



I. INTRODUCTION

Background

This Comprehensive Plan is the master plan for the future growth and development of the City of Danville. The Comprehensive Plan guides planning and development policy for the city and the one and one-half mile territory adjoining the city limits. The Comprehensive Plan serves as a long-range vision of what we want our city to become, as a tool for making decisions about how that vision should be achieved, and as a specific program of action for reaching our stated objectives. As a long-range vision, the Plan sets forth the values we want to realize as the city changes over the next 20 years and ties those values to the physical development and shaping of the community. It also presents an official policy framework and mapped context for making incremental decisions regarding land development issues. Finally, the Plan outlines the strategies and steps the community can follow to make it a reality.

The purpose of this Plan is to serve as an advisory guide for making decisions on matters pertaining to the quality of life in the community with particular emphasis on the future physical development of the City. As an advisory guide, the plan is intended to be flexible, generalized in nature and designed for periodic review and revision. Because the City is a dynamic entity, the Comprehensive Plan should be updated every 5-10 years to address the changes and accomplishments taking place along the way.

There are numerous factors that make having an adopted Comprehensive Plan essential for the City of Danville. Most of Danville's past development occurred without the guidance of any planning and land use controls. The Comprehensive Plan will help guide the redevelopment of some of these poorly planned areas of the community. It is also paramount to have a Comprehensive Plan because zoning can not lawfully be carried out without practicing long range planning and having a land use plan. The Comprehensive Plan will also enhance development options, improve the quality of life, and allow the City to use scarce local resources more efficiently.

A Comprehensive Plan does have certain inherent limitations. A Comprehensive Plan does not represent an end result. Although the plan summarizes survey results, presents community goals and objectives, outlines policies and plans for future development, and identifies needed actions, these actions must be carried out and supplemented with continuous review and updating in order to complete the process. Additionally, the Plan does not attempt to thoroughly analyze every aspect of community development. The Plan is concerned with outlining a basic course of action to encourage development that preserves and enhances the local quality of life. Its recommendations are generalized in regard to future land use patterns, street alignments, and urban design. Further, in order to avoid duplication of efforts the Plan is deliberately more generalized where more detailed target area planning is necessary.



This Plan has been prepared pursuant to the Illinois Municipal Code, which grants municipal Plan Commissions the authority “to prepare and recommend to the corporate authorities a comprehensive plan for the present and future development or redevelopment of the municipality” (65 ILCS 5/11-12-5).

This Plan may be adopted as a whole or in particular parts, and will become effective upon the passage of ordinances by the corporate authorities of the City of Danville. It may be amended in whole or in part from time to time.

The Danville Planning and Zoning Commission is responsible for overseeing the implementation of the Plan and will consider any necessary changes to the Plan as applicable.

Planning Process

The development of this Comprehensive Plan commenced in May of 2005 and included a thorough analysis of existing conditions as well public participation in each step along the way. Several groups of elected and appointed officials and members of the public were involved in the development of this Comprehensive Plan. A 10-member Comprehensive Plan Steering Committee was appointed by the Mayor in June of 2005 to assist City staff in developing the Plan. The committee members represented a wide variety of interests within the community. The steering committee met at least monthly throughout the plan development process.

In August of 2005 an Existing Conditions Report was completed. The existing conditions report outlined the history of the community and the status of the City’s planning efforts to date. The Existing Conditions Report also provided an analysis of existing land usage, transportation, utilities, economic development and the environment through text and maps.

In September of 2005 a list of issues and trends affecting growth and development as well as the quality of life in Danville was created.

In September & October of 2005 a Community Survey was created and distributed to solicit public input in the development of the Plan. The questions on the survey gathered the community’s perceptions of their neighborhoods and the community as a whole. The final results were compiled and used to draft the Vision and the Goals of the Plan as well as the Future Land Use Map.

In November of 2005 a vision statement was assembled that addressed what the community should be like in the future.

In December of 2005 Goals and Objectives for the Plan were compiled.

In the 1st quarter of 2006 the Land Use Development Plan and Future Land Use Map were revised.

In April of 2006 the recommended policies and actions were drafted.

Based upon the work carried out in the previous phases, a complete draft plan was prepared. This draft plan consists of all of the plan elements, maps, and analysis identified during the process, including elements on land use, transportation, infrastructure, economic development, natural resources and urban design. In addition,



the draft plan contains an implementation element for carrying out this Plan. This entire completed draft plan was presented to the Steering Committee, Planning & Zoning Commission, City Council and the Public at large for review and comment. On August 28th, 2006 a public open house was held at the Municipal Building to explain the draft plan to the community and gather public input. The Planning & Zoning Commission held a formal public hearing on this draft plan on September 7, 2006 to solicit comments and suggestions before making a recommendation for approval to the City Council. The City Council formally adopted this Plan on October 3, 2006.

Organization of the Plan

The Plan is organized into a series of nine chapters, including this introductory chapter. Chapter II documents the existing condition of Danville as it existed prior to and during the preparation of this Plan. Population characteristics, existing land use patterns, past annexations, transportation systems, and utility systems are summarized. Chapter III, Issues and Trends, is an overview of the major trends that have been occurring in the community as well as the important issues to consider in formulating the rest of the plan. Chapter IV outlines the vision of this plan and what the end result should be. Chapter V puts forth the goals and objectives of the Plan. These goals and objectives represent the end results that we desire to achieve. Chapter VI is titled the Land Use Development Plan and outlines how land should be used and where future growth and development should occur. This information is presented in both text and map form. Chapter VII is the Roadway Plan, which addresses the classification of streets and where roadway additions or extensions would be appropriate in the future. Specific policy recommendations are identified by plan element in Chapter VIII. Finally, Chapter IX, lays out a plan for implementing the recommendations of the Plan.

Relationship to Zoning and Subdivision Regulations

The Comprehensive Plan is independent of zoning and does not set zoning districts. The Comprehensive Plan simply designates the future use of the land while zoning regulates the present use of the land. The zoning of property represents the legal classification of that property and how it can legally be used today. The City of Danville Zoning Ordinance currently identifies every zoning district and specifies the allowed uses within each zoning district as well as the applicable development regulations for each district.

The Subdivision ordinance is also independent of the Comprehensive Plan. This ordinance represents the legal requirements for subdividing property in the City of Danville and the one and one-half mile extraterritorial jurisdictional area (ETJ). Since the City of Danville is a "home rule" municipality, the City has the authority to regulate zoning and the subdivision of property under the respective codes. The Danville Zoning Ordinance, Danville Zoning Map, Danville Subdivision Ordinance, and all other ordinances relating to land usage and the physical development of the City are to be consistent with the goals, objectives & policies of this Comprehensive Plan. Amendments to these documents shall also be consistent with this plan.



Public Participation

Besides the input provided through the Steering Committee, the Planning & Zoning Commission and the various other appointed boards and commissions, public participation in creating this plan was broad based. This helped ensure that the policies set forth are a reflection of the community as a whole and are in the best interests of the public. In order to garner public participation the methods outlined below were used.

Community Surveys

In order to engage citizens who do not typically get involved in the community, a community survey was developed. Surveys were chosen because a survey is capable of garnering a much broader range of views than you can expect from other forms of public participation. The surveys incorporated various issues raised by the steering committee and existing conditions report. The final results of the survey were used to draft the vision statement and the goals of this plan and also aided in the development of the future land use map.

Public Meetings & Open Houses

A series of public meetings and open houses were held at key points throughout the plan development process. These included meetings with individual neighborhood organizations, community groups and other interested citizens. At these various meetings and open houses residents were able to view the different components of this plan and make comments and suggestions about what they had viewed.

Internet

The internet was also used as another means to provide the public access to the plan development process. Updated information on meetings and the components of the Comprehensive Plan were provided on the City's website at www.cityofdanville.org. This included relevant links, contact information, as well as the final products produced throughout the plan development process.



II. EXISTING CONDITIONS

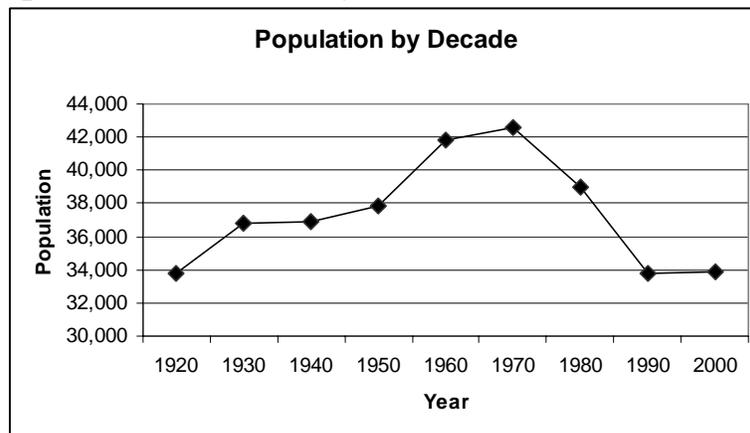
In August of 2005 the Existing Conditions Report was compiled and presented to the Steering Committee to officially begin the Comprehensive Plan development process. The report presented existing plans; history of Danville; population, housing and employment trends; land usage, zoning, and annexations; economic development; Transportation; utilities; environmental conditions; and community services. The report was presented in a manner that analyzed each of these topics as they exist. Following the analysis, a series of issues to further consider for each topic was presented. This chapter provides a summary of the Existing Conditions Report and the baseline conditions used in developing the rest of this Plan.

Population, Housing & Employment

Population

The 2000 Census reported the City of Danville as having a population of 33,904 persons. This represented a gain of only 76 people since 1990. The City has experienced a rapid rise and fall in population since 1950. Between 1950 and 1970 the population of Danville rose by nearly 5,000 people. That increase was mostly attributed to the fact that several large manufacturing facilities were being constructed in and around Danville during that time period that brought jobs and thus more people to the area. On the other hand, from 1970 to 1990 the City lost nearly 9,000 residents as the large manufacturing facilities either closed down operations or downsized their workforces eliminating many jobs. From 1990 to the present the population appears to have begun stabilizing, with the inflow and outflow of people to and from the area virtually balanced.

Figure 2-1. Population of Danville by Decade



Population Projections

According to population projections generated in the Danville Connections 2030 Long Range Transportation Plan, the population of the Danville area is expected to increase only slightly over the next 25 years. A population count of 54,900 is expected in the year 2030 for the area encompassing the DATS Metropolitan Planning Area. This



Metropolitan Planning Area includes the City of Danville and the communities of Tilton, Westville, Catlin as well as other unincorporated territory in and around Danville. The City of Danville currently accounts for about 3/5ths of the total DATS MPA population. Therefore, the City of Danville can expect to have a population of about 34,750 in 2030, which would be an increase of 2.5% over the 2000 population. These projections are subject to review and modification as additional data becomes available.

Housing

There were 13,327 total households identified in the City of Danville by the 2000 Census with 8,155 households being identified as “family households”. The Census Bureau defines family households as “a householder and one or more other persons living in the same household who are related to the householder by birth, marriage or adoption”. Of the remaining 5,172 non-family households, 4,514 are single person households in which the head of the house lives alone.

The average household size for Danville in 2000 was 2.35, which is not far away from the national average of 2.59. The average family size in Danville was 3.01 in 2000, which is also not far from the national average of 3.14. Compared to past years these numbers are falling and will likely continue to decline as part of a national trend towards smaller family sizes and changes in family structure and living arrangements.

A point of interest to many in Danville is the continued loss of owner-occupied housing to dilapidation and to conversion to rental housing units. The 2000 Census reported that of the 13,327 occupied housing units in Danville, 8,334 were owner-occupied (62.5%) and 4,993 were renter-occupied (37.5%) By comparison, in 1990 there were 8,700 owner-occupied units (63.0%) and 5,091 renter-occupied units (37.0%). These numbers show a disturbing trend in that over 350 owner-occupied units were lost between 1990 and 2000. At the same time, the number of vacant housing units remained virtually the same with just over 1,500 in both 1990 and 2000.

The swings in population that have occurred in Danville have also had an affect on the age of the existing housing stock. The post-1970 population decline of the area resulted in a stagnated new housing market. Thus, the existing housing stock has been allowed to age and deteriorate. The average age of the existing owner-occupied housing stock is fifty-four years, and the average age of renter-occupied housing units is fifty years. In fact, 78% of the entire housing stock is more than 30 years old and just over 33% of the housing units were built before 1940. Of the owner-occupied housing units, only 517 units (6.7%) have been constructed since 1980. Similarly, only 12.6% of the existing rental units in Danville were constructed after 1980.

In 1999-2000, the Neighborhood Development Department of the City of Danville undertook a massive survey on the condition of structures in the City. Data was collected on the land use, number of dwelling units and four other principal categories pertaining to structural conditions. The four principal categories were: foundation, walls, stairs/porches, and roof. Each structure in Danville was assigned a rating for each of



these principal categories. The ratings in these four categories were then summed to produce a total rating for each structure. The lower the rating value the better the condition of the structure and vice versa.

For the entire city as a whole, 6,825 residential structures (65.1%) were rated as “good”. In addition, there were 2,797 (26.7%) that were rated as “fair”. Just over 8% were rated as either “poor” or “dilapidated”. As a whole, the structural conditions of residences in Danville are comparable to housing conditions in other similar cities. Thorough analysis of these structural conditions showed that conditions aren’t uniform across the city. In fact, there are some neighborhoods that have much poorer conditions and many more “poor” and “dilapidated” structures than others. Most of the new residential development in Danville in recent decades has occurred North of Voorhees Street. South of Voorhees St is the downtown area and most of the older neighborhoods. There were a total of 3,934 residential structures surveyed that were located North of Voorhees Street and a total of 6,551 residential structures surveyed that were located to the South of Voorhees Street. The table below shows the disparity in structural conditions between the area North of Voorhees Street and the area South of Voorhees Street.

Table 2-1. Structural Conditions of Housing in Danville

RESIDENTIAL STRUCTURAL CONDITIONS		
Rating	North of Voorhees St.	South of Voorhees St.
Good	3468	3357
Fair	453	2344
Poor	13	776
Dilapidated	0	61

The number of structures North of Voorhees that were rated as “good” represent 88.2% of the total structures to the North of Voorhees. In contrast, the number of structures rated as “good” to the South of Voorhees represents only 51.2% of the total number of structures South of Voorhees Street. Of the residential structures rated as either “fair”, “poor” or “dilapidated”, over 87% are located South of Voorhees Street. This data shows that the overall housing conditions North of Voorhees Street are clearly better than the conditions South of Voorhees Street. This further indicates that the level of investment is likely much higher in the Northern half of the City than it is in the Southern half.

Employment

The 2004 unemployment rate for Vermilion County was 8.4%. The figures for Vermilion County as a whole have typically ran a little lower than the City of Danville averages. For example, the average unemployment rate for the City of Danville was 10.6% in 2002, 10.9% in 2003 and 10.9% in 2004. In the first four months of 2005 the unemployment rate in Danville has averaged 9.6% which is the lowest it has been in over three years. These rates are considerably higher than the averages for the State of Illinois and for the nation as a whole, which were 6.2% and 5.5% respectively for 2004.

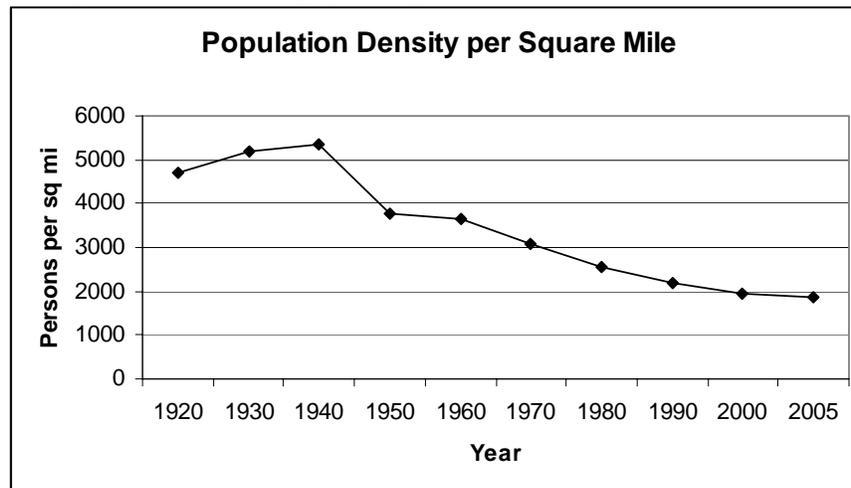


Land Use, Zoning & Annexations

Land Use

There has been a stark contrast between population growth and the growth in incorporated land area throughout Danville's history. Over the course of the last 85 years the population of Danville has risen and then fallen, while the amount of land area in the City has only risen. In 1920, Danville had a land area of only 7.2 square miles and a population of 33,776. In contrast, Danville's land area has blossomed to nearly 18 square miles today yet the population is virtually identical to what it was 85 years ago. This has resulted in Danville having a population density that is much lower than in the past. As a result, the provision of municipal services has become much more difficult because of these lower densities. The figure below shows the population density for the City of Danville since 1920.

Figure 2-2. Population Density per Square Mile



In theory, the zoning map should give a picture of how land is used in the City. For many reasons, however, the zoning map and land use map can be quite different. There may be a number of legal non-conformities where certain existing uses are no longer allowed in a designated zoning district but have been "grandfathered" in and are allowed to remain. There may also be parcels of land that are zoned for a certain use but which remain vacant waiting to be developed or are otherwise underdeveloped. Table 5-1 below shows the breakdown of existing land uses by acreage within the City of Danville.



