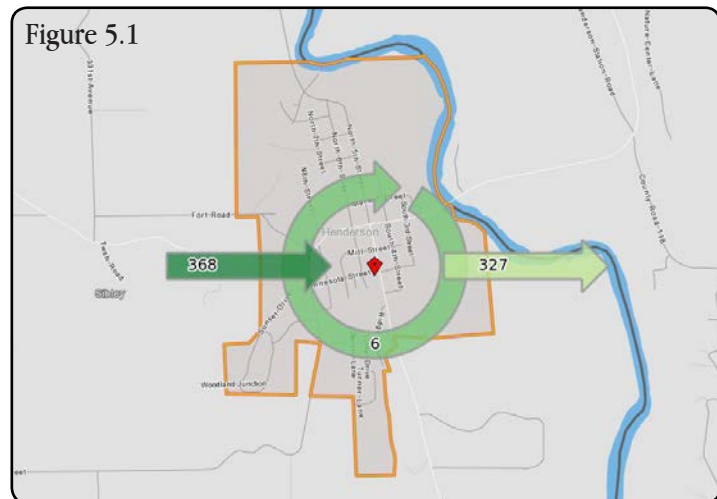
Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

Living and Working in Henderson

According to the U.S. Census Bureau’s *OnTheMap* mapping tool, as of 2014 there were 333 residents of the City of Henderson that held primary jobs. Of those, six worked in the city and 327 commuted outside of the city for work. On the other hand, the city pulled 368 workers in from outside the city proper (see Table 5.3-I and Figure 5.1). Essentially, the city imported or retained 47 more jobs inside the community than it exported outside of the community.

| Henderson Labor Market (Primary Jobs) | Count | Share |
|---|------------|---------------|
| Employed in Henderson | 374 | 100.0% |
| Employed and Living in the Selection Area | 6 | 1.6% |
| Employed in the Selection Area but Living Outside | 368 | 98.4% |
| Residents of Henderson that are Employed | 333 | 100.0% |
| Living and Employed in the Selection Area | 6 | 1.8% |
| Living in the Selection Area but Employed Outside | 327 | 98.2% |

Source: U.S. Census Bureau Local Employment Household Dynamics OnTheMap mapping tool



Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

External Worker Profile

Of those employed in the City of Henderson and commuting outside the city for work in 2014, 55 percent were between the ages of 30 and 54. Meanwhile, nearly 20 percent of residents that commuted outside of the city for work were younger than 29. Over 80 percent of the city’s exports earned more than \$1,250 per month and the vast majority worked in service and goods producing industries (see Table 5.3-J).

| Residents of Henderson that are Employed | Count | Share |
|---|-------|--------|
| External Jobs Filled by Residents | 327 | 100.0% |
| Workers Aged 29 or younger | 65 | 19.9% |
| Workers Aged 30 to 54 | 180 | 55.0% |
| Workers Aged 55 or older | 82 | 25.1% |
| Workers Earning \$1,250 per month or less | 64 | 19.6% |
| Workers Earning \$1,251 to \$3,333 per month | 109 | 33.3% |
| Workers Earning More than \$3,333 per month | 154 | 47.1% |
| Workers in the <i>Goods Producing</i> Industry Class | 118 | 36.1% |
| Workers in the <i>Trade, Transportation, and Utilities</i> Industry Class | 67 | 20.5% |
| Workers in the <i>All Other Services</i> Industry Class | 142 | 43.4% |

Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

Inflow Worker Profile

Of the 368 workers that commuted into the City of Henderson for work in 2014, 22 percent were aged 29 years or younger, 58 percent were aged 30 to 54, and 20 percent were 55 years or older. These percentages match the outflow of workers nearly identically, meaning that the city imports the same aged workers as it exports. The key differential is wage. The city imports over four percent more workers earning less than \$1,250 per month than it exports. Meanwhile, fifteen percent fewer workers are commuting into the city to earn more than \$3,333 monthly. Essentially, more people are commuting to the City of Henderson for lower wage jobs than higher wages jobs (see Table 5.3-K). Primary imports were in the service sector, which is the city's primary employment industry.

Table 5.3-K: Inflow Job Characteristics (Primary Jobs: 2014)

| Employed in Henderson | Count | Share |
|---|-------|--------|
| Internal Jobs Filled by Outside Workers | 368 | 100.0% |
| Workers Aged 29 or younger | 82 | 22.3% |
| Workers Aged 30 to 54 | 213 | 57.9% |
| Workers Aged 55 or older | 73 | 19.8% |
| Workers Earning \$1,250 per month or less | 88 | 23.9% |
| Workers Earning \$1,251 to \$3,333 per month | 161 | 43.8% |
| Workers Earning More than \$3,333 per month | 119 | 32.3% |
| Workers in the <i>Goods Producing</i> Industry Class | 2 | 0.5% |
| Workers in the <i>Trade, Transportation, and Utilities</i> Industry Class | 25 | 6.8% |
| Workers in the <i>All Other Services</i> Industry Class | 341 | 92.7% |

Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

Table 5.3-L Interior Flow Job Characteristics (Primary Jobs: 2014)

| Living and Working in Henderson | 2014 | |
|---|-------|--------|
| | Count | Share |
| Internal Jobs Filled by Residents | 6 | 100.0% |
| Workers Aged 29 or younger | 4 | 66.7% |
| Workers Aged 30 to 54 | 1 | 16.7% |
| Workers Aged 55 or older | 1 | 16.7% |
| Workers Earning \$1,250 per month or less | 4 | 66.7% |
| Workers Earning \$1,251 to \$3,333 per month | 2 | 33.3% |
| Workers Earning More than \$3,333 per month | 0 | 0.0% |
| Workers in the <i>Goods Producing</i> Industry Class | 0 | 0.0% |
| Workers in the <i>Trade, Transportation, and Utilities</i> Industry Class | 0 | 0.0% |
| Workers in the <i>All Other Services</i> Industry Class | 6 | 100.0% |

Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

Who is Staying

Of the six workers that both live and work in Henderson, two-thirds are 29 years of old or younger, work in the service sector and earn less than \$1,250 per month (see Table 5.3-L).



Resilience Strategies

Residents of the City of Henderson have had a long history of dealing with periodic flooding of the Minnesota River. This history has had wide-ranging impacts on housing. Because this is such an important issue, the community has developed a series of resilience strategies that have included:

- Moving houses out of the flood plain
- Developing an extensive dike system that separates the river from the homes
- Most recently the community conducted an assessment and developed a plan for minimizing the impacts of flash flooding and mudslides in particularly sensitive areas of town

In addition to the flooding issue, other housing-related resilience strategies include:

- Explore opportunities to expand housing development opportunities beyond the flood plain.
- Explore opportunities to assist property owners with making necessary improvements to existing housing stock



Housing Goals

Public input in the planning process revealed a list of top priority weaknesses and threats in the area of housing. Those were converted into the following housing goals:

1. Increase availability of all types of housing (single-family, senior, rental, multi-family and townhomes)
2. Develop a single-family housing rehabilitation loan program to improve the condition of approximately twenty single-family homes
3. Work with city planning and zoning to develop areas outside of the flood plain for new housing construction
4. Mitigate the cost of new construction by providing incentives for developers

For implementation, these goals were further broken down into the following objectives & action steps.

Goal 1: Increase the availability of all types of housing

Objective 1.1: Henderson remains a viable community while maintaining a stable population base

Action Step 1.1.1: Promote and market available lots and housing opportunities

Action Step 1.1.2: Take necessary steps to keep basic services (grocer, gas station, schools, library, parks) in town

Objective 1.2: The community explores options to attract and keep residents and create housing stock diversity

Action Step 1.2.1: Provide incentives for developers and work with local lenders to identify financial resources

Action Step 1.2.2: Help residents and homeowners take advantage of grant/loan programs for housing rehab and new construction

Action Step 1.2.3: Provide information on different housing options and programs

Objective 1.3: The community responds to needs for all types of senior housing

Action Step 1.3.1: City staff and council review and make adjustments to the current zoning map

Action Step 1.3.2: Identify types of senior housing that can be supported in Henderson

Action Step 1.3.3: Market senior housing options to developers

Goal 2: Develop single-family housing rehabilitation loan program to improve the condition of 24 existing homes in town

Objective 2.1: Maintain economic base / tax basis

Action Step 2.1.1: Identify eligible properties and households

Action Step 2.1.2: Create a list of a variety of housing rehab programs

Action Step 2.1.3: Identify community requirements to be eligible for rehab (i.e. Small Cities Development Program) programs

Objective 2.2: Develop neighborhood pride/community image

Action Step 2.2.1: Partner with city and residents to develop beautification incentives

Action Step 2.2.2: Continue support for Community Pride program

Action Step 2.2.3: Recognize outstanding contributors to community image

Objective 2.3: Offer incentives for homeowners to fix up their homes

Action Step 2.3.1: Identify the desired improvements

Action Step 2.3.2: Identify and access programs to help residents spruce up residential properties

Action Step 2.3.3: Promote program opportunities to local residents

Goal 3: Work with city planning and zoning to develop areas outside of the flood plain for location of new housing developments

Objective 3.1: Infill lots get developed for housing (approx. 30)

Action Step 3.1.1: Identify eligible/workable infill lots for redevelopment

Action Step 3.1.2: Investigate variety of infill options and update, revise zoning requirements

Action Step 3.1.3: Align zoning to match infill strategy downtown

Objective 3.2: Opportunities for senior housing close to downtown

Action Step 3.2.1: Create more parking and accessibility opportunities

Action Step 3.2.2: Align zoning to match senior housing locating near downtown

Action Step 3.2.3: Provide housing options for all other age groups (in addition to seniors)

Objective 3.3: Plan for future housing developments

Action Step 3.3.1: Review existing Housing Plan for suitability for current (2016) needs

Action Step 3.3.2: Create market analysis that considers Metro MSA

Action Step 3.3.3: Employ Smart Growth principles when developing housing

Housing

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Goal 4: Mitigate cost of new housing by providing financial incentives to developers

Objective 4.1: Community remains competitive with neighboring communities

Action Step 4.1.1: Work to increase access to the community during flooding events

Action Step 4.1.2: Create incentive package to offer to potential developers

Action Step 4.1.3: Monitor tax base to maintain equitability residential/commercial/industrial

Objective 4.2: Maximize investment in community infrastructure

Action Step 4.2.1: Upgrade marketing to draw more people into town

Action Step 4.2.2: Maintain and update infrastructure to attract new and keep existing families

Action Step 4.2.3: Build on current investment / utilize what is available before creating new

Objective 4.3: Housing in Henderson remains affordable to all residents

Action Step 4.3.1: Work to connect residents to housing resources and programs

Action Step 4.3.2: Focus on attracting first-time home buyers / retain young adults

Housing Summary

The City of Henderson's housing market is unique compared to that of Sibley County, as it boasts both a high occupancy rate and an eclectic mix of old and new housing structures. In 2006, the city commissioned a housing study to look at the types and conditions of existing housing, analyze the demographics and markets in order to provide recommendations to community leaders. The findings of that study correlate to the goals and objectives discussed during the public input process and this section of the plan. The city's occupants tend to contain smaller households than the rest of the county, which has created a greater need for multi-unit housing in Henderson. This trend indicates a need for the city to develop more mixed-use housing as well as a growing need for rental units for new residents and migrant populations. Affordable and available housing will be key in attracting new businesses to the City of Henderson. Another important factor in new construction will be a continued focus on flood mitigation strategies.

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Economic Development



Introduction

The Henderson economy is primarily a service sector economy. Key employers in the industries of light manufacturing, warehousing, social services and education, and health care and social assistance comprise the local labor market. Many residents working outside these industries continue to use U.S. Highway 169 to access higher-wage jobs in the major employer hubs of Mankato-North Mankato, and Minneapolis-St. Paul. While household incomes are typically lower than the county and state as a whole, Henderson's leveraged assets are agriculture, an inter-connection with neighboring Metropolitan Statistical Areas, and a Main Street Historic Preservation District that has been designated by the State Historic Preservation Office.

Strengths & Opportunities

Civic engagement sessions that took place in Henderson in February 2015 revealed the following list of top priority strengths and opportunities in the area of economic development:

Economic Development Strengths

- Strong tourism industry
- Local grocery store / gas station
- Active chamber and community groups / local support for businesses
- Good access to highways to Minneapolis-St. Paul and Mankato-North Mankato area
- Main Street has very few empty storefronts
- Availability of broadband
- Willing workforce for existing businesses

Economic Development Opportunities

- Main Street facades / development
- Tourism / community celebrations / *roll-ins* & other chamber events
- Decent out of town traffic
- Access to fiber co-op
- Sibley Economic Development Cooperation, neighborhood collaboration
- Commuting workers
- Business incentives (loans, entrepreneurship)
- Explore opportunity for mini-mall development

Survey Response

The following individual, written responses were shared as part of the community survey conducted for the 2016 Comprehensive Plan:

- A well-developed technological infrastructure with affordable telecommunications options (more options than a telephone company and a cable company) would begin to make Henderson a more attractive community for businesses. Including technology and manufacturing will also make the community attractive to remote employees.
- To maintain population, small industries will be needed to provide jobs. If that is not desired, then focus on a retirement

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community where jobs aren't needed but apartments, townhomes, and duplexes are available for the retired individuals.

- Only 19 percent of survey respondent households live and work in Henderson. Twenty-two percent work in the Minneapolis-St. Paul metropolitan area, nine percent work in Le Sueur and nine percent work in Mankato.
- When asked “Do you feel there is a need for more...?”
 - The top two responses were retail/commercial establishments (55.9%) and industrial developments (41.2%).
- When asked “What should be the city’s first priority when focusing on growth” the top two priorities were commercial/business (31.8%) and industrial/manufacturing (24.2%).
- This Top Three prioritized list represents the highest ranking results from business owners responding to the question: “What local factors limit your ability to expand (your business) in Henderson?”
 1. High Property taxes 16.4 percent
 2. Limited technology infrastructure 12.7 percent
 3. Roadways (incl. flooding, detours) 10.9 percent
- The top three types of business “most needed for Henderson” are, in priority order:
 1. Manufacturing
 2. Small retail shopping
 3. Technology

Henderson Today

Employment

According to the Minnesota Department of Employment and Economic Development (DEED), there were approximately 350 covered jobs in Henderson as of the third quarter 2014. Historically, Henderson gained employment each successive year until 2005, had a major employment increase (43.8 percent) in 2005, and then lost employment. The city gained employment in 2009, during the peak of the recession. Like most service-sector economies, Henderson’s employment and employer base has been well over 90 percent for the past decade (see Table 6.1).

Average weekly wages, have ebbed and flowed, but in 2005 when employment rose significantly, wages decreased significantly (14.6 %) indicating that the four new establishments were paying much lower wages than the previously established baseline.

| Year | Annual Avg. Monthly Employment | | | Annual Avg. Monthly Employers | | | Avg. Weekly Wage | |
|------|--------------------------------|----------------|-----------------|-------------------------------|----------------|-----------------|------------------|----------------|
| | Total | Percent Change | Percent Private | Total | Percent Change | Percent Private | Total | Percent Change |
| 2014 | 399 | 5.6% | 91.2% | 30 | 3.4% | 90.0% | \$590 | 2.4% |
| 2013 | 378 | 5.0% | 91.3% | 29 | -3.3% | 89.7% | \$576 | -2.7% |
| 2012 | 360 | 5.0% | 92.2% | 30 | -6.3% | 90.0% | \$592 | -8.2% |
| 2011 | 343 | 4.6% | 92.4% | 32 | 0.0% | 90.6% | \$645 | 5.7% |
| 2010 | 328 | -1.2% | 91.2% | 32 | 3.2% | 90.6% | \$610 | 4.5% |
| 2009 | 332 | 7.1% | 91.3% | 31 | -3.1% | 90.3% | \$584 | -3.3% |
| 2008 | 310 | -12.7% | 91.0% | 32 | -13.5% | 90.6% | \$604 | 19.4% |
| 2007 | 355 | -2.7% | 91.8% | 37 | 0.0% | 91.9% | \$506 | 4.5% |
| 2006 | 365 | -4.9% | 92.6% | 37 | 8.8% | 91.9% | \$484 | 6.1% |
| 2005 | 384 | 43.8% | 93.5% | 34 | 13.3% | 91.2% | \$456 | -14.6% |
| 2004 | 267 | 1.9% | 90.6% | 30 | 0.0% | 90.0% | \$534 | 5.1% |
| 2003 | 262 | 8.7% | 89.7% | 30 | -3.2% | 90.0% | \$508 | 5.6% |
| 2002 | 241 | 16.4% | 86.7% | 31 | 3.3% | 90.3% | \$481 | 7.6% |
| 2001 | 207 | 3.5% | 84.1% | 30 | -3.2% | 90.0% | \$447 | 8.0% |
| 2000 | 200 | n/a* | 85.5% | 31 | n/a* | 90.3% | \$414 | n/a |

n/a = not available
 *2014 numbers are as of Third Quarter, all others are annual averages
 Source: Minnesota Department of Employment and Economic Development (DEED) Quarterly Census of Employment and Wages (QCEW)

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Economic Development

Industry Mix

In 2014, manufacturing and construction was Henderson's highest employing industries (see Table 6.2). Service sector employment (retail trade, accommodation and food services, and other services) accounted for nearly 18 percent of all employment, Information sector employment also represented 18 percent of the workforce and social services (including health care, educational services, and social assistance) represented 7 percent of the workforce.

Doing Business in Henderson

According to DEED's Quarterly Census of Employment and Wages online database, there were 30 employers in Henderson during the third quarter of 2014. The vast majority of these (27) were private employers. Including sole-proprietorships, there were 80 total employers in Henderson. The largest employers in Henderson (see Table 6.3) were Eckblad Trucking (employing 20), Wagar's Grocery (17), Minnesota New Country School (16), and Health Care Documentation (10).

Table 6.2 Henderson Industry Mix (2014)

| Industry | % of Henderson in Sibley Co. |
|--|------------------------------|
| Manufacturing | 2.0% |
| Health Care and Social Assistance | 9.0% |
| Retail Trade | 6.0% |
| Transportation and Warehousing | 5.0% |
| Education Services | 7.0% |
| Construction | 9.0% |
| Accommodation and Food Services | 18.0% |
| Information | 6.0% |
| Professional, Scientific, and Technical Services | 6.0% |
| Other Services (except Public Administration) | 7.0% |
| Real Estate and Rental and Leasing | 5.0% |
| Finance and Insurance | 6.0% |
| Agriculture, Forestry, Fishing, Hunting | 4.0% |
| Wholesale Trade | 3.7% |
| Administrative, Support, Waster Management and Remediation | 2.8% |
| Public Administration | 1.9% |
| Arts, Entertainment, and Recreation | 0.0% |
| Utilities | 0.0% |
| Total | 5.5% |

Source: U.S Census Bureau, ACS 3-year estimates 2010-2014

Table 6.3 Top Employers in Henderson

| Company Name | Address | Primary Industry | Location Employee Size Actual |
|---|----------------------------|---|-------------------------------|
| Eckblad Trucking | 33149 State Highway 19 | Specialized Freight (Excluding Used Goods) Trucking Long-Distance | 20 |
| Wagar's Grocery | 422 Main St | Supermarkets/Other Grocery Stores (Excluding Convenience) | 17 |
| Minnesota New Country School | 210 Main St | Secondary School | 16 |
| Minnesota New Country School Elementary | 127 N 8 th St. | Elementary School | 10 |
| Health Care Documentation | 301 S 8 th St | Educational Support Services | 10 |
| DISH Network | 31887 226 th St | Cable & Other Subscription Programming | 8 |
| Dvorak Excavating Inc. | 35508 276 th St | Site Preparation Contractors | 7 |
| First State Bank-Le Center | 239 Main St | Commercial Banking | 6 |
| Henderson Road Haus | 514 Main St | Full-Service Restaurants | 6 |
| Home Town Bank | 409 Main St | Commercial Banking | 6 |
| Nature's Excellence Inc. | 107 N 8 th St | All Other Misc. General Purpose Machinery Manufacturing | 6 |

Source: ReferenceUSA

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Living and Working in Henderson (Commuting)

In 2013 the City of Henderson pulled 359 workers into the city from residence outside the city proper (see Table 6.4, Figure 6.1). Henderson exported 357 residents to work outside the city proper, and ten residents both work and live in Henderson.

By increasing its industry diversity, attracting major employers, and expanding its employment base with a few high wage jobs, Henderson could retain more jobs, export fewer workers, and increase its tax base. This strategy aligns directly with several key goals and objectives outlined in the community visioning sessions: (See page 6.9 of this plan *Economic Development Goals*, Goals 1: Objectives 1.1, 1.2, 1.3; Goal 2: Objective 2.2; Goal 4: Objective 4.1, 4.2, 4.3).

Table 6.4 Inflow/Outflow Report (2014)

| Henderson Labor Market (Primary Jobs) | 2014 | |
|--|-------|--------|
| | Count | Share |
| Employed in Henderson | 374 | 100.0% |
| Employed and Living in Henderson | 6 | 1.6% |
| Employed in Henderson but Living Outside | 368 | 98.4% |
| Living in Henderson but Employed Outside | 327 | 98.2% |

Source: U.S. Census Bureau Local Employment Household Dynamics OnTheMap mapping tool

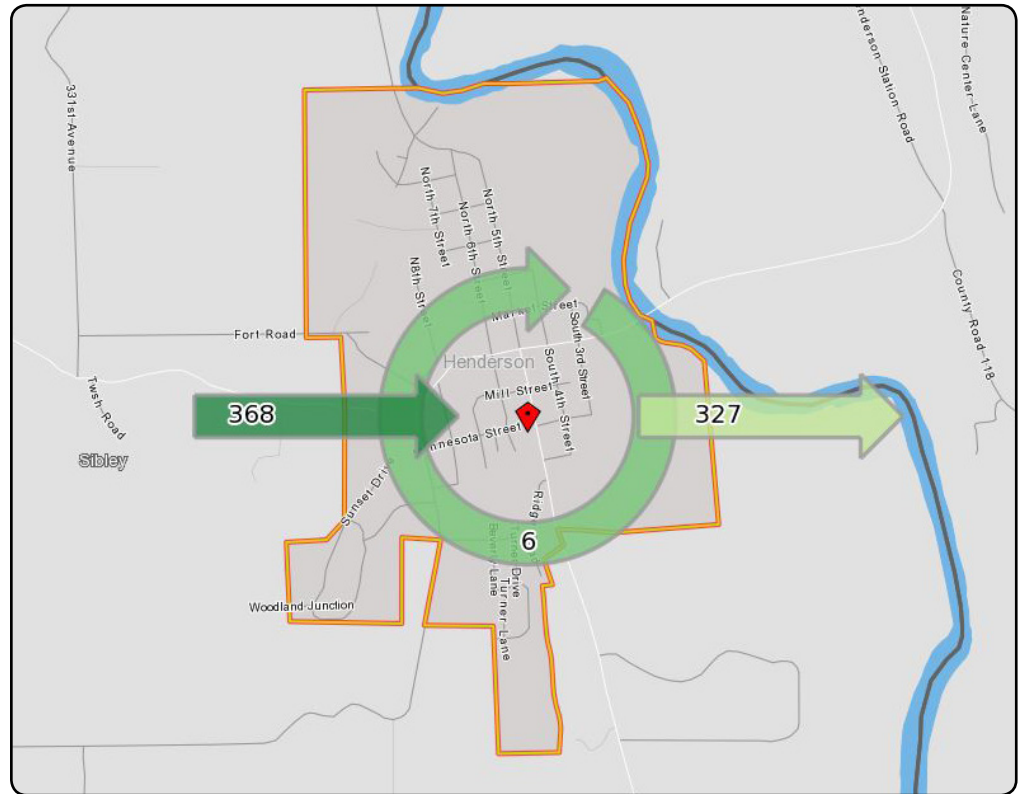
External Worker Profile

Of those employed in the City of Henderson and commuting outside the city for work in 2014, 55 percent were between the ages of 30 and 54. Meanwhile, nearly 20 percent of residents that commuted outside of the city for work were younger than 29. Over 80 percent of the city’s exports earned more than \$1,250 per month and the vast majority worked in service and goods producing industries (see Table 6.5).

