

Re-envisioning Danville Downtown Riverfront

Conceptual Plan

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Re-envisioning Danville

Downtown Riverfront

Prepared for

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Executive Summary

The Vermilion River has played a vital role in the development of Danville, but today is underutilized. Similarly, the Downtown was a rich and lively environment until the outward expansion of the city accelerated in the 1960s. After a long period of abandonment, the City and its residents are attempting to rediscover the downtown riverfront. This conceptual plan is the outcome of a partnership between the City of Danville, Illinois and the University of Illinois at Urbana-Champaign's Department of Urban and Regional Planning, Department of Landscape Architecture, and School of Architecture. The plan has been created in companion with *ReEnvisioning Danville: Downtown Riverfront- Design Catalog* to completely document the work created by the groups involved and generate ideas for the redevelopment of the downtown riverfront. This document examines the challenges and opportunities of the Danville downtown riverfront area and explores possibilities for redeveloping a vibrant and healthy urban center for the City of Danville.

The process to create *Re-envisioning Danville: Downtown Riverfront- Conceptual Plan*, involved the collection of data through many means. Public opinions were gathered during community engagement events, in which University of Illinois students and residents interacted to explore potential redevelopment ideas. Following this, an examination of related plans further supported interest in revitalizing the downtown and connecting it to the riverfront. This plan also investigated the market, socioeconomic, environmental, infrastructural and cultural realities of the city. This examination revealed that while the city's population has diversified, it is economically stagnant, but offers opportunity through housing affordability and a growing services industry.

Based on community input and the investigation of current trends in the city, issues and goals were established. These included: addressing connectivity and accessibility throughout the area, especially between the downtown and the riverfront; developing portions of the downtown area; creating uses that serve the public along the north and south sides of the riverfront that preserve the riverfront's natural integrity; and increasing connectivity with the larger region through economic activity as well as physical connectivity through the creation of regional greenways and trails.

Based on these issues and goals, three potential redevelopment "streams" were generated in combination with the designs created by the Architecture and Landscape Architecture students. These "streams" have been designed in such a way that each may occur uniquely from the other, however, they may also build on each other, leading to a stronger end product. Each of the streams proposes a redevelopment plan, focusing on serving one unique group of users: current users, future local users, and future regional users. This document discusses how each of these user groups relates to addressing the established issues and goals, and provides more specific objectives related to the unique properties of each plan. Recommendations for implementation, basic cost assessments, and potential funding sources have been provided to help with the initial steps in planning the successful redevelopment of Danville's downtown riverfront.

Table of Contents

Introduction	11
The Study Area	12
Purpose of the Plan	12
Planning Process	13
Community Engagement	13
Survey	13
Charrette	14
Open House	14
Design.....	14
Data Collection & Analysis	16
Establishment of Planning Issues & Goals	16
Development “Streams” & Implementation Recommendations	16
Existing Conditions	18
Introduction	18
Historical Context	18
Past Plans & Studies	19
Demographic Overview	23
Population Trends	23
Income, Unemployment and Poverty	23
Current Market.....	25
Retail Market	25
Labor & Employment.....	27
Zoning, Land Use & Development Patterns.....	29
Zoning	29
Land use & Development patterns	30
Transportation.....	33
Motorized Transportation	33
Non-Motorized Transportation	34
Transit.....	34
Trails	38

Parks & Environmental Features	38
Parks	38
Environmental Features	39
Issues & Overarching Goals.....	42
Issues.....	42
Economic Development	42
Housing.....	42
Accessibility & Connectivity	43
Increasing Non-Motorized Transportation.....	43
Characteristics of Development.....	44
Flood Management.....	44
Preservation of Natural Systems	45
Overarching Goals	45
(Re)Development Streams.....	46
Introduction	46
Off-Site Elements	47
Sample Designs for Off-Site Elements.....	48
Connection & Transportation Improvements	48
Development of North Side of Main Street	52
Stream 1: Existing Users	53
(Re)Development Elements.....	53
Sample Designs.....	55
Additional Recommendations	60
Stream 2: Future Local Users.....	61
(Re)Development Elements.....	61
Sample Designs.....	63
Additional Considerations.....	64
Stream 3: Future Regional Users	65
(Re)Development Elements.....	65
Sample Designs.....	67
Additional Considerations.....	70

Implementation.....	71
Design Elements Cost Estimations.....	71
Potential Funding Sources.....	81
Phasing.....	82
Appendices.....	84
Appendix A: Public Engagement Materials.....	84
Community Survey Questionnaire.....	84
Community Survey Flyer.....	85
Community Survey Responses.....	86
Open House Invitation.....	87
Open House Handout (Front).....	88
Open House Handout (Back).....	89
Open House Feedback Form.....	90
Appendix B: Additional Data Collected.....	91
Additional Demographic Information.....	91
Housing Market.....	93
Current Market.....	99
Streetscape & Design Elements.....	100

List of Figures

Figure 1. Study Area Location 11

Figure 2. Charette 14

Figure 3. Open House 14

Figure 4. Sample Design, Landscape Architecture Team 17

Figure 5. Sample Design, Landscape Architecture Team 17

Figure 6. Population Change of the Danville Metropolitan Statistical Area, 1969-2013 .23

Figure 7. Population Change in Study Area Census Tract, 2000-201024

Figure 8. Median Household Income, 2009-201324

Figure 9. Unemployment Rate by Tract, 2009-2013.....24

Figure 10. Median Household Income by Tract, 2000-201324

Figure 11. North and South Bank Retail Areas25

Figure 12. Regional Retail Competition.....26

Figure 13. Zoning.....29

Figure 14. Existing Land Use Map.....31

Figure 15. Future Land Use Map.....32

Figure 16. Vacant Lots & Structures35

Figure 17. Non-Motorized Access In and Around the Study Area.....36

Figure 18. DMT Routes and Stops In and Around the Study Area37

Figure 19. Planned Kickapoo Rail Trail Path38

Figure 20. Flood Zones In and Around Study Area 41

Figure 21. Sample Design, Architecture Team 48

Figure 22. Sample Design, Architecture Team 49

Figure 23. Sample Design, Architecture Team 50

Figure 24. Sample Design, Architecture Team 50

Figure 25. Sample Design, Landscape Architecture Team 51

Figure 26. Sample Design, Architecture Team 52

Figure 27. Stream 1 Proposed Land Use	54
Figure 28. Sample Design, Landscape Architecture Team.....	55
Figure 29. Sample Design, Landscape Architecture Team.....	56
Figure 30. Sample Design, Landscape Architecture Team.....	57
Figure 31. Sample Design, Landscape Architecture Team.....	57
Figure 32. Sample Design, Architecture Team	58
Figure 33. Sample Design, Architecture Team	58
Figure 34. Sample Design, Landscape Architecture Team.....	59
Figure 35. Sample Design, Landscape Architecture Team.....	59
Figure 36. Stream 2 Proposed Land Use	62
Figure 37. Sample Design, Landscape Architecture Team.....	63
Figure 38. Sample Design, Landscape Architecture Team.....	64
Figure 39. Stream 3 Proposed Land Use	66
Figure 40. Sample Design, Landscape Architecture Team.....	67
Figure 41. Sample Design, Architecture Team	68
Figure 42. Sample Design, Architecture Team	69

List of Tables

Table 1. Employment Projection.....27

Table 2. Industries in Relation to State28

Table 3. Area of Pocket Parks in Downtown.....39

Table 4. Cost Estimates - Trails.....71

Table 5. Cost Estimates - Shared-Use Paths.....74

Table 6. Cost Estimates - Shared-Use Bridge75

Table 7. Cost Estimates - Outdoor Classroom Sample Budgets.....76

Table 8. Cost Estimates - Picnic Shelter.....77

Table 9. Cost Estimates - Amphitheater78

Table 10. Cost Estimations - Welcome/Nature Center80

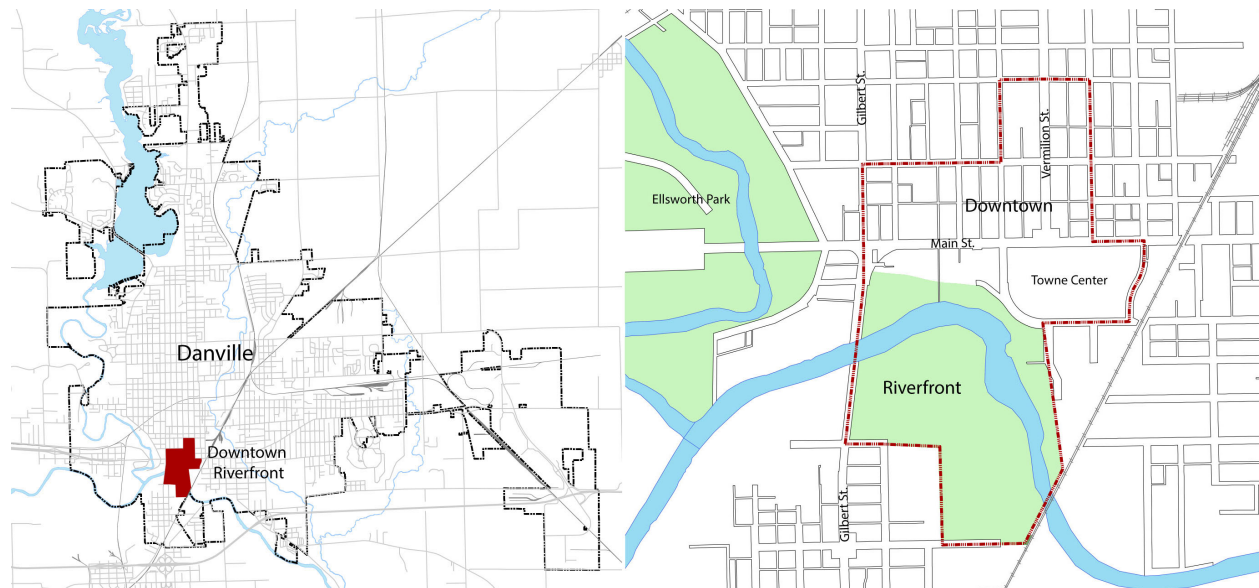
Table 11. Potential Funding Sources.....81

Table 12. Phasing Tables for Off-Site Elements, Stream 1, 2, & 3.....83

Introduction

ReEnvisioning Danville: Downtown Riverfront is the outcome of collaboration between the City of Danville, Illinois, and the University of Illinois at Urbana-Champaign’s (UIUC) Department of Urban and Regional Planning, Department of Landscape Architecture and School of Architecture. The goal of this project was to generate ideas for planning Danville’s downtown riverfront. This conceptual plan is one of the products of this effort and supports the overall project goal by examining and providing the existing conditions of the City of Danville, Illinois’ downtown and the adjacent Vermilion River, in order to examine ways of increasing connection, both physically and visually, between the downtown and the riverfront, and stimulating activity in the area. Based on this assessment, key issues were established and potential development alternatives, or “streams,” were created in parallel to the design work created by the Architecture and Landscape Architecture students. These streams incorporate the design work created by the other student groups to illustrate the design ideas that best match the established planning goals. However, all of the designs created may be seen in the companion document to this plan, *ReEnvisioning Danville: Downtown Riverfront- Design Catalog*.

Figure 1. Study Area Location



Author: Planning Team
Data: U.S. Census Bureau

The Study Area

The City of Danville is located along the Vermilion River in the East Central part of Illinois, at the Indiana border. The city is the heart of Vermilion County, serving as the primary metropolitan area, as well as the county seat. This status has been shaped in large part by Danville's rich history.

This plan focuses on the "downtown riverfront," which includes elements of the downtown, mostly along Main Street and Vermilion Street, as well as the northern and southern riverfronts of the Vermilion River, directly adjacent to the downtown. The boundaries of this study area can be seen in the map below. This location poses unique opportunities and challenges due to the many groups being served, the many desired uses, the currently undeveloped nature of the riverfront areas, and the location of the site along a busy, regional arterial. The study area may be seen in Figure 1 on the previous page.

Purpose of the Plan

ReEnvisioning Danville: Downtown Riverfront- Conceptual Plan provides an inventive, flexible and implementable plan to address current issues, challenges and opportunities confronting the Downtown Riverfront. This Plan is grounded in market realities and incorporates the socioeconomic, environmental, infrastructural and cultural aspects of the city. It offers conceptual redevelopment principles and goals for the specific riverfront area as well as the larger geographic urban context, understanding that the site depends on the success of the city to thrive.

Connectivity, beautification and potential future uses are the primary focus of this Plan. In presenting alternatives for underutilized land along the Vermilion River, this Plan offers an opportunity to address issues of growth and quality of life by taking advantage of available resources and future development opportunities. The Downtown Riverfront Plan should serve as a guide to the City and other stakeholders in their efforts to reinvent and reclaim the Riverfront, connect the River to the Downtown, and attract reinvestment in the city.

A fundamental goal is to establish the riverfront as an amenity and destination rooted in the city's natural beauty. This document considers current and potential users as well as temporal and economic constraints to this fundamental goal. Thus, this document analyzes existing conditions and trends, sets forth goals, and provides design alternatives and funding sources to illustrate the potential for the redevelopment of the Danville downtown riverfront.

Planning Process

As previously stated, this plan is the product of a multi-step, inter-disciplinary process involving Planning, Architecture and Landscape Architecture students. The planning process engaged the Danville community, analyzed existing conditions, identified opportunities and constraints, and established goals and objectives for the Downtown Riverfront, connected to the potential developments schemes and associated designs.

The planning process began with data collection, including public opinion about the use of the riverfront, collected through a survey administered by two members of the planning team in the summer of 2015.

Community Engagement

Survey

A city-wide survey was created at the end of July, 2015 to engage public participation in the Downtown Riverfront project. The questionnaire included three sections and 18 questions, which consisted of.

- Background information about the respondent
- The respondent's opinion about downtown
- And his or her opinion of the riverfront.

The survey was open for two months and was closed on October 5, 2015, and was conducted online and in person. Overall, respondents showed incredible interest in this project; 950 valid responses (1116 in total) were received, which covered more than 3% of the City's population. Despite the overrepresentation of females, whites, and people between the ages of 25 and 49, the survey can be used to help direct this plan. The results may be used to derive general public views, but they should not be viewed as a statistically significant representation of Danville's population. Many respondents said that they most liked the downtown's history, streetscape and shops. They generally felt that improvements should be made to the downtown and the riverfront, especially through the creation of jobs, new businesses, repurposing of vacant structures, and the development of parks and recreational areas. Most people would use the riverfront to relax, but go only occasionally. The main issues are access, time, and infrastructure. The uses that most commonly selected for the riverfront area were a riverwalk, restaurants and cafes, scenic overlook, concerts, flowers and gardens, shops, picnic area, pedestrian bridge, and trails.

Charrette

On September 19, 2015, a brainstorming session was held at City Hall, to produce initial planning and design concepts for the Danville downtown riverfront area. Eight teams made up of Architecture, Landscape Architecture, and Planning students from the University of Illinois at Urbana-Champaign, guided by community residents, worked throughout the day to review the overall project objectives and propose solutions to enhance the area. The charrette participants provided their concerns and aspirations for the Downtown Riverfront area, which combined with the survey to help students understand the community's interests and needs. At the end of the day, the teams presented their ideas to an audience of about 40 residents.

Open House

On December 9, 2015, the architecture and landscape architecture students presented their design ideas to approximately 200 people in Downtown Danville. The event was held at Social, on Vermilion Street, and city officials, residents and visitors were invited to review the designs and provide feedback. The eight architectural designs focused on four general themes that ranged from hybrid urban fabric to accentuated networks, and from paths to connect the river to creating public spaces as nodes. Nine of the eleven landscape designs focused on amplifying natural elements and augmenting sensory perception, and two designed master plans for the urban and regional ecology.

Design

During their fall studios, the Architecture and Landscape Architecture Students created redevelopment designs for portions of Danville's downtown, and the northern and southern riverfronts. Students worked to incorporate the information gathered from the public survey and charrette into their designs, as well as data gathered as part of the existing conditions analysis, and information and observations they made on their own.

Figure 2. Charette



Source: Dongying Li

Figure 3. Open House



Source: Dongying Li

Throughout the semester, students in the architecture studio were asked to observe and analyze the existing conditions of the redevelopment area, which then informed their proposals. These designs were created at the city and site scale, and range from traditional commercial/business, housing, restaurants and entertainment venues to innovative facilities, such as startup incubators and urban agriculture. Their designs followed four general themes:

- Hybrid Fabrics: Increasing density and mixing living with other activities near the riverfront. Small scale buildings that innovate in living
- Accentuated Networks: Connecting new paths and alleys from downtown towards the riverfront. Medium-sized buildings at the intersections of this grid bring activity to the area
- Inhabited Paths: Creating a new linear public space that, integrated with architecture or attractions, draws people towards the riverside or connects opposite sides of the river.
- Sculpted Nodes: Creating public space on the ground or in the architecture, as the first spark in the redevelopment process.

Students in the landscape architecture studio were also asked to examine the current status of elements throughout the City of Danville to inform the designs they created. All of these proposals have made use of design interventions to amplify and augment the existing surroundings to create a restorative and interactive landscape along the Vermilion Riverfront. However, each project has taken a unique direction following the themes below:

- Amplifying Natural Processes and Augmenting Sensory Perception: One of the following natural elements- movement, sound, touch, and light
- Regional Ecologies: Greenways with bike and walking trails connect parks and nature preserves along the Vermilion River, increasing regional connectivity.
- Urban Ecologies: Creating connections by linking the riverfront to existing and future public spaces, using streets redesigned to incorporate natural elements.

Data Collection & Analysis

In addition to public input gathered during the community engagement events, data was gathered and analyzed to support the community desires/needs, and provide additional direction for the establishment of goals and potential redevelopment possibilities. This data collection included:

- An investigation of the historical context of the area
- A review of past plans that relate to the redevelopment of the downtown riverfront
- An examination of socio-economic information about the study area, like household income, population, etc.
- A basic study of current economic conditions
- A review of current zoning regulations, land use plans and development patterns in site and surrounding areas of the city
- An examination of existing transportation networks and infrastructure in the study area, for all transportation modes.
- And a discussion of environmental considerations for the area, like the preservation of natural areas and the impact of the floodplain on potential (re)development.

Establishment of Planning Issues & Goals

Based on the data collected from the community and the additional research gathered, issues to be addressed and overarching project goals were established for the downtown redevelopment.

Development “Streams” & Implementation Recommendations

Based on the architecture and landscape architecture design proposals, and the data collected, development “streams” or scenarios were then developed. These streams provide three different potential redevelopment schemes for the study area based on the goals established from the community input and additional data collection. Each stream focuses on a different user group- current, future local, and future regional users. The suggested development corresponds with perceived desired use of each of these groups, as well as the temporal progression of incorporating each new user group in the area.

Figure 4. Sample Design, Landscape Architecture Team



Source: Architecture Team (Nick and Robert)

Figure 5. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Team (Vegetation)

Existing Conditions

Introduction

The first steps of any planning process making recommendations for future action should be a full investigation of the study area's existing conditions. The existing conditions portion of this document includes the following subsections:

- Historical & Regional Context
- Existing Plans & Studies
- Demographic Overview
- Current Market
- Zoning, Land Use & Development Patterns
- Transportation
- The Environment

The findings from these sections played a critical role in the creation of the redevelopment designs, the establishment of the potential development streams and implementation recommendations. These results also provide decision makers and stakeholders with information to make informed choices about the future of the study area. Some additional data was also collected, but found to be less relevant to the plan and has been included in Appendix B.

Historical Context

The City of Danville is located along the Vermilion River, in East Central Illinois, at the border with the State of Indiana. The city is the heart of Vermilion County, serving as the core of the metropolitan area as well as the county seat. This status has been shaped in large part by Danville's rich history.

Danville has a diverse cultural heritage and history. Originally territory occupied by Miami-Kickapoo and Pottawatomie tribes of the Algonquin Indians, the Vermilion River served as a key resource. The river was eventually discovered to be rich in salt deposits and as a result, the area steadily grew through the early 1800s. The town was originally platted by its namesake Dan Beckwith and his associate Amos Williams in 1827, leading to further development, including mills that operated along the North Fork of the Vermilion River, the modern day location of Ellsworth Park. During the 1850s, the economy was spurred further by the construction of the first railroad and start of coal mining in the area, opening up commerce with large trade center. After the Civil War, Danville continued to grow. In addition to economic opportunities, Danville offered a rich cultural life focused in and around the downtown.

In the 1920s, the railroads began to decline, hitting all sectors of Danville's economy. This was followed by the Great Depression, which further increased unemployment rates and slowed growth. Finally, in the 1950s, financial prosperity returned with the movement of a number of large industries to the Danville area, bringing with them new residents. However, while the city expanded outward, the downtown was experiencing disinvestment and the connection with the Vermilion River was being lost. Urban renewal initiatives attempted to recover the vibrancy of downtown, but failed to attract enough interest in the inner city.

Foreign competition hurt major industries in the 1980s. Like many Midwestern cities, Danville began to struggle due to widespread deindustrialization, resulting in rising unemployment, decline in population, and economic disinvestment. Thirty years later, the city's population has stabilized and officials have engaged in efforts to revitalize the city and create a healthier, thriving community to live in.

Past Plans & Studies

The City of Danville has undertaken a number of plans and studies in the past. An assessment of these documents provides a better understanding of initiatives and objectives of the community, as well as the recent history of planning in the downtown and riverfront area. *ReEnvisioning Danville- Downtown Riverfront* takes into consideration relevant recommendations and analyses from past plans and studies in order to give continuity to work already in progress.

Comprehensive Plan – Danville 2025

The City of Danville's Comprehensive Plan was adopted in October 2006. It sets forth the values for changes over the next 20 years and presents a policy framework for incremental decisions regarding land development issues. Among the recommendations of this plan are the creation of a vibrant downtown that serves as the focal point of the community, and the preservation of the city's natural features. The specific objective for the former include compact development and mixture of uses throughout the area, with well-designed public spaces and improved accessibility for all forms of transportation. The objectives of the latter are focused ensuring that natural resources are preserved when new urban developments are constructed, and taking advantage of the waterways and its opportunities of recreation, wildlife habitat and flood control.

