CITY OF

Danville



2045 COMPREHENSIVE PLAN

Prepared by:
Southeast Iowa Regional Planning Commission

Recipient of the 2018 Daniel Burnham Award for a Comprehensive Plan
American Planning Association

Adopted by:
City of Danville
April 20, 2026

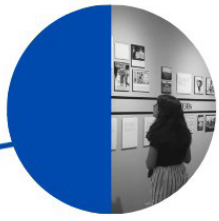


ROOTED IN TRADITION, GROWING WITH PURPOSE

DANVILLE

IOWA

2045 COMPREHENSIVE PLAN



COMPREHENSIVE PLAN 2045

WHEREAS, the City Council of the City of Danville contracted with the Southeast Iowa Regional Planning Commission to prepare the Danville Comprehensive Plan 2045 pursuant to Iowa Code Section 414; and

WHEREAS, the City Council and City staff coordinated with the Southeast Iowa Regional Planning Commission on the development of this plan, with the assistance from a Steering Committee comprised of a diverse group of community stakeholders, and

WHEREAS, following research, data collection, and analysis, public input through meetings, presentations, interviews, and surveys, the Danville Comprehensive Plan 2045 has been completed and submitted for consideration, and

WHEREAS, this plan will serve as a guiding document for future development and policy decisions within the community; and

WHEREAS, the plan establishes themes, goals, strategies, and priorities for Danville's future, developed through extensive public engagement and analysis.

NOW, THEREFORE, BE IT RESOLVED that the Danville Comprehensive Plan 2045 is hereby approved and adopted by the City Council of the City of Danville on the 20th day of April 2026.

PASSED, APPROVED, AND ADOPTED this 20th day of April, 2026.

Jerry Strause

Jerry Strause, Mayor

ATTEST:

C Erickson

Caitlin Erickson, City Clerk

Yeas: Huff, Schnathorst, Heckenberg, Eisenmann

Nays: None

Absent: Furnald

ACKNOWLEDGMENTS

Without the support of many dedicated individuals and organizations, this plan would not be possible. We thank them for their hard work, engagement, expertise and encouragement throughout the Comprehensive Planning process.

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Jerry Strause, Mayor
Taylor Eisenmann
Dustin Furnald
Ben Heckenberg
Joe Huff
Cecilia Schnathorst



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CONTENTS

Part One: Our Second Century 6

Introduction 7
Plan Overview 11
Our History Shapes Our Future 13
The Community Speaks 28

Part Two: Community Elements 34

Danville Today - Report Card 35
Current Land Use 54
Housing 66
Economic Development 70
Education 74
Transportation 78
Quality of Life 92
Community Facilities 98
Utilities and Infrastructure 102
Natural Environment and Agriculture 106
Hazard Mitigation 110

Part Three: Community Themes: 116

Goals and Objectives

Part Four: Future Land Use 134

Part Five: Future Development Focus Areas 144

PART ONE:

OUR SECOND CENTURY



INTRODUCTION

What is a Comprehensive Plan?

Danville 2045 Comprehensive Plan serves as a guide to enhance decision making that will impact the social, economic, and physical development of Danville through the next 20 years. The plan's mission is to identify goals and objectives for the City to focus on meeting the needs of current and future residents. The foundation of the plan will be created using a combination of extensive public and stakeholder input, a detailed look at community history, and in-depth community data and trends. The final product will be a plan that can guide the decisions of the City Council and other local stakeholders for years to come.

Legal Basis

The legal basis for a comprehensive plan is found in Section 414 of the Code of Iowa. This section allows cities to adopt land use regulations to promote the "health, safety, morals, or general welfare of the community". As per chapter 414 of Iowa code (land use regulations), shall be made in accordance with a comprehensive plan. The comprehensive plan provides a framework and basis for existing and future land use regulations which help balance uses of private property with the welfare of the community.

Iowa Smart Planning

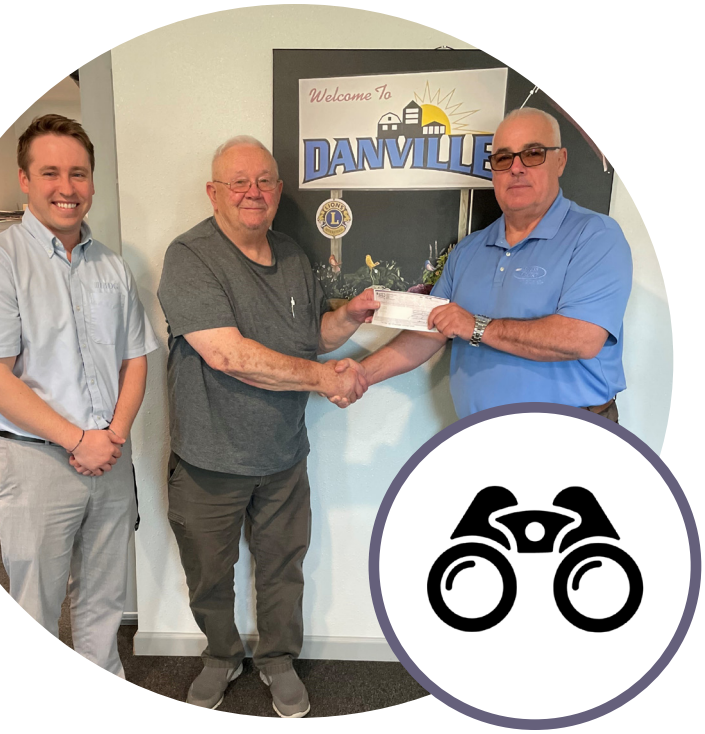
In April 2010, the Iowa State Legislature passed the Iowa Smart Planning Act which articulates ten Iowa Smart Planning Principles for application in the development of a local comprehensive plan. This plan has been created with these ten principles in mind as it applies to the City of Danville. The ten principles are listed to the right:

Iowa Smart Planning Principles

- Collaboration
- Clean Renewable Energy
- Efficiency, Transparency and Consistency
- Occupational Diversity
- Community Character
- Natural Resources and Agricultural Protection
- Sustainable Design
- Transportation Diversity
- Urban Revitalization
- Housing Diversity



INTRODUCTION



Community Values and Vision

"Housing, housing, housing, and then some more housing."

"It is a small town with no business and no plan to grow. People want to be in the Danville School District, but they don't live in Danville because there is a lack of a growth mindset."

"The community is getting landlocked and has almost no space to develop anything. Need to find a way to get additional affordable housing for people to live in."

" Forward-thinking individuals in the town leadership positions so that Danville can prosper and grow!"

Making of the Plan

In 2024, Danville decided it needed to update its Comprehensive Plan. The last plan was adopted over 2 decades ago in 2001. It was time for the City to re-envision the community's goals and provide a roadmap for development and improvement. The City partnered with the Southeast Iowa Regional Planning Commission (SEIRPC) to create its 'first 21st Century Comprehensive Plan'. Under the leadership of City's elected officials, residents, leaders, and stakeholders, this plan identifies ambitious, but realistic strategies for improvement. The plan also calls for consistent partnerships with local organizations such as Danville Telecom, Iowa Area Development Group and Access Energy.

The distinctive benefit of a comprehensive plan is that it provides a guide to tackle major issues identified through research, trends, and conversations with stakeholders and residents. In 2026, Danville will enter with an updated plan for growth, development, and prosperity.

The Danville 2045 comprehensive plan aims to transform the city into a prosperous and inclusive community by guiding growth and policy for next 20 years.

Desired Outcomes

1. A future growth strategy presented in a future land use map that predicts where investments like housing, infrastructure, and transportation should be made;

2. A future land use planning framework aligning development types with neighborhood context, investment potential, and community desires;

3. A strategic framework to meet aspirational goals with actions to achieve those goals;

4. A guiding framework for investment in infrastructure, public transit, and civic space that supports efforts to attract and guide growth and investment;

5. A guide for City departments, City divisions, public agencies, and nongovernmental partners to focus resources and effort in coordination to achieve the plan's vision.

INTRODUCTION

Guiding Values

Based on public input, a number of 'community values' were identified as being important to the community. These values are highlighted in the graphic below. Using these values, a community vision was created, which can be seen on the next page. This community vision is to become a thriving small town in Iowa that provides a safe and inviting setting for everyone. All the goals and objectives listed in 'Part Three' of the Plan have been designed to help the City of Danville achieve its community vision to be a safe, well-connected, scenic community in Iowa.



What Danville values...



COMMUNITY VALUES

Community Vision for 2045

Danville is a vibrant community that blends rural and suburban qualities. Danville derives its sense of community from the very elements that define its rich heritage, including the close-knit people, neighborhoods, schools, small businesses, parks, agriculture, and access to urban centers and recreational areas nearby. Danville respects its rural setting, honors its history, and eagerly embraces future opportunities. Community pride is evident everywhere in Danville, and it is known as an unparalleled place to raise a family, educate children, establish a small business, retire and otherwise enjoy small-town living.



PLAN OVERVIEW

How the Plan is Structured

The 2045 Danville Comprehensive Plan is structured into five distinct parts that synthesize the major findings and recommendations.

Part One: Our Second Century

This section discusses the historic development of the Community and delivers background context relating to Danville's demographics and projections needed for recommendations of future growth. Finally, this section summarizes a year-long planning process by providing details on community engagement and outreach.

Part Two: Community Elements

In order to develop a viable plan for a community's future, it is essential to understand how it functions today. This chapter explores various topics, to give a detailed 'snapshot' of Danville in 2025. These are based on the recommended set of 'planning factors' outlined by the Iowa Smart Planning Act.

Part Three: Community Priorities and Implementation

Feedback from the community and analysis of data helped develop several key community themes as important areas in moving towards the vision of Danville. This section explores these four themes and includes specific goals and objectives to make the City of Danville what you want it to be in the future.

Part Four: Future Land Use

Defining future land use is an important component of a Comprehensive Plan. The objective of this section of the Plan is to provide a working outline for future development in the City of Danville. This section and its vision are intended to be used by City Council and City Staff when making decisions and recommendations regarding land use in the City. The vision and plans found in this section are not a mandate but rather a guide to ensure that responsible and effective land use patterns help Danville be the best community it can be.

Part Five: Future Development Focus Areas

To complement the broader vision outlined by the Danville Land Use Map, this section includes a more detailed plan that highlights specific areas of the city. These development focus areas are intented to provide an outline of the many individual opportunities available for that particular area or topic. As with the Future Land Use Map, these are illustrative in nature, and flexible in both their interpretation and implementation. No changes recommended here should be seen as a direct commitment to action, at any point during the lifespan of this plan.

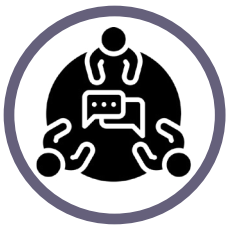


WHO WILL USE THE PLAN?



Elected Officials

City of Danville Government leadership should continue to demonstrate commitment to the plan's principles and recommended actions. Legislative bodies of the City should adopt the plan and ensure consistency in applying the plan to land use decisions.



Department & Agencies

City directors should familiarize themselves with the plan recommendations. Policy and investment decisions should be guided by the plan, and implementation should be carried out through systems planning or participation in small area planning.



Community-Based Organizations

Community organizations can use the plan to adopt the recommendations in the plan framework, including the land use plan, the plan elements, and the district priorities. Community organizations will be key partners in implementing many of the recommendations in the district priorities.



Public

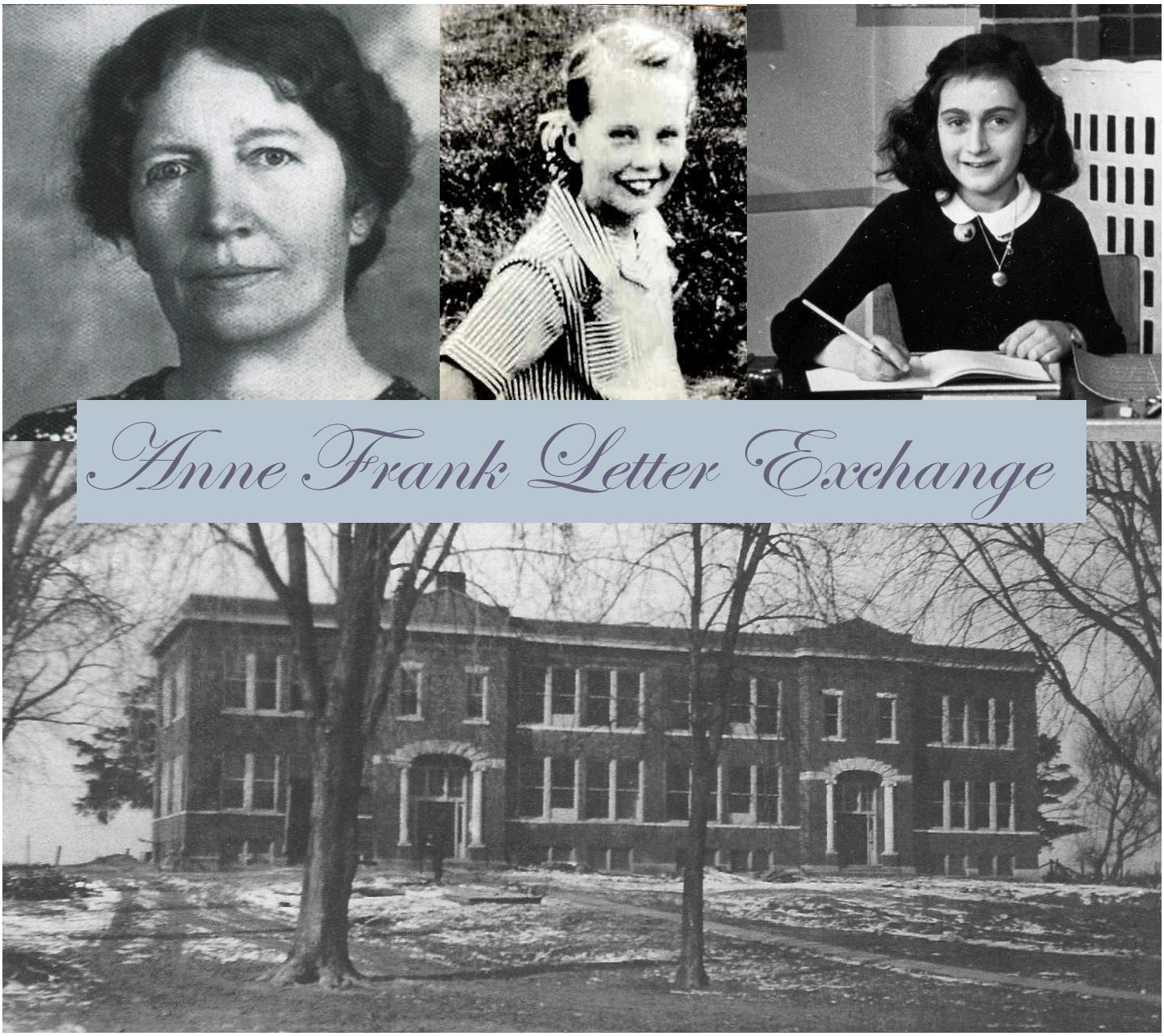
Our greatest asset, over 200 Danville residents contributed to the creation of the 2045 Comprehensive Plan. The residents of Danville are the local experts and should continue to shape implementation through their advocacy, actions, and partnership with the City.



Developers & Investors

For-profit and non-profit developers should consult the plan regarding recommendations for land, connectivity, and opportunity. The plan provides guidance on desired forms, uses, and character of development in and around anchors, in addition to other areas of the City.

OUR HISTORY SHAPES OUR FUTURE



Pictured above are teacher Birdie Matthews, her student Juanita Wagner, and Juanita's pen pal, Anne Frank. Below is what the Danville School looked like at the time of their correspondence in 1940, with 'twin' brick wings constructed in 1912 and 1921.

In early 1940, as war was breaking out in Europe, a Danville teacher named Birdie Matthews instituted a 'pen pal' exchange for her students. One of those students, 10-year old Juanita Wagner, exchanged letters with Anne Frank, whose diary would later become world famous as an account of conditions for Jews in Europe during the Holocaust. This was just a few months before the Nazis invaded and occupied Amsterdam. The letters between her and Wagner are the only known example of correspondence between her and an American during her lifetime.

OUR HISTORY SHAPES OUR FUTURE

Timeline

1833
Black Hawk Purchase signed, opening up land within 50 miles of the Mississippi River to European settlement

1834
Long Creek Baptist Church becomes the first Baptist Church established in Iowa

1842
Danville Post Office established

1846
Iowa gains statehood

1851
Mount Pleasant Plank Road opened between Mount Pleasant and Burlington – first hard surface road in Iowa

1854
A survey plat is filed, establishing the town of Danville Station

1856
Burlington & Missouri River Railroad opens for service, with a depot established at Danville Station

1859
First scale for weighing livestock in Danville is established

1877
New centralized schoolhouse opens between Danville Center and Danville Station, at the site of the present-day school campus

1899
Danville State Savings Bank established

1901
Danville Mutual Telephone Company established

1902
Town of Danville incorporated as a municipality, with L.R. Kelly elected as its first mayor

1906
Change in ownership of both the grain elevator and lumber business in town, with both growing exponentially over the following decade

1914
Electric light service established in town by Iowa Southern Utilities

1919
Danville Community Park established

1921
Downtown buildings on the east side of Main Street destroyed by fire

1927
US Highway 34 established, with new roadway alignment on the south side of the railroad tracks

1929
Stock market crash causes the 'Great Depression'

1937
Land acquired for the establishment of Geode State Park

1940
Iowa Ordnance Plant established 2 miles to the southeast, causes population boom

OUR HISTORY SHAPES OUR FUTURE

Timeline

1942
New city water and sewer service established, with a well and sewer plant

1951
Geode State Park formally dedicated for public use

1953
Danville forms a consolidated volunteer fire department with the surrounding townships

1955
Danville Chamber of Commerce established

1958
New Danville High School constructed north of the existing school building

1959
Iowa Southern Utilities established the first natural gas system in Danville

1962
Danville Town Hall (later City Hall) moved into its present home on Elm and Shepherd Streets

1966
Danville Community Home opens as a 20-bed nursing home on the south side of town

1970
Passenger rail service discontinued by the CB&Q Railroad, Danville Depot demolished later that decade

1972
New elementary school constructed in place of the old school building

1975
New, expanded wastewater treatment plant constructed

1985
City of Danville enters into an agreement to obtain water from Burlington Municipal Waterworks; new water tower erected

1992
Venture Villa senior housing complex developed, along with Don-Wan Subdivision

2005
US Highway 34 four-lane bypass opens around Danville

2015
A non-profit organization purchases the former Hanna lumber warehouse; converts it into a combined library and museum (Danville Station)

2019
New, expanded fire station opens

2023
City purchases the Waters Park property



OUR HISTORY SHAPES OUR FUTURE

The First Settlers

In the early 1800s, the future site of Danville was home to Native Americans from the Sauk and Meskwaki (Fox) tribes. In 1833, it was included in the Black Hawk Purchase – a strip of land within 50 miles of the Mississippi River that was ceded to the United States government, following the Black Hawk War.

The first settlers began arriving in the area the following year, with several families coming from Illinois, Kentucky, Maine and West Virginia (then part of Virginia). The flat prairie land was highly fertile, and the establishment of tiling systems allowed much of it to be converted into farmland.

The early settlers began to establish churches, under the same denominations that were common in their states of origin, including Congregational and Methodist. This also included the very first Baptist church ever established in Iowa, in 1834.

The Seeds of a Community

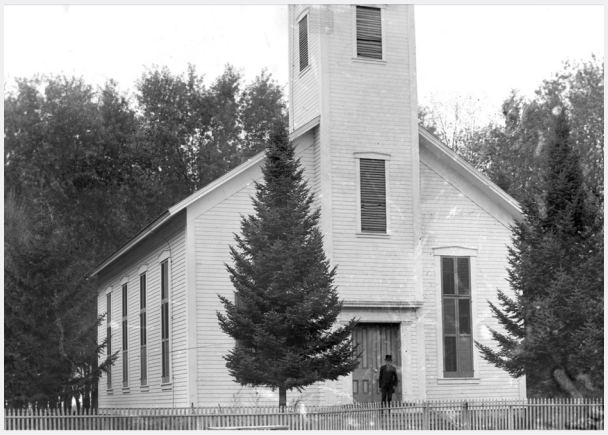
In 1837, the land began to be surveyed, with roads established following the new Section lines. Then on January 7, 1841, Danville Township was formally established, encompassing 36 square miles of land in west-central Des Moines County.

By this time, a new settlement had begun to take shape around the present-day intersection of Main Street and Roosevelt Road. It soon became known as 'Danville Center', and included numerous homes, as well as two churches and several businesses.

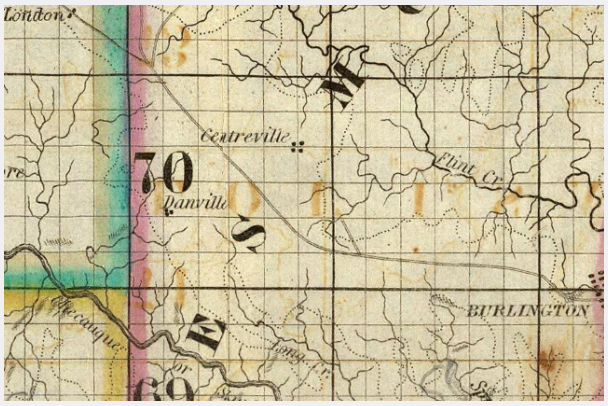
In 1842, the Danville Post Office was established. Then in 1851, a one-room schoolhouse was opened on the northeast side of Danville Center.



Azariah Gregg, one of the earliest settlers in Danville Township, who built the house at the northwest corner of Main Street and Roosevelt Road.



The Danville Congregational Church, at its original location in Danville Center. It was relocated to its present site on Michigan Street in 1920.



The earliest known reference to a town called 'Danville', on a map of the Black Hawk Purchase by L. Judson from 1838

OUR HISTORY SHAPES OUR FUTURE

Laying the Foundation

In late 1846, Iowa had gained statehood, and the new state legislature realized the importance of transportation in fueling the economy. In 1849, they authorized the construction of the Mount Pleasant Plank Road, a route for stagecoaches traveling between Mount Pleasant and Burlington. It became the first hard-surface road ever established in Iowa, when it opened to traffic on December 24, 1851.

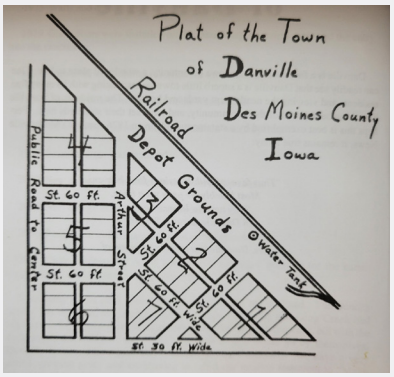
Within a few years, a parallel strip of land immediately to the south was acquired for the construction of a new railroad. In 1854, the new town of Danville was platted just south of where the railroad would cross Main Street. Construction on the Burlington & Missouri River Railroad quickly ensued. By then, several homes and businesses had been established in the new town, which came to be informally known as either 'Danville Station' or 'Messenger's Station'.

Full Steam Ahead

The railroad quickly transformed the new settlement into a thriving hub of sales and shipping for farmers in the surrounding area. A 24-hour depot was established to serve both freight and passenger traffic, along with a stockyard. In 1859, the first scales for weighing livestock were erected.

A new business district took shape along both sides of Main Street just south of the tracks. This included a popular general store. Civic and fraternal organizations took shape as well.

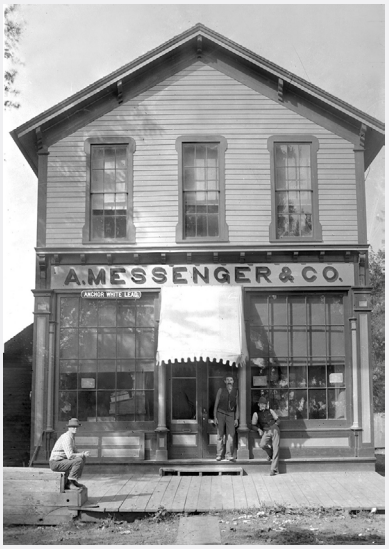
The young town saw its first major expansion in 1875, when the Dewey's Addition was platted to include 17 lots. Two years later, the town was expanded north of the railroad tracks with the Smith's Addition, containing 12 lots. Six more lots were added on the north side in 1891, with the platting of the B.W. Shepherd's Addition.



The original plat of Danville Station from 1854. The diagonal street grid on the eastern half (parallel to the railroad) would later be re-platted to be perpendicular to Main Street.



The Danville CB&Q Railroad Depot, c. 1920s



The grocery store was established in Danville Station by Alanson Messenger in 1855.

OUR HISTORY SHAPES OUR FUTURE

Banding Together

In 1877, the communities of Danville Center and Danville Station partnered to establish a new school to serve both communities. This 2-story wood-frame schoolhouse was constructed at a centralized location between the two, along the west side of Main Street. This has been the site of Danville Schools ever since.

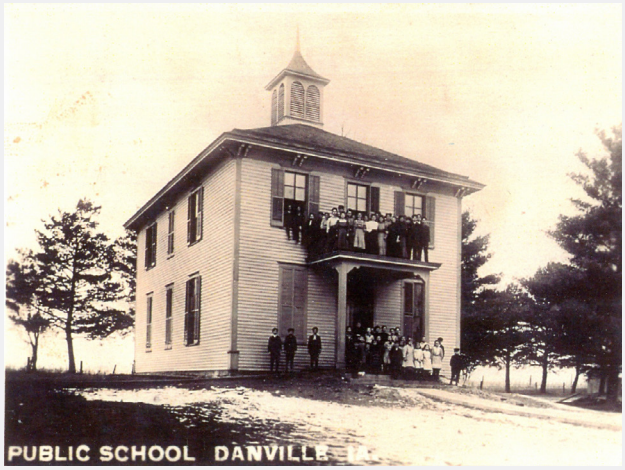
Several prominent businesses were established around the turn of the 20th century. In 1899, a group of local citizens established the Danville Savings Bank. Then in December 1901, the Danville Mutual Telephone Company was incorporated. The town's first grain elevator and lumber yard were also established during this period.

Not Just a Name on the Map

Accordingly, after nearly half a century of being an unincorporated settlement, residents banded together to sign a petition to the State for incorporating as a municipality. On September 27, 1902, the Town of Danville was officially incorporated, and its rectangular shape (at 0.5 miles by 1.5 miles) had been designed to include the entirety of both Danville Center and Danville Station. A new town government was formed soon after, and Lewis R. Kelly was elected as the Town's first Mayor.

Off and Running

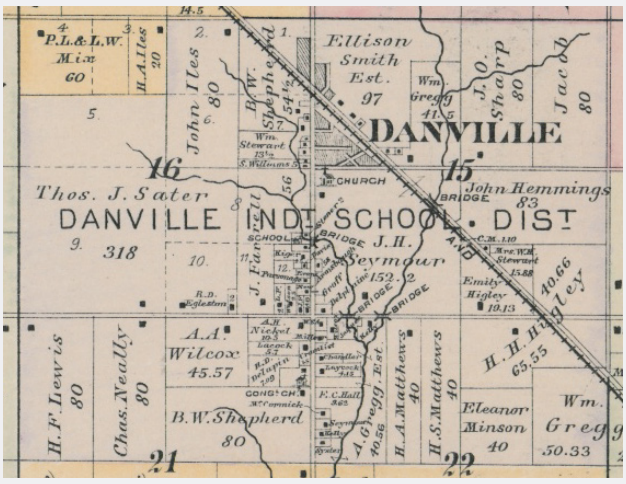
That same year, the city had its first large subdivision on the west side of Main Street, when the Western Land Company laid out 31 lots along Division and Shepherd Streets. Then in 1906, the massive Seymour's addition was platted on the southeast side of town, with 47 lots along Dewey and Seymour Streets. This helped fuel a population boom in Danville. At the time of incorporation in 1902, there were a total of 186 people living in Danville. But by the time of the 1910 Census, it had grown to 263, reflecting a growth rate of nearly 50%.



The original school building that served both Danville Station and Danville Center. It operated from 1877 until it was destroyed by fire in 1910.



The original bank building on the east side of Main Street, c. 1910



This map is by NorthWest Publishing from 1897 shows the full extent of the Danville School District. It also highlights how extensively developed the area was in the years leading up to incorporation Danville in 1902.

OUR HISTORY SHAPES OUR FUTURE

Thriving Business Climate

In 1906, William A. Hanna assumed control of both the lumber yard and grain elevator in Danville. Within a few years, he built a large new lumber warehouse at Main and Division Streets, and a new grain elevator with capacity for 20,000 bushels. Many other businesses grew and prospered during this period as well. This included two general stores, grocery and drug stores, hardware and furniture stores, a barber shop, a blacksmith, a farm implement dealer, a hotel, and a creamery.

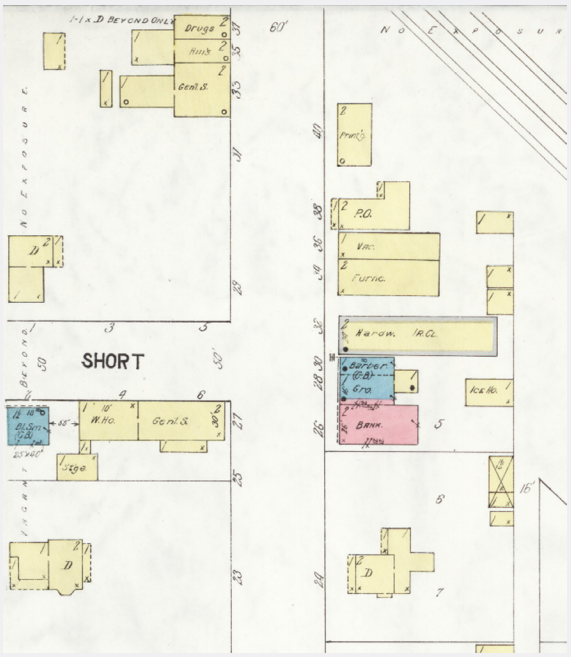
A New Gathering Place

Starting in 1909, Danville played host to the annual Des Moines County Farmer's Institute and Livestock Show, which included exhibits of fruit, grain, horses and cows. Photos from this period show large crowds gathered on the street during the event. This highlighted the need for a dedicated recreational space to serve the community. After the passing of B.W. Shepherd, a portion of his land was donated to the city for the establishment of Community Park in 1919.

Fires Bring Changes

After the 33-year-old wood-frame schoolhouse was destroyed by fire in 1910, a new brick structure was built to replace it, and this building was doubled in size ten years later, with an addition that included a new gymnasium. Then in January 1914, residents voted to accept a franchise for electric streetlights from Iowa Southern Utilities.

On January 24, 1921, a major fire broke out overnight in downtown Danville, and it destroyed nearly every commercial building on the east side of Main Street. Most of these were wood-frame buildings, including the bank, whose safe managed to survive the blaze. They were soon replaced with a row of brick buildings, most of which still stand today.



This Sanborn Fire Insurance Map from 1913 shows the full downtown business district of Danville, along Main Street from Division Street northward to the railroad line. Short Street was later renamed Shepherd, in honor of Benjamin W. Shepherd. The buildings furthest to the north were demolished to make way for US Highway 34 in 1926.



The 5th annual Des Moines County Farmer's Institute and Livestock Show, 1913



The aftermath of the fire on January 24, 1921, showing the east side of Main Street downtown

OUR HISTORY SHAPES OUR FUTURE

Start Your Engines

With the establishment of the US Highway System in 1926, state transportation officials decided to reroute the highway from the north side of the tracks to the south side through Danville. This allowed for the new paved highway to be entirely on the same side of the railroad between Mount Pleasant and Burlington. However, it also resulted in the need to demolish several downtown buildings, including Central Block, which had been the longtime home of the Danville Town Hall. A small brick building was then constructed between the highway and Community Park, to serve as both the Town Hall and fire station.



This photo from the early 1900s shows several buildings that would be demolished in 1926 to make way for the new US Highway 34, including the Central Block building at right.

The Great Depression

As with the rest of the nation, Danville was negatively impacted by the Great Depression. After growing by 13% in the 1920s, the city's population decreased for the first time in the 1930s, going from 327 to 309. Despite this setback, advances in gas-powered vehicle technologies helped enhance agricultural productivity and logistics. In 1927, the Farm Bureau Supply Company was formed to furnish local farmers with petroleum supplies. The new highway brought about other commercial development as well, including filling stations for traveling motorists.



This 1960s 'birds-eye view' shows the impact of the new US Highway 34, with the shortened stretch of downtown buildings, and several auto-oriented businesses along the new highway.

A Regional Park Destination

In 1937, Geode State Park was established to provide a 'regional park' to serve area residents, at a centralized location to Des Moines, Henry and Lee Counties. It was designed to be centered around a large reservoir, created by erecting a dam along the creek. Work on the park's buildings and other infrastructure began soon after, as a project of the Civilian Conservation Corps, a Depression-era government work relief program. Work was abruptly halted once the US entered World War II in 1941. However, it resumed in the postwar years, and the park was opened to the public in 1951.



Area residents view the recently completed Geode Lake Dam in 1951, as traffic moves along the new roadway over the dam

OUR HISTORY SHAPES OUR FUTURE

War Demands New Growth

In October 1940, as the US was in the process of mobilizing for possible entry into the war, plans were announced for the establishment of the Iowa Ordnance Plant in south-central Des Moines County. Many of these farmers and other residents relocated to Danville. The population also swelled as a result of both temporary and permanent construction workers were brought in to build the plant.

The official Census counts show that Danville's population increased from 309 in 1940 to 450 in 1950; 46%, the second-highest of any decade in the town's history. This huge influx put a huge strain on the town's housing supply, as very little homes had been constructed since the onset of the Great Depression in 1929.



Workers inspecting shells produced at the Iowa Ordnance Plant during World War II



The new Danville water plant built in 1942 in Community Park (later demolished in the 1990s)

Growth Demands Improvements

The population boom also highlighted the deficiencies in public services, and as a result, in 1942, the Town of Danville established its first water and sewer systems. A well was dug in Community Park to supply water, and a new water plant building was erected to treat and distribute the water. Also, a new wastewater treatment plant was established at the south end of town.



OUR HISTORY SHAPES OUR FUTURE

Postwar Prosperity

The postwar era brought on a period of economic growth and prosperity for the city, as housing construction finally resumed at a steady pace, and new commercial enterprises took shape.

Then in 1955, the Danville Chamber of Commerce was established, in order to guide and facilitate new commercial development and support for business owners in the community. Examples of prominent new businesses in the postwar era include Bennage Auto Sales, Walker Plumbing & Heating and the Danville Motel, located just west of the city on Highway 34.

Disaster Inspires Collaboration

In 1946, a second grain storage facility was erected at the east end of the city on Highway 34, just a few blocks from the original feed mill. Sadly, the replacement elevator was itself destroyed by a massive overnight fire on April 27, 1952.

The elevator was soon replaced by a more fire-resistant concrete structure. However, the incident also raised concerns about overall preparedness and coordination among fire departments in the surrounding area of western Des Moines County.

Accordingly, in 1953, the Town of Danville entered into an agreement with the Townships of Danville and Pleasant Grove, to form a new 20-man volunteer fire department that would serve all three communities. Soon after, a new 5-bay fire station was erected on the west side of the Community Park.



Bob and Roy Gerdes pictured inside the Danville Lumber Company office, 1966



The grain elevator on fire on April 27, 1952

OUR HISTORY SHAPES OUR FUTURE

The Boom Years

Several large residential subdivisions helped fuel the growth in new housing during the postwar years. The 1960 Census showed a 30% increase in the town's population, which now exceeded 500 for the first time in its history.

The town's population growth placed huge pressures on the School District. In 1958, a new single-story High School with gymnasium was constructed and then in 1964, a new entrance and courtyard was established with a parking lot.

The growing population also brought about several other civic improvements during this period. First, in 1959, Iowa Southern Utilities established the town's first natural gas distribution system. Then in 1962, the Danville Town Hall was relocated to a newly acquired 20-year old building. Then in 1966, a new Post Office was dedicated on Elm Street, just south of the new Town Hall.

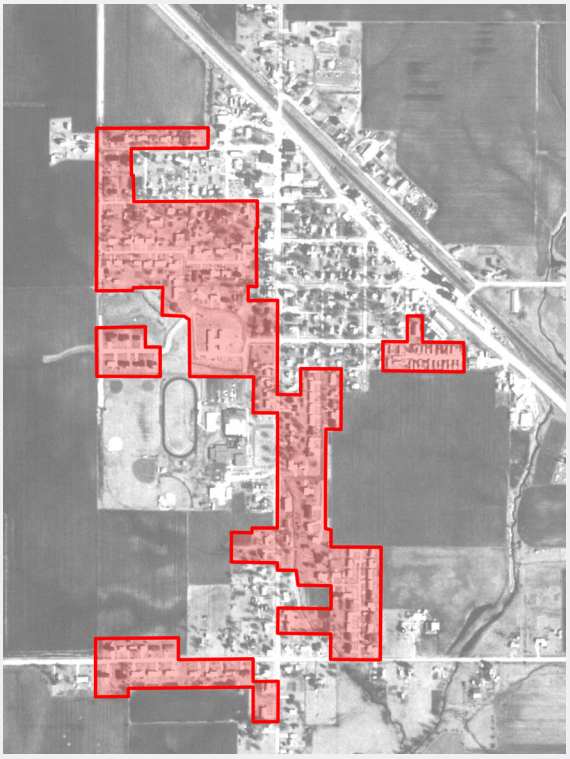
Destination: Danville

The demand for housing continued unabated in the 1960s, as the availability of quality public services and amenities contributed to its growing reputation as a 'bedroom community'. A sizable number of families began to relocate to Danville from Burlington and other larger communities nearby.

The growth in population also highlighted the need for more diverse types of housing, apart from single-family homes. In 1965, the Suburban Mobile Park was established at the east end of town along South 3rd Avenue, with space for nearly 30 mobile home units. Two years later, the first modern apartment building was constructed in Danville, when the Gerdes brothers developed a four-plex on South Main Street near the school.



Aerial view of South Main Street in the 1960s, which shows the new high school on the north side of the school complex



On this aerial photo from 1980, the areas outlined in red were all developed for homes between 1940 and 1980, a period in which the city's population tripled, by growing from around 300 to just under 1,000.

OUR HISTORY SHAPES OUR FUTURE

Danville Cares

City leaders also recognized the need to provide elderly residents with an opportunity to obtain skilled nursing care, without having to relocate to larger cities nearby. The Danville Community Home (later known as the Danville Care Center) was dedicated in June 1966. It initially opened as a 20-bed facility, but just 4 years later, it was doubled in size with the addition of a 40-bed wing on the west side.



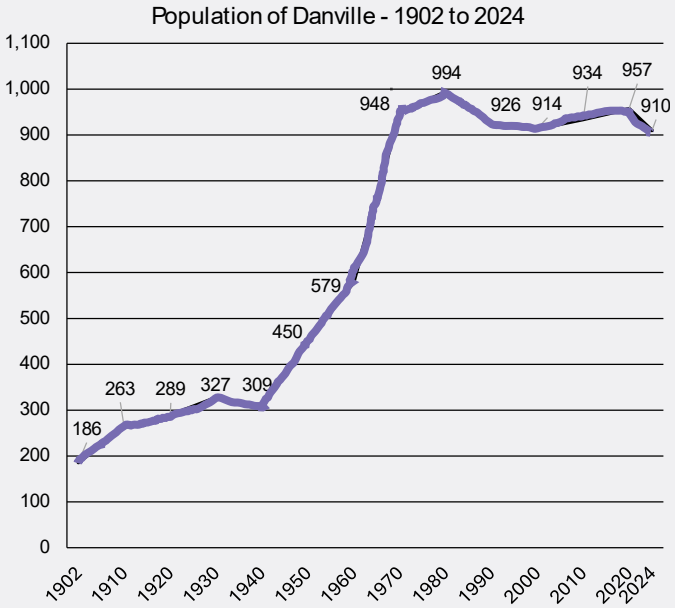
The Danville Community Home, following completion in 1966

Reaching The Peak

The 1970 Census revealed that Danville's population had jumped from just over 575 to nearly 950; a 64% increase. Once again, the School District was under serious strain from the increased demand. In 1972, the original 2-story building from the 1920s was demolished and replaced with a new single-story elementary school. That same decade, a new athletic complex behind the school, including baseball/softball fields, and a combined track/football field were established. New commercial development continued through the 1970s as well.