Inflow Worker Profile

Of the 368 workers that commuted into the City of Henderson for work in 2014, 22 percent were aged 29 years or younger, 58 percent were aged 30 to 54, and 20 percent were 55 years or older. These percentages match the outflow of workers nearly identically, meaning that the city imports the same aged workers as it exports. The key differential is wage. The city imports over four percent more workers earning less than \$1,250 per month than it exports. Meanwhile, fifteen percent fewer workers are commuting into the city to earn more than \$3,333 monthly. Essentially, more people are commuting to the City of Henderson for lower wage jobs than higher wages jobs (see Table 6.6). Primary imports were in the service sector, which is the city’s primary employment industry.

Figure 6.1 Job Inflow and Outflow in Henderson



Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

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Table 6.5 Outflow Job Characteristics (Primary Jobs: 2014)

| Residents of Henderson that are Employed | 2014 | |
|---|-------|--------|
| | Count | Share |
| External Jobs Filled by Residents | 327 | 100.0% |
| Workers Aged 29 or younger | 65 | 19.9% |
| Workers Aged 30 to 54 | 180 | 55.0% |
| Workers Aged 55 or older | 82 | 25.1% |
| Workers Earning \$1,250 per month or less | 64 | 19.6% |
| Workers Earning \$1,251 to \$3,333 per month | 109 | 33.3% |
| Workers Earning More than \$3,333 per month | 154 | 47.1% |
| Workers in the <i>Goods Producing</i> Industry Class | 118 | 36.1% |
| Workers in the <i>Trade, Transportation, and Utilities</i> Industry Class | 67 | 20.5% |
| Workers in the <i>All Other Services</i> Industry Class | 142 | 43.4% |

Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

Table 6.6 Inflow Job Characteristics (Primary Jobs: 2014)

| Employed in Henderson | 2014 | |
|---|-------|--------|
| | Count | Share |
| Internal Jobs Filled by Outside Workers | 368 | 100.0% |
| Workers Aged 29 or younger | 82 | 22.3% |
| Workers Aged 30 to 54 | 213 | 57.9% |
| Workers Aged 55 or older | 73 | 19.8% |
| Workers Earning \$1,250 per month or less | 88 | 23.9% |
| Workers Earning \$1,251 to \$3,333 per month | 161 | 43.8% |
| Workers Earning More than \$3,333 per month | 119 | 32.3% |
| Workers in the <i>Goods Producing</i> Industry Class | 2 | 0.5% |
| Workers in the <i>Trade, Transportation, and Utilities</i> Industry Class | 25 | 6.8% |
| Workers in the <i>All Other Services</i> Industry Class | 341 | 92.7% |

Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

Table 6.7 Interior Flow Job Characteristics (Primary Jobs: 2014)

| Living and Working in Henderson | 2014 | |
|---|-------|--------|
| | Count | Share |
| Internal Jobs Filled by Residents | 6 | 100.0% |
| Workers Aged 29 or younger | 4 | 66.7% |
| Workers Aged 30 to 54 | 1 | 16.7% |
| Workers Aged 55 or older | 1 | 16.7% |
| Workers Earning \$1,250 per month or less | 4 | 66.7% |
| Workers Earning \$1,251 to \$3,333 per month | 2 | 33.3% |
| Workers Earning More than \$3,333 per month | 0 | 0.0% |
| Workers in the <i>Goods Producing</i> Industry Class | 0 | 0.0% |
| Workers in the <i>Trade, Transportation, and Utilities</i> Industry Class | 0 | 0.0% |
| Workers in the <i>All Other Services</i> Industry Class | 6 | 100.0% |

Source: U.S. Census Bureau, Local Employment Household Dynamics OnTheMap mapping tool

Who is Staying

Of the six workers that both live and work in Henderson, two-thirds are 29 years of old or younger, work in the service sector and earn less than \$1,250 per month (see Table 6.7).

Modes of Commuting

The American Community Survey estimates that 81 percent of Henderson residents drove a car, truck or van to work. The majority of those workers drove alone in their commutes to work while few residents carpooled. The average travel time to work was about 31 minutes, while 50 percent of residents commute less than 30 minutes each day (see Table 6.8).

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Table 6.8 Commuter Data

| Commute Modes of Transportation | | Commute Times | |
|---|--------|------------------------------------|--------|
| Car, truck, or van-Drove alone 87.7% | 81.20% | Less than 10 minutes | 9.70% |
| Car, truck, or van- Carpooled | 7.80% | 10 to 19 minutes | 27.80% |
| Workers per car, truck, or van | 1.05 | 20 to 29 minutes | 12.40% |
| Public transportation (excluding taxicab) | 0.00% | 30 to 59 minutes | 38.60% |
| Walked | 1.50% | 60 or more minutes | 11.50% |
| Bicycle | 1.10% | Mean travel time to work (minutes) | 31.4 |
| Taxicab, motorcycle, or other means | 0.40% | | |
| Worked at home | 8.00% | | |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

Industry Concentration

The primary measure of industry concentration is a Location Quotient (LQ). An LQ of 1.0 means that the region and the nation are equally specialized; while an LQ greater than 1.0 means that the region has a higher concentration in that industry than the nation. Henderson has a higher concentration of employment in manufacturing, information, transportation and warehousing, construction, and agriculture than the nation. While LQs calculated by national comparisons are standard, statewide comparisons are useful to determine regional industry concentration (see Table 6.9).

Table 6.9 City of Henderson Industry Concentration (2014)

| Industries | Henderson Location Quotient | |
|---|-----------------------------|-----|
| | US | MN |
| Manufacturing | 1.4 | 1.1 |
| Information | 1.9 | 2.2 |
| Transportation and Warehousing | 2.1 | 1.6 |
| Construction | 0.7 | 0.6 |
| Agriculture, Forestry, Fishing, Hunting | 0.9 | 0.9 |
| Health Care and Social Assistance | 1.2 | 1.3 |
| Retail Trade | 2.1 | 2.4 |
| Education Services | 0.5 | 0.5 |
| Professional, Scientific, and Technical Services | 0.5 | 0.6 |
| Accommodation and Food Services | 1 | 0.9 |
| Other Services (except Public Administration) | 0.4 | 0.4 |
| Wholesale Trade | 0.7 | 0.8 |
| Administrative, Support, Waste Management and Remediation | 0.4 | 0.6 |
| Finance and Insurance | 0.4 | 0.3 |
| Real Estate and Rental and Leasing | 0.3 | 1.3 |
| Public Administration | 0.2 | 0.3 |
| Arts, Entertainment, and Recreation | 0.0 | 0.0 |
| Utilities | 0.0 | 0.0 |

Source: U.S. Census Bureau, 2010-2014 5-Year American Community Survey

Sibley County Income

Comparative Income Levels

The per capita income in Henderson increased by 43 percent between 2000 and 2014, about 5 percent less than that of Sibley County. Henderson's median household income increased by \$10,268 between 2000 and 2014 while the city's median family income increased by \$20,314. The change of Henderson's median household income and median family income between 2000 and 2014 was less than that of Sibley County (see Table 6.10).

| Year | Henderson | | | Sibley County | | |
|------|-------------------|-------------------------|----------------------|-------------------|-------------------------|----------------------|
| | Per capita Income | Median Household Income | Median Family Income | Per capita income | Median Household Income | Median Family Income |
| 2014 | 25,244 | 53,393 | 69,405 | 26,709 | 56,317 | 67,640 |
| 2013 | \$23,551 | \$45,750 | \$65,000 | \$25,789 | \$54,017 | \$64,750 |
| 2012 | \$23,082 | \$47,292 | \$68,056 | \$25,053 | \$52,996 | \$63,844 |
| 2011 | \$25,284 | \$52,500 | \$70,167 | \$24,563 | \$52,482 | \$62,197 |
| 2010 | \$23,034 | \$54,219 | \$70,595 | \$24,073 | \$51,449 | \$60,948 |
| 2000 | \$17,544 | \$43,125 | \$49,091 | \$18,004 | \$41,458 | \$48,923 |

Source: U.S. Census Bureau, AmericanFact Finder, income level estimates

Interconnectedness of Agriculture

South Central Minnesota is ranked among the top producers of corn, soybeans, hogs and other commodities. More than ninety percent of the region is under cultivation or pasture land making agriculture the predominant land use in the region. In 2013 agriculture provided eleven percent of the total employment in Sibley County.

Number of Farms by Size in Sibley County

Farm size in Sibley County has increased drastically from 1997 to 2012 (see Table 6.11). The total number of farms in the county increased by more than seven percent from 1997 to 2007 but declined sharply from 2007 to 2012. The sharp decline in the total number of farms in the county is partially because of the *Great Recession* from 2008-09. The number of farms in the county is projected to increase during the recovery.

Farms Value in Sibley County

Sibley County farm values in excess of \$100,000 increased steadily from 1997 to 2012. Nearly two-thirds of Sibley County farms were valued above \$25,000 in 1997, but in 2012 nearly half were valued above \$50,000 (see Table 6.12). The average value of the county's farm between 1997 and 2012 was \$69,999.37.

| | 1997 | 2007 | 2012 | % change 1997-2012 |
|---------------------|------|------|------|--------------------|
| 1 to 9 acres | 56 | 74 | 72 | 28.6 |
| 10 to 49 acres | 141 | 189 | 172 | 22 |
| 50 to 179 acres | 254 | 292 | 266 | 4.7 |
| 180 to 499 acres | 334 | 285 | 241 | -27.8 |
| 500 to 999 acres | 114 | 114 | 105 | -7.9 |
| 1,000 acres or more | 59 | 75 | 93 | 57.6 |

Source: U.S. Department of Agriculture, Agriculture Outlook Statistics 1997-2012

| | 1997 | 2007 | 2012 | % change 1997-2012 |
|----------------------|------|------|------|--------------------|
| Less than \$2,500 | 79 | 250 | 149 | 88.6 |
| \$2,500 to \$4,999 | 49 | 27 | 30 | -38.8 |
| \$5,000 to \$9,999 | 62 | 37 | 44 | -29.0 |
| \$10,000 to \$24,999 | 123 | 74 | 58 | -52.8 |
| \$25,000 to \$49,999 | 114 | 89 | 71 | -37.7 |
| \$50,000 to \$99,999 | 168 | 135 | 130 | -22.6 |
| \$100,000 or more | 363 | 417 | 467 | 28.7 |

Source: U.S. Department of Agriculture, Agriculture Outlook Statistic 1997-2012

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Selected Crops in Sibley County

As of 2012, the dominant crop grown in Sibley County was corn followed by oats and wheat. The average number of crop farms in the county from 1997 to 2012 was 896. The total crop land acres increased by 13 percent between 1997 and 2012 and the total harvested cropland acres increased steadily (14%) from 1997 to 2012 (see Table 6.13).

| Table 6.13 Selected Crops in Sibley County | | | |
|---|-------------|-------------|-------------|
| | 1997 | 2007 | 2012 |
| Corn for grain farms | 706 | 640 | 636 |
| Corn for grain acres | 113,065 | 171,977 | 175,847 |
| Corn for grain acres bushels | 15,161,730 | 25,894,606 | 28,312,427 |
| Corn for silage or green chop farms | | 106 | 103 |
| Corn for silage or green chop acres | | 4,022 | 5,677 |
| Corn for silage or green chop tons | | 72,750 | 121,418 |
| Wheat for grain farms | 157 | 93 | 69 |
| Wheat for grain acres | 4,116 | 3,599 | 1,607 |
| Wheat for grain bushels | 153,809 | 202,187 | 65,693 |
| Winter wheat for grain farms | N/A | 27 | 10 |
| Winter wheat for grain acres | N/A | 705 | 189 |
| Winter wheat for grain bushels | N/A | 49,119 | 5,941 |
| Spring wheat for grain farms | N/A | 67 | 59 |
| Spring wheat for grain acres | N/A | 2,894 | 1,418 |
| Spring wheat for grain bushels | N/A | 153,068 | 59,752 |
| Oats for grain farms | 142 | 66 | 61 |
| Oats for grain acres | 2,472 | 3,126 | 1,081 |
| Oats for grain bushels | 150,659 | 109,994 | 68,054 |
| Barley for grain farms | 8 | 15 | 12 |
| Barley for grain acres | 151 | 780 | 331 |
| Barley for grain bushels | 8,570 | 43,454 | 12,132 |
| Soybeans for beans farms | 716 | 36 | 596 |
| Soybeans for beans acres | 120,073 | 6,033 | 105,621 |
| Bushels | 4,534,212 | 198,259 | 4,325,867 |
| Dry edible beans, excluding lima beans acres | N/A | 809 | 275 |
| Land used for hay, haylage, grass silage and green chop farms | 422 | 391 | 301 |
| Land used for hay, haylage, grass silage and green chop acres | 13,554 | 26,846 | 8,420 |
| Land used for hay, haylage, grass silage and green chop tons, dry | 41,954 | 36,007 | 29,410 |
| Total crop farms | 897 | 931 | 862 |
| Total crop land acres | 282,890 | 313,749 | 318,627 |
| Harvested crop farms | 876 | 799 | 776 |
| Harvested cropland acres | 270,951 | 301,708 | 310,010 |

Source: U.S Department of Agriculture, Agriculture Outlook , statistic 1997-2012

Resilience Strategies

- Protect existing businesses from flooding of the Minnesota River
- Do not allow development of new businesses in the floodplain of the river
- Encourage economic diversity by developing opportunities for manufacturing businesses
- Reestablish an Economic Development Authority in Henderson to ensure the implementation of the economic development goals and objectives

Economic Development Goals

Public input in the planning process revealed a list of top priority weaknesses and threats in the area of economic development. Those were converted into the following economic development goals:

1. Provide additional space for business expansion
2. Provide additional incentives to help new and existing businesses thrive
3. Expand on existing tourism opportunities
4. Focus job creation efforts on recruiting manufacturing industry businesses

For implementation, these goals were further broken down into the following objectives and action steps:

Goal 1: Provide additional space in the community for business expansion

Objective 1.1: Create places for new businesses to locate

Action Step 1.1.1: Create or re-establish redevelopment infill plan

Action Step 1.1.2: Capitalize on existing infrastructure

Objective 1.2: Provide more opportunities for individuals to make a living locally

Action Step 1.2.1: Recruit start-up as part of economic development plan

Action Step 1.2.2: Identify highest and best use for development real estate

Action Step 1.2.3: Review and modify zoning map to encourage start-ups

Objective 1.3: Spread out the tax burden (residential, commercial and industrial)

Action Step 1.3.1: Identify areas that are large enough for investment

Action Step 1.3.2: Review and modify zoning map to encourage commercial industrial growth

Goal 2: Provide incentives to help new and existing businesses thrive

Objective 2.1: Business retention to keep key businesses in town

Action Step 2.1.1: Identify key businesses and pay attention to their needs

Action Step 2.1.2: Work with Small Business Development Center for assistance

Action Step 2.1.3: Re-establish local Revolving Loan Fund

Action Step 2.1.4: Hire community development specialist/coordinator

Action Step 2.1.5: Offer succession planning service to long-time businesses

Objective 2.2: Encourage start-ups and attract new businesses

Economic Development

Henderson Comprehensive Plan

Action Step 2.2.1: Advertising and marketing

Action Step 2.2.2: Identify incentives (tax abatement, tax increment financing, Southern Minnesota Initiative Foundation)

Action Step 2.2.3: Re-develop an incubator / identify and develop location

Objective 2.3: Make it more affordable to keep businesses in town

Action Step 2.3.1: Develop spaces for incubator businesses to expand

Action Step 2.3.2: Maintain reasonable tax rates for businesses

Action Step 2.3.3: Keep infrastructure and utility rates reasonable

Goal 3: Expand existing tourism opportunities

Objective 3.1: Keep bringing outside dollars into town

Action Step 3.1.1: Market Henderson on a larger scale

Action Step 3.1.2: Continue to promote and support events

Action Step 3.1.3: Offer flexible business hours

Objective 3.2: Ensure return tourism business / encourage more people to live here

Action Step 3.2.1: Maintain support for chamber efforts

Action Step 3.2.2: Keep community looking attractive (especially Main Street)

Action Step 3.2.3: Be nice and stay friendly!

Objective 3.3: Provide attractive, affordable places for new businesses to move here

Action Step 3.3.1: Continue to keep Main Street attractive and viable for visitors

Action Step 3.3.2: Prioritize Main Street for businesses (versus residential)

Action Step 3.3.3: Businesses continue to support and help market each other

Objective 3.4: Create and promote Community Brand

Action Step 3.4.1: Invest energy and financing into developing a brand for Henderson

Action Step 3.4.2: Outreach the brand to a larger market (i.e. Explore Minnesota)

Action Step 3.4.3: Offer flexible business hours

Action Step 3.4.4: Incorporate the brand into new “Welcome” signs at each entrance

Goal 4: Focus job creation efforts on recruiting manufacturing industry businesses

Objective 4.1: Attract value-added businesses (scalable / going global)

Action Step 4.1.1: Improve community transportation accessibility

Action Step 4.1.2: Investigate potential land for industrial development

Action Step 4.1.3: Invest more time, energy and funding on recruitment / economic gardening

Objective 4.2: Make it so fewer workers have to commute to work here

Action Step 4.2.1: Invest in high-speed internet access that is reliable

Action Step 4.2.2: Identify, support and encourage local talent

Objective 4.3: Diversify local economy

Action Step 4.3.1: Support entrepreneurs / incubators

Action Step 4.3.2: Recruit and promote all types of businesses

Economic Development Summary

While Henderson is a small community with very little industry mix that exports more workers than it imports and retains, Henderson has found its unique niche. With a state certified Main Street program, civic engagement, active chamber, proximity to key commercial corridors (U.S. Highway 169, State Highway 19) to North-Mankato and Minneapolis-St. Paul, and a strong tourism industry, Henderson has the resources it needs to implement effective economic development strategies well into the next decade.

Opportunities exist for Henderson to tap into the county-wide fiber co-op expansion and continue to develop infrastructure to attract businesses in need of high-speed internet, as well as telework professionals and industries with strong telecommuting programs. With the private sector accounting for nine out of ten jobs, it has the chance to lead that charge.

The private sector can continue to work with the public sector to promote the city. With an active Chamber of Commerce, a Main Street designated historic preservation district, and an opportunity to collaborate with the county Economic Development Administration, local businesses can continue to promote community celebrations and other chamber events to increase foot traffic to the city and promote local businesses.

While light manufacturing accounted for nearly a quarter of all jobs in Henderson in 2013, Henderson's strong service sector, anchored by retail and food services industries, provides valuable services to the residents of the city, diversifies the economy and encourages other businesses to locate there. This is critical because Henderson has lagged behind both Sibley County and the State of Minnesota in median household and per capita income since the start of the recovery from the recession in 2008-09. Henderson can also continue to reap the direct and indirect benefits of local farms that produce corn, wheat, oats, and soybeans.

All of the goals, outcomes and strategies outlined in the community visioning sessions, and supported by the data, suggest that Henderson can continue to leverage its strengths and build upon industry concentration by implementing programs that attract businesses and export goods in light manufacturing, information, transportation and warehousing, construction, agriculture, and real estate rental and leasing both nationally and locally.

Henderson Comprehensive Plan

Parks & Trails



Introduction

Henderson residents are fortunate to be surrounded by a rich assortment of recreational opportunities. Man-made parks and trails make it easy to take advantage of the natural resources of the river valley and the community. Sibley County, non-profit groups, and the Minnesota Department of Natural Resources continue to work together to expand the regional parks and trails system. The strengths and opportunities lists and the goals, objectives, and actions steps that follow point to a very active and forward-looking citizenry intent upon providing even more parks and trails opportunities for residents of the future.

Strengths & Opportunities

Civic engagement sessions that took place in Henderson in February 2016 revealed the following list of top priority strengths and opportunities in the area of Parks and Trails:

Park & Trails Strengths

- Availability of existing parks and trails / well utilized
- Location of nearby parks and trails (Ney, Federal Lands, county parks)
- Uniqueness of river valley / scenic and natural beauty
- Wide variety of recreation options
- Good ball fields, facilities
- Community group(s) support
- Camping availability

Park & Trails Opportunities

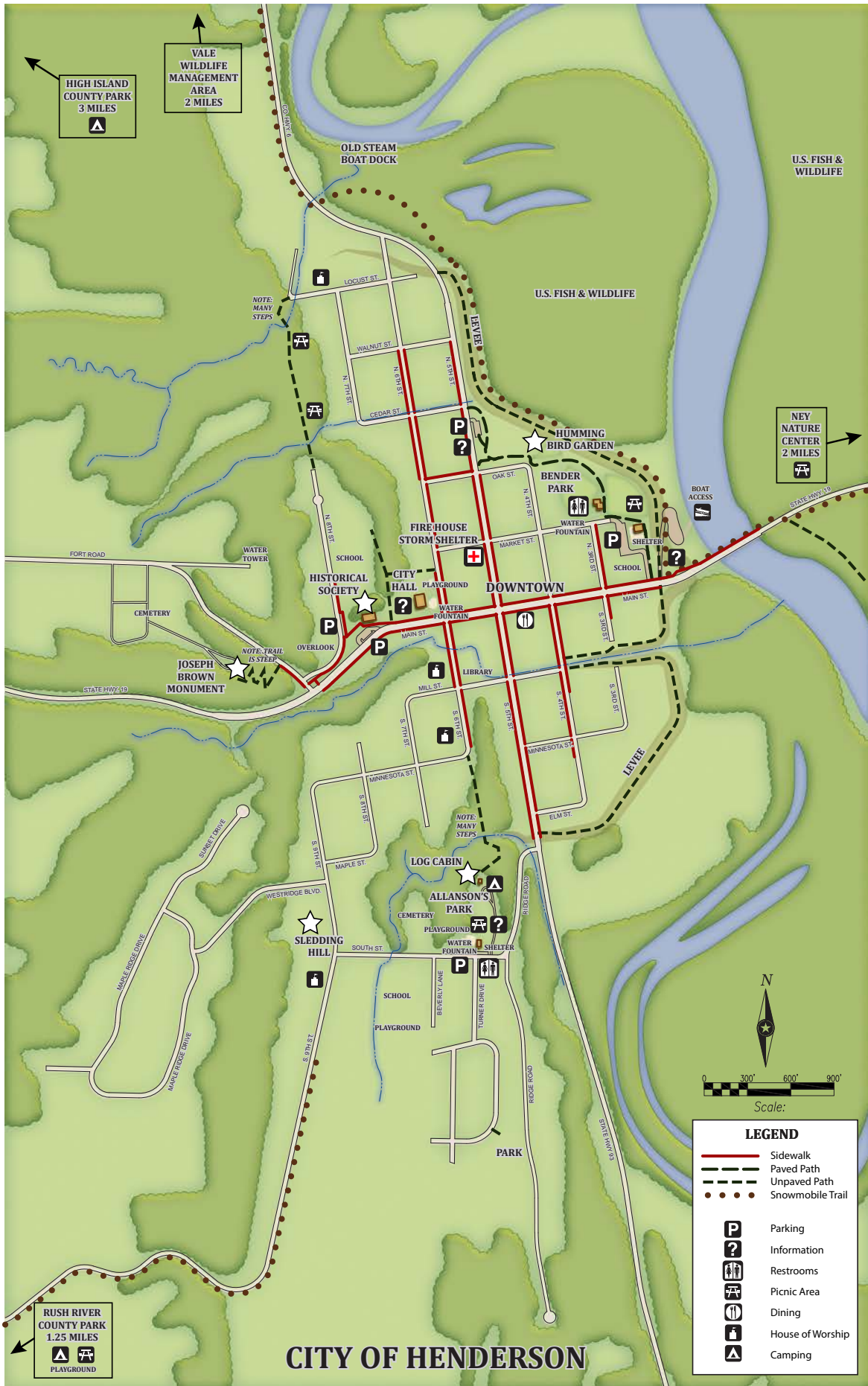
- River recreation opportunities
- County Road 6 bike trails & snowmobile trails
- Proximity to existing or proposed trails, other amenities
- Tying regional trails together
- Community-sponsored events bring people into town (triathlons)
- Additional camping opportunities
- Available space for additional recreational opportunities

Survey Response

The following individual written comments were shared as part of the community survey conducted for the 2016 Comprehensive Plan update:

- Weekly concerts in the pavilion at Bender Park, can be local talent as well as groups/bands
- Community swimming pool

Henderson Comprehensive Plan Parks & Trails



Parks & Trails

Henderson Comprehensive Plan

Henderson Today

This section highlights:

- Municipal Parks
- County Parks
- Municipal Trails
- County / Regional Trails
- Other Recreational Areas
- Community Celebrations

Henderson has a variety of parks, trails, and recreational facilities available to residents and visitors alike. A list of these is highlighted below, as well as measures for maintaining existing facilities and providing for additional opportunities.