Other remarks from this plan that are particularly relevant to the Danville downtown riverfront redevelopment include:

- Concern with the decrease in owner-occupied units in the city, the age and condition of the existing housing stock, and the lack of investment in the Southern portion of the City.

- Acknowledgment of the City's natural features as perhaps the most important aspects of the community, despite often overlooked in growth and development decisions.
- Desire to maintain a diverse, family-oriented community with its small-town feel, unique heritage, affordability, and picturesque natural surroundings.
- Interest in strengthening the local economy by diversifying the economy, promoting new businesses and industries, retaining and expanding the existing ones, offering access to employment opportunities and developing workforce training programs.
- Recommendations for the rehabilitation and reuse of existing historic structures rather than the construction of new structures as well as preservation and restoration of historic resources, which could along with cultural and natural features, capitalize on tourism opportunities.
- Recommendations to encourage future development designs that reduce the dependency on automobiles and design of trail networks throughout the city.

Vermilion Riverfront Concept Plan

In 2006, a group of high school students proposed a business plan for Vermilion County that involved the development of the Vermilion riverbanks just south of Downtown. This plan focuses on the city's economic growth and explore strategies to attract new businesses and tourism to the area. The strategies are to develop a hotel, convention center, family parks, drive-in theater, outdoor amphitheater, and strip mall owned and operated by private investors. According to the plan, these would bring visitors, revenue and jobs to the city.

Dam Modifications Strategic Planning Study

The Strategic Dam Modification Study, generated in February 2013 under the authorization granted to the Illinois Department of Natural Resources, considers alternatives for the dams on the Vermilion River (Danville Dam) and North Fork of the Vermilion River (Ellsworth Park Dam). The study's objective is to offer options that will provide environmental benefits through river connectivity, enhance the recreational use of navigable rivers, and reduce the public safety hazards associated with the dams.

An existing condition analysis indicates that:

- The dams currently serves no utilitarian purpose other than in the form of improved fishing.
- The Danville Dam is deteriorating and the Ellsworth Park Dam is under some minor erosion.
- The Danville Dam fragments the Vermilion River and creates a barrier for fish and other aquatic organisms and their access to habitat upstream.
- The submerged hydraulic roller that forms at both dams is a public safety issue.

- Four possibilities of modification were explored - full dam removal, partial dam removal, a stepped spillway, or a rock ram – as well as a non-action plan. In the light of the cost-benefit of each alternative, the Illinois Department of Natural Resources recommends Partial Dam Removal for the Danville Dam on the Vermilion River, and Full Dam Removal for the Ellsworth Park Dam on the North Fork Vermilion River.

Regional Bicycle Plan

The 2015 Regional Bicycle Plan is an effort of the Danville Area Transportation Study, the local Metropolitan Planning Organization (MPO), to promote bicycling and bicycle safety in the Danville Area. This Plan provides guidance to support mode shift, from automobiles to bicycles, recommending development of a regional bikeway network and promoting connections between land-use and transportation.

The conclusions of this plan are:

- Interest in providing a bicycle network that connects regional destinations via bicycle infrastructure facilities, including the Kickapoo Rail Trail.
- Concern in addressing barriers to regional connectivity such as the railroad tracks, Interstate 74, and the Vermilion River.
- Population loss and decrease in vehicle use is an opportunity to capitalize on this excess roadway capacity.

Downtown Plan

The Downtown Plan adopted in 2003 is an update to the 1986 Revitalization Plan for Downtown Danville, which defines strategies to revitalize and continue progress in the downtown area. In partnership with Downtown Danville Inc., the City of Danville developed recommendations to promote the downtown as a focal point for the community. The goal was to recreate a downtown with diverse activities and businesses that offers a welcoming, attractive and safe atmosphere to residents and visitors, while celebrating the area's history and natural environment.

Some relevant conclusions of the Downtown Plan includes:

- Many initiatives have successfully improved the downtown, but new incremental changes need to be compatible with the economic limitations of the City.
- Suggests that new policies be made to develop clean and safe pedestrian linkages and promote a physically attractive and exciting center of commerce and entertainment for the area.
- Among the specific action recommendations are the restoration of Fischer Theater, beautification, infill development, business recruitment and residential development within Downtown. Proposition for enhancement of the Riverfront, creating a corridor along the river, and the Main & Gilbert intersection, as an important entry point into Danville's downtown.

Infill Development for Distressed Cities

The U.S. Environmental Protection Agency in June 2015 provided technical assistance to the City of Danville on smart growth development. This report created after a community workshop discusses key outcomes of the assistance and prescribes specific actions to achieve infill development in the downtown.

Relevant points include:

- The major challenges of infill development in Danville are the limited market demand and developer experience, low property values, negative perception of the city, and deteriorating buildings.
- Some of the opportunities are in increasing connections to Downtown from other areas of the city, physical improvements, and development of downtown housing.
- Among the action steps are a plan for downtown development, with design guidelines and revised codes, increase and improve walkability, study renovation of upper-level housing, and promote development through communication, partnerships and incentives.

Housing Task Force Report

In the fall of 2014, the City of Danville gathered with community stakeholders to discuss housing issues. The resulting report provides recommendations for remedying the issues identified and offers housing strategies for the next 5 years. The objective of this report is to establish a framework to sustain and enhance the supply, quality and affordability of housing in the city, while preventing sprawl and protecting natural resources.

This report is relevant to the Danville downtown riverfront as it includes:

- Concerns with increasing percent of renter occupied housing units and increase in vacancy, substandard condition of the housing stock, low home values, and growing surplus of housing units.
- Recommendations for new infill housing development, improvement of physical conditions of existing housing stock and adaptive reuse, and demolition of all structures that are unfit for habitation.
- Goal to expand opportunities for homeownership, especially for low to moderate-income households, and pursue mixed income housing development in proximity to major services, mass transit routes, and employment opportunities.
- Interest in increasing median household income closer to Illinois baseline, which would reflect on the housing stock and housing market, as well as attracting development and investment to spur job creation.

Demographic Overview

In the process of creating goals and designing potential redevelopment schemes for a community, it is important to first understand the characteristics of that community. As part of that process, a demographic overview was created for the study area.

Population Trends

The population of Danville Metro Area peaked in 1976 and has since been in decline. The City of Danville experienced a small decrease between 2000 and 2010. Despite this loss, population seems to be stabilizing at around 33,000.

The tracts around the Riverfront Area however, experienced a much larger population decline than the City in the same period.

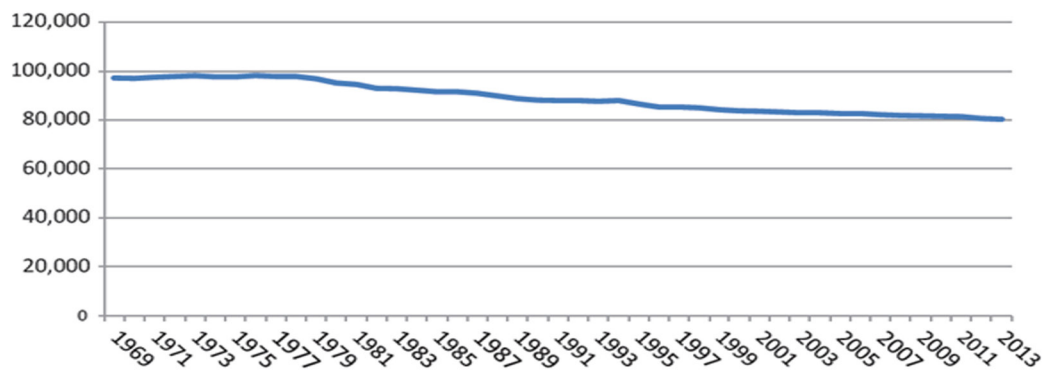
Income, Unemployment and Poverty

Danville has a low median household income when compared to Vermilion County, the State of Illinois and the nation, but it is estimated to have increased since 2000. The immediate tracts of the riverfront area differ from one another.

Tract 1 had a large increase from 2000 to 2010, almost doubling, and surpassing the city. Tract 2 also had a significant increase in the same period but remained lower than the city's median. Tract 9.1 had a small increase from 2000 to 2010, but the estimate for 2013 indicates that its median income has become higher than the other tracts and the city, surpassing the county's trend and reaching the national average.

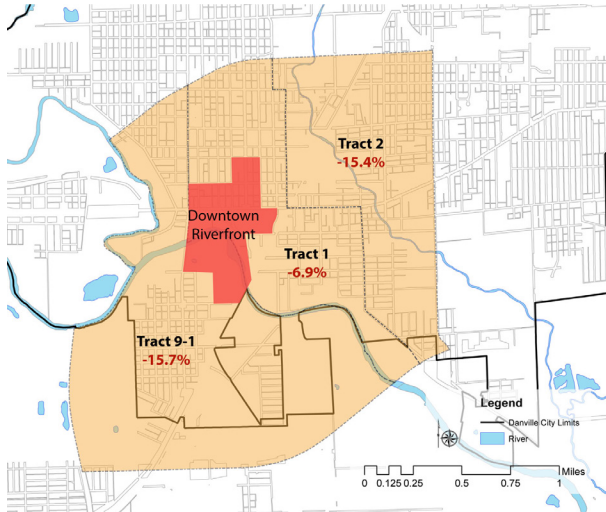
Unemployment has increased in the City of Danville. The immediate tracts of the Riverfront area have even higher rates. While Tract 2 improved in 2010 and had a large increase in 2013, Tract 1 remained pretty much the same. Tract 9.1 from 2000 to 2013 had an increase of over 5%.

Figure 6. Population Change of the Danville Metropolitan Statistical Area, 1969-2013



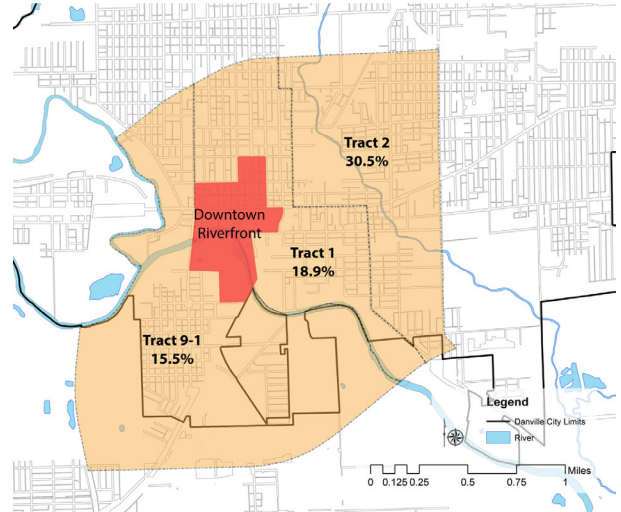
Source: U.S. Bureau of Economic Analysis

Figure 7. Population Change in Study Area Census Tract, 2000-2010



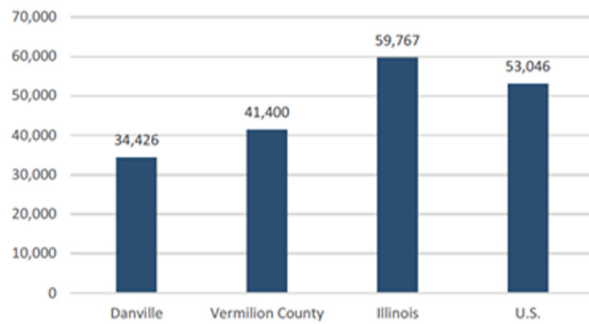
Author: Planning Team
Data: U.S. Census, 2000&2010

Figure 9. Unemployment Rate by Tract, 2009-2013



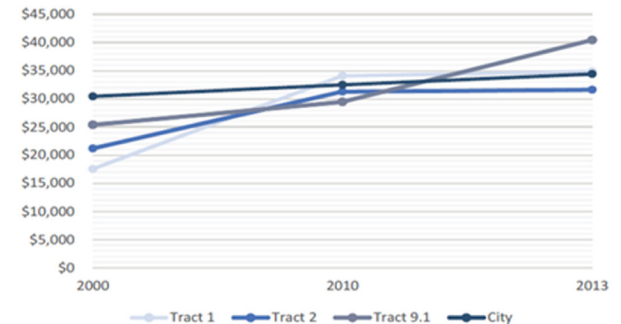
Author: Planning Team
Data: American Community Survey, 2009-2013. 5-Year Estimates

Figure 8. Median Household Income, 2009-2013



Source: American Community Survey, 2009-2013. 5-Year Estimates

Figure 10. Median Household Income by Tract, 2000-2013



Source: U.S. Census, 2010; American Community Survey, 2009-2013. 5-Year Estimates

Current Market

Retail Market

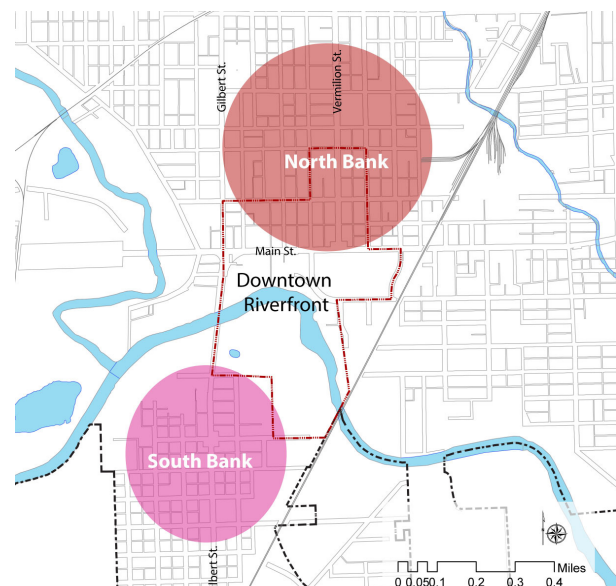
For the purpose of analyzing the Danville downtown riverfront retail market, the riverfront area was divided into north and south banks. The north bank is bound by Jackson Street to the east, Gilbert Street to the west, Seminary Street to the north and the Vermilion River to the south and includes the first block of North Logan Avenue. The south bank is comprised of retail businesses along South Gilbert Street

In the north bank, there are a total of 10 restaurants and bars, 46 retailers, and 59 service providers. In all, commercial businesses in the north bank account for about 54% of the built structures in the area. In the south bank, there are 10 restaurants, 4 retailers, and 8 service providers. The lots on the two sides of South Gilbert Street are either commercially used or vacant.

The north and south banks of the Riverfront Area contain a large portion of the businesses found in Danville. There is only one competing area within the city. The district to the north of Winter Ave and along North Vermilion Street offers offices, banks, restaurants and retail stores, including the city's shopping mall. In considering the region, there are great competition in the East-West axis, but not so much in a north-south direction. Indianapolis and Lafayette to the East and Champaign-Urbana, Decatur and Bloomington-Normal to the West are large retail centers that divert the attraction from Danville and become barriers to retail development in the Downtown Riverfront Area.

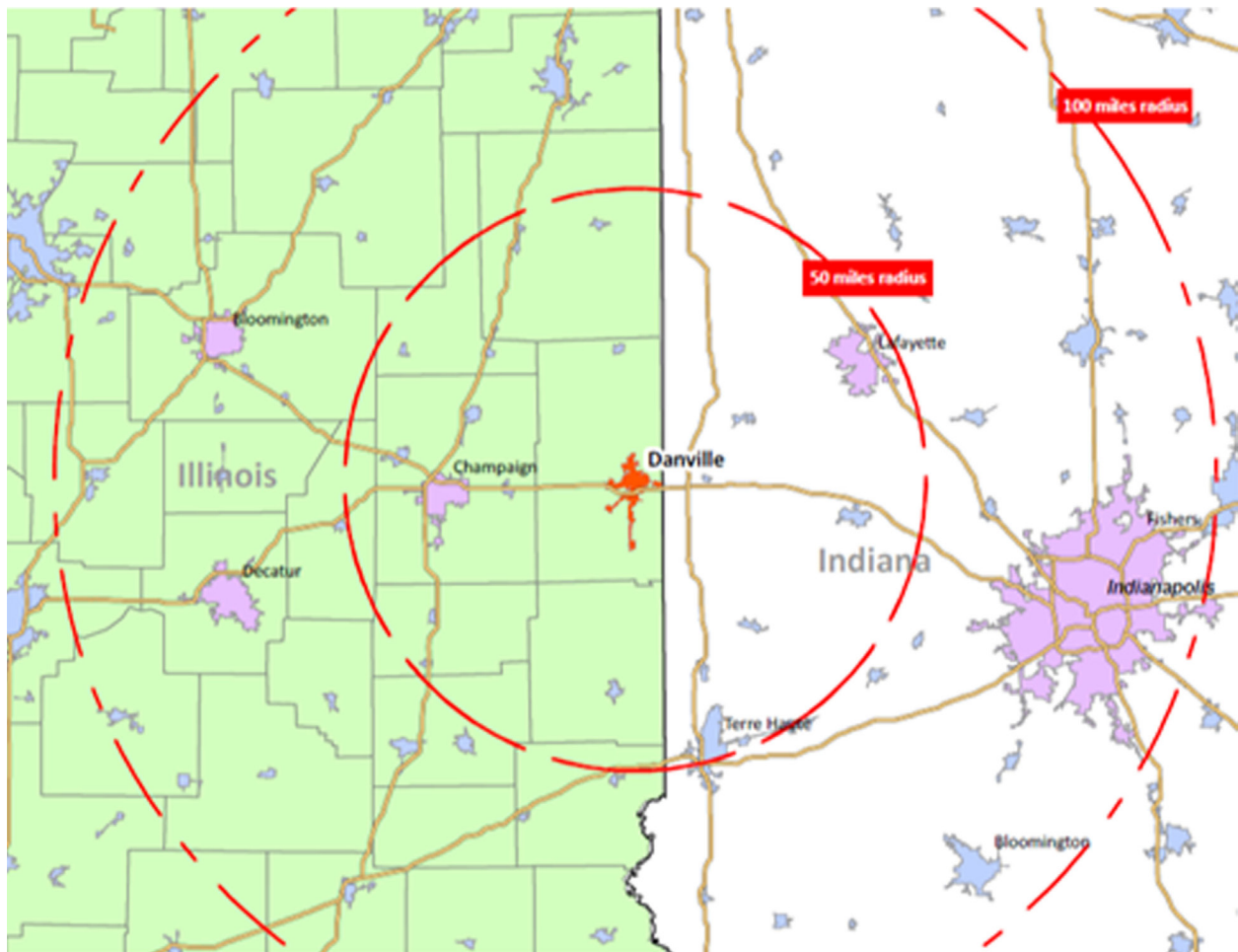
Traffic counts in the Downtown Riverfront area show potential for medium and small-scale retail development. Main Street, with over 11,000 average annual daily traffic, offers a good standard for medium-sized businesses, while Vermilion and Logan Streets, with both over 5,600 average annual daily traffic is a good candidate for small stores and offices. Gilbert Street presents over 18,000 average annual daily traffic, opening the possibility for even larger retailers in the area.

Figure 11. North and South Bank Retail Areas



Author: Planning Team
Data: U.S. Census Bureau; City of Danville

Figure 12. Regional Retail Competition



Author: Planning Team
Data: U.S. Census Bureau

Labor & Employment

The Danville Metropolitan Area is losing employment. Manufacturing and farming, already in decline since the 1970s, continue to decrease. Employment in retail and services in general, which were growing in the 2000s, are projected to decline going forward.

Utilities, transportation and warehousing, real estate services, waste management and educational services presented positive rates in 2013 and are projected to continue to grow or remain steady through 2022.

A few underserved industries and occupations in Danville deserve particular attention. Professional and technical services, arts, entertainment, and recreation, and educational services are lacking in the city and contrast with the standard of the state as whole. Other industries like construction, information, and real estate having lagging rates of participation in the local economy. Likewise, computer and mathematical, personal care and service, and arts and media occupations are especially underrepresented in the city.