In March 1970, the CB&Q Railroad discontinued passenger service on the mainline route passing through Danville. One year later, the federally-funded Amtrak service was established but passengers could no longer access the train from most of the smaller towns along the route. As a result, the old Danville depot was demolished in 1978.

Conversely, by 1975, the new US 34 freeway had opened through Burlington and West Burlington. Around the same time, Danville Road (X31) was paved from Danville northward to Mediapolis Road. This greatly improved farm-to-market access for local farmers, and it connected Danville with Mediapolis and other towns to the north.



This graph shows the population trajectory for Danville from the time of its incorporation to the present day. The impact of the Iowa Ordnance Plant and the post-World War II housing boom is evident in the sharp rate of increase from 1940 to 1980.*

**Disclaimer: This graph shows the population trajectory for Danville from the time of its incorporation to the present day. Data from 1910 to 2010 is from the US Census Bureau, while the 2020 figure was modified to add 30 uncounted residents (as explained on p. 35), and the 1902 estimate is from a local petition for municipal incorporation.*

OUR HISTORY SHAPES OUR FUTURE

The 1970 Census revealed that Danville's population had jumped from just over 575 to nearly 950. At 64%, this represents the largest single-decade increase in the city's history. This helped spur further developments at the Danville Schools complex, including a new elementary school in 1972, and the establishment of a new booster club, which worked to establish new modern athletic facilities west of the school.

New commercial development continued through the 1970s as well. In 1972, Danville State Savings Bank moved into a modern new bank building on the west side of Main Street, while their old building became the home of Bobb Dodds Insurance, founded by by Danville native and former Iowa State Senator Bob Dodds.

In March 1970, the CB&Q Railroad discontinued passenger service on the mainline route passing through Danville. This was replaced by the federally-funded Amtrak service, but the Danville and the other stations between Burlington and Mount Pleasant were closed, and Danville's depot was demolished in 1978. Conversely, during that same decade, the new US 34 freeway was opened through Burlington and West Burlington, and Danville Road (X31) was paved from Danville northward to Mediapolis Road, providing a better connection to Mediapolis and other towns to the north.

What's In a Name?

On July 1, 1975, the Town of Danville officially became the City of Danville, following a statewide policy change where the classification of 'Town' was eliminated for all municipalities with a population under 2,000.

New Challenges and Opportunities

Unfortunately, the Farm Crisis of the 1980s had a pronounced negative impact on Danville, as it did with all of rural Iowa. Despite the negative population trend, the 1980s saw several important improvements in the civic facilities and infrastructure. First, in 1985, the Danville Mutual Telephone Company erected a modern new office building in place of its old headquarters. The City entered into an agreement to obtain its water from Burlington Municipal Waterworks. A new pump station was installed and a new 200,000-gallon water tower.



Bob Dodds, founder of Bob Dodds Insurance, after representing the Danville area in the Iowa House and Senate from 1956 to 1970.



The new water tower, under construction in the late 1980s

OUR HISTORY SHAPES OUR FUTURE

Homes For a New Generation

Signs of renewed progress for housing appeared in the early 1990s, when a new development took shape on the northwest side of town. The Don-Wan Subdivision was platted in 1992, creating 12 new single family home lots along the newly established Oak Street. In addition, Venture Villa, a 16-unit complex for low-income senior citizens was established. In 2000, the Don-Wan Subdivision was expanded to the north and doubled in size, through the dedication of Walnut Street.



The Don-Wan Subdivision on the northwest side of Danville

New Century – New Opportunities

The 1990s also saw substantial progress for the Danville Mutual Telephone Company, as it worked to modernize its facilities and the overall technological capabilities of Danville and the surrounding area. Starting in 1990, all phone lines were placed underground.

The School District saw another new construction project in 1998, with additions to both the Junior and Senior High School on the northwest side.

The City's transportation network was substantially altered in November 2005, with the opening of a new 4-lane bypass for US Highway 34, which travels around the city to the west and south. As a result, traffic on the old road through town decreased from 8,000 to 1,000 vehicles per day. This had a mixed impact on the community, as potential traffic for businesses was greatly reduced, but the safety of motorists and pedestrians in the downtown area has been greatly improved.



The expanded school campus, with the Ash Street extension, the new bus barn, and several improvements to the athletic facilities.

OUR HISTORY SHAPES OUR FUTURE

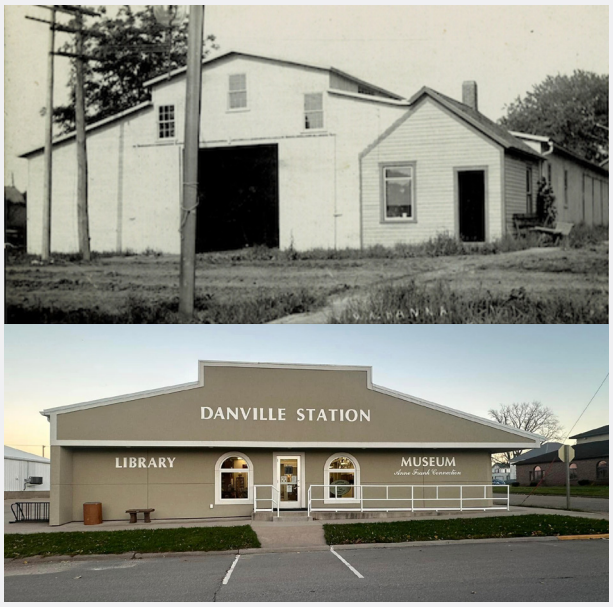
Getting to Today

The past 15 years have brought a mixture of progress and challenges for Danville. Substantial progress has been made in enhancing the civic and recreational amenities available to residents and visitors. In 2015, a non-profit organization purchased the former Danville Lumber Company building at the south end of downtown, converting it into a new home for both the local library and museum.

In 2019, a new Fire Station was dedicated to serve the volunteer fire department serving Danville and the surrounding townships.

Conversely in 2023, the Danville Care Center closed its doors after nearly 60 years of operating as a nursing home in town. This reflects a common trend of such facilities struggling to sustain themselves in small towns with a stagnant or shrinking population. Another recent challenge has been the lack of new home construction, due to a scarcity of available land and committed developers. No new homes have been built in Danville since 2013, after the last remaining lots on the northwest side of town were developed.

Several improvements to outdoor recreational amenities have occurred in recent years. First, in 2021, the lake in Geode State Park reopened, after a 4-year project to restore water quality, which involved the complete draining of the reservoir. Then in 2023, the City purchased Waters Park, just east of town at the intersection of Roosevelt Street and Old Highway 34. This triangular roadside park had been established in 1975, when the land was donated to Des Moines County by Howard and Ada Waters. Following its acquisition, the City installed a new shelter house and swing set in the park.



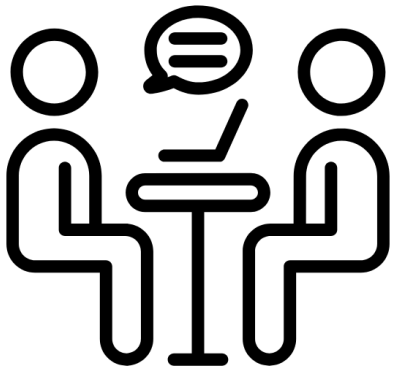
An original photo of the Hanna lumber warehouse from around 1910, compared with the same building just over 100 years later, after being converted to the city's library and museum

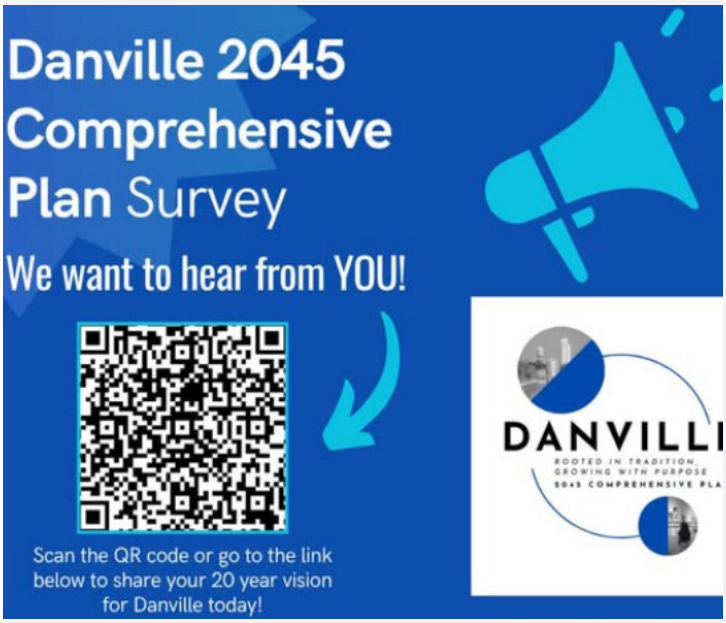


The new Danville Fire Station, completed in 2019

23

STAKEHOLDER INTERVIEWS





NEWSPAPER, RADIO & SOCIAL MEDIA COVERAGE



205

SURVEY RESPONDENTS

2

PUBLIC EVENTS



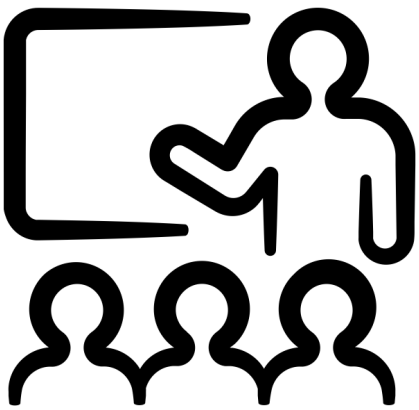


6

STEERING COMMITTEE MEETINGS

4

CITY COUNCIL PRESENTATIONS AND UPDATES



THE COMMUNITY SPEAKS

A priority of the 2045 Danville Comprehensive planning process was to reflect the needs and desires of its residents by seeking contributions from as much of the community as possible, transparently and authentically. The multi-phase participatory process included multiple avenues for the residents to share opinions and make recommendations on city-level strategic actions. Planners worked with local organization partners, city staff, elected officials, key employers, public/ quasi public entities and nonprofits to identify and understand the assets and issues of the City of Danville. These interactions with key stakeholders shaped the plan's guiding principles, leading to the community's vision to retain and expand its population.



THE COMMUNITY SPEAKS

Phase I: Community-wide survey

Public input is a vital component of a comprehensive plan and several methods were utilized to obtain public input. One of these methods was a public survey. From May to September, 2025, the engagement efforts of Phase One were aimed at understanding what the public considered as strengths, weaknesses, opportunities, values, vision, and themes.

Questions covered topics such as: quality of life, community services, housing, transportation, economic development, natural environment, and recreation. The survey was made available in both hard copy and online versions. The link for the survey was posted on the city's website and relevant social media pages. The online link was also distributed to community group members and employees, and advertised in the local newspaper.

Around 350 surveys were mailed directly to all residents. They mailed to the city and township addresses based on population. 700 surveys were distributed to the students at Danville School and over 500 flyers were handed out at the annual Danville Fish Fry and Fireworks event in July 2025. Hard copies of the survey were also made available at City Hall and Danville Library.

In total, 205 residents completed the survey.

Phase II: Stakeholder Engagement

Phase II was a two part effort to engage the public. The first piece was one-on-one stakeholder interviews of city staff/ elected officials, public/ quasi-public officials, non-profit or community groups, as well as private sector representatives. The interview questions gauged the interview subject's experience living in the community and the improvements the major goals that the city should be striving towards. The questions for city departments were more specific and asked about their staff organization, working relationships with other departments, major plans for future capital projects etc.

A list of stakeholders that were interviewed for the Comprehensive Plan are listed on the following page.



THE COMMUNITY SPEAKS

Interview List

01 City Staff/ Elected Officials

- Jerry Strause, *Mayor, City of Danville*
- Taylor Eisenmann, *Council member, City of Danville*
- Ben Heckenberg, *Council member, City of Danville*
- Cecilia Schnathorst, *Council member, City of Danville*
- Dusty Furnold, *Council member, City of Danville*
- Caitlyn Erickson, *City Clerk, City of Danville*
- Sue Rogers, *Former City Clerk, City of Danville*
- Bryon Heater, *Director, Public Works, City of Danville*
- Bryan Kleinkopf, *Maintenance Worker, Public Works, City of Danville*

02 Non-Profit or Community Groups

- Tim Svoboda, *Director of Community Ministries and Special Projects, Harmony Bible Church*
- Mary Heidbreder and Nancy Martin, *Board Members, Danville Library*
- Janet Hesler, *Director, Danville Museum*
- Bryon Heater, *Fire Chief, Danville Fire Department*
- Chris Lee, *Director, Des Moines County Conservation*

03 Public/ Quasi-Public

- Dr. Michael Ash, *President, Southeastern Community College*
- Shanon Prado, Director, *Des Moines County Emergency Management*
- Amber Taeger, School Activities Director, *Danville Rec League*
- Chris Kukla, *District Planner, Iowa DOT*
- Matt Rinker, *State House Representative, Iowa*
- Kevin Glendening, *Sheriff, Des Moines County*
- Jeff Reichman, *State Representative, Iowa*
- Brian Carter, *Engineer, Des Moines County Secondary Roads*

04 Private Sector

- Kim Davis, *Assistant Operations Manager, Access Energy*
- Jason Samples, *Owner, Dingus Transportation*
- Gena Parsons, *Chief Operating Officer, Danville Telecom*
- Kay Sackville, *Key Account Manager, Alliant Energy*
- Chad Hudson, *Senior Vice President*
- Joel Prottsman, *President, Danville Savings Bank*
- Pat Wallace, *Superintendent, Danville School District*



Phase III: Community Events

SEIRPC staff conducted public outreach efforts to hear from members of the public including meeting with students at Danville School. To address the challenges of documenting a dispersed community whose residents often lacks the leisure time to attend community meetings, the SEIRPC team distributed the survey at local community events such as 'Fish and Chicken Fry' fireworks event over 4th of July weekend. Flyers were handed out at the event with the survey QR code. This allowed them to meet community members where they are, ensuring that a broad cross-section of residents had an opportunity to be heard and involved in the planning process.



Phase IV: Public Comment Period

From start to finish, 2045 Danville Comprehensive planning process valued the involvement of citizens. All the City Council meetings were open to public to attend and learn about the plan. In addition to all the different ways of involving the public through surveys, attending community events, interviews and online meetings, Danville City Council made a draft of the plan available to the public for a 30-day period. Contacts of SEIRPC staff were listed clearly so the members of the public could reach out to them directly with any comments. The plan was also mailed directly to all the stakeholders, city staff, elected officials for comments so they can be addressed before going to Danville City Council for approval.



High School students pinned where they wanted to see more housing

PART TWO:

COMMUNITY ELEMENTS



DANVILLE TODAY

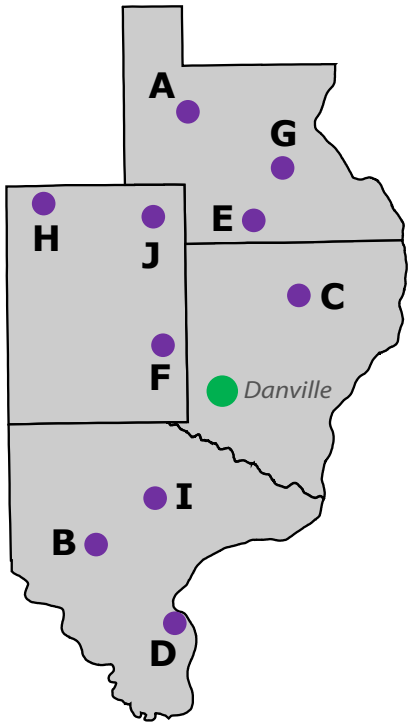
Most of the data in this section comes from the US Census Bureau – either from the 2020 Census (when available), or the American Community Survey (ACS) 5-Year Estimates from 2019-2023. For additional context on the 2020 Census figure for Danville, please see the disclaimer at right.

To give context on how typical the statistics for Danville are, graphs are used to compare Danville with Des Moines County, the State of Iowa, and in some cases the entire Danville School District, and/or the United States as a whole.

Issues can arise when comparing smaller cities like Danville with larger ones like Burlington and Mount Pleasant. To correct for this and provide additional helpful context, staff selected a set of 10 cities to compare Danville with, within the counties of Des Moines, Henry, Lee, and Louisa.

Each of these cities has a population somewhere between 700 and 2,100. These cities are: Columbus Junction, Donnellson, Mediapolis, Montrose, Morning Sun, New London, Wapello, Wayland, West Point, and Winfield.

Comparable Cities Map



Disclaimer: The official 2020 Census count for the City of Danville is 927. However, it was later learned that the Census Bureau did not receive a return from the Danville Care Center. As a result, the 30 residents of that nursing home were not included in the official Census count. In order to paint a more accurate picture of the City's demographics at the time of this most recent Census, this section includes data based on a revised population figure of 957. Age, sex and race data on the 30 residents was provided by the Care Center prior to its closer in 2023. All such revised figures are indicated by a *.



REPORT CARD

Report Indicators

Each measurement is accompanied by a symbol that indicates whether the measure is increasing, staying steady, or decreasing as well as if it is potentially positive, neutral, or worrisome in relation to the thriving atmosphere of Danville.

Positive

When the circle is green, the measurement is positive in relation to the thriving atmosphere of Danville.

Neutral

When the circle is yellow, the measurement is neither positive nor worrisome in relation to the thriving atmosphere of Danville. The trends are compatible with comparable cities.

Worrisome

When the circle is red, the measurement is worrisome in relation to the thriving atmosphere of Danville. Danville will focus on improving in these areas.





DEMOGRAPHICS

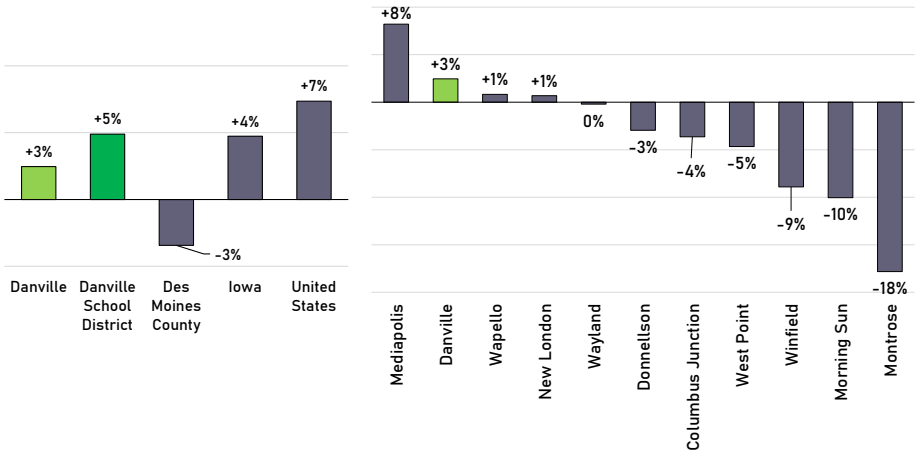
Population

Danville was one of the only 4 comparable cities to **GAIN POPULATION** in the 2010s.

For all of the other comparable cities with a nursing home, the 2020 Census had about the same number of 'group quarters' residents as they did in 2010.

*Source: 2020 Census**

Percent Population Change, 2010-2020



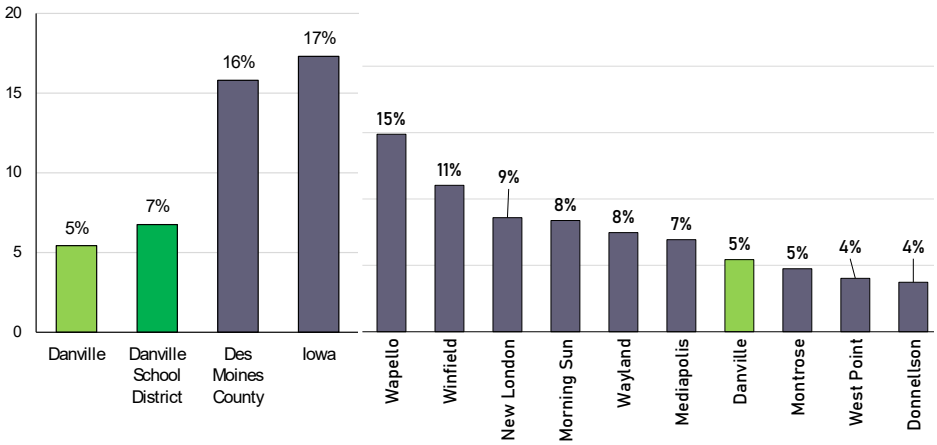
Race

Nearly **95% OF DANVILLE'S POPULATION IDENTIFIES AS NON-HISPANIC WHITE**, though this is still somewhat typical of small rural Iowa cities.

Unusual to have the School District be slightly **MORE DIVERSE** than the city.

*Source: 2020 Census**

Percent of Residents - Anything other than 'Non-Hispanic White'

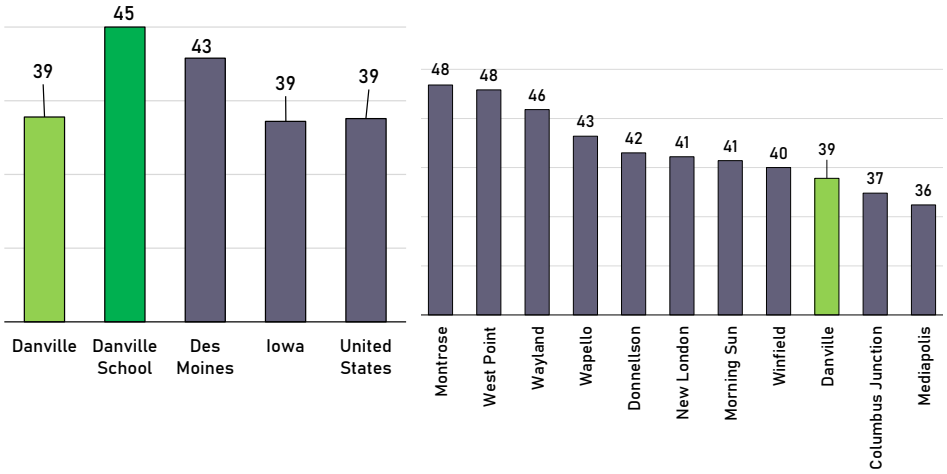


Age

Danville has a comparatively **LOW MEDIAN AGE AMONG THE COMPARABLE CITIES**, and it's identical to the statewide average. Those with schools in town tend to be lower.

*Source: 2020 Census**

Median Age



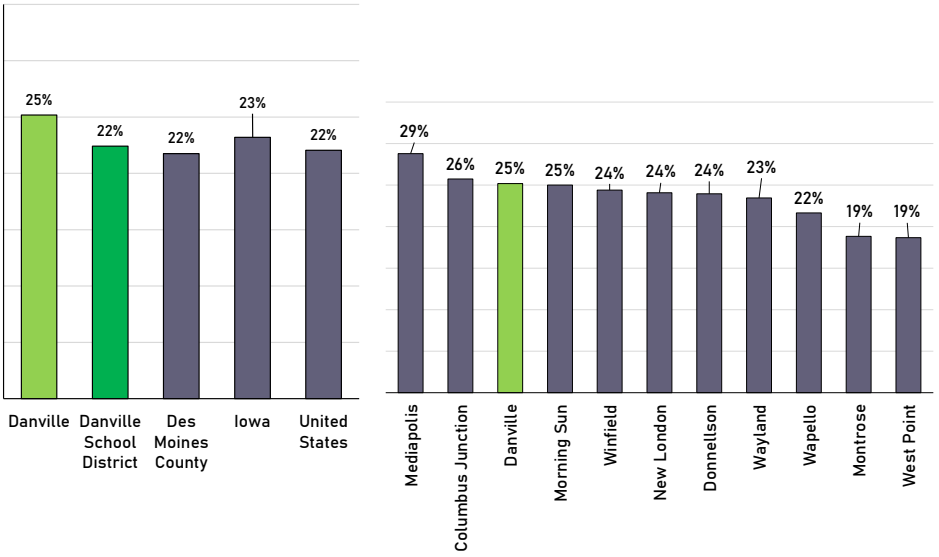
Population under 18

CHILDREN AND TEENS COMPRISE 1 OUT OF 4 DANVILLE RESIDENTS, and this exceeds the county, state and national averages.

DANVILLE RANKS 3RD AMONG THE COMPARABLE CITIES.

*Source: 2020 Census**

Percent of People Under 18

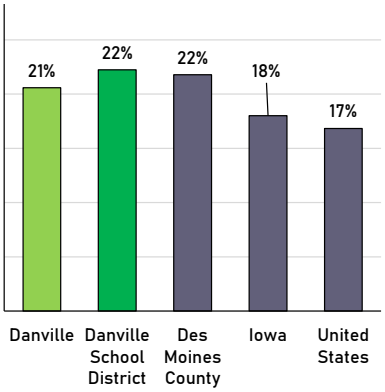


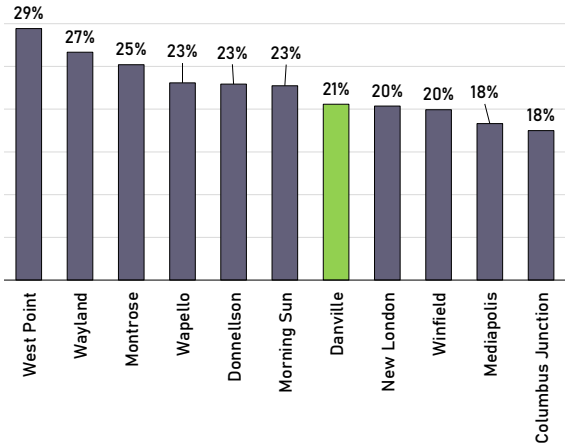
Population Over 65

Danville's ELDERLY POPULATION IS LARGELY CONSISTENT WITH THE COMPARABLE CITIES, all of which contained an active nursing home in 2020.

Source: 2020 Census*

Percent of People Over 65

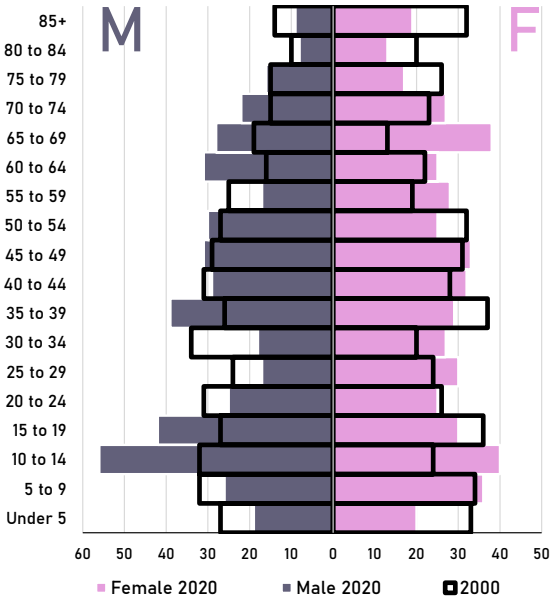




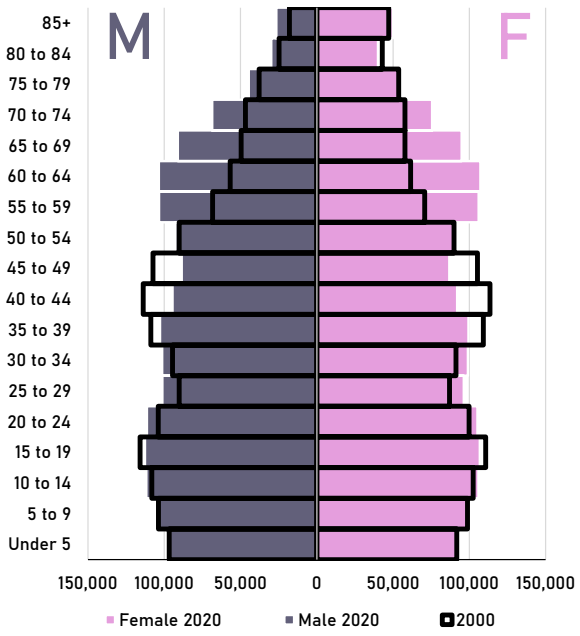
THE BABY BOOM GENERATION HAS CAUSED A RISE IN 60-74, BUT THERE HAS ALSO BEEN AN INCREASE IN 10-19, AND 80+ HAS GONE DOWN SHARPLY.

Source: 2000 Census; 2020 Census

Danville - 2000 to 2020



State of Iowa - 2000 to 2020





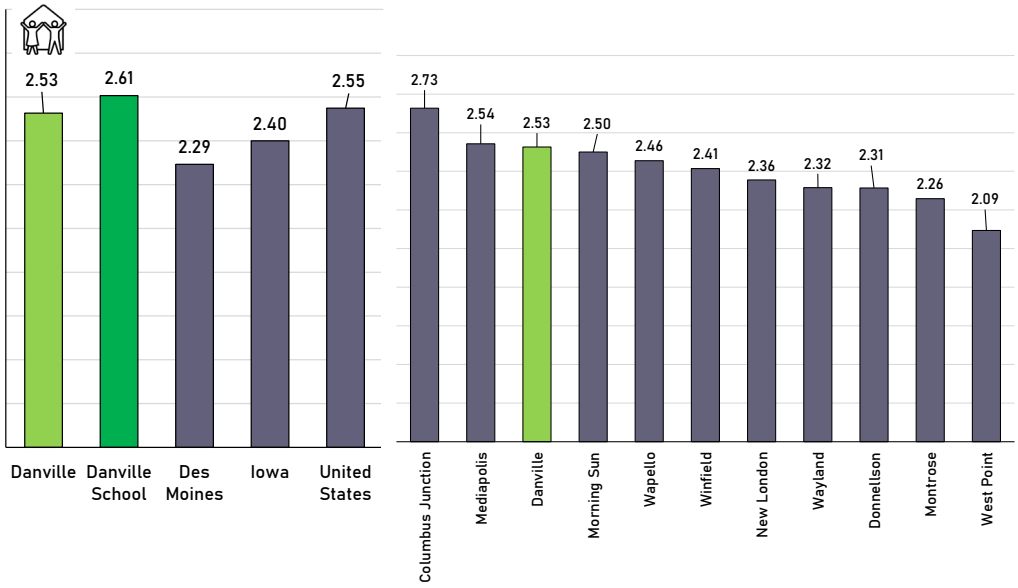
Household Size

Among the comparable cities, **DANVILLE HAS THE THIRD HIGHEST MEDIAN HOUSEHOLD SIZE.** It also exceeds the state average.

Notably, the bottom 3 ranked cities don't have public schools within the city – so the presence of schools definitely serves to attract families with children to live there.

Source: 2020 Census

Average Household Size



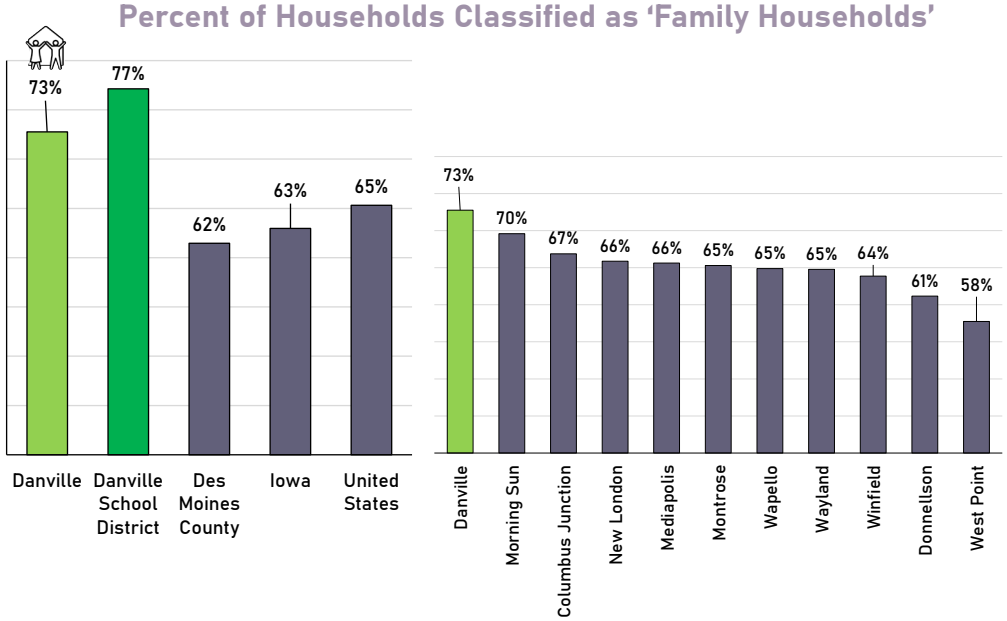
Family Households

The Census Bureau defines a 'family household' as one in which 1 or more people are related by birth, marriage or adoption'. Households that don't meet this definition are usually 1 person living alone, but could also include households with multiple people that aren't directly related.

DANVILLE HAS AN EXCEPTIONALLY HIGH PERCENTAGE OF FAMILY HOUSEHOLDS, AMONG THE COMPARABLE CITIES.

Source: 2020 Census

Percent of Households Classified as 'Family Households'





INCOME

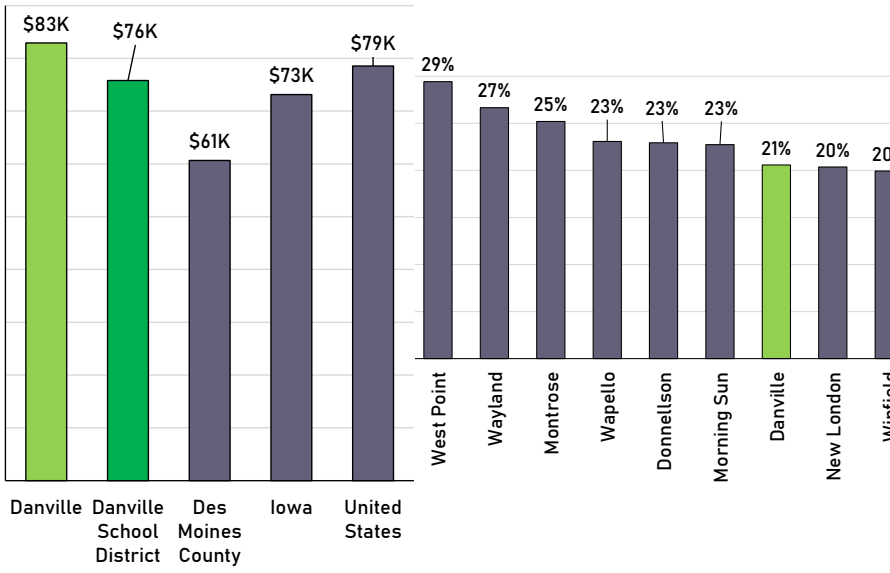
Median Household Income

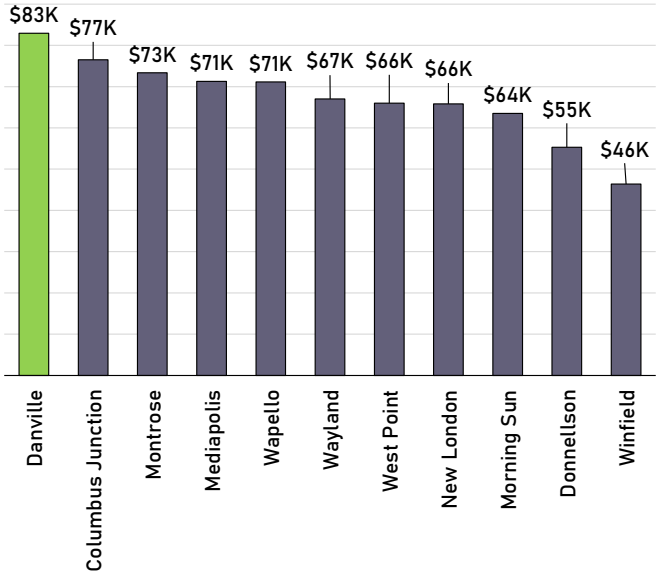
Among the comparable cities, **DANVILLE HAS THE HIGHEST MEDIAN HOUSEHOLD INCOME – OVER $6,000 HIGHER THAN THAT OF THE SECOND HIGHEST CITY.**

Danville's median income slightly exceeds that of the state and nation as a whole, and is 37% higher than Des Moines County as a whole.