Table 2-2. Distribution of Land Uses – 2005

Category	# of Acres	% of Total Acres
Single-Family Residential	2,876.31	30.3%
Vacant/Undeveloped	2,134.91	22.5%
Industrial	1,523.97	16.0%
Public/Institutional	930.53	9.8%
Parks/Recreation	805.87	8.5%
Commercial	647.36	6.8%
Multi-Family Residential	257.59	2.7%
Professional	152.14	1.6%
Mobile Home	85.31	0.9%
Other	65.45	0.7%
Mixed	22.62	0.2%
TOTAL	9,502	

As is typical of most communities, residential dwellings represent the largest single use of land within Danville with 1 of every 3 acres developed for residential use. However, the percentage of land appropriated to residential uses is on the decline not only in Danville but in most cities. Over the course of the last two decades a change in development practices has resulted in both commercial and industrial uses now requiring much larger sites than in the past. Thus, the percentage of urban land developed in commercial and industrial uses is on the rise. Another land usage trend that is not prevalent in Danville yet, but will likely become more widespread in the future, is the prevalence of mixed use developments. Mixed use developments are developments that have multiple uses in one building or a clustering of buildings. Currently mixed use developments represent the smallest category of land usage in Danville. As shown in the table, the second most abundant land use type in Danville is vacant/undeveloped land. This category represents all property that is not currently being utilized for any urban use. While some of this land is inaccessible or in the floodplain, approximately 45% of this land could be developed.

Zoning

Zoning is a means to regulate the present/short term use and development of land in the City and in the one and one-half mile extraterritorial jurisdictional planning area bordering the City. Zoning is intended to promote the health, safety, morals and general welfare of the public, guide future development, limit congestion and overcrowding, and conserve the value of land and buildings. Zoning regulates not only land use, but also the size, shape and permitted uses of lots and structures. With the help of zoning, communities are able to promote compatible patterns of land use within and around urban areas. In most modern communities zoning is the primary tool by which land use is regulated.

In 1921 the Illinois General Assembly granted towns and cities in Illinois the authority to adopt zoning laws. The authority of governments to enforce zoning regulations was



upheld by the U.S. Supreme Court in 1926 in the landmark case of *Village of Euclid, Ohio v. Ambler Realty*. Since then, almost every city has adopted some form of a zoning code. Danville did not adopt its first zoning ordinance until 1959. Much of Danville's development occurred before 1959 and thus before zoning or any other land use regulations were in place.

Since that first zoning ordinance was adopted in 1959 two complete rewrites have been completed, with the most recent being in 2000, and many minor revisions have been made to the City of Danville zoning ordinance. These rewrites and revisions were necessary in order to modernize the ordinance and address changes in development practices.

The zoning ordinance provides for the creation and placement of zoning districts. The current City of Danville zoning ordinance includes a total of 15 separate zoning districts that are grouped into five distinct categories of districts. While the basic concept of having separate zoning categories for commercial, residential and industrial uses remains primarily intact, the number of zoning districts within these categories has increased. There are now multiple districts for single family residential and commercial uses. There are also special districts for mobile homes and professional/office uses. The intent of each of the 15 different zoning districts is outlined in the zoning ordinance.

Annexations

The annexation of property into the City of Danville is a major indicator of growth both in terms of land usage and in the health of the community. Land can only be annexed when the property is contiguous to property already within the City Limits and the owner gives consent, or when the property is surrounded by the corporate limits and is less than 60 acres. Given the constraints imposed by the geography of the area, land is most likely to be annexed to the Northwest, North, Northeast and East of the existing City Limits in the future. A handful of opportunities for the annexation of land completely surrounded by the corporate boundaries also exist. Since 1980, nearly 1,800 acres of land have been annexed into the City.

Economic Development

Like many manufacturing communities in the Midwest, Danville has suffered a declining economic and employment base in the last few decades due to changes in industrial sectors, location preferences, and the national economy. The economy in and around the City of Danville has struggled in recent years for a number of reasons. For example, a lack of private investment in the community coupled with the continued aging and deterioration of City neighborhoods and infrastructure is limiting the growth of the community. This in turn is driving up property tax rates, which is further hampering growth. The area also lacks a major regional employer or public entity to bring new jobs and development into the area so the economy is primarily isolated and self-supporting. There has been some growth in the retail sector in recent years, but most of the new growth can be attributed to large chain stores displacing older neighborhood stores.



Despite these negatives, Danville still has many important economic assets. In addition to the major employers such as the School District, the healthcare system and the Department of Veterans Affairs Medical Center the City also has a strong mix of locally owned businesses, as well as manufacturing & distribution businesses.

State of Local Economy

It is important to touch upon the history of Danville as it relates to economic development today. Throughout its history Danville has been primarily an industrial community with the majority of the population employed in the manufacturing sector. From the early salt mines, to the coal mines and then finally the durable good manufacturers, Danville has always relied on manufacturers to provide employment for the balance of the areas population. This led to much growth and prosperity for the city in its first ten plus decades of existence. Over the past thirty years the local and national economy has changed forever however. Most of these low skilled manufacturing jobs have either been sent overseas, where wage rates are lower, or they have been replaced by computers and robotics. Thus, today and for the foreseeable future Danville will not be able to rely solely on manufacturers to supply the bulk of the employment for the areas residents. Instead, most jobs available in the future will be in one of two areas, high skilled technical jobs or low skilled service oriented jobs. This change is initially serving as a detriment to the local economy as many workers do not have the skills to compete for these types of jobs. Consequently, the areas unemployment rate has been and will likely remain higher than the state and federal averages into the future. In the long run these changing market conditions should eventually result in a much more diversified and stable economic climate for the community.

Redevelopment

Many buildings and in some cases entire areas in Danville are to the point where years of neglect and decay have made redevelopment the best option. Redevelopment typically involves the consolidation of properties and either the removal of existing structures to make way for new development or the restoration of existing buildings to make them viable again. Since redevelopment is usually more costly than simple new construction most redevelopment is accomplished with a mix of public incentives including Tax Increment Financing. The City of Danville has previously undertaken only one major area redevelopment in its history. In the late 1970's the South side of Downtown was cleared and redeveloped under the federal Urban Renewal program. This redevelopment led to the construction of the Palmer Arena, the Public Safety Building and the Towne Centre shopping complex. By most regards, this was a very successful project that made the area not only viable again, but also improved the appearance and marketability of the remainder of the Downtown area. At this time Danville has a multitude of areas that are and should continue to be reviewed for the possibility of redevelopment.

Transportation

Planning for transportation needs in Danville is undertaken by both the City and by the Danville Area Transportation Study (DATS). DATS is responsible for maintaining a



comprehensive, coordinated, and cooperative transportation planning process within the Danville metropolitan area.

Roadways

Interstate access to Danville is provided by Interstate 74, which extends east to Indianapolis and west to Champaign-Urbana and Peoria. U.S. routes in Danville include Route 136, which extends north and west of Danville; and Route 150, which extends south to Paris and west to Champaign-Urbana. Another major highway running through Danville is classified as IL Route 1, which extends north to Chicago and South to Paris. The Illinois Department of Transportation has jurisdiction over the interstates, U.S. routes, and state routes in the Danville planning area. Other roadways in the planning area, but outside of the corporate limits are currently the jurisdiction of either Vermilion County or of the townships.

Within the city limits, the City of Danville has jurisdiction over all (non-state) public roadways. These roadways can generally be classified into one of three groups: arterials, collectors and local roads. Arterials are major streets that are used primarily for through traffic. Collectors are streets that are used to carry traffic from the arterials to the local streets. Local streets are typically short and are used primarily for access to abutting properties.

The Danville Zoning Ordinance regulates off-street parking and parking lot design. The provision of off-street parking spaces is related to the type of land use and its expected traffic generation. The Landscaping Ordinance also contains requirements for screening, landscaping, and tree planting in parking lots.

Planned Improvements

The City does not currently have any plans designating new arterial or collector roadways in and around the City. Thus, all planned improvements discussed here are from the DATS 2030 Long Range Transportation Plan. A summary list of planned improvements for Danville can be found in Table 4-1 of the Long Range Transportation Plan. The majority of the planned improvements identified in the DATS Plan are upgrades to existing roadways with the exception of the Beltline Project. The Beltline would be a new limited access roadway running along the east side of Danville and intersecting with I-74 at a new interchange just west of Brewer Road.

Sidewalks & Pathways

Provision of an adequate system of pedestrian sidewalks and bicycle or multi-purpose pathways is critical for public safety and as a means of encouraging alternative modes of travel. The new joint use path along Winter Avenue is one of the few bicycle and multi-purpose pathways in the Danville area. A new bicycle path in the Lincoln Park area is currently being considered. Although the need has been identified, no other future bicycle connections or pedestrian improvements are planned at this time.



Transit

Danville Mass Transit serves the transit needs of the Danville area. Danville Mass Transit provides public transportation to approximately 360,000 passengers a year. The primary service available is fixed route, fixed schedule bus service operating around Danville and South to Georgetown. All routes converge on the Downtown transfer zone at the corner of Hazel and North Streets. The DMT also provides ADA paratransit services to individuals who are unable to access the fixed route system. Service is available during the same hours as the fixed route system. The ADA paratransit service is currently contracted out to CRIS Senior Services.

Rail

The Danville area is served by two primary railroad lines operated by Norfolk Southern, and CSX Transportation, and one secondary line operated by Kankakee Beaverville Southern. The Norfolk Southern line bisects the City from southwest to northeast and carries approximately 45 trains per day. The CSX line enters the City from the southeast before turning west and eventually back north within the City and carries approximately 30 trains per day. This rail line has several spur connections to industries on the East and Northeast sides of Danville. CSX also operates a rail yard along this line on the East side of Danville. The nearest passenger service is provided by Amtrak and is available at the Illinois Terminal in Champaign. According to the DATS 2030 Long Range Transportation Plan, there are approximately 155 at-grade rail crossings in the Danville area. These at-grade rail crossings can be a source of significant traffic delays and an impediment to the provision of services and movement of people in and around the community.

Utilities

Sanitary Sewers

Sanitary sewer treatment in Danville is provided by the Danville Sanitary District. As properties are annexed the City assumes responsibility for the maintenance and replacement of collector sewer lines, while the interceptor sewer lines remain the responsibility of the Sanitary District. The Sanitary District treatment facility is located on Grape Creek Rd. south of Danville.

Storm Sewers

Storm water drainage in the Danville area is accommodated through a system of storm sewers, drainage ditches, detention basins, roadside ditches, Stony Creek and the Vermilion River. Storm sewers within the corporate limits of Danville are constructed for and maintained by the City of Danville. New subdivisions in Danville are required to construct storm sewers and to provide detention in accordance with the Storm water Management Ordinance. However, many areas of Danville were developed prior to these requirements and do not have storm sewers or detention basins. This results in localized flooding during some storm events.



Water

Municipal water treatment and distribution in Danville is provided by a private company, Aqua Illinois, Inc. Aqua Illinois has a treatment facility on West Fairchild St along the North Fork of the Vermilion River. Lake Vermilion is the primary water source used by Aqua Illinois to serve the community. In recent years, the reduced depth of the lake has become an issue as significant siltation has been identified and is being addressed by using bank stabilization as well as other measures along the lake shoreline to slow the silt build up. Aqua Illinois extends water lines and service at cost and upon customer demand. In rural areas around Danville water is provided by individual private wells. As new development occurs in the Danville area coordination of water extensions and looping of water mains is important to ensure adequate pressure in the lines and adequate hydrants for fire protection. In recent years Aqua Illinois has made major upgrades in the Danville area to accommodate growth and to improve water line capacities and pressures to the Eastgate/Southgate Industrial Areas. A new water tower was also recently constructed on West Newell Road on the North side of Danville to increase water pressure in that portion of the community. Planned improvements include completion of a water main loop West of Lake Vermilion on the Northwest side of Danville to improve water flow and pressure to that area of the community as well as various line extensions to unincorporated developments outside the City.

Environment

The City of Danville and the surrounding area contains a variety of different landscapes and environments. According to Illinois Department of Natural Resources land cover data, the Danville region is primarily agricultural in terms of land use coverage, but over sixteen different land cover types exist in and around Danville making the area very diverse.

Urban development and agriculture have led to the disappearance of nearly all the natural vegetation in the area. The primary exception to this would be along the river and stream corridors of the area as these areas are prone to inundation and therefore human interference has been kept at a minimum. These and the other natural features of the area are perhaps the most important aspects of our community. Despite that, these natural features have often times been discounted and even overlooked when growth and development decisions were being made.

Perhaps the most significant of our natural features is the major waterways that meander through the area providing recreation, wildlife habitat and flood control. The major waterways include the North Fork of the Vermilion River, which enters Danville from the North before flowing into Lake Vermilion. The North Fork then continues south along the Western edge of Danville before flowing into the Big Vermilion River just South of Ellsworth Park. The Big Vermilion River criss-crosses the area Southwest of Danville before joining the North Fork and flowing through Danville from Southwest to Southeast. Additional waterways within the City boundaries include Stony Creek and Lick Creek.



Although most people describe the area as being flat the City of Danville and the surrounding area does have some topography. In fact, slopes located along the major waterways will be a major constraint on the direction and intensity of future growth. The average elevation of the City is 640 feet above sea level, with the elevation ranging from 530 feet along the banks of the Big Vermilion River, to 720 feet in areas on the North side of the City.

Lake Vermilion is the most important and perhaps most intriguing feature of Danville's environment. Lake Vermilion was formed in 1925 when a dam was constructed on the North Fork of the Vermilion River just Northwest of Danville. Throughout its history Lake Vermilion has provided recreation, flood control and a potable water supply for Danville and the surrounding area. Aqua Illinois currently pumps millions of gallons of water per day out of Lake Vermilion for treatment and introduction into the water system.

Since the Lake was originally constructed, agricultural runoff has been contributing an enormous amount of contaminants and sediment into the lake. In recent years, concerns have been raised over the increased sedimentation and the resulting dramatic drop in water levels around Lake Vermilion. The dam was raised in the early 1990's to increase the depth of the lake once again. More recently, Aqua Illinois has taken steps to stabilize the bank in places around the lake to help minimize future erosion. Despite these efforts, the lake continues to fill with sediment. If nothing extreme is done the lake will eventually become unsuitable both for recreation and as a source of drinkable water.

Community Facilities & Services

Schools

Within most of the City of Danville and the unincorporated areas around Danville, public school students attend Danville School District #118. An exception to this would be that the area on the extreme north side of the City lying North of Boiling Springs Road is in the Bismarck School District. Also, the unincorporated area west of Danville is in the jurisdiction of the Oakwood School District. Any future growth and annexation of territory in these two areas will require careful scrutiny in order to adequately address concerns of property tax allocations and student enrollments. The City has adopted an ordinance that stipulates that owners of property located in Bismarck School District wishing to annex into the City shall first petition the Bismarck School District for removal from that school district and inclusion in District #118.

Danville has eight public elementary schools, two public middle schools, and one public high school. The majority of the elementary schools are still "neighborhood" elementary schools that are scattered around the community in established residential neighborhoods. One middle school is located on the north side of Danville and the other is located on the South side of the city. The High School and the Administration building are both centrally located in the community.



In addition, six private schools are located within the City of Danville. These include three kindergarten-8th grade schools, two kindergarten-12th grade schools and one private high school.

In coming years the Danville School District will have to look at renovating some of these existing buildings or constructing new schools as several of the buildings have exceeded their expected lives. The only major planned improvement by the School District at this time is the construction of an all weather track facility on the existing practice fields north of the High School.

Continuing to provide excellent educational opportunities for the children of Danville is inextricably tied to the City's tax base. Land use decisions and other policies of the City can have a major impact on the School District. Therefore, protecting and expanding the City's tax base is fundamental to the long-term health and welfare of the School District.

Parks & Recreation

Park facilities and recreational programs for the residents of Danville and the surrounding area are provided by the City of Danville Parks Department. The Parks Department maintains twelve parks and two other recreational facilities, totaling more than 477 acres. Major parks include Winter Park, which offers the AMBUCS Playground-for-Everyone, softball and soccer fields, and trails and Lincoln Park, which has a new band shelter, lighted basketball courts, tennis courts, the Danville Tennis Club, Arts in the Park and the Friendlytown Bicycle Safety Course. The Parks Department also maintains Danville Stadium, which was built in 1946 and now serves as the home field for Danville High School, Schlarman High School, and the Danville Dans summer collegiate league team. Universal Studio's film "The Babe" was filmed in this historic facility. This facility is a unique asset to Danville. Other facilities include the Garfield Park Pool, located directly West of Garfield Park, and the 18-hole Harrison Park Public Golf Course. Recreational programs for all ages are also provided, including sports, fitness, and fine arts.

According to guidelines created by the National Recreation & Park Association the City of Danville park system is adequate to meet the needs of the community's residents. For example, the National Recreation & Park Association suggests that a park system be composed of at least 10.5 acres of developed open space per 1,000 in population. With 477 acres of parks serving a population of roughly 34,000, Danville has 14 acres of parks per 1,000 residents. As the City grows, the park system will have to be expanded to serve new areas and to meet the changing needs of the areas residents.