Table 1. Employment Projection

Title	2012	2022	2012-2022	Growth Rate
TOTAL, ALL INDUSTRIES	32,617	32,310	-307	-9.5%
Total Nonfarm	29,814	29,549	-265	-8.9%
Natural Resources and Mining	187	216	29	145.2%
Construction	634	640	6	9.4%
Manufacturing, Total	5,382	5,199	-183	-34.5%
Trade, Transportation, and Utilities	7,116	7,273	157	21.8%
Wholesale Trade	2,186	2,514	328	140.8%
Retail Trade	3,398	3,175	-223	-67.6%
Transportation & Warehousing & Utilities	1,532	1,584	52	33.4%
Information	244	215	-29	-125.7%
Financial Activities	1,333	1,225	-108	-84.1%
Real Estate and Rental and Leasing	145	146	1	6.9%
Professional and Business Services	2,052	2,136	84	40.2%
Educational and Health Services	5,500	5,545	45	8.2%
Leisure and Hospitality	2,194	2,151	-43	-19.8%
Other Services	1,428	1,572	144	96.5%
Government, Total	3,744	3,377	-367	-102.6%

Source: Illinois Department of Employment Security, Long-Term Occupation Vermilion County, 2012-2020

Table 2. Industries in Relation to State

Industry	U.S. TOTAL		Illinois		Danville, IL MSA		Location Quotient	
							Illinois	Danville
Base Industry: Total, all industries	115,557,595	100.0%	4,974,164	100.0%	22,394	100.0%	-	-
Agriculture, forestry, fishing and hunting	1,230,152	1.1%	17,824	0.4%	ND	ND	0.34	ND
Mining, quarrying, and oil and gas extraction	841,789	0.7%	9,864	0.2%	ND	ND	0.27	ND
Utilities	548,926	0.5%	23,890	0.5%	147	0.7%	1.01	1.38
Construction	6,106,715	5.3%	201,544	4.1%	579	2.6%	0.77	0.49
Manufacturing	12,155,092	10.5%	578,777	11.6%	5,017	22.4%	1.11	2.13
Wholesale trade	5,815,391	5.0%	299,718	6.0%	2,133	9.5%	1.2	1.89
Retail trade	15,345,353	13.3%	604,654	12.2%	3,655	16.3%	0.92	1.23
Professional and technical services	8,346,774	7.2%	387,517	7.8%	334	1.5%	1.08	0.21
Management of companies and enterprises	2,153,909	1.9%	103,058	2.1%	224	1.0%	1.11	0.54
Administrative and waste services	8,572,326	7.4%	424,664	8.5%	1,383	6.2%	1.15	0.83
Educational services	2,667,733	2.3%	142,629	2.9%	225	1.0%	1.24	0.44
Health care and social assistant	17,901,052	15.5%	730,081	14.7%	2,557	11.4%	0.95	0.74
Transportation and warehousing	4,388,764	3.8%	231,574	4.7%	1,130	5.1%	1.23	1.33
Information	2,732,503	2.4%	99,156	2.0%	234	1.0%	0.84	0.44
Finance and insurance	5,633,652	4.9%	278,399	5.6%	1,139	5.1%	1.15	1.04
Real estate and rental and leasing	2,039,781	1.8%	75,177	1.5%	136	0.6%	0.86	0.34
Arts, entertainment, and recreation	2,094,689	1.8%	81,732	1.6%	109	0.5%	0.91	0.27
Accommodation and food services	12,530,717	10.8%	474,952	9.6%	2,126	9.5%	0.88	0.88
Other services, except public administration	4,234,275	3.7%	202,652	4.1%	780	3.5%	1.11	0.95
Unclassified	218,002	0.2%	6,305	0.1%	3	0.0%	0.67	0.07

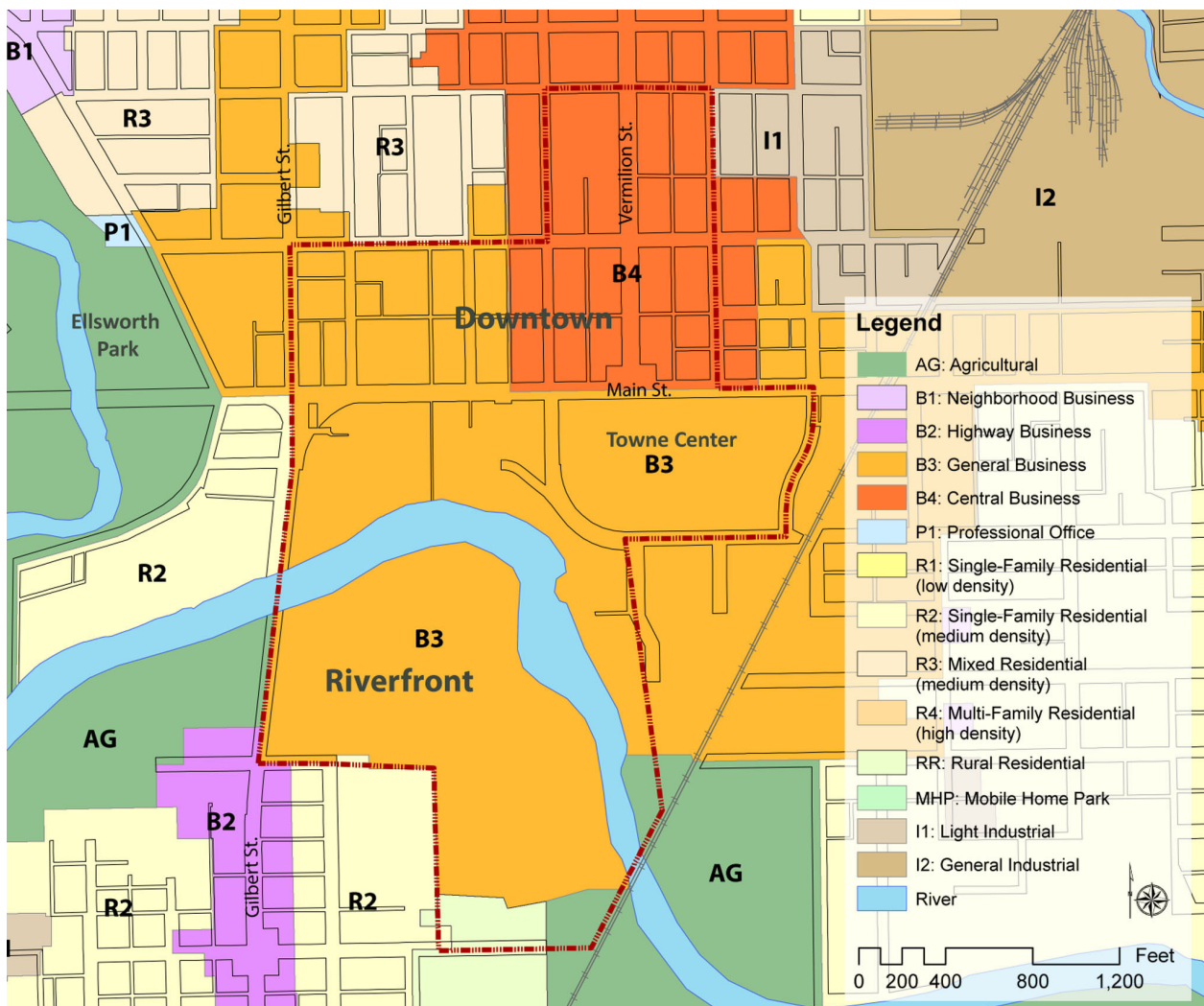
Source: U.S. Bureau of Labor Statistics, Employment, Percentage and Location Quotients calculated from Quarterly Census of Employment and Wages, 2014

Zoning, Land Use & Development Patterns

Zoning

The City's Zoning Ordinance was re-adopted in December of 2008 and was last revised in December of 2013. The land within the study area is zoned into four main categories: B-3 General Business, B-4 Central Business, R-2 Medium Density Single-Family Residential, and AG Agriculture. The three focus areas, the Riverfront, Downtown, and Ellsworth Park are located in B-3, B-4, and AG district respectively.

Figure 13. Zoning



Author: Planning Team
 Data: City of Danville

Land use & Development patterns

Since the original plat was created by Dan Beckwith in 1827, the city has grown from about 3 square miles to almost 18 square miles. As previously mentioned, as the city has expanded outward, so has the location of new development. Danville's growth has occurred mainly at the edges of the city, especially to the north, with little new development occurring at the core to the city over the past 50 years.

Existing Land Use

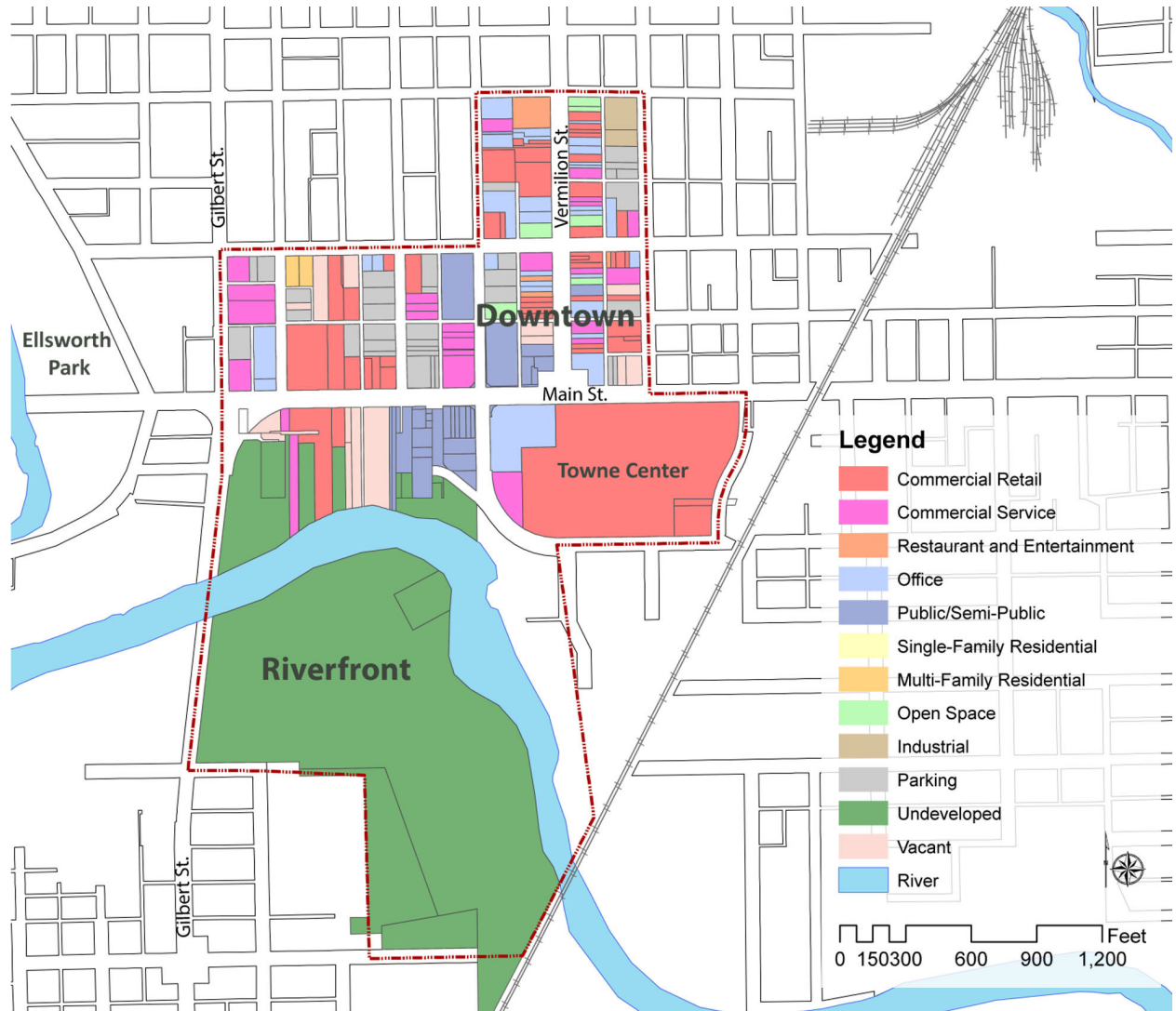
Today, the study area is made up of mainly commercial uses, consisting of a mix of retail, restaurant, and entertainment uses. Many of these commercial buildings have residential properties above, however almost none of the units are currently occupied for this use. Some institutional uses are also present in the downtown area, including City Hall and the public library.

The downtown riverfront area is currently undeveloped. A small number of businesses previously located along the south side of Main St have been purchased by the city, and these structures are demolished. This new vacant land will allow for additional development near the Riverfront, creating a connection between the Downtown Redevelopment Area and the Riverfront Development Area, which currently does not exist.

Future Land Use

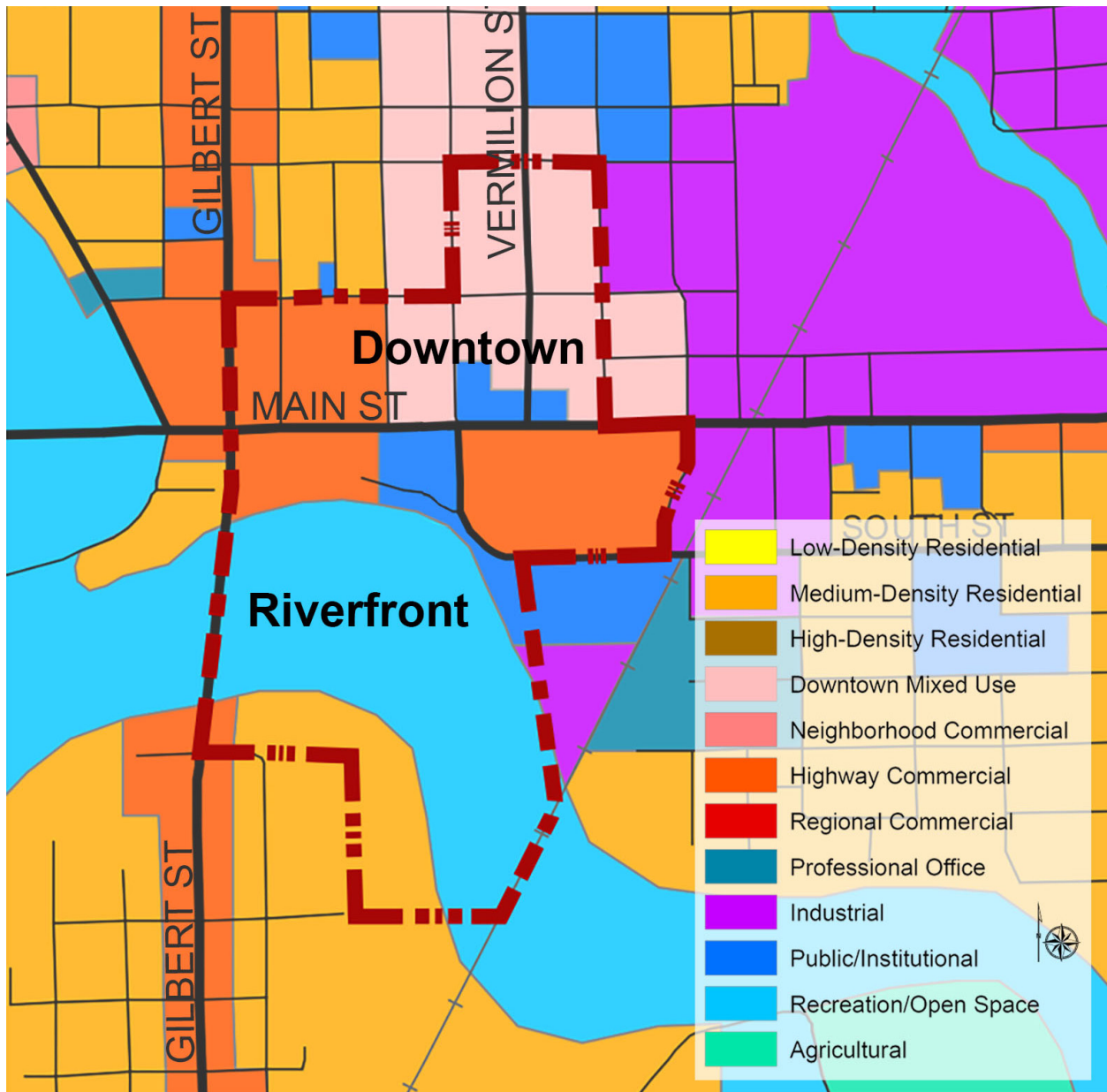
Future land use plans indicate that the Downtown and Riverfront study areas will become mainly 'Downtown Mixed Use,' with some 'Medium-Density Residential' uses. The Connectivity Area, or Ellsworth Park, will remain as an open-space recreational area. These land use classifications will allow for a wide variety of adaptive reuse in the Downtown area, as well as a range of new uses in the Riverfront development area. This will allow many of the community desires collected through the survey and charrette to be realized. The maintenance of Ellsworth Park as a recreational area will allow for it to become a central area of non-motorized transportation, by creating a location for future trails, including connections to regional systems.

Figure 14. Existing Land Use Map



Author: Planning Team
 Data: City of Danville

Figure 15. Future Land Use Map



Author: Planning Team
Data: City of Danville

Parking

A large amount of surface parking is prevalent throughout the Downtown and Riverfront study areas. The area allocated to parking is regulated by the zoning ordinance, based on the type of land use and expected automobile trip generation. A parking study to examine how existing parking areas are used is scheduled to occur later this year. However, parking is generally considered under-utilized throughout the Downtown.

Vacancy

Vacancy in the subject area must be considered from two different perspectives: vacant land and vacant buildings. In this case, vacant land would be all land where there is currently no structure and the site is not serving another purpose (i.e. parking lots would not be considered vacant land). Vacant buildings include parcels that have a structure that is currently not in use.

In this focus area, large tracts of vacant land are located to the north and south of the Vermilion River. Much of this area is currently covered by natural growth. Between this forested area to the north and Main Street, parcels have also been purchased by the city and structures have been demolished. Vacant land surrounding the riverfront marks areas of great potential for large-scale new development. These areas are mainly owned by the City of Danville and can all be considered for large-scale development projects. Additional vacant lots can also be seen in the downtown area. These lots are scattered throughout the downtown area, making them more fragmented. However, they still represent opportunities for infill development.

Vacant buildings in this subject area are focused in the downtown, especially along Vermilion and Hazel Street. In these cases, there are generally sound structures on the sites, but they currently are unused. These locations represent potential for attracting new business to the area rather than redevelopment.

Transportation

Transportation planning in Danville is a joint effort between the city and the local MPO, Danville Area Transportation Study (DATS). While motorized transportation remains the primary mode, the planning agencies have been working to motivate an increasing amount of non-motorized transportation as well.

Motorized Transportation

As previously mentioned, automobile use is still high in Danville. This is true in both the Downtown and Riverfront study areas. Throughout the downtown, automobile infrastructure has already been (re)developed to allow for vehicle travel in the area, but at reduced speeds. This allows pedestrians to also move throughout the area comfortably.

Main St, which runs between these two areas is a 5-lane state highway. West of the Downtown area is Gilbert St, also a state highway. These two roads intersect at the western edge of the study areas, creating a gateway to the city, as well as a high traffic area at the edge of downtown. While these function as main arterials and means of motorized access to the city, these large roads create significant barriers to non-motorized transportation in the area, and impede the creation of a more traditional downtown character in the area.

Non-Motorized Transportation

Despite some connectivity issues in the area, efforts are being made to increase non-motorized transportation in the City of Danville. A system of sidewalks, alleys, and bike paths already exists in the city, especially around the study areas (see Figure 13 below). However, some of this infrastructure, does not extend into the core areas. Currently, bike paths circumvent the Downtown and Riverfront areas. Other forms of infrastructure, like alleys and sidewalks, may allow for bicyclists to access these areas, however, there is no provisions for separation between bicyclists and pedestrians. There is also little separation between non-motorized transportation infrastructure and the vehicle roadway. These issues will be discussed further as part of the design features section. Overall, efforts are being made to extend this alternative transportation infrastructure throughout the city and the larger region, to create a connected network that will bring people back to the core of Danville.

Transit

Danville Mass Transit (DMT), a department of the City of Danville, serves Danville, as well as making connections with Champaign, Tilton, Georgetown and Westville. Existing routes connect all of these areas (see map below).

DMT provides fixed route buses, evening dial-a-ride, and paratransit services to these areas. All of the routes pass through the transfer zone located in the Downtown Area. Transit stops are located throughout the city, including in the Downtown and Riverfront study areas (see Figure 15 below). Access to this transit system allows for better mobility of low-income populations, as well as those who are too young or too old to drive. Enabling accessibility for these groups is an important part of motivating redevelopment and economic development in the study areas.

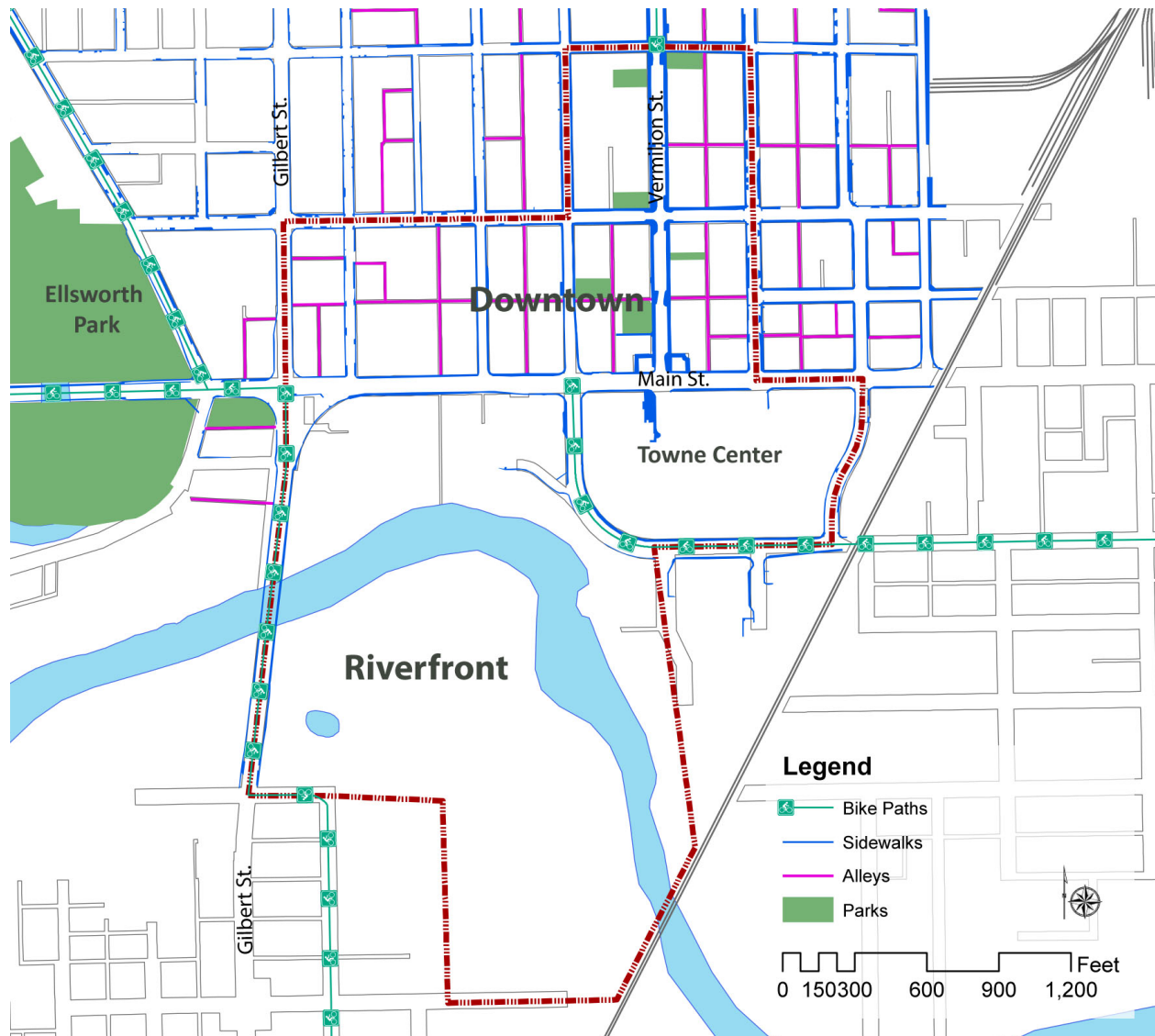
Plans are also moving forward for a new transit hub facility in downtown Danville, at the existing transfer zone location. This will hopefully motivate more ridership in the city by making it easier and more enjoyable to access transit from the downtown, and when connecting with routes to other areas of the city. Motivating additional ridership would allow for further advancement of the transit system, as well as creating increased connectivity between areas of the city, which will help with redevelopment and economic development goals for the study areas.