Municipal Parks

There are four municipal parks in the City of Henderson. They include: Alanson's Park, Bender Park, Community Square Park, and Joseph R. Brown Park.

Allanson's Park

Established by city founder Joseph R. Brown in 1855, Allanson's Park is a bluff-top community park that has fifteen campsites, picnic shelter, showers, playground and walking trail. The park is located on 16-acres of land on the south side of the city. The scenic bluff overlooks the City of Henderson and the Minnesota River Valley.

Bender Park

Located one block north of Highway 19, on the east side of the city, Bender Park is five acres in size. The multi-use park includes a lighted ball field, picnic shelter, basketball court, and walking trail. Bender Park is the site of the annual Henderson Sauerkraut Days festivities.

Community Square Park

Community Square Park, a one-acre park adjoins the community building located on 600 Main Street. The park provides benches, picnic tables, tennis court, basketball area, restrooms, and playground equipment. It also includes the newly-installed kiosk that highlights community events and places to visit in Henderson.

Joseph R. Brown Park

At the time of this Comprehensive Plan Update, Joseph R. Brown Park is under assessment by community leaders. If developed, it would be located within the floodplain of the Minnesota River Valley and any improvements would need to withstand possible annual spring flooding and occasional summer flooding. This limits the types of uses that can be developed. Field sports (e.g. baseball and soccer) would not be recommended because of the damage imposed on grass and lawn by standing water. Non-field sports (e.g. horseshoes, jogging) would be possible, as well as picnicking, fishing, nature viewing, and even camping. Joseph R. Brown Park could house a community garden and dog park. Although the Minnesota River at this location has changed course radically in the past, and the proposed park land is located on the inside corner of the old river course, development should be safe here as it is not likely to reverse course.

The Public Lands Map on page 42 of this plan identifies areas for potential development and interagency collaboration.

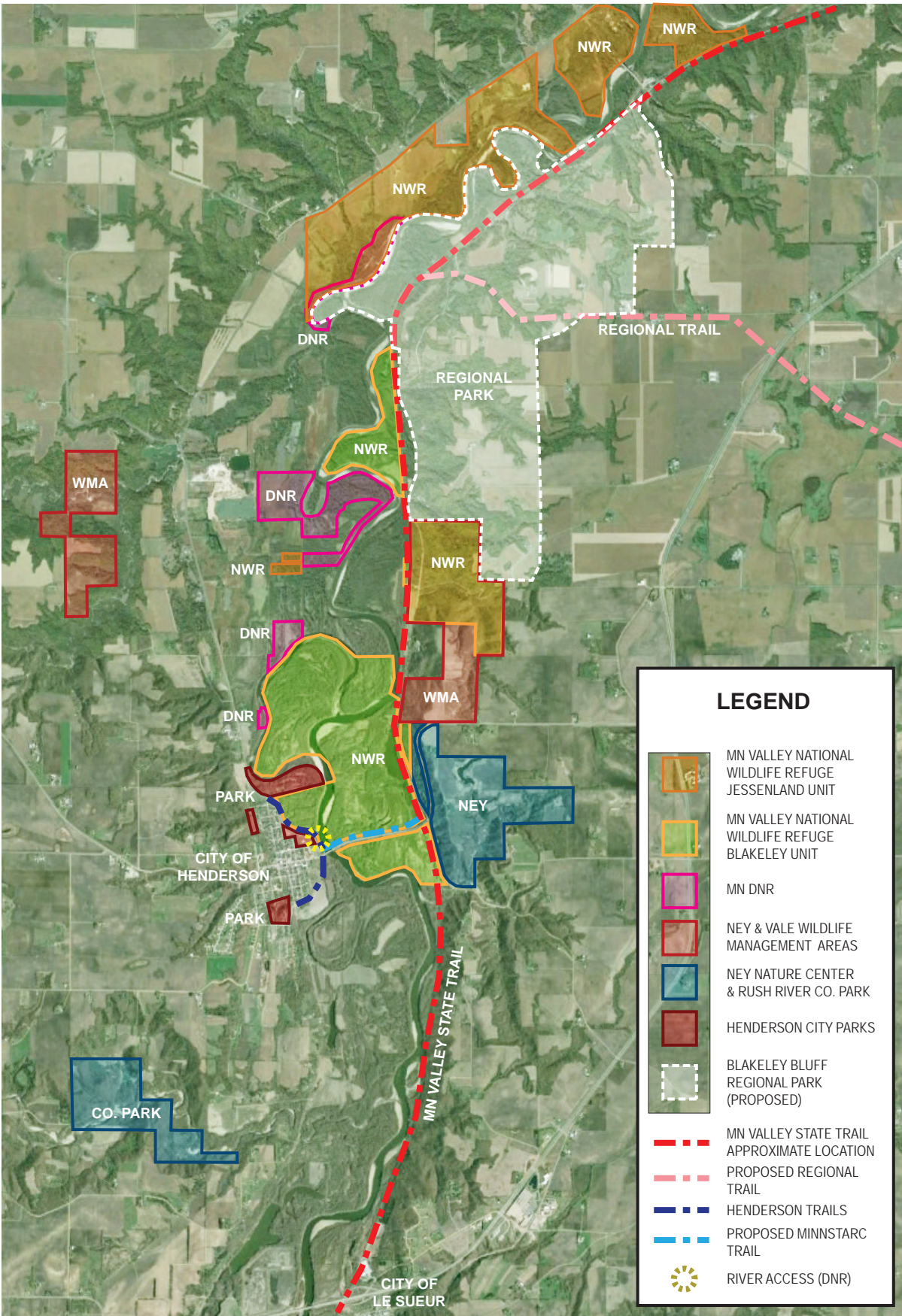
County Parks

There are three county parks in Sibley County: Clear Lake Park, High Island Creek Park, and Rush River Park. Of these parks, High Island Park and Rush River Park are the closest to Henderson.

High Island Park

High Island Park can be accessed from Henderson using County Highway 6 and is located about seven miles north of the city. The park includes a trail to High Island Creek. This creek meanders through the park for 3,000 feet and enters the Minnesota River several miles downstream. Canoe access from the park to the Minnesota River is available. The park also includes picnic areas with grills and picnic tables, picnic shelter, and play equipment.

Henderson Comprehensive Plan Parks & Trails



PUBLIC LANDS - EXISTING AND PROPOSED



Parks & Trails *Henderson Comprehensive Plan*

Rush River State Wayside Park

Part of the Minnesota Valley Trail System, the 286-acre Rush River State Wayside Park has picnic shelter, hiking trails, camping and fishing. It can be accessed using either Highway 19 or S. 9th Street and is located 2.8 miles south west of Henderson. The existing recreational uses of the park include bird and wildlife viewing, canoeing, camping, swimming, fishing and nature trail. The available park facilities include designated horse area, picnic areas with grills and picnic tables, picnic shelter, and a playground.

Ney Nature Center

The 446-acre Ney Nature Center occupies the opposite bluff of the Minnesota River to the east. This is a county park with access to the river, hiking, birdwatching, and cross-country skiing. The building itself is available for weddings, private parties, and meetings.

Municipal Trails

Municipal trails offer recreation in the form of running, bicycling, in-line skating, and walking. The trail system available in Henderson includes Bender Park Trail, Minnesota River Levee Trail and Nature Trail.

Bender Park Trail

Constructed in 1999, Bender Park Trail is a ten-foot wide paved bituminous trail that leads directly into Bender Park. The trail is relatively flat and is the only paved trail in Henderson. Connecting to the levee trail would create a continual loop for users for walking or biking.

Minnesota River Levee Trail

With a scenic river view provided by the levee, this trail runs nearly the entire length of the eastern edge of the city. It begins at Highway 93, just below the Allanson's Park bluff, skirts Bender Park and ends on the north edge of town along Highway 6. The Minnesota River Levee Trail includes three sections that follow the Minnesota River and the Mill Creek drainage area. It can be connected to Nature Trail at the intersection of Locust Street and Seventh Street to create a continual loop.

Nature Trail

The Nature Trail in Henderson is a wood chipped trail that are much narrower than the Levee Trail and Bender Park Trails. The trail connects Allanson's Park with Sixth Street, and then the community center on Main Street as well as Eighth Street to Locust on the north side. The Nature Trail passes through wooded areas teeming with wildlife.

Historic Trails

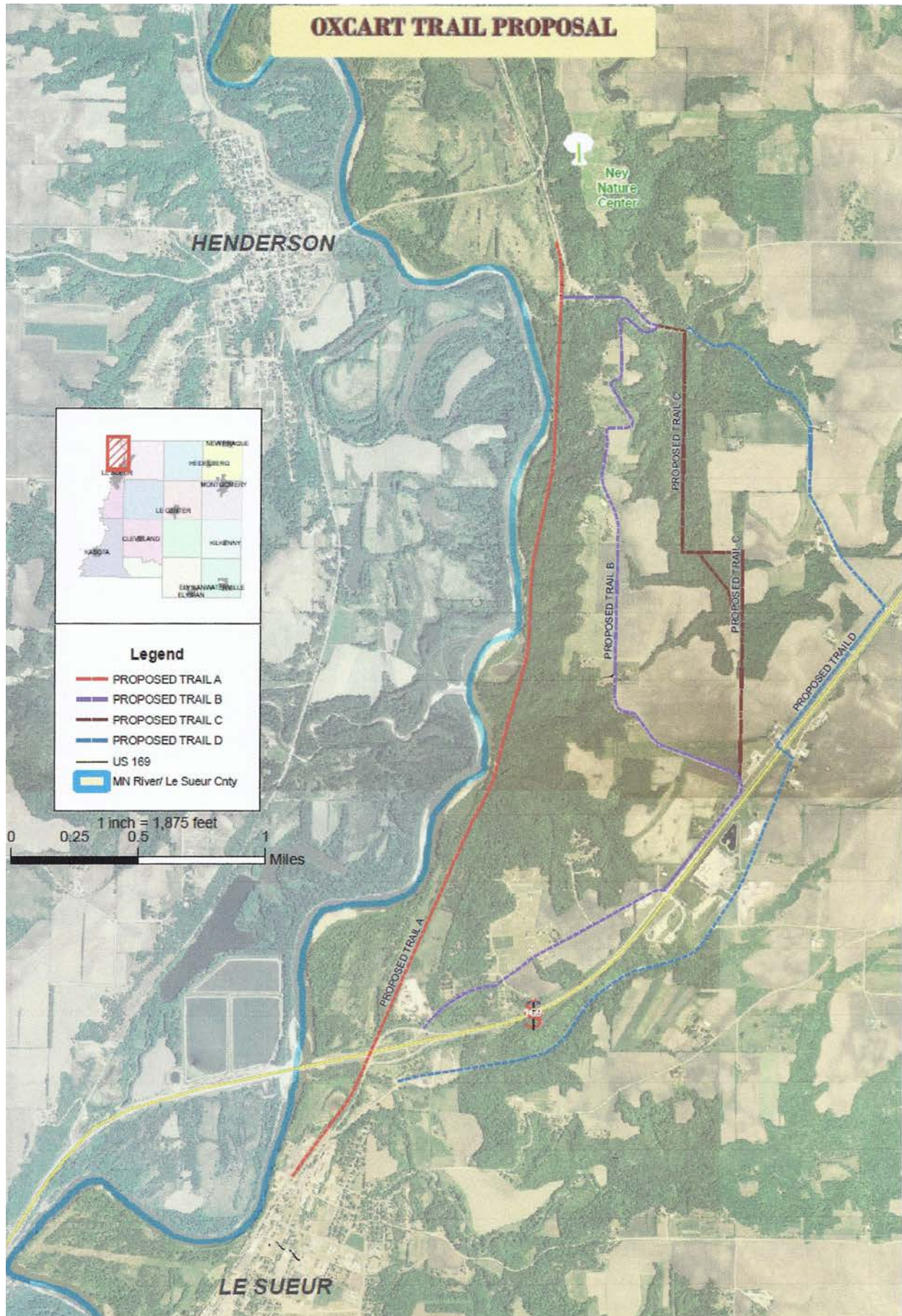
In 1969, the Sibley County Historical Society retraced a trail connecting Henderson to Fort Ridgely that may have been used as early as 1852, before Henderson became incorporated.

County, Regional Trails

Well-developed trails, both nearby and within the community, are available for hiking, biking, cross-country skiing, horseback riding, mountain biking, and snowmobiling. Community leaders, county officials, and the Minnesota Department of Natural Resources (DNR) are constantly working to upgrade and/or make connections to the regional trails system. In fact, the DNR is researching the feasibility of constructing a trail that will link Henderson municipal trails to the Rush River Wayside (1.25 miles to the southwest of the city). If this trail is constructed it would connect Henderson's trail system to a regional network of trails and become eligible for legacy grants funding. With the huge demand for use of parks and trails in and around the community, Henderson should keep working with the county and others to work towards the goal of connecting the Henderson community trails to a regional parks and trails system.

The Oxcart Trail Proposal map on page 44 identifies potential trails placement.

Henderson Comprehensive Plan Parks & Trails



Parks & Trails *Henderson Comprehensive Plan*

Other Recreational Areas

Wildlife Management Areas

The Minnesota DNR manages nineteen wildlife Management Areas (WMAs) within Sibley County. Two of these WMA; Spannaus and Vale, are located near Henderson. Spannaus WMA is 30 acres while Vale WMA is 299 acres in size, the largest wildlife management area in the county.

Minnesota River Valley Scenic Byway

The Minnesota River Valley Scenic Byway route follows the Minnesota River across fourteen counties for 287 miles from Big Stone County on the South Dakota border to the river's confluence with the Mississippi River near Minneapolis. It runs through Henderson and includes Highway 6 to the north and Highway 93 to the south of. This route is a regional summertime favorite of bicyclists and motorcyclists.

Locally, the Minnesota River forms part of the eastern border of the City of Henderson. The river is a source of recreational activities such as swimming, fishing, canoeing, and camping.

Historic Places

There are four places in, or near, Henderson listed on the National Register of Historic Places:

- Church of St. Thomas, 31624 Scenic Byway
- Henderson Commercial District, Main Street between 3rd and 7th street
- August F. Poehler House, 700 Main Street
- Former Sibley County Courthouse, 6th and Main Streets

Other facilities which are not listed on the National Register of Historic Places but are notable historic sites in Henderson include the Henderson, Episcopal Church/Library, J. F. Brown Monument, GAR Monument/Memorial to Civil War Veterans, the John Otherday Monument, and Clarksville Village.

Community Celebrations

Henderson Hummingbird Hurrah

Promoted by the Henderson Hummingbird Hurrah occurs every August at Bender Park. The Hummingbird Hurrah is a festival celebrating the ruby-throated hummingbird and promotes understanding, appreciation, and enjoyment of the bird through education, conservation, and research. The festival, held every August at Bender Park, is promoted by Henderson Feathers in association with the Minnesota Valley National Wildlife Refuge-Bloomington and the Minnesota River Valley Audubon Chapter.

Sauerkraut Days

Henderson's Sauerkraut days provide summer fun annually the last weekend in June. Activities include a car cruise, tractor ride, parade, car show, softball tournament, live outdoor music, cabbage toss, sauerkraut eating contest, festival food, and free Frank's Kraut.

Heritage Days

Since 2001, Henderson's Heritage Days has celebrated eras and events of Henderson's history. Individuals, buildings, cemeteries, religious and social history have all been subjects of historical review. The Henderson Chamber has been the sponsor for the organizing committee.

Classic Car Roll-Ins

Vintage Car Roll-Ins have become a summer time staple in southern Minnesota, and the ones in Henderson on Tuesday evenings from May through September have become one of the most popular. The well-preserved historic architecture along Main Street provides the perfect back-drop for dozens of re-built custom automobiles. This event, along with many places to eat and drink, makes downtown Henderson a very popular destination in the summer.

Resilience Strategies

The following activities have been suggested for increasing the resilience of the Henderson community/area parks and trails system:

- Maximize opportunities for new parks and trails development outside of the river floodplain
- Maintain accessibility of community and recreational facilities during and after flood events
- Increase marketing of parks and trails opportunities to increase the number of users and the number of dollars spent in the community (which can be used to pay for maintenance of the facilities)

Parks & Trails Goals

Public input in the planning process revealed a list of top priority weaknesses and threats in the area of Parks & Trails. Those were converted into the following Parks & Trails goals:

1. Expand existing trails to include new trails outside of the floodplain
2. Increase opportunities for community group(s) to support the parks and trails system
3. Increase safety of new and existing parks and trails network
4. Identify funding opportunities to expand parks and trails system

Goal 1: Expand existing trails to include new trails outside of the flood plain

Objective 1.1: Create viable hub of external trails to increase connectivity

Action Step 1.1.1: Form a Parks and Trails Committee

Action Step 1.1.2: Identify existing resources / barriers / opportunities

Action Step 1.1.3: Work more closely with Fish and Wildlife / coordinate with federal and state agencies

Objective 1.2: Bring more outside visitors to the city

Action Step 1.2.1: Do a better job of promoting to all potential users

Action Step 1.2.2: Do a better job of maintaining all parks and trails

Objective 1.3: Take greater advantage of the beauty of Henderson's valley

Action Step 1.3.1: Focus planning efforts on scenic river points and varied landscape

Action Step 1.3.2: Make the river a larger part of trails planning

Action Step 1.3.3: Develop series of printed, audio guides / print maps of parks and trails

Objective 1.4: Increase availability of healthy activities

Action Step 1.4.1: Establish new parks / trails club or groups

Action Step 1.4.2: Coordinate with local walkers or runners

Action Step 1.4.3: Find out what issues prevent or discourage parks and trails use through a survey

Objective 1.5: Provide regional leadership

Action Step 1.5.1: Connect neighboring communities / grass roots effort

Action Step 1.5.2: Investigate partnerships necessary to implement local/regional/state/federal

Action Step 1.5.3: Take the lead on regional projects that need multi-community backing

Parks & Trails *Henderson Comprehensive Plan*

Goal 2: Increase opportunities for community groups to support the parks and trails system

Objective 2.1: Parks and trails remain viable and well-maintained

Action Step 2.1.1: Engage volunteers in groups / adopt portions

Action Step 2.1.2: Match volunteers with task (coordinate/volunteer management)

Objective 2.2: More people are aware of and come to Henderson to use the parks and trails

Action Step 2.2.1: Create, sponsor, market events to raise awareness

Action Step 2.2.2: Parks and trails marketing plan / coordination

Action Step 2.2.3: Coordinate with all local and neighboring community schools

Objective 2.3: Local residents take ownership of local natural resources

Action Step 2.3.1: Create an “Adopt a Park” or “Adopt a Trail” program

Action Step 2.3.2: Engage volunteers

Action Step 2.3.3: Solicit donations

Action Step 2.3.4: Expand existing / form new non-profits

Goal 3: Increase safety of new and existing parks and trails

Objective 3.1: Increase safety of people using parks and trails

Action Step 3.1.1: Oversee well-maintained system of parks and trails

Action Step 3.1.2: Create lighting and signage plan

Action Step 3.1.3: Leverage current infrastructure and resources

Action Step 3.1.4: Establish guidelines for usage

Objective 3.2: Encourage usage and accessibility

Action Step 3.2.1: Bring awareness to handicap accessible trails

Action Step 3.2.2: Develop full-access points for all visitors to enjoy the river

Objective 3.3: Maintain, update equipment

Action Step 3.3.1: Repair all existing equipment

Action Step 3.3.2: Create or employ capital improvements plan for prioritizing funding

Action Step 3.3.3: Generate and maintain list of community “wants” regarding parks and trails

Goal 4: Identify and access funding opportunities to expand parks and trails system

Objective 4.1: Use non-taxes funds to pay for new parks and trails

Action Step 4.1.1: Identify any available grant funding

Action Step 4.1.2: Locate, employ grant writer/packager

Action Step 4.1.3: Coordinate with DNR, MnDOT to get on project funding lists

Action Step 4.1.4: Create and maintain Recreation/Park Plan

Objective 4.2: Coordinate & leverage local, regional, state and federal funds

Action Step 4.2.1: Organize / expand non-profit with this mission

Action Step 4.2.2: Identify and pursue potential projects to align with

Action Step 4.2.3: Facilitate and coordinate working meetings

Objective 4.3: Increase tourism / livability / marketability

Action Step 4.3.1: Create historic walking trail to cemeteries

Action Step 4.3.2: Update city website with current information

Action Step 4.3.3: Link website with key organizations (DNR, Explore Minnesota)

Goal 5: Develop new amenities to compliment historic parks and trails

Objective 5.1: Create a local dog park for Henderson residents and visitors

Action Step 5.1.1: Organize a group of volunteers to spearhead the effort

Action Step 5.1.2: Secure and develop a site

Objective 5.2: Establish a community garden available to all residents

Action Step 5.2.1: Organize a group of volunteers to spearhead the effort

Action Step 5.2.2: Secure and develop a site

Parks & Trails Summary

An historic downtown district and outdoor recreational opportunities are two significant parts of the Henderson community identity. Community leaders and residents are constantly looking for ways to make the downtown and the natural resources of the surrounding valley more readily available to residents and visitors. During civic engagement sessions for the 2016 Comprehensive Plan Update, many ideas were provided to make that happen. Going forward, community leaders have a very solid list of possible goals and objectives to work on in order to make parks and recreation opportunities an even bigger part of what makes Henderson a great place to live and a wonderful place to visit.

Land Use



Introduction

With the exception of the residential developments still in progress on the bluff, the city of Henderson is contained by the natural borders of the Minnesota River to the east and the river valley bluff to the west. The land uses within those boundaries have changed little over the years and although a levee now protects the community, the river still manages to influence the lives of those who live and work there. Besides large tracts of un-zoned land on the river side of the levee, and a large block of single-family residential land on the bluffs to the south and west, the heart of the community is a five-block stretch of historic downtown Main Street commercial district and an eight-block stretch of mostly single-family residential buildings on either side of Highway 93 and 6 running north and south through town. There is no industrial zone, but if one were to be developed, it would most likely occur on the bluff, along Highway 19 heading west out of town, or on the bluff to the east toward Highway 169. Although there is some buildable land in that area, creation of an industrial park development would likely require annexation of township land into the city.