Library

The Danville Public Library is located at the corner of Vermilion & Seminary Streets in Downtown Danville. The current library was built in 1995 with a combination of public and private funds. Prior to the construction of this existing modern facility, the Danville Public Library was located just southwest of the existing library in the Carnegie Building, which now houses the Vermilion County War Museum. The library serves the



population within the Danville city limits as well as anyone outside Danville who wishes to pay a fee commensurate with the library's tax burden on Danville property owners.

Fire & Rescue Services

Fire and rescue services inside the City of Danville are provided by the City of Danville Fire Department. The unincorporated areas surrounding Danville are served primarily by volunteer fire departments. The Danville Fire Department is staffed by 56 firefighters. The Department provides full service fire protection, search and rescue, extrication, emergency response, hazardous materials response, and community education.

The Danville Fire Department headquarters is located in Station #3 at 1111 N Griffin St. This station serves the northeast quadrant of the City including the industrial areas along Voorhees and Fairchild Streets and the residential neighborhoods surrounding the station. There is also three other stations that provide fire coverage for the rest of the City with a station geographically located in each quadrant of the City. Station #1 located at 301 W Seminary St. in Downtown Danville serves the commercial and industrial areas around the downtown and in South Danville as well as the hospital area and those surrounding neighborhoods. Station #2 located at 2129 N Vermilion St. serves the north end as well as the residential areas surrounding Lake Vermilion. Station #4 located at 1711 E Main St. serves the residential neighborhoods around the station plus the Eastgate Industrial Area on the East side of the City. This location of stations in the four quadrants of the community allows at least one engine company to respond to an alarm without having to cross the railroad tracks that divide the city.

The City of Danville Fire Department has an Insurance Services Offices (ISO) rating of 4 (1 is best and 10 is worst). The continued annexation of lands on the periphery of the community makes it increasingly harder to keep response times low and maintain a favorable ISO rating.

Police Protection

The Danville Police Department is located in the Public Safety Building at 2 E. South St. in Downtown Danville. The Police Department is subdivided into three divisions: Patrol, Criminal Investigation, and Technical Services. Besides the responsibilities of these three divisions, officers also perform duties with the Honor Guard, K-9 unit and Crimestoppers.

The Danville Police Department has developed a community policing strategy to help make the community a safer environment in which to live work and play. The purpose of this community policing initiative is to reduce crime and the public's fear of crime by seeking citizen involvement, cooperation and support.

The Police Department also conducts a "Citizens Police Academy" that allows citizens to learn about their department both in a classroom setting and on patrol with an officer. Citizens participating in this program can learn first hand how the law works and how investigations and enforcement are carried out. Once the citizens have gone through this



program they are better educated and more likely to be aware of their surroundings and assist police officers in their neighborhoods and with neighborhood issues.

Solid Waste Collection

Solid waste collection in Danville is handled by the City of Danville Public Works Department. Danville is one of only a handful of Illinois communities that does not contract out solid waste collection to private hauling companies. Solid waste from all residential structures containing fewer than four units is picked up by the City. This system operates five days a week and currently includes in excess of 12,500 stops per week. The City of Danville also operates a yard waste program where yard waste is collected and taken to the City's yard waste processing facility. At this facility the material is processed into mulch, compost, firewood and other products suitable for resale. Unlike most other communities of its size, the City of Danville Solid Waste Department does not currently operate a recycling program. A recycling program should be investigated since it may greatly reduce the amount of material transported to the landfill, which would be better for the environment and would equate to less money spent on dumping fees.

Human Services

The City of Danville and Vermilion County have dozens of public and private organizations that work to provide human services for populations in need in the area. Specific areas of service include childcare, early childhood education, elder care, homelessness, mental healthcare, substance abuse, women's shelters, adult education and many more. The sources of support for these programs vary between federal, state and local funding, as well as from private donations. In 2004 the City of Danville became a direct entitlement community and with that designation was required to create a Consolidated Plan to document housing and community development needs for the community and describe how we were addressing those needs.



III. ISSUES & TRENDS

In order to formulate goals & objectives for the Plan, it is important to first analyze the trends that are occurring in the community and understand the issues related to those trends. These trends and issues offer a snapshot of how the community is changing and what the ramifications of those changes may be. Trends exist in many different forms. They may be physical, demographic, social or economic. All of the trends identified here have been identified as having some form of impact on how Danville has been shaped and how the community has grown.

Demographics

Trend #1: Population Loss

Danville has experienced a significant decline in population over the past several decades. Since 1970 the population has declined by roughly 9,000 people. While the population is now stabilizing, the significant loss of population continues to stymie future growth.

Trend #2: Aging of Population

Between 1990 and 2000 the average age of the City's residents increased from 36 to 38 years of age.

Trend #3: Increase in Diversity

The population of Danville has become much more racially diverse in recent decades. In 2000 only 70% of the population was Caucasian compared to 79% of the population in 1990.

Issues:

- How can Danville rebound from the population losses suffered in the past?
- Is Danville equipped to meet the changing needs of an aging population?
- What changes will be required to serve an increasingly diverse population?

Land Use and Development

Trend #1: Increase in Land Area

Danville's land area has blossomed to nearly 18 square miles today yet the population is virtually identical to what it was 85 years ago when the City covered only 7.2 square miles.

Trend #2: Growth Northward

Much of Danville's recent commercial and residential development has occurred on the North side of the community along North Vermilion St.



Trend #3: Little New Housing Construction

Over the past two decades relatively few new single family residential structures have been constructed within the City of Danville. In fact, in the last 10 years only three new subdivisions have been built and those three subdivisions combined contain fewer than 100 homes.

Trend #4: “Big Box” Retail Developments

Most of the commercial development that has occurred recently in Danville has been in the form of “Big Box” retail developments such as: Walmart (1995), Lowe’s (1998) and Menards (2001).

Trend #5: Large Tract Industrial Developments

Industrial businesses are requiring larger and larger tracts of land for construction of new facilities. Most recent proposals have required at least 100 acres with some even requiring more than 200 acres.

Trend #6: Lower Densities of Development

The tendency toward larger residential lot sizes, larger industrial lot sizes and larger commercial lot sizes over the past 25 years has greatly reduced the compactness of the City.

Issues:

- Based on current trends and practices, how different can we expect the distribution of land uses to be in the future?
- At what density should new and old areas of the City be allowed to develop in the future?
- What mix of land uses throughout the City is appropriate in order to foster neighborhood preservation along with the growth of the City’s commercial and industrial sectors?
- What growth constraints have been created by previous practices and trends?
- In which areas is Danville best suited to accommodate new growth and development?
- What areas should be considered for annexation into the City?
- What portions of the City are best suited for redevelopment?
- Is the lack of zoning and building codes in the unincorporated area of the County having any detrimental effects on the development of Danville?
- How closely should the City monitor individual land uses in the future?

Neighborhoods

Trend #1: Shift in Housing Tenure

In 1990, the housing in Danville was 63% owner-occupied and 37% renter occupied. In 2000, the housing was 62.5% owner-occupied and 37.5% renter-occupied. This is a continuing trend that can be attributed to a number of factors and is ultimately contributing to the decline of the City’s neighborhoods.



Trend #2: Age/Conditions/Value of Housing Stock

78% of the existing housing stock is more than 30 years old and just over 33% of the housing units were built before 1940. The aging of Danville's housing stock is also contributing to a decline in the conditions of that housing stock. In 2000, 6,825 residential structures (65.1%) were rated as "good", 2,797 (26.7%) were rated as "fair" and just over 8% were rated as either "poor" or "dilapidated". Compared to other similar sized communities, the housing costs in Danville are also significantly lower. The median value for owner occupied housing units in the City of Danville was \$52,500 in 2000, which is the lowest in the area.

Trend #3: Fragmentation of Neighborhoods

As Danville's neighborhoods developed and changed over time pockets of houses have become isolated from the rest of the City or surrounded by industrial and other non-compatible uses.

Trend #4: Decline in Property Conditions

Property conditions in some neighborhoods are deteriorating for a number of reasons including lack of investment, unwillingness of landlords/occupants to care for their properties, and outright abandonment of properties. This has resulted in an increase in the number of dilapidated houses and the number of vacant lots.

Trend #5: Desire to Preserve Existing Neighborhoods

Residents are showing an increased pride in their neighborhoods and the City is pushing its neighborhood revitalization efforts. In recent years, several new neighborhood organizations have been formed with various goals including cleaning up neighborhoods and deterring crime. The Renaissance Initiative's work in the West Downtown area is an experimental approach to neighborhood preservation that also seems to be making a difference in that neighborhood.

Trend #6: Downtown Revitalization

Throughout the 1990's and into the new millennium the City and DDI have been working to increase investment and activity in the downtown area. While progress has been made, more remains to be done to increase the vitality of the Downtown area.

Issues:

- How should the City work to reverse the trends in housing tenure?
- What can be done to preserve the existing housing stock?
- How much focus should be placed on individual neighborhoods in future planning endeavors?
- What are potential solutions for dealing with the fragmentation of Danville's existing neighborhoods?
- What more should be done to encourage new and expanded uses and to increase the vitality of the Downtown area?
- Should the City consider a neighborhood wellness initiative?



Economic Development

Trend #1: High Unemployment

The unemployment rate in the City of Danville has been high ever since the loss of major industries during the 1980's. Danville's unemployment rate has remained between 7-9% over the past few years which is significantly higher than state and national averages.

Trend #2: Lack of Community Investment/Declining Tax Base

The City has suffered from a lack of community investment and a declining tax base, which can be attributed to slow economic growth over the past two decades. Most of the new investment has come from either national chains or public entities and reinvestment isn't occurring nearly as much as it needs to offset losses. Thus, the existing tax base is being burdened more and more.

Issues:

- What are the primary functions of Danville as a City and within the region?
- What can be done to encourage the creation of new industrial, commercial & professional development locations?
- What kind of identity do the industrial areas of the City have and how easy are they to market to new business?
- How can this plan help expand the availability of goods and services in the City?
- What can be done to further expand the community's tax base?
- How else should the City work to promote economic development for the area?
- What policies/programs should be developed to protect existing economic investments in Danville?
- What should be done with the numerous Brownfield sites located throughout the community?
- What more can be done to encourage job creation in Danville?
- In what ways should we market our community and its lower cost of living to citizens in other communities?

Transportation

Trend #1: Increased Automobile Traffic

Americans in general now own more vehicles per household and make more trips with those vehicles than ever before.

Trend #2: Decline in Roadway Conditions

The aging of the city's roadways and the lack of dedicated funding sources for repair/replacement of these roadways is becoming a growing problem as the City expands in land area.

Trend #3: Reliance on Railroads

The Danville area has and will continue to rely heavily on the railroads that bisect the City to attract employers and to move goods produced by these employers to the market.



Issues:

- Should functional roadway classifications be adopted as part of the Comprehensive Plan?
- What major roadway improvements will be necessary during the next 20 years?
- Where should potential new roadways be considered to help guide development of the community?
- Should any forms of traffic calming be encouraged and if so in what locations?
- How can the transportation element of the Comprehensive Plan best incorporate DATS studies and plans, including the 2030 Long Range Transportation Plan?
- Should access management guidelines be adopted by the City?
- How can major roadway improvements best be funded?
- What is the best mechanism for construction of sidewalks in areas of the community currently lacking them?
- How should alternative modes of travel (ie. bicycling, walking, mass transit) best be encouraged?
- Is the City committed to arranging agreements with IDOT to ensure implementation of land use objectives of the Comprehensive Plan along state controlled roadways?
- How will the presence of at-grade rail crossings and the placement of rail corridors effect the growth and redevelopment of the City?

Infrastructure

Trend #1: Aging and Deterioration of Infrastructure

At present the City of Danville has an excess amount of infrastructure that is costly to maintain and is aging more rapidly than it can be repaired/replaced.

Trend #2: Poor Drainage

Many existing streets and neighborhoods have poor drainage or lack sufficient infrastructure to handle storm runoff, which is due in part to the topography of the community.

Issues:

- What growth restraints if any are being placed on Danville's growth due to sanitary sewer or water capacity limitations?
- Are current policies regarding extension of sanitary sewers to newly developing areas adequate?
- Should policies be developed to address alternative forms of wastewater collection and treatment?
- Are current storm water policies and regulations adequate?
- What are the local needs for extension of fiber optic cables and other specialized telecommunication needs?
- Are current city regulations regarding telecommunication towers and antennas adequate?



Community Heritage/Urban Design

Trend #1: Recognition of Historical and Cultural Significance

Danville residents are realizing the historical and cultural significance of older buildings and landmarks in the community and the fact that Danville has a unique identity that is worth preserving.

Trend #2: Incompatible Redevelopment/Rehabilitation

The design of new developments in existing neighborhoods is often contrary to the prevailing architecture established in the area.

Issues:

- How can we ensure that future transportation improvements take into account the surroundings in which they are being constructed?
- Should the City adopt design guidelines to ensure the appearance of new developments is compatible with the design of existing structures in the area?
- How can Danville's rich history be better recognized in the future development and preservation of the community?
- To what extent should the Historic Preservation Ordinance be used to designate historic landmarks and districts and prevent the destruction of historical features of the community?
- What types of programs/incentives should the City consider to help promote historic preservation efforts in the community?

Environment

Issues:

- What natural growth constraints exist in and around Danville?
- What impacts do new and existing developments have on the natural environment?
- Are natural areas being adequately protected from development?
- Should the City provide more support for an urban forestry program?
- What should be done with Lake Vermilion?
- What steps should be taken to protect the local water quality?
- How can areas appropriate for conservation best be designated for the purposes of pollution prevention and environmental preservation?

Community Facilities & Services

Trend #1: Consolidation of School Buildings

The prominent trend concerning schools has involved the closing of older neighborhood schools to consolidate students into larger buildings on the periphery of the community.



Trend #2: Park Upgrades/Improvements

The City of Danville has invested heavily in upgrading the existing park facilities in recent years.

Trend #3: Use of Alternative Measures to Combat Crime

The Danville Police Department has gotten more creative in battling crime in recent years with the development of a community policing initiative that includes a “Citizens Police Academy” and targeted area patrols. These initiatives are designed to take policing directly into the neighborhoods and to get more public involvement and cooperation.

Issues:

- In what ways can the City assist District #118 in improving the quality of education available in Danville’s schools?
- Are existing park facilities adequate to serve the changing needs of the community?
- What can the police department do to strengthen its community policing efforts?
- How can the provision of human services be improved?
- What populations/neighborhoods require expanded or different services?

Intergovernmental Cooperation

- What level of intergovernmental cooperation will be necessary to insure that the objectives and policies outlined in this plan will be implemented?





IV. VISION

Introduction

This chapter presents the vision statement developed early on in the planning process to define the kind of place citizens want Danville to be 20-25 years in the future. In considering this vision statement, it is important to understand its context and role in the Comprehensive Plan. The purpose of creating a vision is to build consensus regarding the community's future. A well thought out vision gives the community something to collectively work toward. Visioning is the process by which the community actually defines the future it wants. The visioning process assesses community options and opportunities on the basis of shared purposes and values. The vision statement is the end product of this process. This finalized vision statement is intended to emphasize the community's assets rather than the needs. Further, the vision statement is intended to articulate the vision of what the community should be like in 20-25 years, and specifically within the scope of this Comprehensive Plan, how the community should develop physically in the next 20-25 years. The remainder of this Comprehensive Plan, including the goals, objectives & policies and the Future Land Use Map should then detail how we intend to achieve the vision that is outlined here.

The Vision

Who are we?

What strengths do we have to build on?

What do we want to be?

How will we become what we want to be?

Danville is a proud, diverse, family-oriented community of friendly people that is strategically located and that functions as an employment and retailing center and as the County seat of Vermilion County. Danville is personified by its small-town feel, unique heritage, affordability, and picturesque natural surroundings. Danville strives to be a progressive and prosperous community with an excellent quality of life, vibrant neighborhoods, a strong educational system and a diversified economy. Building on its community pride, Danville will promote balanced growth while preserving its unique heritage. Danville will encourage the redevelopment and revitalization of existing neighborhoods while ensuring that all new growth areas are developed in a sustainable pattern.





V. GOALS & OBJECTIVES

An essential component of the Comprehensive Plan is a set of goals and objectives. These goals and objectives establish the framework of the Comprehensive Plan by providing a means to evaluate existing conditions and to shape future plans. They also reinforce the concepts illustrated on the future land use map and will help guide city staff, appointed boards and commissions, elected officials and the community in making important decisions relating to land use and planning policy.

- **Goals** are generalized statements relating to the communities values and desires and indicating the ultimate aims, directions and desired outcomes of the plan.
- **Objectives** are more specific statements that provide the means to measure progress in achieving stated goals and the overall vision of the plan.