Figure 16. Vacant Lots & Structures



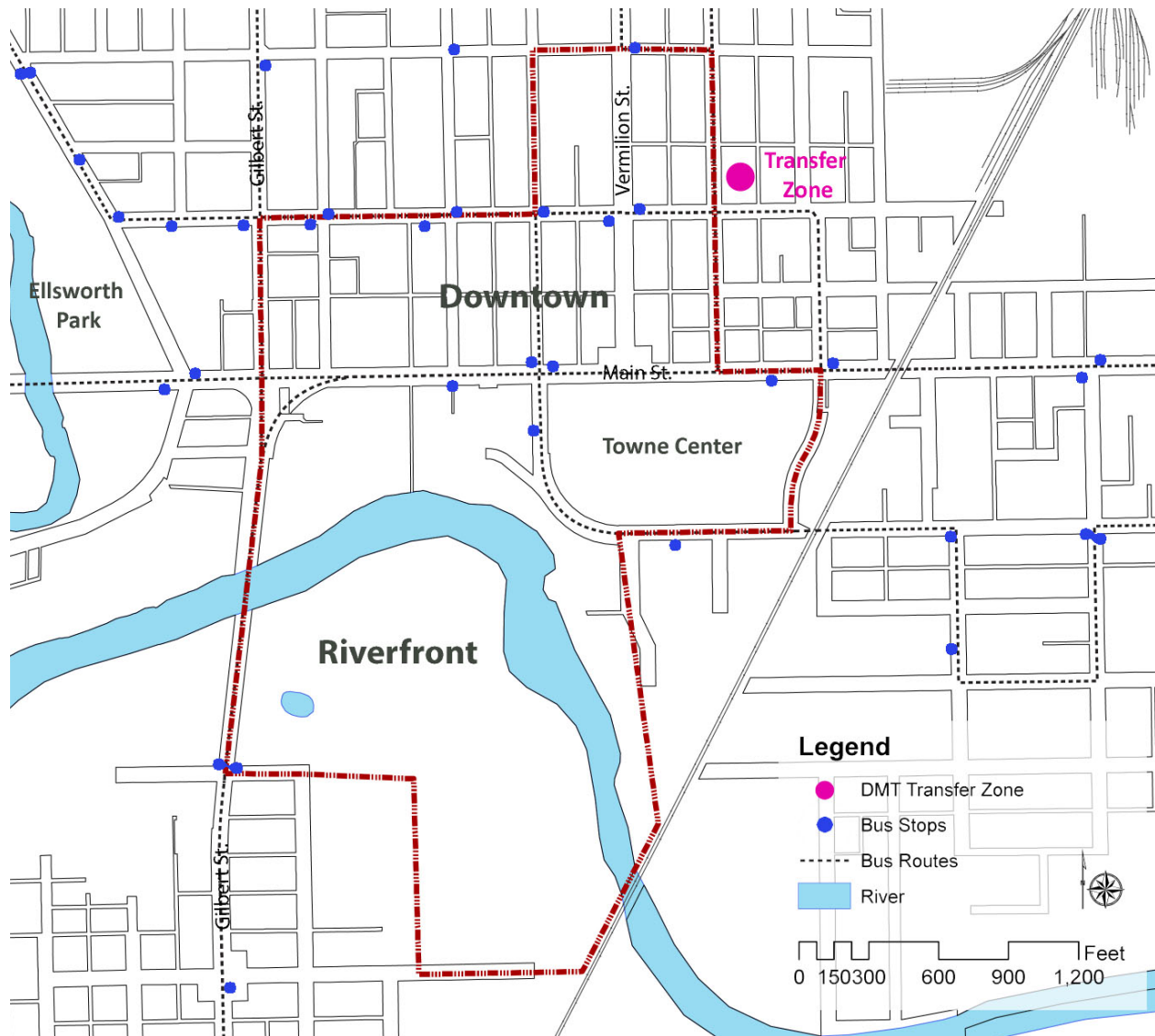
Author: Planning Team
Data: City of Danville

Figure 17. Non-Motorized Access In and Around the Study Area



Author: Planning Team
Data: City of Danville

Figure 18. DMT Routes and Stops In and Around the Study Area



Author: Planning Team
Data: City of Danville

Trails

The City of Danville has access to an abundance of trails, located in and around the city. Within the city is the Southgate Habitat Trail, located in the Southgate Industrial Park, as well as the Kennekuk County Park to the northwest of the city, which contains over 15 miles of walking trails. Looking to the surrounding region, additional trails can be found in the Forest Glen County Preserve, Middle Fork State Fish and Wildlife Area, and Kickapoo State Park. While varying in type, from walking to equestrian, these trails all currently serve primarily recreational functions.

For those interested in intraregional connections through active modes of transportation, plans are currently underway for the development of the Kickapoo Rail Trail, a rails to trails project that will occupy the former CSX rail right of way from Urbana, Illinois to Danville. The trail will be about 24.5 miles long and open up new options for the region. An image of the planned trail can be seen in the figure below.

Parks & Environmental Features

Parks

The City of Danville contains many parks, including Ellsworth Park, adjacent to the study area, and many pocket parks within the study area. All of these parks function not only as a great recreational resource for the area, but as community gathering places, design features, both as points of high activity and as connecting paths, and much more, making them very important elements of the city and the downtown riverfront development.

Ellsworth Park

Ellsworth Park is located along the North Fork near the confluence of the North Fork and the Vermilion River. The park covers 69.2 acres and is divided into north and south sec-

Figure 19. Planned Kickapoo Rail Trail Path



Source: <http://www.kickapoorailtrail.org/map.html>

tion by State Route 150. As the earliest settlement spot in the state, Ellsworth Park area is of great historic significance. The early Native American Indian tribes and early American pioneers settled on the banks to take advantage of the water and soil, and to use the river for transportation. In the early 20th century, the construction of the dams helped form a recreational pool for swimming and fishing. Other than the water activities, the park also provides various amenities, including a baseball field, tennis courts, shelter, playground and a pedestrian bridge.

A significant percentage of the park falls within the 100-year floodplain. According to the City of Danville Parks Master Plan, Ellsworth Park has flooded numerous times during the past two decades, preventing it from being an area of significant conventional development.

Pocket Parks

There are six pocket parks in the downtown, including Baum Courtyard, Danville Library Lawn, Kresge Park, Lindley Sign Post Forest, Palace Park, and Temple Plaza. The six parks are all located along Vermilion Street, utilizing the vacant parcels in the downtown and providing seating, landscape, and public space for outdoor activities. The areas of these pocket parks range from 0.09 acre to 0.75 acre, shown in the table below.

Environmental Features

Before considering development, it is important to consider the natural surroundings that already exist. One element in this study is clear- the riverfront. However, in addition to the river, associated natural features and elements that allow for human interaction with these natural features must also be considered. These include dams, flood zones and boat ramps, all of which must also be considered in the future development of the downtown riverfront area.

Table 3. Area of Pocket Parks in Downtown

Park	Area (Acre)
Baum Courtyard	0.09
Danville Library Lawn	0.33
Kresge Park	0.75
Lindley Sign Post Forest (Rain Garden)	0.21
Palace Park	0.24
Temple Plaza	0.22

Source: City of Danville

The Riverfront

The Vermilion River is a tributary of the Wabash River--it flows south and joins the Wabash River in the State of Indiana. The river is 28.4 miles in length. Its main tributaries, Salt Fork Vermilion River, Middle Fork Vermilion River, and North Fork Vermilion River, are all located in or near the City of Danville.

The City first developed near the confluence of Vermilion River and North Fork Vermilion River in the 19th century. Water resources were used to support manufacturing and mining industries. Today, the deep topography and the forest cap on the bank have formed great visual and physical barriers, which have left the riverfront area untouched, and preserved its natural resources.

Dams

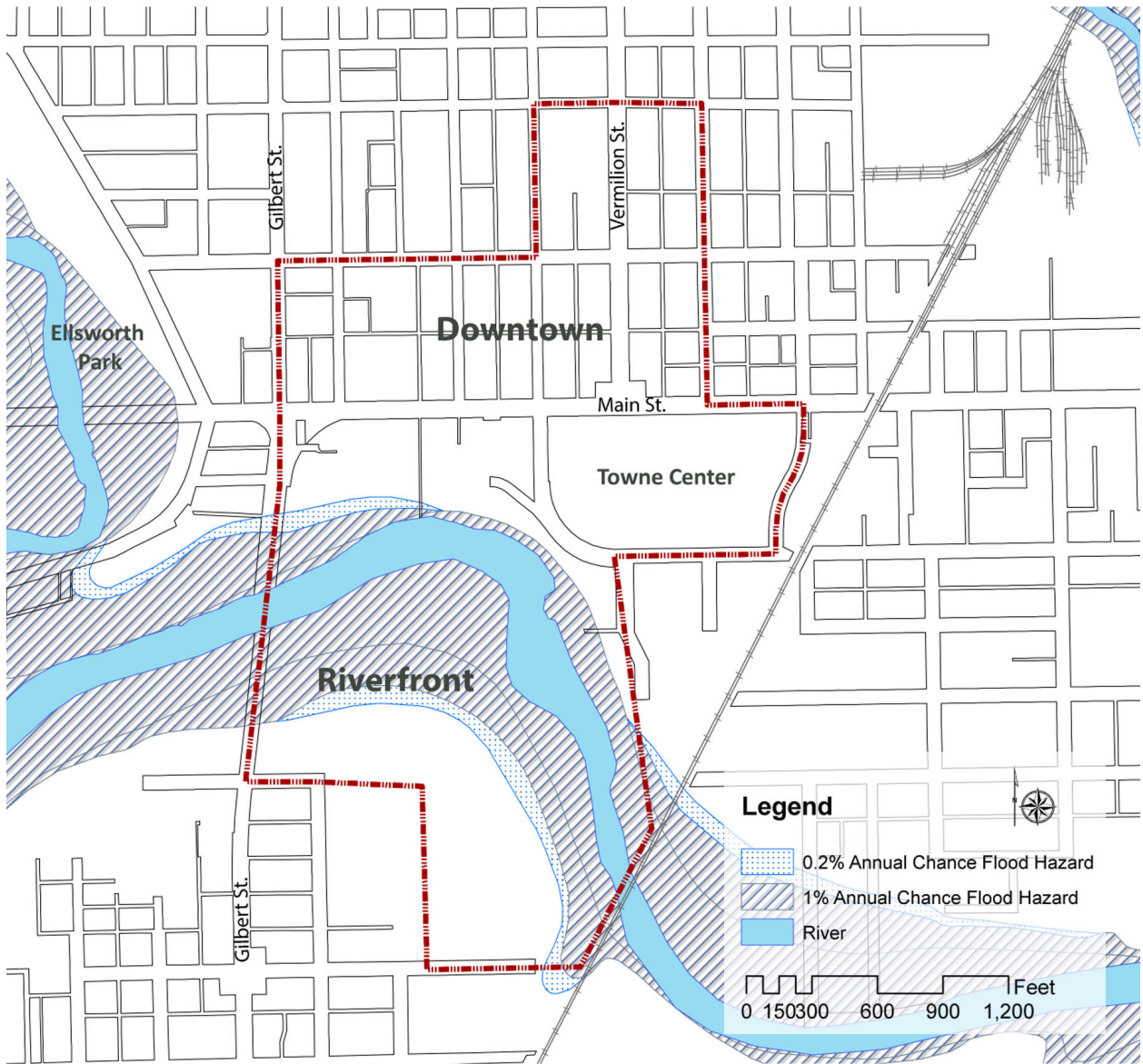
Two dams are located within the study area. The first is the Ellsworth Park dam located on the North Fork of the Vermilion River. The second is the Danville dam, which is located on the Vermilion River, along the Riverfront area. Both dams are classified as Class III (low hazard) by the Department of Natural Resources, which means the failure of the dam would have little potential for causing loss of life or significant property damage. The dams were originally built for public steam water supply and then identified as necessary for industry operation. Now the dams serve no utilitarian functions. Instead, they are creating problems in terms of forming submerged hydraulic rollers that threaten public safety and impair ecological integrity. It is currently scheduled for at least part of both dams to be removed.

Flood zones

A flood zone is the waterfront area that is prone to flood. Based on the risk of flooding, Federal Emergency Management Agency (FEMA) classifies two types of flood zones: 100-year flood zone and 500-year flood zone. The 100-year flood zone describes the area that has 1-percent annual chance to be inundated. The 500-year flood zone means there is 0.2-percent annual chance of occurring a flood that will cover this area.

Large area of the downtown riverfront and Ellsworth Park are located in the flood zones, which make flooding a serious issue for the use of these areas. Large areas of Ellsworth Park and the downtown riverfront area are located in the 100-year flood zone. Their location in the flood plain has contributed to the lack of permanent development in both of these areas. The map below (Figure 17) depicts the flood zones in and around the study area.

Figure 20. Flood Zones In and Around Study Area



Author: Planning Team
Data: City of Danville

Issues & Overarching Goals

To help clarify the unique features of the downtown riverfront, the following issues and overarching goals have been identified. These ideas should be considered in the selection of design alternatives for the downtown riverfront area, as well as in any ongoing development in the area in order to help maximize the potential for the development, while preventing unintended consequences.

Issues

After a thorough analysis of the existing conditions and assessment of the public comments, a series of major issues were identified. These issues establish a foundation for the redevelopment scenarios proposed and many of the recommendations in the following sections of this document.

Economic Development

Based on conclusions drawn from the existing conditions, redevelopment plans should take into consideration the economic needs of the area. This includes the provision of economic resources that will aid both community residents and local businesses. Any potential development plans should consider and incorporate:

- The creation of new jobs and workforce development programs
- The facilitation of new local business development
- Support for existing local businesses
- Organization of downtown programming to attract additional visitors to the downtown and riverfront areas- extended operating hours for businesses, special events, collective markets or sales, etc.
- Expand regional marketing of recreational and commercial opportunities in the community

Housing

In addition to the economic needs of the community, the existing conditions point to housing needs for the area. Future development should not only include housing, but take these additional considerations into account to guarantee that the housing units really serve the needs of the community:

- Overall updating of housing stock in the downtown area
- The offer of incentives for downtown housing unit creation, especially upper level apartment units
- Incorporation of mixed-income housing
- Guaranteeing of affordable housing in the area, even after new development occurs

Accessibility & Connectivity

When examining the study area, some clear accessibility issues arise. The first, and most significant can be seen at Main Street, which creates a barrier between the downtown and the riverfront area, especially for users of non-motorized modes of transportation. Accessibility issues associated with Main Street is amplified at its intersection with Gilbert, which through its poor design, limits accessibility even to automobile users. Additional local accessibility issues may also be seen along South Walnut Street, limiting non-motorized connectivity between downtown and the riverfront. To address these issues, redevelopment proposals should:

- Incorporate non-motorized transportation facilities, including- bike and pedestrian paths, recreational trails, additional on street biking infrastructure, etc.
- Ensure Americans with Disabilities Act (ADA) compliance in the creation of any infrastructure
- Perform transportation studies to confirm the need for road diets on Main Street and South Walnut Street- reconfiguring travel patterns to reduce speeds and allow for greater bike and pedestrian access in these areas
- Develop plans for the redevelopment of the Main and Gilbert intersection

In addition to local accessibility and connectivity issues, Danville has potential for greater regional connectivity, especially through non-motorized modes. Regional connectivity considerations should include:

- The linkage of regional trails through Ellsworth Park, to the west of the study area
- Marketing of these regional trails as means of both recreation and commuting
- The incorporation of additional facilities, like bike shares, showers, etc., to promote the use of these regional trails

Increasing Non-Motorized Transportation

Preferences to increase non-motorized transportation were also expressed by the public. The incorporation of walking and biking paths would not only increase connectivity throughout the downtown and riverfront areas, allowing community members greater accessibility through these modes for visiting the area, commuting, etc, but would also attract regional visitors and potentially new residents. Potential development plans should include:

- Plans to perform more detailed studies of non-motorized accessibility issues in the study area, including community involvement in bike level of service and pedestrian level of service assessments
- Designs oriented around the incorporation of non-motorized transportation facilities-including trails/paths and additional resources like showers, a possible future bike share, repair stations, etc., that will motivate the use of this infrastructure

Characteristics of Development

While development is generally desired in the downtown riverfront area, some general guidelines should be followed to meet community desires and guarantee that this expansion is in keeping with the character of the community. The following elements should be considered in for the area:

- The preservation of the existing historic character of the downtown area, and continuation of this character into new development along the riverfront
- Promotion of development on downtown infill parcels before new sites are utilized
- Focus larger development to the north side of Main Street, limiting construction along the riverfronts in favor of preserving natural space and enhancing public access

Flood Management

Due to the study area's location within the floodplain, it is critical that any development proposal guarantees the riverfront is safe and accessible during flood events. To do this, the following elements should be considered:

- Protect the natural systems within the 100-year floodplain and use it as a buffer to protect the rest of the area from flooding
- Build a flood-resilient trail system
- Raise the bridges above the 100-year flood level
- Locate major destinations (amphitheater, outdoor classroom, picnic shelter, etc.) outside of the floodplain
- The use of best management practices (BMPs) throughout developments to reduce stormwater runoff
- Floodplain management strategies need to move from a notion of resistance to one of resilience

Preservation of Natural Systems

In addition to developing around the existing floodplain, redevelopment designs should take into consideration the riverfront's natural character and habitat. Currently, the riverfront is home to natural land covers that include native species unique to the region. The preservation of these areas will add intrinsic and economic value to the area. Therefore preservation of these natural systems should be valued in redevelopment designs by taking the following elements into consideration:

- The preservation of native species in the development of the riverfront for recreational purposes
- The creation of programming oriented toward educating the public about the area's natural history, including Danville's Native American and coal mining heritage
- The overall preservation of natural space throughout any development proposal, especially along the northern and southern areas of the riverfront

Overarching Goals

While specific goals and objectives will need to be created for any redevelopment scheme that may be selected, based on the issues noted above, some overarching goals should be met to fulfil the needs and demands of the public. At its core, this plan aims to redevelop Danville's downtown riverfront to create a vibrant core for the city, which will help to serve residents and visitors, while motivating future growth in the city's center. To achieve this, the following overarching goals should be considered as part of any potential redevelopment scheme:

- Motivating economic growth in the area through the provision of additional services and new development
- Preserving the existing natural and historic character of the area
- Increasing connectivity, especially through non-motorized transportation modes, between downtown and the riverfront
- Increasing connectivity, especially through non-motorized transportation modes, between Danville and the surrounding region

(Re)Development Streams

Introduction

Based on community input, the existing conditions analysis, identified issues to be addressed, and the overarching goals established, three potential redevelopment schemes were created. In this case, these redevelopment possibilities are being thought of as “streams,” because they have been designed to be much like the tributaries or streams that lead to a larger river- they are able to exist on their own, supporting development without other projects being completed, but will be stronger if they are able to occur in order and build on the work completed by the other, creating one larger, stronger redevelopment.

The streams have been framed based on the populations they are designed to primarily serve- existing users, future local users, and future regional users. Each stream incorporates an overall vision for the stream; key desired design elements; a potential future land use map displaying the spatial extent or distribution of desired design elements; sample designs of the desired elements created by the Architecture and Landscape Architecture students; potential phasing of the redevelopment; a basic cost assessment of design elements; and additional recommendations related to that stream. While not all of the designs created by the students have been used as sample designs that does not eliminate the consideration of any of the design work. Those included were most in keeping with the recommendations being made based on other data collected. However all of the designs should be kept in mind when establishing detailed design plans, and therefore are included in the companion design document to this conceptual plan, *Re-Envisioning Danville: Downtown Riverfront- Design Catalogue*.

In all of the streams, the south side of Main Street has been maintained as a public park. While there may be some potential for this to change in the future, this was done for two reasons. First, by creating an open area, the goal of improving physical and visual connectivity between the downtown and the riverfront may be better met. The park will maintain the natural character of the area, while opening the tree line to reveal views of the river from the downtown. Secondly, current analysis indicates that the city could not support large development in this area. The streams have been structured around the goal of increasing the market and being able to motivate development in the area. However, any development along the south side of Main Street should still be carefully regulated so it does not negatively impact the goal of greater connectivity.