Strengths & Opportunities

Civic engagement sessions that took place throughout February 2015 revealed the following list of prioritized strengths and opportunities in the area of land use:

Land Use Strengths

- Mix land uses of recreation and wildlife areas
- Fair zoning regulations and state building codes
- Commercial corridor well defined
- Platted development in place
- No sprawl

Land Use Opportunities

- Wildlife areas, seasonal walking trails
- Update city codes
- Greenspace dedication
- Maximize potential of location along the river
- Rezoning farmland to industrial as available
- Rezone Oak View Heights to industrial

Survey Response

The following written comments were shared as part of the community survey conducted for the 2016 Comprehensive Plan:

- No more metal sheds on home lots
- Prohibit junk sitting in yards
- Establish and enforce home maintenance criteria
- Allot one area for mobile homes

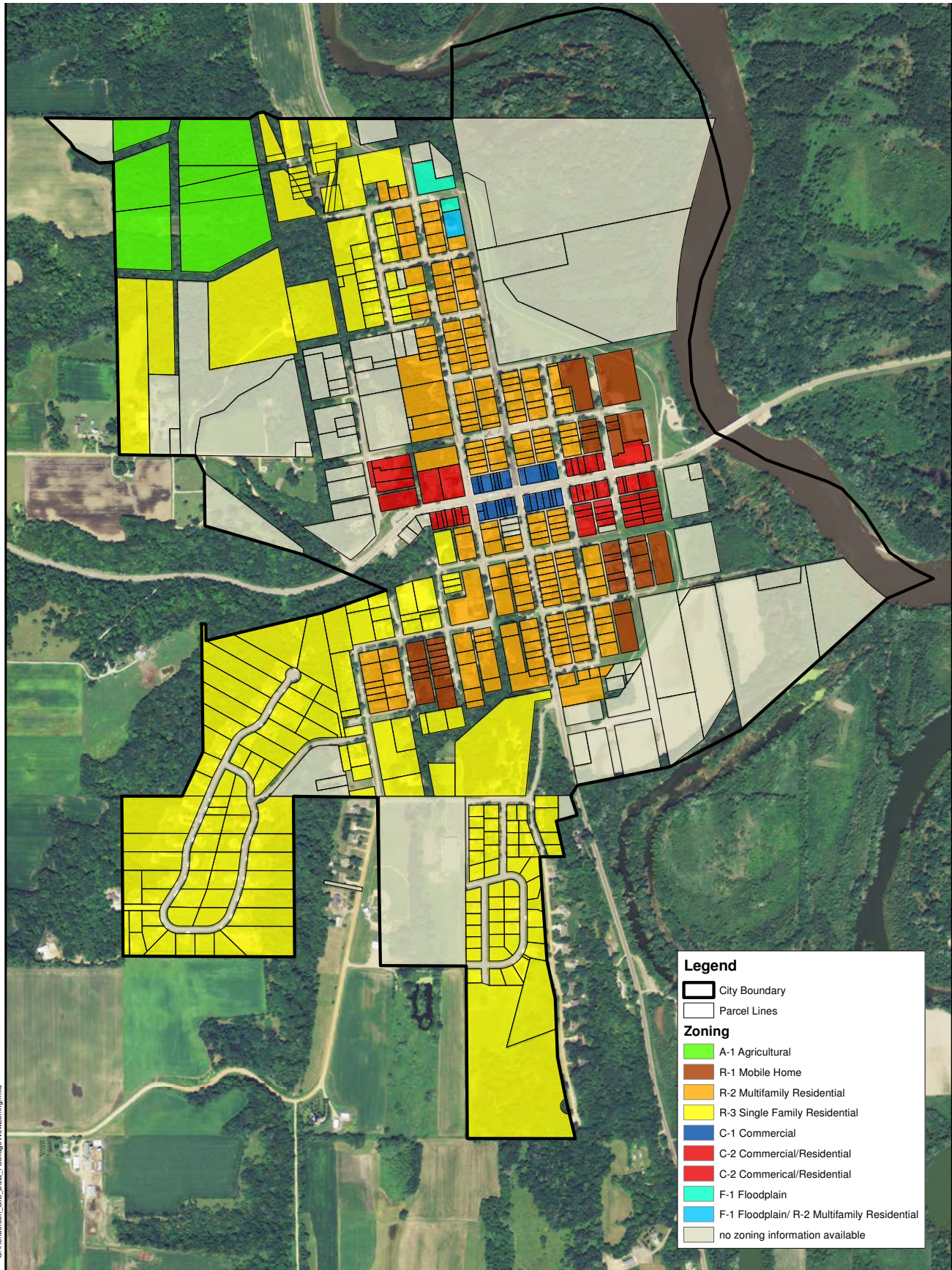
Henderson Today

Land Uses

The two predominant land uses in Henderson are 1) multi-family and single-family residential and 2) (downtown) commercial. The residential zones in this community comprise a large percentage of the total land area, but the historic downtown commercial sector defines the community. The commercial sector is primarily the same as the local historic district made up of twenty-seven buildings on six blocks of Main Street. Within those blocks is a cluster of ten buildings that define a unique National Register of Historic Places District. There is no industrial zone in Henderson, which means there is no need to guard against incompatible land uses between residential housing neighborhoods and industrial use sights, smells, or transportation issues.

Inventory & Analysis

- Existing Land Use Characteristics
 - See the current Zoning Map on page 31 for details on this Existing Zoning / Land Uses list
 - A-1 Agricultural
 - R-1 Mobile Home
 - R-2 Multi-Family Residential
 - R-3 Single-Family Residential
 - C-1 Commercial
 - C-2 Commercial / Residential
 - F-1 Floodplain
 - F-1 Floodplain / R-2 Multi-Family Residential



Legend

- City Boundary
- Parcel Lines

Zoning

- A-1 Agricultural
- R-1 Mobile Home
- R-2 Multifamily Residential
- R-3 Single Family Residential
- C-1 Commercial
- C-2 Commercial/Residential
- C-2 Commercial/Residential
- F-1 Floodplain
- F-1 Floodplain/ R-2 Multifamily Residential
- no zoning information available

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ISG Architecture
Engineering
Environmental
Planning

+S GROUP

Source: 2013 Orthophotograph

Scale: 0 350 Feet
1 inch = 350 feet



Zoning and Land Use
Henderson, Sibley County, MN

- Analysis of Existing Land Use
 - Agricultural
 - This small acreage designation is mostly heavily wooded, steep slope land on the extreme north edge of the community with a small amount of level land on the hill top. Permitted land uses in this area include: farming and truck gardening, water supply facilities, cemeteries and other things allowed through the conditional use process.
 - Manufactured Home
 - Besides a single-block section lying south of Minnesota and between 7th and 8th Streets, the bulk of this designation lies in an one-block area on either side of 4th Street, including all of Bender Park. Permitted land uses in this area include: one and two family dwellings and other public facility type uses.
 - Multi-Family Residential
 - A large majority of the river valley section of the City of Henderson is comprised of a Multi-Family Residential zoning district. This district contains by far the highest number of individual properties in the community and it totally encircles the downtown commercial district. Permitted land uses in this area include: one and two family dwellings and manufactured homes upon securing a conditional use permit.
 - Single-Family Residential
 - In contrast to the Multi-Family Residential area of Henderson, the bulk of the Single-Family Residential area is on the river bluff, and south of Highway 19. This includes Allanson's Park. Permitted land uses in this area include: one and two family dwellings.
 - C-1 Commercial
 - C-1 Commercial describes a two-block area one-half block north and south of Highway 19, between 4th and 6th Streets. Ninety percent of the community's historic district is included in this finite area. Permitted land uses in this area include: retail stores, restaurants, clubs, auto repair shop and other related commercial and manufacturing use
 - C-2 Commercial / Residential
 - Both east and west of the C-1 Commercial district lies the C-2 Commercial/Residential district, lying one-half to two-blocks on either side of Highway 19, from the base of the bluff extending down to the river. These blocks encompass the remainder of the downtown historic district. Permitted land uses in this area include the uses allowed in the commercial and residential districts described above.
 - Floodplain / Multi-Family Residential
 - There is an area roughly the size of one-square block, on the very north edge of Henderson which is dissected by Highway 6 that is classified Floodplain / Multi-Family Residential. Permitted land uses in this area include uses as allowed per Minnesota State Statutes for location in floodways.

Key Land Use Issues and Opportunities

Land Supply and Demand

From a land-supply perspective, the community is geographically constrained; but, there is land available up on the bluff to the south and west for both residential and industrial expansion. There are a few pockets of land near Bender Park that could be developed into commercial or industrial if re-zoned. There are also scattered residential sites which could be developed in the older parts of town.

Development and Neighborhood Character / Downtown Historic Commercial District

One of the two primary, recurring themes to come out of the civic engagement sessions was "... Maintain, and if possible expand, the historic downtown commercial district." This is an obvious choice, as the historic downtown commercial district is the life blood of the community. In fact, among hundreds of cities in Minnesota, Henderson is one of the few cities with a core of historic buildings that have such a high degree of character and integrity. In addition to this core, there are many other buildings scattered throughout the community that were also built in the late nineteenth century and add to the culture of the historic downtown district.

Industrial Park

Henderson does not have an industrial park to encourage job-creating business development, although it has been discussed at many city council meetings that it would be beneficial to create one. While community leaders are not against the concept, members of the public are telling them to focus energy on maximizing the potential that is the historic downtown district. There are a few smaller parcels of land within city limits that would provide for industrial, but the most logical choice lies on land on the bluff to the north side of Highway 93. Some of that land is within city limits and some is not, but serving the area with sewer and water would not be difficult. Due to the problems that the community has had with flooding and washouts during heavy rain events, any development in that area would have to include significant storm sewer system enhancements.

Recreation Opportunities

There are a number of potential recreational opportunities for development or expansion of existing facilities in or around the community. None of which at this time that require changes in land use designations.

Vision for Land Use

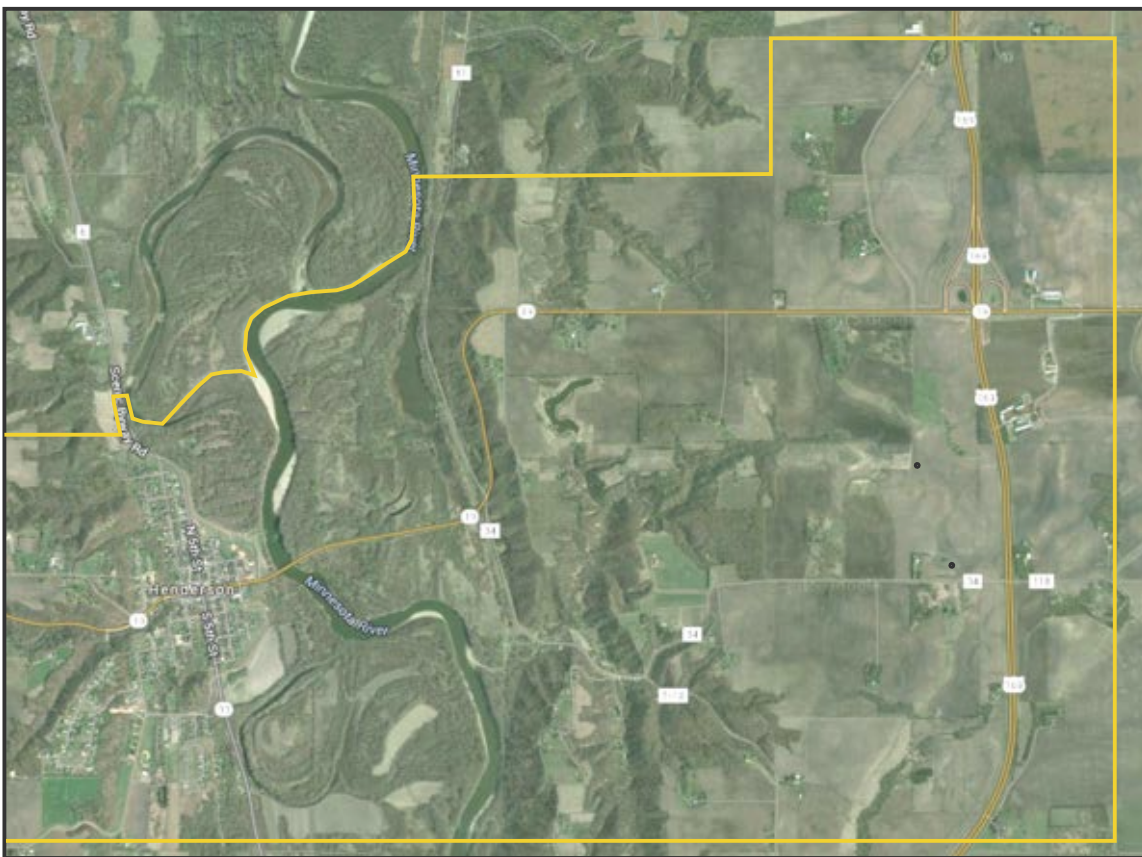
- Residential
 - Single-Family: Continue to use as-is and look for in-fill lots to purchase.
 - Multi-Family: Meet with Multi-County Housing and Redevelopment Authority and Southwest Minnesota Housing Partnership to determine existing needs and market demand for new developments.
- Commercial & Industrial
 - Maximize potential of downtown commercial/historic district businesses.
 - Provide development opportunities for new, smaller scale commercial and light industrial businesses.
 - Redevelop properties along either side of Main Street to the east of 4th Street, towards the levee. Replicate the character of the buildings within the historic downtown district.
 - Explore possibility of developing a new industrial park at the top of the hill, on the north side of Highway 19.
- Public / Institutional
 - Maintenance of several publicly owned historic buildings remains the highest public / institutional land use priority.
- Parks & Open Space
 - Embrace the request to create a “Henderson on the Minnesota” brand, including development of the areas immediately adjacent to the river.
 - Develop Joseph R. Brown Park on newly acquired land at the northern edge of the city. The location has potential for non-field sports (e.g. horseshoes, walking, jogging, picnicking, fishing, natural viewing and camping).

Recommended Zoning Changes

At this time the City of Henderson does not have a list of specific changes to be made to the zoning ordinance and map; however community leaders understand the importance of updating the ordinance to keep pace with modern terminology and current thought. In addition, there were comments in the civic engagement sessions regarding the need to update the zoning ordinance.

Reference page 54 for potential annexations for future growth and community development opportunities.

East of Henderson Concept Map



West of Henderson Concept Map



Resilience Strategies

- Continue to prioritize building maintenance and conduct careful, historically accurate renovation or development in the historic downtown commercial district.
- Create a plan for development of residential and commercial properties contiguous to or within the historic downtown district so that the size and character of the district is maintained and/or expanded.
- To protect the integrity of the downtown historic district, modify the zoning ordinance to discourage combining of two or more residential lots into a single lot.
- Using annexation if necessary, purchase property and/or re-zone it for development of an industrial park on the western edge of the community. The creation of an industrial zone that encourages siting of new or expansion of existing businesses creates economic resilience to match the community's commercial district retail and service industry businesses.
- Creatively develop land in the floodplain districts to expand upon the "Henderson on the Minnesota" theme.

Land Use Goals

Public input in the planning process revealed a list of top priority weaknesses and threats in the area of land use. Those were converted into the following Land Use Goals:

1. Update land use plan and zoning ordinance
2. Strick enforcement of local ordinances
3. Explore possibilities for expanding the downtown commercial district
4. Develop an industrial park

For implementation, these goals were further broken down into the following objectives and action steps:

Goal 1: Update community land use plan and zoning ordinance

Objective 1.1: Identify long-term land use trends

Action Step 1.1.1 Re-establish advisory Planning and Zoning Board to review Land Use plan

Action Step 1.1.2 Have the same group review process for development

Action Step 1.1.3 Research incentives offered by the city, such as tax increment financing

Objective 1.2: Plan for future orderly development

Action Step 1.2.1 Explore potential of creating industrial district

Action Step 1.2.2 Same for highest priority types of housing development

Action Step 1.2.3 Expand boundaries of commercial district

Objective 1.3: Determine if zoning ordinance accurately reflects the needs of the community

Action Step 1.3.1 Identify possible future funding sources

Action Step 1.3.2 Meet and coordinate with officials from townships and county

Goal 2: Strict enforcement of local ordinances

Objective 2.1: Evaluate existing infrastructure capacity

Action Step 2.1.1 Identify possible orderly annexation areas

Action Step 2.1.2 Create orderly annexation plan

Action Step 2.1.3 Identify who enforces ordinances

Objective 2.2: Redefine, re-evaluate existing ordinances

Action Step 2.2.1 Work with city staff to update outdated ordinances

Action Step 2.2.2 Explore potential to create, administer industrial district

Objective 2.3: Educate community leaders on importance of enforcement

Action Step 2.3.1 Communication regarding improved property values

Action Step 2.3.2 Explore tax incentives

Goal 3: Explore possibilities for expanding the downtown commercial district

Objective 3.1: Expand tax base

Action Step 3.1.1 Create diversity from tourism economy

Objective 3.2: Expand tourism value

Action Step 3.2.1 Attract businesses that add touristic value (survey the community)

Action Step 3.2.2 Coordinate local events for maximum value

Action Step 3.2.3 Keep flexible business hours

Objective 3.3: Identify areas of concern

Action Step 3.3.1 Identify in-fill lots

Action Step 3.3.2 Revisit historic preservation ordinances

Action Step 3.3.3 Review and adopt permitting process

Goal 4: Develop an industrial park

Objective 4.1: Create jobs and diversify the local economy

Action Step 4.1.1 Identify, secure quality sites to develop (within land use plan)

Action Step 4.1.2 Market amenities and availability

Land Use Summary

A river valley location and quaint historic district are two key terms that identify the City of Henderson and make it a pleasant place to live or visit. The community's residential district is comprised of the original, older residential neighborhoods down in the valley and several newer subdivisions up on the bluff. The commercial district also has elements below the hill and on the bluffs; but there is no industrial district and, as a result, none of the problems some communities have when residential and industrial uses are located side by side. If community leaders were to develop an industrial park it would have to be located on the bluffs (to the west or to the east, along Highway 19) and would likely involve annexation of existing township land into the city. City leaders admit that Henderson will not likely ever be known as an industrial / manufacturing community, therefore at this time have chosen to think long-term about industrial development. For now, an update of the zoning ordinance is in order and the community should continue to develop its image as the historic community on the banks of the Minnesota River.

Henderson Comprehensive Plan

Community Facilities



Introduction

People who live in the City of Henderson enjoy all of the amenities that make it a great place to live. Chief among those amenities are the buildings, meeting places and services that comprise community facilities. Because residents have placed a priority on building restoration and maintaining a historic character to the community, many of these community facilities are restored, nineteenth century brick structures. One of the most prominent of these is the current Community Center building which is the original county courthouse for Sibley County.

Community facilities discussed in this section include: public buildings that house education and libraries; government offices and services; parks buildings and trails; public signage; and sidewalks, lighting and streetscaping.

Strengths & Opportunities

Civic engagement sessions that took place in Henderson in February 2015 revealed the following list of top priority strengths and opportunities in the area of community facilities:

Community Facilities Strengths

- Three operating schools
- Library / nice meeting place
- Community buildings / versatile
- Sibley County museum
- Community support / volunteers

Community Facilities Opportunities

- Expand uses of community buildings – library, school, county
- Utilize fiber when it arrives
- Available Legacy funds
- City garage repair and expansion
- West end emergency management building repair

Survey Response

The following individual comments were shared as part of the community survey conducted for the 2016 Comprehensive Plan:

- Fix sidewalks so they are safe to use throughout the community. Make Highway 19 safer for pedestrians to cross. Most importantly fix the water quality.
- Please manage all improvements with the goal of reducing the property tax load on Henderson residents.
- For now concentrate on repairing/maintaining existing public buildings and street improvement as those areas are suffering.
- Please keep in mind first and foremost the people/families that currently live in the community and not so much emphasis on catering to people that “visit” the community. Work on raising my home value while keeping my property taxes and utilities at a manageable level.
- Get a police department that is actually involved in the community, and not just sitting in the bars.

Henderson Comprehensive Plan

Community Facilities

- I think the way the citizens are involved with everything going on in town is vital to its continued growth and success. Obviously if this weren't the case it wouldn't be what it has become.
- Keep the small town feel. Get better not bigger.
- The general maintenance of the city is lacking attention. The streets are terrible. I would also like to see a full time person cutting grass, trimming, painting curbs etc. We have so many people visiting, it's a shame they don't see us at our very best. The city also needs to take a stand on personal property maintenance. This is a problem with longtime residents and new comers and we need some serious guidelines.
- Make Henderson a place where people can work and want to live.
- Community swimming pool
- When asked "How satisfied are you with existing city services [one through five with five being "very satisfied"] survey respondents ranked:
 - o Three out of seven service areas (Building inspection, Fire, and Police) were ranked in the highest (most satisfied) category
 - o Three out of seven service areas (City Hall, Parks & Rec., Water & Sewer) were ranked in the second highest category
 - o Only *Streets* was listed in the third-highest category

Henderson Today

This section of the plan covers the following "community facilities:"

- Public buildings
- Public Utilities
- Public Safety
- Parks and Trails
- Public signage
- Sidewalks and Lighting
- Streetscaping

NOTE: These other community systems are NOT discussed here, but are in the *Infrastructure* section of this plan:

- Transportation
- Drinking Water
- Wastewater
- Storm Sewer
- Flood Protection

Community Facilities

Government

The city of Henderson utilizes a Mayor-Council form of government. The city council is made up of four members and one Mayor. Other city officials include city admin-clerk-treasurer-planning/zoning director, deputy clerk, police chief, streets superintendent and water superintendent. The available commissions and boards in the city are Planning and Zoning Commission, Economic Development Authority, LS Ambulance/EMS Commission, Minnesota River Public Utilities Commission, Le Sueur Henderson Cable Commission, Henderson Area Fire District, Parks Board, Henderson Heritage Preservation Commission and Library Board.

City Buildings

Henderson city offices are located at 600 Main Street in the 1879 Sibley County Courthouse building. This building also houses the police department as well as the Joseph R. Brown Heritage Society. The basement of this building is where the Broken Arrow Archery Club is located.

Community Facilities

Other public buildings include the Henderson Public Library, 110 6th Street South; Henderson City Garage, 400 Market Street; and the old Power Plant Building (Civil Defense Storage) 402 Market Street.

Public Utilities

The utility companies that serve the City of Henderson include Le Sueur-Henderson Cable TV, Xcel Energy, MN Valley Electric Company, Northwest Natural Gas, Frontier Communications, MediaCom and Elite Waste Disposal. Xcel Energy and MN Valley Electric supply the city with electricity while natural gas is provided by Northwest Natural Gas. Elite Waste Disposal provides door to door residential waste collection. MediaCom, Frontier Communications and Verizon provide Television, internet, and other communication services to the city. The city supplies potable water to the citizens.

Public Safety

Fire Hall / Emergency Management

The Henderson Area Fire District established in 2014 currently serves the City of Henderson as well as Jessenland and Henderson Townships. The fire department consists of 18 volunteers. Henderson’s fire department plays a vital role in protecting lives, property, and environment from exposure to natural, industrial, and environmental hazards. The fire station is located at 500 Market Street.

Police Department

The Henderson Police Department consists of one full time and four part-time staff. The Police Department is called upon to perform a wide range of emergency and public services. In 2014, the department responded to over 700 calls for services which involved medical emergencies, fires, accidents, thefts, damage to property, suspicious persons and vehicles, alarm responses, as well as public service and educational activities. The police department office is located at City Hall.

Public Schools Buildings

The Henderson community is served by three public school districts and one parochial school. The Le Sueur – Henderson Public School District provides a high school / middle school and K-three elementary in Le Sueur and a four-five elementary STEM in Henderson. The Minnesota New Country Public Charter School has both a six-twelve secondary school and a K-six elementary school in Henderson. EdVisions Off-Campus Public Charter School provides an online secondary school headquartered in Henderson. The private parochial school is St. Anne’s Catholic School in Le Sueur (see Table 9.1).

| Schools | Address |
|--|--------------------------------------|
| Minnesota New Country School | 210 Main St., Henderson |
| Minnesota New Country School Elementary | 127 N 8 th St., Henderson |
| Hilltop Elementary School STEM School | 700 South St, Henderson |
| Park Elementary | 115 N Fifth Street, Le Sueur |
| Le Sueur Henderson High School/Middle School | 901 Ferry Street, Le Sueur |
| <i>Source: City of Henderson, Schools in Henderson, 2015</i> | |

Park Buildings, Trails

Allanson’s Park

This bluff-top community park has seventeen campsites, picnic shelter, showers, playground, and walking trail. It is located on 16-acres of land on the south side of the city. The scenic bluff overlooks the City of Henderson and the Minnesota River Valley.

Bender Park

Located one block north of Highway 19 on the east side of the city, this multi-use park is five acres in size. It includes a lighted ball field, picnic shelter, and walking trail. It is also the site of the annual Henderson Sauerkraut Days festivities.

Community Square Park

This one acre park adjoins the community building located on 600 Main Street. Community Square Park provides benches, picnic tables, restrooms, and playground equipment. It also includes the newly-installed kiosk that highlights community events and places to visit in Henderson.

Henderson Comprehensive Plan Community Facilities

Joseph R. Brown Park

At the time of this Comprehensive Plan Update, Joseph R, Brown Park is under assessment by community leaders. If developed, it would be located within the floodplain of the Minnesota River Valley and any improvements would need to withstand possible annual spring flooding and occasional summer flooding. This limits the types of uses that can be developed. Field sports (e.g. baseball and soccer) would not be recommended. Because of the damage imposed on grass and lawn by standing water Non-field sports (e.g. horseshoes, jogging) would be possible, as well as Picnicking, fishing, nature viewing, and even camping . Although the Minnesota River at this location has changed course radically in the past, and the proposed park land is located on the inside corner of the old river course, development should be safe here as it is not likely to reverse course.

Resilience Strategies

- Develop / update the capital improvements plan that is tied to annual assessment of facility needs for maintenance and/or replacement.
- Enhanced city-sponsored assistance program to help owners of historic downtown properties maintain and update those properties.
- Conduct extensive streetscape planning process prior to Highway 19 reconstruction project that is expected in 2020.
- Continue to investigate creative ways to re-use existing city structures before building new. Partner with other governmental units (e.g. Sibley and Le Sueur County, Henderson Public Schools, Minnesota New Country School, City of Le Sueur, etc.) to explore ombined uses of community facilities.

Community Facilities Goals

Public input in the planning process revealed a list of top priority weaknesses and threats in the area of community facilities. Those were converted into the following Community Facilities Goals:

1. Maintain, repair, and update or replace city buildings.
2. Explore additional funding opportunities for maintaining, repairing, updating or replacing city buildings.