Land Use & Development

- Development in land use patterns and intensities that make effective use of the land
 - Growth areas contiguous to existing urban service areas and of sufficient size and intensity to accommodate projected population, economic growth and supporting services
 - Land use intensities that increase accessibility to alternative modes of transportation
 - Incorporation of smart growth/sustainable growth design principles in future development
- A balanced and compatible mix of land uses that will create long-term, viable neighborhoods
 - Logical locations for land use types to minimize incompatible land uses
 - Development patterns that provide convenient access to schools, parks, employment and shopping
- A mix of infill redevelopment and “greenfield” development in future growth
 - Priority areas for future development, redevelopment and revitalization
 - Use of vacant, underdeveloped and redevelopable land for which urban services are readily available
 - The full scale redevelopment of severely blighted and deteriorated neighborhoods



Neighborhoods

- An attractive and vibrant downtown that serves as the focal point of the community and provides abundant opportunities for social, cultural, and economic interactions
 - A mixture of uses throughout the area that may include a combination of retail, professional services, entertainment, public/government, and residences
 - Well designed public spaces with public art, landscaping and pedestrian amenities
 - Improved accessibility to the Downtown area for all forms of transportation
- Safe and attractive residential neighborhoods reinvigorated with life
 - Improved housing stock conditions through rehabilitation and reinvestment
 - Demolition and removal of deteriorating structures having a blighting affect on the surrounding neighborhood
- Increased community pride in the City's neighborhoods
 - Organize neighborhood groups to help advocate for neighborhood revitalization and enhancement
- A wide variety of housing types within neighborhoods to meet the needs of all age groups and income levels
 - An equitable balance of owner-occupied and renter-occupied housing broadly dispersed throughout the community

Economic Development

- A broad, diversified local tax base with an appropriate balance of residential, commercial, industrial and professional growth
 - Attraction of additional commercial development to strengthen the city's tax base
 - Reduced burden of tax-exempt properties on the tax base of the community
 - Redevelopment of vacant and abandoned properties to return these properties to productive use and generate additional tax revenue
- Retain and expand existing businesses and industries and promote new and expanded business opportunities
 - Development of a systematic approach to business retention, expansion and attraction
 - Increased interaction and communication with the business community to foster the growth of existing businesses
 - An aggressive program of development agreements and incentive programs pursued in a fiscally responsible manner



- Access to employment opportunities for all Danville residents
 - A diversified local economy that is resistant to national economic swings and is not overly dependent upon a limited number of major employers
 - Workforce training programs available to all to ensure that the community has the necessary skills for employment
 - Promotion and expansion of existing job placement efforts to get individuals into the workforce
- A comprehensive approach to economic development
 - A marketing plan to market the community and its lower cost of living to potential investors and residents
 - An economic development plan that highlights sectors to promote and identifies specific marketing strategies

Transportation

- A safe, efficient, and cost-effective transportation system for the movement of people and goods within, through, and around the City
 - Improve traffic flow and limit traffic congestion along major thoroughfares
 - Increase the use of existing transportation infrastructure where practical
 - Eliminate disruptions caused by at-grade rail crossings and train traffic moving through the City
 - Identify future transportation improvements that will support and guide the growth and development of the community
 - Make transportation improvements that will contribute to the regional transportation system
 - Preserve adequate right-of-way for future transportation improvements
- Improve access to alternate transportation modes for Danville residents
 - Incorporate bikeways and bicycle lanes in the design of future transportation improvements
 - Minimize obstacles to and delays in transition between the various forms of transportation
 - Increase the walkability of the community's existing neighborhoods
- Transportation improvements reflective of the physical and social environment in which they are being placed
 - Apply context sensitive design principles when making transportation system improvements
 - Minimize the negative impacts caused by heavy traffic on local streets in existing residential neighborhoods



Infrastructure

- A well maintained municipal infrastructure system to serve existing and planned development
 - Infrastructure repaired or replaced in a timely manner
 - Development carried out in an orderly fashion to ensure cost effective extension of utilities
- Developed and undeveloped areas that are protected from increases in runoff and localized flooding
 - Reduce the impacts of development on storm water runoff by making provisions for detention and conveyance of the runoff
 - Correct areas of storm water infiltration-inflow into the sanitary sewer system

Community Heritage/Urban Design

- Preservation and restoration of the historic resources that make the City of Danville unique
 - Identification of neighborhoods that contain significant historical and cultural resources
 - Establishment of historic landmark and/or historic district status for sites that have contributed to the history of Danville
 - Preservation of the unique characteristics that have given individual neighborhoods a sense of identity
 - Preservation of Danville's unique heritage as a city with small-town features
 - Marketing of the community's unique features and amenities to people around the region
- New development in an established neighborhood that is compatible with the overall design and fabric of that neighborhood
 - Preserved architectural designs of established structures within neighborhoods
 - Development that is recognized by residents and visitors as aesthetically pleasing and appropriate
- An aesthetically pleasing and harmonious appearance for the community
 - Well kept public and private properties
 - Streetscaping enhancements incorporated into transportation improvements
 - An increased inventory of trees and shrubs dispersed throughout the community
 - Enhanced appearance of established industrial and commercial neighborhoods to aid in the marketing of these areas to potential investors



Environment

- An environmentally friendly community with clean air and water and abundant open space and natural areas to provide scenic beauty, passive recreation and wildlife habitat
 - Preserve the natural resources and the environmentally sensitive areas within and around the community
 - Protect agricultural lands and environmentally sensitive areas around the City from urban development and sprawl
 - Minimize the impact of natural and man-made disasters
 - Reduced likelihood of environmental and property damage from flooding/erosion

Community Facilities & Services

- A complete system of parks and recreational facilities that meet the present and future needs of the community
 - Development of an appropriate mix of large and small parks to serve the active and passive recreation needs of the community
 - Connectivity between each of the community's parks and with natural open space areas
- Cost-effective municipal services available to the entire community that help maintain and enhance the City's quality of life and ensure a high level of safety for all Danville residents
 - Adequate levels of police and fire protection for all areas of the community
 - Distribution of social services to Danville residents with unique needs
 - Accessibility in residential, commercial, and public locations for disabled residents
 - Improved quality of life for all residents through community development programs that emphasize social services and economic opportunity

Intergovernmental Cooperation

- Strong relationships and interaction between and among local units of government
 - Coordinated efforts in future planning for community development projects including infrastructure improvements and land use
 - Reduced competition among local governments for limited resources





VI. LAND USE DEVELOPMENT PLAN

Introduction

The City of Danville completed its first Master Plan in 1950. In 1957 and 1968 that plan was updated to account for changes in the community. In 1973, 1985 and again in 1997 the land use & development portion of those past master plans was updated. This chapter represents the update of the 1997 Land Use Development Plan. In the time since that plan was adopted many changes have occurred, as discussed in chapters II and III, which make it necessary to reevaluate the Land Use Development Plan. This chapter identifies specific future land use needs and provides guidance on the distribution and location of uses in the future. In doing so, consideration was made of the present issues and trends described in chapter II, and the appropriate goals/objectives outlined in chapter V. This chapter was also shaped by the growth forecasts made in chapter II and the commonly accepted planning and design principles summarized below.

General Land Use Planning and Design Principles

Professionally recognized and accepted land use planning and design principles are summarized in this section. These planning and design principles provide general parameters for evaluating existing development characteristics and systems, and for assessing the demands of future growth. These planning and design parameters also establish parameters for sizing and locating future land uses as well as features pertaining to specific land use types.

Human Scale Development

Communities should be designed on a human scale using neighborhood units as the basic building blocks. Ideally, each neighborhood would be self-sufficient by offering residents a variety of housing types, as well as providing commerce, employment opportunities and civic services. The land use pattern should be balanced around a series of community and neighborhood activity centers in order to promote convenience and accessibility, and to enhance the sense of community.

Compact and Contiguous Development

Urban development should be compact and contiguous. This allows for orderly growth that can be most efficiently and economically provided with services. Scattered, or leap frog, development can be difficult and often impractical to provide with services. It frequently consumes immeasurably large amounts of land and it increases dependence on the automobile, which detracts from the human scale and pedestrian accessibility.

Compatibility of Uses

The mixing of incompatible uses should be avoided. The separation or screening of incompatible uses serves to protect the character of distinct residential, commercial or industrial areas. It also decreases traffic hazards while conserving the taxable value of land and structures. However, it should be noted that different uses are not necessarily

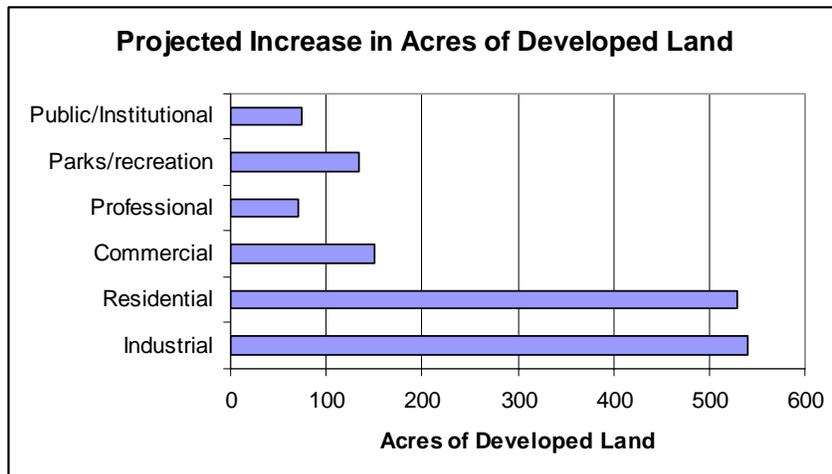


incompatible. Within downtown and neighborhood shopping districts, mixed uses can add to the vibrancy and economic vitality of these areas. The mixing of uses becomes incompatible when major conflicts occur or can be expected in the future.

Future Land Needs

The City of Danville has grown by 1,800 acres (2.8 square miles) over the past 20 years, despite seeing a marginal decline in population over that time period. The City's growth over the next 20 years is expected to require about 1,500 acres of additional land, based on the population projections in Chapter 2. The largest acreage requirement will be for industrial development to meet the demand of large scale employers. Residential development will require almost as much additional land to meet the housing needs of the community. The vast majority of this will likely be subdivisions on the fringe of the community, with a smaller amount of infill housing and redevelopment taking place on underutilized lands within the community. Park/recreation needs are expected to increase in proportion to the growth in residential lands. Significant amounts of land for commercial and professional development is also projected, although proportionately less than residential and industrial growth, with some of this development likely also taking place on underutilized lands within the community. The demand for public lands will be minimal with any public development likely utilizing lands already in the City.

Figure 6-1. Future Land Use Needs



While trending toward a more typical suburban city, Danville's land use composition is expected to remain more similar to older industrial cities with a comparable amount of land devoted for industry and housing. Residential and industrial land uses should comprise a somewhat higher percentage of total land use. The proportion of commercial, professional and park/recreation land is not expected to change significantly, despite relative increases in the acreages expected to be devoted to those uses.



Future Land Usage

The Land Use Development Plan serves as a guide for future growth and development by designating general areas that are suitable for developing specified land uses based on the parameters noted above. It provides for compact future development that is contiguous to existing service areas in order to maximize resources and minimize loss of natural resources. It also allocates considerably more land for future development than will be required for projected growth in order to maintain flexibility and avoid identifying specific tracts for development. This approach serves to provide greater locational choice for specific development proposals that are consistent with the plan's policies and intent, while reducing the potential for land speculation.

This plan strongly supports ongoing efforts to preserve and revitalize, and where appropriate, redevelop existing neighborhoods through infill development and rehabilitation. At the same time, it acknowledges the high demands that will exist for suburban fringe development, and presents a strategy to effectively meet those demands.

Barriers to Growth

In and around Danville a number of obstacles to the further growth and development of the City exist. These obstacles can generally be grouped into two categories, physical and non-physical barriers. The physical barriers to growth can be further subdivided into natural and man-made physical barriers. Examples of natural physical barriers to growth include the rivers, lakes, wetlands and topography of the region. Examples of man-made barriers to growth include railroad lines and large tracts of federal or state owned lands.

The founding and the historical development of Danville, described in the Existing Conditions Report, were primarily influenced by the natural features of the area. Ironically, those same natural features that attracted settlers to this area now serve as barriers to the growth of the City. Foremost, the rivers and creeks of the area provide significant growth obstacles in certain directions for the City. The North Fork River to the West, the Vermilion River to the South, Stony Creek bisecting the City, and Lick Creek to the East are all natural physical barriers that have played and will continue to play a part in guiding the future growth of the City. Secondly, the contrast in topography across the area serves as a limiting factor to the future growth of the area. Most limitations caused by topography are localized to smaller tracts of land, but in some cases entire areas are not likely to be developed because of the increased cost of development caused by these topographic limitations. Particular areas that may be too costly to develop because of the topography include the area West of the North Fork River along Hungry Hollow Road and the area around Daisy Lane on the East side of Danville.

Manmade physical barriers are also present in and around Danville that could conceivably limit the growth of the City in certain areas or certain directions. Perhaps the most apparent of these man-made physical barriers is the network of railroad lines that run through and around the City. The majority of these railroad lines were constructed back in the late 1800's when railroads were the primary means of long range



transportation. In fact, most of these rail lines are still used today for the movement of freight into, out of, and around the area. While the rail lines have been and still are vital to business, their presence, at least in certain areas, is detrimental to the development of the City. The rail lines are a detriment because they act as barriers, not just for the growth of the City, but in limiting the movement of people within the City. With the continued need for rail transportation into the foreseeable future, these rail lines will be a part of the Danville landscape and development patterns will need to adapt accordingly.

In determining how to best plan around these physical barriers and minimize their effect on growth patterns we must also examine the non-physical barriers that could hamper this community's future growth and development. These non-physical barriers become barriers simply because of the policies and practices of the local governments and the local utilities that have control over them. Perhaps the most obvious non-physical barrier that exists is the lack of accessibility into certain areas. For growth to occur in an area the area must be accessible to the broader City. Infrastructure and utility availability, or the lack thereof, can also be seen as a non-physical barrier to growth. If no infrastructure is in place in a certain area, the development of that area becomes that much more difficult.

Primary Growth Areas

The areas of greatest land development are projected to generally coincide with the areas where land is easiest to develop. Specific areas in and around the community are more economically feasible to develop than others. These are identified as primary growth areas by this plan. A primary growth area is simply an area that is not only more feasible to develop, but also very likely to develop within the time frame of this plan. Thus, the growth in these areas needs to be addressed and planned for accordingly within this plan.

In general the areas to the Northwest, Northeast, East, and Southeast of the City show the greatest potential for growth. The land in these areas is by and large unsubdivided and few physical growth barriers exist in these areas. These areas are also generally accessible from the existing developed area of the community. Further, some forms of infrastructure are already available in these areas and those that are not, should be able to be extended into these areas fairly economically to support further growth.

In determining the areas where the majority of the growth should be guided, this plan is also stating the areas in which we do not want growth to occur at this time. The dividing line between these growth and no growth areas is identified as a primary growth boundary. The primary growth boundary for Danville, as determined by this plan, is shown on the map in Figure 6.2 below. The area inside this primary growth boundary can be expected to develop to urban densities over the next 20-25 years. On the other hand, areas that shouldn't be developed for urban densities over the next 20-25 years are not included within the primary growth boundary. By setting a primary growth boundary, we are in essence trying to ensure that the future growth of the community is compact and sustainable.



Areas to Annex

In determining how land will be used in the future in and around the City of Danville it is important to differentiate between areas currently inside and outside of the corporate limits and to analyze what constraints may exist on future land usage and growth if certain areas are not annexed into the City. Specific areas to consider annexing are divided into two groups below. The first group consists of properties that the City can annex right now. These properties are completely surrounded by the corporate limits of the City of Danville and less than 40 acres in size which means the City could force the owners of these properties to annex at any time.

Areas that the City can forcibly annex at any time:

- 110 Sunset Rd. – vacant property that is approximately .57 acres in size.
- Parcel in Southgate Industrial Park – vacant property that measures .73 acres in size. This parcel was probably inadvertently excluded when the Southgate Industrial Park was annexed into the City.
- 3279 East Main St. – .87 acre parcel located along East Main Street to the West of Lynch Spur. The property currently has a structure that is occupied by a church.
- 3421 E Main St. – 1.35 acre parcel occupied by a business and a residence and an adjacent .95 acre parcel that is vacant. These properties are located just east of Lynch Spur on East Main Street.
- 908 Lynch Spur – 3 acre parcel occupied by a single residence. This parcel is surrounded by industrial development.
- 2013 E. Fairchild St. - Ameren power substation situated on a .78 acre parcel of land.
- 1012 & 1022 N. Michigan Ave. – two parcels that total 10.62 acres in size. Each property is occupied by a single residence.

The group below consists of areas that have previously been developed at urban densities, but were not annexed into the City. These areas are not currently surrounded by the corporate limits of the City and therefore cannot be forcibly annexed. However, since these areas were developed at urban densities they should be annexed at some point so that the community's growth isn't impeded and so these properties can utilize the full array of municipal services.

Areas developed at urban densities that are not yet annexed:

- Front half of the Devonshire Subdivision – area consists of approximately 28 residential properties on 15 acres of land on the North side of the City. Annexation of this area is appropriate because City infrastructure and services to the back half of the Devonshire Subdivision already traverse this area to serve the rest of the subdivision.
- Lake Vermilion – area consists of approximately 624 acres. Lake Vermilion is very much a part of the atmosphere and culture of Danville and annexing the entire lake into the City would allow the City to continue to grow across the lake and around the lake.