Source: American Community Survey 5-Year Estimates, 2019-2023

Median Household Income



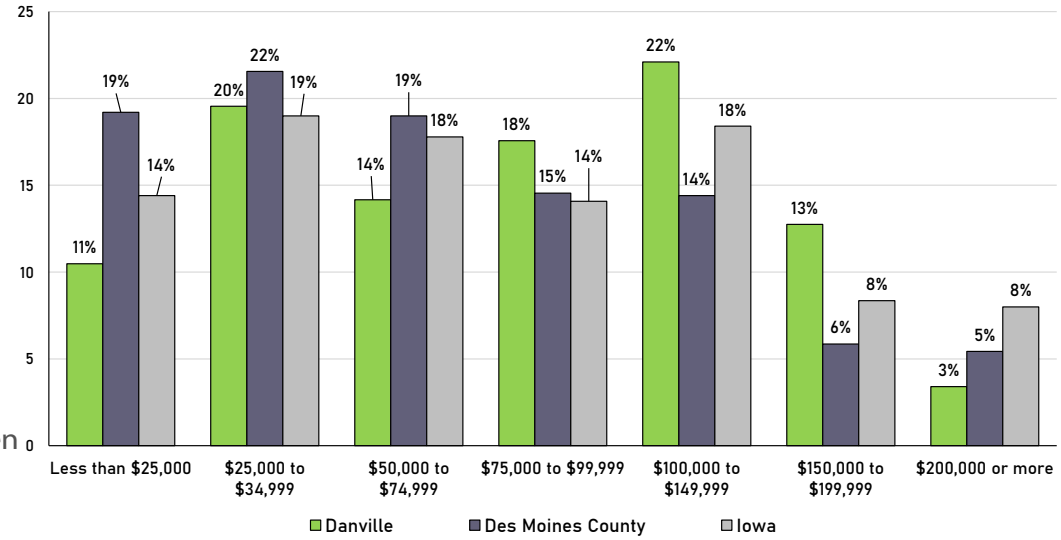


Households by Income Bracket

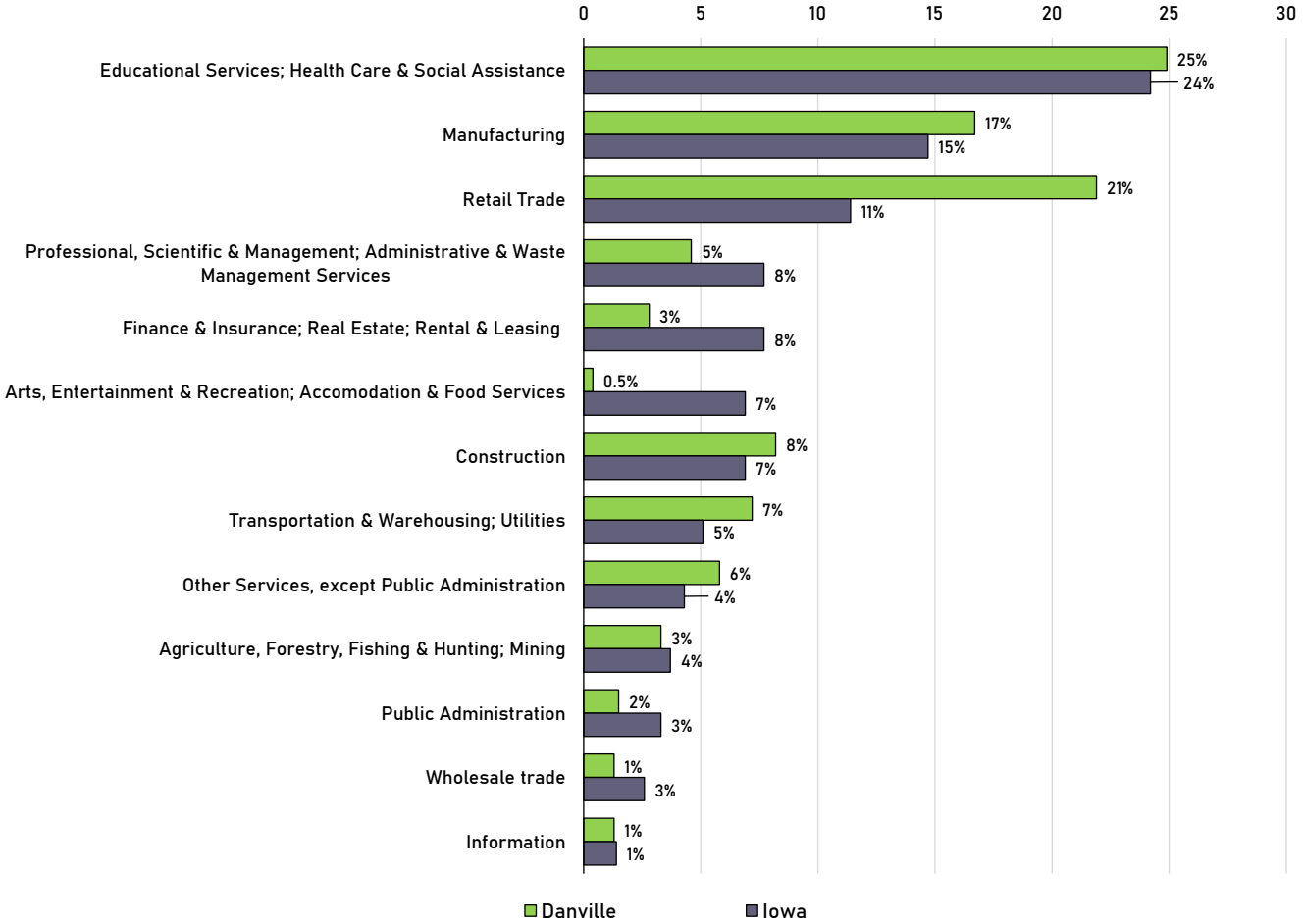
Compared to the county and state as a whole, Danville has a comparatively **HIGH PERCENTAGE OF HOUSEHOLDS EARNING $100 TO 200 THOUSAND.** It's comparatively much lower for under $25 thousand, and between $50 and 75 thousand.

Source: American Community Survey 5-Year Estimates, 2019-2023

Percent of Households by Income Bracket



Percent of Employed Residents by Industry Type





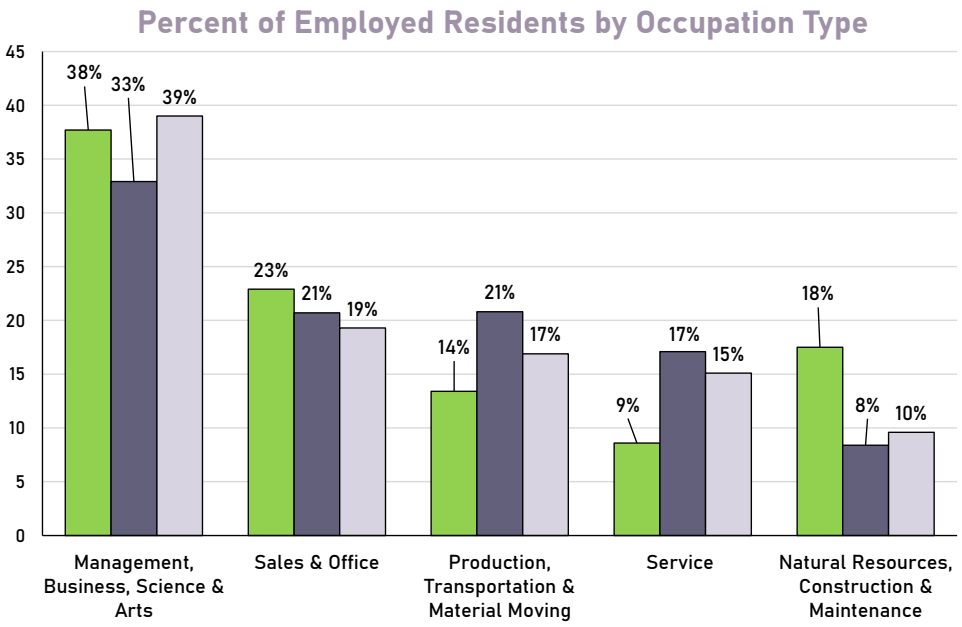
EMPLOYMENT

Occupation Type

'Occupation' is different from 'Industry' – the former concerns the type of job while the latter concerns the nature of the business itself.

Danville has substantially more management and sales/office workers than production and service workers.

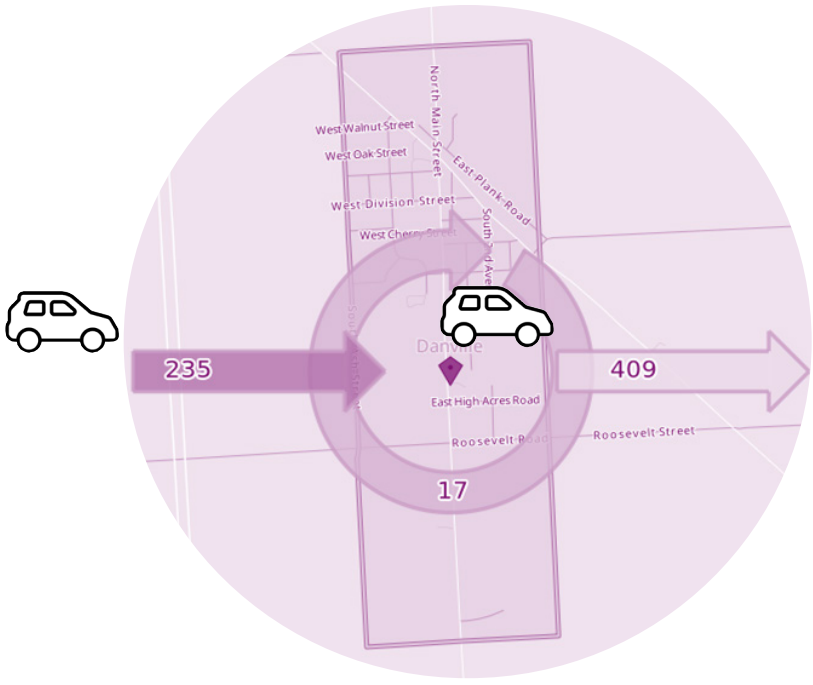
Source: Longitudinal Employer-Household Dynamics, 2022



Commute

Very few people both live and work in Danville, and the number of **PEOPLE COMMUTING TO JOBS OUTSIDE THE COMMUNITY EXCEEDS THE NUMBER COMING IN BY NEARLY 2 TO 1.**

Source: Longitudinal Employer-Household Dynamics, 2022



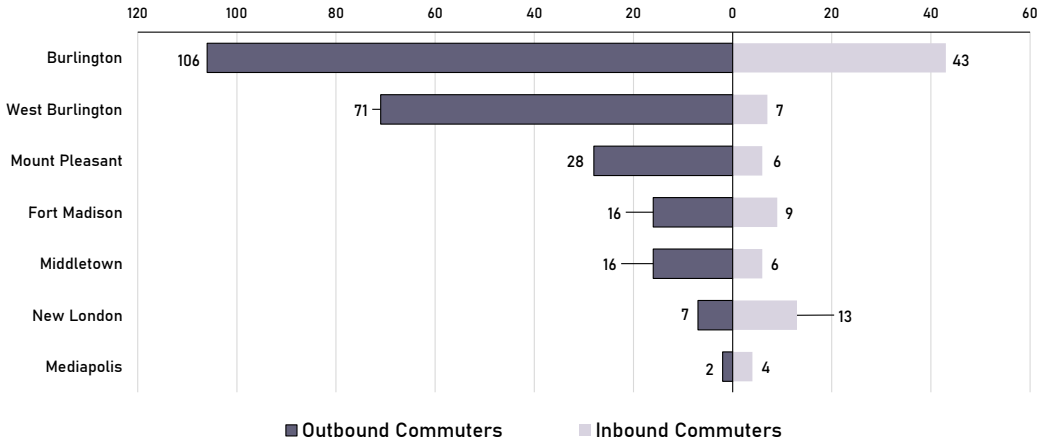
Commuting Patterns

THE BURLINGTON AREA IS BY FAR BOTH THE MOST COMMON EMPLOYMENT DESTINATION FOR DANVILLE residents and the most common place of residence for people that commute to Danville.

Henry County is also significant, for both Mount Pleasant and New London.

Source: Longitudinal Employer-Household Dynamics, 2022 Estimates, 2019-2023

Danville – Commuting to and From Other Cities



Employed Residents V. Number of Jobs

For all but 1 of the comparable cities, the **NUMBER OF WORKING RESIDENTS EXCEEDS THE NUMBER OF JOBS IN THE COMMUNITY.**

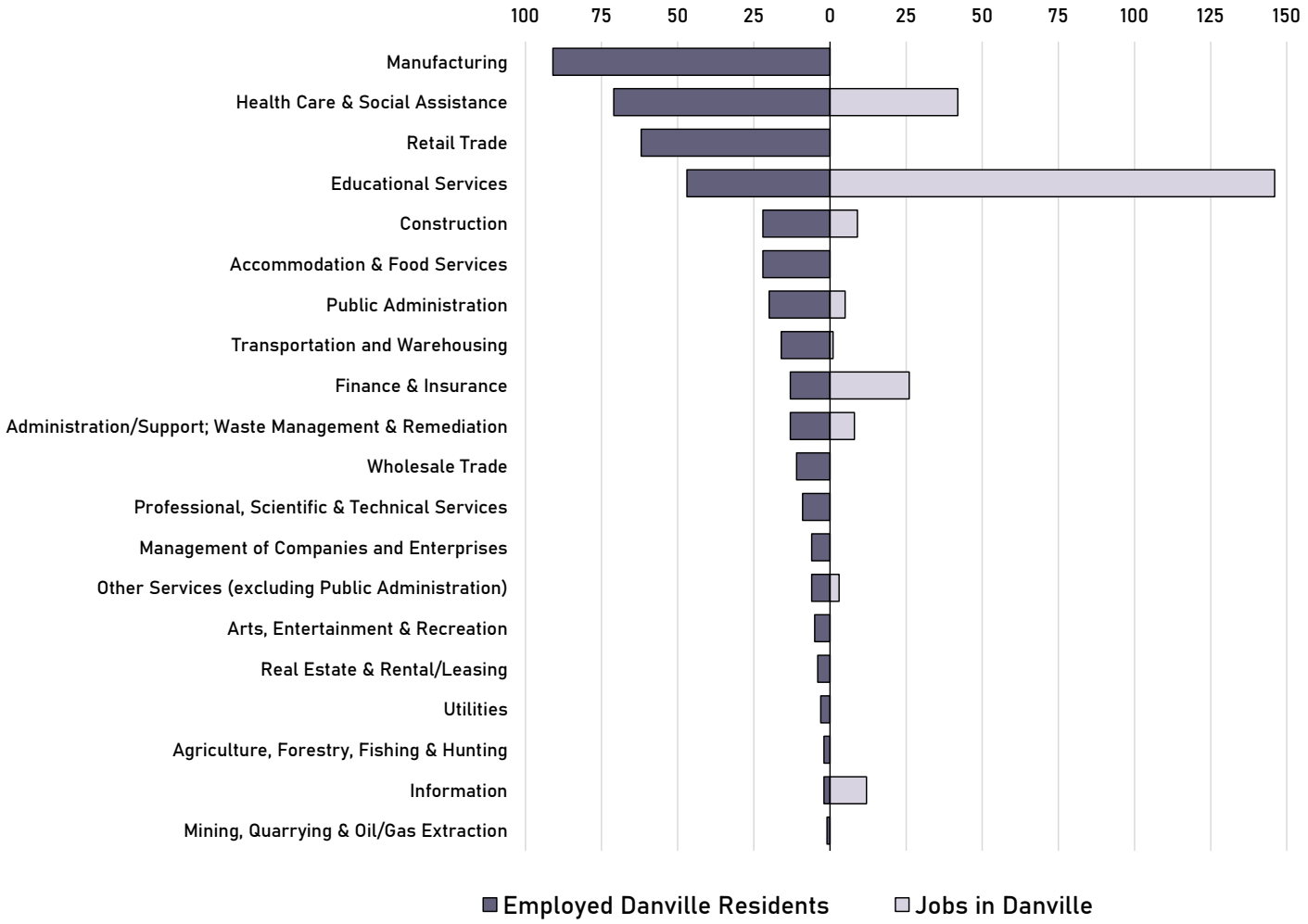
Most of these cities have somewhere between 150 and 450 jobs based in the city.

Source: Longitudinal Employer Household Dynamics, 2022 Estimates, 2019-2023

Number of Employed Residents v. Number of Jobs



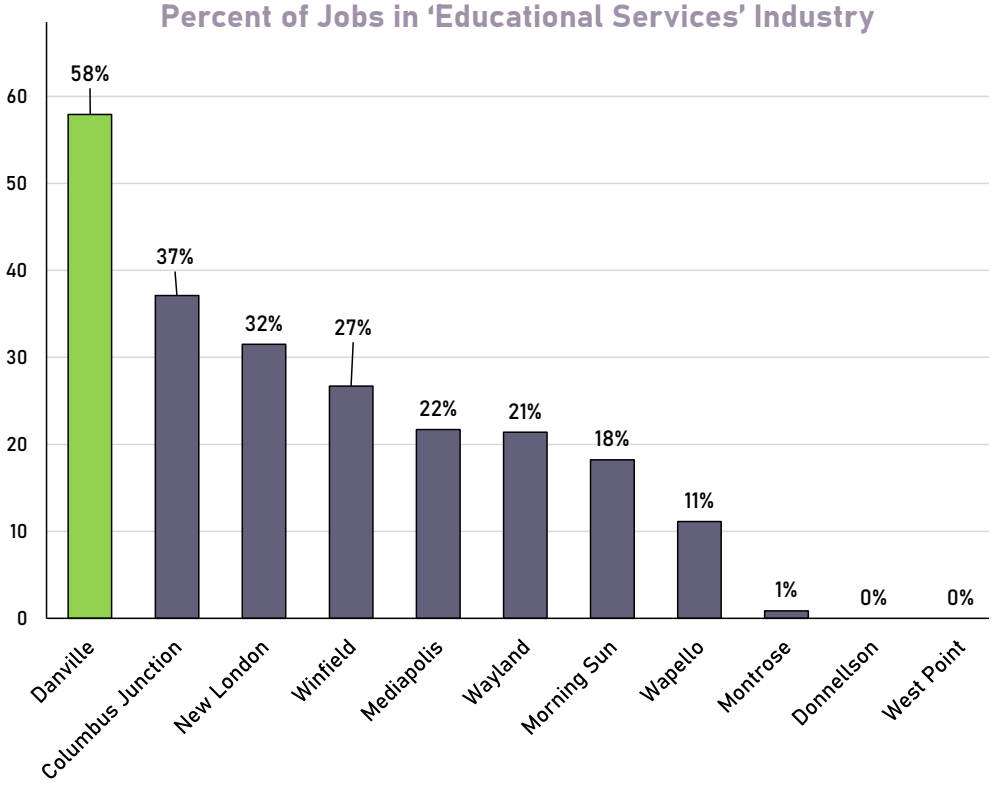
Industry Type - Number of Employed Residents v. Number of Jobs in City



Educational Services

'EDUCATIONAL SERVICES' ACCOUNTS FOR JUST UNDER 60% OF THE JOBS IN DANVILLE. This is unusually high among the comparable cities, and none of the other cities with a school in town exceed 40%.

Percent of Jobs in 'Educational Services' Industry





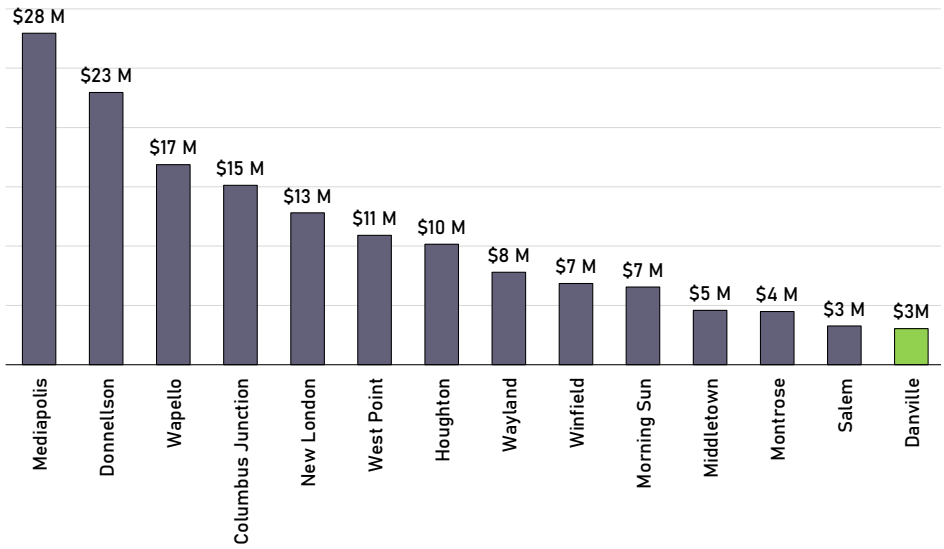
RETAIL

Retail Sales

Danville has the **LOWEST RETAIL SALES VOLUME OF ANY OF THE COMPARABLE CITIES**, and this represents only 11% of the sales volume for Mediapolis. It is also slightly smaller than the smaller nearby city of Middletown (at $4.5 million).

Source: Iowa Department of Revenue; Retail Sales and Use Tax Annual Report Fiscal Year 2024

Taxable Retail Sales - FY2024 (In Millions)



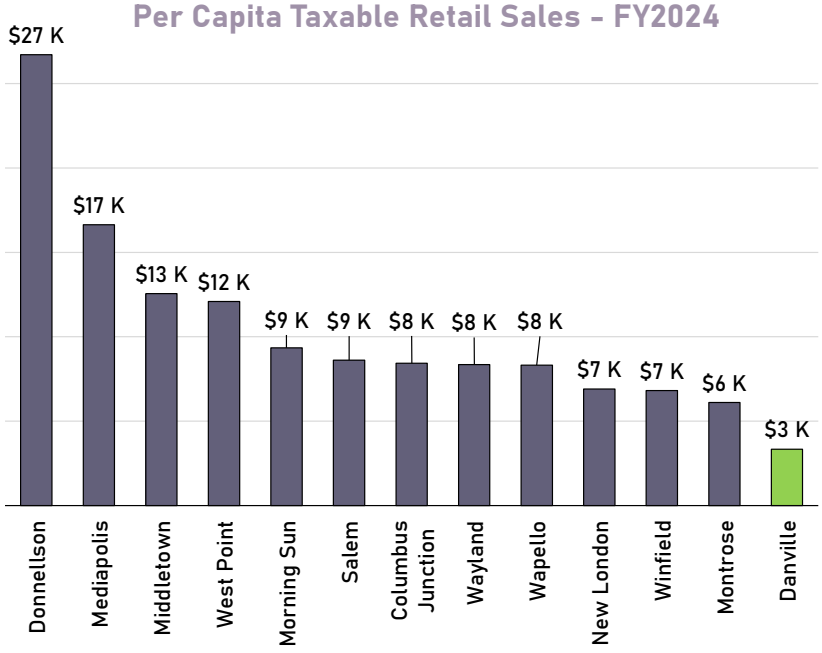
Per Capita Taxable Retail Sales

When retail sales are divided by population, **DANVILLE HAS EXCEPTIONALLY LOW RETAIL SALES PER CAPITA.**

This contrasts sharply with the other cities in Des Moines County, including the smaller city of Middletown. It's also less than half that of nearby New London.

**Per Capita calculations used population data from US Census Bureau*

Per Capita Taxable Retail Sales - FY2024

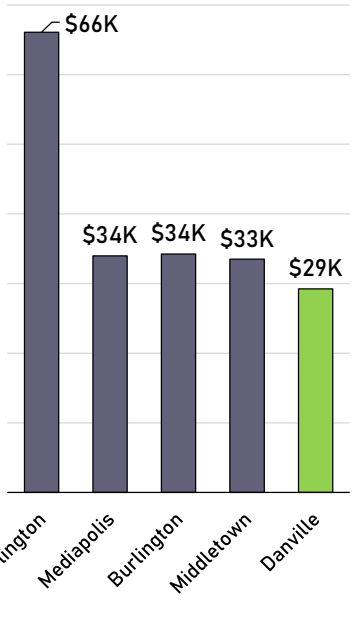


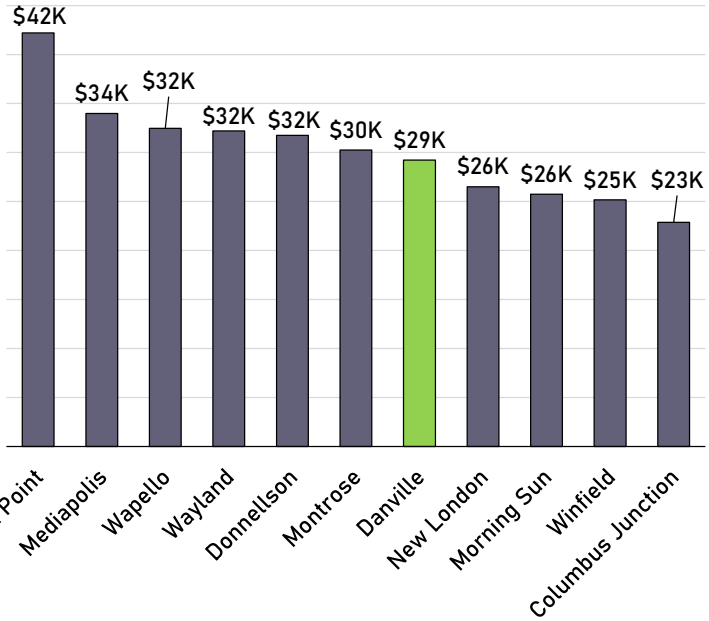
Per Capita Taxable Land

When the total value of taxable land is divided by population, **DANVILLE HAS THE LOWEST PER CAPITA VALUE** among the 5 cities in Des Moines County, but it is about average among the comparable cities.

Source: Iowa Department of Management; City Property Tax Rates, FY2026

Per Capita Taxable Land Value, FY2026









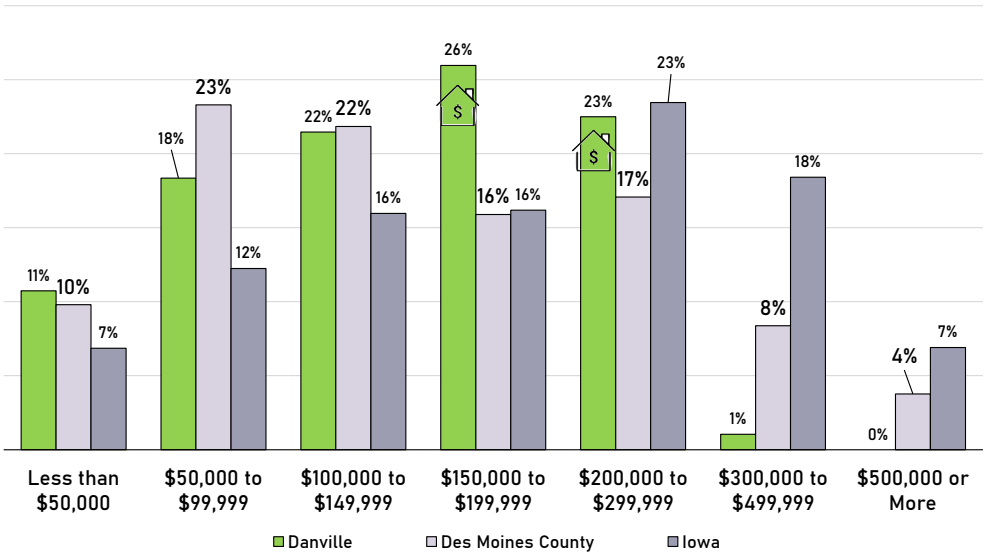
HOUSING STOCK

Owner-Occupied Homes

Danville has a comparatively **HIGH PERCENTAGE OF HOMES IN THE RANGE OF $150 TO $300 THOUSAND**. It's mostly consistent with the county for homes under $150, and there are hardly any homes above $300 thousand.

Source: American Community Survey 5-Year Estimates, 2019-2023.

Percent of Owner-Occupied Homes by Value Bracket

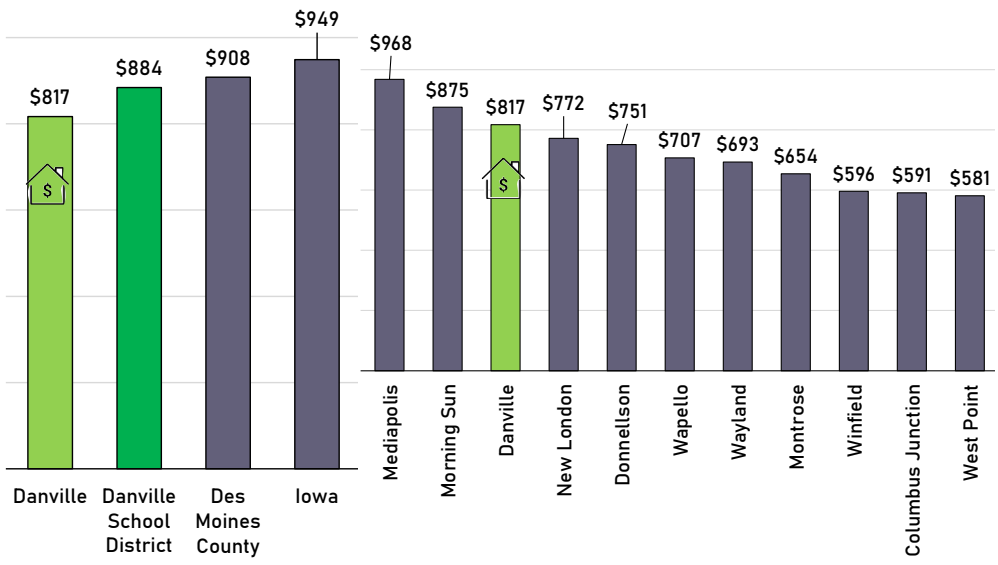


Median Gross Rent

The median rent is lower than the state and county average, but it's still one of the highest among the comparable cities.

This is likely a result of rent prices increasing in the Burlington area during construction of the Iowa Fertilizer plant, which peripherally impacted Danville and Mediapolis.

Median Gross Rent



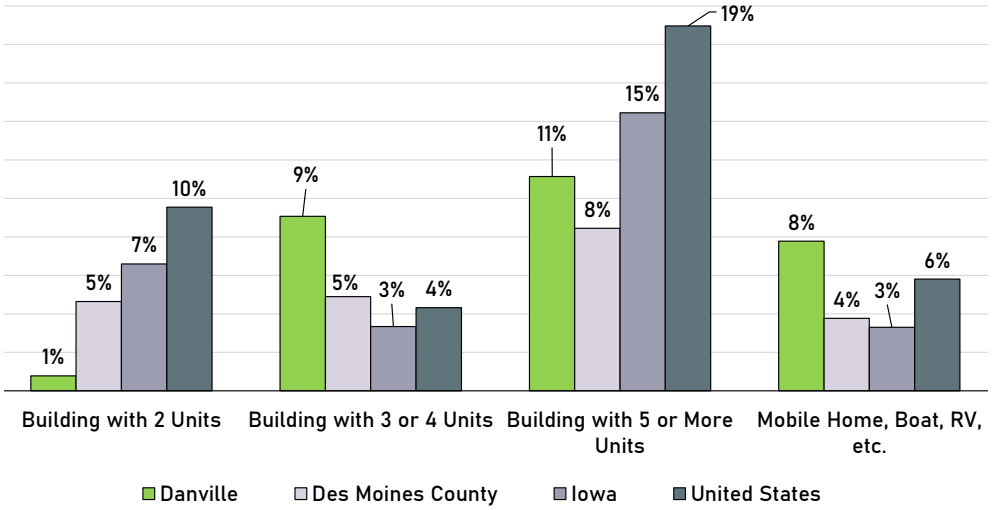
Housing Type

Danville has very few duplexes, but a comparatively **HIGH PERCENTAGE OF 3 OR 4-UNIT BUILDINGS AND MOBILE HOMES**.

Among the comparable cities, Danville has the highest percentage with 5 or more units, 4th highest for 3 or 4 units, and is tied for 2nd highest for mobile homes.

Source: American Community Survey 5-Year Estimates, 2019-2023

Percent of All Housing Units by Type (Other than Single-Family Detached)

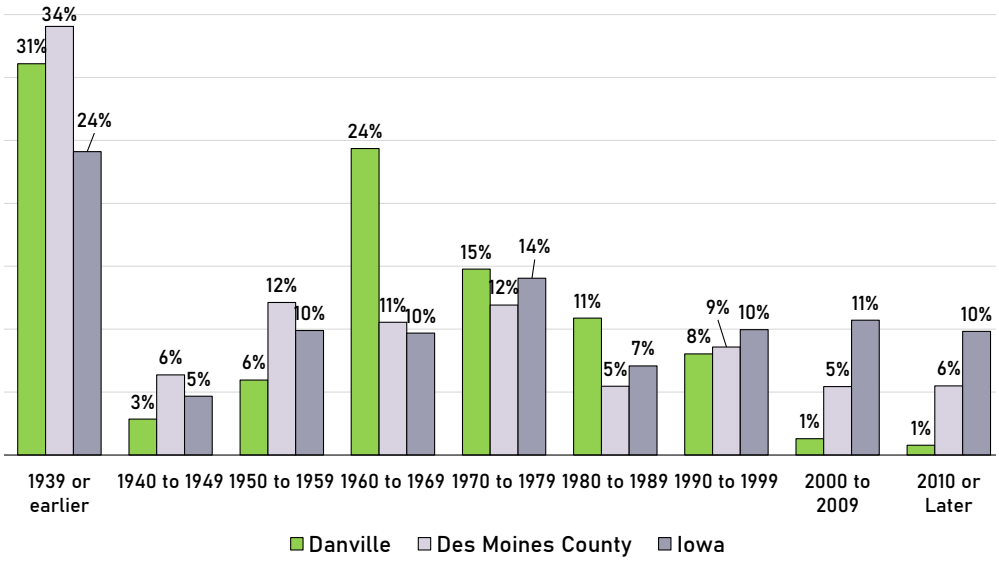


Construction Era

Compared to the county and state, Danville has a uniquely high percentage of homes from the 1960s and 1980s, and a uniquely low percentage from the 1950s, 2000s, and 2010 or later.

Source: American Community Survey 5-Year Estimates, 2019-2023

Percent of Housing Units by Era of Construction



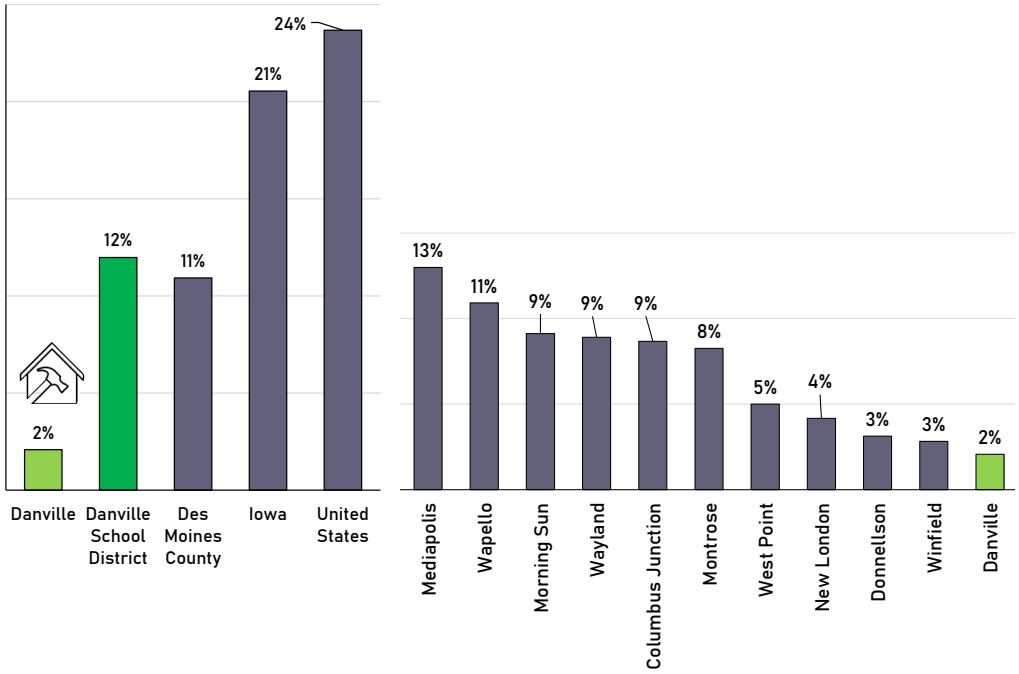
Housing Type

Danville stands out among the comparable cities, with the **LOWEST PERCENTAGE OF HOMES BUILT IN THE 21ST CENTURY.**

The School District as a whole is much higher, indicating that **MANY PEOPLE ARE BUILDING OUTSIDE CITY LIMITS.**

Source: American Community Survey 5-Year Estimates, 2019-2023

Percent of Housing Units Built 2000 or Later

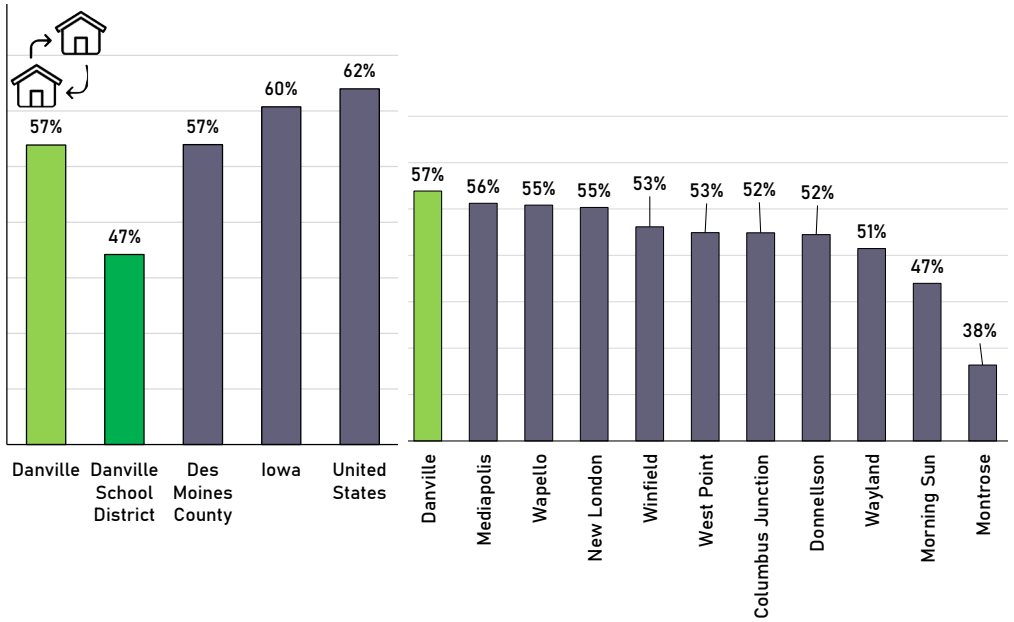


Recent In-Migration

Among the comparable cities, Danville had the **HIGHEST PERCENTAGE OF OCCUPIED HOMES WHERE THE CURRENT OCCUPANT MOVED IN WITHIN THE PAST 15 YEARS.** So while this further emphasizes the high demand in the area, it also suggests that the rate of turnover will slow down in the coming years, if the current owners are satisfied and nothing new is built.

Source: American Community Survey 5-Year Estimates, 2019-2023

Percent of Households that Moved into Current Unit 2010 or Later





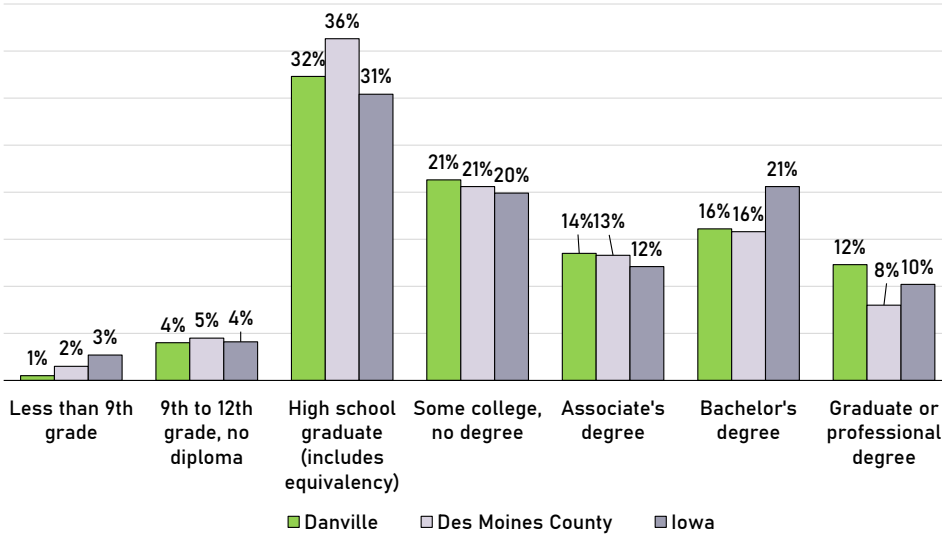
EDUCATION

Educational Attainment

Danville is **CONSISTENT WITH IOWA IN TERMS OF THE EDUCATION LEVEL OF ITS ADULT POPULATION.** It is noticeably higher for 'associate's degree (alone)' and 'graduate/professional degree'; It's noticeably lower for 'less than 9th grade' and bachelor's degree (alone)'.

Source: American Community Survey 5-Year Estimates, 2019-2023

Percent of People Aged 25 and Over - Highest Level of Educational Attainment

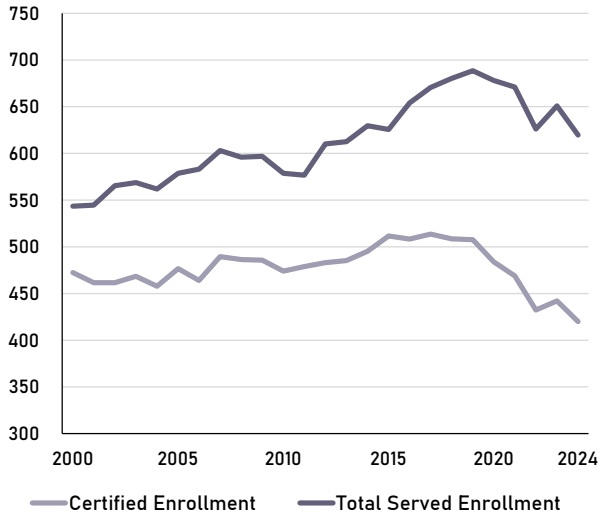


Enrollment

Enrollment at **DANVILLE SCHOOLS INCREASED STEADILY FROM ABOUT 2010 TO 2020, BUT THEN DROPPED SHARPLY OVER THE NEXT 3 YEARS,** before a proportional shift up and down. The degree to which Total Served Enrollment exceeds Certified Enrollment has increased steadily since 2015.