For implementation, these goals were further broken down into the following objectives and action steps:

Goal 1: Explore additional funding opportunities for maintenance of community facilities

Objective 1.1: Continue to provide key services to the community

Action Step 1.1.1 Review and prioritize city budget allocations for public buildings

Action Step 1.1.2 Dedicate an individual or group to look for additional funding for projects

Objective 1.2: Maintain public buildings so that they are viable into the future

Action Step 1.2.1 Prioritize improvements through a capital improvements plan

Objective 1.3: Maintain healthy tax base from real estate

Action Step 1.3.1 Diversify economic base to reduce stress on homeowners

Objective 1.4: Maintain source of community pride

Action Step 1.4.1 Create and implement a design plan for the downtown district

Action Step 1.4.2 Update city *Welcome to Henderson* entrance signage

Goal 2: Maintain and replace city buildings

Objective 2.1: Maximize and protect investments

Action Step 2.1.1 Identify and prioritize projects for investment

Action Step 2.1.2 Engage volunteers to help with cleaning, maintenance

Community Facilities

Objective 2.2: Preserve the history and character of the community and the district

Action Step 2.2.1 Utilize Heritage Preservation Commission to funnel additional funding in to the downtown

Action Step 2.2.2 Continue to reach out to state agencies like State Historic Preservation Office

Action Step 2.2.3 Continue to market the community's assets to planned giving foundations

Objective 2.3: Reduce life cycle costs

Action Step 2.3.1 Plan for efficient and full use of existing buildings (Use existing before build new)

Objective 2.3: Attract new people to the community

Action Step 2.3.1 Update street/sidewalk lighting /work with Minnesota Department of Transportation and State Historic Preservation Office

Action Step 2.3.2 Build handicapped accessible public restrooms

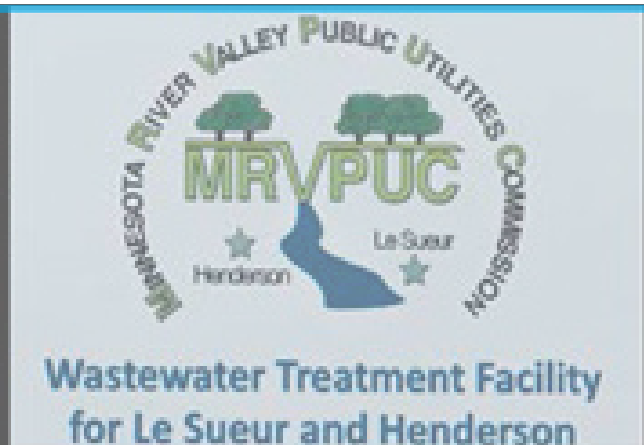
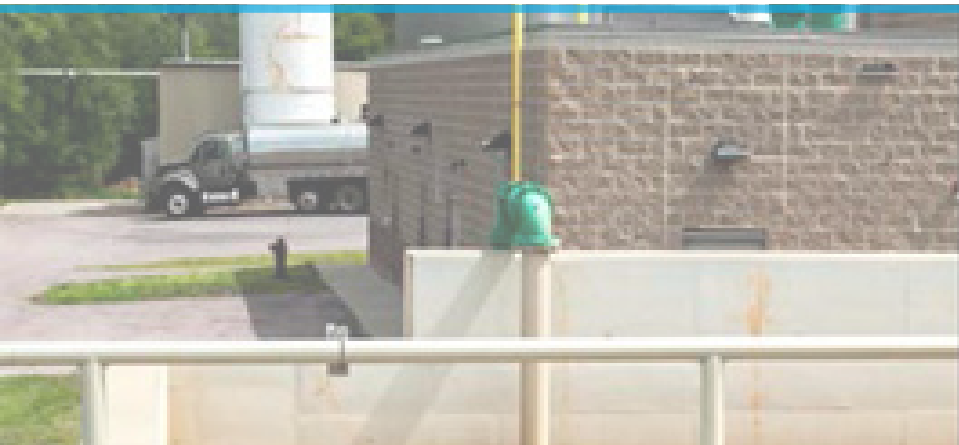


Community Facilities Summary

As the community continues to develop a sense of place that capitalizes on its historic presence along the Minnesota River, a process of maintaining and renovating centuries-old buildings will take on greater importance. Expansion of a capital improvements plan to include city buildings will support this process. In addition, the near-term reconstruction of Highway 19 as it bisects the community provides an opportunity for sidewalk, lighting, and streetscape replacement planning. And finally, comments from the public during this process repeatedly stressed the importance that city officials continue to maintain, upgrade, and expand the infrastructure that supports outdoor recreational opportunities in and around the City of Henderson.

Henderson Comprehensive Plan

Infrastructure



Introduction

Infrastructure refers to the basic service elements that make up the back bone of every community. This term includes: transportation (streets and sidewalks), the sanitary sewer and treatment system, drinking water storage and distribution systems, storm sewer system, and electrical generation and distribution. Some would also argue that communications and access to the internet should be included on this list because it plays such an integral role in our daily lives. Finally, in river communities like Henderson, infrastructure includes the levee system that protects community homes and businesses from flooding of the Minnesota River.

Civic engagement sessions and a community survey have revealed that community leaders and staff are maintaining the city streets, sewers, and water system, however there is an almost universal concern that unless something is done to correct it, extreme rain events will continue to be destructive and problematic for Henderson.

In 2014, a mid-summer extreme rain event caused flooding of Highway 93, and mudslides that destroyed two other sections of Highways 19 and 6 into the city. For almost two weeks there was only one way to get into or out of Henderson, and detours to common destinations were extensive and time consuming. With significant evidence to suggest that climate change will result in a greater number of extreme rainfall events in Minnesota, Henderson could have a greater number of these disruptive storms that cause flooding, mudslides, and disruptive detours.

Strengths & Opportunities

Civic engagement sessions that took place in Henderson in February 2015 revealed the following list of top priority strengths and opportunities in the area of infrastructure:

Infrastructure Strengths

- Flood levee system
- Newer sewage treatment plant
- Sibley Trailblazer Transit system

Infrastructure Opportunities

- Street improvements (lighting and signage)
- All infrastructure included in capital improvement plan
- Increasing broadband capacity
- Water main upgrades

Survey Response

The following individual written comments were shared as part of the community survey conducted for the 2016 Comprehensive Plan update:

- Property owners need to keep their property including yards and alleys tidy. How can we sell Henderson to people wanting to locate here? Streets are a major problem. No work done in general in 17 years (shame)
- Improve the streets and add curb and gutter to the existing on the hill developments do not forget about what families have lived here for years and payed taxes for years but do not get the same curb appeal as the other homes

Infrastructure

- Figure out a way to keep property taxes in check with other towns in the area. Henderson’s taxes are considerably more, and the city offers considerably less for their citizens. The city’s streets are terrible. Coming into town from Hwy 93 there is no city limit sign. Try to do something to prevent the town from being blocked off during these annual 100-year floods
- Maintenance of roads and parks is necessary

Henderson Today

Transportation/Streets & Sidewalks

The City of Henderson has about five miles of streets with curb, gutter, and sidewalks on both sides, and fourteen miles of streets without curb, gutter, and sidewalks. The community subdivision ordinance does not require curb and gutter or sidewalks on new streets. Main Street in Henderson also has been federally designated as a historic district and is on the National Historic register, and public improvements in this area are recommended to be made with historic authenticity in mind.

Drinking Water System

The City of Henderson is served by two wells approximately 500 feet deep and a 100,000 gallon water tower. The wells are located at 900 Fort Road and 501 Market Street and the water tower is located at 900 Fort Road. On average approximately 65,000 gallons a day of water is pumped for community usage. The city water distribution system includes four inch and six inch water mains providing treated water to 370 residential units and 50 businesses in Henderson. The city is reviewing potential location for siting of a new water tower.

Sanitary Sewer and Treatment

The City of Henderson wastewater is treated at the City of Le Sueur Wastewater Treatment Facility. An eight-inch force main with four pump stations, delivers sewage beneath the Minnesota River to the treatment plant in Le Sueur. The sanitary sewer collection system in town ranges from 10-60 years old and there are no significant issues with the system at this time. The City of Henderson is working with the City of Le Sueur and the Minnesota River Valley Public Utilities Commission on wastewater collection and treatment needs.

There are four homes in Henderson that have individual on-site treatment systems and are not connected to the municipal system. City zoning regulations require that all new homes or businesses constructed within city limits be connected to the municipal wastewater collection and treatment system.

Storm Sewer System

A modern system of storm water tiles, culverts, and ditches direct storm water away from homes and businesses and to the Minnesota River. After several damaging rainfall events in the past few years, city leaders are investigating engineering options to make corrections and or improvements to this system in Henderson.

Electrical Generation/Distribution

The City of Henderson does not generate its own electricity. Residents purchase electricity through Xcel and Minnesota Valley Electric, which owns and maintains the transmission lines within the community.

Broadband Communications/Internet

Residents and business owners in Henderson currently have access to the internet through MediaCom, Frontier or Verizon. In addition, there is a local/regional project to provide access to greater capacity and speed through Rs Fiber and Jaguar as part of the Fiber to the Home initiative, within the next three years.

Levee/Flood Protection System

Between 1985 and 1991 the City of Henderson worked closely with the Corps of Engineers, Minnesota DNR and Federal Emergency Management Agency to finance and construct a flood protection system between the city and the Minnesota River. This improvement raised the flood stage of the Minnesota River at approximately 742 feet above sea level, and the river has not crested above the new level since it was built.

The problem with the existing system is that although the city is protected up to 742 feet, highways coming into town from the north, east and south are not protected and are often flooded in the spring time or during extreme rainfall events in the summer. Options for alleviating this issue are complex and expensive. Community leaders continue to work with representatives from MnDOT and area legislators to craft the most cost-effective solution. At this time, it appears that the most practical solution would involve raising the highway and bridge over the Minnesota River to a height that exceeds the current height of the levee system. This is an extremely expensive solution and will likely require special legislation to design and construct.

Flooding has become disruptive to not only families and businesses in Henderson but also commercial trucking that relies on Highway 19 to move freight east and west through the valley. City leaders are hoping to get started on a final solution in the near future.

Resilience Strategies

Flood and mudslide prevention is Henderson's number one infrastructure resilience strategy.

- Create a solution that minimizes the impacts of flooding and mudslides on critical transportation infrastructure caused by extreme rain events

Other infrastructure-related resilience strategies include:

- Install period lighting and streetscaping when the highway is reconstructed through town, to complement the buildings in the downtown historic district
- Take advantage of opportunities as they become available to upgrade the community to state wide broadband standards
- Update zoning codes and ordinances to stay current with the demands of a growing community
- Update sewer ordinance to mandate that the four existing properties with on-site sewage treatment systems connect to the city sewer system when their individual on-site systems fail
- Renewable energy and energy efficiency technologies offer opportunities for diversifying the local economy and strengthening Henderson through investment and job creation. Adopting energy efficiency and renewable energy technologies also lessens reliance on energy resources from outside by enhancing self-sufficiency through energy independence.

Infrastructure Goals

Public input in the planning process revealed a list of top priority weaknesses and threats in the area of infrastructure. Those were converted into the following Infrastructure Goals:

1. Work closely with state and federal agencies to design and build a solution which minimizes impacts of flooding on critical transportation infrastructure
2. Prioritize streetscaping and other related infrastructure improvements

For implementation, these goals were further broken down into the following objectives and action steps:

Goal 1: Work closely with state and federal agencies to minimize impacts of flooding on critical infrastructure

Objective 1.1: Maintain a safe community in which to live

Action Step 1.1.1 Work with state and federal agencies to mitigate impacts of flooding

Action Step 1.1.2 Form grassroots group to work with MnDOT, others

Action Step 1.1.3 Join the Minnesota River Congress / have regional presence in the Minnesota River basin

Objective 1.2: Create access to Highway 169 corridor that is accessible under all conditions

Action Step 1.2.1 Maintain existing relationship with Army Corps of Engineers

Infrastructure

Henderson Comprehensive Plan

Action Step 1.2.2 Develop and implement a funding plan for scoping, financing, engineering and building the ultimate flooding /community access solution

Objective 1.3: Continue to plan for future/protect infrastructure investment

Action Step 1.3.1 Maintain proactive status regarding flooding and related infrastructure improvements

Action Step 1.3.2 Work with MnDOT to upgrade Highway 19 to a ten-ton road

Action Step 1.3.3 Maintain hillside and ravine stability during heavy rain events / continue to monitor

Objective 1.4: Attract new residents and businesses

Action Step 1.4.1 Construct a solution to the flooding and mudslide problem

Action Step 1.4.2 Create a coalition of Highway 19 communities to lobby legislators for funding to solve the Henderson highways flooding problems

Goal 2: Prioritize streetscaping and other related infrastructure improvements

Objective 2.1: Community employ pro-active stance regarding infrastructure

Action Step 2.1.1 Ensure that all stop signs are clear and visible

Action Step 2.1.2 Update street, and sidewalk lighting (coordinate with MnDOT, State Historic Preservation Office)

Action Step 2.1.3 Maintain quality of road surfaces / long range Capital Improvement Plan/ pavement management

Objective 2.2: Attract new people into town

Action Step 2.2.1 Create and implement design plan for downtown district and community sidewalks prior to Highway 93 reconstruction

Action Step 2.2.2: Investigate cost and feasibility of dredging the Minnesota River

Action Step 2.2.3 Construct handicap accessible public restrooms

Objective 2.3: Compliment/build on existing infrastructure

Action Step 2.3.1 Update infrastructure planning annually for economic development projects

Action Step 2.3.2 Consider upgrading all city entrance signs and install signage for identification of key landmarks

Action Step 2.3.3 Identify action plan for springs/freeze-thaw cycle problems

Action Step 2.3.4 Complete the RS Fiber infrastructure/mobile community application

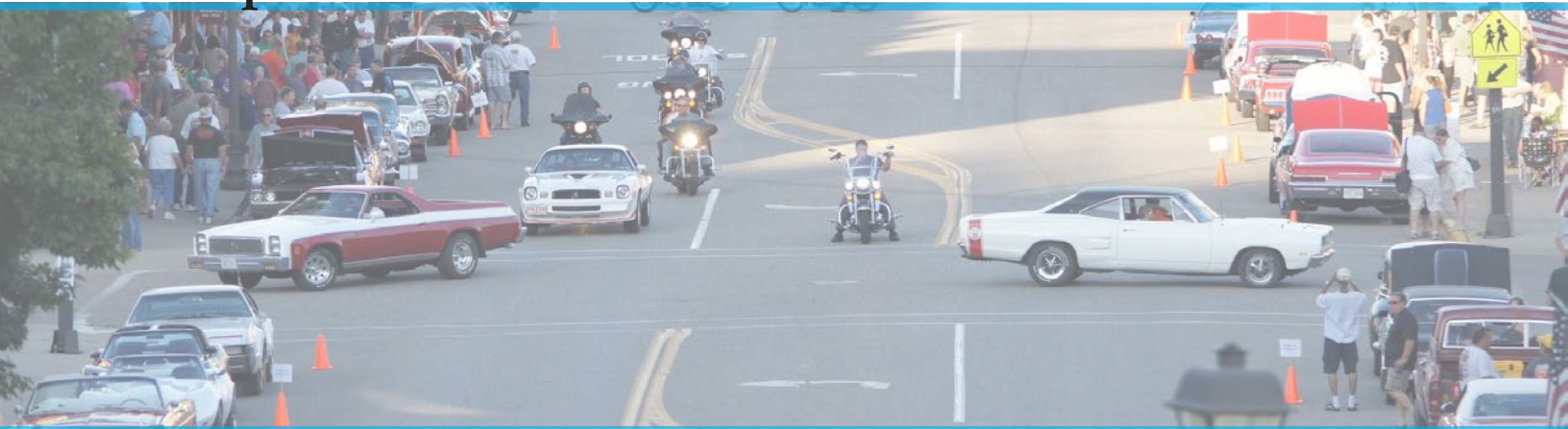
Objective 2.4: Improve community safety, walkability and accessibility

Action Step 2.3.1 Add signage that fits with downtown branding

Infrastructure Summary

The City of Henderson is well served by existing infrastructure, and does not have the growth/demand problems of other metro-fringe communities, so community leaders are focused on maintaining current systems and sticking to the capital improvements plan that is in place. That said, there are a number of significant projects on the horizon that demand their attention, including re-building the highway through town and elevating highways leading into town to eliminate the problems caused by flooded roadways. The community has a significant trail system to maintain and build upon, and a very active set of summer events that make Henderson a “destination” community. This dictates that sidewalks, lighting and home conditions must be maintained so that visitors return to the community. If community leaders stay ahead of these issues, the City of Henderson will continue to draw visitors into the foreseeable future.

Henderson Comprehensive Plan Transportation



Introduction

The Transportation Section of the 2016 Comprehensive Plan Update identifies the current roadway structure that is in place and where future development and growth could occur. The City of Henderson has four access points into the city. Trunk Highways 93 and 19 provide access to U.S. Highway 169, a major corridor that provides connections to Minneapolis-St. Paul metropolitan area and the City of Mankato.

Strengths & Opportunities

Civic engagement sessions that took place in Henderson in February 2015 revealed the following list of top priority strengths and opportunities in the area of transportation:

Transportation Strengths

- Highway accessibility
- Access points into town
- Paved streets

Transportation Opportunities

- Access to State Highways (19 & 169)
- Repair bridge to railroad
- Public Transit
- Scenic byway

Survey Response




The following individual, written comments were shared as part of the community survey conducted for the 2016 Comprehensive Plan Update:

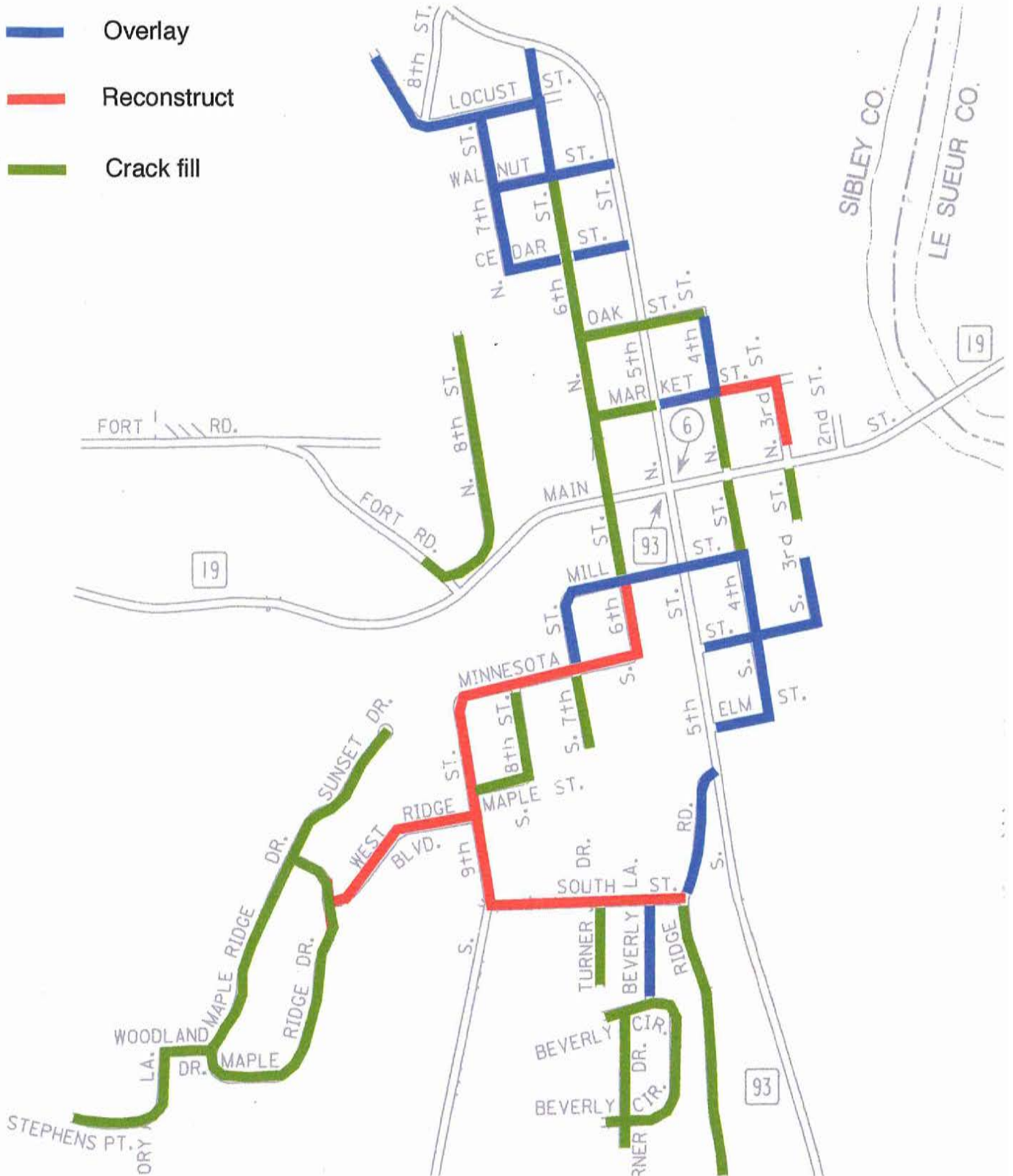
- State Hwy 19 becomes unsafe crossing early in the day for car cruise. School buses, t-ball, people coming home from work in commercial vehicles have trouble maneuvering. This is something that should be done at a park or open space? A State Hwy. with as much traffic that comes through should not be the “setting” for a fair every Tuesday. Handicap parking on Main Street would be a great addition also.
- Improve Streets
- It would be nice during the classic roll-ins to have better traffic/pedestrian controllers. It is very hard to cross Hwy. 19. By the end of the summer everyone I know dreads Tuesday nights. I realize that the car shows are a great for downtown businesses, but it'd be greatly appreciated to be able to get through town easier.
- It is imperative for us to have roadways open in the event of a flood. My family loves Henderson, but we have talked a lot about moving in the last couple of years because we are sick of being “trapped” in or out of town when the river floods.

Transportation Henderson Comprehensive Plan

City of Henderson Street Classification Map - 2015

Map A

-  Overlay
-  Reconstruct
-  Crack fill



Henderson Toady

Functional Classification

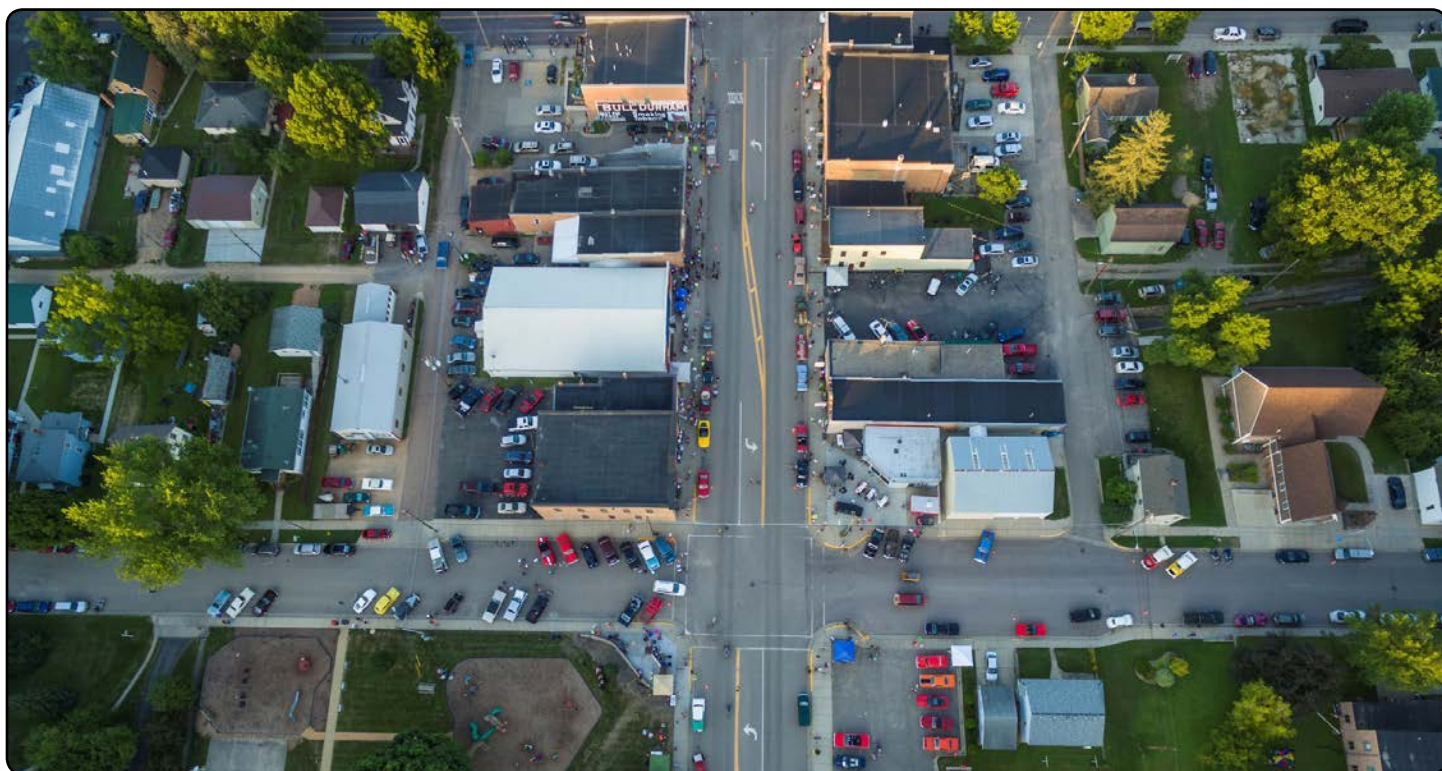
In Henderson, most travel occurs through a network of interdependent roads. According to the U.S. Department of Transportation (USDOT), classifying roads based on functions provides a rational and cost-effective basis for determining the design speed and geometric criteria. Functional classification categorizes streets and highways into classes, based on the traffic service that they provide. The Minnesota Department of Transportation (MnDOT) has classified roadways into five major classes: principal arterials, minor arterials, major collector, minor collectors and local. Henderson's roads are classified as minor arterial, major collector and local. The city is only four miles from a principal arterial, U.S. Highway 169, which creates interconnections between Henderson, Minneapolis-St. Paul and Mankato-North Mankato. These connections offer free flow of goods and services and access to employment opportunities in neighboring communities.

