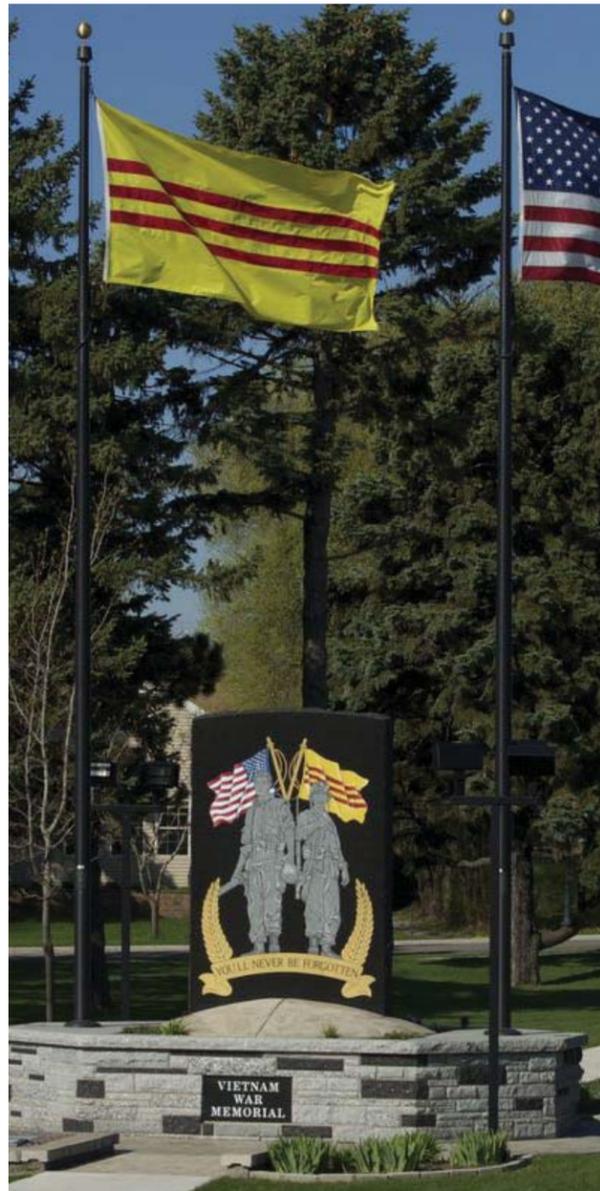




# Memorial Parks Project

Opportunities exist at a number of intersections along the East Main Street Corridor to develop several “Memorial Parks” to establish East Main Street as the “Highway of Heroes and Hope”, a theme that highlights the service of veterans of foreign wars and the long time presence of the VA hospital in Danville as well as the Danville Area Community College. Establishing a unique identity for the area can be a valuable tool for attracting investment and enhancing East Main Street’s urban design.



The parks could include water features, art, landscaping, lighting, and special paving to celebrate military heroes



Potential “Memorial Park” at the intersection of Porter Street and East Main Street



Potential “Memorial Park” locations

## City’s Potential Relative Cost



## Public Benefits

- Provides additional landscaping and greenspace
- Enhances the appearance of high visibility, corner properties
- Improves the appearance of empty and/or underutilized lots along East Main Street
- Reduces the amount of pavement in the Corridor
- Create a Corridor theme and identity
- Improves parking access, circulation, and efficiency

## Likely Public Expenditures

- City, agency, or other entity could underwrite design, engineering and construction costs
- City, agency, or other entity could purchase or receive land
- City, agency, or other entity may be responsible for ongoing maintenance costs



# Wayfinding and Signage Project

A well-designed wayfinding and signage system, which incorporates a recognizable graphic brand or image and helps facilitate travel for both motorists and pedestrians, should be a part of the overall urban design program for the East Main Street Corridor. A coordinated signage system should take cues from the materials used in nearby buildings located at the DACC, VA, and Danville National Cemetery.