Source: Iowa Dept. of Education – 2024-2025 Public School Certified Enrollment By District

Certified Enrollment v. Total Served Enrollment - Danville School District, 2000-2024



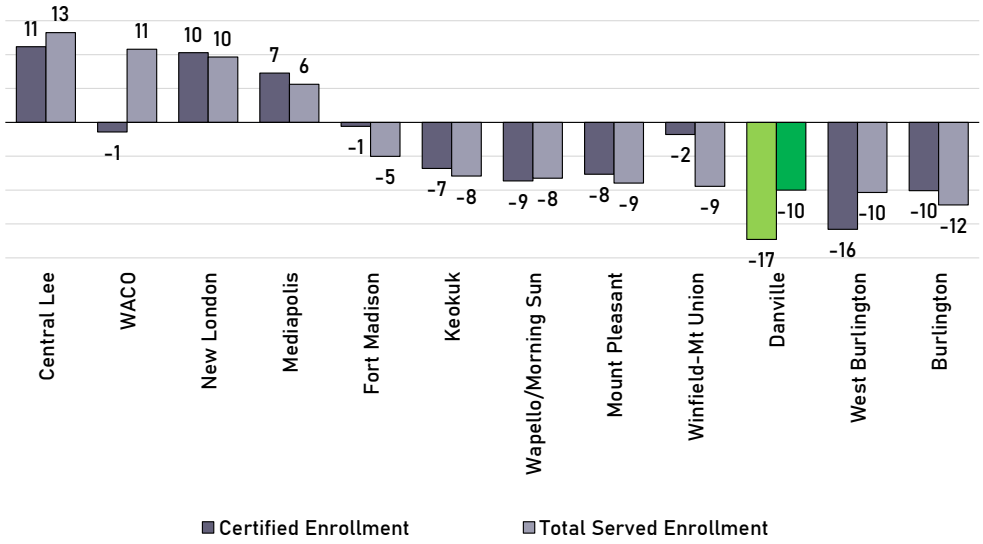
Enrollment by School District

Danville's enrollment numbers have dropped considerably over the past 5 years.

Its **CERTIFIED ENROLLMENT HAS DECREASED TO A GREATER DEGREE THAN ALL OF THE OTHER 11 DISTRICTS**, while its rate of decrease for Total Served Enrollment was exceeded by 2 districts.

Source: Iowa Dept. of Education – 2024-2025 Public School Certified Enrollment By District

Percent Change in Enrollment by School District, 2019 to 2024



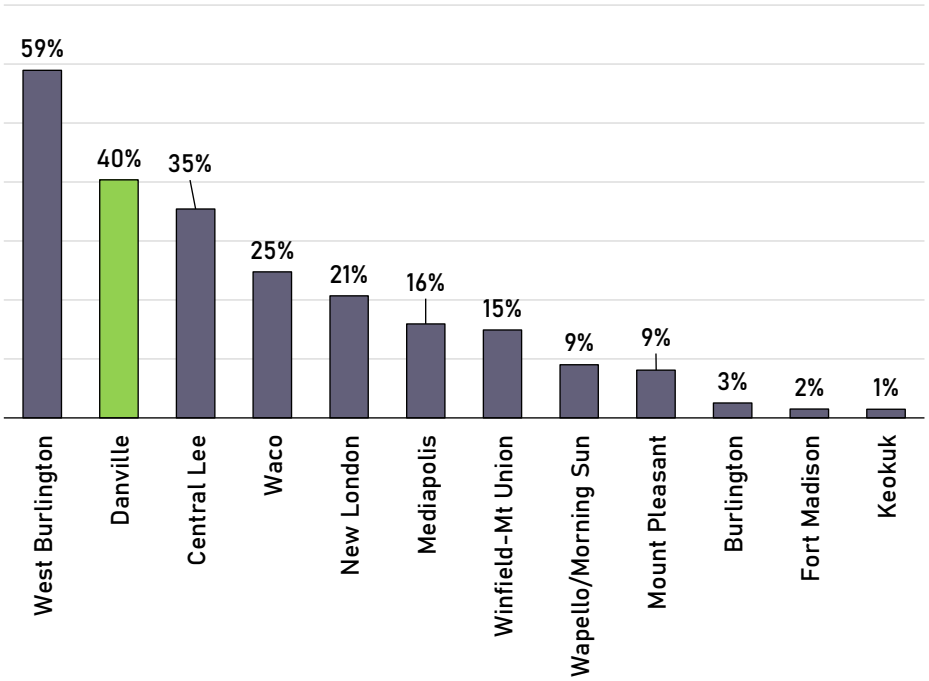
Open Enrollment

Of the 12 school districts within the Southeastern Community College District, **DANVILLE CURRENTLY HAS THE SECOND HIGHEST PERCENTAGE OF TOTAL ENROLLMENT ACCOUNTED FOR BY OPEN ENROLLMENT FROM OTHER DISTRICTS.**

Open Enrollment accounts for 2 out of every 5 students attending school in Danville.

Source: Iowa Dept. of Education – 2024-2025 Public School Certified Enrollment By District

Percent of Total Served Enrollment Accounted for by Open Enrollment in 2024-2025





LAND USE

Population Change by School District

When broken down between cities and unincorporated areas, **DANVILLE IS THE ONLY ONE OF THE 12 DISTRICTS TO SEE BOTH A) POPULATION GROWTH, AND B) GROWTH IN UNINCORPORATED AREAS EXCEEDING GROWTH IN CITIES.**

It also saw the highest overall increase for unincorporated areas in any of the districts.

Source: Iowa Dept. of Education – 2024-2025 Public School Certified Enrollment By District

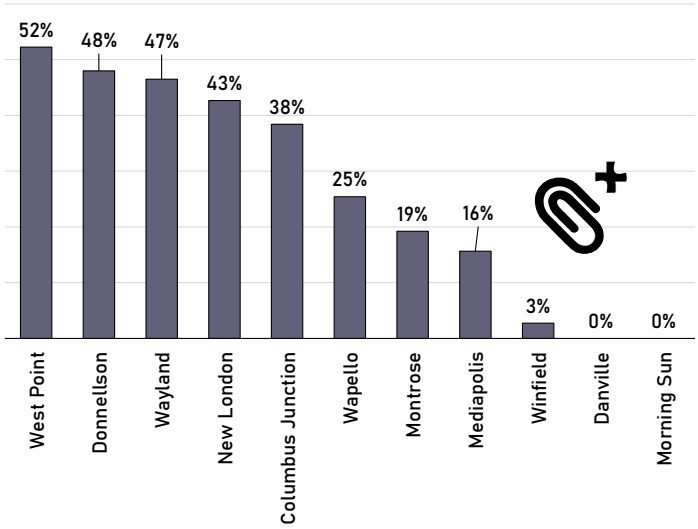
Percent Population Change by School District, 2010- 2020, Cities v. Unincorporated Areas



Annexations

Danville is pretty unique in that it has never annexed any land beyond its original corporate limits, from the time of its incorporation in 1902. Only one of the other 10 comparable cities has not annexed any land within the past 100 years. Several of them have nearly doubled in size over that time.

Percent of Current Land Area that was Annexed between 1925 and 2025

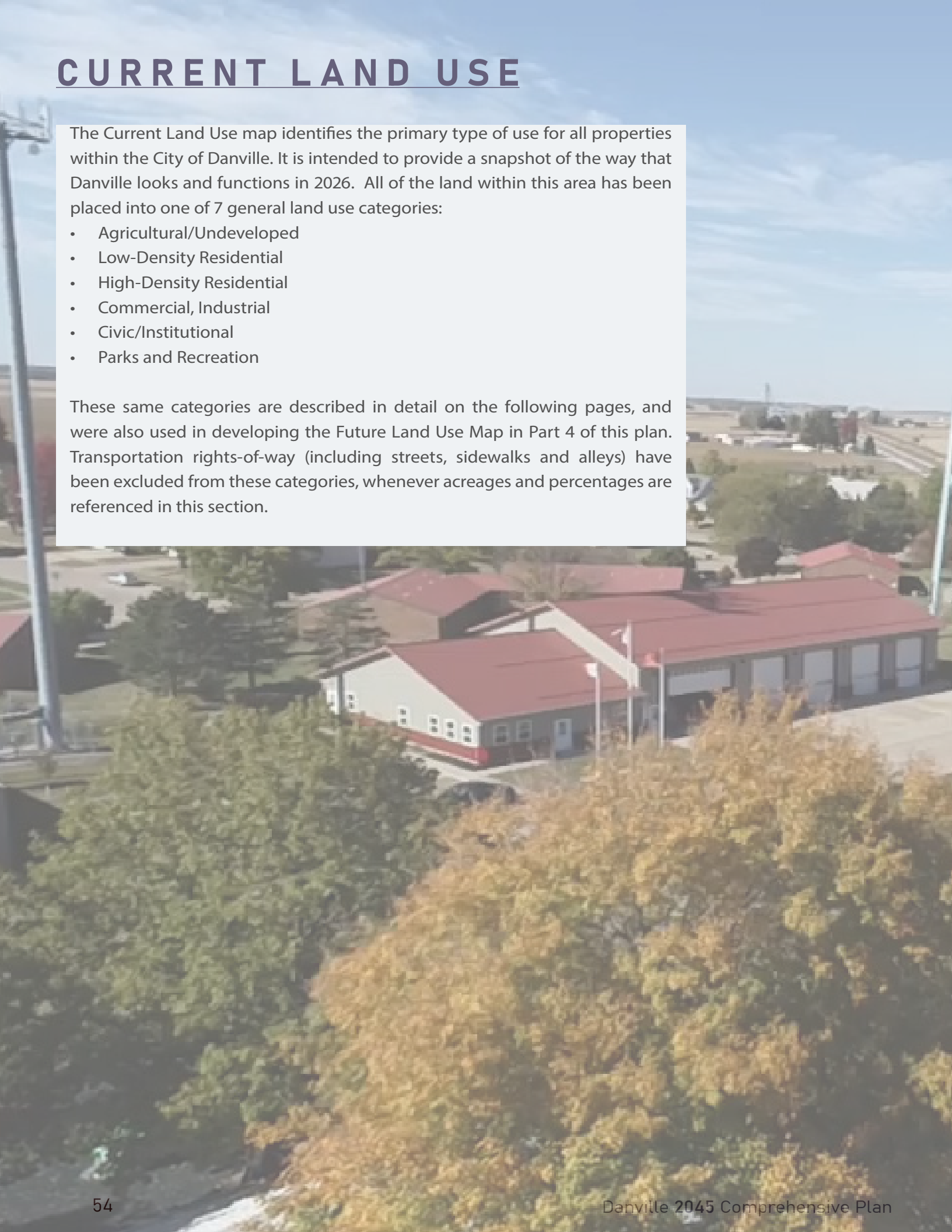


CURRENT LAND USE

The Current Land Use map identifies the primary type of use for all properties within the City of Danville. It is intended to provide a snapshot of the way that Danville looks and functions in 2026. All of the land within this area has been placed into one of 7 general land use categories:

- Agricultural/Undeveloped
- Low-Density Residential
- High-Density Residential
- Commercial, Industrial
- Civic/Institutional
- Parks and Recreation

These same categories are described in detail on the following pages, and were also used in developing the Future Land Use Map in Part 4 of this plan. Transportation rights-of-way (including streets, sidewalks and alleys) have been excluded from these categories, whenever acreages and percentages are referenced in this section.



CURRENT LAND USE

Agricultural / Open Space

The land use category of 'Agricultural/Open Space' includes all land that is presently used for agricultural operations, including row crops, livestock pasture, and barns and similar accessory buildings typically associated with private farm operations. It also includes properties that are presently undeveloped, but not used for farming, including vacant lots within residential neighborhoods. Finally, it includes large areas of open space that are occupied by forests, wetlands and water bodies, provided that those areas aren't utilized for a public recreational use.

This category comprises nearly half of all the land within Danville, at just over 200 acres. Most of this is contained within 6 separate areas of farmland at the fringes of the city, with two of these to the north of the railroad line, two between Old Highway 34 and Roosevelt, and the remaining two to the south of Roosevelt. The latter covers the largest amount of land, since all existing residential development in that area is situated directly along Main or Roosevelt. Most of the farmland is privately owned, apart from 13 acres just south of the Danville Schools complex, which is owned by the School District. Another 30 acres on the east side of town was recently transferred to a non-profit entity, intended primarily for the establishment of a new park.



CURRENT LAND USE

Low- Density Residential

The category of 'Low-Density Residential' includes all properties that are occupied by single-family homes or duplexes, with no more than two dwelling units per building or parcel of land. This category comprises 1/3 of the total land in Danville, at nearly 140 acres. Much of this is found within a large contiguous area extending southwesterly from the city's northwest corner to just east of the Danville Schools complex. This includes the city's oldest residential neighborhoods, plus several blocks that were developed largely between World War II and 2010.

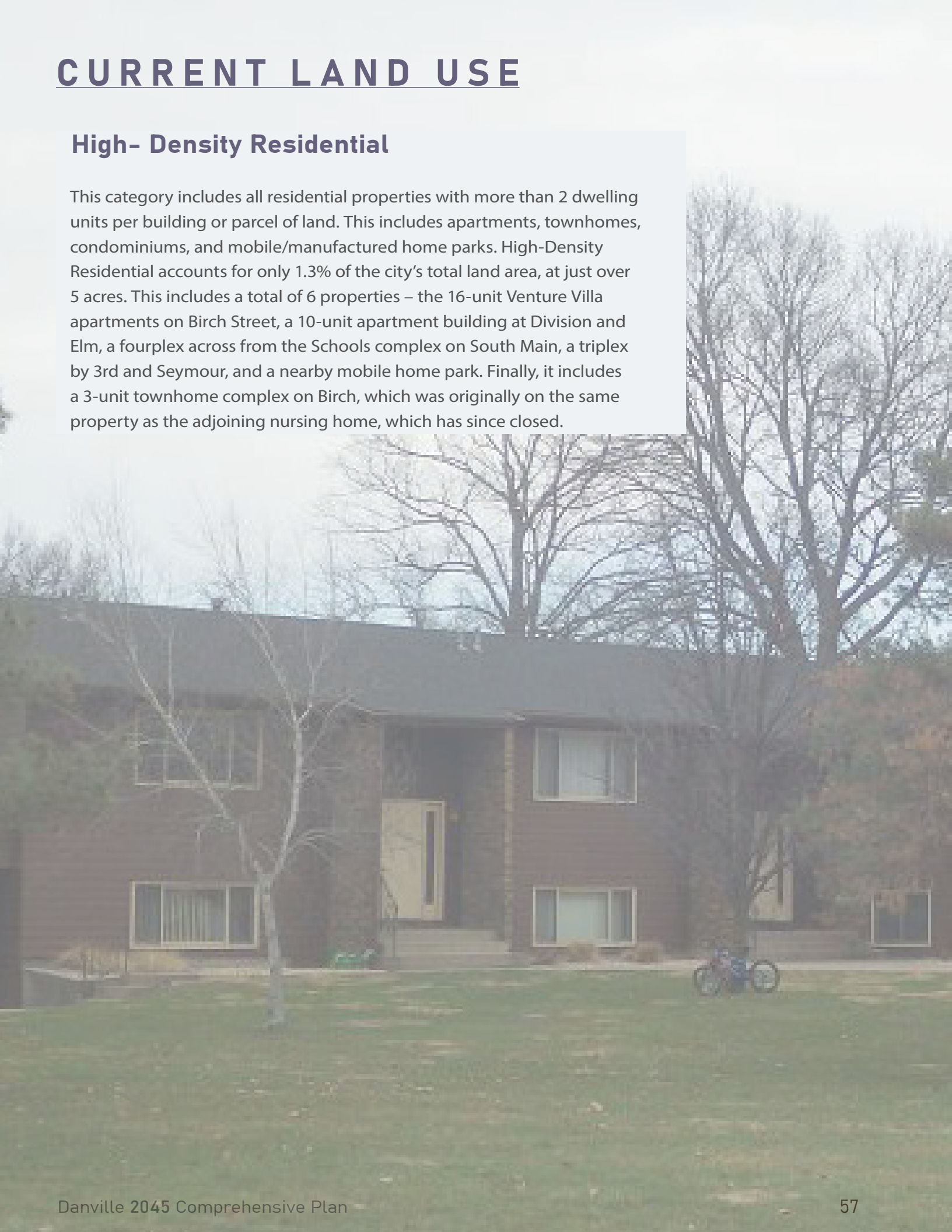
There is also a smaller cluster of single-family homes on the north side of the railroad line, along Main Street, 1st Avenue and Plank Road. Finally, there is a large residential area surrounding the intersection of Main Street and Roosevelt Road. However, most of the homes in this area are situated directly along Main and Roosevelt, and some of them have very large yards extending 300 to 500 feet back from the street. The main exception to this is the High Acres Subdivision along South 2nd Avenue.



CURRENT LAND USE

High- Density Residential

This category includes all residential properties with more than 2 dwelling units per building or parcel of land. This includes apartments, townhomes, condominiums, and mobile/manufactured home parks. High-Density Residential accounts for only 1.3% of the city's total land area, at just over 5 acres. This includes a total of 6 properties – the 16-unit Venture Villa apartments on Birch Street, a 10-unit apartment building at Division and Elm, a fourplex across from the Schools complex on South Main, a triplex by 3rd and Seymour, and a nearby mobile home park. Finally, it includes a 3-unit townhome complex on Birch, which was originally on the same property as the adjoining nursing home, which has since closed.



CURRENT LAND USE

Commercial

This category includes all properties occupied by a private business or service enterprise, excluding those that involve the manufacturing, processing, or mass storage of raw materials on-site. It also includes downtown buildings with ground-floor commercial space and upper-story residential.

This category comprises only 2% of the city's total land area, at just under 8 acres. The vast majority of commercial land is found within the northern third of the city, either within the downtown area, or along Old Highway 34 or Plank Road. Downtown includes a cluster older 1 and 2-story commercial buildings, along with a few larger, more modern buildings, such as a bank and insurance office. The commercial properties along Old Highway 34 are largely auto-oriented, and reflect the historic presence of the mainline highway, from 1927 through 2005. This includes the gas station and convenience store at Old Highway 34 and Dewey Street. An older filling station has been repurposed for a dog-grooming business, while a couple of other buildings are either vacant or used only for private storage.

CURRENT LAND USE

Industrial

The category of 'Industrial' is used for the specific subset of commercial business operations where the active manufacturing or processing of raw materials occurs on-site. It also includes mineral/resource extraction operations (such as quarries and mining), as well as the transload or storage of large quantities of potentially hazardous materials such as grain or fuel/chemicals. This category includes 1% of the city's land area, covering just over 4 acres.

There are presently no manufacturing or mining/quarrying operations in Danville, so the entirety of the city's industrial land is accounted for by grain and fuel storage. There is a large grain elevator between the railroad and Old Highway 34, along with a cluster of grain bins and a warehouse across the street to the south.



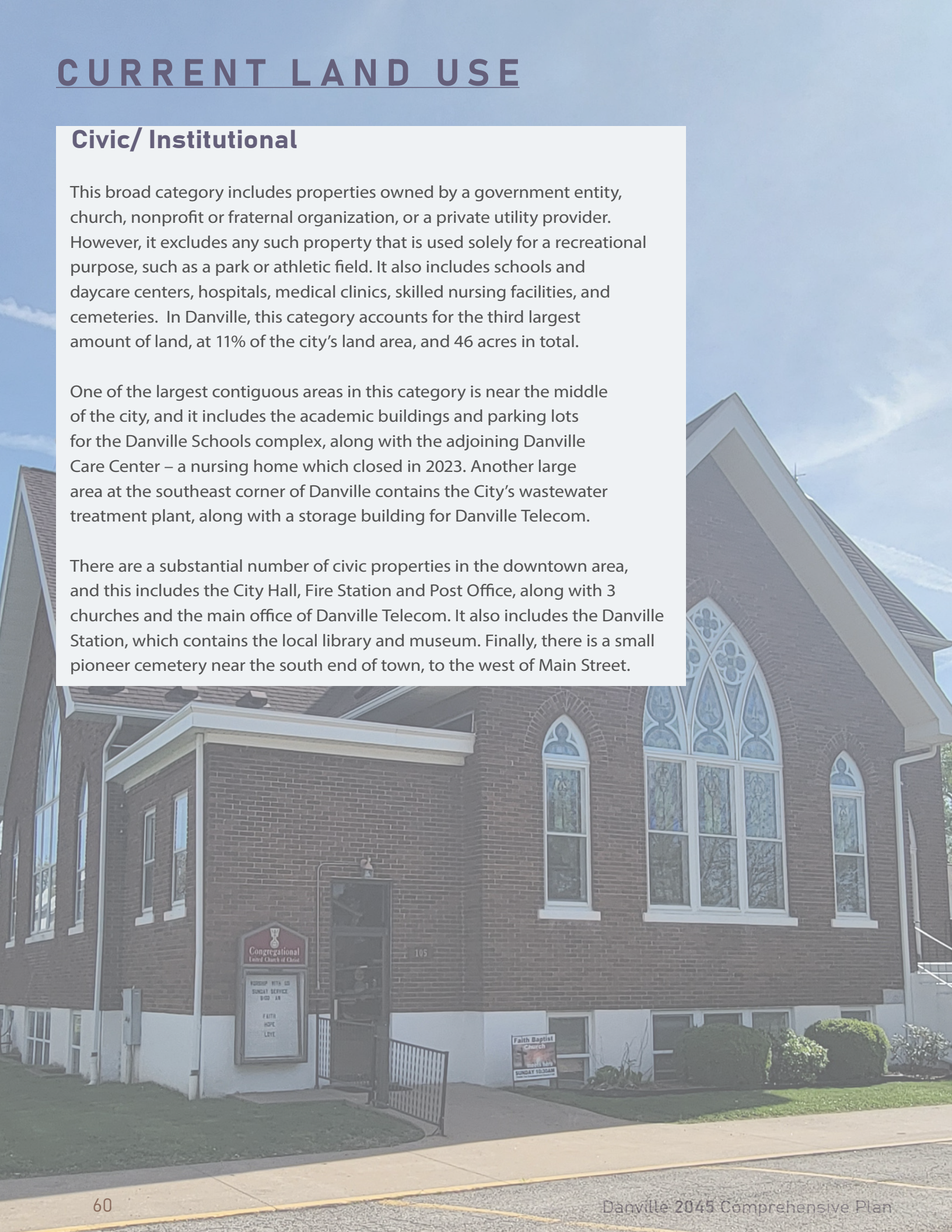
CURRENT LAND USE

Civic/ Institutional

This broad category includes properties owned by a government entity, church, nonprofit or fraternal organization, or a private utility provider. However, it excludes any such property that is used solely for a recreational purpose, such as a park or athletic field. It also includes schools and daycare centers, hospitals, medical clinics, skilled nursing facilities, and cemeteries. In Danville, this category accounts for the third largest amount of land, at 11% of the city's land area, and 46 acres in total.

One of the largest contiguous areas in this category is near the middle of the city, and it includes the academic buildings and parking lots for the Danville Schools complex, along with the adjoining Danville Care Center – a nursing home which closed in 2023. Another large area at the southeast corner of Danville contains the City's wastewater treatment plant, along with a storage building for Danville Telecom.

There are a substantial number of civic properties in the downtown area, and this includes the City Hall, Fire Station and Post Office, along with 3 churches and the main office of Danville Telecom. It also includes the Danville Station, which contains the local library and museum. Finally, there is a small pioneer cemetery near the south end of town, to the west of Main Street.



CURRENT LAND USE

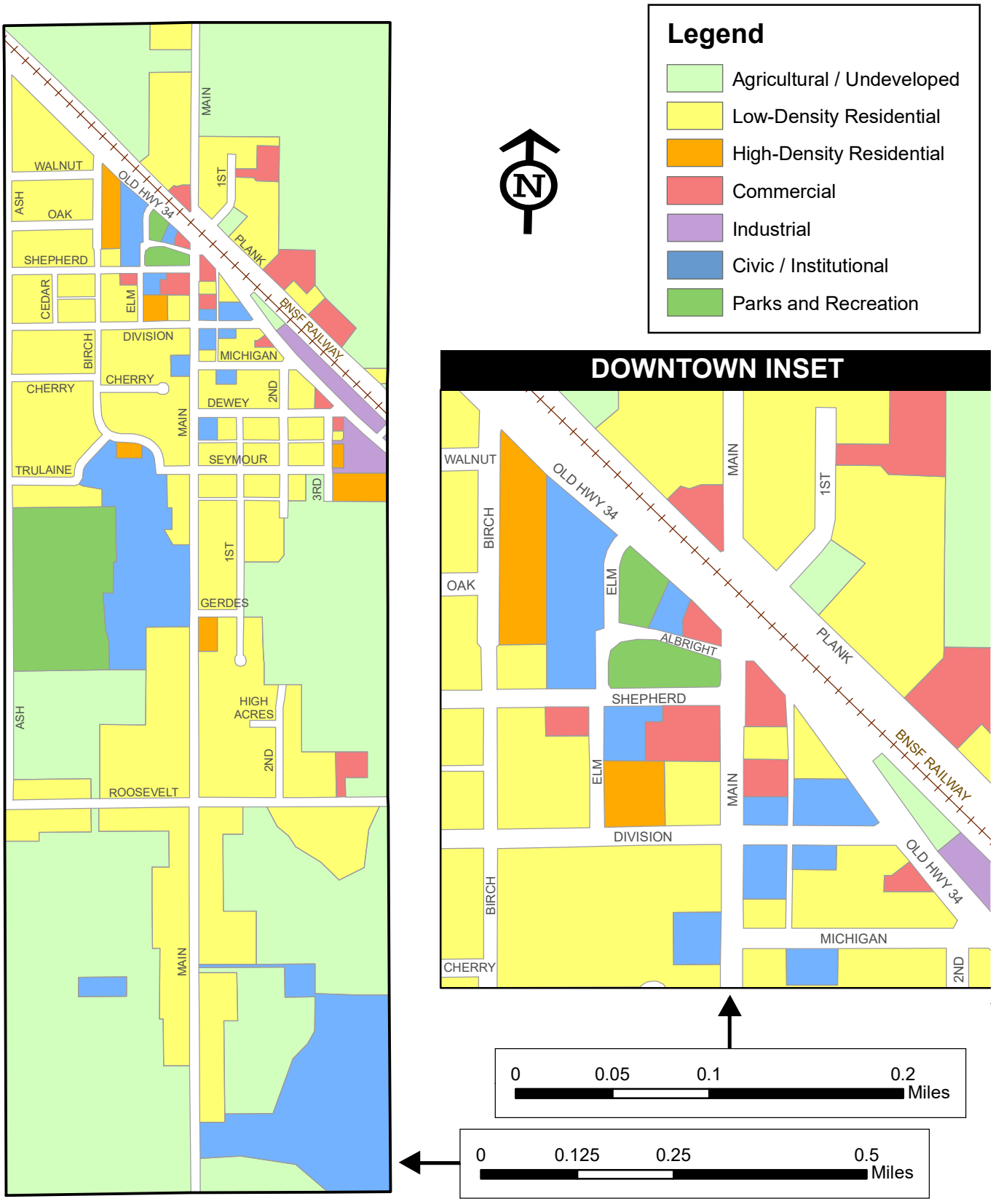
Parks and Recreation

This final category is comprised of land that is specifically devoted to recreational activities, including parks, trails, athletic fields, and multi-purpose event venues. This category accounts for 4% of land in the city, at just over 18 acres. The vast majority of this is comprised by the athletic fields at the Danville School complex, along Ash Street behind the academic buildings. It also includes the Danville Community Park within the downtown area, which contains the Danville Community Building, plus a basketball court , playground, and areas of open space.



CURRENT LAND USE

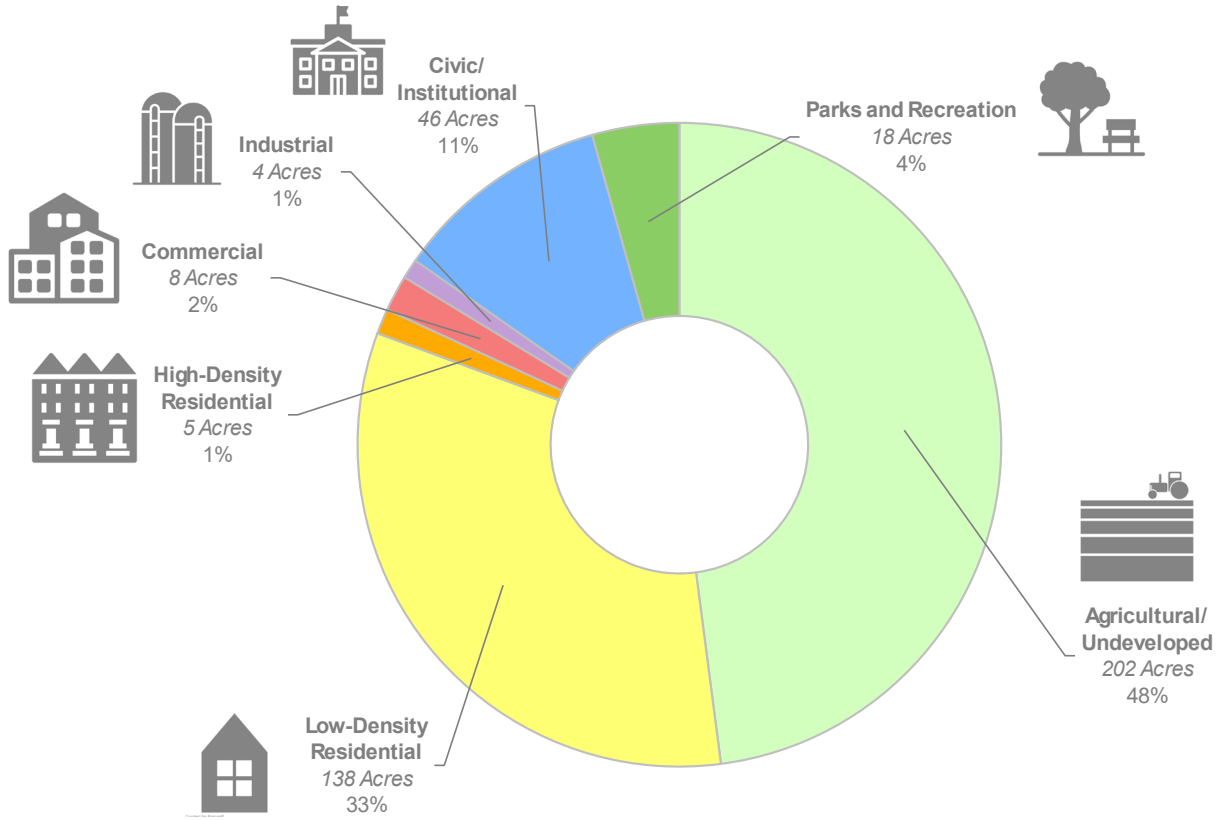
Within City Limits



CURRENT LAND USE

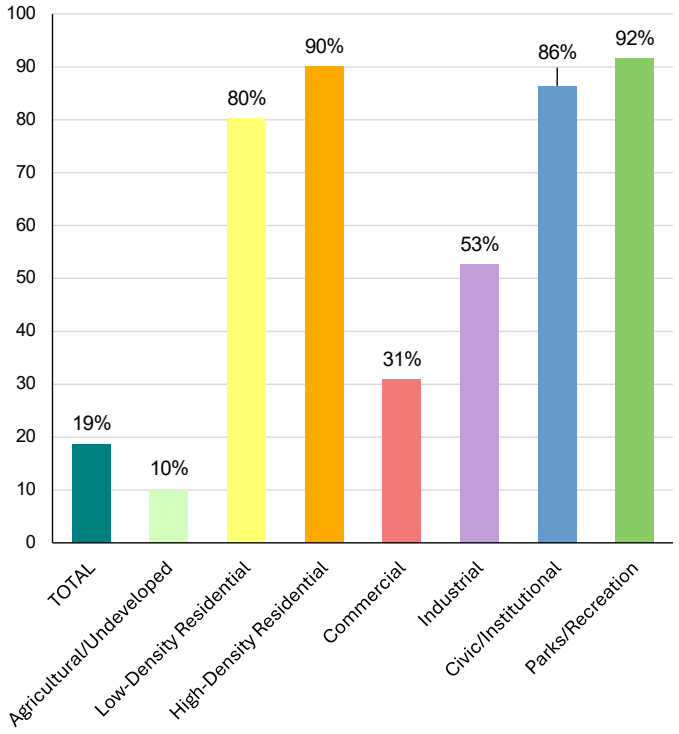
Within City Limits

The map on the previous page focuses solely on land that is presently within Danville city limits.



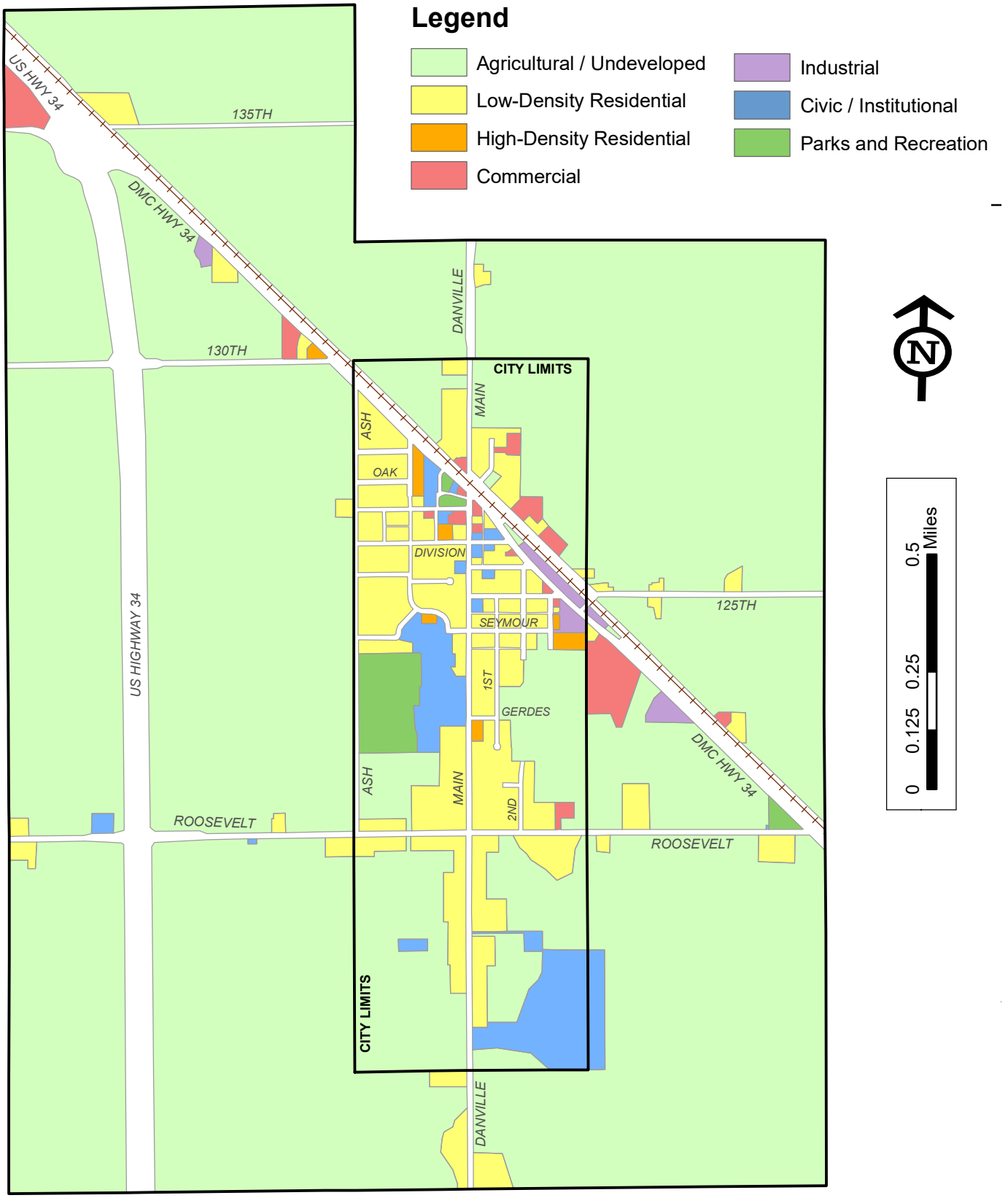
The Planning Area land use analysis yields some important conclusions, which should be considered when planning for the future of Danville. Most importantly, the lack of any annexations over the past century has resulted in a small but still significant migration of tax base into surrounding unincorporated areas, where the City cannot directly benefit from its presence. This is especially noticeable when each of the 7 land use categories are compared in terms of what percentage of land in that category is inside or outside city limits. Not surprisingly, for all four of the residential and civic categories, over 3/4 of the land within the planning area is inside the city. For the other three categories, the portion inside city limits is under 50%. For Agricultural, this is to be expected. However, it is much more concerning for Commercial and Industrial, since the Planning Area is comparatively underrepresented in both categories to begin with, and the City is missing out on tax base for the large share of land in each category that is outside its corporate limits.

Percentage of Land in the Planning Area - Within City Limits



CURRENT LAND USE

Full Planning Area



CURRENT LAND USE

Full Planning Area

The map on the previous page demonstrates land use analyses for thefull 'Planning Area', which extends outward anywhere from 0.25 to 1.0 miles from the current city boundary. It includes some nearby properties in unincorporated Danville Township where urban-density development has already occurred, mostly along DMC Highway 34. Plus, in several areas of the city, development now extends all the way to the city boundary - including properties directly along Main, Old Highway 34 and Roosevelt, as well as the residential neighborhood immediately east of Ash Street on the northwest side. Accordingly,

The vast majority of unincorporated land within the Planning Area is occupied by agricultural uses – mostly active cropland. However, there are several noticeable clusters or corridors of non-agricultural uses within this area. Low-density residential is evenly scattered throughout the unincorporated portion of the Planning Area, and this includes several older farmsteads. There are also two more modern homes along the south side of Roosevelt – part of a continuous row of homes extending eastward into the city. There is also one High-Density Residential property just northwest of the city, at DMC Highway 34 and 130th Street. This apartment building was originally built as a motel.

There are 5 properties within the unincorporated portion of the Planning Area which fall into the 'Commercial' category, and all of these are located along either DMC Highway 34 or the 4-lane bypass of US 34. To the west of the city, this includes an auto sales business near the aforementioned apartment building, along with an agricultural supplies business on the east side of US 34, by the intersection with 135th Street. To the east of the city, this includes a large trucking business and two contractor warehouses.

The unincorporated portion of the Planning area also includes 3 properties that fall into the category of 'Industrial', all of which are located along DMC Highway 34. As with the similar properties within city limits, none of these include manufacturing operations, and they are all associated with grain or fuel/chemical storage. This includes two clusters of grain storage bins – one on either side of the city.

There are only a handful of properties in the unincorporated portion of the Planning Area that fall into the 'Civic' or 'Parks and Recreation' categories. A small part of the City's wastewater treatment plant extends eastward past the current city limits. There is also a cell tower and two utility stations along Roosevelt Street. Finally, the city-owned Waters Park lies at the intersection of Roosevelt and DMC Highway 34.