- Lake Ridge – residential subdivision comprising an area of approximately 24 acres that is located on the Southeast shores of Lake Vermilion. A portion of the Lake Ridge Subdivision has previously been annexed into the City. Annexation of the remainder of Lake Ridge would encourage uniform growth around the lake.
- Sportsman Club Rd. – area of residential properties approximately 5 acres in size lying North of Lake Shores Subdivision on the East bank of Lake Vermilion.
- Lake Boulevard Addition – residential subdivision located West of Vermilion St and North of Boiling Springs Rd that contains approximately 220 acres and over 250 residences.
- Georgian Heights Apartments – apartment complex on North Bowman Avenue situated on a property that is 4.4 acres in size.
- Holland/Peach St. Area – area of residential properties approximately 5.5 acres in size that is located just north of the Bowman-Perrysville/I-74 interchange.
- Wendt/Cleary Ave. area – 9.5 acre area of residential development located South of Interstate 74 and North of Perrysville Avenue.
- Property North of 2001 & 2003 E. Voorhees St. – 3 acre area on N. Michigan Avenue that contains a warehouse/industrial building.

Before moving forward with the annexation of any of these areas a detailed cost/benefit analysis should be carried out on each of the areas to see if the City would see any direct benefit from having the areas annexed. Once the benefits and the costs have been weighed, then annexation should be pursued for the areas from which the City could realize gains. In addition, annexation of all future developments contiguous to the City should be mandatory as a stipulation for approval of the development. This would have the consequence of slowing sprawl and discouraging future rural development at urban densities around Danville.

Areas Suitable for Redevelopment

Certain areas within the City have degraded to such an extent that anything short of completely clearing and rebuilding these areas is impractical. These areas have been identified as suitable for redevelopment by this plan. In determining what areas may be suitable for redevelopment the existing land use distribution and the likelihood of improvement without redevelopment were considered. Also, each area was ranked according to how proper the redevelopment of the area would really be in terms of fitting in with the surroundings of the area. The three areas described below were identified in this process as being the most suitable areas for redevelopment.

- Elmwood Park Area – Area bounded by Parkview Dr. and Elmwood Park on the South, Griffin St. on the West, Cleveland Ave. on the North, and Nelson St. on the East. The area currently contains a minimal number of single family residences, one church, and numerous vacant lots. The area is over 50% vacant yet viable infrastructure is still in place. With a location on the edge of the community and relatively good access to Main St. and the interstate, this area is logical to redevelop.



- Collett-Bowman/Johnson-Seminary Area – Area bounded by Collett St. on the West, Seminary St. on the North, Bowman Ave. on the East, and Johnson St. on the South. Similar to the Elmwood area, this area is currently comprised of a scattering of residences and vacant lots. The area is centrally located within the community, with direct access to both downtown and points to the East and West. Residential uses would seem most appropriate at this point for any redevelopment of this area.
- East Main Street Area Near DACC – Area along East Main St. bordering Danville Area Community College and the Veterans Affairs facility, and bounded by Nebraska St. on the east, an East-West alley on the north and State St. on the west. This area is currently a mixture of commercial and residential uses along with a small number of vacant lots. The amount of traffic being generated by DACC and the VA and the fact that Main St. is a major thoroughfare makes this area ideally suited for commercial redevelopment, particularly of uses that cater to the needs of the DACC and VA populations.

In addition to the three areas described above, there are other areas in the City where full scale clearing and redevelopment may not be necessary, but some improvements are nevertheless warranted. These areas may instead require a combination of redevelopment and rehabilitation to improve the vitality of the area. While two such areas are described below, in reality there are probably several more areas with similar circumstances.

- Madison Square Neighborhood - Area bounded by Logan Ave. to the West, Robinson St. to the East, Seminary St. to the North and North St. to the South. This area is currently a mixture of single family homes and multi-family apartments, with several vacant structures and vacant lots spread throughout. Existing infrastructure in this area is probably adequate, though changes may be warranted depending on the scope of the redevelopment. The area is situated within good proximity to major North-South and East-West streets and is a short distance from both the hospital campus and the Downtown. Madison Square could potentially be redeveloped and/or rehabilitated into the neighborhood center it once was and the surrounding neighborhood could be developed into a mixture of housing types and styles.
- Midtown Area – Area roughly bounded by Gilbert St. on the West, Fairchild St. on the North, Vermilion St. on the East and Williams St. on the South. This area is currently a combination of commercial and residential uses in structures of varying styles and ages. The area has good access to both the Downtown and North Danville and is bounded by major roadways on three sides. The interior of this area would be ideal for new residential development at higher densities. This interior residential development would best be supported by a congruent redevelopment/rehabilitation of the exterior of this area.



Areas Requiring More Detailed Study

An assortment of physical, economic and social changes have occurred throughout the history of this community that have caused the development patterns within particular areas of the City to vary greatly. This variation of development patterns over time has left a hodgepodge of uses and structure types to contend with today. In the balance of the City the future functions and the future uses of areas are obvious. The three areas described below have undergone so much change over time however that no clear direction is apparent when it comes to the future physical development of these areas. Therefore, these particular areas should receive further study and analysis to determine how they would best function in the future as well as what type of development and what types of uses would be most appropriate for them in the future.

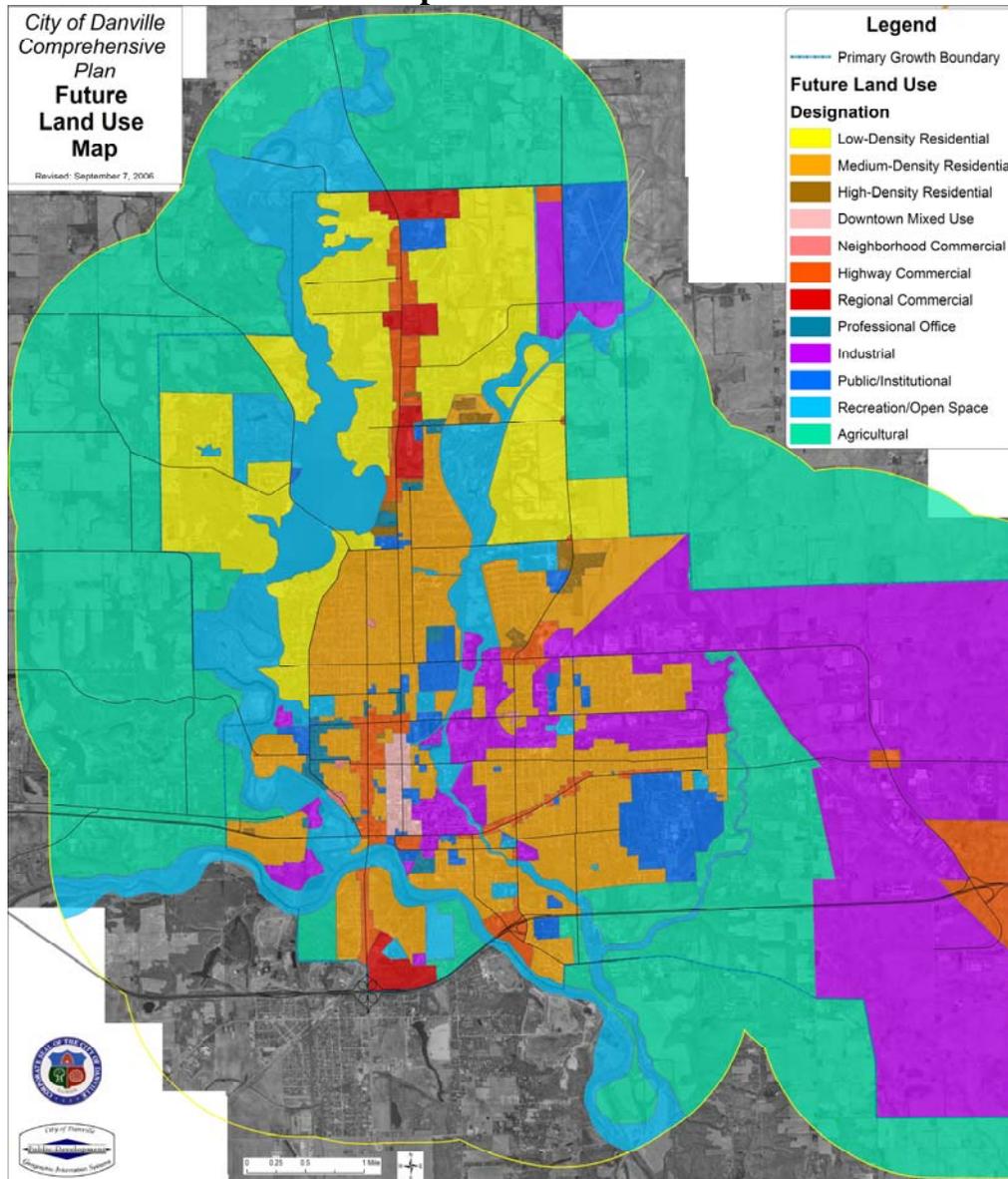
- East Main St. Corridor from Jackson St. to Griffin St. – At one time East Main Street had a very different look and a very different purpose than it does today. Before Interstate 74 was built US 136, which follows East Main St. through Danville, was the primary East-West route through the area. East Main St. was truly the “Main Street” of Danville. Since Interstate 74 opened almost 40 years ago, East Main Street’s importance as a link to points West and East has diminished as the majority of the through traffic now traverses I-74. In contrast, most of the traffic traveling East Main St. is local traffic. Thus, as the travel patterns have changed along East Main so has the distribution of land uses along the corridor. The development along some blocks is older in character, with other blocks more modern. Similarly, some blocks are primarily residential, others primarily commercial, and still others a combination of both. This mismatch of uses and designs that has developed over time leaves the future development of this corridor uncertain.
- Downtown Area (Gilbert St. to Jackson St. & Main St. to Williams St.) – The Downtown area has undergone a considerable transformation over the past several decades. Not long ago the Downtown was the heart and soul of the community and all activity resonated from the Downtown. With the realignment of Illinois Route 1 onto Fairchild St. and Gilbert St. and various other modifications, the downtown area has begun to lose a portion of its glamour and identity. The Downtown area no longer serves as the primary hub of activity, but rather in a variety of different roles that often time conflict with one another.
- South Danville Area/South Gilbert St. Corridor (Main St. south to the I-74/Gilbert St interchange) – This corridor has been altered significantly as development patterns and travel patterns have changed in and around Danville. With this corridor being a part of the primary North-South roadway through the County and with the areas proximity to the interstate this area should continue to experience increased development pressures. Limitations do exist on the development of this area however and those limitations will have to be factored into any future area study.



Future Land Use Map

A key component of this Land Use Development Plan is the Future Land Use Map. The Future Land Use Map is crucial for setting a clear and concise vision for how the various areas of the City and the City’s extended planning area should develop now and in the future. The Future Land Use Map illustrates 12 different future land use designations. A description of each of these designations is provided in the next section. Planned future land use areas have been allocated in general conformance to the projected land use requirements presented above. The Official Future Land Use Map is also attached as Appendix A to this Plan and will be made available for future distribution in the form found in the appendix.

Figure 6-2. Future Land Use Map





Future Land Use Designations

A set of 12 designations was recommended by the steering committee to assist the Planning & Zoning Commission in determining appropriate locations for different scales and patterns of development within the Danville planning area. These 12 designations are described within this section of the Land Use Development Plan. The designations are meant to be general in nature while representing a grouping of similar land uses. These designations will establish guidelines and policy direction to use when considering zoning, subdivision, and other regulatory controls. They are not intended to regulate a particular use to be developed on a particular parcel however.

The Future Land Use designations are not zoning districts and the Future Land Use Map is not a zoning map. The Official Zoning Map, housed in the Public Development Department, illustrates the current legal zoning of all parcels within the City limits and the City's planning jurisdiction. The City of Danville Zoning Ordinance regulates land use and development requirements per zoning district. The Future Land Use Map, in collaboration with the following Future Land Use designation descriptions, shall be used to help determine future policy decisions related to growth and development.

Low-Density Residential – Large lot residential development characterized by single family dwellings and typically located on the perimeter of the City at densities ranging from 3 to 5 dwelling units/acre. In certain circumstances these areas may include a limited number of more intensive residential uses such as duplexes or apartments.

Medium-Density Residential – Residential development characterized by a wider variety of housing types that may include combinations of single family detached homes, duplexes, condominiums and in some circumstances multi-family structures at densities ranging from 6 to 10 dwelling units/acre. Most existing residential neighborhoods with lots platted more than 25 years ago would fall into this category.

High-Density Residential – Residential development consisting primarily of multi-family apartment complexes, retirement centers and nursing homes at densities greater than 11 dwelling units/acre. High-Density Residential areas should be located in or adjacent to centers of activity in order to support those activities, reduce travel distances and buffer surrounding areas of less intensive uses.

Downtown Mixed Use – Densely developed central business area that acts as the focal point of the community and serves as the center of government while providing space for a variety of professional, service and retail uses, in mixed use structures. The downtown mixed use area should differ from neighborhood commercial areas only in scale and location.

Neighborhood Commercial – Low intensity commercial development characterized by a mix of service and retail uses that is designed to serve the neighborhood and to a lesser



extent the community as a whole. Typically located at major street intersections and designed to accommodate a combination of automobile and pedestrian traffic.

Highway Commercial – Commercial development primarily focused on serving automobile/travel needs and oriented along major travel corridors. Such areas may include hotels, gas stations, and restaurants with additional low-intensity commercial/professional uses located mid-block.

Regional Commercial – large scale commercial development that is primarily in the form of large retail establishments designed to serve not only the community, but the entire region. Uses in such areas may include “big-box” developments and shopping malls/shopping centers.

Professional/Office – Development consisting predominantly of office buildings designed for businesses that serve the specialized service needs of the community or the region. Examples of professional/office development may include medical offices, insurance, real estate or accounting offices.

Industrial – Development consisting primarily of businesses engaged in the manufacture or distribution of consumer goods or products. Examples of industrial development may include businesses which manufacture, assemble, or warehouse products on site as well as large scale office buildings/complexes.

Public/Institutional – Development that is typically tax-exempt and serves the civic needs of all or a significant portion of the community’s residents. Examples of public/institutional uses would include federal, state or local government facilities, airports, schools, major-medical facilities, cultural facilities and cemeteries.

Recreation/Open Space – Developed and undeveloped lands that are reserved for or have been made available for use by all or a significant portion of the community’s residents. This would include all parklands, playgrounds and other recreation areas as well as private open space such as golf courses. This category would also include environmentally sensitive areas and areas where development is infeasible due to the presence of natural or manmade constraints.

Agricultural – Areas best suited for crop cultivation and production for the foreseeable future. Residential development at less than 1 dwelling unit / 5 acres is also suitable, provided that access is provided to undeveloped areas.

Future Land Use Map Recommendations

Overall Map Recommendations

In determining the future land use distribution in and around Danville specific rationalizations were made by steering committee members and other residents of Danville concerning particular topics and designations. Those rationale are included here



as supplemental recommendations for the Future Land Use Map in order to help justify and support the distribution of land use designations as presented across the overall Future Land Use Map. In addition to the Future Land Use Map, the recommendations presented below should be referenced when considering the appropriateness of all future growth and development.

The primary focus in revising the Future Land Use Map into the form presented in this Plan was to slow the continued growth of the City outward and force growth to come from within through the redevelopment and revitalization of existing neighborhoods. That intention should not be forgotten as the rest of the recommendations are interpreted.

Industrial Development

The general intent for industrial development was to provide a generous amount of space for new industrial development because industrial growth will ultimately be what drives future residential and commercial growth in our community. Two particular regions were identified in which to concentrate future industrial growth. These regions are the area in the vicinity of the Vermilion County Airport, and the area on the East side of Danville including the Eastgate Industrial Park and lands to the North and South. These areas can potentially provide space for over 1500 acres of new industrial development. Limitations may arise with specific tracts or parcels that may prevent all of this acreage from being utilized for industrial development however.

In providing this expansive of an area on the outskirts of the community for new industrial developments the expectation is that all of the existing industrial areas in the community will remain viable. Obviously if existing industrial areas become abandoned then the redevelopment and reuse of those areas should first be pursued before encouraging more new developments on the outskirts of the community.

Heavy Industrial vs Light Industrial Development Areas

On the Future Land Use Map only one “industrial” classification is presented, but in reality all industrial development is not similar. The impact of an industrial development on an area is going to depend on the scale of the development and the operations intended to be carried out on the premises. Therefore, the areas designated as “industrial” on the Future Land Use Map are more specifically defined as either “heavy industrial” or “light industrial” here. Heavy industrial areas would be areas where the production and manufacturing of goods takes place on site. If not mentioned below then an area designated as “industrial” on the Future Land Use Map is appropriate for heavy industrial development. Light industrial areas would be areas where less intense industrial processes such as distribution and warehousing of goods takes place. Existing and/or proposed future surroundings dictate that within the following areas only “light industrial” developments be allowed to develop:

1. Any property designated for industrial development that is within or abutting an existing or planned residential neighborhood
2. West of Washington St. in the vicinity of Downtown
3. Within any existing or future office park developments



Residential Development

The objective in assigning areas for residential growth and development was to provide enough space to meet the expected needs over the next 20 years, while locating the development in the areas that are most feasible and most appropriate for residential development based on the existing configuration of the community. With the City's expansion northward, the geographic center of Danville has moved northward. Most of the growth northward has been in the form of commercial development. Thus, the economic and employment center of Danville has also shifted northward. In order to complement this northward expansion of commercial development, areas to the Northwest and Northeast of the community become the most logical areas for future residential growth. While no recent residential growth has occurred west of the Lake, the continued push northward should increase the viability of that area for new residential development. Similarly, the area North of Winter Avenue and East of N. Vermilion St. is now ripe for residential growth because of that areas proximity to shopping and employment along North Vermilion St.