Off-Site Elements

While specific design elements will be unique to any design proposal, some necessary elements have to be established to help guide any potential stream. These have been created based on public comment, the existing conditions, and the established major issues for the site. The majority of these elements are off-site improvements, focusing on the area surrounding the main study area, helping with accessibility and consistency with the main site. It is pertinent that these elements be included in any development plan to guarantee that the core issues are resolved and overarching goals are met:

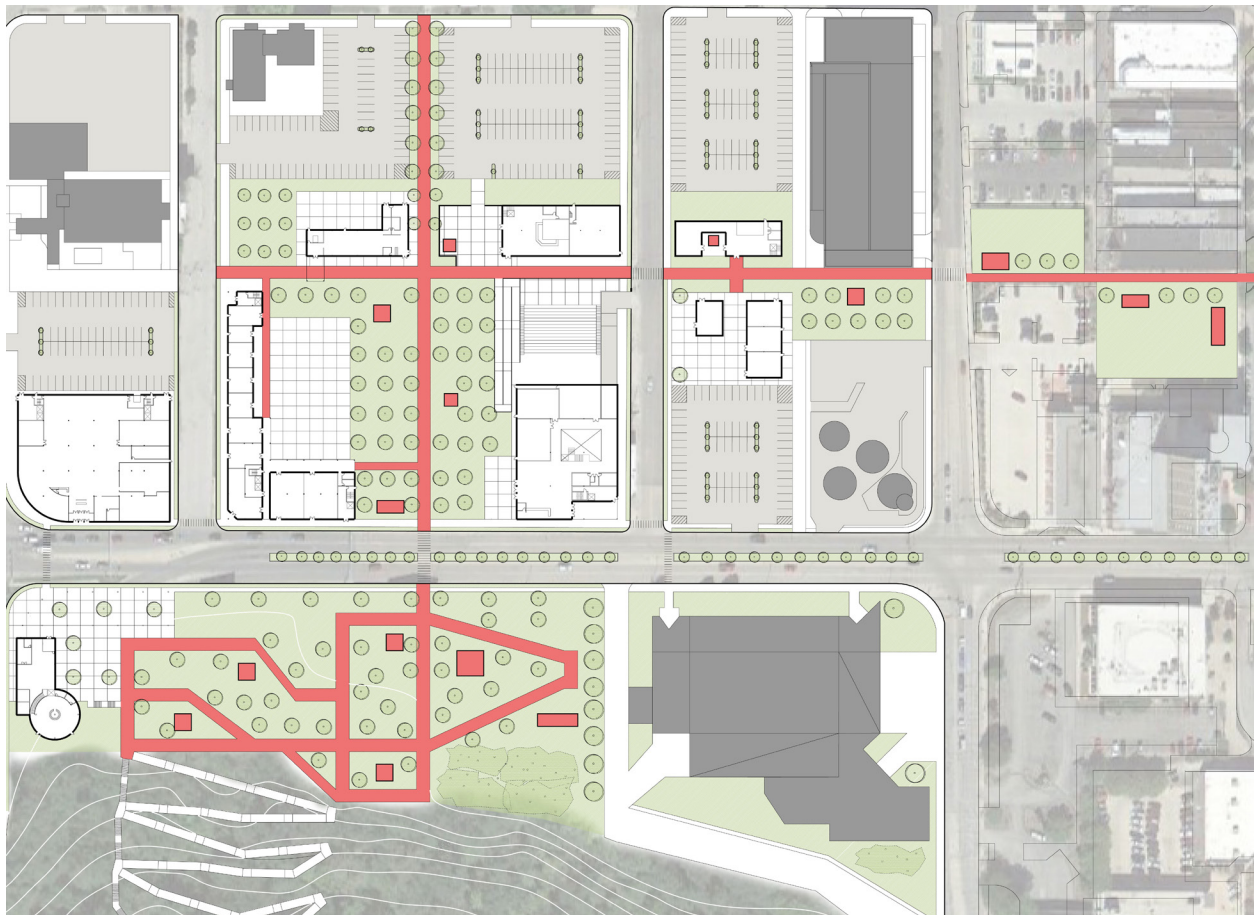
- *Pedestrian connections from Downtown to Riverfront:* Utilize existing east/west alley way-pathway North of Main Street to extend pathways along existing North/South alleys to and across Main Street
- *Greenway connections from Ellsworth Park and other regional destinations to the Riverfront:* Natural trails and paths should be developed to use natural spaces to connect Ellsworth Park with the riverfront. This system should also be expanded to include regional connections, like the Kickapoo Railtrail.
- *Connecting Towne Centre to the Riverfront:* To further increase accessibility to the riverfront site, and interaction between the new and existing development, a plaza should be developed in the existing Town Centre to connect on the east side with a walk way down and across Walnut Street to the riverfront.
- *South Walnut Street as a barrier:* A transportation study should be performed on Walnut Street that could result in a road diet, allowing for the reconfiguration of traffic flow and reduction to one travel lane in each direction. This will enable the provision of on street parking with a combination of diagonal and parallel parking, landscaped center median, prominent crosswalks, wider sidewalks, and pedestrian scale lighting
- *Main Street as a barrier:* A transportation study should be performed for Main Street, in the vicinity of the riverfront that could result in a road diet to reconfigure traffic flow and the reduction of one lane. This will allow for the installation of landscaped center medians, prominent crosswalks, and pedestrian scale lighting.
- *Main & Gilbert Intersection:* Additional transportation analysis should be performed at the intersection of Main and Gilbert to determine how to best remove the south to east dedicated connection and make it into a traditional four-way intersection. This will increase accessibility for cars, and make the implementation of pedestrian and bicycle infrastructure in this area easier.
- *Development on North side of Main Street:* Many vacant parcels currently exist along the north side of Main Street, adjacent to the site. These should be redeveloped into two story commercial infill developments, with commercial uses on the 1st floor, residential on upper floors. This will rebuild the streetwall, helping to make this area inviting to pedestrians, bringing activity to the downtown areas closest to the site.

Sample Designs for Off-Site Elements

Connection & Transportation Improvements

- North of Main Street, alley connects downtown, extended east-west and into the riverfront
- Tree lined path along the alley

Figure 21. Sample Design, Architecture Team



Source: Architecture Team (Mike and Aaron)

- The addition of landscaped medians along Main Street to enable pedestrian access to the riverfront

Figure 22. Sample Design, Architecture Team



Source: Architecture Team (Tess and Stephen)

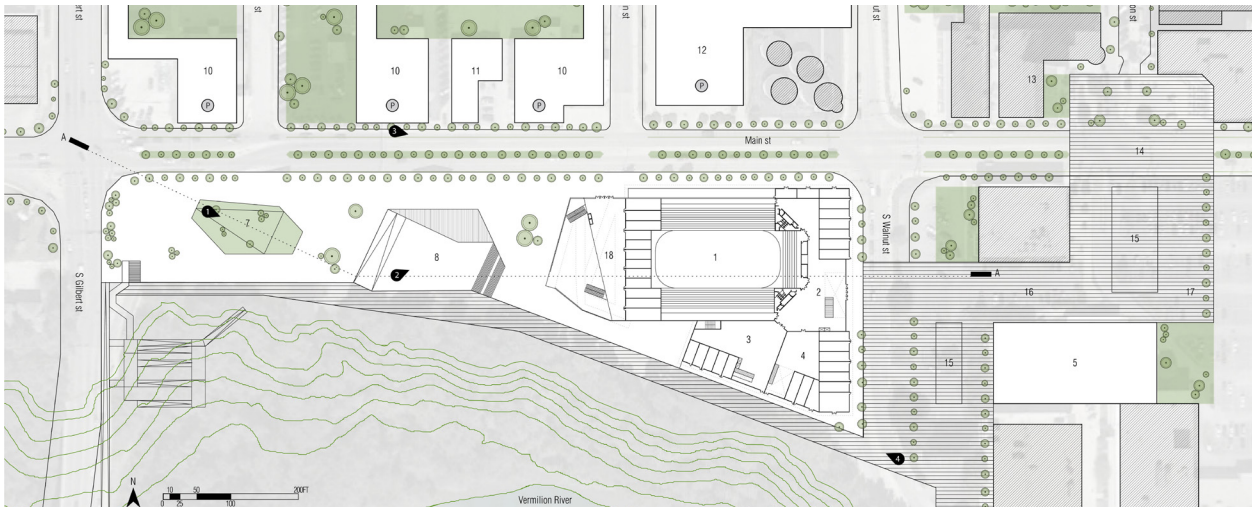
- Connecting Towne center to the arena, lookout near the Arena
- Main & Gilbert- reconstructing intersection and removing turn lane

Figure 23. Sample Design, Architecture Team



Source: Architecture Team (Nick and Robert)

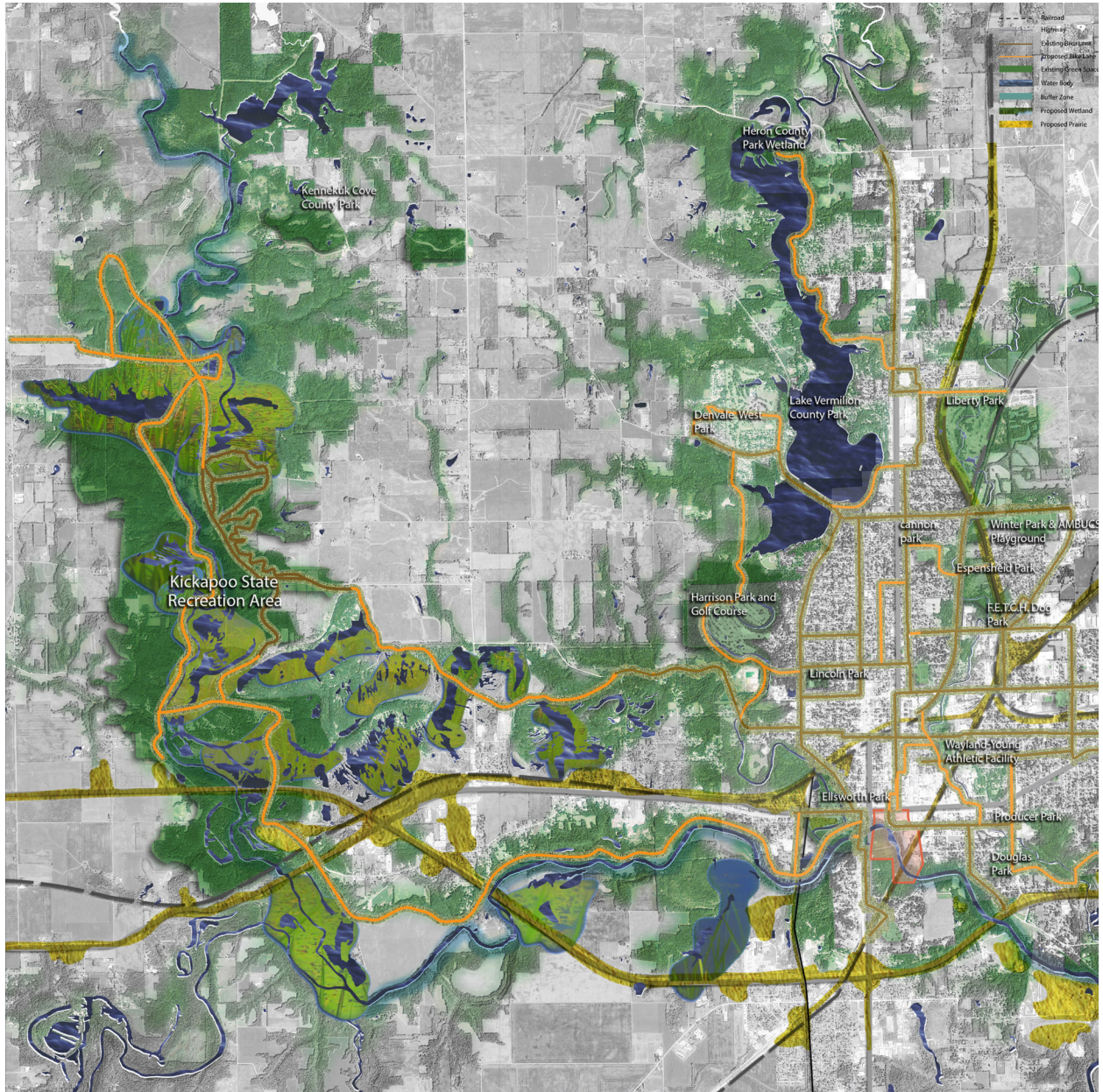
Figure 24. Sample Design, Architecture Team



Source: Architecture Team (Angela and Widya)

- Regional Greenway Connection: Regional connection through creation of greenway and connection through Ellsworth Park

Figure 25. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Greenway Master Plan

Development of North Side of Main Street

- North side of Main Street, rebuilding the street wall, to be more appropriate use compatible, like the downtown, central business area, relocating current car dealer, etc.

Figure 26. Sample Design, Architecture Team



Source: Architecture Team (Nick and Robert)

Stream 1: Existing Users

Based on the existing conditions, it is believed that the first step in the redevelopment of the Danville downtown riverfront should be meeting the needs of the existing area users. These users consist of those who currently commute to the downtown for work, both from within the city and the surrounding region, the small number of residents living in the downtown area, and those who currently use the downtown's services. Analysis of the existing conditions indicates that the needs of this user group are currently not being met.

To better fulfill the needs of the existing users, this scenario proposes the opening of the riverfront and the connection of the riverfront area with downtown. The opening of this area would allow for the incorporation of recreational and public space, which would represent the first step in creating a larger recreational hub along the riverfront. This scenario does not propose a great deal of conventional development in the area, instead using the riverfront as a large public park area. This limited development is geared towards the limited market in the area and projections for limited economic growth in the near future. However, this would lay the groundwork for market expansion and additional development in the future.

(Re)Development Elements

In addition to the elements deemed critical to be included with all of the streams, a list of desired design elements was created for this stream. The following design elements have been highlighted in this stream:

- Shared use path(s): Incorporating bike and pedestrian infrastructure, this path would follow the riverfront and extend into the downtown area to increase accessibility.
- Walking Trails
- Overlook(s): Multiple points would be incorporated along the north bank of the riverfront, adding an intriguing recreational use to the area by allowing visitors to enjoy the space from a new perspective
- Pedestrian bridge: 2 pedestrian bridges would be created, 1 just east of the existing Gilbert Street Bridge, and further downstream, in the vicinity of the existing dam.
- Picnic area: Located on the south side of the river, providing a more active use for the natural space on this side of the site
- Classroom area: Also located on the south side of the site, this would be available for community programming and special events to be held
- Parking lots: This stream would incorporate some additional surface parking at the sites of the city owned property along the south side of Main Street. This would give people access to the new riverfront park area and all of its resources

Figure 27. Stream 1 Proposed Land Use



Author: Planning Team

Sample Designs

The following images help to demonstrate some of the desired features for this stream:

- Pathway leading down to the river
- Looping walking way, two bridges going over the river (to demonstrate connectivity, not advocating for a floating bridge)

Figure 28. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Team (Sound)

Figure 29. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Team (Vegetation)

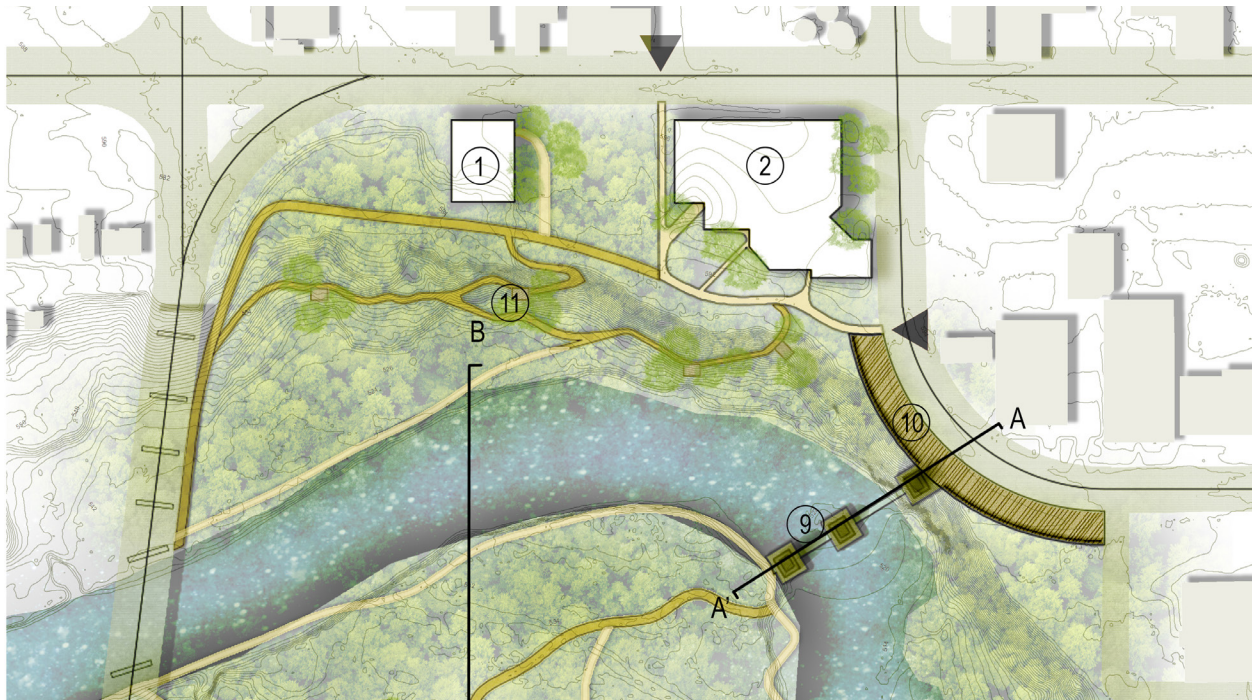
- North side, behind the arena, outlook, entrance, down to the river

Figure 30. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Team (Vegetation)

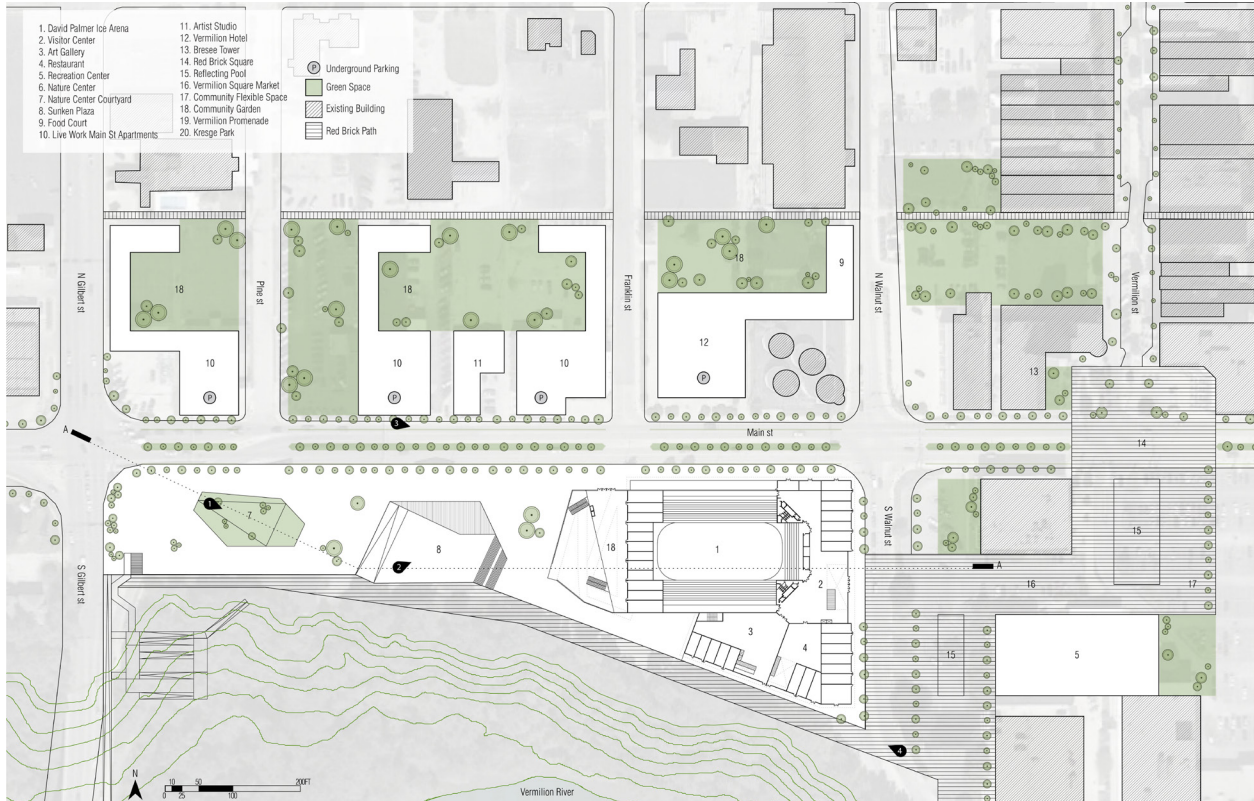
Figure 31. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Team (Sun)

- Walking path behind the arena going into Towne Center

Figure 32. Sample Design, Architecture Team



Source: Architecture Team (Angela and Widya)

Figure 33. Sample Design, Architecture Team



Source: Architecture Team (Michael and John)

- South bank development
 - o Gilbert Street entrance (parking lot), better landscaping
 - o Outdoor classroom and multi-use stages

Figure 34. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Team (Movement)

Figure 35. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Master Plan

Additional Recommendations

The key additional consideration in this stream is the need for the continued maintenance of the riverfront area park and its resources. This will also apply to the other streams, which all incorporate some form of open space and community resources in the riverfront area, which will need to be maintained. This could initially be accomplished by the City's Parks Department, but with continued growth and if the development of all of the streams is realized, it may make more sense to turn over operations and maintenance of the riverfront park to an outside entity. Since Vermillion County Conservation District (VCCD) already had property in the city and multiple properties around the county that they manage, it may make the most sense to explore having VCCD maintain and operate the new riverfront park.

Stream 2: Future Local Users

Building on Stream 1, after better meeting the needs of existing users, efforts will be focused on attracting additional users from the local area. It is believed that the opening of the riverfront and connection with downtown will allow for the creation of a recreational hub in the area. This will provide economic opportunities for local business to promote additional investment in the area. Inner-city connection through the incorporation of trails connecting the farthest extents of the city with the redeveloped downtown and riverfront core. This would be especially focused on a north-south running trail that would connect with the newer, expanding development to the north and the existing development to the south along Gilbert. Once again, this scenario will include limited construction of new buildings, continuing to focus instead on the development of a larger market and investment in the area. By increasing visitors to the area, improving the market and promoting investment, Stream 2 has the potential to lay the groundwork for more substantial development in the future.