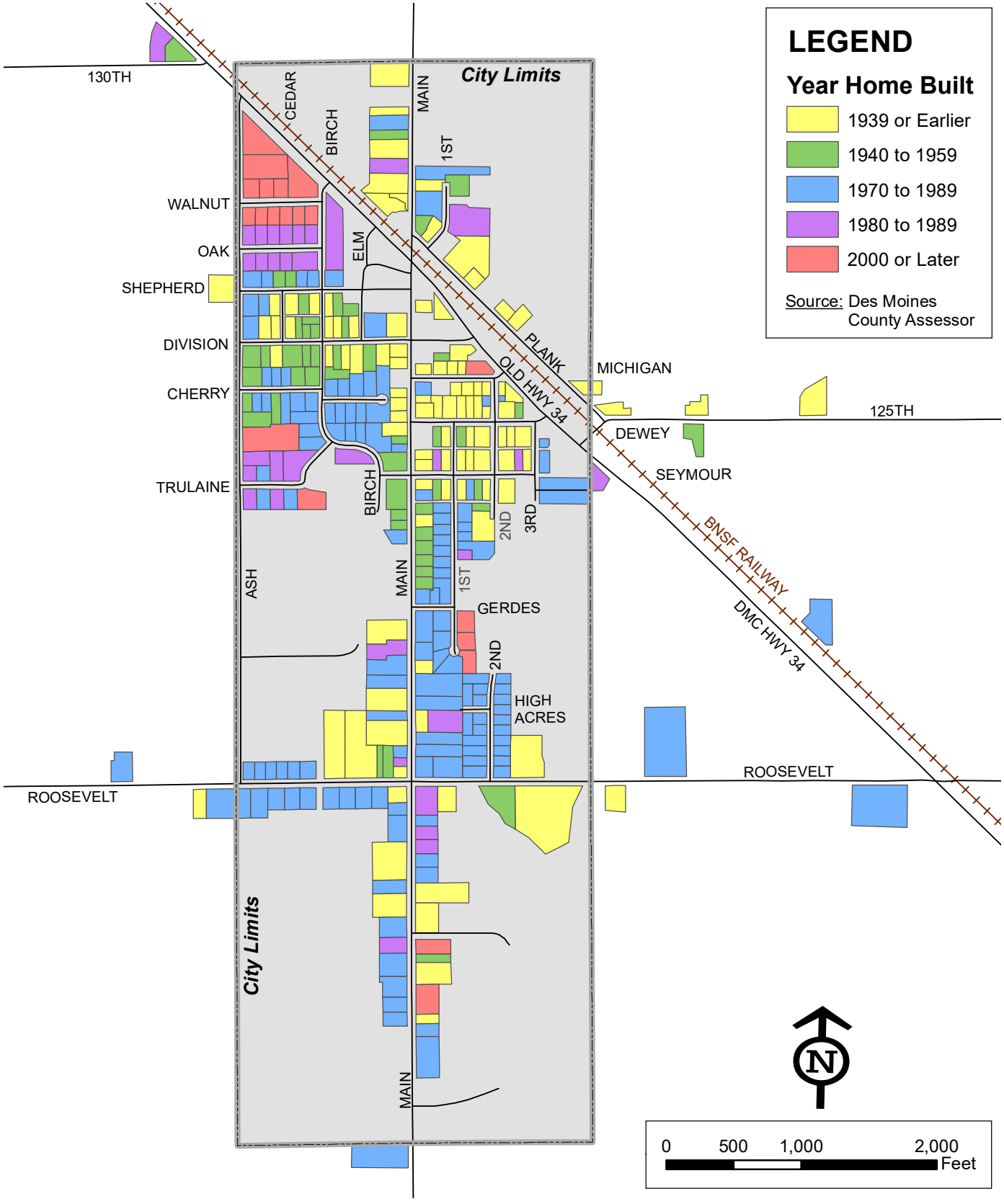


HOUSING



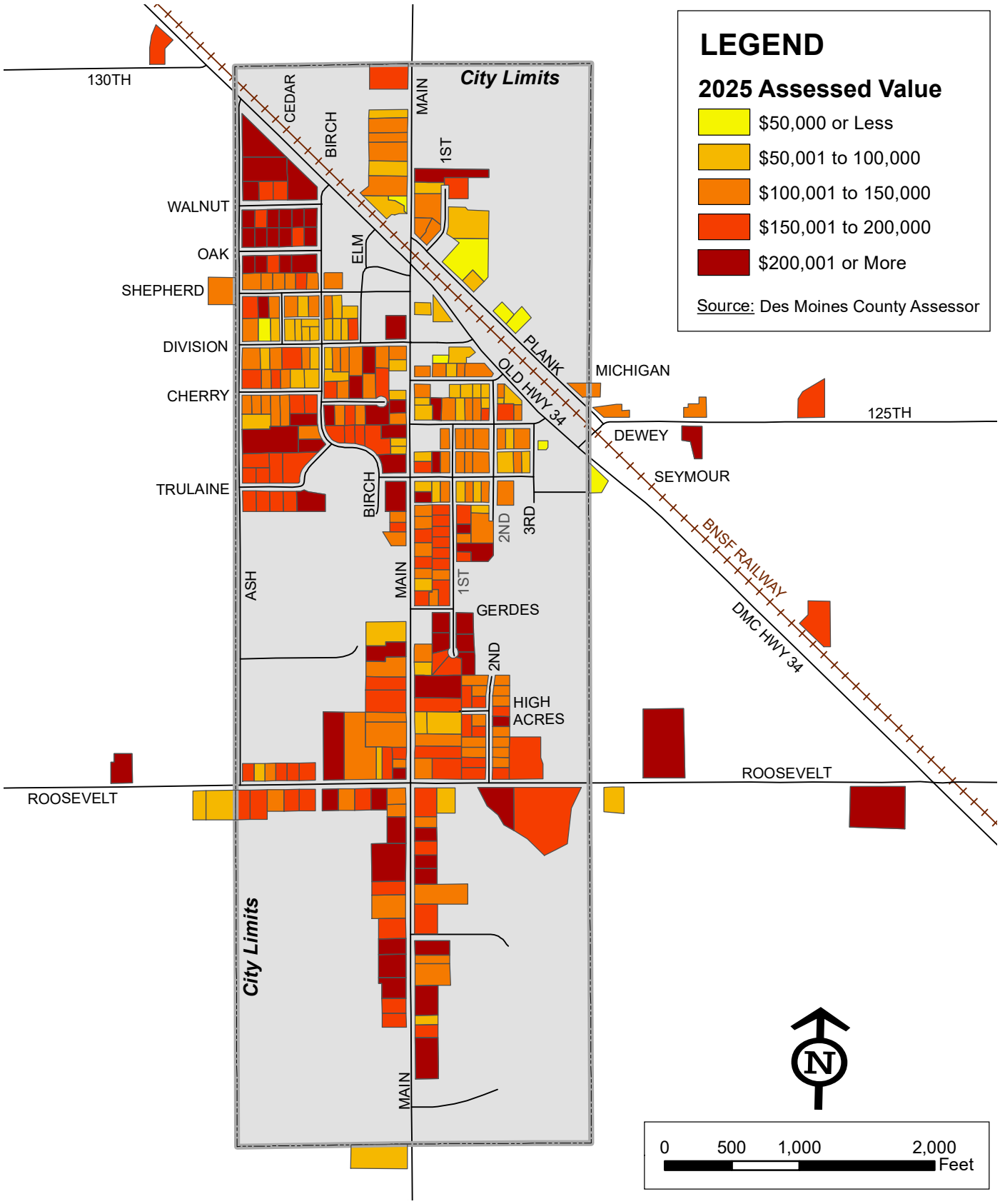
HOUSING

Housing Age Map



HOUSING

Home Value Map

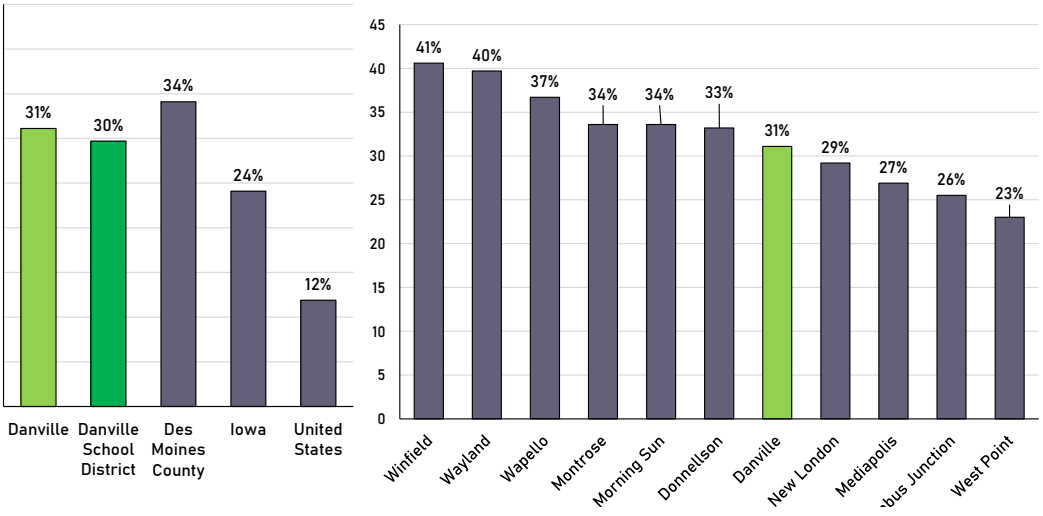


HOUSING

Housing Units Built 1939 or Earlier

Almost 1/3 of Danville's housing units predate World War II. However, this falls on the low end of the comparable cities, and it's less than the countywide figure.

Percent of Housing Built 1939 or Earlier

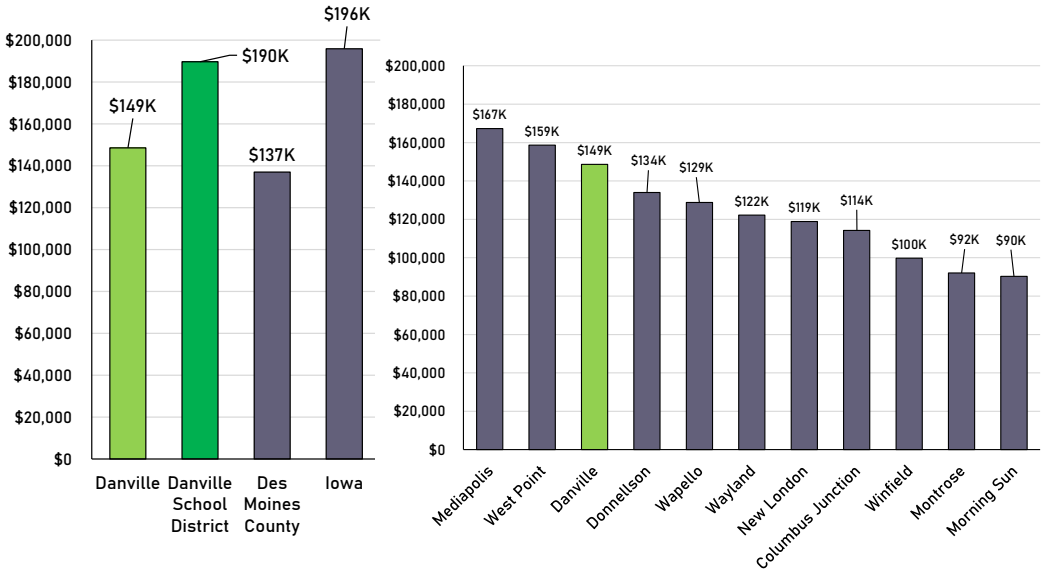


Home Value

Among the comparable cities, Danville has the third highest median home value (for owner-occupied homes).

New homes built in unincorporated areas seem to be driving the figure much higher for the School District as a whole.

Median Value of Owner-Occupied Homes





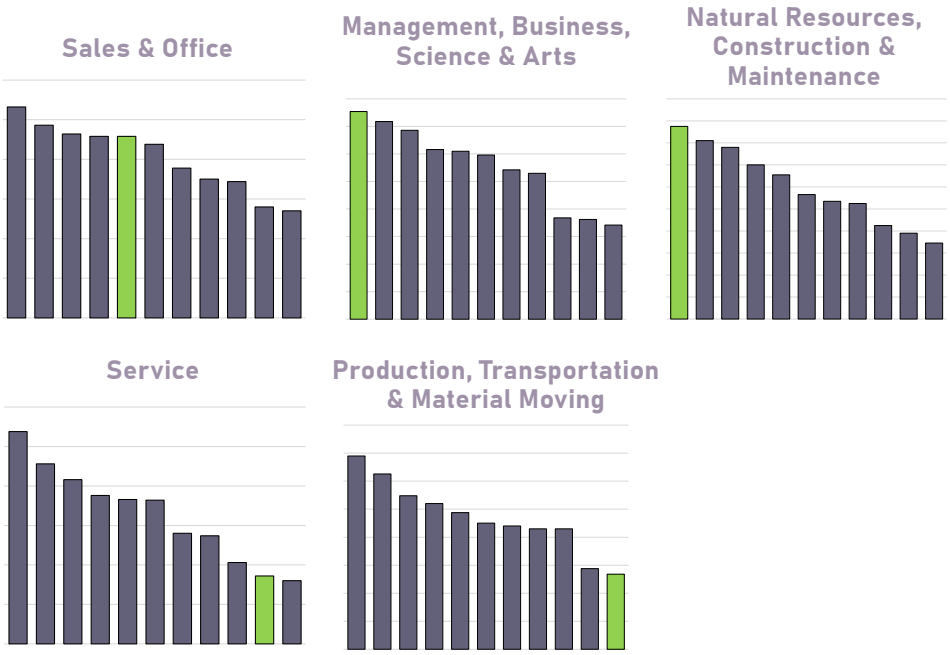
ECONOMIC DEVELOPMENT

Jobs and Industries

The economy of Danville is largely driven by the combined influences of retail trade, manufacturing, education and healthcare.

Among the comparable cities, Danville is an outlier for 4 of the 5 occupation categories – for 2 of them it's one of the highest, and for the other 2, it's one of the lowest.

Source: American Community Survey 5-Year Estimates, 2019-2023



Employed Residents in Industries

The largest industry category of employment for Danville residents is 'Educational Services, Health Care or Social Assistance'

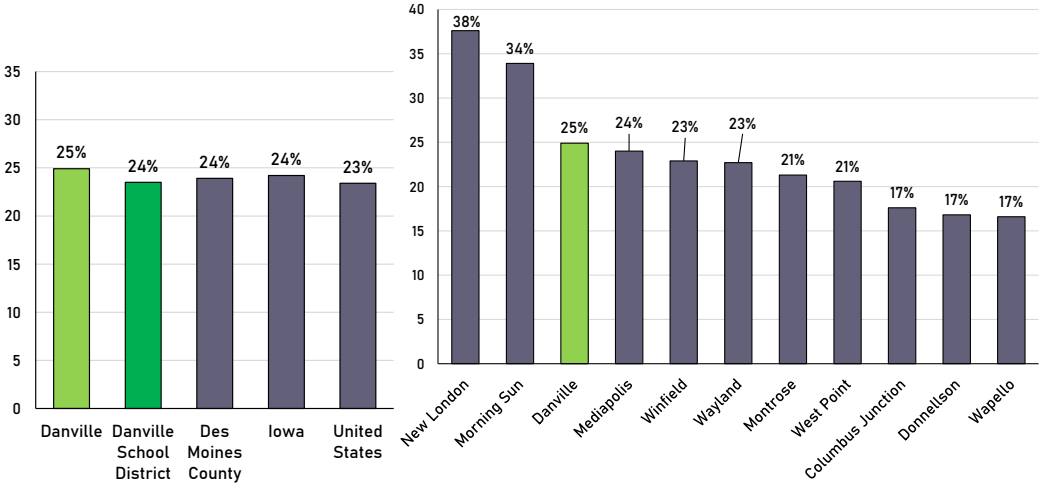
This category is consistently high around the nation, but Danville still ranks 3rd among the comparable cities – several schools, hospitals and nursing homes nearby.

The second largest industry is 'Retail Trade'. This is unusual when compared to the county, state and the other 10 comparable cities.

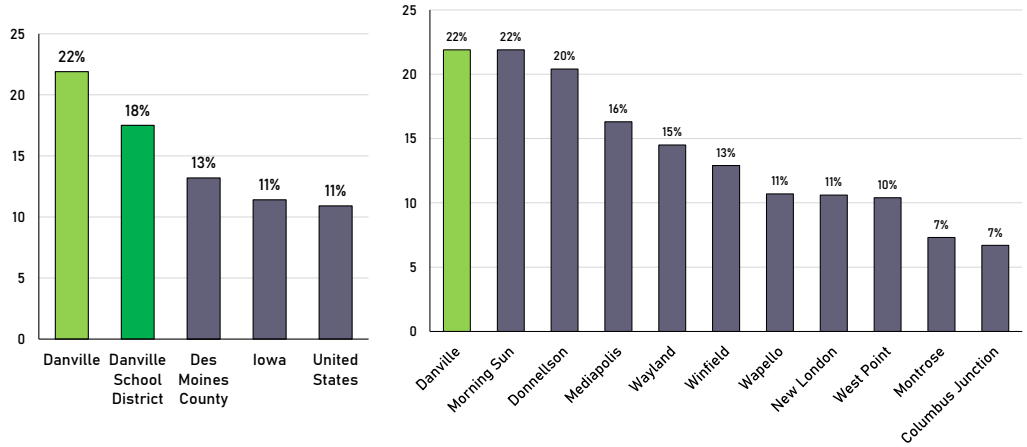
This owes to abundance of reta outlets in Burlington area plus Mount Pleasant. Plus, it could include retail managers, as well as hourly wage workers

Source: American Community Survey 5-Year Estimates, 2019-2023

Percent of Employed Residents Working in 'Educational Services, Health Care or Social Assistance'

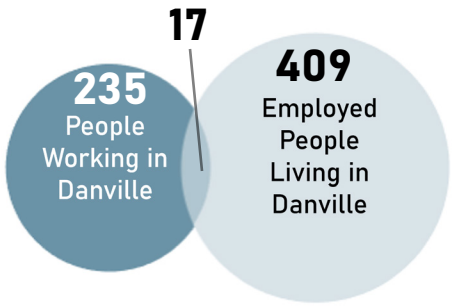


Percent of Employed Residents Working in 'Retail Trade'



ECONOMIC DEVELOPMENT

Very few people both live and work in Danville, and the number of people commuting to jobs outside the community exceeds the number coming in by nearly 2 to 1.



Only 7% of the people working in Danville also live in Danville. This is even more unusual among the comparable cities.

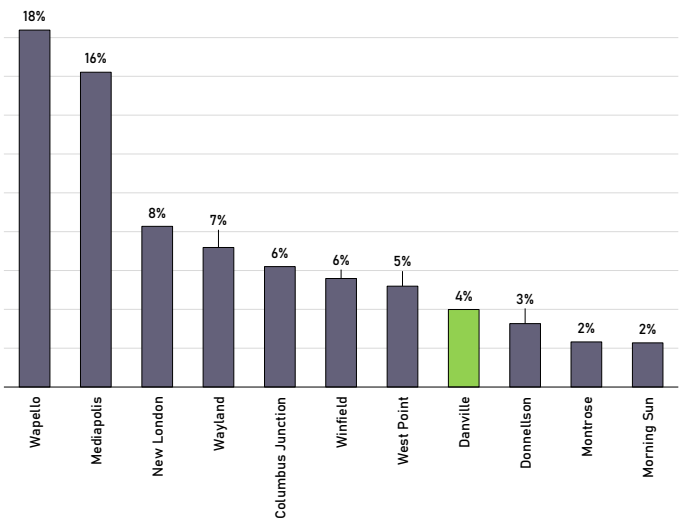


Live and Work

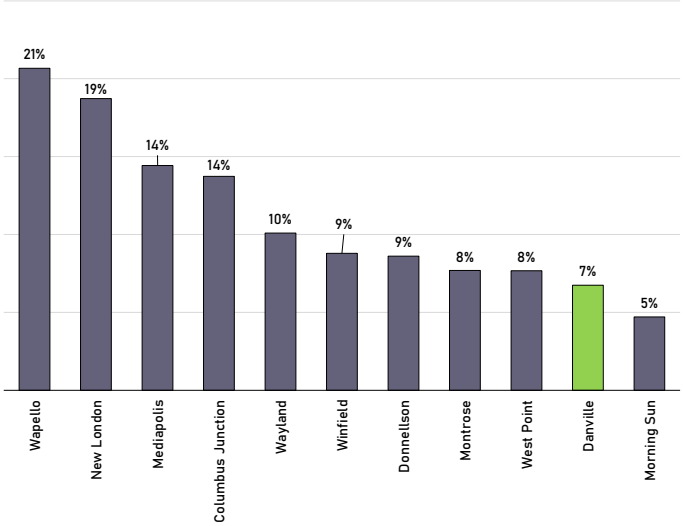
Only 4% of Danville's employed residents stay in the city for work. So it is not unusual for small towns to rely on other places for employment



Percent of Workers who Live in the City



Percent of Employed Residents Who Work in the City



ECONOMIC DEVELOPMENT

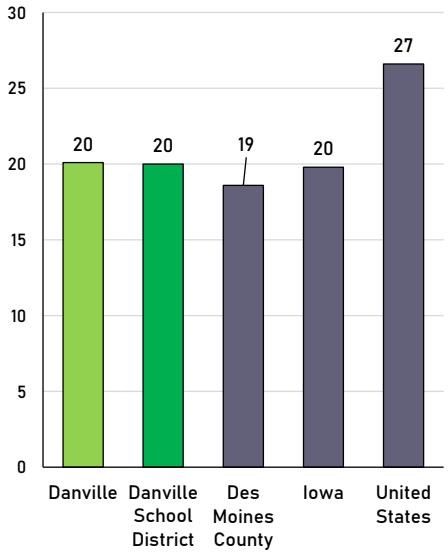
Travel Time to Work

Among the comparable cities, Danville has the 4th lowest median commute time, and it's about the same as the statewide average.

4-Lane Highways provide ready access to job centers in Burlington and Mount Pleasant.

Source: American Community Survey 5-Year Estimates, 2019-2023

Mean Travel Time to Work (In Minutes)



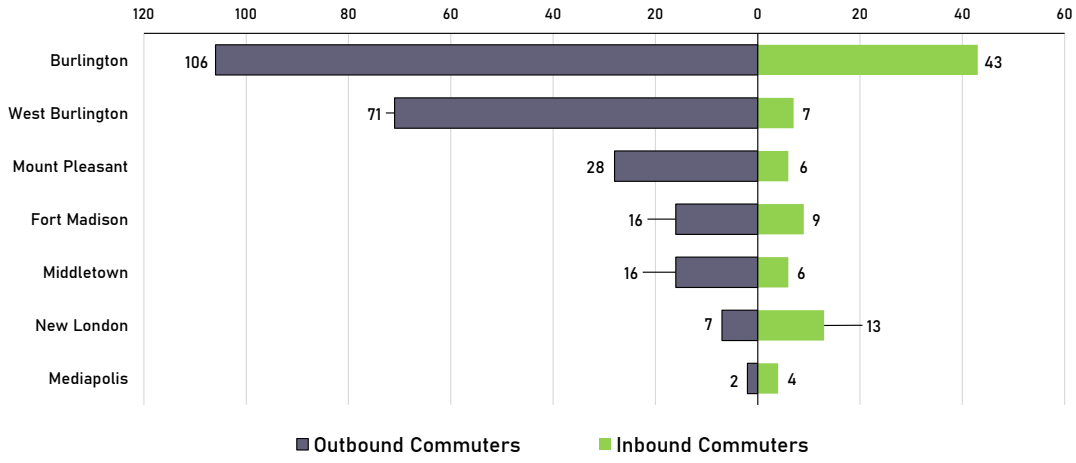
Commuting To and From Other Communities

The Burlington area is by far both the most common employment destination for Danville residents and the most common place of residence for people that commute to Danville.

Henry County is also significant, for both Mount Pleasant and New London.

Source: Longitudinal Employer-Household Dynamics, 2022

Danville - Commuting to and From Other Cities





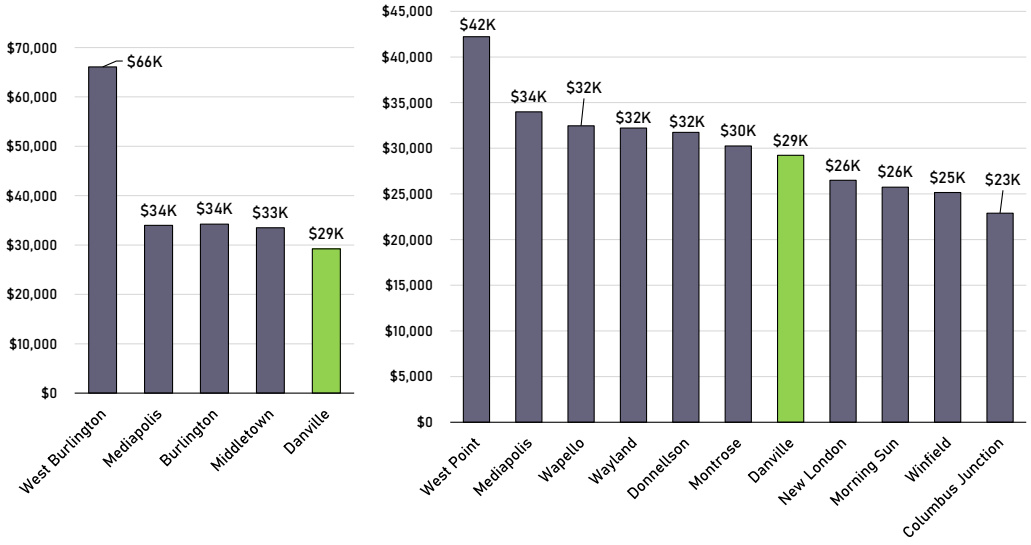
ECONOMIC DEVELOPMENT

Taxable Land Value

When the total value of taxable land is divided by population, Danville has the lowest per capita value among the 5 cities in Des Moines County, but it is about average among the comparable cities.

Source: Iowa Department of Management; City Property Tax Rates, FY2026

Per Capita Taxable Land Value, FY2026

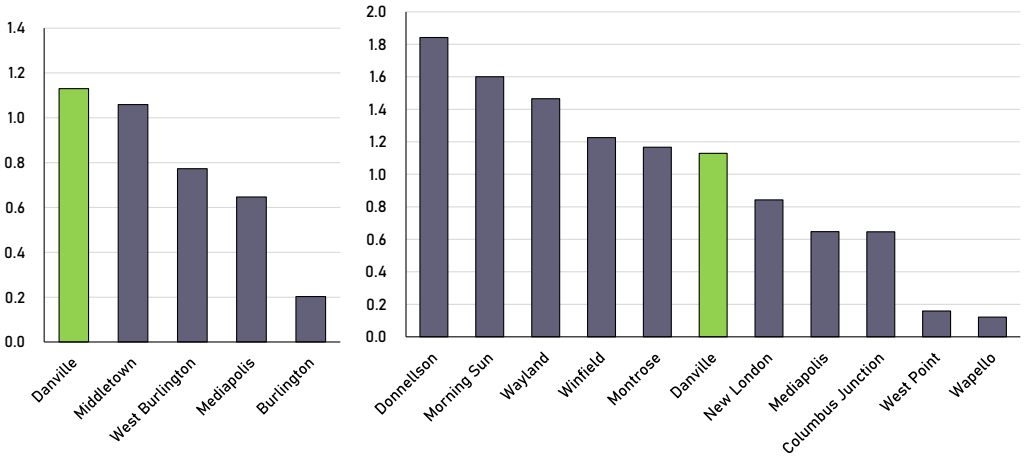


Agricultural Land Value

Danville has a sizable amount of agricultural land within city limits, so while agriculture only accounts for 1% of its total land value, that same land could create a huge increase in tax revenue if developed for residential or commercial.

Source: Iowa Department of Management; City Property Tax Rates, FY2026

Percentage of Total Taxable Land Value accounted for by Agricultural Land





EDUCATION

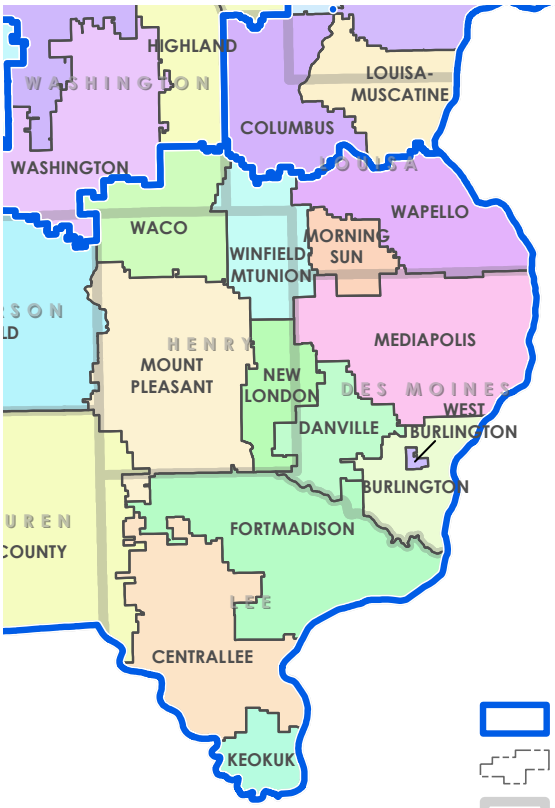
Danville Community School District

Home of the Bears

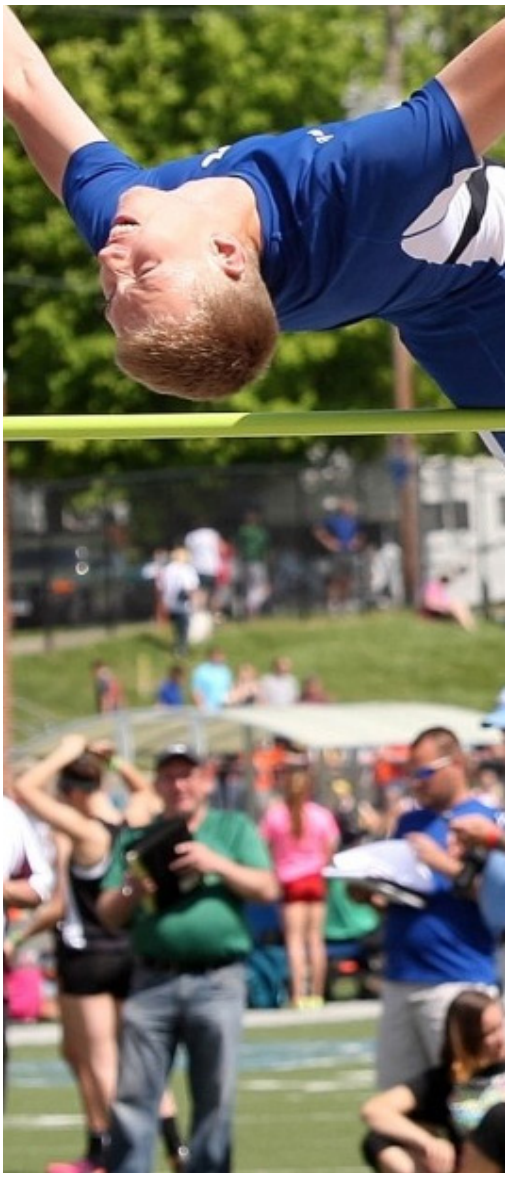
The Danville School District covers a total area of 80 miles and is a comparable size to its neighboring school districts including Burlington and New London. It includes south-west parts of Des Moines County, and a southwest section of Henry County. The District contains the entire Danville area, plus unincorporated areas of Middletown. The school campus houses preschool, elementary as well as junior/ senior school on its 24 acre campus. The school operates 6 bus routes, transporting 300-400 students each day.

"Danville is a nice, slow-paced community. Schools bring good people and families to the area without the issues of the bigger communities in the region."

All of the District's physical infrastructure is located within Danville city limits. In addition to the 2 parking lots on campus, the school has expanded its bus storage facility and parking on site off of Ash Street.
There is another 16 acres parcel to the south of the current school campus which is owned by the school district for future expansion.

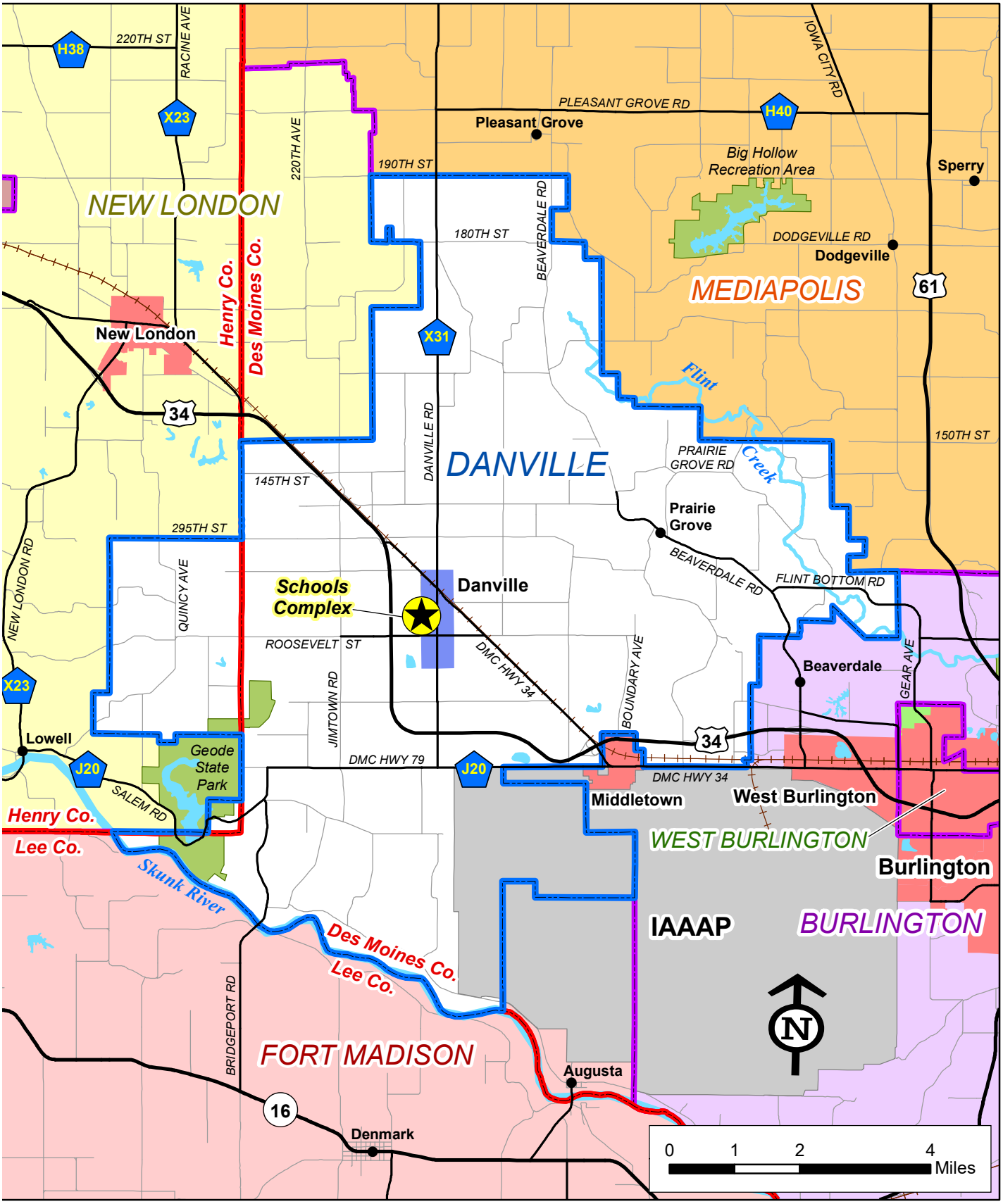


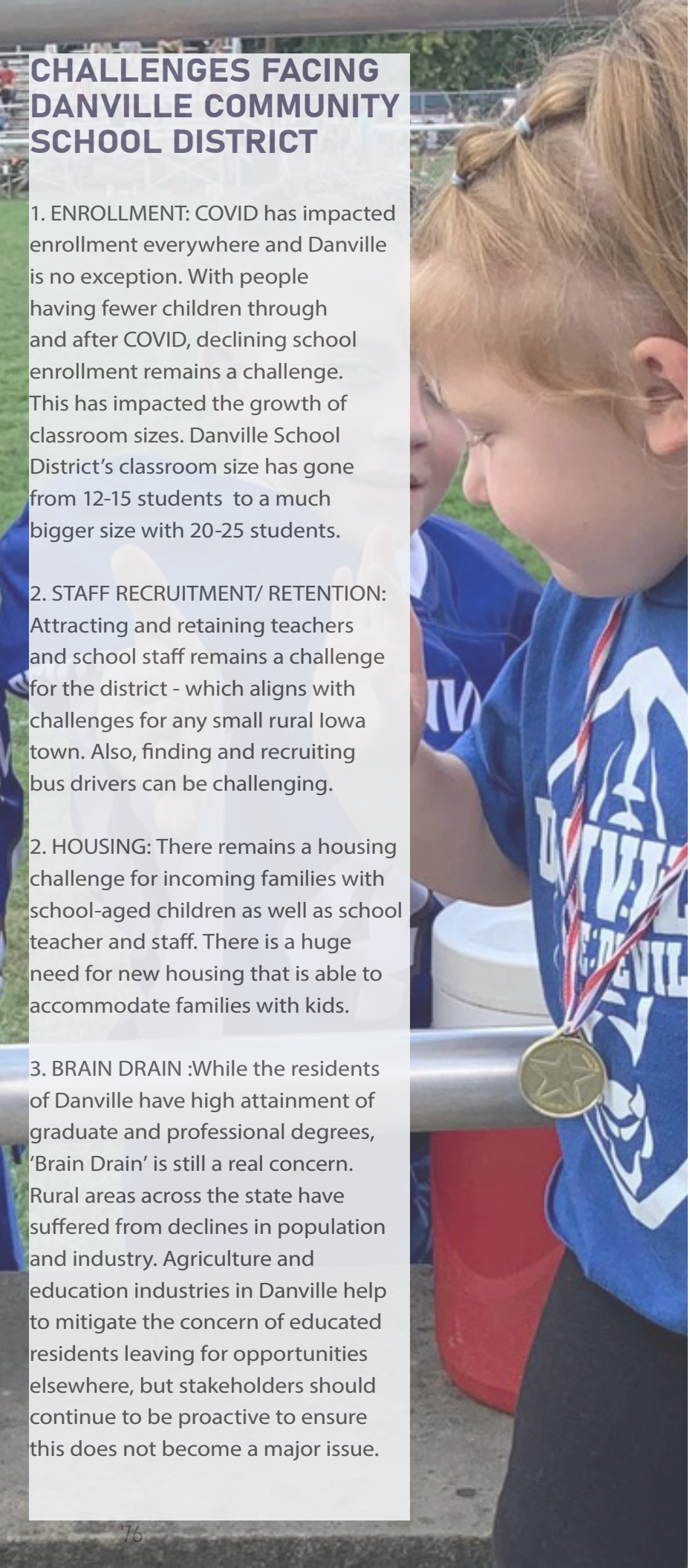
Map Prepared by the Iowa Department of Education – 1/7/2026



EDUCATION

Danville School District Map





CHALLENGES FACING DANVILLE COMMUNITY SCHOOL DISTRICT

1. ENROLLMENT: COVID has impacted enrollment everywhere and Danville is no exception. With people having fewer children through and after COVID, declining school enrollment remains a challenge. This has impacted the growth of classroom sizes. Danville School District's classroom size has gone from 12-15 students to a much bigger size with 20-25 students.