Residential Development Densities

Residential development on the Future Land Use Map is designated according to appropriate densities of development. The purpose for doing this was because a mixture of housing densities throughout the community will make for a healthier community. The area around the lake is more pristine and rural and therefore lower densities of development are more appropriate. On the other hand, neighborhoods around downtown were developed at higher densities to take advantage of the proximity of the neighborhood to downtown and the other urban amenities. While extremely dense areas are unsuitable for the general welfare of the community, certain areas were identified for higher density development. This higher density development is generally in strategically located areas in order to serve as a transition between land uses of differing intensities.

Separation of Residential & Non-Residential Development

Preserving and protecting the integrity of existing neighborhoods is paramount to the development of a community. While not directly reflected on the Future Land Use Map, limiting the sprawl of non-residential uses into established residential neighborhoods was a reoccurring theme in the discussions. In fact, very little of the area being utilized for residential purposes today was proposed for conversion to non-residential use. This should prevent non-residential development from overrunning and destroying the fabric of a residential neighborhood. Additionally, the separation of commercial and residential development was deemed important for property values and the quality of life in the community. There are various locations on the Future Land Use Map where a block is divided in half with half of the block being designated for residential development and the other half of the block being designated for commercial development. The only way that would be acceptable is if a generous amount of separation exists between the two developments. This would be up to the newest development to provide. Therefore, in locations on the Future Land Use Map where the map shows residential and non-



residential designations abutting each other, additional buffering and/or larger setbacks should be mandated.

Planned Unit Developments and the Development of Planned Neighborhoods

Development in the form of either planned unit developments or planned neighborhoods should be considered in the new residential growth areas designated on the Future Land Use Map to avoid the complications of piecemeal development. Planned unit developments simply describe development on a single parcel of land with single ownership control, and consisting of two or more buildings that have yard, parking or loading space in common. On the other hand, a planned neighborhood would be a development in which an area of land is subdivided to create a self supportive community with places to live, work and play all located within the neighborhood. A complete planned neighborhood would have a mixture of housing types situated around a neighborhood center containing commercial/professional uses. The neighborhood center would ideally form an activity center for the surrounding neighborhood and would accommodate transit service and public uses such as fire stations or schools. Access to open space and alternative modes of transportation would also be a major focus of a planned neighborhood. Complete planned neighborhoods would serve as community building blocks and a network of greenways and trails could be created to connect the individual planned neighborhoods to each other in order to form a more close knit community. Both planned unit developments and planned neighborhoods give the developer and the community more flexibility with development decisions and more control over the resulting product and the use of these forms of development should be pursued.

Commercial Development

The aim in determining suitable locations for commercial development was to provide lands to meet the projected needs, while attempting to guide commercial development to areas where some commercial development already exists. All commercial development is not similar in type or scale though, hence four distinctive commercial designations were created to address differences between patterns and scale of commercial development. "Neighborhood commercial" areas would be the least intense of the four in terms of the pattern and scale of development. Neighborhood commercial areas should function as the neighborhood center of a residential area and primarily cater to the surrounding neighborhood. "Downtown mixed use" would of course apply to the Downtown area. The downtown mixed use designation provides for more dense development than is allowed in neighborhood commercial areas, while at the same time emphasizing a mixing of residential, commercial and professional uses within individual developments. "Highway commercial" areas are concentrated along heavily traveled roadways where vehicular oriented businesses would locate. Finally, "regional commercial" areas are the most intense of these commercial designations in terms of the magnitude of development. Regional commercial areas are those destination locations that are designed to serve multiple needs of persons both inside and outside of the community.



Strip Commercial Development

Strip commercial development refers to piecemeal development patterns along major roadways that cater to the automobile. The presence of strip commercial development is harmful because it limits the use of adjacent lands and results in haphazard development patterns. In areas of strip commercial development traffic congestion often is commonplace. The congestion builds up because more access points are granted as more individual developments locate along the roadway. Specific areas where strip commercial development is present in Danville include: South Gilbert St. from the interstate Northward to Fairchild St., Fairchild St. between Gilbert and Vermilion, North Vermilion St. North of Winter Avenue and Main St. from Gilbert St. East to Kansas Ave. These areas have all been allowed to develop in a strip development pattern over time and there is little that can be done to reverse this process now. Instead, it is now in the community's best interest to allow further commercial development along the areas mentioned above. In so doing however, future access points to/from the roadway as well as the layouts of developments should be closely scrutinized. In areas along the major roadways that are residential or have not yet been developed for commercial purposes, strip commercial development should be prevented at all costs. This would include the stretch of Vermilion Street from English St. North to Winter Ave which is presently residential and should be preserved as such.

Existing Non-Residential Structures in Residential Neighborhoods

Besides areas designated as neighborhood commercial on the Future Land Use Map, areas designated for future medium-density or high-density residential development are generally appropriate for commercial uses that serve the neighborhood or a portion of the community as long as the project involves the reuse of an existing non-residential structure. Non-residential structures exist throughout Danville's older residential neighborhoods that were built and have previously been used for business purposes. Currently several churches, neighborhood schools and other structures designed for businesses are lying vacant within residential neighborhoods. Rather than having these properties become problems for the neighborhood, the reuse of these structures for certain low intensity business uses should be permitted and encouraged.

Professional/Office Development

Professional development as expressed in this plan is simply development in the form of professional office facilities. The goal in assigning professional development areas was to provide new lands for professional development by expanding the size of established professional development areas. The one area where professional development is primarily concentrated right now is in the vicinity of the hospital on Logan Ave. It was the intent to expand the area appropriate for professional development around the hospital without damaging the neighborhoods upon which this professional development will be bordering. While this particular designation is specifically for professional/office type developments, professional/office developments would also be suitable if mixed into areas designated for highway commercial or downtown mixed use development.



Public/Institutional Development

The purpose of identifying areas for public/institutional development was principally to show areas that are currently controlled by public or institutional bodies or where public/institutional bodies plan to spread into. Generally, once lands are used for public/institutional purposes those lands never revert back to private control. Despite that fact, if an area designated for public/institutional development was ever abandoned by the public or institutional entity, then the surrounding future land use distribution should be analyzed when determining the alternative preferred future land use of these properties. In all undeveloped or developing areas, including residentially designated areas, future public/institutional development would generally be suitable if the need can be justified.

Development in the Lake Vermilion Watershed

In order to protect the drinkable water supply of Danville, development around Lake Vermilion must be strictly regulated. In the past, hundreds of homes and even businesses have been allowed to develop within the Lake Vermilion watershed without the benefit of public sanitary sewer facilities. Prudent planning principles dictate that such development be limited in the future unless the City can be assured by health officials that any proposed sewage treatment systems are adequate to protect the public health of affected citizens. In addition, the amount of urban runoff entering Lake Vermilion should be minimized so as not to affect the water quality of the Lake.

Development Proposed Outside the Primary Growth Boundary or in Non-Contiguous Areas

While areas for growth were allocated for all the expected forms of development, a significant amount of the Danville planning area was designated for no urban development over the 20 year planning horizon of this plan. This area carries the “agricultural” designation on the Future Land Use Map and largely lies outside the City’s Primary Growth Boundary. The amount of growth the City of Danville is currently projected to experience simply does not dictate the need for the urban development of this area in the next 20 years. Therefore, developments proposed outside the primary growth boundary in this agricultural classification area should be discouraged from locating in this area and denied if they proceed. This will facilitate the conservation of lands for future growth as well as ensure compact and sustainable growth of the community. Additionally, if a proposed development is not contiguous to the City at the time it is proposed, the development should not be allowed to move forward until the property is contiguous to the City or an annexation agreement is in place. This will discourage “leap frog” development and improve the efficiency of providing infrastructure and services to developments.

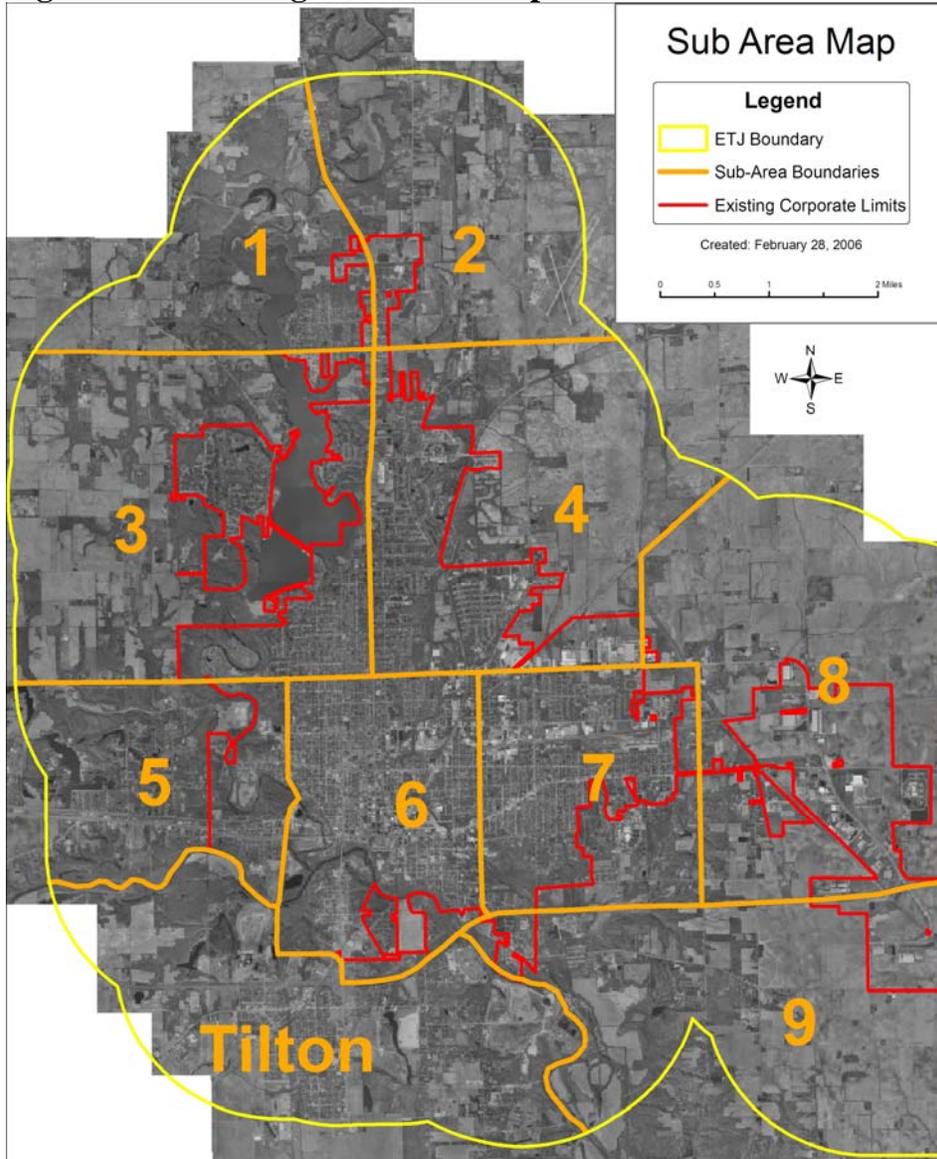
Map Sub-area Recommendations

In order to revise the Future Land Use Map adopted in 1997, the incorporated area of the City of Danville and the unincorporated planning area around the City of Danville in which the city has planning jurisdiction were divided into nine planning “sub-areas”. The purpose of subdividing the area into these planning sub-areas was to allow the steering committee and others involved in the process to analyze these smaller sub-areas



individually, rather than be overwhelmed by attempting to revise the entire map at one time. The map below shows the boundaries of these nine sub-areas. Beneath the sub-area map, recommendations are listed for each of the individual sub-areas as derived from this process.

Figure 6-3. Planning Sub-Areas Map



Sub-area #1 – This sub-area includes all of the City and unincorporated area West of Vermilion St. and North of Boiling Springs Road. The position of this area relative to the developed area of the City should preclude any growth from occurring in this area for the foreseeable future. This sub-area is primarily a natural setting encompassing the upper reaches of Lake Vermilion and containing large forested areas, wetlands and irregular topography. Thus, the intent for land usage in this sub-area should be to preserve and



protect the natural amenities of this area and prohibit growth and development from intruding on the area's precious resources.

Sub-area #2 – This sub-area includes all of the City and unincorporated area East of Vermilion St. and North of Boiling Springs Road extended. This area should see a fair amount of new development in the next twenty years due to a combination of spin-off development from the already established commercial developments in the area and an increased demand for industrial development locations in proximity to the airport. This Plan identifies a sizeable area in the vicinity of the Vermilion County Airport for future industrial development. Industrial development should become more of a reality in this area now that all utilities and adequate infrastructure serve the area. As industrial development is allowed to locate around the airport, careful consideration should be given to the location and height of structures so as not to interfere with the flight paths of aircraft landing and taking off at the airport. Also, sufficient buffering should be provided around the industrial developments to minimize conflicts between the industrial uses and neighboring residential uses. The area North of West Newell Road has been an issue of discussion for almost twenty years now as Danville has continued to rapidly expand northward. The 1997 Land Use Plan stated that there would be no commercial development North of East West Newell Rd. for the foreseeable future and verbal agreements were made at that time concerning this. Since 1997 more developments have been allowed to locate in the area just South of West Newell Rd. and more infrastructure improvements have been made in the area making the potential development of this area more feasible. The Planning and Zoning Commission determined that it was in the community's best interest to continue to uphold the position made in the 1997 Plan in deciding that this area is still not appropriate to develop and that the City should continue to hold the line and not grow any further northward. This position is supported by the goals and objectives of this plan, which emphasize the revitalization and redevelopment of existing neighborhoods and the slowing of urban sprawl around the community. Additionally, further northward expansion at this time could overextend city services and thus the cost of development in this area could very well outweigh the benefits. Therefore, this Plan identifies the entire portion of our planning jurisdiction north of East West Newell Rd. as inappropriate for any type of urban development for the foreseeable future. This area has been given the agricultural designation on the revised map and the City's primary growth boundary remains along West Newell Road.

Sub-area #3 – This sub-area includes all of the incorporated and unincorporated area West of Vermilion St. between Boiling Springs Road and Voorhees St. This area is suited for residential development, especially in close proximity to Lake Vermilion. While the area encircling Lake Vermilion is ideal for residential development, the area should be developed at lower densities and in tune with the surroundings of the area so as not to distract from the serenity of the lake area. Very little additional lands on the Western side of Lake Vermilion and the North Fork of the Vermilion River is allocated for future development because growth across the lake will most likely be limited by a lack of access into the area and by the high costs of extending/expanding city utilities for the area.



Sub-area #4 - This sub-area includes all of the incorporated and unincorporated area East of Vermilion St. between Boiling Springs Road extended and Voorhees St. This sub-area represents the most fitting area for residential growth due to its location and access in relation to the rest of the community. The entire area North of Winter Ave. and West of Bowman Ave. is a good location for new low and medium density residential subdivisions. In addition, the heavily traversed Bowman Ave. corridor is ideal for some highway-oriented commercial development. At this time however, commercial development along N. Bowman Ave. should be limited to highway commercial scaled development at the major intersections of Bowman & Winter and Bowman & Liberty.

Sub-area #5 – This sub-area includes the City and unincorporated areas South of Voorhees St. and West of the North Fork of the Vermilion River. The majority of this area is currently rural and has developed without development regulations or urban services. The terrain in this area is also somewhat of a hindrance to the development of the area as the North Fork River and other natural and manmade features currently limit access to the area from greater Danville. Since limitations exist to the further development of this area, it is best that we discourage further growth and development in this area at this time. Instead, unincorporated portions of this area should remain rural residential in character, with limited low intensity commercial/light industrial development permissible in existing non-residential structures along the US-150 corridor.

Sub-area #6 - This sub-area includes the City and unincorporated areas South of Voorhees St. between the North Fork of the Vermilion River and Bowman Ave. This area encompasses the Downtown and the neighborhoods ringing the Downtown. Various types of development generally have been allowed to intermingle in this area in the past. Changes to the distribution of designations for this sub-area include the creation of a “downtown mixed use” designation primarily centered on Vermilion St. This downtown mixed use area is intended to represent a pattern of development similar to that found within a traditional downtown setting, with buildings appropriate for a multitude of uses. Additionally, the Madison Square area is now designated as a neighborhood commercial area. This area was traditionally a neighborhood center and the belief is that it can be revived as such again in the future. Moreover, additional land was set aside in the vicinity of the Hospital on Logan Ave. for further office development. This expansion of the professional office area included modifying the West Williams St. corridor from residential to professional office. Currently, West Williams St represents a barrier for the residential neighborhood anyway so this does not appear to be problematic in the long term. The Route 1 corridor is generally already developed as a highway commercial corridor, but the area in the vicinity of the Interstate 74 - Gilbert St. Interchange was re-designated for regional commercial scale development. This area was determined to be appropriate for this type of future development due to the proximity to the interchange and interstate. In addition, the access to the interstate and the heavy traffic loads in the area make this area most suitable for this type of development. The stretch of North Vermilion St. between Fairchild St. and English St. was also scrutinized closely. This area has functioned as a transition area between more intense commercial uses to the



South and the established residential neighborhoods to the North in the past. This area should continue to function in this transitional role to prevent intense commercial development from spreading further up Vermilion St. Additionally, it was determined that the professional offices designation should be given to this area because that designation can best accomplish the aforementioned long term intent of the area.