(Re)Development Elements

- Tower structure: Much like the overlooks in Stream 1, the tower structure would attract new users to the area by allowing them to view the area from a new perspective
- Riverwalk: The riverwalk would function as a path, incorporating potential small development near the arena. It would also be created to connect the bridges created in Stream 1 and create a path that would exist above the floodplain, allowing for use of the area even during minor flood events.
- Hiking, biking, and walking trails: Much like the trails listed in Stream 1, these paths could create interaction with the natural landscape of the riverfront, while providing accessibility for all community members and visitors

Figure 36. Stream 2 Proposed Land Use

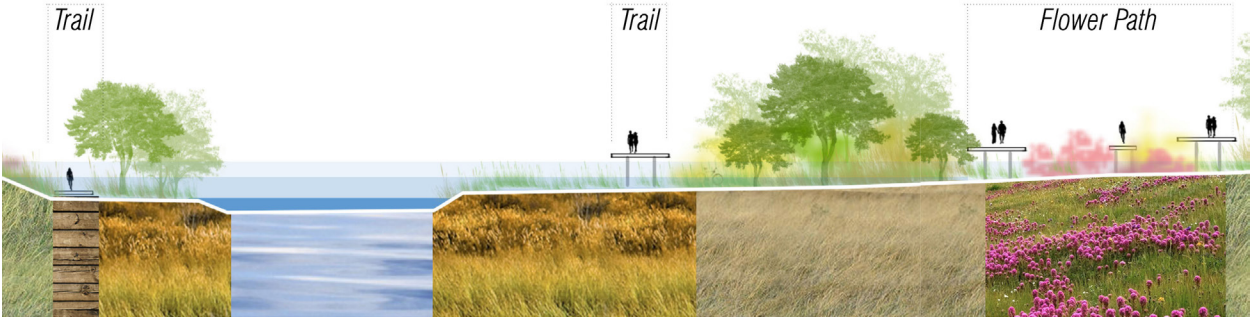


Author: Planning Team

Sample Designs

- Flower path
- Wind board, entry on Gilbert St

Figure 37. Sample Design, Landscape Architecture Team

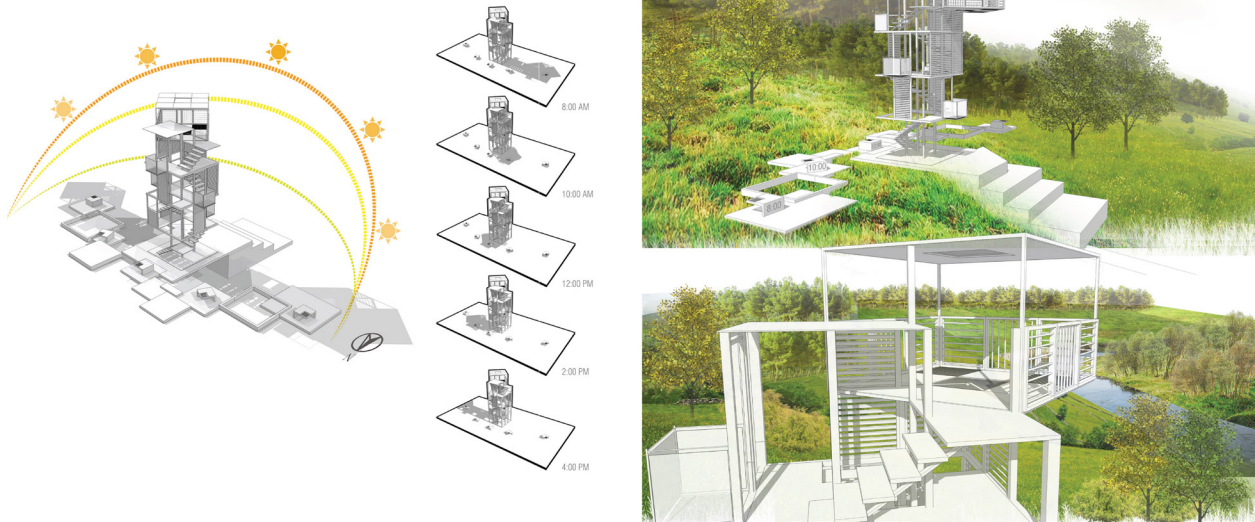


Source: Landscape Architecture Team (Wind)

- Tower Structure

Figure 38. Sample Design, Landscape Architecture Team

MOVEMENT- GNOMON TOWER



Source: Landscape Architecture Team (Movement)

Additional Considerations

Associated with this stream is the addition of expanded recreational use along the riverfront. In addition to the design elements, this may include items like kayak and canoe launches, other water sports and outdoor activities. Much like the development of the park and community spaces in Stream 1, this will require an entity to maintain and manage it. However, in this case it is suggested that the city or county not attempt to manage these facilities on their own; it would be better run through a private company or public/private partnership.

Stream 3: Future Regional Users

Stream 3 has been developed to lay out the potential for a larger scale redevelopment of the area. Based on current patterns, it is assumed that this would depend on the growth created by the work in Streams 1 and 2 to create larger markets and investment that would support these large developments. However, despite current trends, there is always the potential for investment that could support and spur larger development in the area, allowing Stream 3 to occur independently.

This scenario proposes expanded development along the north side of Main Street, infill development throughout the downtown, and additional recreational and public space uses along the riverfront. Included in this development would be additional retail and commercial space, as well as mixed-income housing and new entertainment venues.

(Re)Development Elements

- Amphitheater: Allowing for public engagement activities, this would bring many new users to the area
- Open Plaza: This plaza would create a space for community engagement and increase connectivity between the downtown and riverfront
- Arena Improvements: This would include (but not necessarily be limited to) the addition of an architectural façade on the arena to make it more in keeping with existing and future development
- Welcome/Nature Center: Located at the southwest corner of the site, this would create an additional area for community engagement, as well as drawing visitors to the area
- Connecting with larger regional trails system: This would incorporate a regional connection through Ellsworth Park, as well as connection to the planned Kickapoo Railtrail

Figure 39. Stream 3 Proposed Land Use



Author: Planning Team

Sample Designs

- Music concert (north side, out of flood plain and away from Main St): The river is the back of the stage

Figure 40. Sample Design, Landscape Architecture Team



Source: Landscape Architecture Team (Vegetation)

- Green roof for Arena
- Architectural Integration of the arena

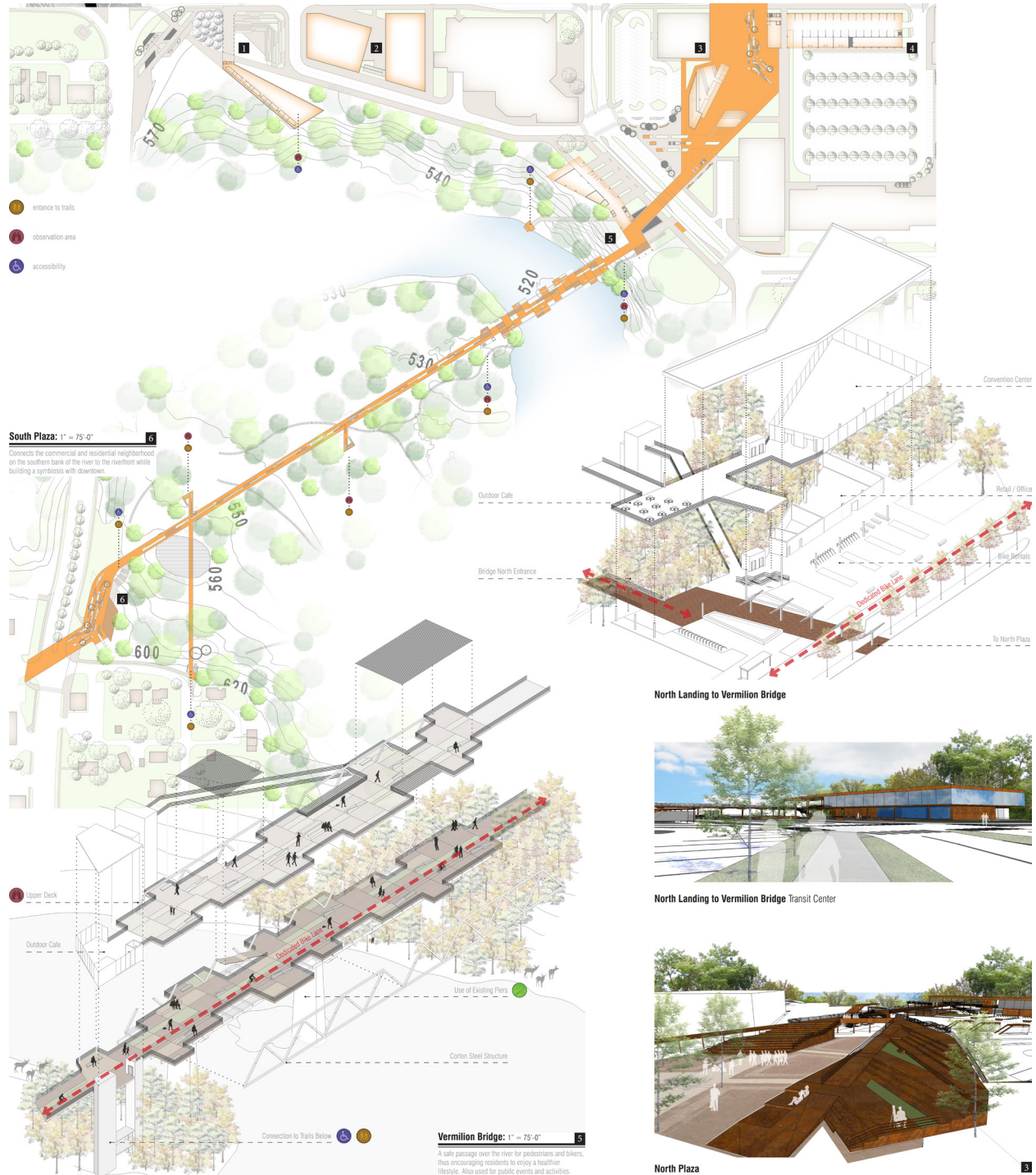
Figure 41. Sample Design, Architecture Team



Source: Architecture Team (Nick and Robert)

- Larger Scale Development- Pedestrian Bridge, outdoor shops at each end

Figure 42. Sample Design, Architecture Team



Source: Architecture Team (Patricia and Shivayogi)

Additional Considerations

The increased development associated with this stream requires increased consideration of economic development and social equity. The following elements should be considered as part of this type of redevelopment plan:

- Housing: Ensuring access to affordable housing, high quality housing for all income groups. This may be done through the implementation of elements like the following:
 - o Offer incentives for downtown housing, especially upper level housing
 - o Study possibility of developing a shared equity homeownership program
 - o Encourage the creation of limited equity co-operatives
- Economic Development: Increasing economic activity in the area, while maintaining existing and promoting additional local business and job creation
 - o Develop a partnership with the Danville Art League and the arts community to promote design workforce development
 - o Develop a partnership with the Danville Public Library to promote computer based workforce development
 - o Encourage restaurants and bars to have extended hours and facilitate licensing to sell alcohol in such establishments
 - o Provide assistance for marketing locally owned businesses regionally

Implementation

Design Elements Cost Estimations

Cost Estimates

Basic cost estimates were created for the majority of the elements identified as desired design elements. Of the desired design elements identified, an estimate could not be created for an overlook because of the high degree of variability in the potential design and location of this element. However, the tables below illustrate the estimated costs for walking trails, shared-use paths, shared-use (non-motorized) bridge, picnic areas, outdoor classrooms, and parking areas. These estimates vary based on the materials used and whenever possible, take ongoing maintenance costs into consideration.

Proposed development includes the addition of more physical structures and architectural features. These elements vary greatly based on the specifics of the design and therefore could not be estimated for this document. Sample costs for amphitheaters and welcome/nature centers could be identified and are provided below.

Trails

To open the riverfront and connect it to the downtown, two trails from Main Street down to the river are the minimum requirement. Another two trails will connect the two bridges and form a loop in the area. In this scenario, the total length is estimated to be 3,000 feet. Using \$1.6 per feet as the unit cost (natural surface), the total construction cost is estimated to be \$4,800.

Table 4. Cost Estimates - Trails

Estimated Cost for Natural Surface Trails, 5-foot width						
Element	Unit	Price per unit	Element width	Units per mile	Trail cost/mile	Trail cost/ ft
Clearing and Grubbing	Acre	\$2,550	9 ft	1	\$2,550	
Grading	Mile	\$3,200		1	\$3,200	
Seed/mulch	Acre	\$2,040	4 ft	0.5	\$1,020	
Subtotal					\$6,770	\$1.28
Other Costs*	10% of trail cost				\$677	
Contingency	15% of trail cost				\$1,015	
Total Cost					\$8,462	\$1.60

Estimated Cost for Wood Chip Hiking Trails, 5-foot width						
Element	Unit	Price per unit	Element width	Units per mile	Trail cost/mile	Trail cost/ ft
Clearing and Grubbing	Acre	\$2,550	9 ft	1	\$2,550	
Grading	Mile	\$3,200		1	\$3,200	
Wood Chips	Sq. ft.	\$0.50	5 ft	26,400	\$13,020	
Seed/mulch	Acre	\$2,040	4 ft	0.5	\$1,020	
Subtotal					\$19,970	\$3.78
Other Costs*	10% of trail cost				\$1,997	
Contingency	15% of trail cost				\$2,995	
Total Cost					\$24,962	\$4.73
Estimated Cost for Granular Hiking Trails, 5-foot width						
Element	Unit	Price per unit	Element width	Units per mile	Trail cost/mile	Trail cost/ ft
Clearing	Acre	\$2,550	9 ft	1	\$2,550	
Grading	Mile	\$3,800		1	\$3,800	
Granular sub-base	Sq. ft.	\$0.50	7 ft	36,960	\$18,480	
Granular surfacing	Sq. ft.	\$0.50	5 ft	26,400	\$13,200	
Seed/mulch	Acre	\$2,040	4 ft	0.5	\$1,020	
Subtotal					\$39,050	\$7.40
Other Costs*	10% of trail cost				\$3,905	
Contingency	15% of trail cost				\$5,857	
Total Cost					\$48,812	\$9.24
Estimated Cost for Asphalt Surface Pedestrian Trails, 6-foot width						
Element	Unit	Price per unit	Element width	Units per mile	Trail cost/mile	Trail cost/ ft
Clearing	Acre	\$2,550	10 ft	1.25	\$3,187	
Grading	Mile	\$3,800		1	\$3,800	
Granular sub-base	Sq. ft.	\$0.50	8 ft	42,240	\$21,120	
Asphalt	Sq. ft.	\$1.30	6 ft	31,680	\$41,184	
Seed/mulch	Acre	\$2,040	4 ft	0.5	\$1,020	
Subtotal					\$70,311	\$13.32
Other Costs*	10% of trail cost				\$7,031	
Contingency	15% of trail cost				\$10,547	
Total Cost					\$87,889	\$16.65

Estimated Cost for Concrete Surface Pedestrian Trails, 5-foot width						
Element	Unit	Price per unit	Element width	Units per mile	Trail cost/mile	Trail cost/ ft
Clearing	Acre	\$2,550	9 ft	1	\$2,550	
Grading	Mile	\$3,800		1	\$3,800	
Granular sub-base	Sq. ft.	\$0.50	7 ft	36,960	\$18,480	
Concrete	Sq. ft.	\$3.00	5 ft	26,400	\$79,200	
Seed/mulch	Acre	\$2,040	4 ft	0.5	\$1,020	
Subtotal					\$105,050	\$19.90
Other Costs*	10% of trail cost				\$10,505	
Contingency	15% of trail cost				\$15,757	
Total Cost					\$131,312	\$24.87

*Other costs include drainage, signage, and support services.

Source: 2010 Ped & Pedal Plan, Northwestern Indiana Regional Planning Commission

Shared-Use Paths

Table 5. Cost Estimates - Shared-Use Paths

Estimated Cost for Granular Surface Multi-Use Paths, 10-foot width (Single Treadway)						
Element	Unit	Price per unit	Element width	Units per mile	Trail cost/mile	Trail cost/ ft
Clearing and Grubbing	Acre	\$2,550	14 ft	1.7	\$4,335	
Grading	Mile	\$3,800		1	\$3,800	
Granular sub-base	Sq. ft.	\$0.50	12 ft	63,360	\$31,680	
Granular surfacing	Sq. ft.	\$0.50	10 ft	52,800	\$26,400	
Seed/mulch	Acre	\$2,040	4 ft	0.5	\$1,020	
Subtotal					\$67,415	\$12.77
Other Costs	10% of trail cost				\$6,741	
Contingency	15% of trail cost				\$10,112	
Total Cost					\$84,268	\$15.96
Estimated Cost for Asphalt Surface Multi-Use Paths, 10-foot width (Single Treadway)						
Element	Unit	Price per unit	Element width	Units per mile	Trail cost/mile	Trail cost/ ft
Clearing and Grubbing	Acre	\$2,550	14 ft	1.7	\$4,335	
Grading	Mile	\$3,800		1	\$3,800	
Granular sub-base	Sq. ft.	\$0.50	12 ft	63,360	\$31,680	
Asphalt	Sq. ft.	\$1.30	10 ft	52,800	\$68,640	
Seed/mulch	Acre	\$2,040	4 ft	0.5	\$1,020	
Subtotal					\$109,475	\$20.73
Other Costs	10% of trail cost				\$10,947	
Contingency	15% of trail cost				\$16,421	
Total Cost					\$136,843	\$25.92

Source: Report on Shared-Use Path and Sidewalk Unit Costs (updated in August 2014), Vermont Agency of Transportation, Vermont

Shared-Use (Non-motorized) Bridge

Two non-motorized bridges will be built to connect the north and south side of the river and the total length is estimated to be 250 and 270 feet for each bridge. Using \$87 as the unit cost (Weathering steel, treated decking bridge), the total construction cost would be \$217,500 for bridge one and \$234,900 for bridge two.

Table 6. Cost Estimates - Shared-Use Bridge

	Weathering steel, treated decking	Weathering steel, ipe decking	Galvanized steel, treated decking	Galvanized steel, ipe decking
10' width: Cost per square foot	\$87	\$98	\$112	\$132
12' width: Cost per square foot	\$90	\$102	\$113	\$132

Examples:

Location	Year	Length	Width	Cost per square foot
LVRT Bridge #1	2013	110	10	\$116
LVRT Bridge #2	2013	74	10	\$116
Brattleboro	2006	90	10	\$167.14
Burlington	2004	67	12	\$140.78
Essex	2003	125	12	\$79.36

Source: Report on Shared-Use Path and Sidewalk Unit Costs (updated in August 2014), Vermont Agency of Transportation, Vermont

Other costs for the shared-use bridge would include:

- Engineering costs (averaging 16% of construction cost)
- Construction inspection costs (generally range from 10% to 25% of construction costs, depending on the complexity of the project and the amount of oversight that is needed)




Surface parking

Surface parking lot construction costs range from \$1,000 to \$15,000 per space, with an average of \$3,000 per space. Using 4 spaces per acre as the minimum requirement and 8 acres (about 10% of the total area) as the estimation for active recreation area, 32 spaces need to be provided at minimum.

Outdoor classroom

Depending on the size and materials of the design, the cost of an outdoor classroom will vary and will need to be carefully calculated according to a specific proposal. Three sample setups have been listed in Table 7, the estimated cost ranges from around \$2,000 to \$25,000.