2. STAFF RECRUITMENT/ RETENTION: Attracting and retaining teachers and school staff remains a challenge for the district - which aligns with challenges for any small rural Iowa town. Also, finding and recruiting bus drivers can be challenging.

2. HOUSING: There remains a housing challenge for incoming families with school-aged children as well as school teacher and staff. There is a huge need for new housing that is able to accommodate families with kids.

3. BRAIN DRAIN :While the residents of Danville have high attainment of graduate and professional degrees, 'Brain Drain' is still a real concern. Rural areas across the state have suffered from declines in population and industry. Agriculture and education industries in Danville help to mitigate the concern of educated residents leaving for opportunities elsewhere, but stakeholders should continue to be proactive to ensure this does not become a major issue.

"Kids are not fleeing the district. Clearly, just fewer kids. Ask families about why they left, moved, or have issues with the school district."

FUTURE PLANS

Danville Community School District is consistently improving facilities. They do not have bonding in place. Their plan is to redo the playground, remodel bathrooms, repaint the interior and exterior of the building. The school is also working to become more energy-efficient. During the creation of this comprehensive plan, the School is not planning any major construction projects but would like to keep maintaining the existing facilities.

The School District is also focused on improving their academic and athletics.

According to Iowa's new State District Performance Profiles, Danville was designated as a High-Performing District. in 2026, DANVILLE ELEMENTARY RANKED 45TH OUT OF 576 PUBLIC ELEMENTARY SCHOOLS STATEWIDE, placing the elementary school in the top 8% of all Iowa elementary schools.

EDUCATION

PROXIMITY TO EDUCATIONAL CENTERS

Danville is located within the Community College District XVI, and just about 10 miles from Southeastern Community College. Danville has a higher percentage of residents with bachelors degree than both Des Moines County and the State of Iowa as a whole - perhaps an impact of being located under 100 miles from more than nine different 4-year colleges across Iowa, Illinois and Missouri. Concerning major state schools, Danville is 65 miles from University of Iowa, 150 miles from University of Northern Iowa, and 187 miles from Iowa State University.

School	Distance (Road Miles)
Southeastern Community College (Burlington area)	10
Monmouth College (Monmouth, IA)	47
Southeastern Community College (Keokuk, IA)	38
University of Iowa (Iowa City, IA)	64
Knox College (Galesburg, IL)	58
Western Illinois University (Macomb, IL)	60
St. Ambrose University (Davenport, IA)	82
Augustana College ((Rock Island, IL)	83
Culver-Stockton College (Canton, MO)	74
Quincy University (Quincy, IL)	93
Coe College (Cedar Rapids, IA)	90
Truman State University (Kirksville, MO)	120
University of Northern Iowa (Cedar Falls, IA)	151
Iowa State University (Ames, IA)	181



TRANSPORTATION

HIGHWAY 34

Danville is situated along US Highway 34, which travels from east-to-west through the southern half of Iowa, and extends for a total of 1,122 miles from Chicago, Illinois, to Granby, Colorado. From 1927 through 2005, this highway passed directly through the City of Danville, adjacent to the BNSF railroad line. This two-lane road was transferred to local jurisdiction in 2005, when a new 4-lane bypass opened to the west and south of the city.

This highway provides two primary access points for Danville. Most traffic from the east will use a full interchange with DMC Highway 34 by Middletown, about 3 miles southeast of Danville. Most traffic from the west will use an at-grade intersection with DMC Highway 34, about 0.8 miles northwest of the city. Another secondary access point is Roosevelt Street, which meets Highway 34 at an at-grade intersection just west of the City. This provides a direct means of access to the Danville Schools complex. There are two other at-grade access points to the highway west of the city, though both of these are surfaced with gravel and have comparatively much lower traffic volume (130th and 110th Streets).

Highway 34 is now a divided 4-lane highway between Gulfport, Illinois, and Ottumwa, Iowa, and this section is also signed as part of State Highway 163, which splits from Highway 34 at Ottumwa. It then travels at a northwesterly diagonal to the state capital of Des Moines, where it feeds into Interstate 235 (and by extension, Interstates 35 and 80). To the east, Highway 34 connects with Interstate 74 at Galesburg, Illinois. Portions of the highway between Gulfport and Galesburg remain at 2 lanes, but the Illinois DOT plans to upgrade the entire corridor to 4 lanes – thereby providing a continuous 4-lane alternate to Intestate 80 between Des Moines and Indianapolis, Indiana.

Highway 34/163 also connects Danville with the cities of Iowa City, Cedar Rapids, and Waterloo, via US Highway 218 (also known as the 'Avenue of the Saints'), which it connects with at an interchange in Mount Pleasant, about 12 miles west of Danville.

CITY STREETS

Danville has a total of 7.5 centerline miles of public streets within or adjacent to city limits, which are currently open to traffic. All of these streets fall under the jurisdiction of the City of Danville, which is responsible for the day-to-day maintenance needs, as well as long term repairs and replacements.

Historically, most city streets in Danville were surfaced with asphalt and/or sealcoat over gravel, with drainage ditches alongside. Some of the more recently developed areas of the city have streets with a concrete surface and curb-and-gutter drainage, which tend to be more resilient and require less frequent repairs and replacement. This includes the Don-Wan Subdivision on the northwest side (with Walnut, Oak and Birch Streets). Plus, some older street segments have been replaced with concrete and curb-and-gutter, including portions of Shepherd and Elm Streets downtown, all of Roosevelt Road, and two intersections along Main Street to the south. US Highway 218 (also known as the 'Avenue of the Saints'), which it connects with at an interchange in Mount Pleasant, about 12 miles west of Danville.



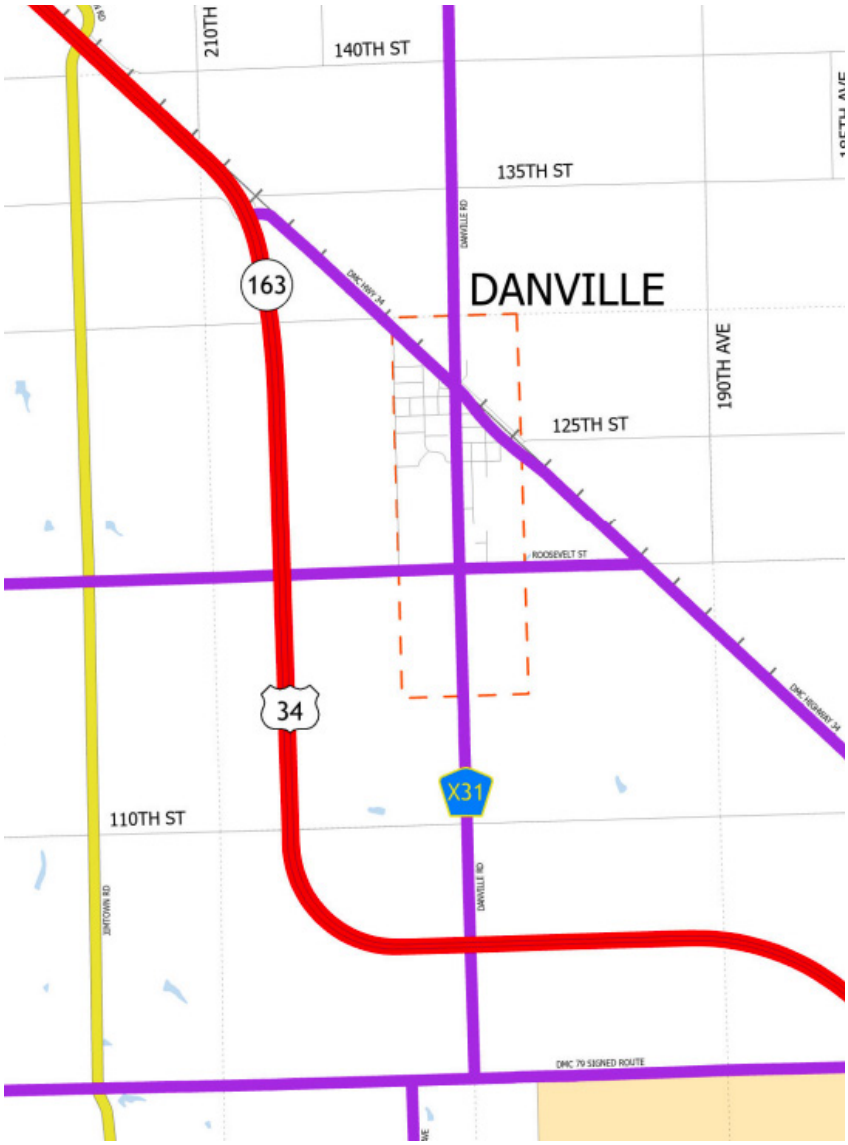
TRANSPORTATION

FEDERAL FUNCTIONAL CLASSIFICATION

Federal Functional Classification (FFC) is a system used by the federal government to classify all public roads into a hierarchy of significance, based on their typical traffic volume, and their predominant function in transporting motorists from one place to another. Arterials are high-capacity roads which primarily serve to deliver traffic from Collectors to the Interstate Highway system. Collectors are low to moderate capacity roads which connect traffic from local roads to Arterials. Both Arterials and Collectors are eligible for federal aid funding, while Local Roads are not.

The map at right shows the FFC status of roads in and around Danville, with red representing Principal Arterials, purple showing Major Collectors and yellow showing Minor Collectors. The only Arterial in the vicinity of Danville is US Highway 34, which is entirely outside city limits. There are 3 roads within the city that are classified as a Collector – Main Street, Old Highway 34, and Roosevelt Street. In total, this amounts to 2.7 centerline miles of roadway, or 36% of the city's total roadway mileage. The vast majority of the city's businesses and civic facilities are accessed directly from one of these roads. In addition, the Collector designation for all 3 of these continues beyond city limits in both directions, including all of Danville Road and DMC Highway 34, and most of Roosevelt Street (apart from the gravel section to the east of DMC Highway 34).

Federal Functional Classification Map





Main Street and Old Highway 34 intersection



TRANSPORTATION

TRAFFIC VOLUME

Average Annual Daily Traffic (AADT) is a measure of the average number of vehicles traveling on a specific roadway segment (in either direction) on any given day. The map on the next page displays the latest AADT figures for all roadway segments in and around Danville. In general, traffic counts are taken less frequently for minor residential streets than for state highways and other arterials and collectors. Therefore, the figures for some of the minor residential streets are more than 10 years old.

US Highway 34 has an AADT ranging from 7,200 to 8,600 in western Des Moines County, which is 5 to 10 times the volume of most major streets within Danville. In addition to local residents and commuters, it handles a substantial amount of 'through traffic', including long-haul trucks.

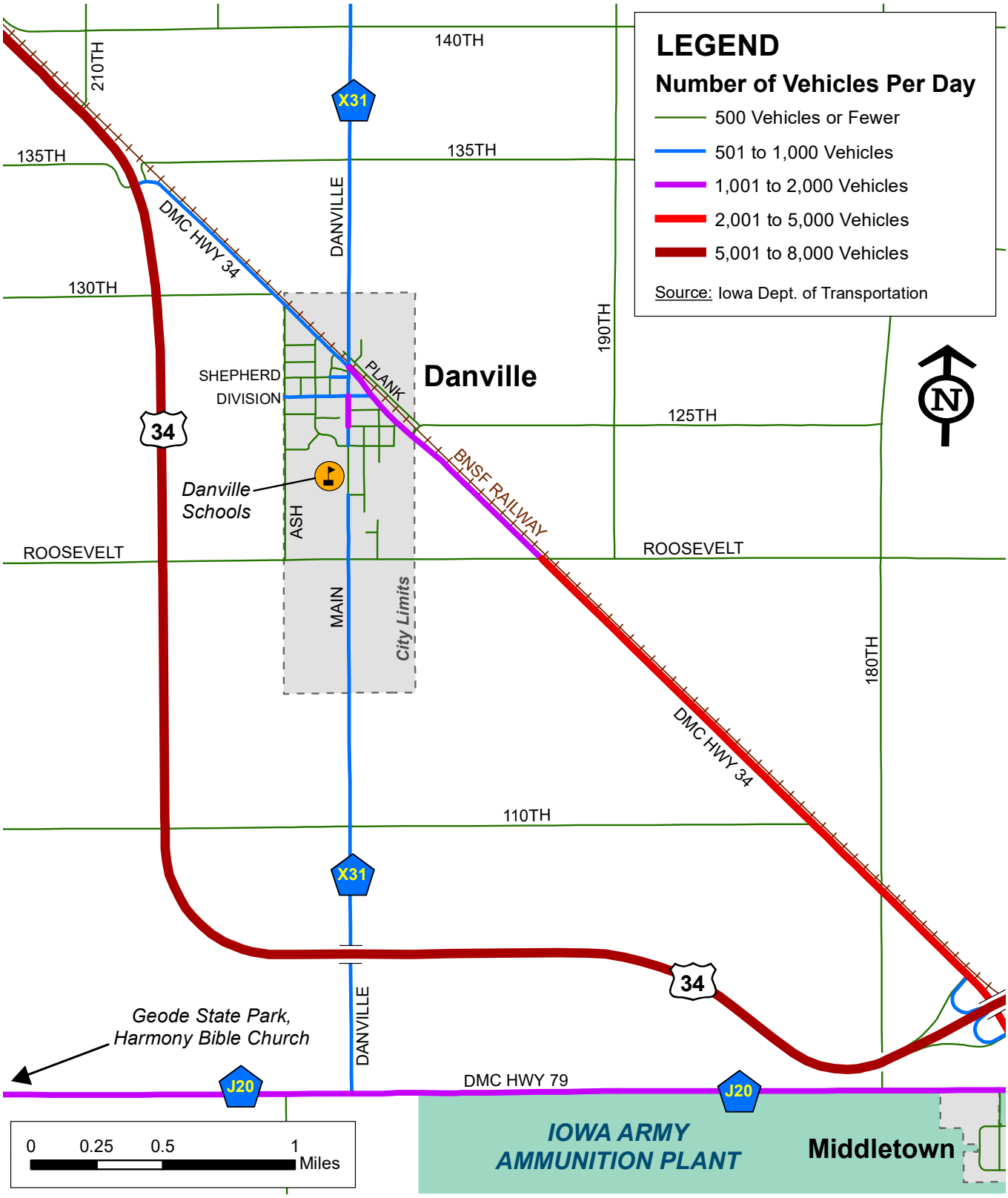
Within the surrounding area, the most well-traveled local roadway is Old Highway 34/DMC Highway 34, which serves as a business route for the main highway. Its AADT gradually increases from west to east, with 800 vehicles per day on the west side of Danville, then doubling to 1,600 on the east side, and finally at 2,100 for the section between Roosevelt Street and the highway interchange at Middletown. This dovetails with local employment data, which shows that a much larger number of outbound commuters work in the greater Burlington area (to the east), compared to Mount Pleasant and New London (to the west).

The highest AADT for Main Street is on the 2-block section between Division and Dewey, at 1,450 vehicles per day, while most other sections within the city range from 800 to 950. A short section in between the two main entrances for the Danville Schools complex averages just under 500 vehicles per day.

Most other streets within Danville carry less than 350 vehicles per day. Notable exceptions including Roosevelt and Division, which both fall between 350 and 600. Both of these serve as primary 'cross-town' connectors from east to west. Outside the city, Danville Road (X31) averages just under 700 vehicles per day. To the north, it provides a direct connection to Mediapolis, Yarmouth, and surrounding agricultural areas. To the south, it feeds into DMC Highway 79 (J20), which connects to Geode State Park, as well as the Harmony Bible Church to the west. It also provides a direct connection to north-central Lee County, via Bridgeport Road. Its volume is generally around 1,600 vehicles per day.

TRANSPORTATION

Average Annual Daily Traffic (AADT) Map



TRANSPORTATION

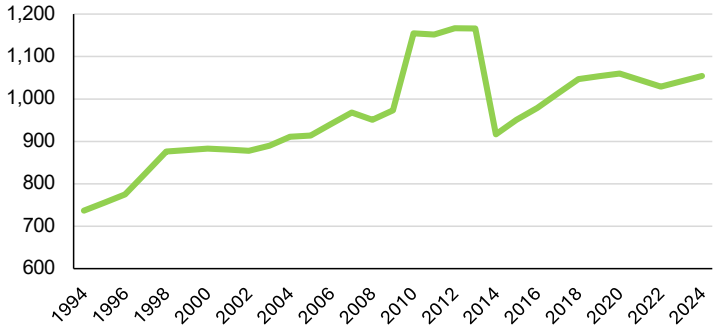
HIGHWAY TRAFFIC COMPARISON

As of 2026, Danville is the only city along US Highway 34 from Mount Pleasant to Burlington that does not have a gas station/convenience store within 1 mile of the highway. However, AADT data clearly indicates that the highway carries a sufficient volume of traffic to support such a business at Danville, by either of the at-grade intersections west of the city (DMC Highway 34 or Roosevelt Street).

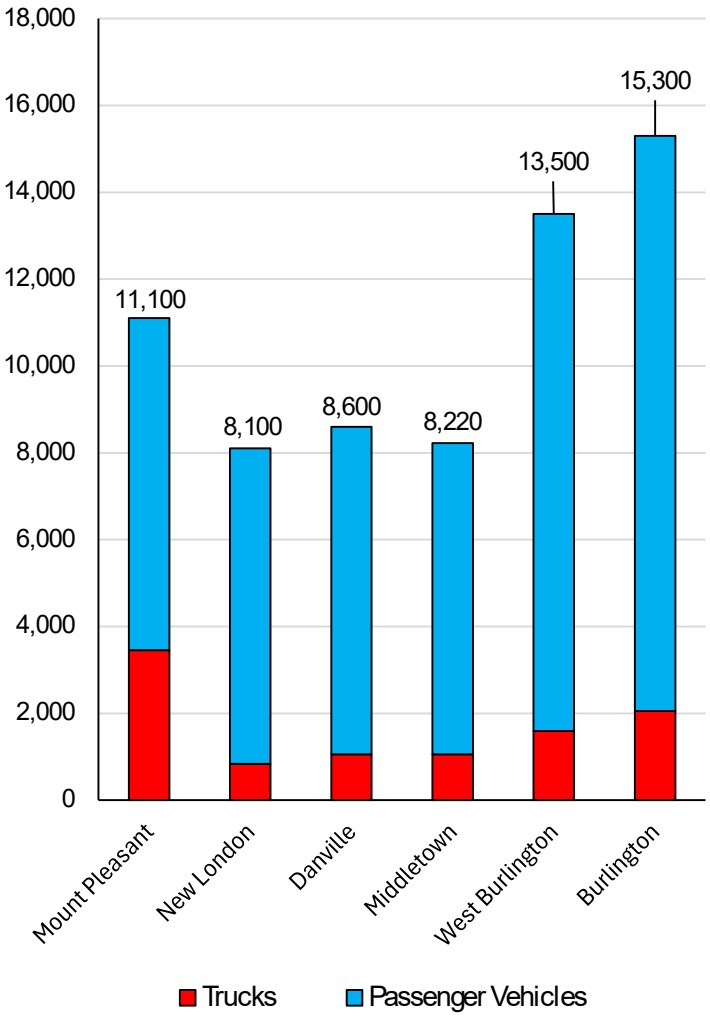
The graph to the right compares the 2024 AADT figures for Highway 34 near six interchanges in Henry and Des Moines Counties. This shows that the highway has a slightly higher traffic volume at Danville than it does at New London or Middletown – both of which have a Casey's location within 1 mile of the interchange. In addition, it has a higher volume of truck traffic at Danville than it does at New London (1,054 trucks per day vs. 837). Neither of the gas stations in New London or Middletown presently offer dedicated truck parking, so Danville would be a logical place for a truck stop, midway between the nearest offerings in Mount Pleasant and West Burlington.

Historical AADT data also suggests that truck traffic has increased on Highway 34 over the past 20 years. In total, the volume of trucks on the portion just west of Danville increased by 43%, going from 737 trucks per day in 1994 to 1,054 per day in 2024. Apart from a short-lived spike from 2010 to 2013, the figure has had a relatively steady rate of increase throughout that period. This trend will likely continue, especially once the remainder of the highway between Burlington and Monmouth, Illinois, has been upgraded to 4 lanes, thereby making this a more viable cross-country alternative to Intestate 80.

US Highway 34 at Danville – Average Annual Daily Truck Traffic, 1994 – 2024



Average Annual Daily Traffic (2024) – Selected US Highway 34 Interchanges




Welcome to
Danville
WATERS PARK

TRANSPORTATION

CONDITION OF STREETS

The Iowa State University Institute for Transportation (INTRANS) collects statewide data on the pavement condition of county roads and city streets. These roadways are thoroughly analyzed at both the surface and subbase level, and given a numerical score anywhere from 0 to 100, representing the Pavement Condition Index (PCI). Lower scores indicate poor condition, while higher scores indicate good condition. Scores are split into brackets of 20 points each, representing 'Very Poor', 'Poor', 'Fair', 'Good' and 'Excellent'.

In addition to the standard PCI measurement, INTRANS also provides an alternate metric called 'City PCI', which is used solely for city streets. The scores for City PCI tend to reflect more favorably on individual street segments than the standard PCI. This is because the standard PCI is more conducive to the functionality of county roads, since both the speed limit and traffic volume tend to be higher than in cities.

The map on the following page shows the City PCI values for all streets within the City of Danville from the most recent analysis in 2020, along with the standard PCI for all paved County roadways in the immediately surrounding area. State and US Highways are excluded from this analysis.

Within Danville, nearly half of the roadway mileage falls into the 'Good' category (44%), followed by 27% rated 'Fair', 23% rated 'Excellent', and 4% 'Poor', with a small percentage having no data available.

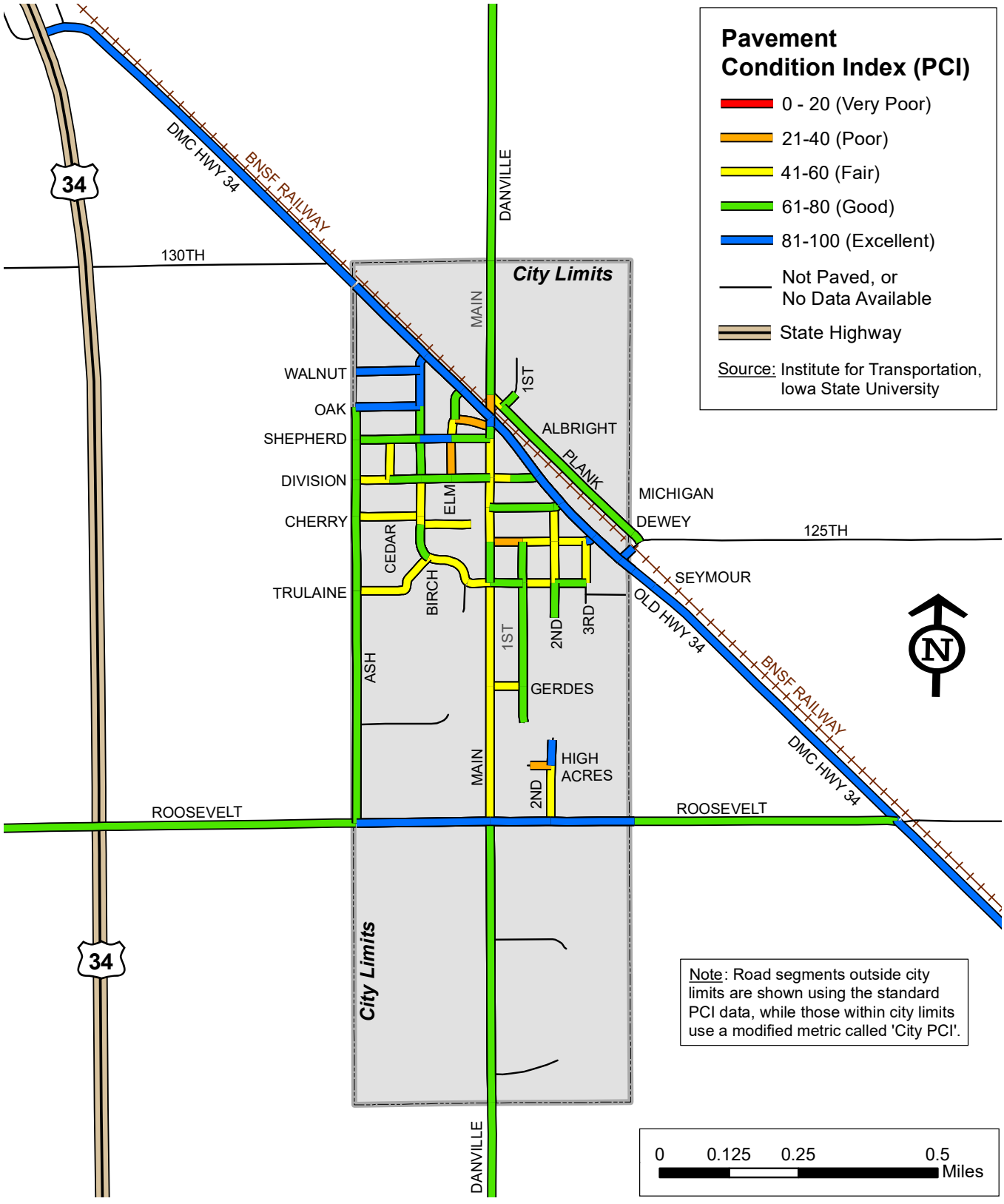
The strong figures for Old Highway 34 reflect the fact that the latest pavement condition data was collected very soon after that roadway was resurfaced in 2025. Roosevelt also falls entirely in that category. As a result, two of the city's three federally classified 'collector' streets are now entirely in 'excellent' condition.

For the third collector – Main Street, the sections north of the railroad and south of Roosevelt are in the 'Good' category (with the latter just barely falling below the threshold for 'Excellent'). However, most of the section between the railroad and Roosevelt is in the 'Fair' category, and many of the blocks making up that section are at the lower end of it (scoring around 41 to 45).

This indicates that Main Street should be the biggest priority for future upgrades – especially considering its importance to the school district. Other streets with a PCI below 50 include Dewey, Elm, Albright and High Acres.



Pavement Condition Map



TRANSPORTATION

SIDEWALKS

The map on the next page displays the existing network of sidewalks throughout the City of Danville, with each sidewalk segment indicated by a red line. The oldest parts of the city are generally well served by sidewalks, and most streets in that area have sidewalks on both sides of the street. In contrast, most of the more recently developed areas further from downtown don't have any sidewalks present at all.

Generally, subdivisions platted between 1940 and 1990 did not have sidewalks installed, as it was not required by city code, and developers concentrated on the needs of the automobile. Then, starting with the Don-Wan Subdivision on Oak Street in 1992, sidewalks were prioritized once again.

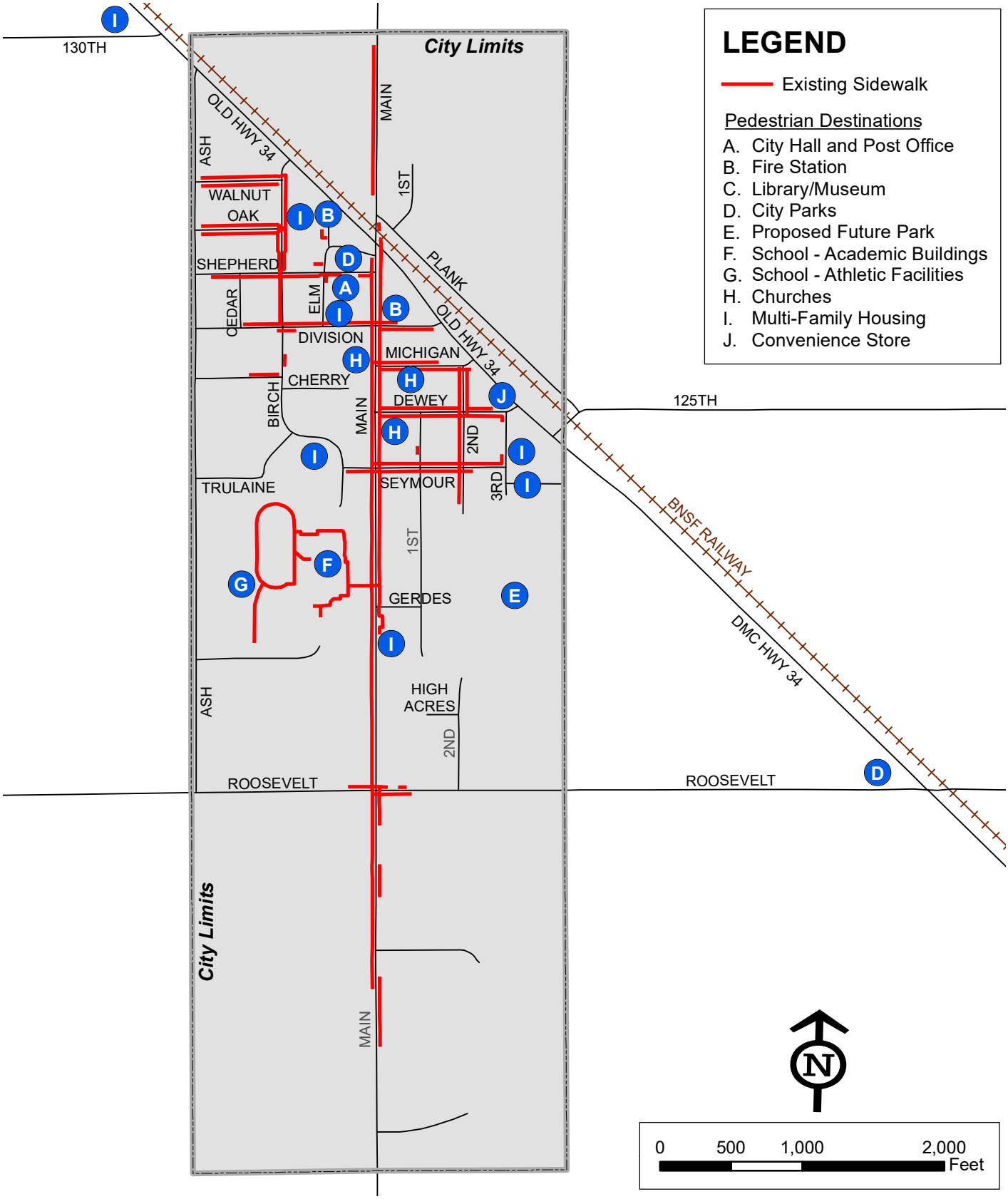
The lack of sidewalks is particularly concerning for major collector streets with higher traffic volumes. Main Street generally has good pedestrian connectivity, but there are notable gaps at the south end of town, as well as several random shifts from one side of the street to the other. In contrast, only a small section of Roosevelt has sidewalks, and both Old Highway 34 and Ash Street do not have any. The lack of sidewalks creates dangerous and intimidating conditions for pedestrians. A future priority should be pursuing new sidewalk connections in the vicinity of the Danville Schools complex, as everything currently funnels into a single entrance from Main Street near Gerdes Drive. Other priorities should be serving the proposed redevelopment of the Danville Care Center, and the proposed future park on the southeast side of town.

Another major deficiency is the width and physical condition of sidewalks. Many of the existing sidewalks are old and deteriorated, as well as comparatively narrow. Most cities now require that sidewalks be at least 4 feet wide, and the Iowa Statewide Urban Design and Specifications (SUDAS) recommends a minimum standard of 5 feet, in order to safely accommodate 2-way traffic, as well as strollers and motor scooters. Many of Danville's sidewalks are only 3 feet wide, including the heavily trafficked section along Main Street near the schools.



TRANSPORTATION

Sidewalk Network Map



TRANSPORTATION

RAILROADS

Danville is situated along a mainline railroad operated by BNSF Railway. This line extends east-to-west through southern Iowa, and it directly follows US Highway 34 throughout the state. The section through Danville is situated on the Ottumwa Subdivision, which extends 211 miles westward from Galesburg, Illinois, to Creston, Iowa. It has two sets of parallel track, and it is one of the busiest freight rail corridors in all of Iowa, with the Iowa DOT estimating an annual gross tonnage of 71 million tons per mile.

There are currently no spur rail lines within Danville, and no direct access points for freight loading between the Iowa Army Ammunition Plant (near Middletown) and New London.

There are two at-grade railroad crossings in Danville. The busiest crossing is on Danville Road immediately north of Old Highway 34, which carries an average of 820 vehicles per day. The second crossing carries 125th Street eastward from Old Highway 34, and it is situated directly along the eastern city limits. This is a gravel road which primarily serves adjoining homes and farms, and the crossing carries an average of 80 vehicles per day.

Both of those crossings feature gates and signals for approaching traffic in both directions. The same is true for two other public crossings nearby – Roosevelt Street to the east (70 vehicles per day) and 135th Street to the west (10 vehicles per day). Finally, there is a private crossing midway between the east city limits and Roosevelt, which is used solely to provide access to a single residence and farm property. It does not include a gate or signal, and it is one of a handful of similar crossings in western Des Moines County which were necessary to preserve access once the highway was rerouted to the south side of the tracks in 1927.

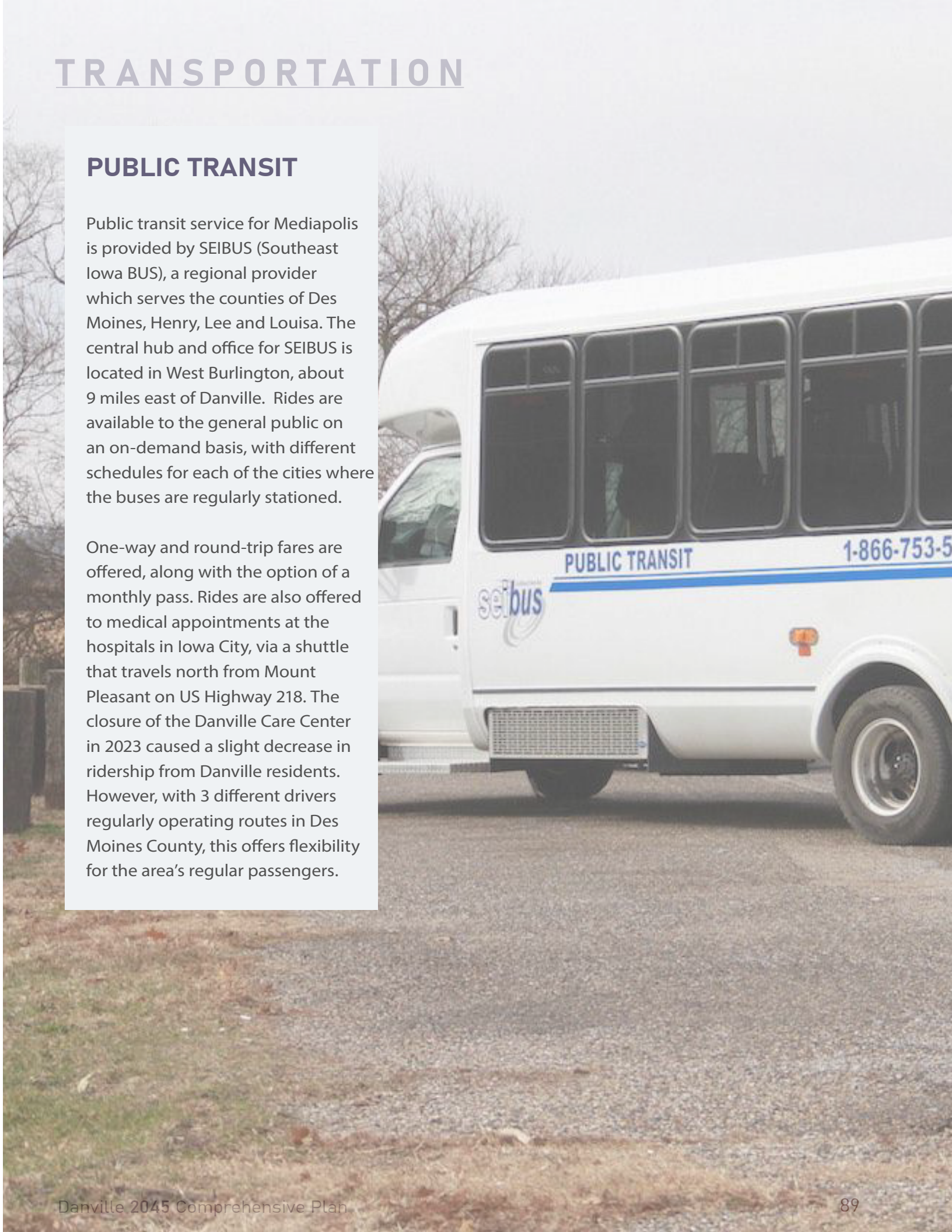
The BNSF mainline also carries passenger rail traffic, for Amtrak's California Zephyr line, which extends from Chicago to San Francisco. While there is no direct access for passengers at Danville, there are two passenger stations close by. The Burlington station is 13 miles to the east, while the Mount Pleasant station is 15 miles to the west. Danville residents also have convenient access to Amtrak's Southwest Chief line, which runs from Chicago to Los Angeles. The Fort Madison station is 21 miles to the south.



PUBLIC TRANSIT

Public transit service for Mediapolis is provided by SEIBUS (Southeast Iowa BUS), a regional provider which serves the counties of Des Moines, Henry, Lee and Louisa. The central hub and office for SEIBUS is located in West Burlington, about 9 miles east of Danville. Rides are available to the general public on an on-demand basis, with different schedules for each of the cities where the buses are regularly stationed.

One-way and round-trip fares are offered, along with the option of a monthly pass. Rides are also offered to medical appointments at the hospitals in Iowa City, via a shuttle that travels north from Mount Pleasant on US Highway 218. The closure of the Danville Care Center in 2023 caused a slight decrease in ridership from Danville residents. However, with 3 different drivers regularly operating routes in Des Moines County, this offers flexibility for the area's regular passengers.



QUALITY OF LIFE

Quality public parks and recreational facilities are an essential component of a healthy community. Their benefits are numerous –physical fitness, access to nature, a place for children to play, and much more. It is important that these resources are safely and comfortably accessible to the local population, or else they will go underutilized and underappreciated.

Attention must also be adequately paid to their regular upkeep and maintenance, as well as public preferences for the types of specific amenities that are provided. The following is a summary of the existing park and recreation facilities in Danville.



City Parks



Water's Park

Waters Park is a 1.7 acres park located east of the City at the intersection of Old Highway 34 and Roosevelt Street. It offers a serene and picturesque setting for travelers and locals alike to relax and unwind. The City acquired the park from Des Moines County in 2023 and has maintained it since then. It was established as a roadside park by the Waters family in the 1970s, when Highway 34 ran by the property. In this duration, the City has made substantial upgrades including new shelter house and swing set.

Community Park

Community Park is 0.75 acres, located on Main Street, just off the highway, in the district center.

The Park includes a portion for Bear's Den playground, which is surrounded by high chain link fencing, rubber shreds for surface. There is a picnic table just outside the fence. The park dates back to 1919's and is a former site of public water well. One will find lots of green space for people and animals.



QUALITY OF LIFE



"A central park with walking trails, rec area, a band shell or gazebo for community events would also help improve the quality of life."

State Parks



Camp L-Kee Ta

Camp L-Kee-Ta It is located in southeast Iowa just six miles south of Danville on 150 beautifully wooded acres. It offers a serene and flexible setting for retreats, reunions, youth camps, and group events. Located near Lake Geode State Park, the camp is surrounded by mature woodlands and open meadows, providing the perfect backdrop for outdoor adventure and meaningful connection.