Minor Arterial

Minor arterials provide service for trips of moderate length and serve smaller geographic areas. Roadways of this classification connect urban and rural areas to larger towns, principal arterials, other minor arterials, and collector streets. Minor arterial augments the higher arterial system and provides intra-community continuity and may carry local bus routes. The Trunk Highways (TH) 19 and 93 are identified as the minor arterials in Henderson. Both highways intersect at Henderson and connect the city to U.S. Highway 169.

Major Collector

Major collectors gather traffic from local roads and funnel them to the arterial system. Major collectors have lower connecting driveway densities and serve both land access and traffic circulation in higher density residential, and commercial/industrial areas. Major collectors have higher speeds and more signaled intersections. They serve the most important intra-county travel corridors. The major collector in Henderson is County State Aid Highway (CSAH) 6, which intersects TH 19 and TH 93.



Transportation *Henderson Comprehensive Plan*

Minor Collector / Local Roads / City Streets

Comprised primarily of rural township roadways and city streets, minor collectors gather local traffic and funnels it to major collectors and minor arterials. Minor collectors are low-speed and often short-distance and serve to provide access rather than mobility. Minor collectors connect neighborhoods within a community and provide continuity between neighborhoods and higher-volume roadways.

With the exception of the minor arterials (TH 19 and 93), and the major collector (CSAH 6), all other roads and streets in Henderson are minor collector and local roads.

Roadway Capacity

Table 1 presents the Annual Average Daily Traffic (AADT) volume for the major roads in Henderson. As of 2013, TH 19 had the highest traffic volume followed by CSAH 6 and TH 93 (on South 5th Street) having the least share of the traffic volume in Henderson. All roads increased traffic from 2012 to 2013, with the exception of TH 93.

Table 1: City of Henderson Average Annual Daily Traffic

| Route | Street Name | Location Description | END True Miles | AADT 2012 | AADT 2013 | Projected AADT 2030 |
|--------|----------------------|---|----------------|-----------|-----------|---------------------|
| CSAH 6 | 5 th St | N OF TH19 (MAIN ST) | 0.36 | | 2,000 | 2,950 |
| TH 19 | Main St | E OF TH93 & CSAH6 (5 th ST) IN HENDERSON | 134.457 | 3,250 | 3,400 | 4,950 |
| TH 19 | Main St | W OF TH93 & CSAH6 (5 th ST) IN HENDERSON | 134.187 | 3,400 | 3650 | 5,450 |
| TH 19 | MNTH 19 | W OF FORT RD (E OF HENDERSON WCL) | 134.117 | 2,750 | 2,850 | NA |
| TH 93 | S 5 th St | S OF TH19 (MAIN ST) IN HENDERSON | 5.599 | 2,300 | 2,200 | 3,750 |

Source: Minnesota Department of Transportation (Annual Average Daily Traffic and projections database)

Roadways begin to experience noticeable operational problems once traffic approaches 85% of its design capacity. Operational problems begin to occur when traffic volumes exceed 10,500 trips per day on a two-lane roadway (see Table 2). The Level of Service (LOS) for a particular roadway is commonly used to assess the level of congestion and efficiency of the roadway. LOS measures delay and operational conditions defined by the Highway Capacity Manual using a grading scale ranging from A to F. LOS 'A', 'B', and 'C' represent favorable operating condition and LOS 'F' indicates the worst. Due to average speed, noticeable decreases, and cause delays/congestion, TH 19 LOS classification is a 'C'. AADT is greater than 9,250 trips per day (sum of roadway, see Table 1: 9,400 in 2012, and 9,900 in 2013). CSAH 6 and TH 93 are classified as LOS 'A' with AADT of less than 8,000 trips per day. The projections from MnDOT indicate that the traffic volume on the major roads in Henderson will not change significantly by 2030, but will increase. This means it is essential that these roads are maintained to accommodate the additional 5,850 trip per day (which could increase once MnDOT projections for MNTH19 west of Fort Road are released).

Table 2: Average Daily Traffic (ADT) Planning Level Capacities

| Roadway Type | Level of Service Based on ADT | | | | | |
|------------------------------------|-------------------------------|---------------|---------------|---------------|---------------|----------|
| | A | B | C | D* | E | F |
| Two-lane | <8,000 | 8,000-9,500 | 9,250-10,750 | 10,500-12,000 | 11,750-13,250 | > 13,250 |
| Three-lane (center left turn lane) | <9,000 | 9,000-12,000 | 11,500-14,500 | 14,000-17,000 | 16,500-19,500 | > 19,500 |
| Four-lane undivided | < 12,000 | 12,000-15,000 | 14,500-17,500 | 17,000-20,000 | 19,500-22,500 | > 22,500 |
| Four-lane divided (center median) | < 19,000 | 19,000-22,000 | 21,500-24,500 | 24,500-27,000 | 26,500-29,500 | > 29,500 |

*ADT associated with LOS D represent traffic volumes approaching 85- percent of a roadways design capacity

Source: Minnesota Department of Transportation (Annual Average Daily Traffic and projections database)

Safety and Crash Analysis

To limit the loss of human health and life, road safety is vital. Sharp curves, inadequate intersection design, inconsistent speed control or acceleration space can all contribute to safety and operational problems. According to MnDOT, from 1998 to 2000 there were 23 automobile crashes within a one-mile radius of the center of Henderson. Of those,

- (4) were on TH 93
- (12) were on TH19 (from west Henderson limits to eastern county line)
- (7) were on local roads
- (1) of these was a fatality (TH 19 at river bridge on east edge of town)

Attempts to enhance road safety on these roadways should decrease the level of vehicular accidents, increasing road safety.

Alternative Travel Modes

Currently Henderson has a limited alternative travel mode. The existing multi-modal infrastructure in Henderson is described as follows:

Transit: Trailblazer Transit Service is the only transportation agency that operates both fixed route and demand-response service to destinations throughout the county. Henderson benefits from this transit service as it provides transportation choices for commuters and mobility services to and from other parts of Sibley County.

Trails: Henderson has several trails, which are used for recreational purposes. Some of the available trails include Bender Park trail, Levee trail and Natural trails. Many of these trails have natural surfaces while others have bitumen surfaces. Henderson is interested in a regional trails plan, connecting Henderson to communities in and around Sibley County. Future opportunities to engage DNR planners for a reroute through the town and build a connection along State Highway 19 or 93 should be a priority of the community if it desires to develop a regional trails plan.

Local Pedestrian and Biking: The eastern region of Sibley County is well known for its scenic views and rolling hills and valleys which is ideal for bicycle enthusiasts. Currently, bicyclists ride on the shoulders of narrow roads, making it very dangerous to bicycle in the area. Henderson regularly sees tourism from bicycle enthusiasts from the Minneapolis-St. Paul area during peak outdoor seasons. The rolling hills and sharp turns on local highways and county roads make this area a safety concern. Henderson would be a great destination along the proposed DNR river valley trail, but there are currently no plans to connect Henderson to this important regional bike corridor.

Rail: The closest railroad to the city is located east of town. The railroad parallels the Minnesota River, cuts across TH 19, and is primarily used for the movement of freight. There is a recent movement for the addition of passenger rail along the U.S. Highway 169 corridor from Minneapolis/St. Paul to Mankato. Mankato is currently identified in the Statewide Passenger Rail plan as a Tier 1 community, which means that it has the highest potential for passenger rail. The passenger rail service would utilize the existing freight rail network, running parallel to U.S. Highway 169. This could provide passenger rail options for communities along U.S. Highway 169 in the future.

Access Management

In terms of the local roadway network, access management is primarily the relationship between local land use and the transportation system. Access management guidelines restrict traffic flow on the network so that each roadway can provide its functional duties while accommodating access needs of adjacent land. There is the need for cooperation between land development and transportation interests for successful access management. Higher level of access reduces the ability of the roadway to move through-traffic. Therefore the city should continue to ensure that TH 19, TH 93 and CSAH 6 have low level of access because they are designed to move through-traffic in and out of Henderson. In addition, local roads should be allowed to have a higher level of access. Access onto local roadways is managed through local subdivision, zoning regulation, access permits and development standards.

Transportation *Henderson Comprehensive Plan*

Maintenance

Henderson has a capital improvements plan and on an annual basis community leaders and city staff review, analyze and classify each street in preparation for developing the city budget. In 2015 streets were classified as (see map at beginning of this section):

1. Overlay
2. Reconstruct
3. Crack-fill
4. Patching / Repair

As funds are allocated the following year, improvements are made in order to keep all streets up to mandated standards.

Development

New roadways in Henderson and other communities are created in response to changes in land use. New roads appear most often on the urban fringe and tend to serve proposed residential, commercial and industrial developments. The newest roads in Henderson are on the south side of town, up on the ridge, and were developed to serve the new single-family housing developments that were created since the late 1970's.

Flooding

The City of Henderson is located on the Minnesota River between Mankato and the Minneapolis-St. Paul metropolitan area. As a river town, the community has experienced spring-time flooding throughout in its history. After a major Minnesota River flood in 1993, every major state or county road/river crossing adjacent to the Minnesota River north of Mankato to north of Shakopee has been improved or is planned to be improved. Most of these improvements have alleviated or substantially improved flood related issues in the adjacent communities. Since 1993, however, the City of Henderson has been cut off from the east, south and north thirty percent of the time during flood season.

In 2014, the residents of Henderson witnessed a flooding disaster that did not occur during the typical flood season, but during the summer as a result of back-to-back extreme rain events. This particular flooding incident also resulted in building damage or loss in the community due to the subsidence of saturated ground soil, also known as a *mud slide*. As a result of these events, three of the four roads into town were closed to traffic due to flooding or mudslides destroying sections of the road.

The City of Henderson has formed a project, MinnSTARC 19, to determine solutions to reduce the frequency and duration of road closures along TH 19 caused by seasonal flooding of the Minnesota River Valley. See appendix ___ for MinnSTARC 19 project maps. Projects like MinnSTARC 19 are key for Henderson to remain viable in the future.

Resilience Strategies

- Identify and prioritize long-term solutions to alleviate or substantially improve flood related issues along the Minnesota River Valley.
- Support the development and promotion of sidewalks, paths and bicycle trails and the benefits of each throughout Henderson. Through community support, encouragement and improvements, walking and biking will be safe, convenient, and enhance the quality of life in the community.
- Explore ways to develop and enhance TH 19 and U.S. Highway 169 as they serve as the main gateways into Henderson.

Transportation Goals

Public input in the planning process revealed a list of top priority weaknesses and threats in the area of Transportation. Those were then converted into the following seven Transportation Goals. For implementation, these goals were further broken down into the objectives and action steps that follow.

Goal 1: Work closely with state and federal agencies to construct a solution that will minimize future impacts of flooding on critical transportation infrastructure

Objective 1.1: A physical solution is identified that addresses the practical and environmental constraints of the problem

Henderson Comprehensive Plan

Transportation

Action Step 1.1.1: Create citizen committee to help city staff and council navigate the intricacies of this huge project

Objective 1.2: The community can move forward with plans for financing, engineering and construction

Action Step 1.2.1: Conduct an engineering and environmental scoping process that narrows down the primary options to the single most desirable solution. Feasibility study must include social and cultural implications of each of the alternatives (not just engineering / design / construction)

Action Step 1.2.2: Pre-engineer the preferred alternative so that environmental review can be conducted

Action Step 1.2.3: Contact every state and federal agency that might have funding for this type of project. Engage state and federal elected representatives, Army Corps in the process to help access funding

Objective 1.3: Financing package pays for the project and matches the community's level of affordability to pay for local share

Action Step 1.3.1: Package grant or loan applications to state or federal agency departments for project financing

Action Step 1.3.2: Secure local share commitment

Objective 1.4: A physical solution to the problem is designed

Action Step 1.4.1: Using funding agency guidance, select engineering firm to design and manage construction

Action Step 1.4.2: Engineering firm designs project and oversees environmental review

Objective 1.5: A physical solution to the problem is constructed

Action Step 1.5.1: Solicit bids from contractors to build the project

Action Step 1.5.2: With bids in hand, close the financing and award bid

Action Step 1.5.3: Manage construction project

Goal 2: Plan and implement strategy to provide safe routes for school children to get safely to and from school

Objective 2.1: Work with MnDOT to access Safe Routes to School (SRTS) Planning Grant

Action Step 2.1.1: Work with Region Nine Transportation Planner for timing of grant applications and deadlines

Action Step 2.1.2: Apply for planning grant when next annual cycle comes up

Action Step 2.1.3: Create SRTS Action Team to coordinate city, school resources and involvement

Objective 2.2: Work with MnDOT to access Transportation Alternatives Program (TAP) grant funds for sidewalks

Action Step 2.2.1: Apply for TAP funding the next year following completion of SRTS Plan

Goal 3: Develop a connectivity strategy and clearing house to link all of the local and regional trails

Objective 3.1: Map the trails system in the area to define connectivity needs

Action Step 3.1.1: Include local city trails, Ney Nature Center trails, Le Sueur County Park trails and Scenic Byway or other trails

Action Step 3.1.2: Include all types of trails (snowmobiling, horse riding, walking, biking, natural areas, river trails)

Objective 3.2: Set up clearing house for all trails data, maps, descriptions in the area

Action Step 3.2.1: Create direct access to all from city website

Action Step 3.2.2: Include Fish & Wildlife, hunting and river access areas

Goal 4: Examine the highway crossing safety and accommodation issues and provide more amenities for residents and visitors to Henderson

Transportation *Henderson Comprehensive Plan*

Objective 4.1: Improve pedestrian access and other accommodations across local roadways

Action Step 4.1.1: Conduct analysis to determine exactly what the issues are around crossing Main Street during Roll Ins and other busy periods

Action Step 4.1.2: Address the issues strategically by installing signage, controlling intersections

Objective 4.2: Add other amenities to make strolling Main Street a more pleasant experience

Action Step 4.2.1: Install sidewalk benches, more storefront awnings, plantings

Action Step 4.2.2: Install drinking fountains, period lighting

Action Step 4.2.3: Seek funding from MnDOT, DNR, others

Goal 5: Research, budget and allocate funds for entrance signage at each of the four entrances to Henderson

Objective 5.1: Create “good first impression” entryways that invite people in and to welcome them back

Action Step 5.1.1: Sponsor a contest for residents to suggest design of *Welcome to Henderson* signs / landscaping

Action Step 5.1.2: Seek funding from MnDOT

Action Step 5.1.3: Raise funds and hire local contractor to design/build entrance areas

Goal 6: Determine how to take better advantage of the local and regional Scenic Byways

Objective 6.1 Make the Minnesota River Valley Scenic Byway a key marketing focus for Henderson

Action Step 6.1.1: Include the Byway in all marketing pieces

Action Step 6.1.2: Direct link on city website

Goal 7: Research and access additional funding to enhance the historical character of the community

Objective 7.1: Conduct analysis to determine things yet to be done

Action Step 7.1.1: Local group research possibilities and gaps

Action Step 7.1.2: Check with MHS for limitations or other opportunities

Objective 7.2: Secure funding and implement activities

Action Step 7.2.1: Locate potential funding sources (SHPO/MHS, MnDOT, Other)

Action Step 7.2.2: Apply for funding and construct improvements

Transportation Summary

Since the days of its earliest development, the City of Henderson has been a crossroads of commerce and the movement of people and goods throughout the region. The first highway in the area was the Minnesota River and goods and services flowed up and down the River from beyond Mankato in the South to Minneapolis and St. Paul and the Mississippi River to the North and East. In this current era, transportation routes are paved streets, roads and highways.

Within the community, Highways 93, 19 and County Road 6 meet in the center of town and radiate out following the four primary points of the compass, to the North, East, South and West. The oldest city streets are those along Main Street and in the area nearest the river; and the newest streets are those serving the newer residential subdivisions up on the bluff, mostly on the south side of town. City leaders and staff follow a prescribed process for identifying street surface issues that require attention and that analysis forms the basis for the Streets and Sidewalks section of the annual budget.

Within its means, the city does a pretty good job of taking care of the transportation routes within city limits. But it is the network that lies just beyond city boundaries that causes residents the most concern. And every spring when the annual flooding of the Minnesota River begins, and every time a large rain storm is predicted in the summer, the level of concern rises with the water levels as townspeople ask themselves if this will be the next time that the roads into town are flooded or washed-out again and the community becomes stranded with only one way out.

Henderson Comprehensive Plan Implementation



Introduction

This implementation section of the Henderson Comprehensive Plan Update pulls together all of the key information from each of the plan sections. It is, in effect a plan summary. The *Implementation Section* is a tool that allows the community to move beyond the plan, and convert what has been gained through the planning process into action.

S.W.O.T and Key Stakeholder Sessions Outcomes

Visioning and civic engagement activities are a key component to any comprehensive planning process. The results of those sessions appear throughout the document:

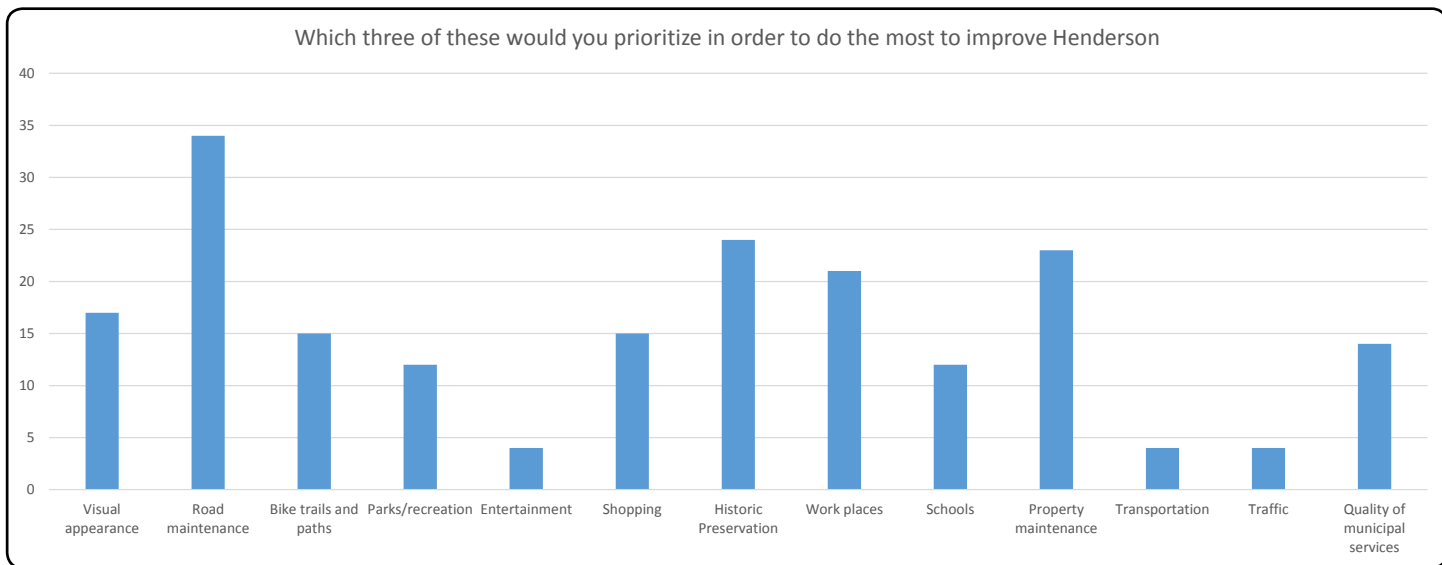
1. A list of *Strengths and Opportunities* from the initial Strengths, Weaknesses, Opportunities, and Threats (S.W.O.T.) visioning sessions appears at the beginning of each plan section.
2. Each plan section includes a list of goals that were created primarily from the *Weaknesses and Threats* from the S.W.O.T. sessions.
3. A matrix of individual action steps by objective and by goal appears here in the Implementation section of the plan. The matrix of goals, objectives, and action steps for each plan section are listed here separately so that the community can access each of them all in the same place without going to the back of each plan section. Each chart includes not only the goals, objectives, and action steps for each section, but also columns for *Responsible Entity* and *Timing*. This makes them more useful for discussion and implementation once the plan has been approved by community leaders.

Survey Responses

- When asked “Which of the following topics should the city focus its efforts and funds on during the next 10-years”, survey totals revealed this prioritized list:
 - (32.3%) Preserve and encourage commercial development in the historic downtown area
 - (17.9%) Enhance opportunities for housing diversity
 - (15.4%) Improve and increase transportation and accessibility options
 - (15.4%) Establish connections to non-motorized trails
 - (13.8%) Increase, enhance, promote local tourism and city festivals
- The top three responses from the “Which of the following would help bring the most growth?” question make up 85% of all responses:
 - (40.3%) Adequate flood protection
 - (31.3%) Improved roads and highways
 - (13.4%) High speed internet

Implementation

- Responses to the question: “Which three of these would you prioritize in order to do the most to improve Henderson?” are graphed here:



Implementation Summary

This 2016 City of Henderson Comprehensive Plan Update represents the persistent effort of dozens of community volunteers and many hours of work by community members and leaders. It is the sincere hope of those who worked on this plan that it will not be put on a shelf and forgotten, but rather this implementation section be used as the basis for the next phase of the 2016 Henderson Comprehensive Planning Update process.