Table 7. Cost Estimates - Outdoor Classroom Sample Budgets

Sample 1	
Cost Estimation: <\$2000	
Costs include: <ul style="list-style-type: none"> - Native plants (shrubs and flowers) - Construction tools - Ground cover (3 cubic yards) - Top soil for plants (1 cubic yard) - Logs for seating 	
Sample 2	
Cost Estimation: <\$10,000	
Costs include: <ul style="list-style-type: none"> - Benches - Armor stone for seating (\$500 each) - Ground cover (30 cubic yards) - Native plants (shrubs and flowers) - Construction tools 	
Sample 3	
Cost Estimation: <\$25,000	
Costs include: <ul style="list-style-type: none"> - Site preparation - Stone seating area (\$500 each) - Mature trees (\$700 each) - Wooden gazebo - Ground cover - Picnic benches (\$250 each) - Small green house (6ft*8ft) - Outdoor chalkboard - Construction tools - Planting beds - Soil - Native plants (shrubs, seeds, and flowers) 	

*Labor and maintenance costs are not included in cost estimation

Source: Building Outdoor Classrooms: A guide for successful fundraising, Appendix D, https://fef.td.com/wp-content/uploads/2013/03/TD-OutdoorClassroomGuide_ENG_FINAL.pdf;

Wheaton College Philosophy, Schopenhauer and Toni Morrison on happiness, October 2012, <http://wheatoncollege.edu/philosophy/2012/10/01/schopenhauer-toni-morrison-happiness/>

Picnic Shelter




Table 8. Cost Estimates - Picnic Shelter

Sample 1: City of San Diego, 2014		
\$288,000 each	N/A	
Sample 2: City of Tracy, CA, 2013		
\$100,000	Serve 30-32 people	
Sample 3: Steinberg Park, City of Blue Earth, MI, 2010		
\$87,560	30' x 58' timber frame picnic shelter, Deluxe	
\$62,960	30' x 58' timber frame picnic shelter, Common	
\$35,600	20' x 30' timber frame picnic shelter	
Sample 4: Willamalance park and Recreation District, Springfield, OR, 2009		
\$60,000	N/A	
Sample 5: Coolwell Park, Amherst County, VA, 2009		
\$19,200 (Material & Labor)	24' x 40'	One Wick gable pavilion open on four sides with: <ul style="list-style-type: none"> • 8' interior height and open ceiling • Metal roofing, gable siding and trim fabricated from pre-finished steel with 30 year paint finish warranty • "Y" bracing at columns • Gutters and downspouts • 50 year warranty on treated columns • Building designed for 30 lb ground snow load as required per code • Minor excavation • Building permit
\$28,800 (Material & Labor)	24' x 60'	
\$27,200 (Material & Labor)	34' x 40'	

Source: Mid-City FY 2014 Public Facilities Financing Plan Update 2014 Cost Estimate for Park and Recreation Projects, <https://www.sandiego.gov/sites/default/files/legacy/facilitiesfinancing/pdf/plans/mchistory.pdf>
 Park Master Plan, City of Tracy, April 2013, http://www.ci.tracy.ca.us/documents/Parks_Master_Plan_DRAFT.pdf
 City of Blue Earth, Parks and Recreation Subcommittee Minutes, Wednesday, September 15, 2010, <http://www.becity.org/FileLib/2010-9-15MinutesParkAndRecCommittee.doc>
 DORRIS RANCH MASTER PLAN 2008, Appendix A, Cost Estimates, <http://willamalane.org/wp-content/uploads/2014/06/AppedixA.pdf>
 Memo Picnic Shelter at Coolwell Park, July 2009, http://www.countyofamherst.com/egov/docs/1247773099_166015.pdf

Amphitheater

Table 9. Cost Estimates - Amphitheater

Sample 1: Richard Ray Park, Jacksonville, NC, 2015	
\$137,000	4,400-square-foot seating area (400 spectators) a ground-level concrete stage a stormwater pond as backdrop (Cost estimation does not include the construction of parking space)
Sample 2: Central Park, Village of Milford, MI, 2015	
\$500,000	
Sample 3: Township Park, Plymouth Township, MI, 2014	
\$350,000 350 seat	
Sample 4: Masonic Amphitheater, Clifton Forge, VA, 2011 (designed and built by Virginia Tech architecture students)	
\$150,000 grant + in-kind material donations 200 seats + 800 lawn seating	



Sample 5: Luther Burbank Park, City of Mercer Island, WA, 2006

\$124,570



Sources: JDNews.com, September 2015, <http://www.jdnews.com/article/20150916/NEWS/150919320>
Hometownlife, May 2015, <http://www.hometownlife.com/story/entertainment/concerts/2015/05/19/amphitheater-opens-milford/27572539/>; AMP LAFONTAINE: <http://milfordamp.org/>
Plymouth Township Newsletter, Fall 2014, <http://www.plymouthtpw.org/Departments/NewsletterArchive/Newsletter-Fall2014.pdf>
archdaily.com, July 2012, <http://www.archdaily.com/253283/masonic-amphitheatre-project-designbuildlab-at-virginia-tech>
Luther Burbank Park Probable Cost of Construction, April 2006, <https://www.mercergov.org/files/lbp%20cost%20&%20estimate.pdf>

Welcome/Nature Center

The cost of a welcome or nature center may be highly variable depending on the desired structure. In this case, the local example of the of the Environmental Education Center at the Kennekuk County Park in Danville has been included because it is most in keeping with the development goals for this area. Two additional examples have been included to create a range of potential pricing for this structure, but are less likely to be followed as examples for future projects.

Table 10. Cost Estimations - Welcome/Nature Center

Sample 1: Environmental Education Center at Kennekuk County Park, Danville, IL, 2014	
\$2,200,000 7,000 sq ft	
Sample 2: Nature Center, Los Alamos County, NM, 2014	
\$4,300,000 6,000 sq ft	
Sample 3: Visitor Center, Silverwood Park, MI, 2010	
\$5,748,750 13,000 sq ft	

Source: Commercial News, March 2010, http://www.commercial-news.com/archives/outdoor-school/article_7b6e5c2e-414d-58be-b6f9-2c60e64286c8.html

Los Alamos County: <https://www.losalamosnm.us/projects/capital/Pages/NatureCenter.aspx>

Council Meeting Memo, <http://councilmeetings.metc.state.mn.us/parks/2008/04012008/2008-72%20%20>

MPOSC%20memo%20reimbursement%20for%20Silverwood%20SRF%20development.pdf; LKPB Engineers: http://www.lkpb.com/portfolio_renewable_energy_three_rivers_park.asp

Potential Funding Sources

In addition to considering what should be done on the site, it is also important to consider how it will get done and a significant component to that is funding. The table below lists potential funding sources that could be applied to any of the three potential redevelopment schemes.

Table 11. Potential Funding Sources

Program	Source	Incentive	Use and Caveats
Economic Development			
Business Development Public Infrastructure Program (BDIP)	DCEO	Commensurate with the number of jobs	Expanding or relocating business
Community Development Assistance Program for Economic Development (CDAP-ED)	DCEO		Building construction and renovation Public infrastructure for specific ED project"
Job Training and Economic Development (JTED)	DCEO		Job skill training for low wage, low skilled workers recipients should nonprofit or community based organizations"
Conservation			
Open Space Lands Acquisition and Development (OSLAD)/ Land and Water Conservation Fund (LWCF)	DNR	up to 50%	Acquisition and/or development of land for public outdoor recreation
Park and Recreational Facility Construction (PARC)	DNR	up to 75%	Acquisition or development
Urban and Community Forestry Program	DNR	\$12,500	Develop local community forestry programs
Illinois Green Infrastructure Grant for Storm Water Management (IGIG)	IEPA	up to 75%	Implement green infrastructure best management practices to control runoff water
Transportation			
Illinois Transportation Enhancement Program (ITEP)	IDOT		Provision of on-road and off-road facilities for pedestrians, bicycles and other non-motorized forms of transportation.
Illinois Trails Grant Program - Bicycle Path	DNR	up to 50%	Acquisition, construction, and rehabilitation of public, non-motorized byke paths Limited to single trail corridor Sharing existing roadway is not eligible "

Historic Preservation			
Historic Preservation Tax Credit	NPS	20%	National landmark or part of historic district Cost of rehabilitation must exceed the pre-rehabilitation cost of the building Income producing purpose ¹
Preservation Heritage Fund Grant Program	Landmarks Illinois	\$500-\$2,500	Significant structures/sites under threat of demolition, imminent deterioration
Property Tax Assessment Freeze	IHPA	12 years of reduced property taxes	Owner-occupied housing and the principal residence of the owner Registered historic building Expenses equal or exceed 25% of the property's value
Housing			
HOME Investment Partnerships Program	HUD		Building, buying, rehabilitating affordable housing for rent or homeownership
Community Development Building Grant (CDBG)	HUD		Develop and preserve decent affordable housing, to provide services to the most vulnerable in our communities, and to create and retain jobs

*DNR Grants cannot be combined

**Some grants operate on a reimbursement basis

Phasing

This final section has been created to assist with the development of detailed design plans for the site by providing a summary of the elements to be included in each phase, the priority of these elements as part of the development, a general cost estimation, and a general timeframe for the projects. The timeframe indicates the amount of time it would take to complete each element, as opposed to their place in a larger timeline, which cannot be determined until funding is obtained and the possible projects are determined. Table 12 on the following page illustrates all of these elements and may be used as a general template for creating future designs. It should be kept in mind that if funding permitted, elements of all 4 phases could be occurring simultaneously. However, based on current market assumptions, the priority has been provided to higher priority projects that may be constructed as small amounts of funding become available. This will help to guide the effective redevelopment of the Danville Downtown Riverfront, creating a vibrant and active core for the community, and increasing interactions with the region.

Table 12. Phasing Tables for Off-Site Elements, Stream 1, 2, & 3

	Elements	Priority	Cost Estimation	Time Frame
Off-Site Elements	Main Street Analysis	High	*	1 year
	Main Street Road Diet/ Restructuring	High	*	1-2 years
	Walnut Street Analysis	High	*	1 year
	Walnut Street Road Diet/ Restructuring	High	*	1-2 years
	Main & Gilbert Intersection Analysis	Mid	*	1 year
	Main & Gilbert Intersection Restructuring	Mid	*	2-4 years
	Development of Town Center Plaza	Mid	*	1-2 years
	Redevelopment of North side of Main Street	Mld	*	5-10 years
Total Time Estimate: 5-10 years				
Stream 1	Shared use path(s)	Mid	\$84,268- \$136,843/mile	3-5 years
	Walking Trails	High	\$8,462- \$131,312/mile	3-5 years
	Overlook(s)	High	**	2-3 years
	Pedestrian bridge	Mid	\$87-\$132/sq. ft	2-3 years
	Picnic area	Mid	\$35,600- \$500,000	6 months-1 year
	Classroom area	Low	\$2,000-\$25,000	2-3 years
	Parking lots	Low	\$3000-\$5000 per space	6 months-1 year
Total Time Estimate: 3-5 years				
Stream 2	Tower structure	Mid	**	1-2 years
	Riverwalk	High	\$8,462- \$131,312/mile	2-3 years
	Hiking, bike, and walking trails	High	\$84,268- \$136,843/mile	3-5 years
Total Time Estimate: 3-5 years				
Stream 3	Amphitheater	Mid	\$137,000- \$775,000	2-3 years
	Open Plaza	Mid	**	1-2 years
	Arena Improvements	High	**	2-3 years
	Welcome/Nature Center	Mid	\$2,200,000- \$5,748,750	2-3 years
	Connecting with larger regional trails system	High	**	3-5 years
Total Time Estimate: 3-5 years				

* Costs for these elements will depend on bids by consultants and the recommendations made based on the studies.

**Costs dependent on specific design proposal

Appendices

Appendix A: Public Engagement Materials

Community Survey Questionnaire

Downtown Riverfront Survey

Visit www.surveymonkey.com/r/danvillerriverfront to take this survey online

The University of Illinois is working with the City of Danville to develop a plan to preserve and enhance the qualities of the downtown riverfront. Your opinion and suggestions are valuable as they help us understand the expectations and concerns of the Danville community.

Background

- Gender
 Male Female
- Age
 Under 18 50-64
 18-24 65 or more
 25-49
- Race and Ethnicity
 White African-American
 Asian Native American
 Hispanic Other
- Do you live in Danville?
 Yes No. Where? _____

Downtown

- How often do you go to downtown Danville?
 Daily Weekly Monthly Rarely Never
- For what reason do you go downtown? (check all that apply)
 Work Shopping
 Recreation Entertainment
 Visit someone Other (specify) _____
- What means of transportation do you use to go downtown? (check all that apply)
 Walk Bus Bike
 Automobile Other
- What do you like about downtown? (check all that apply)
 Shops Streetscape Parks
 Location Activities History
 Other (specify) _____
- Rank the **3 most important** factors in improving the downtown and riverfront area:
___ Multimodal Transportation
___ Sustainable Design
___ Environmental Protection
___ Affordable Housing
___ Parks and Recreation
___ Creation of Jobs
___ Historic Preservation
___ Repurpose of Vacant Structures
___ New Businesses
___ Other (specify) _____

Riverfront

- How often do you visit Danville's waterfronts (Lake Vermilion, Ellsworth Park, Riverfront)?
 Frequently Occasionally Rarely Never
- What do you do when you visit the waterfronts? (check all that apply)
 Exercise Picnic Fishing
 Relax Other (specify) _____
- What is the **main barrier** to visiting the waterfronts?
 Time Transportation Access
 Infrastructure Other (specify) _____
- What would you like to see happening in the downtown riverfront? (check all that apply)

Recreation

- Riverwalk Trails Bikepaths
- Pedestrian bridge Water sports Fitness area
- Fishing access Playgrounds Zipline
- Picnic area Sports fields Pool

Environment/Green Space

- Scenic outlook Water features
- Flowers and gardens Forest/wildlife preservation

Cultural/Arts

- Amphitheater Public Art
- Concerts Scenic tours

Development

- Campground cabins Residential development
- Hotels Shops
- Restaurants and cafes Parking

Other (specify) _____

14. Do you have any other suggestions for the Downtown Riverfront plan? _____

Thank you for your collaboration!

If you would like to be involved in the plan, please contact us.

Please return this survey to:

Mayara Lima <mblima2@illinois.edu>

Lyn Zhong <yuzhong4@illinois.edu>

1155 E Voorhees St. Suite A Danville, IL 61832

What would you like to see here?



Downtown Riverfront Plan

www.surveymonkey.com/r/DanvilleRiverfront

Community Survey Responses

Q1	
Gender	
Female	585
Male	349

Q2	
Age	
<18	7
18-24	59
25-49	473
50-64	292
65+	101

Q3	
Race and Ethnicity	
White	852
African-American	44
Hispanic	7
Asian	6
Native American	5
Other	15

Q4	
Do you live in Danville?	
Danville	670
Georgetown	25
Oakwood	25
Westville	26
Catlin	24
Tilton	13
Bismarck	15
Others	126

Q5	
How often do you go to downtown Danville?	
Daily	225
Weekly	351
Monthly	145
Rarely	463
Never	11

Q6	
For what reason do you go downtown?	
Shopping	477
Entertainment	415
Work	249
Recreation	242
Visit someone	136
Bars and Restaurants	72
Errands	41
Drive through	18
Others	24

Q7	
What means of transportation do you use to go downtown?	
Automobile	889
Walk	78
Bike	41
Bus	37
Other	14

Q8	
What do you like about downtown?	
History	497
Streetscape	440
Shops	425
Activities	367
Location	249
Parks	143
Nothing	14
Others	43

Q9	
Rank the most important factors in improving the downtown and riverfront area	
New Businesses	218
Creation of Jobs	160
Repurpose of Vacant Structures	119
Parks and Recreation	109
Historic Preservation	76
Affordable Housing	71
Sustainable Design	44
Environmental Protection	39
Multi-modal Transportation	38
Casino	22
Safety	26
Others	49

Q10	
How often do you visit Danville's waterfronts?	
Frequently	198
Occasionally	406
Rarely	270
Never	35

Q11	
What do you do when you visit the waterfronts?	
Relax	666
Picnic	276
Fishing	258
Exercise	201
Festivals/Events	31
Boating	37
Others	26

Q12	
What is the main barrier to visiting the waterfronts?	
Access	398
Time	275
Infrastructure	132
Nothing to do	29
Transportation	27
Others	27

Q13	
What would you like to see happening in the downtown riverfront?	
Riverwalk	778
Restaurants and cafes	715
Scenic outlook	586
Concerts	579
Flowers and gardens	569
Shops	551
Picnic area	545
Trails	532
Pedestrian bridge	526
Bikepaths	456
Water Features	403
Parking	402
Amphitheater	392
Forest/wildlife preservation	391
Playgrounds	389
Fishing access	367
Public Art	324
Hotels	299
Zipline	293
Water sports	256
Fitness area	209
Scenic tours	189
Pool	180
Campground cabins	169
Sports fields	121
Residential development	118
Casino	27
Others	37

Open House Invitation

RE-ENVISIONING DANVILLE DOWNTOWN RIVERFRONT

OPEN HOUSE

Join the University of Illinois students and the City of Danville for the final exhibition of *Design Ideas* for the Riverfront project!

Wednesday December 9, 2015, 4-6 pm
Social, 38 N Vermilion St

Light refreshments will be served!



MOVE!Danville
PLANNING ENGINEERING DEVELOPMENT

Department of Architecture
Department of Landscape Architecture
Department of Urban & Regional Planning

COLLEGE OF
FINE + APPLIED
ARTS



Re-envisioning Danville: Downtown Riverfront

OPEN HOUSE

For years, the City of Danville and its residents have hoped to see progress in the revitalization of the downtown and adjacent riverfront. In the spring of 2015, city staff reached out to the University of Illinois, looking for a collaboration that would harness the creativity of the students and produce an innovative redevelopment plan for this area. During the following summer and fall, students from the Departments of Architecture, Landscape Architecture, and Urban and Regional Planning worked jointly to produce redevelopment designs and strategies for the Danville Downtown Riverfront. These projects have followed three overarching goals:

- creating a vibrant downtown and riverfront;
- improving connectivity between the downtown and the riverfront;
- preserving history and natural resources,

The designs presented today have been created to fulfill these larger goals, as well as meeting unique themes established by each design studio.

The students' work will continue into the Spring 2016 semester, when the urban planning students will create a plan to act as a framework for the implementation of the design proposals created by the architecture and landscape architecture students, enabling the realization of redevelopment in the city's downtown and riverfront.

Please see the back of this document for additional details about the work done by each class and the design themes followed in today's proposals.



MOVE!Danville
PLANNING ENGINEERING DEVELOPMENT

School of Architecture
Department of Landscape Architecture
Department of Urban & Regional Planning

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Open House Handout (Back)

Architecture

Throughout the semester, students in the architecture studio were asked to observe and analyze the existing conditions of the redevelopment area, which then informed their proposals. These designs were created at the city and site scale, and range from traditional commercial/business, housing, restaurants and entertainment venues to innovative facilities, such as startup incubators and urban agriculture. The designs presented today follow three general themes:

Adding Porous Fabric: Focusing on a collection of smaller buildings to establish activity at the riverfront, while exploring 'green living' options near the river as an attraction to newcomers.

Infilling Existing Networks: Using medium-size buildings to connect alleys from downtown to the river and reinforcing new pathways.

Condensing Activity at Nodes: A single, large development acting as the first spark in the redevelopment process.

Landscape Architecture

Students in the landscape architecture studio were also asked to examine the current status of elements throughout the City of Danville to inform the designs they created. All of these proposals have made use of design interventions to amplify and augment the existing surroundings to create a restorative and interactive landscape along the Vermillion Riverfront. However, each project has taken a unique direction following the themes below:

Amplifying Natural Processes and Augmenting Sensory Perception: One of the following natural elements- sun, wind, water, and vegetation; or one of the four senses- sight, touch, sound, and movement.

Regional Ecologies: Greenways with bike and walking trails connect parks and nature preserves along the Vermillion River, increasing regional connectivity.

Urban Ecologies: Creating connections by linking the riverfront to existing and future public spaces, using streets redesigned to incorporate natural elements.

Urban and Regional Planning

The urban planning students involved in the project have followed a slightly different work plan than students from the other two departments. They have been involved in the design process by providing data about existing conditions in Danville, and helping to carve out key goals and strategies for the redevelopment. Their work will continue into the Spring 2016 semester, when they will create a plan to act as a framework for the implementation of the design proposals created by the architecture and landscape architecture students.



MOVE! Danville
PLANNING ENGINEERING DEVELOPMENT

School of Architecture
Department of Landscape Architecture
Department of Urban & Regional Planning

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Open House Feedback Form

Re-envisioning Danville: Downtown Riverfront

OPEN HOUSE FEEDBACK

What were your *favorite* design ideas?

What elements did you *not like*? Why?

Is there *anything else* you would have liked to see included in the designs?



COLLEGE OF FINE + APPLIED School of Architecture
ARTS Department of Landscape Architecture
Department of Urban & Regional Planning



Appendix B: Additional Data Collected

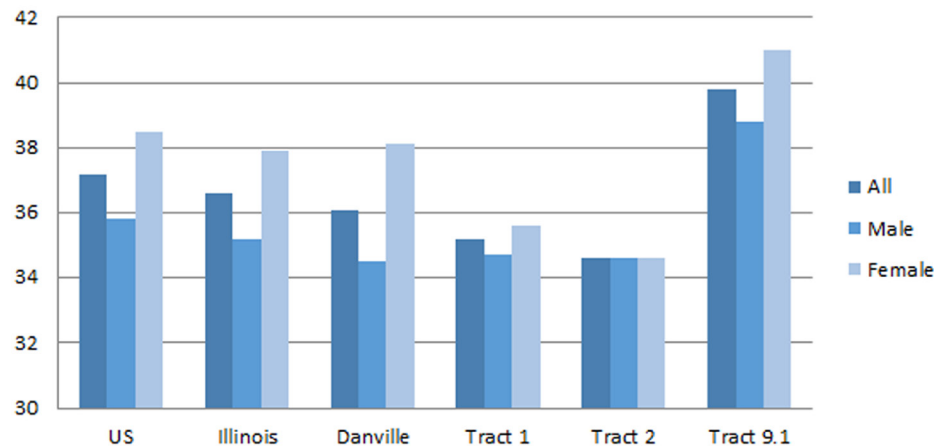
Additional Demographic Information

There is a balanced proportion of male and female in the city and estimates show that the median age has increased for both. The estimated median age of 40 years-old in Tracts 1 and 9.1 are higher than the city, state and national median (about 37 years), but similar to the county. Women tend to be older than men, but the gap between the two had decreased over the years.

Over 62% of Danville's population is White, and this proportion had decreased by 8% from 2000. Meanwhile the city gained 6% more black or African American, accounting in 2010 for 30% of the total population. While Tract 1 is representative of the city's racial proportions, Tract 2 is more racially balanced and Tract 9.1 is predominantly White. The Hispanics or Latinos do not reach 6% of the city's total population.

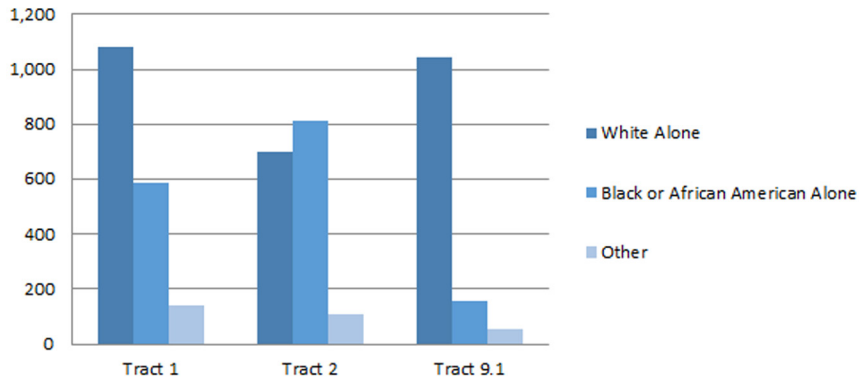
Household structures in Danville consisted of almost 57% family households in 2010, and among the non-family households 55% had a female head of house. The tracts immediately surrounding the riverfront area together had even less family households; about 43%. With the exception of Tract 2, family household rates were lower than in the city and had more male than female heads of house in non-family households.