Geode State Park

The park is located just six miles northeast of Danville, nine miles from New London, and 16.5 miles west of Burlington. Named after Iowa's state rock, Geode State Park is a beautiful destination in southeast Iowa for outdoor recreation. Lake Geode is the focal point of the park, with more than 150 acres for fishing, boating and paddle sport activities. The state park is filled with nature trails, wildlife, mature trees, and beautiful landscapes.




201

QUALITY OF LIFE

Churches



Danville United Methodist Church

201 South Main Street, Danville



Faith Baptist Church

105 East Michigan St., Danville



First Baptist Church

301 South Main Street, Danville



Long Creek Methodist Church

19999 Agency Rd., Danville





Harmony Bible Church

21589 Highway 79, Danville

QUALITY OF LIFE

Wellness - Health Analysis

The health of the state of Iowa and each of the counties are analyzed through several factors which are broken up into two categories: health outcomes and health factors. According to County Health Rankings and Roadmaps 2022 report, out of the 99 counties in Iowa, Des Moines County ranks 88th in health outcomes and 99th in health factors. Based on these numbers, Des Moines County is one of the least healthy counties in Iowa. There are several factors that contributed to this ranking.

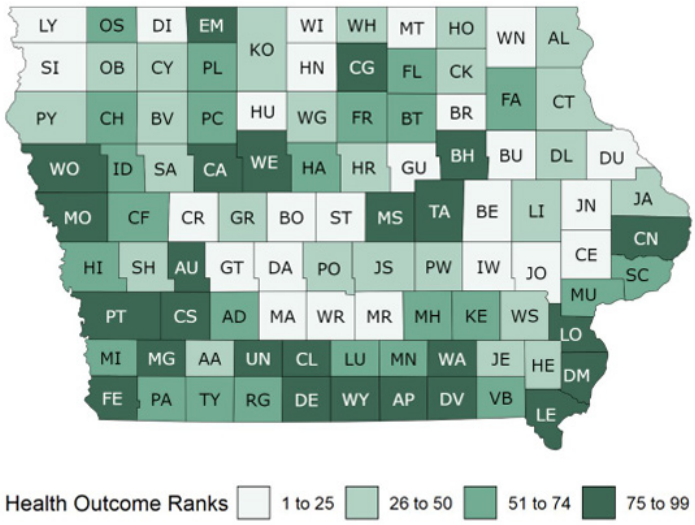
Compared to the average in the state of Iowa, Des Moines has 2,200 more premature deaths. At par with the state, Des Moines County's 16% of the population is in poor or fair health. In addition, Des Moines county has .5 more poor physical health days and .4 more poor mental health days than the state average.

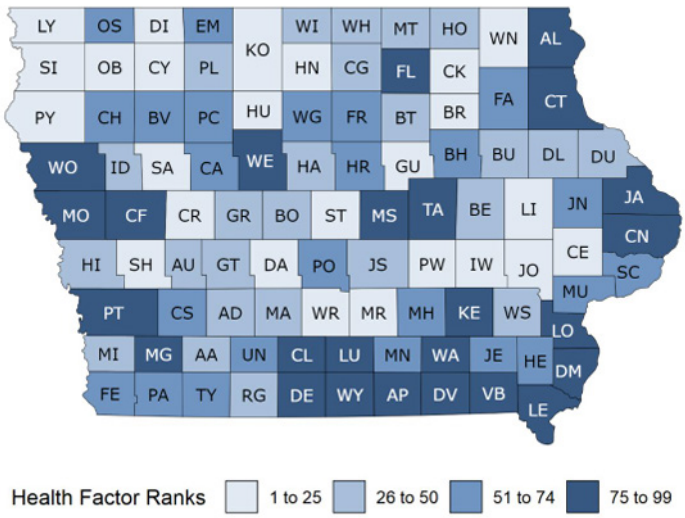
Des Moines County has poor health infrastructure in terms of access to primary care physicians, mental health providers, clean air. There are some health infrastructure measures that Des Moines county does better in than the state average. Overall, Des Moines county has more access to exercise opportunities, flu vaccinations and dental health. Social and economic health of the county shows that there is more childhood poverty, income inequality, unemployment, and severe housing problems than the state average.



Des Moines County

Health Outcomes: 88th in Iowa
Health Factors: 99th in Iowa





QUALITY OF LIFE

Wellness - Health Facilities

Danville residents have access to Southeast Iowa Regional Medical Center in West Burlington (approximately 8 miles away), Henry County Health Center in Mount Pleasant (approximately 15 miles) and University of Iowa Hospital and Clinics (approximately 65 miles away).



Wellness - Nursing Homes

Currently, there are no nursing homes in Danville. The Danville Care Center Nursing Home closed permanently in late 2023. There are plans to redevelop it for senior housing. However, Danville residents have several nursing homes nearby including Greater Burlington area, such as the Klein Center in Burlington (approximately 9 miles away), Addington Place of Burlington (approximately 11 miles away); New London Specialty Care (approximately 7 miles away) and more.





Fresh Food Availability

Danville has no grocery stores within the City limits. Old 34 Gas and Grill is located on 305 DMC Highway 34. and includes a gas station, an ATM and a convenience store with some grocery and food options. Similar to other facilities, Danville has fresh food availability (such as Aldi, Fareway, Walmart, HyVee as well as local stores) and restaurants nearby in Greater Burlington area, Burlington and Mount Pleasant. There is also a Dollar General in New London.



Danville School Sports Field

This park provides for the community a serene place to watch baseball throughout the Spring and the Fall. The park admits little leaguers, church organizations, veterans, and senior citizens for free. In 1996, the stadium was host to many local teams including two high school teams, Danville Area Community College, two American Legion teams, and the Danville Dans. The first step in creating the field began in 1945 and was completed in 1946.









Danville Community School District

Danville Community School District enriches the quality of life of its residents and youth. It offers personalized learning, supportive small-town community environment, and strong extracurriculars. Students can earn tuition-free college credit through partnerships with Southeastern Community College. The District boasts a high graduation rate and has high proficiency rates in Math and strong reading/writing proficiency in Iowa.

> " Take the property that was given to the City and develop into new homes. The school is what we are so proud of! So by bringing in new homes, it will free up other homes in town, thus growing the school's enrollment. "



COMMUNITY FACILITIES

City Hall

105 W. Shepherd Street, Danville

Danville City Hall is a 900 SF office building built in 1962, to which a 1,000 SF shop was added in 1945. The City Hall accommodated 2 offices - one for City Clerk and one for storage. The building also houses Council chambers and a meeting room. Attached shop has a 3-bay storage. The City employs 3 full-time staff, one being the City Clerk and the other two at Public Works.





Public Works

203 N. Elm St., Danville

Public Works building was a former fire station. It provides office space for 2 public works employees. It also provides vehicle and equipment storage - 3 bays on south side, 2 on north side. A cell tower is also located on City land just to the north of the building.

Community Building

104 W. Shepherd St., Danville

Danville Community Building located inside City Park. It is a versatile event space owned by the City, offering a range of facilities for various gatherings and functions. This is a 2,248 SF building with an added kitchen to the north. The building was originally built in 1945 as a shelter house which was later enclosed with walls all around.



COMMUNITY FACILITIES

City Storage Building

104 Albright Avenue, Danville

This is a 748 SF building sits on a 0.5 acre lot with a large open space on the north side. It was built in the late 1920s or early 1930s, and it was used as both the fire station and city hall. The building was later used as the museum before it was relocated to Main Street. Today, the building serves as an overflow storage for theFire Department.





Des Moines County Sheriff

Since 2000, Des Moines County Sheriff's Office provides law enforcement and support services to Danville. With a staff of 75 employees, 24 of which are full-time law enforcement officers, the Sheriff is the primary provider of patrol and investigative operations in unincorporated Des Moines county and the three incorporated towns of Mediapolis, Danville, and Middletown. Mediapolis is the largest municipality that they provide service to, almost twice the size of Danville.

Fire and Emergency Management

207 N. Elm St., Danville

Danville has a volunteer fire department since 1953. The current fire station is jointly owned by the City of Danville, Danville Township and Pleasant Grove Township. The current new fire station was completed in 2019. The south end office measures 2,400 SF whereas the north end vehicle and equipment storage is 6,240 SF. The Fire Department boasts 24 volunteers and is well-equipped.



COMMUNITY FACILITIES



"A little library with a big heart. Whether people are storming at the door or not, we are there for the community."



Post Office

104 Elm Street, Danville

Danville Post Office is located just south of the City Hall on a 10,282 SF lot. The building was built in 1969 and is located in commercial zone. It provides a range of essential postal services to the local community.

Danville Library and Museum

102 North Main Street, Danville

Danville Library/ Museum is a private, non-profit entity, not directly affiliated with the City. It provides space to the community members to gather and socialize. It offers a rentable room for weddings, showers, class reunions and includes 100 seats and a kitchen. The genealogy room provides resources for history. The library and the museum is run by 20 volunteers

During initial transformation, the board utilized Community Attraction and Tourism (CAT) grant. The Library board also secured grants to buy furniture and memorials. Friends of the Library contributed $25k. The library provides a home to 9,000 books and about 600 patrons.



COMMUNITY FACILITIES

Facilities Map



UTILITIES AND INFRASTRUCTURE

Utility Services

Utility infrastructure and the services they provide are crucial for our communities. Electric, gas, water and sewage, and increasingly internet and telecom need to be accessible, effective and functional in order to propel our communities forward. Danville needs to continue to address utilities and their infrastructure head-on, as it is evident that its communities are making great strides in this area. To better envision the future of utility services in the community, it is necessary to understand the presence, extent, and capacity of the systems that already exist – in addition to the entities both public and private that supply these valuable resources. This section will explore proposed partnerships, recent developments and established agencies that make Danville run, and how our communities can get a running start on the future.

Electric

Danville Municipal service territory is contiguous with city limits. The City receives power through the Regional Power Group of Iowa (RPGI). The source of the power from RPGI is the New London Municipal. An underground line connects the City to the substation in New London.

Water System

Danville water is sourced from Burlington Municipal Waterworks. The City originally used a well, located in present City Park property. The City began sourcing water from Burlington in mid-1980's due to iron/ chemical issues with the water quality at the time. The water tower was built in 1990 with a 200,000 gallon capacity. The pump station is located east of town on Roosevelt, next to Waters Park. This is a 400SF equipment building built in 1985.

All areas of the City are currently served by water, sewer and electric.

Utility Services and Providers in Danville	
Utility Service	Providers
Water	City of Danville
Sewer/Wastewater	City of Danville
Electric	City of Danville
Natural Gas	Alliant Energy
Telephone, Internet	Danville Telecom, ImOn
Cable	Mediacom
Solid Waste	LaVeine Sanitation - drops off at Des Moines County Landfill
Recycling	Des Moines County Solid Waste Commission



UTILITIES AND INFRASTRUCTURE

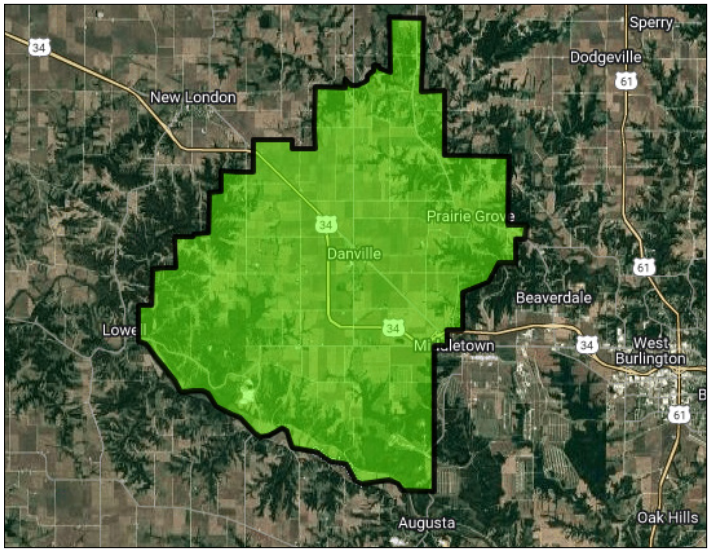
Wastewater Treatment Plant

The City's wastewater treatment plant was established in 1975. The treatment plant is a 33-acre property at SE corner of the city. It has 3 lagoons and a 2,960 SF storage building. A 768 SF smaller storage building was constructed nearby in 1985. Since the existing wastewater plant is dated and does not comply with minimum standards, it is currently being replaced. This is a Department of Natural Resources's (DNR) mandated project. The total cost of the new wastewater treatment plant is estimated to be around $7 million.



Storm Sewer

Danville has a functional storm sewer system in place. Most areas have ditches for drainage, except some newer neighborhoods with curb-and-gutter. All storm water drains to Long Creek, traveling north-south through town. There are culverts under roadways to connect the ditches which are technically maintained by the adjoining landowners. However, public staff can assist in unplugging the culverts as needed.



Phone and Internet Service

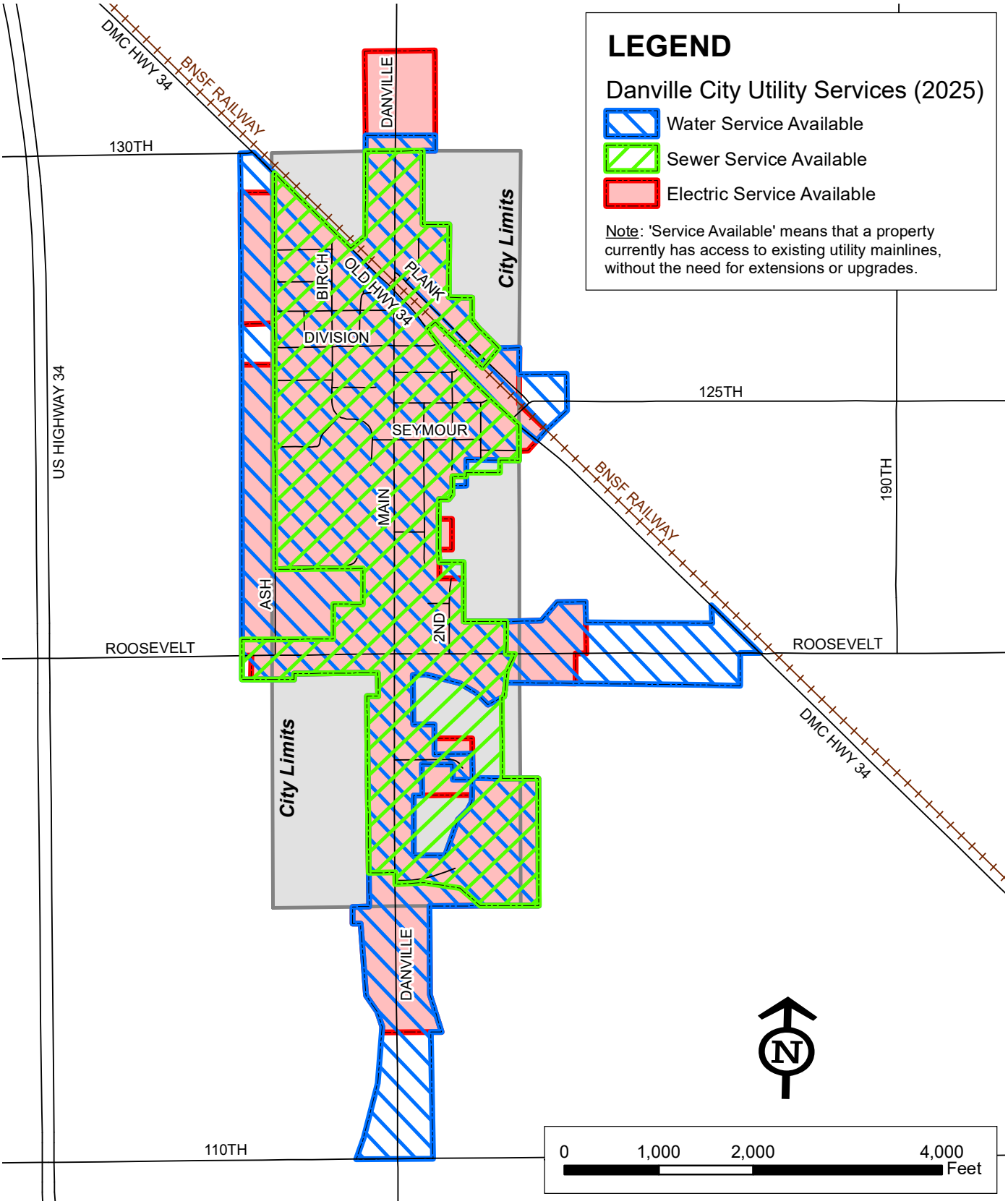
Danville Telecom/ ImOn Communications provides landline phone service and high speed internet to businesses and residents of the community and Southeast Iowa. They have been serving Southeast Iowa since 1901. Today, they provide 100% fiber optic network service.

A map to the right shows their service area boundaries in rural parts of Des Moines, Henry and Lee Counties. They cover Danville and the surrounding 70 square miles of rural community. Danville Telecom also offers broadband solutions tailored to businesses in Burlington, Fort Madison, Keokuk, Montrose, Wever, and West Burlington.




OPTIC CABLE BURIED BELOW
CAUTION FIBER
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City Utility Services Map



NATURAL ENVIRONMENT AND AGRICULTURE

Watersheds and Drainage

Danville lies within the Mississippi River drainage basin, so all stormwater runoff in the city will eventually drain to the Mississippi River. However, all such runoff will first enter the Skunk River, which is one of the primary tributaries of the Mississippi in Iowa. The city lies within the Skunk River Watershed, which is about 10 miles wide in this area.

The Skunk River Watershed contains nearly 200 square miles of land in Des Moines, Henry and Lee Counties. This area is comprised of 6 different sub-watersheds – 5 of which first drain to a small tributary stream, before entering the Skunk. Danville is contained within the Long Creek Sub-Watershed, which drains 24 square miles of land, entirely within Des Moines County.

Long Creek originates on the north side of Danville, on a path closely centered around Danville Road (X31). Once it enters the Iowa Army Ammunition Plant (IAAAP), it travels in a diagonal toward the southeast, extending for 6 miles before it empties into the Skunk River.

The Long Creek Sub-Watershed averages between 2 and 3 miles wide, with the stream itself typically being only 0.5 miles from the ridge that forms its western boundary. The sub-watershed also extends just under 1 mile north of Danville and its northern boundary.

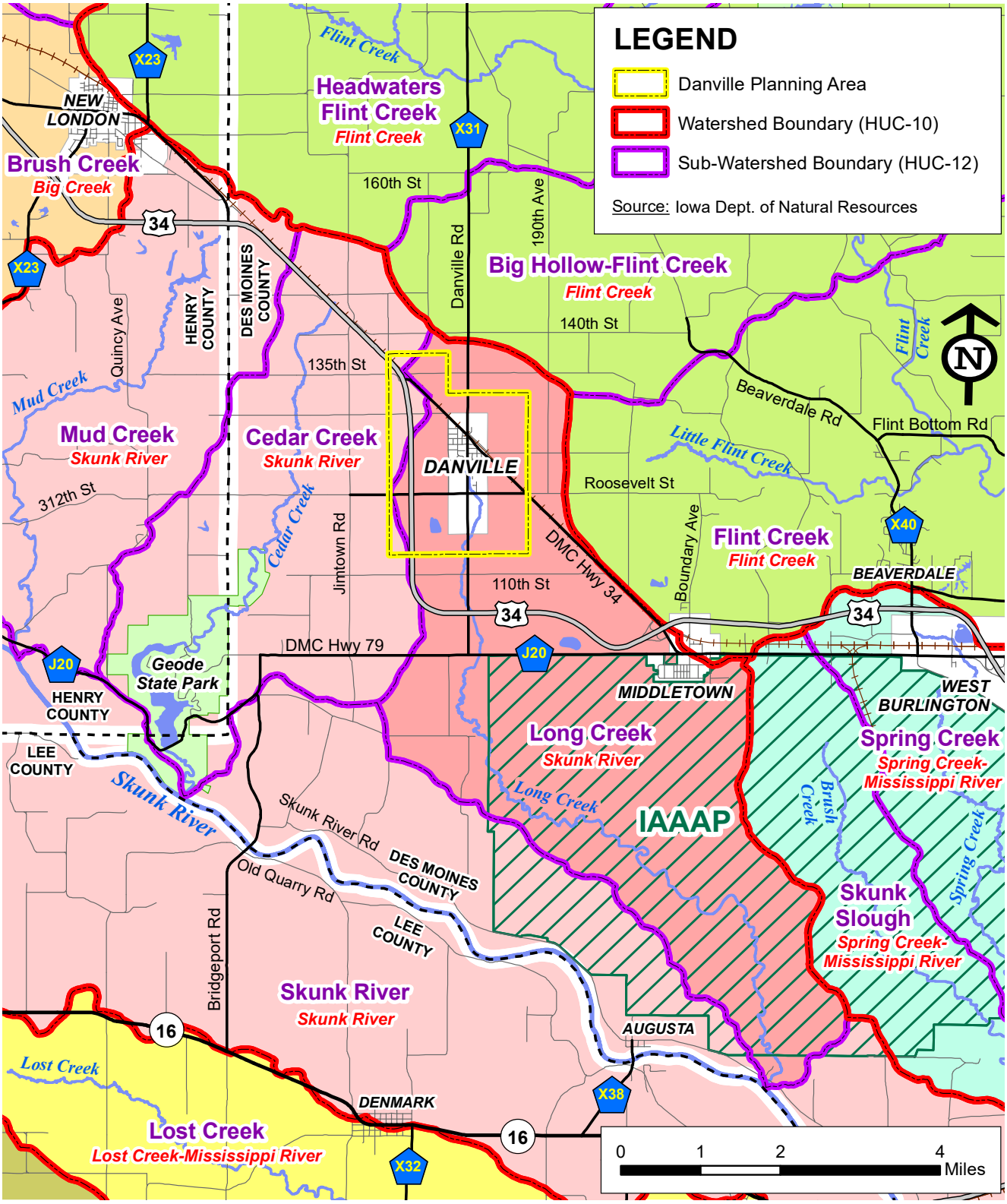
The Long Creek Sub-Watershed also borders two separate watersheds. First, to the south of Highway 34, it borders the Spring Creek-Mississippi River Watershed, which drains directly to the Mississippi River, between Flint Creek and the Skunk River. Then, to the north and east of Danville, it borders the Flint Creek Watershed, which drains a large area of central Des Moines County, and a small portion of far eastern Henry County. The ridge adjoining this watershed closely follows the route of the BNSF Railroad and DMC Highway 34 between Danville and Middletown.

To the west of Danville, the north-south section of US Highway 34 largely follows the ridge separating the Long and Cedar Creek Sub-Watersheds. Therefore, a small portion of the Danville Planning Area extends into the Cedar Creek Sub-Watershed, including about 80 acres of land to the south and east of the intersection between the Highway 34 bypass and DMC Highway 34.



NATURAL ENVIRONMENT AND AGRICULTURE

Danville Watershed Map



NATURAL ENVIRONMENT AND AGRICULTURE

Soils and Drainage Quality

Since Danville was developed in the area immediately surrounding a major stream (Long Creek), much of the city's current land area has soils that are comparatively well drained. The land within 400 feet of the creek is more susceptible to flooding and ponding, though much of that area has a steep slope that can facilitate quick drainage, and reasonably protect the nearby buildings built on higher ground. However, the increasing frequency of abnormally high rainfall amounts could seriously challenge the capacity of the stream, given the dense compaction of the soil.

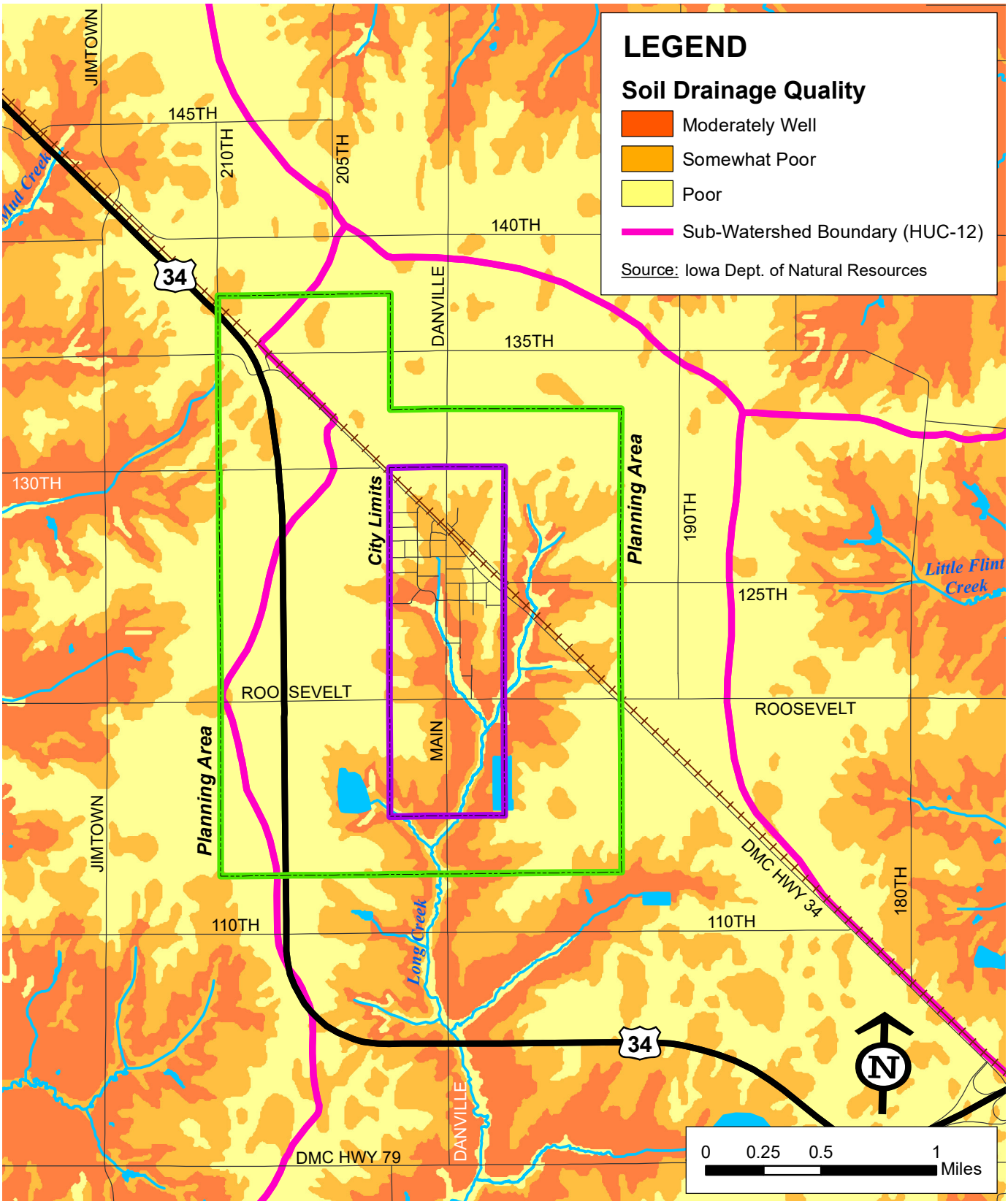
The City also faces another challenge as it physically expands and develops outward from its historic core. The land within the outer part of the Long Creek Sub-Watershed has both poorly drained soils and flat topography. Much of this land is currently used for growing crops, so the crops themselves will absorb most of the excess moisture from rainfall events. However, the introduction of homes, commercial buildings and streets could potentially exacerbate flooding problems, as a larger share of the rainfall will generate runoff onto surrounding properties.

Accordingly, any new development in this areas will need to be carefully designed to ensure that sufficient drainage capacity is provided, in the form of curb-and-gutter, ditches, storm sewers, and detention or retention ponds in areas with especially large buildings or parking areas. This is especially true for the portions of the Planning Area to the north and west of the current city limits.



NATURAL ENVIRONMENT AND AGRICULTURE

Soil Drainage Map



HAZARD MITIGATION

Hazard mitigation can be defined as "***the effort to reduce loss of life and property by lessening the impact of disasters.***" Through risk analysis, thoughtful planning, and commitment to mitigation strategies, communities are able to be resilient and recover faster in the event of a major disaster.

Des Moines County Hazard Mitigation Plan

In October of 2020, Des Moines County prepared a countywide Hazard Mitigation Plan. The purpose of this plan is to reduce risks from disasters and serve as a guide for local officials, decision-makers, and the entire Des Moines County community in their efforts to reduce the negative effects of natural and man-made hazards. By preparing such a plan, the county is eligible for grant funding assistance from the Federal Emergency Management Agency (FEMA), through its Hazard Mitigation Grant Program (HMGP).It is further required by FEMA that the plan be reviewed, updated (as necessary), and submitted for re-approval every 5 years. To meet this requirement, Des Moines County is currently updating the 2020 Hazard Mitigation Plan and will be reviewed and approved by FEMA in 2026.

The plan provides a comprehensive risk assessment and analyses of potential hazard. This helps identify the hazards that are most likely to impact Des Moines County and their potential monetary impact. This information serves as a foundation for the mitigation strategies outlines in the plan, as a means of reducing risk and protecting financial investment.





HAZARD MITIGATION

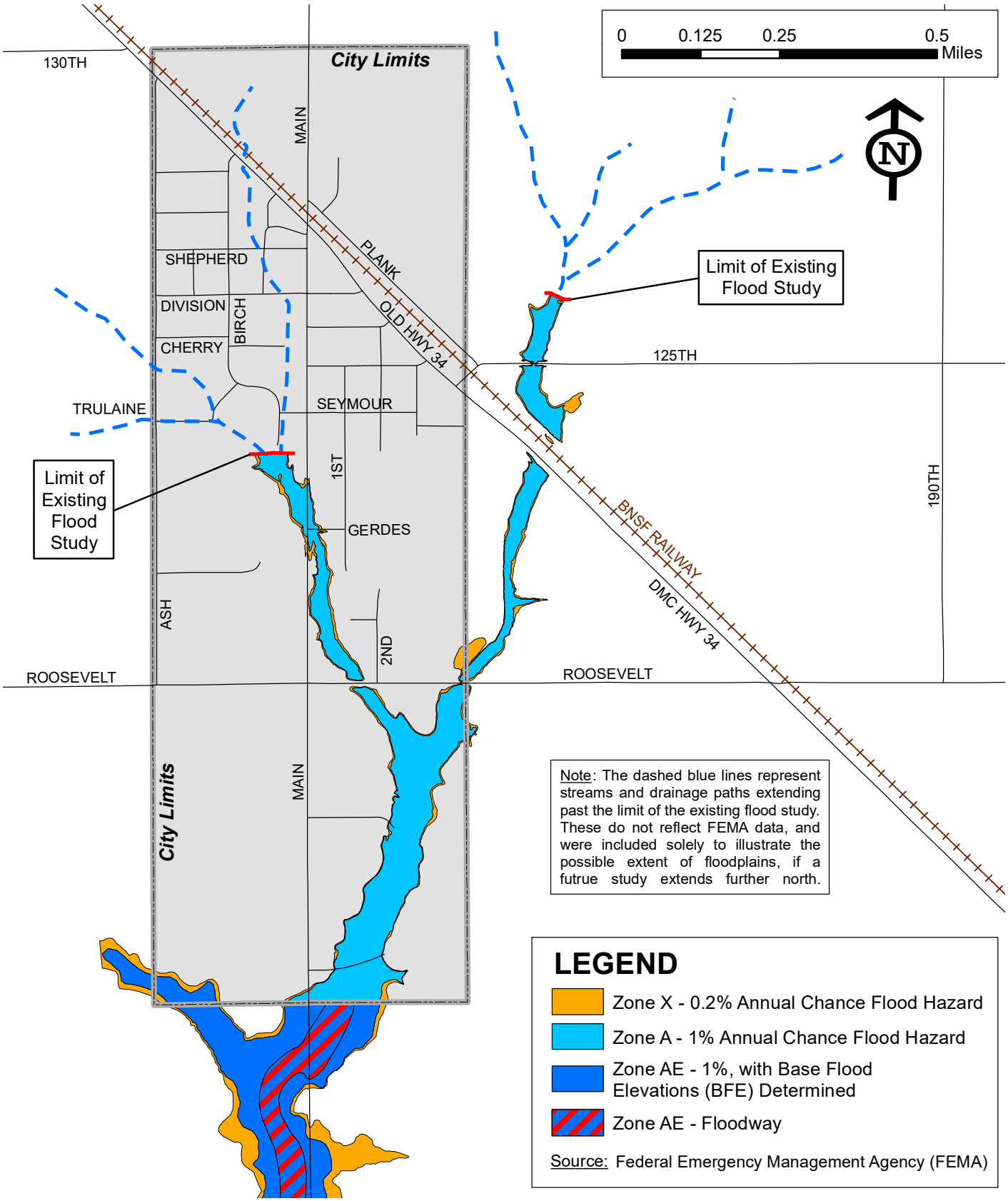
Des Moines County Hazard Mitigation Plan

Rank	Hazard Type	Probability (.45)	Magnitude/Severity (.30)	Warning Time (.15)	Duration (.10)	Total Score	
1	Thunderstorms - Hail & Lightning	3.50	2.50	2.94	1.94	2.96	PRIORITY GROUP I
2	Pandemic Human Disease	2.61	3.06	2.06	3.89	2.79	
3	Tornado/Windstorm	2.67	3.00	2.94	2.39	2.78	
4	Flooding - River	2.94	2.35	2.35	3.59	2.74	
5	Severe Winter Storm	2.78	2.28	2.28	2.72	2.55	
6	Hazardous Material Incident	2.17	2.33	2.78	2.67	2.36	
7	Extreme Heat	2.50	2.00	2.11	2.78	2.32	PRIORITY GROUP II
8	Flooding - Flash	2.71	1.82	2.29	1.94	2.30	
9	Transportation Incident	2.33	2.06	3.00	1.82	2.30	
10	Terrorism	1.67	2.61	2.50	2.33	2.14	
11	Infrastructure Failure	1.67	2.33	2.56	2.94	2.13	
12	Dam Failure/Levee Failure	1.53	2.41	2.71	2.88	2.11	
13	Drought	1.83	1.94	1.61	3.50	2.00	
14	Grass or Wildland Fire	2.11	1.39	2.50	1.56	1.90	
15	Earthquake	1.44	2.35	2.35	1.76	1.88	PRIORITY GROUP III
16	Animal/Plant/Crop Disease	1.44	1.89	1.50	3.17	1.76	
17	Landslide	1.24	1.47	2.24	1.35	1.47	

The figure above represents the results of an analysis from the Des Moines County Hazard Mitigation Plan, where the level of risk for 17 individual hazards was determined and compared with one another. The hazards are listed in rank order, based on its likelihood of affecting Des Moines County in any given year. Several individual factors are taken into account, including probability of occurrence (based on historical incidence and natural vulnerability), its potential magnitude and severity, possible warning time in advance of its occurrence, and how long it lasts (duration). For example, "Pandemic Human Disease" is ranked #2 on the list because of fears sparked by the COVID-19 pandemic taking place at time of the plan's creation. The final score represents a weighted average of each of these factors. Group 1 represents those hazards that are most likely to occur in Des Moines County in any given year, and should thus receive the most attention in terms of active mitigation efforts within Des Moines County.

The results of this analysis indicate that most of the likely hazards facing Des Moines County are weather-related, whereas human and animal related hazards tend to fall lower on the list. Severe thunderstorms are the most likely hazard to impact the county, followed by tornadoes, floods, and winter storms have a strong to moderate likelihood of occuring. Notably, hazardous material incidents fall into this same category, along with pandemic human disease. However, human disease is ranked high due to the creation of the plan coinciding with the COVID-19 pandemic, causing its overall "hazard factor" to drastically increase compared to previous plans.

FEMA Floodplain Map



HAZARD MITIGATION

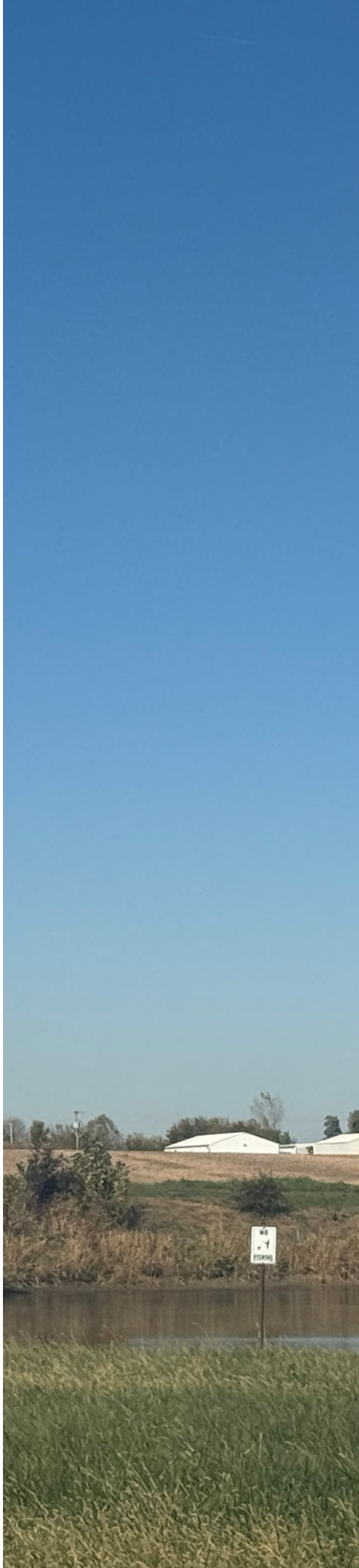
FEMA Floodplain

The Federal Emergency Management Agency (FEMA) produces Flood Insurance Rate Maps (FIRMs), which indicate the likelihood of a major flood occurring in a specific area. This includes areas with 1% chance of a flood occurring in any given year ('100-year floodplain'), as well as areas with a 0.2% chance of such a flood occurring each year ('500-year floodplain').

The City of Danville includes about 37.5 acres of land within the 100-year floodplain, and this amounts to 8% of the City's total land area. About 33 acres of this is in a 100-year floodplain, while the remaining 4.5 acres are in the 500-year floodplain. This includes portions of 3 separate floodplain corridors – one of which follows the main branch of Long Creek through the middle of town, while the other two follow smaller tributaries of that main branch.

The floodplain along the main branch extends through the sparsely developed southeastern part of the city, east of Main Street and south of Roosevelt Road. In this area, it passes just west of the lagoons at the City's wastewater treatment plant. Then, about 500 feet south of Roosevelt, it shifts to a more northwesterly angle where it intersects with the tributary stream. Then, once it passes Roosevelt, it follows the creek in between residential properties along Main, 1st and 2nd Streets. It then shifts to the west side of Main Street, where it follows a section of the stream that flows through an underground storm sewer on the Danville School District property. This floodplain terminates on the north end of the school property, as this is the furthest extent of the FEMA study that produced the FIRM maps in 2021.

The floodplain along the eastern tributary exits the current city boundary where it crosses Roosevelt. It then follows the stream in between two industrial properties (a bulk liquids transportation company and a grain storage complex). It then continues northward past the BNSF Railway line and 125th Street, before terminating at the furthest extent of the FEMA study. The floodplain along the western tributary is comparatively much shorter, extending only about 1,500 feet away from the main branch of Long Creek, in a northwesterly direction. It skirts the southwest corner of the city before terminating a few hundred feet to the west. Unlike the other two floodplain corridors, this one extends all the way to the origin of the stream, at the edge of a large pond (formed from a borrow pit used for the construction of the US Highway 34 bypass).



HAZARD MITIGATION

For most of the Long Creek floodplain corridor, the Des Moines County FEMA study included the designation of a 'floodway', and the determination of Base Flood Elevations (BFE). The floodway is the portion of the floodplain that contains the stream channel and adjacent low-lying areas that are expected to discharge floodwaters through the channel during a flood. The Base Flood Elevation refers to the maximum height of floodwaters during a 100-year flood, and the height level gradually decreases as a waterway flows downstream.