Implementation Charts

Implementation Charts by plan section follow:

- Historic Preservation
- Housing
- Economic Development
- Parks, Trails
- Land Use
- Community Facilities
- Infrastructure
- Transportation

Henderson Comprehensive Plan Implementation

| Historic Preservation | | | |
|---|--|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Maintenance and expansion of the buildings in the downtown historic district | | | |
| III.a: Maintenance of district | III.a.1: Assess properties and draft plan(prioritize) | | |
| | III.a.2: Research possible funding to maintain | | |
| | III.a.3: Extend RLF program to allow maintenance (change criteria) | | |
| III.b: Expand the district | III.b.1: Identify buildings /work with State Historic Preservation Office | | |
| | III.b.2: Infill opportunities in plan for Historic District | | |
| | III.b.3: Engage commission in exploring opportunities to expand | | |
| III.c: Attract visitors to district | III.c.1: Keep public/commission informed and educated/ perform outreach | | |
| | III.c.2: Continue to market Henderson as a historic place | | |
| | III.c.3: Create visitors center for downtown historic district | | |
| Goal No. 2: Explore funding opportunities for improvements within the Historic District | | | |
| III.a: Provide incentives for improvements | III.a.1: Identify resources to apply for historic tax credits (state/federal) | | |
| | III.a.2: Identify Minnesota Department of Employment and Economic Development and State Historic Preservation Office programs to help building owners maintain | | |
| III.b: Keep taxes low | | | |
| III.c: Make improvements viable | III.c.1: Use historic buildings as incubators for new businesses | | |

Implementation *Henderson Comprehensive Plan*

| Housing | | | |
|---|--|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Increase the availability of all type of housing (Single-Family, Senior, Rental, Multi-Family, Townhomes) | | | |
| I.a: Henderson remains a viable community, while maintaining a stable population base | I.a.1: Promote and market available lots and housing opportunities | | |
| | I.a.2: Take necessary steps to keep basic services (grocery, gas station, schools, library, parks) in town | | |
| I.b: Community explores options to attract and keep residents and create diversity of housing stock | I.b.1: Provide incentives for developers and work with local lenders to identify housing resources | | |
| | I.b.2: Help residents/homeowners access to grant/loan programs related to rehab and development | | |
| | I.b.3: Provide information on different housing options/programs | | |
| I.c: Community responds to need for senior housing | I.c.1: Redefine zoning map | | |
| | I.c.2: Identify types of senior housing that can be supported | | |
| | I.c.3: Market senior housing options to developers | | |
| Goal No. 2: Develop Single-Family housing rehabilitation loan program to improve the condition of 24 existing homes in town | | | |
| II.a: Maintain economic base/tax basis | II.a.1: Identify eligible properties/households | | |
| | II.a.2: Identify a list/variety of housing rehab programs (flipping fund) | | |
| | II.a.3: Identify community characteristics to be eligible for rehab programs | | |
| II.b: Develop neighborhood pride/community image/charm | II.b.1: To partner with community and city to develop beautification incentives | | |
| | II.b.2: Continued support for community pride program | | |
| | II.b.3: Recognize outstanding contributors to community charm/image | | |
| II.c: Offer incentives for homeowners to fix up their homes | II.c.1: Identify the desired improvements | | |
| | II.c.2: Identify programs to beautify residential properties | | |
| | II.c.3: Promote to local residents beautification opportunities | | |
| Goal No. 3: Work with city Planning and Zoning officials to develop areas outside of the floodplain for location of new housing developments | | | |
| III.a: Existing infill lots get developed for housing (30) | III.a.1: Identify eligible/workable infill lots | | |
| | III.a.2: Investigate a variety of infill options/update/change zoning | | |
| | III.a.3: Align zoning to match infill strategy (downtown) | | |
| III.b: Opportunities for senior housing close to downtown | III.b.1: Parking opportunities and accessibility | | |
| | III.b.2: Align zoning to match senior housing locating near downtown | | |
| | III.b.3: Provide housing option for all others/age groups/non-elderly | | |
| III.c: Plan for future housing | III.c.1: Review existing housing plan for suitability for 2016 | | |
| | III.c.2: Create market analysis related to metro MSA | | |
| | III.c.3: Smart growth | | |
| Goal No. 4: Mitigate cost of new housing by providing financial incentives to developers | | | |
| IV.a: Remains competitive with neighboring communities | IV.a.1: Access/flooding for commuting residents | | |
| | IV.a.2: Offer incentives for developers | | |
| | IV.a.3: Maintain equitable tax structure | | |
| IV.b: Maximize investment in community infrastructure | IV.b.1: Marketing to draw more people into town | | |
| | IV.b.2: Maintain infrastructure | | |
| | IV.b.3: Build on current investments/utilize what's available | | |
| IV.c: Affordable to a variety of residents | IV.c.1: Connecting residents to resources/programs available | | |
| | IV.c.2: Focus on attracting first time home buyers/retain young adults. | | |

Henderson Comprehensive Plan Implementation

| Economic Development | | | |
|---|--|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Provide additional space for business expansion | | | |
| I.a: Places for new businesses to locate | I.a.1: Opportunities for redevelopment infill plan | | |
| | I.a.2: Capitalize on existing infrastructure | | |
| I.b: Provide opportunities to make a living (local) | I.b.1: Recruited | | |
| | I.b.2: Identify highest/best use for development | | |
| | I.b.3: Review zoning map | | |
| I.c: Spread out tax burden | I.c.1: Identify areas that are large enough for investment | | |
| | I.c.2: Review zoning map | | |
| Goal No. 2: Provide incentives to help new and existing businesses thrive | | | |
| II.a: Business retention to keep key businesses in town | II.a.1: Identify key businesses | | |
| | II.a.2: Work with Small Business Development Center | | |
| | II.a.3: Recreate revolving loan fund | | |
| | II.a.4: Hire a Comm. Dev. Specialist/Comm. Coordinator | | |
| II.b: Encourage start - ups and attract new businesses | II.b.1: Advertise/marketing | | |
| | II.b.2: Identify incentives (tax abatement, Southern Minnesota Initiative Foundation) | | |
| | II.b.3: Redevelop an incubator/identify location | | |
| II.c: Make it more affordable to make/keep businesses locally | II.c.1: Develop space for incubator business to move up | | |
| | II.c.2: Maintain reasonable tax level | | |
| | II.c.3: Keep infrastructure/utility rates reasonable | | |
| Goal No. 3: Expand existing tourism opportunities | | | |
| III.a: Keep outside dollars local | III.a.1: Market existing | | |
| | III.a.2: Continue to promote/support events (History) | | |
| III.b: Ensure return tourism business/live here | III.b.1: Chamber remain supportive in their efforts | | |
| | III.b.2: Keep community looking attractive (Main Street) | | |
| | III.b.3: Be nice/stay friendly! | | |
| III.c: Provide attractive places for businesses to move | III.c.1: Continue to keep Main Street viable (priority to retain Main Street for businesses) | | |
| | III.c.2: Promote each other as businesses | | |
| III.d: Create Community Brand | III.d.1: Succession Planning | | |
| | III.d.2: Offer flexible business hours (part time) | | |
| Goal No. 4: Focus job creation efforts on recruiting manufacturing industry businesses | | | |
| IV.a: Attract for value added businesses (scalable - going global) | IV.a.1: Accessibility/Transportation | | |
| | IV.a.2: Investigate potential land for industrial development | | |
| | IV.a.3: Recruitment/economic gardening | | |
| IV.b: Fewer people have to commute | IV.b.1: High speed internet access that is reliable | | |
| | IV.b.2: Identify local talent | | |
| IV.c: Diversify local economy | IV.c.1: Supporting entrepreneurs/incubators | | |
| | IV.c.2: Recruit/promote types of business | | |

Implementation *Henderson Comprehensive Plan*

| Parks and Trails | | | |
|---|---|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Expand existing trails to include new trails outside of the flood plain | | | |
| I.a: Viable hub of external trails to increase connectivity | I.a.1: Form a committee | | |
| | I.a.2: Identify existing resources/ where barriers and opportunities exist | | |
| | I.a.3: Working with Fish and Wildlife Services/coordinating with federal and state agencies | | |
| I.b: To bring outside visitors to the City | I.b.1: Promote to all potential users | | |
| | I.b.2: Make sure that trails/parks are maintained (i.e. garbage) | | |
| I.c: To take advantage of the beauty of the valley | I.c.1: Plan according to scenic points and varied landscape | | |
| | I.c.2: Include river as part of trails planning | | |
| | I.c.3: Develop guides/print maps of trails/parks | | |
| I.d: Increase availability of healthy activities | I.d.1: Establish a club/group | | |
| | I.d.2: Coordinate with local walkers/runners | | |
| | I.d.3: Survey what issues prevent people from using parks and trails | | |
| I.e: Provide Regional Leadership | I.e.1: Connect local communities/grassroots effort | | |
| | I.e.2: Investigate partnership necessary to implement (Federal/State/ County) | | |
| Goal No. 2: Increase opportunities for community groups support of the parks and trails system | | | |
| II.a: Remains viable and maintained | II.a.1: Engage volunteers in groups/adopt portions | | |
| | II.a.2: Match volunteers with tasks | | |
| II.b: Increases awareness | II.b.1: Create events to raise awareness | | |
| | II.b.2: Marketing plan/coordination | | |
| | II.b.3: Coordinate with (3) public schools | | |
| II.c: People take ownership | II.c.1: Adopt a trail/park | | |
| | II.c.2: Engage volunteers | | |
| | II.c.3: Solicit donations | | |
| | II.c.4: Expand/form non-profits | | |
| Goal No. 3: Increase safety of new and existing parks and trails | | | |
| III.a: Increase safety of people using Parks and Trails | III.a.1: Maintain parks and trails | | |
| | III.a.2: Plan according to lighting/leveraging current infrastructure and resources | | |
| | III.a.3: Create/enhance signage | | |
| | III.a.4: Establish guidelines for usage | | |
| III.b: Encourage usage (Accessibility) | III.b.1: Bring awareness to handicap accessible trails | | |
| | III.b.2: Developing access points to river | | |
| III.c: Updating equipment | III.c.1: Repair existing equipment | | |
| | III.c.2: Capital Improvement Plan/funding | | |
| | III.c.3: Identify list of wants of community | | |

Henderson Comprehensive Plan Implementation

| Parks and Trails (cont.) | | | |
|---|--|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 4: Identify funding opportunities to expand parks and trails system | | | |
| IV.a: Using (non-taxes) funds to pay for new Parks and Trails | IV.a.1: Identify grants that are available/obtain a grant writer/packager | | |
| | IV.a.2: Coordinate with DNR to get projects on fun lists/MnDOT | | |
| | IV.a.3: Create a recreation/park plan | | |
| IV.b: Coordinate federal/state/local leveraging of resources | IV.b.1: Expand/organize non-profit | | |
| | IV.b.2: Identify potential projects/to align with | | |
| | IV.b.3: Coordinate meetings | | |
| IV.c: Increase tourism/livability/marketability | IV.c.1: Create historic walking trail (to cemeteries) | | |
| | IV.c.2: Update city website with current information/link with organizations (DNR, Explore MN) | | |
| Land Use | | | |
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Develop and update land use plan and zoning ordinance | | | |
| I.a: Identify long term land use needs | I.a.1: Revisit land use plan | | |
| | I.a.2: Process for development | | |
| | I.a.3: Research incentives (i.e. tax increment) | | |
| I.b: Plan for future orderly development | I.b.1: Identify possible orderly annexation areas | | |
| | I.b.2: Create orderly annexation plan | | |
| I.c: Identify if ordinance reflects needs of community | I.c.1: Identify future funding sources (land use) | | |
| | I.c.2: Meet/coordinate with townships and county | | |
| Goal No. 2: Strict enforcement of local ordinances | | | |
| II.a: Identify who enforces ordinances | | | |
| II.b: Redefine ordinances (redesign/reevaluate) | II.b.1: Review ordinance language and update as needed | | |
| | II.b.2: Recommend revisions to zoning ordinance to address historic district building and signage guidelines as provided by HHPC | | |
| II.c: Educate community/leaders (why enforce?) | II.c.1: Communication regarding improved property values | | |
| | II.c.2: Explore tax incentives | | |
| Goal No. 3: Explore possibilities for expanding the downtown commercial district | | | |
| III.a: Expand tax base | | | |
| III.b: Expand tourism value | III.b.1: Attract businesses that add a touristic value/survey communities | | |
| | III.b.2: Event coordination | | |
| | III.b.3: Flexible business hours | | |
| III.c: Demand/need (no vacancies) | III.c.1: Identify infill lots | | |
| | III.c.2: Revisit Historic Preservation Ordinances (review and adopt permitting process) | | |
| Goal No. 4: Develop an industrial park | | | |
| IV.a: Jobs/diversify economy | IV.a.1: Identify quality sites to develop (within the land use plan) | | |
| | IV.a.2: Tourism: business diversity (recruitment effort) | | |

Implementation *Henderson Comprehensive Plan*

| Community Facilities | | | |
|--|--|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Explore additional funding opportunities for maintaining community facilities | | | |
| I.a: Continue to provide key services to the community | I.a.1: Review and prioritize city budget allocations for public buildings | | |
| | I.a.2: Dedicate an individual or group to look for additional funding for projects | | |
| I.b: Maintain public buildings so that they are viable in the future | | | |
| I.c: Maintain healthy tax base from real estate | | | |
| I.d: Maintain source of community pride | I.d.1: Create and implement a design plan for the downtown district | | |
| | I.d.2: Consider updating city <i>Welcome to Henderson</i> signage | | |
| Goal No. 2: Maintain and replace city buildings | | | |
| I.a: Maximize and maintain investment | I.a.1: Identify and prioritize projects for investment | | |
| | I.a.2: Engage volunteers to help with cleaning, maintenance | | |
| I.b: Preserve the history and character of the community and the district | I.b.1: Utilize HPC to funnel additional funding into the downtown | | |
| | I.b.2: Continue to reach out to state agencies (SHPO) | | |
| | I.b.3: Continue to market the community to planned giving foundations | | |
| I.c: Reduce life cycle costs (cheaper in the long run) | I.c.1: Plan for efficient and full use of existing buildings (prioritize using existing over building new) | | |
| I.d: Attracts new people to the community | I.d.1: Update lighting / work with MnDOT and SHPO) | | |
| | I.d.2: Build handicapped accessible public restrooms | | |

Henderson Comprehensive Plan Implementation

| Infrastructure | | | |
|--|--|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Work closely with state and federal agencies to minimize impacts of flood on critical infrastructure. | | | |
| I.a: Maintain a safe community in which to live | I.a.1: Work with state and federal agencies to mitigate impacts of flooding | | |
| | I.a.2: Form grassroots group to work with MnDOT | | |
| | I.a.3: Join the Minnesota River Congress / have a regional presence in the Minnesota River Basin | | |
| I.b: Connect easily to Highway 169 corridor | I.b.1: Maintain the current relationship with the Army Corps of Engineers | | |
| | I.b.2: Develop and implement a funding plan for scoping, financing, engineering and building the ultimate flooding/community access solution | | |
| | I.b.3: Complete RS Fiber infrastructure/mobile community application | | |
| I.c: Continue to plan for future / protect infrastructure investment | I.c.1: Community proactive regarding flooding and infrastructure improvements | | |
| | I.c.2: Work with MnDOT to upgrade HWY 19 to 10 ton road | | |
| | I.c.3: Maintain hillside and ravine stability during heavy rain events / continue to monitor | | |
| I.d: Attract new residents and businesses | | | |
| Goal No. 2: Prioritize streetscaping and other infrastructure improvements. | | | |
| II.a: Being proactive regarding infrastructure | II.a.1: Ensure stop signs are clear and visible | | |
| | II.a.2: Update lighting (work with MnDot/SHPO to coordinate efforts) | | |
| | II.a.3: Maintain quality of road services / long range CIP / Pavement management | | |
| II.b: Attract new people to town | II.b.1: Create and implement design plan for downtown district and community sidewalks | | |
| | II.b.2: Investigate cost and feasibility of dredging the Minnesota River | | |
| | II.b.3: Construct public handicap accessible restrooms | | |
| II.c: Compliment/build on existing infrastructure | II.c.1: Annual update infrastructure planning for economic development projects | | |
| | II.c.2: Consider upgrading all city entrance signs and install signage for identification of key landmarks | | |
| | II.c.3: Identify action plan for springs/freeze-thaw cycle | | |
| II.d: Improve community safety, walkability, and accessibility | II.d.1: Add signage that fits with downtown branding | | |

Implementation *Henderson Comprehensive Plan*

| Transportation | | | |
|---|--|--------------------|--------|
| Objectives | Action Steps | Responsible Entity | Timing |
| Goal No. 1: Work closely with state and federal agencies to construct a solution that will minimize future impacts of flooding on critical transportation infrastructure | | | |
| 1.a: A physical solution is identified that addresses the practical and environmental constraints of the problem | 1.a.1 Create citizen committee to help city staff and council navigate the intricacies of this huge project | | |
| 1.b: The community can move forward with plans for financing, engineering and construction | 1.b.1 Conduct an engineering and environmental scoping process that narrows down the primary options to the single most desirable solution. Feasibility study must include social and cultural implications of each of the alternatives (not just engineering/design/construction) | | |
| | 1.b.2 Pre-engineer the preferred alternative so that environmental review can be conducted | | |
| | 1.b.3 Contact every state and federal agency that might have funding for this type of project. Engage state and federal elected representatives, Army Corps in the process to help access funding | | |
| 1.c.: Financing package pays for the project and matches the community's level of affordability to pay for local share | 1.c.1 Package grant or loan applications to state or federal agency departments for project financing | | |
| | 1.c.2. Secure local share commitment | | |
| 1.d.: A physical solution to the problem is designed | 1.d.1 Using funding agency guidance, select engineering firm to design and manage construction | | |
| | 1.d.2 Engineering firm designs project and oversees environmental review | | |
| 1.e: A physical solution to the problem is constructed | 1.e.1 Solicit bids from contractors to build the project | | |
| | 1.e.2 With bids in hand, close the financing and award bid | | |
| | 1.e.3 Manage construction project | | |
| Goal No. 2: Plan and implement strategy to provide safe routes for school children to get safely to and from school | | | |
| 2.a: Work with MnDOT to access Safe Routes to School (SRTS) Planning Grant | 2.a.1 Work with Region Nine Transportation Planner for timing of grant applications and deadlines | | |
| | 2.a.2 Apply for planning grant when next annual cycle comes up | | |
| | 2.a.3 Create SRTS Action Team to coordinate city, school resources and involvement | | |
| 2.b: Work with MnDOT to access Transportation Alternatives Program (TAP) grant funds for sidewalks | 2.b.1 Apply for TAP funding the next year following completion of SRTS Plan | | |

Henderson Comprehensive Plan Implementation

| Goal No. 3: Develop a connectivity strategy and clearing house to link all of the local and regional trails | | | |
|--|--|--|--|
| 3.a: Map the trails system in the area to define connectivity needs | 3.a.1 Include local city trails, Ney Nature Center trails, Le Sueur County Park trails and Scenic Byway or other trails | | |
| | 3.a.2 Include all types of trails (snowmobiling, horse riding, walking, biking, natural areas, river trails) | | |
| 3.b: Set up clearing house for all trails data, maps, descriptions in the area | 3.b.1 Create direct access to all from city website | | |
| | 3.b.2 Include Fish & Wildlife, hunting and river access areas | | |
| Goal No. 4: Examine the highway crossing safety and accommodation issues and provide more amenities for residents and visitors to Henderson | | | |
| 4.a: Improve pedestrian access and other accommodations across local roadways | 4.a.1 Conduct analysis to determine exactly what the issues are around crossing Main Street during Roll Ins and other busy periods | | |
| | 4.a.2 Address the issues strategically by installing signage, controlling intersections | | |
| 4.b: Add other amenities to make strolling Main Street a more pleasant experience | 4.b.1 Install sidewalk benches, more storefront awnings, plantings | | |
| | 4.b.2 Install drinking fountains, period lighting | | |
| | 4.b.3 Seek funding from MnDOT, DNR, others | | |
| Goal No. 5: Research, budget and allocate funds for entrance signage at each of the four entrances to Henderson | | | |
| 5.a: Create “good first impression” entryways that invite folks in and to welcome them back | 5.a.1 Sponsor a contest for residents to suggest design of <i>Welcome to Henderson</i> signs / landscaping | | |
| | 5.a.2 Seek funding from MnDOT | | |
| | 5.a.3 Raise funds and hire local contractor to design/build entrance areas | | |
| Goal No. 6: Determine how to take better advantage of the local and regional Scenic Byways | | | |
| 6.a: Make the Minnesota River Valley Scenic Byway a key marketing focus for Henderson | 6.a.1 Include the Byway in all marketing pieces | | |
| | 6.b.1 Direct link on city website | | |
| Goal No. 7: Research and access additional funding to enhance the historical character of the community | | | |
| 7.a: Conduct analysis to determine things yet to be done | 7.a.1 Local group research possibilities and gaps | | |
| | 7.a.2 Check with MHS for limitations or other opportunities | | |
| 7.b: Secure funding and implement activities | 7.b.1 Locate potential funding sources (SHPO/MHS, MnDOT, Other) | | |
| | 7.b.2 Apply for funding and construct improvements | | |

Henderson Comprehensive Plan

Appendix

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Resolution

Meeting Participation Sheets

| City of Henderson 2015 Comprehensive Planning Process Civic Engagement Sessions: <u>Key Stakeholders #1</u> March 17, 2015 | | |
|--|------------------|--------------------------|
| SIGN - IN SHEET | | |
| | Name | Representing |
| 1 | Sue Wilson | Self |
| 2 | Steve Fries | Steve Fries Construction |
| 3 | Bryan Petzel | Self |
| 4 | Kristin Prosocki | Self |
| 5 | Sue Kraemer | HeArt of Henderson |
| 6 | Lisa von Lehe | HeArt of Henderson |
| 7 | Sylvia Kunz | Amberfield Place |
| 8 | Arlene Busse | Self |
| 9 | Sven Mattson | Henderson Township |
| 10 | Paul Menne | City of Henderson |
| 11 | Doug Thomas | Chamber |
| 12 | Keith Swenson | Self |
| 13 | Travis Mons | Chamber/FSB |
| 14 | Ed Beyer | Chamber/FSB |
| 15 | Dee Thomas | Classical Glass |
| 16 | Eileen Brandt | Self |

**City of Henderson 2015 Comprehensive Planning Process
Civic Engagement Sessions: Key Stakeholders #2**

March 24, 2015

SIGN - IN SHEET

| | Name | Representing |
|----|------------------|------------------------------|
| 1 | Steve Fries | Maple Ridge Development |
| 2 | Glenna Fries | Maple Ridge Development |
| 3 | Kristin Prosocki | Self |
| 4 | Bryan Petzel | Self |
| 5 | Mark Hardel | Parks Board |
| 6 | Mary Ann Pilling | Friends of Henderson Library |
| 7 | Jeff DuCharme | Parks Board |
| 8 | Eileen Brandt | Parks Board |
| 9 | Keith Swenson | Self |
| 10 | Paul Menne | City of Henderson |
| 11 | Arlene Busse | Self |
| 12 | Kelly Braun | City of Henderson |
| 13 | J. Miller | Self |
| 14 | Doug Thomas | Chamber |
| 15 | Jeff Steinborn | City |
| 16 | Terry Bovee | Self |
| 17 | Nick Pollack | City |
| 18 | Troy Koester | Henderson Independent |
| 19 | Sven Mattson | Henderson Township |