A traditional signage family concept for East Main Street



A sampling of building materials from DACC, VA and the Danville National Cemetery



A gateway sign in Morton Grove, Illinois

## City's Potential Relative Cost



## Public Benefits

- Improves East Main street's physical appearance and creates a sense of place
- Helps direct travelers to key East Main Street locations and destinations
- Signage can also function as a "gateway" element into Danville
- Helps direct transportation users to multi-modal facilities and key destinations

## Likely Public Expenditures

- City, agency, or other entity could underwrite design, fabrication and installation costs
- Ongoing maintenance costs would be required



# Cannon Elementary School Campus Project

Cannon Elementary School is an important institutional anchor for the East Main Street Corridor. Expanding, landscaping, and enhancing the Cannon Elementary School campus will improve East Main street's physical appearance and create a stronger sense of place. A new playground at East Main and Crawford Streets will communicate a high quality of life at this highly visible intersection while a new parking lot can ease traffic congestion and provide better access for those visiting the school.



Cannon School is an important institutional anchor



A new playground should be visible from East Main Street



## City's Potential Relative Cost



## Public Benefits

- Improve East Main street's physical appearance and create a stronger sense of place
- Ease traffic congestion and provide better access and circulation for student pick-up and drop-off
- Remove curb cuts along East Main Street to increase safety and improve traffic flow

## Likely Public Expenditures

- City, School District, or other entity could purchase and consolidate properties along Crawford Street for campus expansion
- School District could partner with City or other entity to underwrite design, engineering, and construction costs



# Nebraska Street Green Buffer Project

Historically, Nebraska Street was a railroad right-of-way located in the alley space between single-family homes. Today Nebraska Street functions as the main access point for more than 100 trucks a day traveling in and out of Mervis Industries. This truck traffic has a direct impact on the adjacent single family homes, creating concerns over noise and safety. Creative solutions for buffering, such as green infrastructure and recreation trails can be explored to reduce the amount of land use conflicts along Nebraska Street.



Landscaping along Nebraska St. can improve Ohio St. and Pennsylvania Ave. as better neighborhood streets



Recreation trails can be incorporated into the green buffer



## City's Potential Relative Cost



## Public Benefits

- Buffers industrial uses from nearby single-family residential areas
- Provides additional areas for green infrastructure, landscaping, and recreation opportunities
- Provides new pedestrian and bicycle facilities

## Likely Public Expenditures

- City, agency, or other entity could purchase and consolidate properties along Nebraska Street for green buffer area
- City, agency, or other entity could partner to underwrite design, engineering and construction costs



# Daylight Koehn Creek Project

North of the Study Area, Koehn Creek runs south along Koehn Drive until it reaches the railroad tracks north of Cannon and Griggs Streets. At the tracks it is piped underground through the neighborhood until it reaches the VA's campus south of East Main Street where it reappears. "Daylighting" is the restoration of a stream to a more natural state above ground. Daylighting Koehn Creek could give the neighborhood a new identity and signature greenspace while also addressing stormwater management issues along National Avenue. The daylighting could be done in conjunction with the development of a new park north of Cannon Street.



Restoring natural creeks' functions is achievable and helps to reduced the instances of flooding



Daylighting seeks to improve the environment of a stream



## City's Potential Relative Cost



## Public Benefits

- Improve stormwater quality and management and reduce the number of flooding events
- Provide areas for green infrastructure, landscaping, and recreation opportunities
- Give the neighborhood a new identity and signature greenspace
- Provide new pedestrian and bicycle facilities
- Reduce infrastructure cost through consolidation

## Likely Public Expenditures

- City, agency, or other entity could purchase and consolidate properties between National and Nicklas Avenues and north of Griggs and Cannon Streets
- City, agency, or other entity could underwrite design, engineering, construction, and maintenance costs



# Utah Avenue Multi-Modal Roadway Project

A new shared-use path along Utah Avenue could link institutional anchors, historic buildings within the neighborhood, and a potential new housing campus. Street trees and landscaping along the roadway could provide a safe, designated space for pedestrians and bicyclist. These elements can also calm traffic and reduce speeding along this residential street. New street lighting could also increase safety and reduce crime.