Median Age, 2010



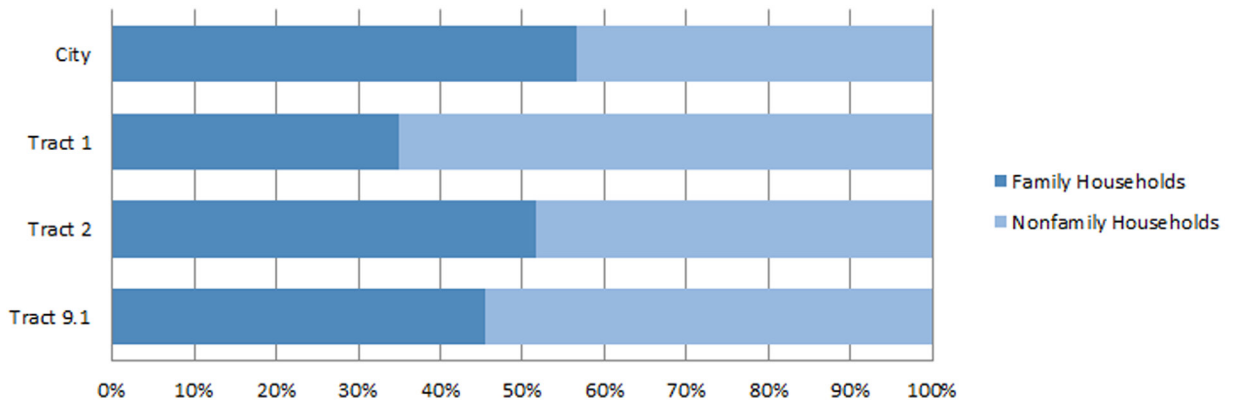
Source: U.S. Census 2010

Racial Composition of Tract, 2010



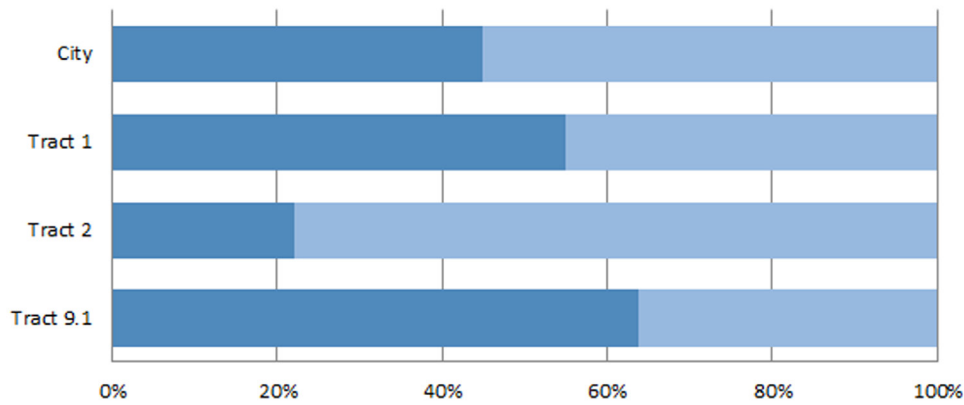
Source: U.S. Census 2010

Household Structure, 2009-2013



Source: American Community Survey, 2009-2013, 5-Year Estimates

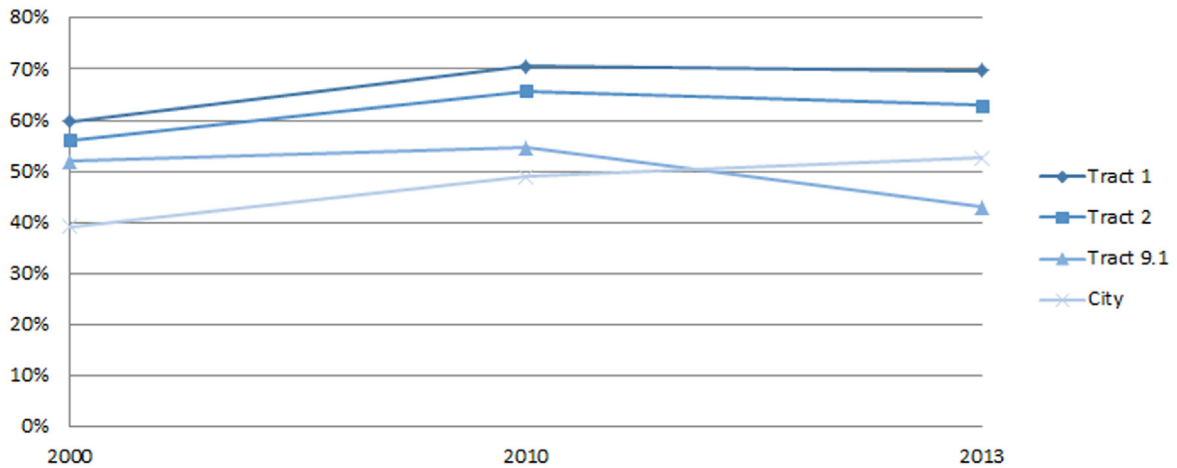
Nonfamily Households, 2009-2013



Source: American Community Survey, 2009-2013, 5-Year Estimates

Following the unemployment trend, from 2000 to 2013, the city had an increase of people in poor or struggling situation. In 2000, it had over 60% doing okay, and in 2013 only about 47% of the population. Tract 1 had already almost 60% poor or struggling in 2000, but jumped to 70% in 2010. Tract 2 had more than half of the population in poor and struggling condition in 2000, which increased to more than 60% in 2010. Tract 9.1 had little change from 2000 to 2010, with a little over 50% the population poor or struggling, and is estimated to have decreased to 43% in 2013.

Poverty Rate, 2000-2013



Source: U.S. Census 2000
 American Community Survey, 2009-2013, 5-Year Estimates

Housing Market

Since the 1980s, there has been little development in the city, leading to a prolonged stagnation of the housing market. The archive of city permits shows that only 10% of the total housing stock of the city was built after that. In 2010, the median age of the housing units in the city was 58 years, one year more than in 2000. Tract 1, 2 and 9.1 have even older structures. Tract 1 and 9.1 had both 1939 as the median built years and Tract 2 had 1941.

Housing Age

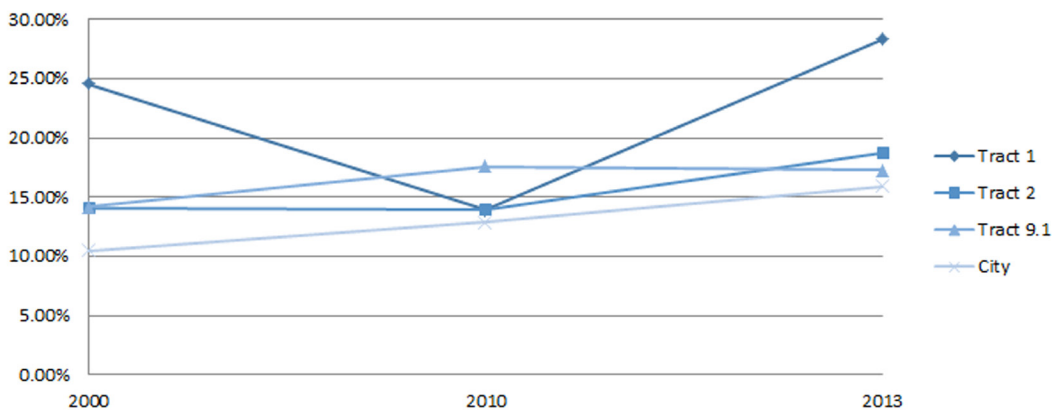
Age	Number of Units	Percentage
Built 2000 to 2009	209	1.4%
Built 1990 to 1999	438	3.0%
Built 1980 to 1989	674	4.6%
Built 1970 to 1979	1769	12.0%
Built 1960 to 1969	1926	13.1%
Built 1950 to 1959	2,081	14.1%
Built 1949 or earlier	7622	51.8%

Source: City of Danville, Housing Task Force Report

Vacancy rate of housing units increased in the city. In the immediate tracts of the River-front area, it decreased from 2000 to 2010, but increased to over 6% higher than the city's rate. The most change happened in Tract 1, which decreased housing vacancy rate by more than 10%, but increased to 14% in 2013. Tract 2 remained the same from 2000 to 2010, but increased in 2013. Tract 9.1 increased from 2000 to 2010 and remained stable in 2013.

From 2000 to 2010, the City of Danville lost 626 owner-occupied housing units and the proportion of rental units increased to almost 43% of the total city's housing stock. In 2013, it is estimated that the city lost another 197. The proportion of renters is larger in Tracts 1 and 9.1, which presented more than half renter occupied housing units. Tract 2 differed from the rest of the area, with almost 70% of housing ownership rate in 2013.

Vacancy Rate, 2000-2013



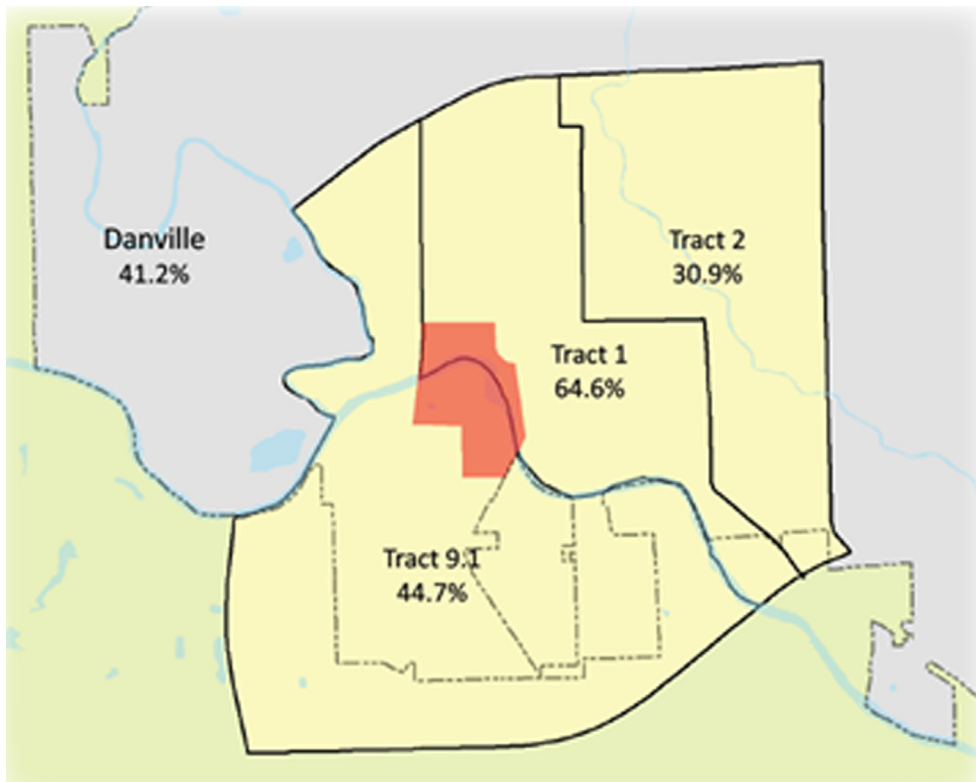
Source: U.S. Census 2000
American Community Survey, 2009-2013, 5-Year Estimates

A survey conducted by the City in 2010 showed that only 35% of the existing residential structures were in “good” condition, meaning it had no visible housing code violations or substantial maintenance needs. 57% were rated as “fair”, or in substandard conditions but suitable for rehabilitation. Less than 8% were found to be “poor” - not economically feasible candidates for future rehabilitation – or “dilapidated” - unfit for occupancy. These conditions however are not uniform across the city, concentrating in some neighborhoods more than in others.

Despite being lower than the state’s median, home values increased from 2000 to 2010 in the city and immediate tracts of the Riverfront area. The latter however is still much lower than the former. Tract 2 and 9.1 presented large increases, while Tract 1 had only a small increase that is less than half of the city’s median.

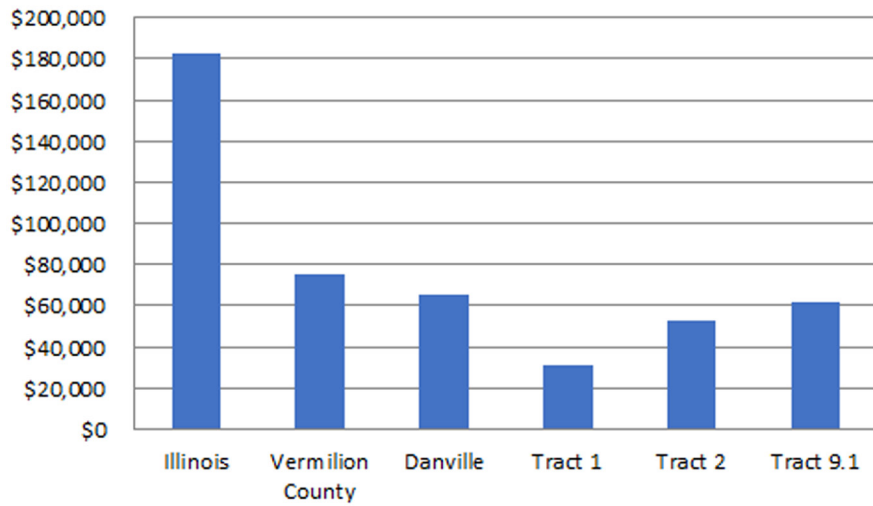
Rent values followed a similar pattern but while Tract 1 presented a still much lower median rent when compared to the city and Tract 9.1 increased but did not reach the city’s median, in Tract 2 median rent surpassed that of the city.

Renter-Occupied Housing by Tract



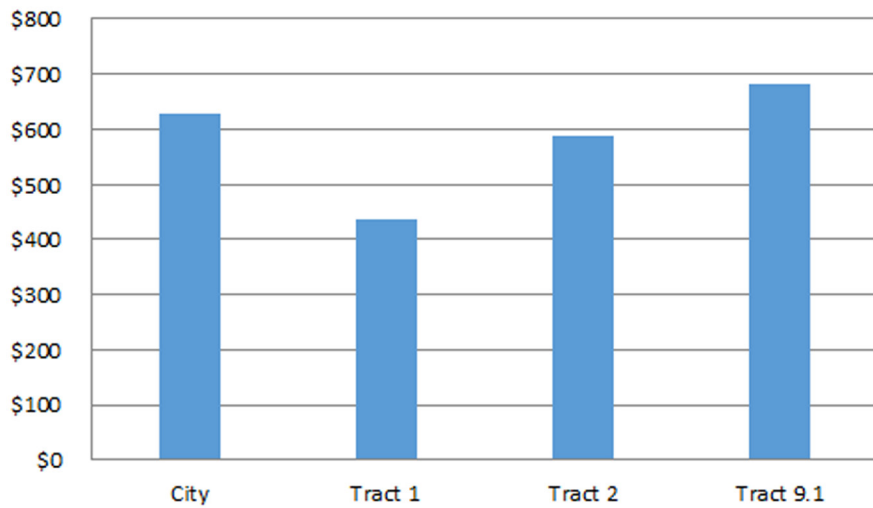
Author: Planning Team
Data: American Community Survey, 2009-2013, 5-Year Estimates

Median House Value



Source: American Community Survey, 2009-2013, 5-Year Estimates

Median Rent Value



Source: American Community Survey, 2009-2013, 5-Year Estimates

Residential Demand

Danville has a balance of household structures, where 57% is constituted of family households and 43% of non-family. Among the familiar structures, most units have household size varying from 2 to 4 people. The smaller represents 51% of the total family households and the larger is expected to decline. For the non-family households, almost 87% is composed of 1-person household and 12% are constituted of 2-person household.

In considering tenure, the household size among owner-occupied units varies predominantly from 1 to 3 people. This group accounts for 82% of the total owner-occupied units and largest concentration is on the 1 and 2-person household size. The renter-occupied units follow a similar pattern. Most of the renter-occupied units range from household size of 1 to 4 people, representing 88% of the total, but it is largely concentrated in 1 and 2-person households.

Household with incomes above the city’s median are much more likely to own than to rent in Danville. Among the total owner-occupied housing units in the city, 67% consist of property of households with income above the city’s median. In considering the renter-occupied units, this number decreases to 22%.

The households with income lower than the city median are the majority of those who rent. They are also the most cost-burdened households. In contrast, households with low-income are much less cost-burdened when they own the housing unit.

Household Size

	Family households		Nonfamily households	
1 person	-	-	4680	86.5%
2 people	3778	51.4%	634	11.7%
3 people	1693	23.0%	89	1.6%
4 people	1045	14.2%	8	0.1%
5 people or more	835	11.4%	0	0.0%
	7351		5411	

Source: American Community Survey, 2009-2013, 5-Year Estimates

Household Size by Tenure

	Owner-Occupied		Renter-Occupied	
1 person	2165	29.2%	2266	41.7%
2 people	2864	38.6%	1157	21.3%
3 people	1022	13.8%	772	14.2%
4 people	725	9.8%	562	10.3%
5 people or more	636	8.6%	974	17.9%
	7412		5431	

Source: American Community Survey, 2009-2013, 5-Year Estimates

Household Income by Tenure

	Owner-Occupied		Renter-Occupied	
Up to \$34,999	2391	31.8%	3398	64.7%
Above \$34,999	5052	67.3%	1142	21.7%
	7511		5251	

Source: American Community Survey, 2009-2013, 5-Year Estimates

Housing Costs as Percentage of Household Income

	Owner-Occupied		Renter-Occupied	
Up to \$34,999	2391		3398	
Less than 29%	1256	52.5%	775	22.8%
30% or more	1135	47.5%	2623	77.2%
Above \$34,999	5052		1142	
Less than 29%	4733	93.7%	1089	95.4%
30% or more	319	6.3%	53	4.6%

Source: American Community Survey, 2009-2013, 5-Year Estimates

Current Market

According to Vermilion Advantage, there are four major economic clusters in Vermilion County: manufacturing, logistics, healthcare, and technology/services. Among the ten top employers in the county, four are in the manufacturing cluster, three in service, two in healthcare and one in logistics. The job demand responds to some of these clusters more than others, with positions more frequently offered to nurses, warehouse workers and machine operators. These clusters are also representative when comparing the distribution of occupation and industries in the Danville area with the State of Illinois and the nation.

County Workforce Clusters

MANUFACTURING	LOGISTICS	HEALTH CARE	TECHNOLOGY/ SERVICE
Alcoa	AutoZone	Carle Physician Group	Blue Cross Blue Shield of IL
Alstom	Dawson Logistics	Danville Polyclinic	CCMSI
Automation Int'l	McLane Midwest	Presence United Samaritans Med Center	City of Danville
Bunge Milling	NACCO Material Handling	VA Illiana Health Care System	Genpact
Danville Metal Stamping	The Sygma Network		Iroquois Federal
DynaChem, Inc.			
EnvirOx			
Fiberteq			
Freight Car Services			
Full-Fill Industries			
KIK			
Leatherneck Hardware			
Masterguard			
Mervis Industries			
Quaker Oats			
ThyssenKrupp Crankshaft			
ThyssenKrupp Presta			
Towne Machine & Tool			
Tridan International			
Trigard/Greenwood Plastics			
Viscofan			
Watchfire Signs			

Source: Vermilion Advantage

Streetscape & Design Elements

In recent years, the city has been working on improving streetscape and creating a walkable environment in downtown. Vermilion Street is a demonstration of the effort and success. This area has wide sidewalks, well-designed crosswalks, pedestrian-scale street lights, high quality open space, and other well-maintained facilities and decorations. However, due to the limitation of time and resources, the other areas have been left untouched and do not provide a comfortable and enjoyable space for pedestrians and bikers. Here, the sidewalks are narrow and even in bad quality for some sections; there are no street trees and no buffer between the sidewalk and the auto lane; and the streetscape is neither well designed nor well maintained. The good thing for the downtown streetscape is that all the streets are using uniform lights, benches, and receptacles, which can help establish an identity for the downtown. The following elements contribute to this identity:

Sidewalks

Vermilion Street has really wide sidewalk (about 15 feet), which helps create a walkable environment and provides space for streetscapes and other amenities. The City uses red brick to delineate the edge of the sidewalk, which has become an identity for the downtown area and reminds both the drivers and pedestrians of the boundary of walking and automobile space. Although there is no constant buffer between the vehicle lanes and the sidewalk, the outstanding red line and the street parking space work well in separating the two traffic flows.

Crosswalk

In the downtown, the curb projects out when there is a crosswalk, which functions to reduce the crossing area for pedestrians and help calm traffic. The crosswalk uses the traditional red-brick pavement, which stands out in color and texture.

Signage

The downtown streets lack the wayfinding signage. Gateway signage is needed for the south and north entry on the Vermilion Street. Establishing a wayfinding signage system in the downtown is strongly recommended which will help direct visitors from the downtown to the riverfront and connect these two areas.

Street Light Standards

Vermilion Street uses two sets of lighting system: one is automobile-scale lights, which are about 25 feet in height; the other is the pedestrian-scale lights, which are about 12 feet in height. All the lampposts are black, which is compatible with the downtown architecture.

Benches and Litter Receptacles

All the benches and litter receptacles use black steel, which are compatible with the black steel lamppost.

Beautification Elements

The murals, which were created by a group of artists in 2010, establish a unique identity for downtown Danville. The sixteen murals, sitting in the downtown area, tell interesting stories about the city's history and are a valuable asset for both downtown Danville and the city.

Flowers and trees throughout the downtown area are a decorative element, which, together with the pedestrian-scale walking space, establish a small town feel and create a comfortable and lovely space for the visitors.