**City of Henderson 2015 Comprehensive Planning Process
Civic Engagement Sessions: Key Stakeholders #3**

March 31, 2015

SIGN - IN SHEET

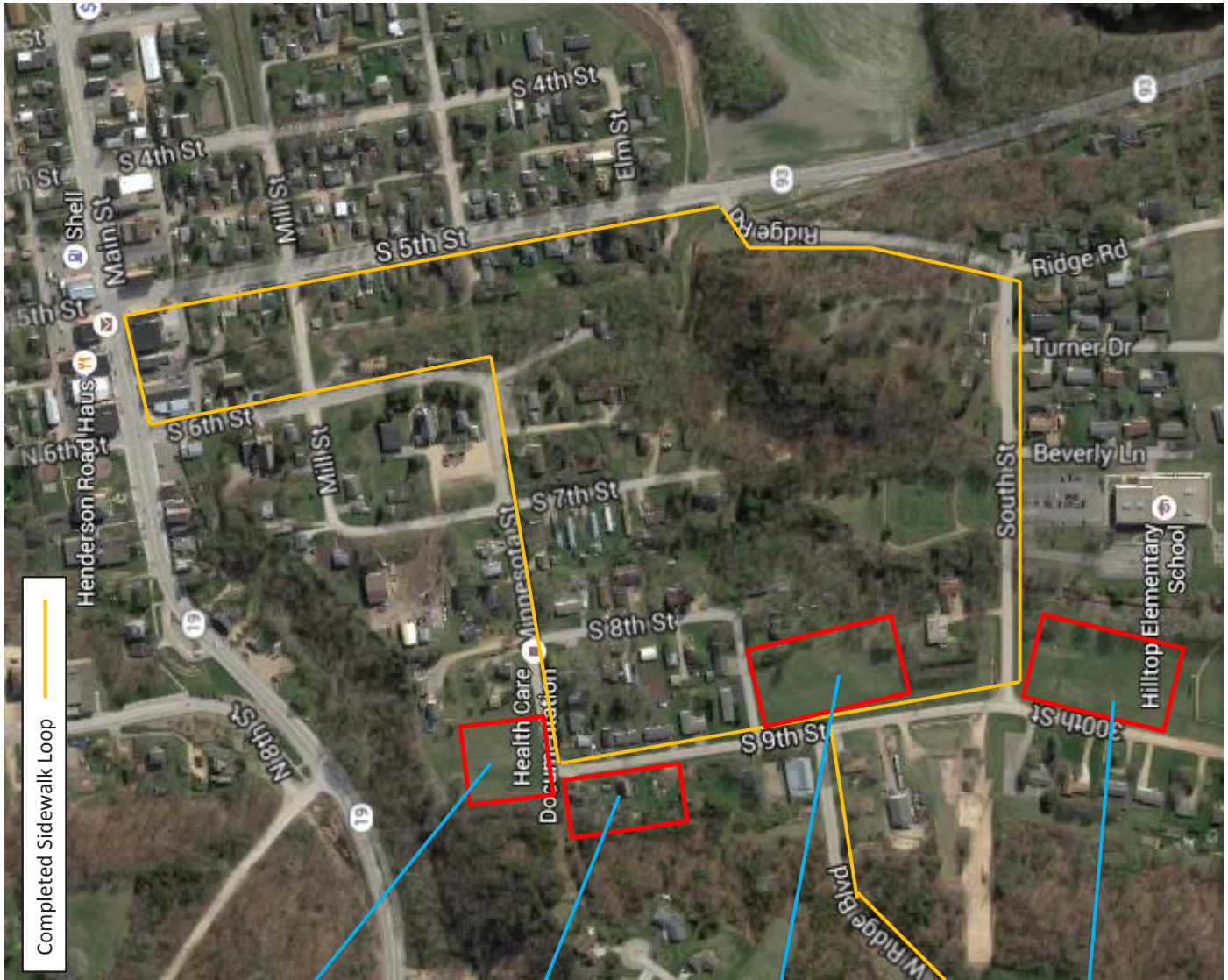
| | Name | Representing |
|----|------------------|---------------------|
| 1 | Mary Ann Pilling | Self |
| 2 | Arlene Busse | Self |
| 3 | Sue Wilson | Self |
| 4 | Judy Loewe | Self |
| 5 | Joe Duncan | Bolton & Benk |
| 6 | Amy Hardel | HHPC |
| 7 | Doug Thomas | Chamber |
| 8 | Byran Petzel | Self |
| 9 | Cory Tauer | ISG |
| 10 | Eileen Brandt | Park Board |
| 11 | Steve Fries | Self |
| 12 | Richard Eagan | Eagan Associates |
| 13 | Andy Eagan | Eagan Associates |
| 14 | Jeff Steinborn | City of Hederson |
| 15 | Keith Swenson | Self |

| City of Henderson 2015 Comprehensive Planning Process Civic Engagement Sessions: <u>Key Stakeholders # 4</u> April 14, 2015 | | |
|---|-------------------|-----------------------|
| SIGN - IN SHEET | | |
| | Name | Representing |
| 1 | Tim Becker | Sibley County |
| 2 | Tom Phillips | Henderson Elm |
| 3 | Rod Schumacher | ISG |
| 4 | Cory James | ISG |
| 5 | Christopher Bower | MnDOT |
| 6 | Rbobbi Retzlaff | MnDOT |
| 7 | Judy Loewe | HHPC |
| 8 | Arlene Busse | HHPC |
| 9 | Sue Wilson | Self |
| 10 | Cory Tauer | ISG |
| 11 | Steve Fries | Self |
| 12 | Jeff Steinborn | City |
| 13 | Kristin Prosocki | Self |
| 14 | Amy Hardel | Self |
| 15 | Kelly Braun | City |
| 16 | Lauren Menne | City |
| 17 | Paul Menne | City |
| 18 | Wess McConville | Henderson Independent |
| 19 | Bryan Petzel | Cself |
| 20 | Pat Steckman | City |

Appendix

Henderson Comprehensive Plan

Henderson Loop Project



Completed Sidewalk Loop

Senior Living Patio Townhomes - Two Rows



Two Level Townhomes - One Row



Single Family Starter Homes - One or Two Rows



Single Family Homes - One or Two Rows



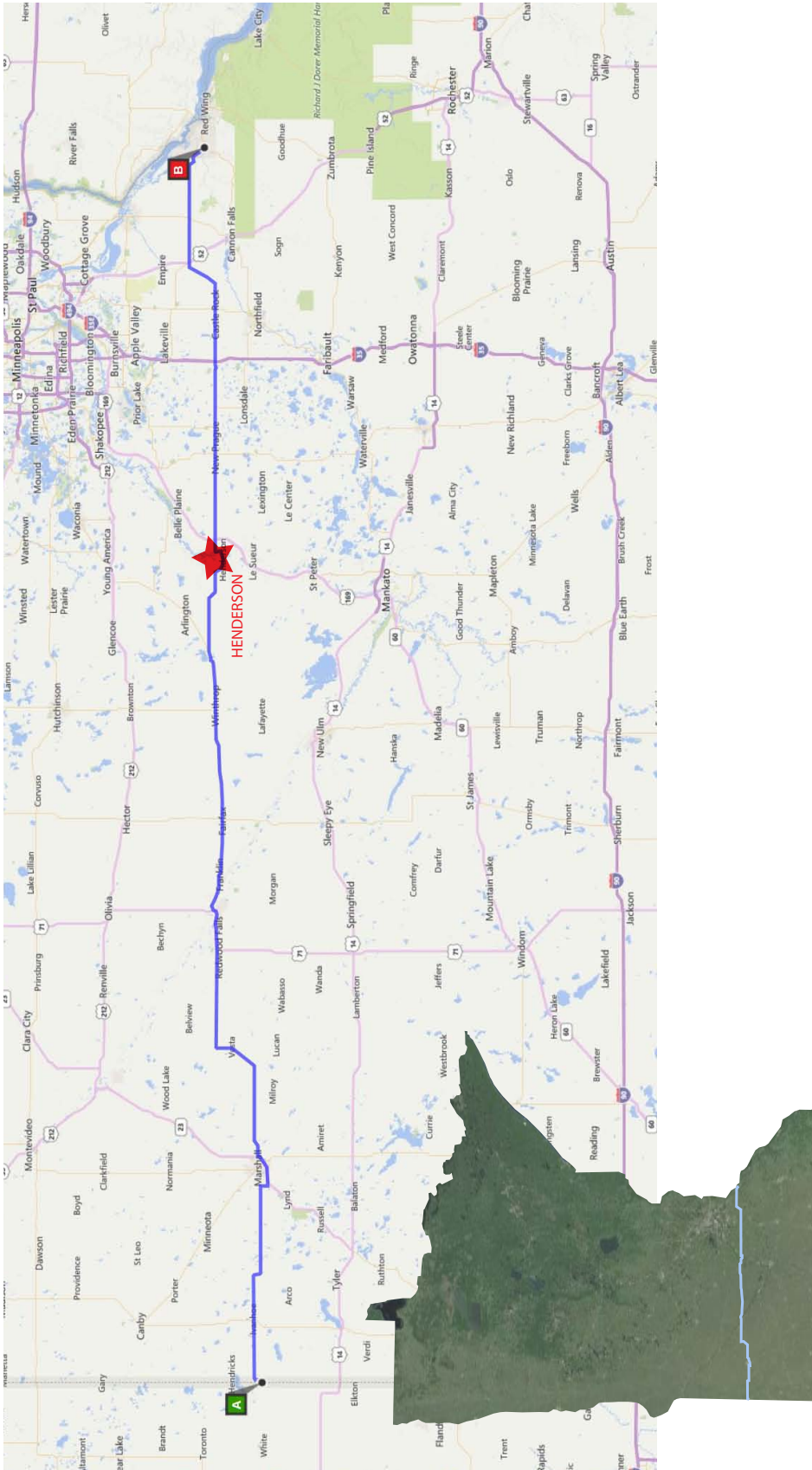
Student Residence Complex Map

Minnesota College of Osteopathic
Medicine
Student Residence Complex - Henderson



Conceptual – For Discussion - Proposes

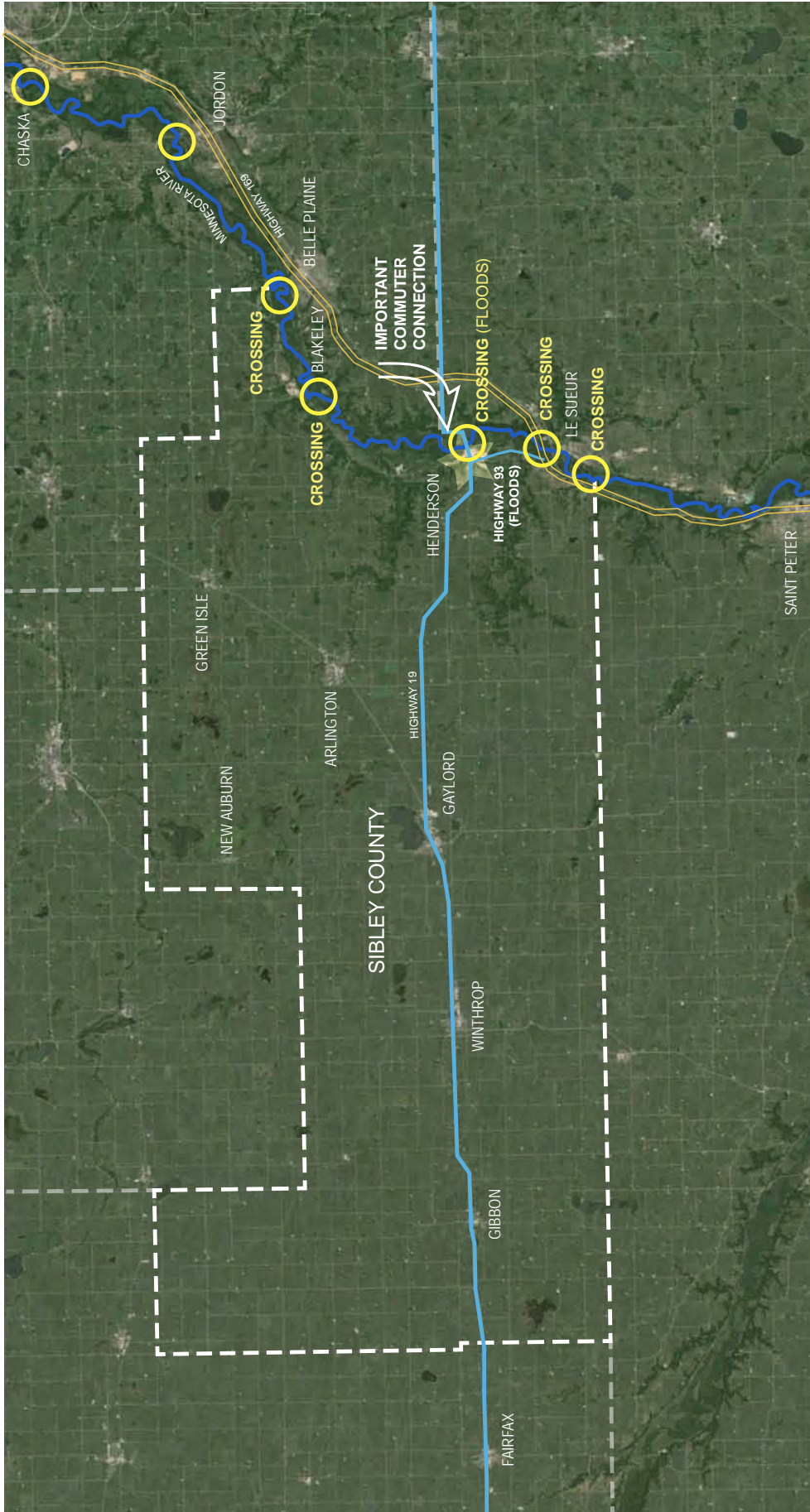
MinnSTARC 19 Project Maps



HIGHWAY 19 ROUTE - STATE WIDE

MinnSTARC 19 PROJECT
HENDERSON, MINNESOTA - 18793 - 02-26-16

ARCHITECTURE + ENGINEERING + ENVIRONMENTAL + PLANNING www.is-gfp.com



HIGHWAY 19 ROUTE - SIBLEY COUNTY

ARCHITECTURE + ENGINEERING + ENVIRONMENTAL + PLANNING www.is-grp.com

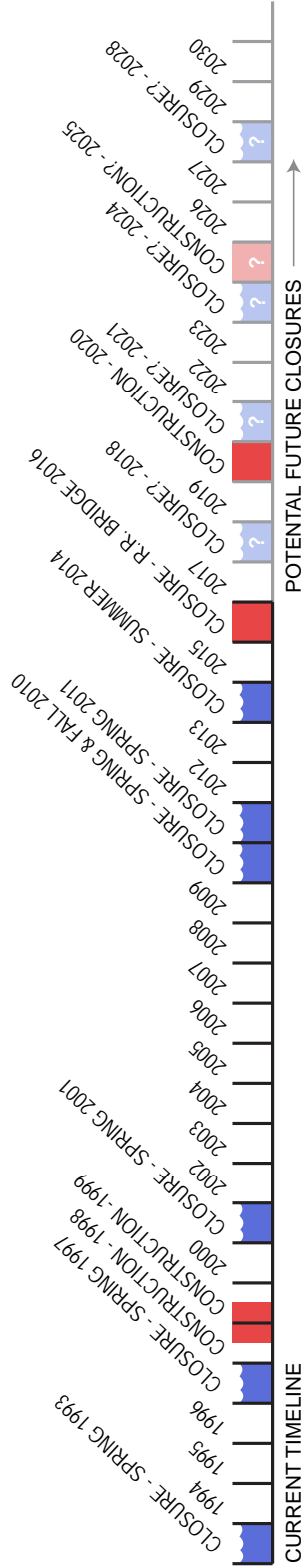
MinnSTARC 19 PROJECT
HENDERSON, MINNESOTA - 18793 - 02.26.16





FLOOD RELATED PROJECTS SINCE 1993

1. Highway 169 bypass around Shakopee
2. Highway 101 at north entrance to Shakopee
3. Highway 41 at south entrance to Chaska
4. Scott County bridge west of Jordan
5. Highway 25 at west entrance of Belle Plaine
6. Sibley County 5 at west entrance of Blakeley
7. Railroad track upgrades between Blakeley & Le Sueur
8. Highway 169 bridge west of Le Sueur
9. Highway 169 from Le Sueur to Saint Peter
10. Highway 99 at east entrance of Saint Peter
11. Highway 22 at south entrance of Saint Peter
12. Highway 169 from Saint Peter to Mankato
13. Highway 169 flood repair
14. Highway 19 bridge at south entrance of Morton



HIGHWAY 19 CLOSURES
7 EVENTS IN PAST 23 SEASONS - 30% ANNUAL OCCURRENCE

MINNESOTA RIVER RELATED PROJECTS COMPLETED & PLANNED SINCE 1993 (MANKATO TO SHAKOPEE) & HIGHWAY 19 CLOSURES

COMBINE CLOSURES & BRIDGE CONSTRUCTION

FEW CLOSURES





ISG

HIGHWAY 19 - MINNESOTA RIVER BRIDGE, HENDERSON

ARCHITECTURE + ENGINEERING + ENVIRONMENTAL + PLANNING www.is-grp.com

MinnSTARC 19 PROJECT
HENDERSON, MINNESOTA - 1/8/93 - 02-26-16

Appendix

Henderson Comprehensive Plan

Henderson Community Survey



Henderson Comprehensive Plan Survey

1. How long have you lived in the City of Henderson?

- < 1 Year
- 1-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- 21-30 Years
- 31-40 Years
- 41-50 Years
- 50+ Years

2. Please indicate the number of persons in your household, by the following age groups.

| | Number |
|-----------------|----------------------|
| 0-5 Years old | <input type="text"/> |
| 6-10 Years old | <input type="text"/> |
| 11-18 Years old | <input type="text"/> |
| 19-25 Years old | <input type="text"/> |
| 26-35 Years old | <input type="text"/> |
| 36-45 Years old | <input type="text"/> |
| 46-55 Years old | <input type="text"/> |
| 56-65 Years old | <input type="text"/> |
| 66-75 Years old | <input type="text"/> |
| 76+ Years old | <input type="text"/> |

3. In what type of housing do you live?

- Single-family home
- Duplex
- Apartment building
- Other (please specify)
- Manufactured home
- Senior Housing

4. What are your long term (10-15 years from now) plans for your land? *Please choose only one response)*

- | | |
|---|---|
| <input type="radio"/> Continue existing use | <input type="radio"/> Sell part of the land |
| <input type="radio"/> Change the use | <input type="radio"/> Pass land to family members |
| <input type="radio"/> Sell all the land | <input type="radio"/> Long term plans are unknown |

5. What do you like best about living in Henderson? *Choose up to three responses)*

- | | |
|---|---|
| <input type="checkbox"/> Rural location and separation of homes from each other | <input type="checkbox"/> Reasonable taxes |
| <input type="checkbox"/> Plenty of open space and the natural environment | <input type="checkbox"/> Good schools |
| <input type="checkbox"/> Proximity to active farms and agriculture | <input type="checkbox"/> Community identity and image |
| <input type="checkbox"/> Proximity to the Minnesota River | <input type="checkbox"/> Recreational amenities |
| <input type="checkbox"/> Close to jobs | <input type="checkbox"/> City services |
| <input type="checkbox"/> The downtown area | |
| <input type="checkbox"/> Other (please specify) | |

6. What do you feel is the most important type of housing need in Henderson? *Please choose only one response)*

- | | |
|--|--|
| <input type="radio"/> Single-family homes | <input type="radio"/> Manufactured homes |
| <input type="radio"/> Townhomes (2 units or more) | <input type="radio"/> Duplexes |
| <input type="radio"/> Small apartment buildings | <input type="radio"/> Senior assisted living |
| <input type="radio"/> Medium/large apartment buildings | <input type="radio"/> Nursing homes |
| <input type="radio"/> Other (please specify) | |

7. In your opinion is housing in Henderson affordable?

- Yes
- No

Appendix

Henderson Comprehensive Plan

8. How satisfied are you with the following city services? Please choose the number/letter of your opinion on the scale with 1 being very dissatisfied, 5 very satisfied, and N, no opinion.

| | 1 | 2 | 3 | 4 | 5 | N |
|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Streets | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Water and sewer | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Parks and recreation | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Police | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Fire | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Building inspection | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| City Hall | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Other (please specify)

9. In general, which of the following topics should the city focus its efforts and funds on during the next 10 years? (Please choose only one response)

- Improve and increase parks and recreation
- Enhance opportunities for housing diversity (i.e., greater variety of price ranges and housing types - apartments, townhouses, and condominiums)
- Preserve and encourage commercial development in the historic downtown area
- Establish connections to non-motorized trails (walk/hike, bike, skate, ski)
- Increase, enhance, and promote local tourism and city festivities
- Improve and increase transportation and accessibility throughout the community
- Update, improve, and build community buildings and facilities

10. Please indicate the city where you complete the following tasks:

| | Henderson | Montgomery | Le Sueur | Arlington | Belle Plaine | Gaylord | Le Center | Mankato | New Prague | St. Peter | Twin Cities | Other/None |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Work/place of employment | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| General shopping | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Convenience shopping (everyday items, gasoline) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Grocery shopping | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Social gathering/entertainment | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| School | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Church | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Recreation | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Health care | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Professional service (legal, accounting, etc.) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Banking | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Other (please specify task and community)

11. Do you feel there is a need for more (please choose as many responses as desired):

- | | |
|---|--|
| <input type="checkbox"/> Retail/commercial establishments | <input type="checkbox"/> Apartments |
| <input type="checkbox"/> Industrial developments | <input type="checkbox"/> Mixed-use buildings |
| <input type="checkbox"/> Tourism/commercial recreation | <input type="checkbox"/> Senior housing |
| <input type="checkbox"/> Restaurants | <input type="checkbox"/> Open Space |
| <input type="checkbox"/> Single family homes | <input type="checkbox"/> Bike paths and trails |
| <input type="checkbox"/> Single use retail buildings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Other (please specify) | |

12. What should be the City of Henderson's first priority be when focusing on growth? *(Please choose only one response)*

- Commercial/business
- Industrial/manufacturing
- Residential development
- Natural environment
- Tourism

13. The City of Henderson has a small business district near the Minnesota River with the majority of the city consisting of single family residences. Should the city *(Please choose only one response)*:

- Encourage or support the construction of new single family homes on the open lots that remain in the downtown area and generally encourage and preserve the primarily residential nature of the downtown area?
- Permit mixed-use development (commercial street level and living space above) in the downtown area?
- Permit higher density multi-family housing such as condominiums, townhouses, and mixed residential/commercial development in or near the downtown commercial area?

14. Are you in favor of expanding/developing additional areas for commercial/retail use? If so where? *(Please choose only one response)*

- Expand the downtown/historic commercial district
- Develop an industrial park (west of current town site)
- Create more commercial/retail opportunities away from the flood plain/river
- Other (please specify)

15. If you are a business owner (including home-based businesses), what local factors limit your ability to expand in Henderson?

- Few market opportunities
- High transportation costs
- Well-trained workforce
- Property taxes
- Roadways
- Little access to capital
- Labor availability/cost
- Other (please specify)
- Technology infrastructure
- Land availability and cost
- Local government regulation
- Low product demand
- No local limiting factors
- I am not a business owner

16. Identify three of the following types of businesses that are most needed for Henderson.

- | | |
|--|--|
| <input type="checkbox"/> Small retail shopping | <input type="checkbox"/> Recreational-oriented businesses |
| <input type="checkbox"/> Grocery stores | <input type="checkbox"/> Medical office or clinic |
| <input type="checkbox"/> Restaurant/coffee | <input type="checkbox"/> Professional services (legal, accounting, etc.) |
| <input type="checkbox"/> Shop/microbrewery | <input type="checkbox"/> Transportation services (taxi, shuttle) |
| <input type="checkbox"/> Personal services (salon, auto, etc.) | <input type="checkbox"/> Technology businesses |
| <input type="checkbox"/> Campground | <input type="checkbox"/> Manufacturing-oriented businesses |
| <input type="checkbox"/> Lodging/bed & breakfast | |
| <input type="checkbox"/> Other (please specify) | |

17. If you feel growth should be encouraged, which of the following would help bring in the most growth?
(Please choose only one response)

- Adequate flood protection
- High speed internet
- Improved roads and highways
- I do not feel growth should be encouraged.
- Other (please specify)

18. Which three of these would you prioritize in order to do the most to improve Henderson?

- | | |
|--|--|
| <input type="checkbox"/> Visual appearance | <input type="checkbox"/> Work places |
| <input type="checkbox"/> Road maintenance | <input type="checkbox"/> Schools |
| <input type="checkbox"/> Bike trails and paths | <input type="checkbox"/> Property maintenance |
| <input type="checkbox"/> Parks/recreation | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Entertainment | <input type="checkbox"/> Traffic |
| <input type="checkbox"/> Shopping | <input type="checkbox"/> Quality of municipal services |
| <input type="checkbox"/> Historic Preservation | |

Appendix

Henderson Comprehensive Plan

19. What kind of Henderson do you want to see in 20 years from now? For each of the following, check the number on the scale that represents a characteristic that is most consistent with your vision for Henderson (**0 being least important, 5 being most important**)

| | 0 | 1 | 2 | 3 | 4 | 5 |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Well-maintained homes and yards | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Tree-lined streets | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Well-designed and landscaped development | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Expanding locally owned business is a priority for economic development | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Residents have the ability to walk or have easy access from their homes to shops, work, schools, parks, etc. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Citizen participation in all levels of community decision-making | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The design of housing, commercial, and industrial development is in keeping with the characteristics of the downtown and existing city. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Well-designed public buildings and projects | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Road network is easy to understand and composed of an interconnected system of attractive and functional streets, safe for pedestrians, bicyclists, and motorists | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Being able to work in Henderson | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| A small town atmosphere | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Other (please specify)

20. During the past few years, Henderson generally (*please choose only one response*) ...

- Has continued to be the type of community in which I want to live
- Has changed to be less of the community in which I want to live
- Has changed to be more of the community in which I want to live

21. What do you think Henderson most closely resembles? (*Please choose only one response*)

- Small town
- Regional economic center
- Recreation/second home area
- Retirement community
- Other (please specify)
- Rural area
- Bedroom community
- City

22. In the future, I think Henderson should become or remain one of the following (Please choose only one response):

- Small town
- Regional economic center
- Recreation/second home area
- Retirement community
- Other (please specify)
- Rural area
- Bedroom community
- City

23. Please leave any comments that the City of Henderson should consider when updating their comprehensive plan.

Thank you for your participation in this survey.