Sub-area #7 – This sub-area includes the incorporated and unincorporated area South of Voorhees St. between Bowman Ave. and Daisy Lane. No significant modifications were made to this sub-area of the map. The primary focus of discussion and concern was the East Main St. corridor. Since this corridor has been allowed to develop commercially in the past, it was deemed reasonable that the property along East Main St. already developed for commercial purposes remain appropriate for future highway commercial development. On the other hand, existing residential property along the East Main Street corridor should remain residential where possible.

Sub-area #8 – This sub-area includes the incorporated and unincorporated area East of Daisy Lane and North of Interstate 74. The majority of this area has been and will continue to be reserved for various forms of industrial development. Although this entire area is disconnected from the City geographically, this flat land along the Indiana state line has helped spur the growth of the community. Few changes were made to the map in this sub-area with the exception of the area between Daisy Lane and Brewer Road. This area was designated as transitional in the previous Land Use Plan, but the growth of the City into this area is probably not warranted or even likely in the foreseeable future unless or until a beltline highway gets constructed through the area. One other area of interest within this sub-area is the area around the Lynch Spur/Interstate 74 interchange. Commercial development has been allowed around the interchange in the past and existing commercial development in the vicinity of this interchange will likely incite additional commercial development to the interchange area in the future. As long as lands designated for industrial purposes are not compromised by this commercial development there should be no problem with allowing this to happen. Thus, the land adjacent to the interchange is still identified on the revised map as being suitable for highway oriented commercial development.

Sub-area #9 – This sub-area includes the incorporated and unincorporated area East of Daisy Lane and South of Interstate 74. Only one alteration was made to the distribution of land use designations in this sub-area and that involved the removal of the residentially classified area South of Perrysville Rd. This area is currently a large distance from the incorporated area of the City and it does not seem as though the City will grow very far in this direction any time in the near future. Another issue that also relates to this sub-area was whether or not commercial development should be allowed on the South side of the Lynch Spur/ Interstate 74 interchange. The properties in proximity to the South side of the interchange are generally irregular in shape and smaller than is typically required for industrial development. Thus, the area adjacent and south of the interchange is still identified on the revised map as being suitable for highway oriented commercial development.



VII. TRANSPORTATION PLAN

This transportation plan addresses the traffic circulation network of roadways, as well as alternative modes of transportation, which include the public transit system, and bicycle/pedestrian transportation. The traffic circulation network is a major factor affecting the growth and development of the community. Since residents depend upon the community's transportation network for the movement of vehicles, goods and people, an efficient transportation system consisting of various modes can influence the quality and direction of development. Therefore, this transportation plan primarily serves to complement and reinforce the land use development plan and is based on accepted design principles.

Roadways

A community's street system should provide for the safe and efficient movement of traffic and be developed to support the community's land use planning. The system should also provide convenient access to and from the community. Finally, the transportation system as a whole should consider regional needs, including access to surrounding communities and the interstate highway system.

Street Hierarchy

The roadway network should be designed as a continuous network of arterial, collector and local streets. Each of these street classifications has different functions, characteristics and requirements. An arterial street is intended to provide for the movement of relatively large volumes of traffic across the community and region. Arterials should provide connections between areas of high activity such as from one urban area to another. Access to an arterial street from abutting property should be limited to public roads and large scale developments. Arterials should occur at a frequency of no more than one mile intervals throughout the urban area. A collector street should provide access between local streets and arterial streets. A collector should collect traffic from local streets and distribute it to the arterial streets. Abutting properties should be granted access onto collector streets. Local streets function by providing a means for travel from individual properties and neighborhoods to collector streets. All properties should be allowed access onto a local street and local streets can occur throughout the community. If this street hierarchy is functioning correctly, all portions of this hierarchical system work together to facilitate the safe and efficient movement of people and goods.

Future Roadway Additions/Extensions

Since growth forecasts project little new growth this plan provides little in the extension of the city's network of arterial or collector streets. Most new individual developments will be expected to provide streets within the development. Care will need to be taken to ensure that these new local streets provide proper connections to the City's network of arterial and collector streets. New local streets should provide for a sufficient number of connections to the City's existing street system and to neighboring areas of existing and



potential future land use development. The City's Subdivision Ordinance regulations will help ensure appropriate standards for local streets are met.

Most future roadway improvements within the City will be maintenance related. However, road extensions or additions that further the community's economic development efforts should be prioritized and completed. One planned project currently exists that will be extremely important to the City's ability to adequately meet future transportation demands and attract development. That project would be the construction of a Beltline on the East side of Danville. The Beltline would connect to a new interchange with I-74 between Bowman Ave and Lynch Spur and run Northward from there towards the Vermilion County Airport. A number of alternative corridors have been analyzed and one alignment has been chosen. This roadway is currently still in the planning stages, but the Beltline could be at least partially built in the 20 year time horizon of this plan. Therefore, development along this corridor should be restricted until further planning identifies the actual alignment within this corridor. Other planned roadway additions and extensions should be analyzed to determine their merit. These include extending Southgate Drive to Brewer Road in order to open up additional lands in the vicinity of the Southgate Industrial Park for future development and extending Boiling Springs Road eastward from Vermilion Street. These roadway improvements would all aid in reducing traffic congestion, improving accessibility and promoting economic development for the City.

Access Management

In many parts of the country the implementation of access management regulations along major roadways has had significant benefits. Access management can improve traffic safety and preserve roadway capacities. The City of Danville has several corridors that should be evaluated to determine if access management techniques would be appropriate. These include the entire Illinois Route 1 corridor from the interstate North to West Newell Road, the entire length of Main Street, and Bowman Avenue from the interstate to Voorhees St. Application of access management regulations in these areas should be considered in the near future to ensure continued safe and efficient travel.

Official Roadway Map

The official roadway map is attached as Appendix B to the Comprehensive Plan. The official roadway map is designed to be a guide for roadway planning. The roadway map designates the classifications of existing and proposed roadways in and around Danville as well as showing proposed roadway additions/extensions.

Public Transit

A good quality public transportation system is an important and vital community resource. The community's public transit system is important in connecting transit dependent persons with workplaces, shopping, public facilities and healthcare services and facilities. It is vital that the City continues to support the continued operation of the public transit system and when possible pursue improvements that augment existing



operations. As the community continues to expand geographically, it will make it more and more difficult to maintain the relative extent of public transportation coverage within the City. Therefore, the development of compact neighborhoods with convenient access to the public transportation system is crucial to expanding the use of the system. The second challenge for the public transit system is to determine the best mix of services that can be provided with limited resources. As new developments are created that are appropriate for transportation connections, additional funding will need to be found to fund route extensions to these areas. It is also important to understand and consider that most transit trips begin and end with another form of transportation, such as walking or bicycling. Therefore, developing good walking conditions and a well-connected network for pedestrians is important in supporting public transportation. People should be able to walk to a bus stop from their homes, jobs or other activities as seamlessly as possible. If pedestrians do not feel safe or feel it is too difficult to get to a bus stop, they will choose not to take the bus and will be forced to select another mode of transportation. Convenient connections via well maintained sidewalks are critical to the use of public transportation.

Bicycles/Pedestrians

Bicycle and pedestrian transportation connections are an important component of a transportation system. A well planned network of bicycle and pedestrian infrastructure that connects major origins and destinations can serve as practical alternative mode of transportation. Such a network can result in reduced congestion on roads and a healthier environment. Good walking conditions and safe, convenient bicycle connections also help to support the use of public transportation. Together, these alternative transportation modes support each other and are critical in achieving a pedestrian friendly, walkable community. Thus, an emphasis should be placed on developing and maintaining bicycle and pedestrian connections to support not only development patterns but to improve the quality of life in the community. Infrastructure for bicycle and pedestrian transportation will need to be provided in developing areas, while developed areas will need to be retrofitted wherever possible. The future growth of the city provides a unique opportunity to incorporate bicycle and pedestrian transportation as quality of life amenity in developing areas. Additionally, roadway improvements offer opportunities to incorporate or improve bicycle/pedestrian connections in developed areas. Context sensitive solutions, as promoted by IDOT, require that bicycle and pedestrian accommodations be addressed as part of roadway construction. Routine maintenance, such as repaving roadways, may also provide an opportunity to better accommodate bicycle travel by paving and/or widening shoulders. Roadway intersection improvements may also provide opportunities to more safely accommodate both bicyclists and pedestrians.

Rail

The railways and rail operations are the responsibility of the private rail companies within the City of Danville. Rail is included in this transportation plan though so that



provisions can be made for the separation of rail transportation from the other transportation modes. The City of Danville currently has a significant amount of rail traffic that carries freight into and through the area. Given the current rail operations and the likelihood of even more rail traffic in future years, it is important that rail operations are addressed as part of the transportation system.

The presence of the railways in the community causes numerous conflicts with the rest of the transportation system and can also influence the location and pace of development in the community. The primary problem caused by the railways in Danville is travel delays for other modes of transportation. At-grade rail crossings hinder the free movement of traffic in and around the community and can pose safety hazards. If train volumes were to increase in the future this would result in even more delays. The City should take an active role in identifying potential alternatives to minimize or eliminate significant delays in affected areas. Grade separated infrastructure such as overpasses or viaducts or the relocation of rail lines are possible solutions that should be considered. These solutions could be extremely costly and require a lot of time for design and construction however.

The proximity of railways to residents and neighborhoods throughout the City is a problem also due to the sound and degraded quality of life that is generated from living near the railways. Currently, all trains passing through the community have to sound their horns at at-grade crossings regardless of the location. Since removing all at-grade crossings in residential areas is not feasible, a cost-effective solution may be to make gate improvements at crossings so that trains would not have to sound their horns at all crossings.



VIII. RECOMMENDATIONS

This chapter summarizes the recommended policies and actions for carrying out the Plan. This Comprehensive Plan is a working document and should therefore be periodically reviewed and updated to reflect the changing priorities and needs of the City of Danville. Over the next 20 years many variables will influence growth and development that could necessitate additions, deletions or modifications to these recommendations. Recommendations for each of the respective plan elements are described below.

- **Policies** are generalized statements of position that provide direction for actions in support of goals and objectives.
- **Actions** represent programs and practices that the City and community should employ to implement this plan.

Land Use and Development

- Prohibit scattered “leapfrog” development on the perimeter of the community.
- Ensure that the property is annexed to the City before construction on a new development begins or that an annexation agreement is at least in place.
- Ensure that incompatible land uses are adequately screened or buffered.
- Encourage development in the form of complete “planned neighborhoods” that have a mixture of areas in which citizens can live, work and play.
- Guide development toward areas that can be served with existing infrastructure and services.
- Support the redevelopment of underutilized land using tax increment financing, redevelopment loans/grants, enterprise zone benefits, zoning incentives and marketing.
- Require annexation as a condition of connecting to the City sewer system for new developments adjacent to the perimeter of the City.
- Require the creation and adoption of annexation agreements to ensure developments built in the city’s unincorporated planning jurisdiction are built to City codes and standards.
A annexation agreement would specify the type of development approved, what fees are to be paid by the developer, the timeline for annexation, and state the responsibilities of both the developer and the City regarding off-site improvements.



- Guide future development to areas within the Danville District #118 School District boundaries so that the taxes are reinvested into the community.
- Require a minimum percentage of “green” area on a lot, expressed as a minimum open space ratio, in all future developments.
- Ensure that future subsidized housing is developed at lower densities across scattered sites.
- Require donation of land for parks and schools as part of the plat process for larger subdivision developments.
- Pursue acquisition of vacant and abandoned property as it becomes available in order to deliver the property into appropriate hands for redevelopment/reuse.
- Prohibit the placement of mobile homes, as defined by HUD, within established residential neighborhoods.
- Annex any unincorporated developments that are contiguous to the City and that have been previously developed at urban densities. Annexing these urban developments into the city is appropriate because they were allowed to develop at urban densities on the edge of the community when they should have been developed within the City. If these developments are not annexed then these developments could hamper the future growth of the community in that area.
- Form a non-profit redevelopment commission to undertake redevelopment in the city. It is important that a non-profit commission be in charge of redevelopment because a non-profit will have a much easier go of land acquisition and assembly than a public body could expect to have.
- Perform a survey of existing land uses within the City and the one & one-half mile planning jurisdiction at least every 5 years. An updated inventory of existing land uses will assist in the formulation of individual area plans and studies as well as in zoning enforcement and the future revision of the Comprehensive Plan.
- Establish distinct location standards for mobile homes and manufactured housing. Mobile homes, as defined by HUD guidelines, should only be located in mobile home parks developed as planned unit developments or exclusive mobile home subdivisions. Manufactured homes should be allowed in established residential neighborhoods in need of general reinvestment, provided an acceptable level of architectural compatibility is met.
- Establish specific location standards for multi-family housing development. Multi-family housing developments are those in which more than two dwellings



units occupy the same structure. Ideally, multi-family housing should be located where access can be provided from either arterial or collector streets.

- Review and revise requirements pertaining to landscaping and buffering to create more effective standards for commercial uses adjacent to residential uses and along major roadways.
- Pursue an agreement with the County Trustee to transfer County Trustee held property to the City in exchange for the maintenance of the County Trustee properties. This would further neighborhood revitalization efforts by getting vacant and underutilized property into the City's possession so that it can be redeveloped.
- Pursue the full-scale redevelopment of the areas identified in the Land Use Development chapter of this Plan. The redevelopment of these areas will involve multiple steps and a significant amount of time and would probably best be accomplished in phases. While the City will likely have to make commitments up front, private interests would ideally carry out the majority of the redevelopment activity.
- Draft and adopt a set of annexation policies to outline the city's position on annexations and to assist in expediting the annexation process. Once adopted, this annexation document would serve as a guide in determining the appropriateness of annexing future developments.
- Determine the feasibility of instituting impact fees on new "greenfield" developments. Impact fees would be payments made by the developer/property owner to the City for the long-term maintenance and upkeep of infrastructure constructed as part of a new development. This would ensure that new development pays for itself rather than the rest of the City paying for the new development.
- Inventory potential infill development sites and develop an infill development program to return the identified vacant lots to productive urban use.
- Revise current codes and regulations to facilitate infill development. This could include decreasing required minimum lot widths and setbacks in certain zoning districts.
- Develop an incentive package to entice infill development. The incentives offered in this package should make redeveloping a site within the city more cost-effective than developing a site for the same purpose on the perimeter of the City.



- Conduct a cost/benefit analysis on the areas identified as “areas to annex” in the Land Use Development chapter of this Plan and annex those properties that are found to have a net benefit to the City from being annexed.

Neighborhoods

- Promote the creation of upper story residential development throughout the Downtown area.
- Support the use of the Downtown area for special events and community activities.
- Encourage the formation of public/private partnerships to foster development in the Downtown area.
- Promote the established neighborhoods close to downtown as attractive places to live.
- Promote the rehabilitation and reuse of existing structures.
- Encourage private investment in older properties and established neighborhoods.
- Ensure appropriate zoning is in place within established neighborhoods to help foster the overall goals for each unique neighborhood.
- Work with established neighborhood groups to increase communication and advocacy.
- Provide financial support for neighborhood clean-up programs.
- Encourage a broad range of housing types and densities so that housing choices are available to all residents.
- Target grant funds and community development programs to areas where substandard housing is prevalent.
- Employ a pro-active approach to the enforcement of property maintenance codes.
- Support DDI in the continued revitalization of the Downtown area including with the monitoring of the progress towards the implementation of the Downtown Plan.
- Work with Renaissance Initiative in coordinating the ongoing neighborhood revitalization/reinvestment efforts of this organization.



- Maintain elaborate gateways at the major entry points into the community to help give visitors a good first impression of the community.
- Perform a complete structural conditions survey of all housing throughout the entire city at least once a decade. The data from this survey will be useful in analyzing the amount of reinvestment going into specific neighborhoods as well as provide guidance on where to focus neighborhood revitalization and redevelopment efforts.
- Assist DDI with the periodical revising and updating of the Downtown Plan. The Downtown Plan was last revised in 2003. This plan will need to be updated again in the next couple of years. The City should work with DDI in updating the area plan for the Downtown to ensure that the City's overall goals and objectives for the Downtown area are included in the revised Downtown Plan.
- Expand the Renaissance Initiative program into other neighborhoods around the Downtown. Building upon the success of the existing Renaissance area the City and Renaissance Initiative should move to identify and target other neighborhoods in the vicinity of the Downtown for revitalization/reinvestment within the mold of the Renaissance Initiative program.
- Develop a neighborhood level approach to planning & neighborhood revitalization. This could be accomplished by instituting a neighborhood wellness initiative to gauge the health of neighborhoods, in which neighborhoods are periodically assessed and then graded on their level of improvement in regards to the appearance and livability of each particular neighborhood.
- Develop educational tools to help neighborhood organizations to understand and manage common neighborhood issues.
- Develop a common forum for neighborhood associations to discuss and consider issues facing their neighborhoods. This forum may be in the form of a neighborhood commission, with persons representing each neighborhood association elected/appointed to this board. This commission could then provide non-binding recommendations to City officials and staff concerning neighborhood issues and community development projects.