A shared-use path, new street trees, landscaping, and lighting along the roadway can create a safer environment for pedestrians and bicyclist

## City's Potential Relative Cost



## Public Benefits

- Calms traffic and reduces speeding
- Increases safety for those walking and bicycling along Utah Avenue
- Connects institutional anchors such as Cannon Elementary School, neighborhood churches, and the VA Health Facilities Campus

## Likely Public Expenditures

- City, agency, or other entity could underwrite design, engineering, and construction costs
- City, agency, or other entity could underwrite ongoing maintenance costs



# Pedestrian Crossings Project

Along East Main Street, crosswalks are marked in all four directions at signalized intersections and the distance between north-south crosswalks range from 800 to 3,000 feet. This long distance between crossings create barriers that limit pedestrian crossing opportunities and reduce the Corridor's walkability. Existing crosswalks can be upgraded to High Visibility Crosswalks and new High Visibility Crosswalks be created at locations consistent with the map below.



Existing crosswalks could be upgraded to High Visibility Crosswalks and new crosswalks could be created to incorporate public art of special paving

## City's Potential Relative Cost



## Public Benefits

- Calms traffic and reduces speeding
- Increases safety for those walking along and crossing East Main Street
- Improves the appearance of the Corridor
- When combined with medians, crossings can reduced "jay-walking" by channeling pedestrian movement and circulation paths

## Likely Public Expenditures

- City, agency, or other entity could underwrite design, engineering, and construction costs
- City, agency, or other entity could underwrite ongoing maintenance costs



# Tilman Avenue Campus Redevelopment

New residential buildings can provide students, faculty, and staff with a new housing option integrated into the DACC campus. New greenspace such as a “quad” or “square” can be employed to stitch this residential development into the Mary Miller Center and Technology Center. A new office or institutional development along East Main Street could be redeveloped by a user looking to utilize students as interns or volunteers.



New residential buildings can provide students, faculty, and staff with a different housing option



Greenspace such as a “quad” or “square” should be used to stitch the development into the nearby DACC campus



## City's Potential Relative Cost



## Public Benefits

- Provides new residential opportunities adjacent to institutional anchors in order to reduce travel distances and support retail
- Supplies a transitional land use between non-residential and single-family residential areas
- Meets the housing needs of the community
- Removes curb cuts along East Main Street to increase safety and improve traffic flow
- Reduces infrastructure cost through consolidation

## Likely Public Expenditures

- City, agency, or other entity could purchase and consolidate properties between East Main Street, Bumgart Avenue, Home Street, and Tilman Avenue for redevelopment
- City, agency, or other entity could partner with developer to redevelop site



# Campus District Neighborhood

Mixed-use redevelopment along the north side of East Main Street can add new campus housing in addition to new commercial services adjacent to the DACC and VA campus. New buildings along East Main Street should have active first-floor uses that reinforce a pedestrian-oriented character and locate shared parking lots behind buildings. Shared greenspaces, possibly located within parking areas, should be provided for residents and business patrons in order to reinforce a campus-like atmosphere.



Redevelopment can add new housing and commercial space to support DACC and the VA



Mixed-use buildings with active first floor uses reinforce a pedestrian-oriented campus character

## City's Potential Relative Cost



## Public Benefits

- Provide new residential opportunities adjacent to institutional anchors in order to meet the housing needs of the community and to support new retail development
- Supply a transitional land use between non-residential and single-family residential areas
- Reduces infrastructure cost through consolidation.
- Provide new pedestrian and bicycle facilities
- Connect existing residential to new commercial services oriented towards pedestrians and bicyclist

## Likely Public Expenditures

- City, agency, or other entity could purchase and consolidate properties between East Main Street, Williams Street, Nicklas Avenue, and Nebraska Street for redevelopment
- City, agency, or other entity could partner with developer to redevelop site