Economic Development

- Encourage efforts to promote public/private partnerships that would benefit multiple parties.
- Utilize tax increment financing, enterprise zone benefits and other local incentives to redevelop existing areas of the community and promote economic and business growth.



- Support private, non-profit organizations by providing technical assistance and targeted financial investment.
- Coordinate with regional efforts to help market Danville for business and industrial development that will benefit not only the City but also the region.
- Capitalize on tourism opportunities by emphasizing the unique historical, cultural and natural features of the area.
- Encourage business participation in local, non-profit business groups.
- Provide assistance to Vermilion Advantage in recruiting new business and industry to Danville.
- Expand infrastructure to areas considered vital to economic development.
- Market the Danville community and the Danville area to non-residents, particularly retirees, as a nice place in which to live. The affordability, small-town feel, rich heritage and available amenities are all prospective draws for persons wishing to pursue retirement or explore a change of pace in their lives.
- Continue to implement the Western Gateway and Midtown TIF District redevelopment plans to generate additional private investment and development within these targeted areas.
- Inventory potential brownfield sites and develop a program to return brownfield sites to productive use. This program should set guidelines and timetables for site cleanup and site preparation and could be designed where a combination of public & private dollars cover the cost of the cleanup and site preparation to get the site back on the market.
- Develop a new industrial park on the far East side of Danville. Once a specific area is chosen the property would need to be acquired or under option. The availability of incentives would need to be investigated to pay to construct the infrastructure and prepare the area for development as a new industrial park. Infrastructure would then need to actually be extended into the new park to make it development ready.
- Investigate the feasibility of crossing the state line into Indiana to open additional lands for industrial development. If lands cannot be acquired on the Illinois side of the state line then sites across the state line in Indiana should be pursued. The feasibility of doing this may ultimately depend on whether Vermilion County, IN, or the State of Indiana would be interested in cost sharing for this endeavor.



Transportation

- Support the policies and recommendations of the Metropolitan Planning Organization's Long Range Transportation Plan as they relate to the jurisdiction of the City of Danville.
- Ensure adequate transportation connections, including high levels of street connectivity, are provided in new developments.
- Support transportation projects that maintain or enhance the economic vitality of the region.
- Encourage future development designs that reduce the dependency on automobiles.
- Ensure that new developments are adequately served with public transportation.
- Ensure safe pedestrian connections are present in all of the community's neighborhoods.
- Ensure that land use and transportation are considered in tandem for all community development projects.
- Maintain a hierarchical classification system for the public roadway system.
- Reduce the number of curb cuts along Route 1.
- Encourage the development of frontage roads in developments along the major arterial streets, particularly Route 1.
- Pursue traffic calming controls on local streets with heavy traffic in existing residential neighborhoods to minimize the negative impacts caused by this traffic.
- Decrease the amount of truck traffic on local streets in residential neighborhoods.
- Pursue the development of the Beltline on the East side of Danville to provide an alternative North-South connection and to open new lands for economic development purposes. This roadway would also improve access to the Vermilion County Airport, which could encourage additional use and growth of that facility.
- Collect traffic counts at least bi-yearly in and around Danville to monitor changes in traffic patterns. Current traffic counts will assist in reducing traffic congestion and traffic accidents and help the City plan for future roadway improvements.



- Create and implement access management guidelines along arterial streets to limit traffic congestion and improve traffic flow. The specific areas in which to pursue access management will first need to be determined. Once adopted, the guidelines would then become part of the City's development codes.

Infrastructure

- Ensure infrastructure is repaired and replaced in a timely manner.
- Extend infrastructure and services in a coordinated fashion to encourage compact growth.
- Encourage coordinated area development efforts that allow several landowners/developers to share the expense of utility extension.
- Work with the various private utility companies to ensure uninterrupted service to the community.
- Ensure effective detention is provided of all rainfall events up to and including the 100-year rainfall.
- Maintain public alleys in the City that are still functional and vacate alleys that are no longer functional.
- Maintain sidewalks around the community, replacing those sidewalks that become significantly deteriorated.
- Require sidewalks to be installed in all new developments and within redeveloped areas.
- Extend municipal infrastructure only for economic development purposes.
- Construct sidewalks along all arterial and collector streets that currently lack sidewalks. Sidewalks along all arterial and collector streets would encourage bicycle and pedestrian activity as well as simplify access to the mass transit system.
- Maintain an updated inventory of all existing municipal infrastructure systems throughout the City. This inventory should include the condition, age, expected life, and replacement costs of each piece of infrastructure. An inventory of existing infrastructure will assist in determining the maximum capacities of the infrastructure and whether or not proposed developments would overburden the infrastructure.



- Create an infrastructure improvement program for City maintained infrastructure that addresses replacement cycles, funding sources and the scheduling of improvements.

Community Heritage/Urban Design

- Encourage public/private partnerships to preserve and restore historic structures/sites.
- Recognize public and private efforts to preserve the city's cultural, social, economic and architectural history.
- Promote the rehabilitation and reuse of existing historic structures rather than the construction of new structures.
- Support community events and activities that bring community residents together.
- Encourage the development of cultural organizations and events.
- Encourage the use of traditional neighborhood design principles in redevelopments as an alternative to conventional suburban development patterns.
- Ensure that attractive designs and building materials are used in housing rehabilitations and in new construction.
- Require the use of an appropriate amount of landscaping and ornamentation in all developments.
- Ensure that property maintenance codes are strictly enforced.
- Promote the beautification of Danville through both public and private developments.
- Identify areas where streetscaping enhancements would be appropriate for improving the appearance and functionality of an area. Streetscaping enhancements such as planters, benches and decorative lights will typically have the most impact in areas of high pedestrian activity.
- Identify significant historic resources and ways to protect those resources. All resources that have some importance to the history of the community should be inventoried and preservation efforts should be concentrated on these resources.
- Create and adopt a set of design guidelines to establish standards for the design of new infill developments and to preserve the design of historical structures and



integrity of neighborhoods. The design guidelines would spell what architectural styles and types of materials can be used in the design of infill development.

Environment

- Limit non-residential development in the Lake Vermilion Watershed to safeguard the community's water supply from contamination.
- Restrict intensive urban development along waterways, particularly within the flood plain, and in areas of steep slopes.
- Ensure that significant natural resources are preserved when new urban developments are constructed.
- Require all storm water runoff originating on a non-residential property to be contained to the property.
- Prevent unsewered development from locating within the Lake Vermilion watershed.
- Prohibit development from locating in those areas within the 100-year floodplain.
- Discourage development that would result in excessive environmental contamination or deterioration.
- Create an inventory of environmentally sensitive resource areas within the City and the City's planning jurisdiction to assist in determining appropriate areas for future development. Specific resources to chart may include wetlands and stream corridors.

Community Facilities

- Ensure that all residences are within reasonable walking distance of a public park or recreation area.
- Require trail and park linkages to be incorporated into the design of new developments.
- Review the impacts of potential developments on the provision of municipal services and assure that municipal services can be extended to adequately serve newly annexed or developed areas.
- Guide new development to areas where adequate police and fire protection and other services are already available.



- Ensure accessibility of all new developments to emergency vehicles.
- Support District 118 in its efforts to provide and maintain a high quality public education for all students in the Danville school system.
 - Develop a network of trails/multi-use paths to connect the community's parks and open areas. In developing this network attempt to utilize vacated railways for conversion to trails. A well-defined network of trails would advance the quality of life in the community and promote healthier lifestyles for the residents of the community.

Intergovernmental Cooperation

- Cooperate in the intergovernmental review of regionally significant development projects.
- Collaborate with the Illinois Department of Transportation on the design and building of future transportation improvements.
- Work with the Vermilion County Conservation District in providing environmental education and access linkages to the county conservation areas.
- Collaborate with the Danville Housing Authority in the oversight of the subsidized housing system.
- Encourage the cooperative formulation of long range plans by other governmental entities.
 - Investigate the potential for cooperation/revenue sharing with Tilton in attracting development to the Interstate area. Both the City of Danville and the Village of Tilton are currently pursuing the development of the interstate area. While limiting factors such as the presence of existing development are hampering these efforts, if the two municipalities work together then possibly retail establishments and developers may find the area more appealing to locate to.
 - Create and adopt boundary agreements with the Villages of Tilton & Bismarck that would define which municipality has jurisdiction over what territory in the future. With boundary agreements in place future jurisdictional conflicts should be minimized.





IX. IMPLEMENTATION

Introduction

This implementation chapter prioritizes the activities and actions presented in the Comprehensive Plan and identifies timelines and responsible parties for carrying out those recommendations. Creating or modifying City ordinances, such as the zoning ordinance or subdivision ordinance, is the primary way in which the policy recommendations can be implemented. Other specific actions can be implemented through a combination of special studies, area plans, and coordination.

Timeline

Identifies if the implementation item should occur in the immediate term (1-2 years), intermediate term (2-5 years) or long term (more than 5 years) or if the item will be ongoing.

Responsible Parties

Lists the City department or other agencies or groups that would be responsible for accomplishing the implementation item.

Recommendation	Timeline	Responsible Parties
Revise the current Zoning Ordinance where the ordinance contradicts the goals, objectives and recommendations of this Comprehensive Plan.	Immediate Term	Public Development Zoning Commission
Initiate changes in zoning classifications on the Official Zoning Map where existing zoning is determined to significantly contradict the goals, objectives, policies and Future Land Use Map of this Comprehensive Plan.	Immediate	Public Development Zoning Commission
Review the current subdivision regulations and initiate changes to these regulations where they contradict with the intent of this Comprehensive Plan.	Immediate	Public Development Public Works
Create an annexation plan for annexing property into the City.	Immediate	Public Development
Perform a corridor study on the East Main Street corridor to determine how the area should be redeveloped and what steps should be taken to redevelop/revitalize this area.	Immediate	Public Development Neighborhood Assoc. Landowners



Create an overall redevelopment and revitalization plan for the City of Danville that will describe what areas will be targeted for redevelopment vs being revitalized and when specific areas will be addressed.	Immediate	Public Development
Investigate the feasibility of creating a non-profit redevelopment commission to redevelop targeted areas by acquiring property and attracting developers.	Immediate	Public Development Mayor, City Council
Inventory potential infill development sites.	Immediate	Public Development
Create and market an infill development incentive program.	Immediate	Public Development
Conduct a cost/benefit analysis study on prospective annexation areas.	Immediate	Public Development Public Works
Annex all existing developments that are identified as being beneficial to annex.	Ongoing	Mayor & City Council
Initiate the development of a common forum for neighborhood associations to give input on issues within neighborhoods.	Immediate	Public Development Neighborhood Assoc.
Identify a second neighborhood for the Renaissance Initiative program.	Immediate	Renaissance Public Development
Identify an area and acquire land for the development of a new industrial park.	Immediate	Vermilion Advantage Public Development
Complete the Beltline Feasibility Study and acquire right-of-way for the future construction of the Beltline.	Immediate	Vermilion Advantage Public Works IDOT
Create and institute access management guidelines.	Immediate	Public Works DATS IDOT
Inventory existing municipal infrastructure.	Immediate	Public Works
Work with Tilton to attract development to the South Gilbert Street/ I-74 interchange area.	Immediate	Mayor & City Council Tilton



Review and where applicable revise the Stormwater Management Ordinance to apply the goals, objectives and policies of this Comprehensive Plan.	Intermediate	Public Development
Revise requirements in the Danville Landscaping Ordinance pertaining to landscaping and screening to create more effective standards for commercial uses adjacent to residential structures and along roadways.	Intermediate	Public Development
Produce a redevelopment plan for the South Gilbert St./I-74 interchange area and develop incentives to spur regional retail development in the vicinity of this interchange.	Intermediate Term	Public Development
Revise and update the Downtown Plan.	Intermediate	Public Development DDI
Study the use of impact fees and determine whether or not the City should institute impact fees on new development.	Intermediate	Public Development
Inventory housing structure conditions in the City.	Intermediate	Public Development
Institute a neighborhood wellness initiative for Danville's residential neighborhoods.	Intermediate	Public Development
Create a brownfield redevelopment program.	Intermediate	Public Development
Institute an infrastructure improvement program.	Intermediate	Mayor & City Council Public Works
Identify areas where streetscaping enhancements would be appropriate within the City.	Intermediate	Public Development Public Works
Survey historic resources around the community.	Intermediate	Public Development Historic Preservation Com
Create an inventory of environmentally sensitive areas within the City.	Intermediate	Public Development



Develop a bikeways and trails plan for the future development of a bikeway and trail network.	Intermediate	Public Development Public Works DATS
Secure jurisdictional development agreements with surrounding communities.	Intermediate	Mayor & City Council Other Municipalities
Create an updated inventory of existing land uses within the City's entire planning jurisdiction.	Long Term	Public Development
Review and update this Comprehensive Plan to address changing circumstances and to evaluate the progress of plan implementation.	Long Term	Mayor & City Council Public Development

City of Danville

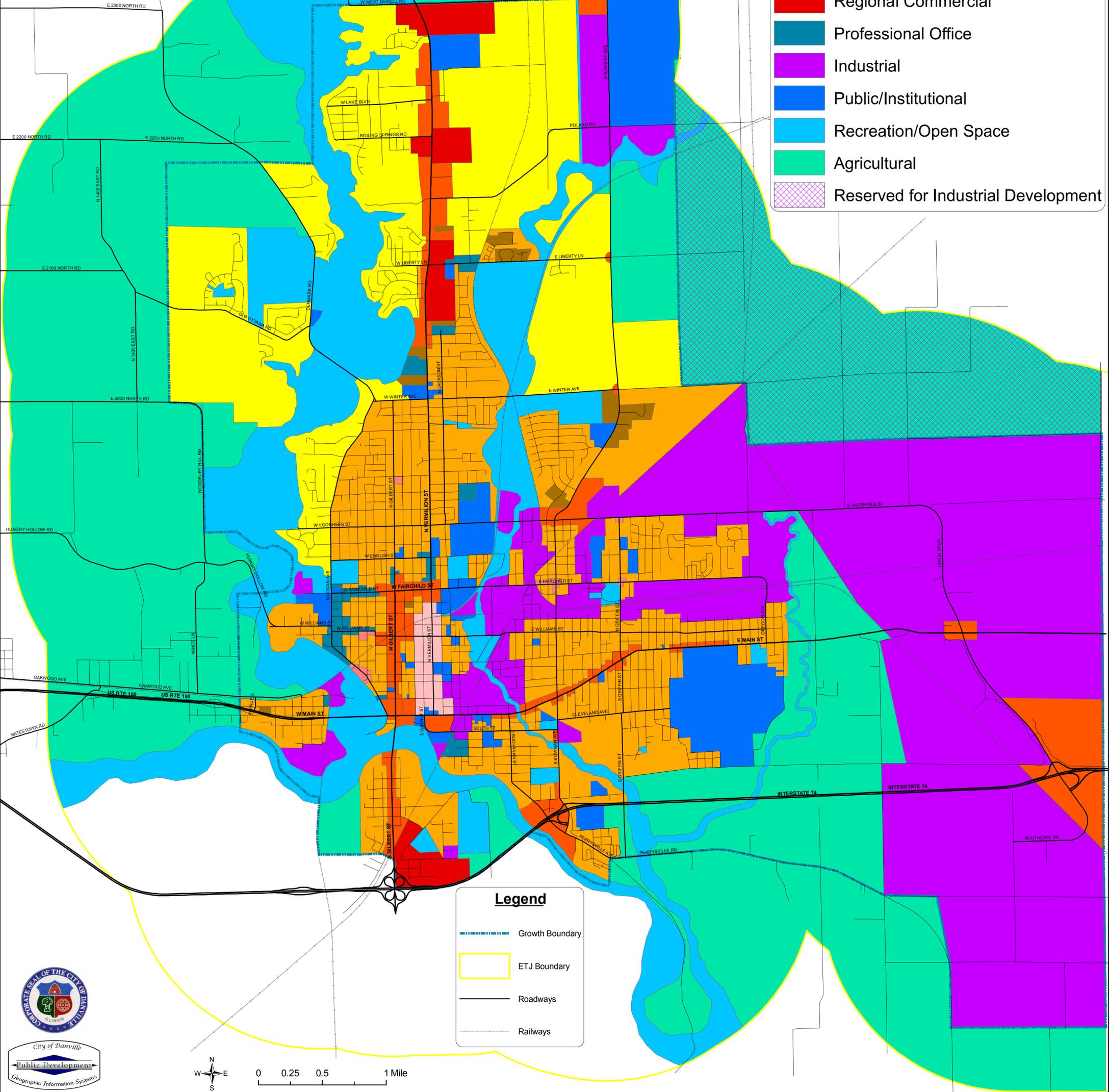
DANVILLE 2025

Future Land Use Map

Adopted: October 3, 2006

Land Use Designation

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Downtown Mixed Use
- Neighborhood Commercial
- Highway Commercial
- Regional Commercial
- Professional Office
- Industrial
- Public/Institutional
- Recreation/Open Space
- Agricultural
- Reserved for Industrial Development



Legend

- Growth Boundary
- ETJ Boundary
- Roadways
- Railways



0 0.25 0.5 1 Mile

EXHIBIT B

City of Danville
DANVILLE 2025
Official
Roadway Map

Adopted:
October 3, 2006

Legend

Street Classification

- Interstate
- Arterial
- Collector
- Local
- Proposed Collector
- Proposed Interchange
- Potential Arterial Corridor
- 2006 Corporate Limits