While the floodway and BFEs are designated for the portion of Long Creek to the south of Danville (plus the entirety of the short western tributary), they are not identified for the portions to the north of this point, along the main branch and eastern tributary. This does not mean that they do not exist – rather, it means that additional information is required from the Iowa Department of Natural Resources, before the BFE and floodway can be identified at a particular location.

Prior to the most recent FIRM study in 2021, the floodplains in Danville terminated at Roosevelt Road, resulting in only a handful of properties being impacted within city limits (including the City-owned wastewater treatment plant). Once it was clear that a substantial number of additional private properties would be impacted, the City adopted a new Floodplain Development Ordinance in 2021. This ensures that local property owners can access the affordable rates offered by the National Flood Insurance Program (NFIP), administered by FEMA. Accordingly, all future development within the 100-Year Floodplain must comply with the minimum standards of the ordinance.

However, this does not mean that flood risk does not exist outside the official mapped floodplains. Even though the Long Creek floodplain was extended northward in 2021, it still terminates at an arbitrary location, due to the study not following the stream all the way to its origin. Accordingly, it can be inferred that areas of similar land elevation to the north are at similar risk of flooding as the areas within the designated floodplain.

A future FEMA study could result in additional floodplains extending along portions of any of the aforementioned streams. Accordingly, any new development proposed within these areas should be carefully evaluated, to assess the prospective flood risk, as well as the potential for generating runoff that increases flood risk for nearby properties.

33 acres of land in 100-year floodplain

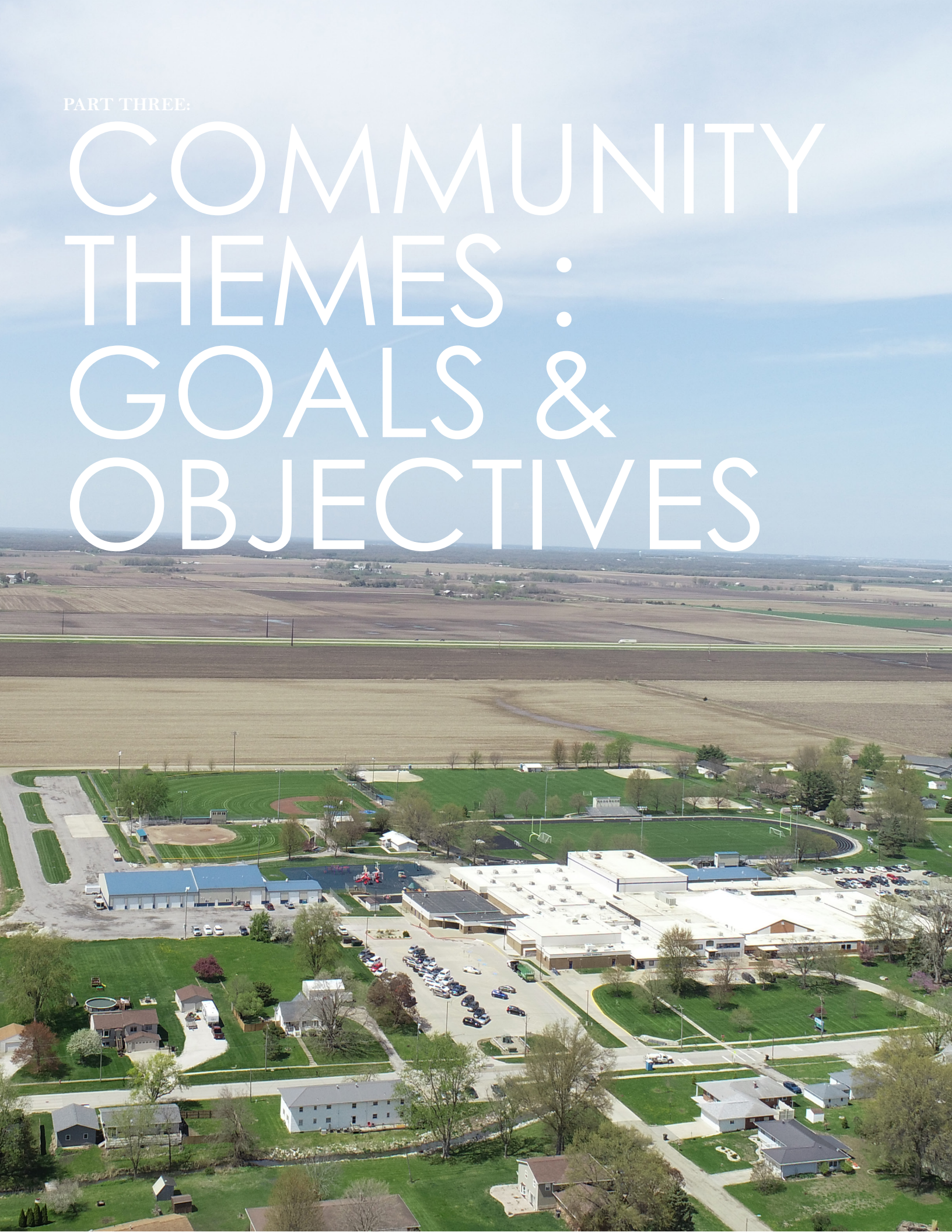
4.5 acres of land in 500-year floodplain





PART THREE:

COMMUNITY THEMES : GOALS & OBJECTIVES



THEMES, GOALS AND OBJECTIVES

THEME 1: EMBRACING COMMUNITY

Goal 1: Leverage existing recreational and cultural assets
Goal 2: Incorporate Community Partnerships
Goal 3: Community Gateways

THEME 2: HOUSING SUPPLY AND QUALITY

Goal 1: Neighborhood Stabilization
Goal 2: New Development and Expansion
Goal 3: Encourage a variety of housing options
Goal 4: Community partnerships

THEME 3: RESILIENT INFRASTRUCTURE & SERVICES

Goal 1: Multi-modal options
Goal 2: Surface drainage enhancements
Goal 3: Maintenance and longevity of streets
Goal 4: Utility upgrades and maintenance

THEME 4: ECONOMIC PROSPERITY

Goal 1: Job opportunities and tax base
Goal 2: Cost sharing opportunities



USING THE PLAN : THEMES, GOALS AND OBJECTIVES

Themes, Goals and Objectives

The plan consists of several goals organized by 4 key themes : embracing community, housing supply and quality, resilient infrastructure, and economic prosperity.

Theme 1: Embracing Community

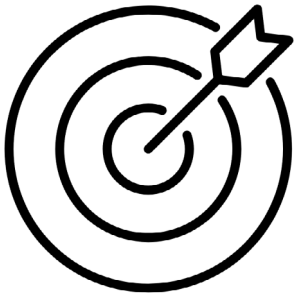
GOAL
3 Community Gateways

- Prioritize general aesthetic improvements such as creating welcome signs, attractive landscaping, installing unique branding/ community slogan, renovate or redevelop underutilized properties at the 2 community gateways: Northwest Gateway and Roosevelt Gateway (refer to 'part 5' of the plan for a map.
- Develop a streetscaping strategy for Main Street around the school campus (from Gerdes Dr. to Seymour St.), involving features such as attractive lighting, benches, planters, landscaping, banners/ signs to promote community and/ or school and traffic calming and/or pedestrian improvements.
- Consider installing temporary detour signs to manage traffic better during peak school hours or school events during harvest time.
- Investigate the viability of a Railroad Quiet Zone, or other improvements to reduce train noise in the downtown area.

Theme. The theme that is being referenced will always be in the upper left-hand corner of the page.

Goal. The goals describe the future condition of the community. These will be referenced in the color of their respective themes.

Objective. The full objective will be listed under goal to provide recommended action to achieve a measurable desired outcome.




STOP



THEME 1

EMBRACING COMMUNITY

Community represents more than a generic name to refer to place on the map, or the government institution that serves the local residents. It encompasses the entire atmosphere of living in that place, alongside others with commonly held values and priorities, despite personal differences in background, professional status, and hobbies/ lifestyle preferences. It also represents the physical environment of buildings, trees, landscapes, and waterways that give a place its own unique identity. A community that acknowledges and embraces this unique identity – to locals and outsiders alike – is one which has the resilience necessary to respond to and persevere through unforeseen future challenges without altering its fundamental character.

EMBRACING COMMUNITY

GOAL 1 Leverage Existing Recreational and Cultural Assets

- Work with Greater Burlington Partnership's Convention and Visitor's Bureau to promote additional environmental tourism and public utilization of Geode State Park.
- Enhance existing City Parks by providing additional recreational amenities, interpretive signage, and improved bike and pedestrian linkages.
- Identify any properties with strong historic significance, and pursue possible nomination to the Register of Historic Places.
- Continue to promote and facilitate greater awareness of the Anne Frank 'Pen Pal' exhibit at the Danville Museum.
- Work with Des Moines County Conservation and Greater Burlington Partnership's Convention and Visitor's Bureau to identify route for a trail connection to Geode State Park.
- Pursue local, state and federal grants from Iowa Department of Natural Resources' Resource Enhancement and Protection (REAP) or other funding sources to improve existing parks or develop new ones.



Geode State Park



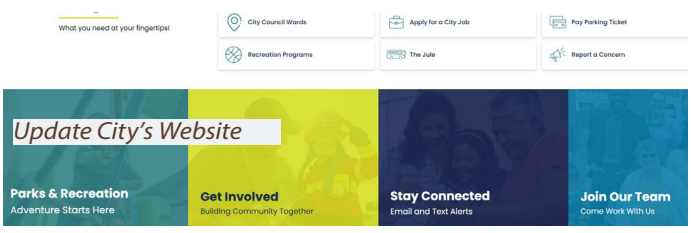
Danville Museum

GOAL 2 Incorporate Community Partnerships

- Organize an annual promotional event for local small businesses, with prize giveaways and other active incentives for public participation.
- Hold an annual contest to publicly recognize and reward a local homeowner for 'home renovation of the year', and similar awards.
- Work with Danville Enhancement Committee to organize family-friendly events such as Heritage Days, Farmers Market, Concerts, and Vendor Shows at existing facilities, including the Danville Museum, City Parks, and Lake Geode, to promote local arts, entertainment, and culture.
- Create and promote a new community logo and brand for the city and update City's website.
- Work with Danville School District to resume an all-day, affordable childcare services in town for kids.
- Work with local organizations such as Danville Community School District, Danville Enhancement Committee, The Danville Library, Danville Museum, Greater Burlington Partnership to foster community improvements.
- Work with existing local/ regional organizations to pursue the establishment of a new skilled nursing facility to replace the Danville Care Center.



Danville Christmas Walk



Update City's Website

GOAL
3 Community Gateways

- Prioritize general aesthetic improvements such as creating welcome signs, attractive landscaping, installing unique branding/ community slogan, renovate or redevelop underutilized properties at the 2 community gateways: Northwest Gateway and Roosevelt Gateway (refer to 'part 5' of the plan for a map.
- Develop a streetscaping strategy for Main Street around the school campus (from Gerdes Dr. to Seymour St.), involving features such as attractive lighting, benches, planters, landscaping, banners/ signs to promote community and/ or school and traffic calming and/or pedestrian improvements.
- Consider installing temporary detour signs to manage traffic better during peak school hours or school events during harvest time.
- Investigate the viability of a Railroad Quiet Zone, or other improvements to reduce train noise in the downtown area.



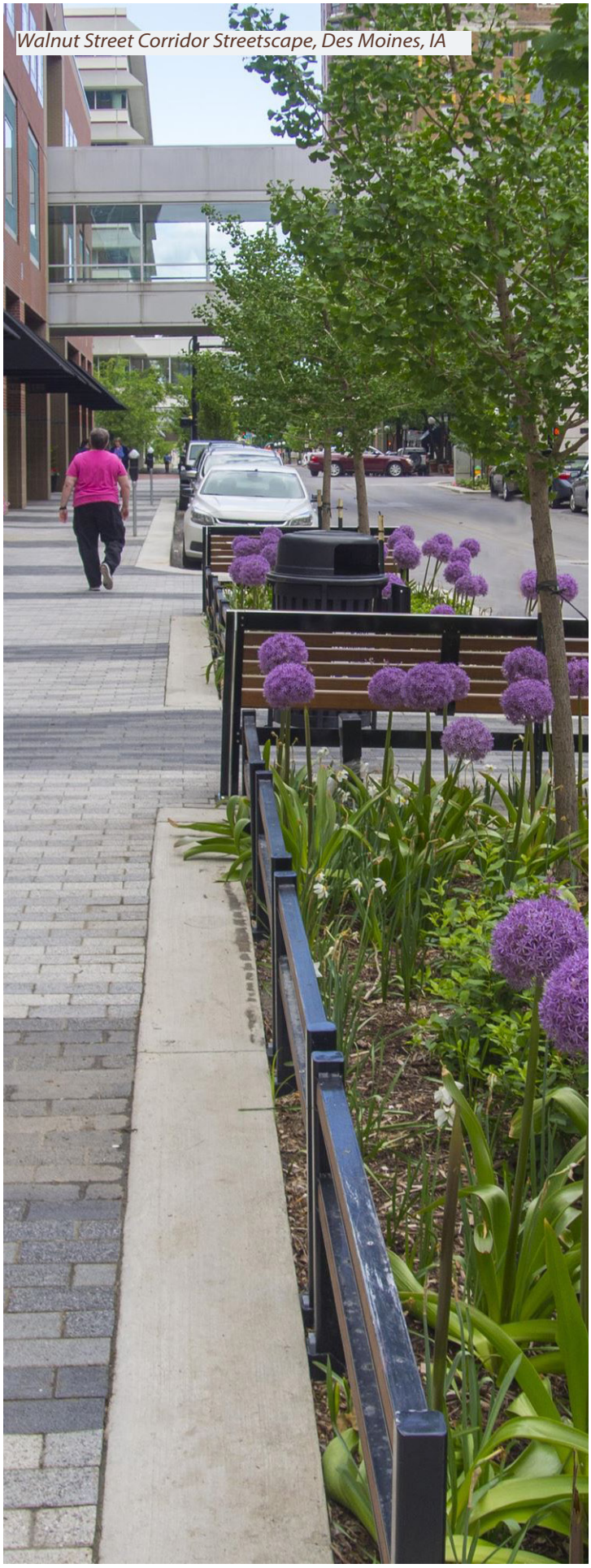
Banners, Downtown Burlington, IA



Community Gateway, West Union, IA



Railroad Quiet Zone, Burlington, IA


Walnut Street Corridor Streetscape, Des Moines, IA



Streetscape Example, Carroll, IA



THEME 2

HOUSING SUPPLY AND QUALITY

The issue of housing availability is an all-encompassing challenge that affects people of all backgrounds and household dynamics. To facilitate future economic prosperity and a vibrant social atmosphere, Danville must invest in multiple forms of new housing, as well as structural and aesthetic improvements to many existing homes.

HOUSING SUPPLY AND QUALITY

Theme 2: Housing Supply and Quality

GOAL 1

Neighborhood Stabilization

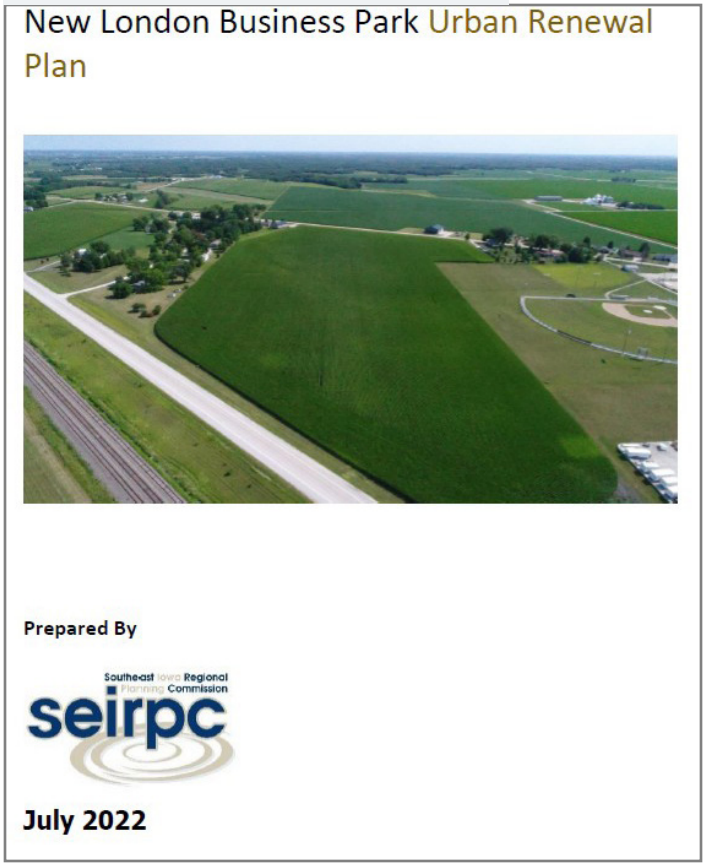
- Encourage the rehabilitation of homes in older neighborhoods by offering incentives, such as tax abatement or small grants thru programs such as Great River Housing Trust Fund.
- Identify any vacant or dilapidated homes in existing neighborhoods for targeted demolition and redevelopment.
- Continue to actively enforce nuisance and vacant building violations, and offer positive incentives for compliance by first-time violators.
- Evaluate the possibility of a rental inspection program.

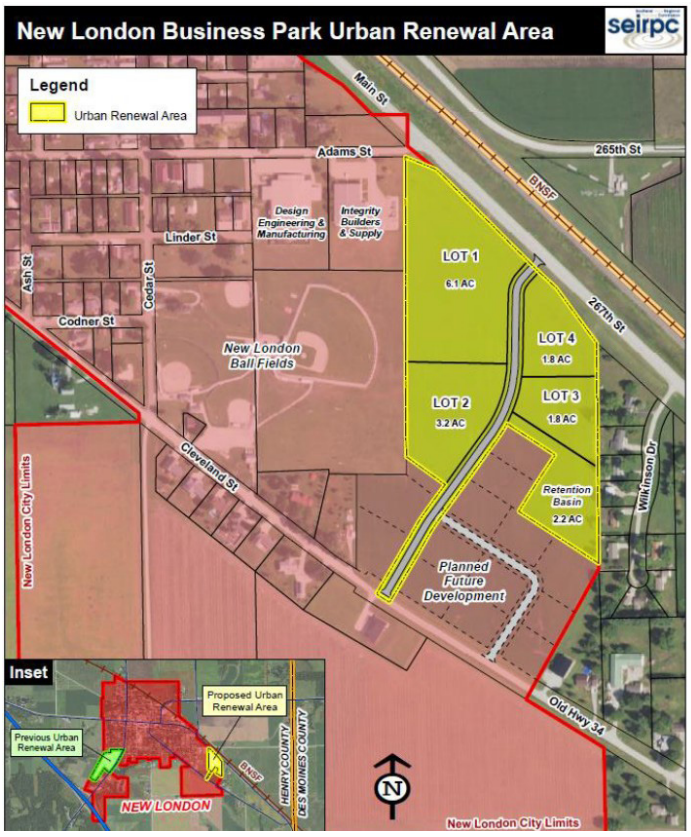
GOAL 2

New Development and Expansion

- Identify potential areas and strategic annexation for contiguous properties for new housing development, based on landowner interest, and proximity to public amenities and existing road/utility infrastructure.
- Pursue new housing development in the community. For example: working with H & K Wagner Family Park, Inc. to pursue new housing development of land they own east of 1st Avenue - refer to 'Part 5' of the plan for potential future development areas.
- Pursue incentives such as tax abatement, Tax Increment Financing (TIF) and urban renewal to support housing development along with supporting developers with outside incentives such as Workforce Housing Tax Credits.
- Recruit developers and contractors from primarily within Southeast Iowa to develop new housing units in the community.
- Learn and adapt from nearby communities' recent/ongoing experience with new housing projects.

Urban Renewal Plan, New London, IA





GOAL 3 Encourage a Variety of Housing Options

- Pursue new quality multi-family housing options with convenient access to regional job opportunities, via the arterial road and highway network.
- Pursue housing types that cater to young families, with an emphasis on those with 3-4 bedrooms, 2-3 car garages, and spacious yards for pets and recreational use.
- Ensure that all forms of housing, including multi-family, have ready access to local parks, trails/sidewalks and other civic amenities.
- Pursue revitalization of manufactured home parks into a modern, well-designed park, as a low-maintenance option for lower income residents.
- Update zoning ordinance to encourage housing options, as needed.

GOAL 4 Community Partnerships

- Establish a local housing committee/ task force, tasked specifically with addressing the community's current housing needs, and pursuing solutions and strategies.
- Identify, promote, and utilize housing programs that support neighborhood stabilization, such as those offered by the Great River Housing Trust Fund.
- Work with developers, residents, and non-profits (such as Southeast Iowa Housing Inc.) to pursue new housing development through the Homes for Iowa program.
- Communicate with other nearby cities about their recent and ongoing housing projects, in order to learn from their experience and adopt similar strategies.



Manufactured Home Park, Pella, IA



Habitat House funded by Great River Housing Trust Fund, Mount Pleasant, IA



Homes for Iowa home, Columbus Junction, IA



New quality multi and single family homes, Hiawatha, IA



THEME 3

RESILIENT INFRA-STRUCTURE AND SERVICES

Infrastructure forms the backbone of a community – a necessary support structure for all economic, social, and recreational activity. It is widely recognized that the City of Danville and its communities face substantial challenges in expanding and maintaining its infrastructure, including streets, water, sewer, cellular, and broadband services. However, with a targeted, structured focus on the most critical elements needing services, the City can go a long way in showing its citizens that it values the safety and well-being of providing quality services to all of its citizens.

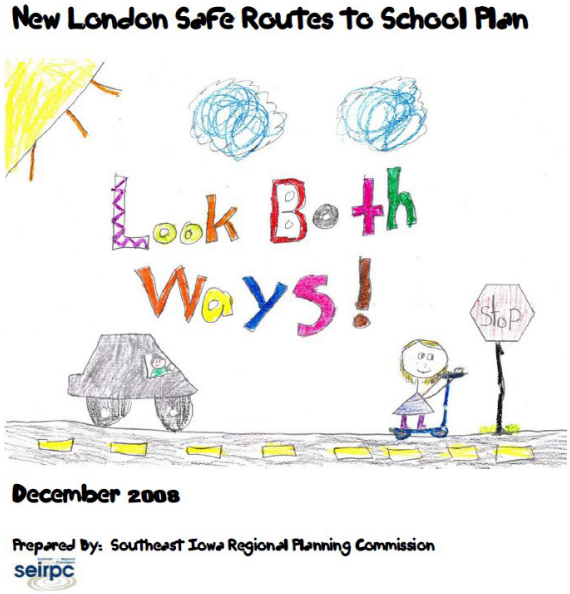
RESILIENT INFRASTRUCTURE AND SERVICES

GOAL 1

Multi-Modal Options

- Seek to expand the existing network of sidewalks to cover the city, and provide access to civic, business, and service destinations.
- Facilitate the repair and replacement of existing sidewalks, including ADA-compliant crossings at intersections.
- Pursue 'Safe Routes to School' funding for sidewalk projects to Danville School.
- Work with SEIBUS or other area transit providers to coordinate public transport for members of the public to and from key destinations, specifically transporting older individuals to medical appointments.

Safe Routes to School Plan, New London, IA



GOAL 2

Surface Drainage Enhancements

- Conduct a community-wide stormwater management plan to understand existing conditions and necessary accommodations that will address drainage for new residential and/ or commercial development.
- Set aside a 'greenway' buffer along existing stream channels and ravines, to be left undisturbed when the adjoining land is developed.
- Coordinate drainage preservation efforts with the development of new parks and trails, to provide a passive means for the general public to utilize dedicated green space.
- Incorporate stormwater management best practices into community projects such as establishing bio-retention cells for absorbing stormwater or using permeable pavers and other drainage improvements in public parking areas.

Stormwater Management Practices, West Union, IA



Greenway Management, Coralville, IA



GOAL 3 Maintenance and Longevity of Streets

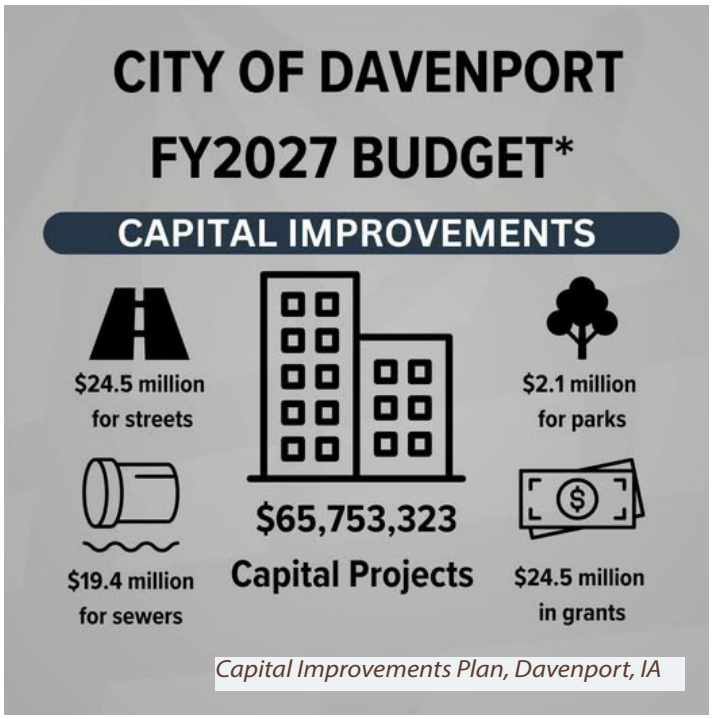
- Pursue competitive funding sources (such as Iowa DOT's Surface Transportation Block Grant Program) to undertake surfacing and streetscaping improvements for Main Street from downtown to Roosevelt Street, and work with regional partners to obtain outside funding assistance for such efforts.
- Consider the replacement of existing ditches with curb-and-gutter for older residential streets, whenever feasible.



Reconstruction of Jefferson Street funded through STBG in 2018, Mount Pleasant, IA

GOAL 4 Utility Upgrades and Maintenance

- Develop a 'Capital Improvements Plan' annually to identify specific sewer, electric and water upgrades that will be necessary for developing certain properties at the fringe of the city for residential, commercial and industrial uses.
- Conduct annual evaluations of sewer/ storm service fees along with 'Capital Improvements Plan' to determine the rate changes or potential reductions.
- Continue maintaining existing utilities and community facilities such as Fire Department, existing parks, streets and sidewalks as part of City's annual Capital Improvement Plan.
- Pursue funding to continue turning overhead electric lines to underground lines.
- Pursue grants from Community Development Block Grant , Federal Emergency Management Agency or other funding sources for utility improvements.



Capital Improvements Plan, Davenport, IA



ADA Compliant Crossings at Intersections, Burlington, IA





THEME 4

ECONOMIC PROSPERITY

Economic health and stability is an essential component of community success, growth, and quality of life. It influences all other aspects of life in the community, and contributes greatly to how the community is perceived, by locals and visitors alike. Danville residents recognize the present, ongoing challenges that the community faces, and are anxious for a positive change. Certain, specific actions are necessary to make this a future reality, involving everything from brick-and-mortar projects to new education initiatives and more proactive investments in human capital.

ECONOMIC PROSPERITY

Theme 4: Economic Prosperity

GOAL
1 Job Opportunities and Tax Base

- Work with the Southeast Iowa Regional Planning Commission, Greater Burlington Partnership and commercial real estate firms to pursue development of 1 or more sites for light-to-moderate industrial manufacturing operations.
- Develop local incentives, including tax abatement and tax increment financing, to promote future commercial or industrial development.
- Work with Greater Burlington Partnership, Iowa Small Business Development Center to attract new small businesses downtown such as farmer's market-style shop with local produce/products, small businesses, café, dining options, and a grocery store or mini mart.



Musco Sports Lighting, Muscatine, IA

GOAL
2 Cost Sharing Opportunities

- Pursue strategies that would enable lower service fees for sewer and water customers, while not compromising the quality of service.
- When seeking outside funding for local infrastructure projects, aggressively pursue funding from multiple sources – state, federal and private, so that each can be used to leverage the contribution of the others.
- Utilize tools such as urban renewal, tax increment financing (TIF), and revolving loan funds (RLF) to incentivize local residential and commercial development.
- Coordinate with H & K Wagner Family Park, Inc. to facilitate the development of the new park and its individual recreational amenities - refer to 'Part Five - Future Development Focus Areas' of the plan.



Greater Burlington Partnership



PART FOUR:

FUTURE LAND USE

FUTURE LAND USE

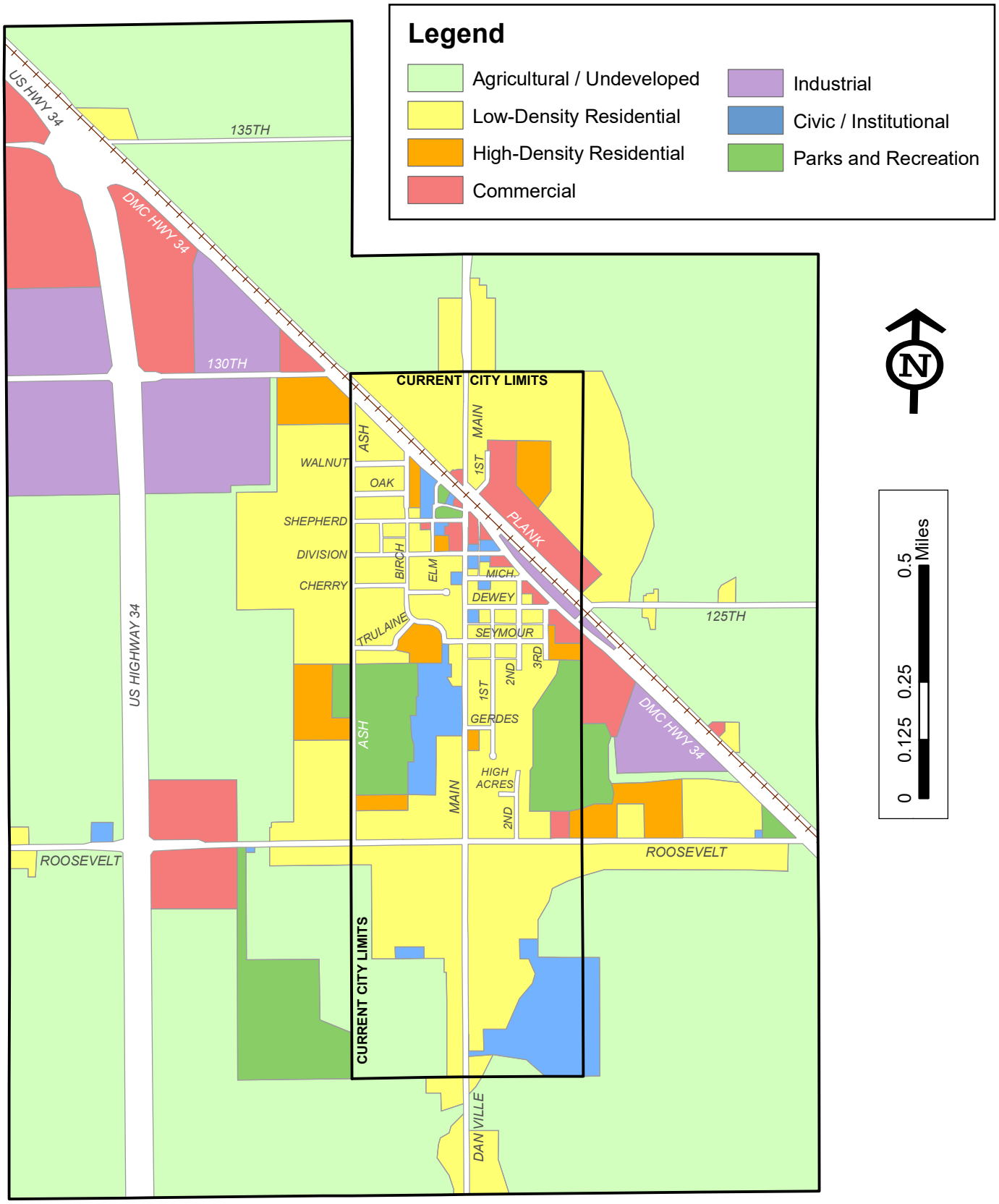
The Future Land Use map shows the desired future vision of how land will be used in and around Danville in 2045. This includes the entire Planning Area, which extends from 0.25 to 1.0 miles outside of the current city limits, and was previously used in preparing the Current Land Use Map in 'Part Two' of the plan. The exact layout of uses on this map should not be seen as an objective in and of itself, to be accomplished in its entirety in only 20 years. Instead, it should be used to guide the local decision-making process, when individual development prospects materialize for a specific property within the Planning Area. This would include factors of consideration such as zoning and infrastructure extensions (roads and utilities).

The Future Land Use Map does not include specific guidance on how and where the Danville city limits should be extended outward through annexation. Rather, annexation prospects should be evaluated based on the type and density of development being proposed, along with the feasibility of City street and utility extensions to serve the new development.



FUTURE LAND USE

Danville Future Land Use Map



FUTURE LAND USE

Agricultural / Open Space

This category should be reserved for areas of high-quality farmland, and/or areas that are not ideally suited for new residential, commercial or industrial development in the near future. This includes the vast majority of land within the Planning Area that is presently unincorporated. It also includes several small areas within the current city limits, which are at the outer fringes of the city and not adjacent to any existing road or utility infrastructure. Much of these areas have high-quality farming soils, and they are not realistic or desirable prospects for urban development within the next two decades. There is also an extensive area of floodplains that stretches along Main Street/Danville Road between the wastewater treatment plant and 110th Street. Accordingly, that area is not conducive to the development of additional homes and businesses.



FUTURE LAND USE

Low-Density Residential

Existing single-family neighborhoods should continue to be maintained for this same type of use, and the construction of new infill homes should be encouraged in any instance where an existing home is demolished. For the development of new residential subdivisions and street blocks, priority should be given to areas that are physically adjacent to existing neighborhoods – especially those where the existing street grid can easily be extended onto adjoining properties. A good example of this is the area on the southeast side of town, between the two separate, dead-end sections of South 2nd Street. Also, on the northwest side of town, the east-west streets like Oak and Division can be extended westward past Ash Street, with one or two north-south streets platted to run parallel with Ash. Plus, new homes in this area would easily blend in with the more recently developed homes in the Don-Wan Subdivision between Ash and Birch.

Other priorities for residential development should be proximity to public services like schools and parks. The aforementioned area on the southeast side of town will be situated directly between the Danville Schools complex and the planned new Wagner Family Park to the east. Also, the areas west of Ash Street would be close to the Schools complex, and the athletic fields in particular. New homes would also be desirable along Roosevelt between the current city limits and DMC Highway 34. This area would be ideally situated between the new Wagner Family Park and the existing Waters Park.



High-Density Residential

These uses should be evenly spread throughout the community, to avoid a large concentration of multiple complexes in one small area. To a large extent, the city's existing multi-family complexes are already distributed in such a manner. But as the city continues to grow outward, it is important to ensure that different types of housing are available for different segments of the population, including young professionals and families, as well as downsizing seniors and retirees.

New multi-family housing should be located in areas with convenient access to schools, parks, and other civic amenities. They should also have ready access to collector and arterial streets, in order to provide residents with access to jobs, and prevent excessive traffic on minor residential streets. The Future Land Use map identifies 5 priority locations for new multi-family housing. Two of these are immediately adjacent to the school athletic facilities along Ash. Nearby, the former Danville Care Center nursing home is an ideal candidate for senior housing, next to the existing 3-unit townhome building.

Another good location for high-density residential is near the current northwest corner of the city, along Ash and 130th Streets. With reasonable prospects for commercial and light industrial development close to the Highway 34 intersection, high-density housing at this location would allow for a logical transition between low-density residential and commercial. Finally, the north side of Roosevelt on the east side is conveniently situated between the Wagner Family and Waters Parks, and the nearby wooded ravine offers a natural buffer from existing industrial uses to the north.

FUTURE LAND USE

Commercial

The downtown area should be the primary focus for new commercial development. In order to preserve the historic character and ambiance of downtown, the adaptive reuse of existing buildings is encouraged whenever possible, and any horizontal or vertical additions to existing buildings should not alter the general appearance or pedestrian orientation of the storefronts. In addition, there are currently several old homes mixed in with the downtown commercial buildings. Given the lack of any vacant lots for infill commercial development, these homes could either be replaced with a new commercial building, or adaptively reused for a commercial purpose (or a mix of live/work space).

Elsewhere, new commercial development should be reserved for areas along existing arterial and collector streets, as those roadways provide ample visibility to a wide customer base, and new businesses would not cause traffic on minor residential streets to increase. On the east side of town, there are several small commercial properties scattered among residential along Old Highway 34. Given the minimal amount of lot depth for these properties, the future viability of new business development in this area would largely be contingent on converting several adjoining properties from residential to commercial.

Plank Road is also a desirable location for commercial uses, as there are already several businesses present, and its location along the railroad line makes it comparatively less desirable for residential development. New commercial development should also be pursued along the US Highway 34 bypass, adjacent to its paved at-grade intersections with DMC Highway 34 and Roosevelt Street. The opening of the bypass two decades ago has resulted in through-traffic not having ready access to any businesses in Danville, without departing the highway to take the unofficial 'business route' through town.

Each intersection has advantages and disadvantages. The DMC Highway 34 intersection already has several businesses nearby, and 130th Street offers a secondary access point (which could be upgraded from gravel to paved in the future). But the curvature of the highway in this area creates compromised visibility for motorists. The Roosevelt intersection has a comparatively safer, perpendicular crossing, and it's located close to the Schools complex, but there are no existing businesses nearby. Accordingly, while the prospect of numerous new developments occurring along Highway 34 is low, the Future Land Use Map identifies both intersections as prospective locations for commercial. This would be ideal for travel-oriented businesses like gas stations, truck stops, restaurants and lodging.

Industrial

While Industrial uses can be very beneficial in terms of employment and tax base, they can also have negative impacts on adjacent residential areas, such as noise, odors, dust, or pollutants. Therefore, the location of future industrial development should be carefully coordinated, to ensure that there is a sufficient buffer between them and any nearby homes and neighborhoods.

The Future Land Use Map shows 2 primary areas of industrial use. The first of these is surrounding the intersection of US Highway 61 and 130th Street. This area shows a mixture of commercial and industrial uses, as both of these would benefit from the ready access to the highway. In general, travel-oriented businesses like gas stations would be better suited to the primary intersection with DMC Highway 34, while industrial uses like warehousing, logistics and manufacturing could be situated immediately to the south and east, away from the regular inflow/outflow of customer traffic.

While a larger manufacturing employer would be appropriate for this area, it is most likely that new industrial development would be similar to existing businesses in and around Danville like bulk fuel trucking and grain storage/processing. Development in the area between Highway 34 and Ash should be carefully coordinated, to ensure that new residential areas are adequately buffered from any industrial uses nearby. This would ideally include a mix of trees, green space, and solid perimeter fencing.

The other logical place for industrial is immediately east of the current city limits. With a pair of large commercial and industrial uses already present in this area, it would make sense for the small area of farmland between them to be developed for a similar use. Further to the west, the existing grain elevator is logically positioned for both highway and rail access, but the grain bins across the street would ideally be relocated, as this site lacks a sufficient buffer from nearby residences.

Civic/Institutional

For this category, the Future Land Use Map is largely identical to the Current Land Use Map. However, it is acknowledged that additional similar uses may be appropriate in areas that are depicted as a different type of use on this map. Because these uses are developed by public and non-profit entities, the Future Land Use Map should not be used to strictly regulate where they are developed in the future, in instances where a needed expansion or relocation is proposed. Instead, such developments should be evaluated on a case-by-case basis, with consideration to specific impacts such as traffic volume, utility usage, and stormwater drainage.

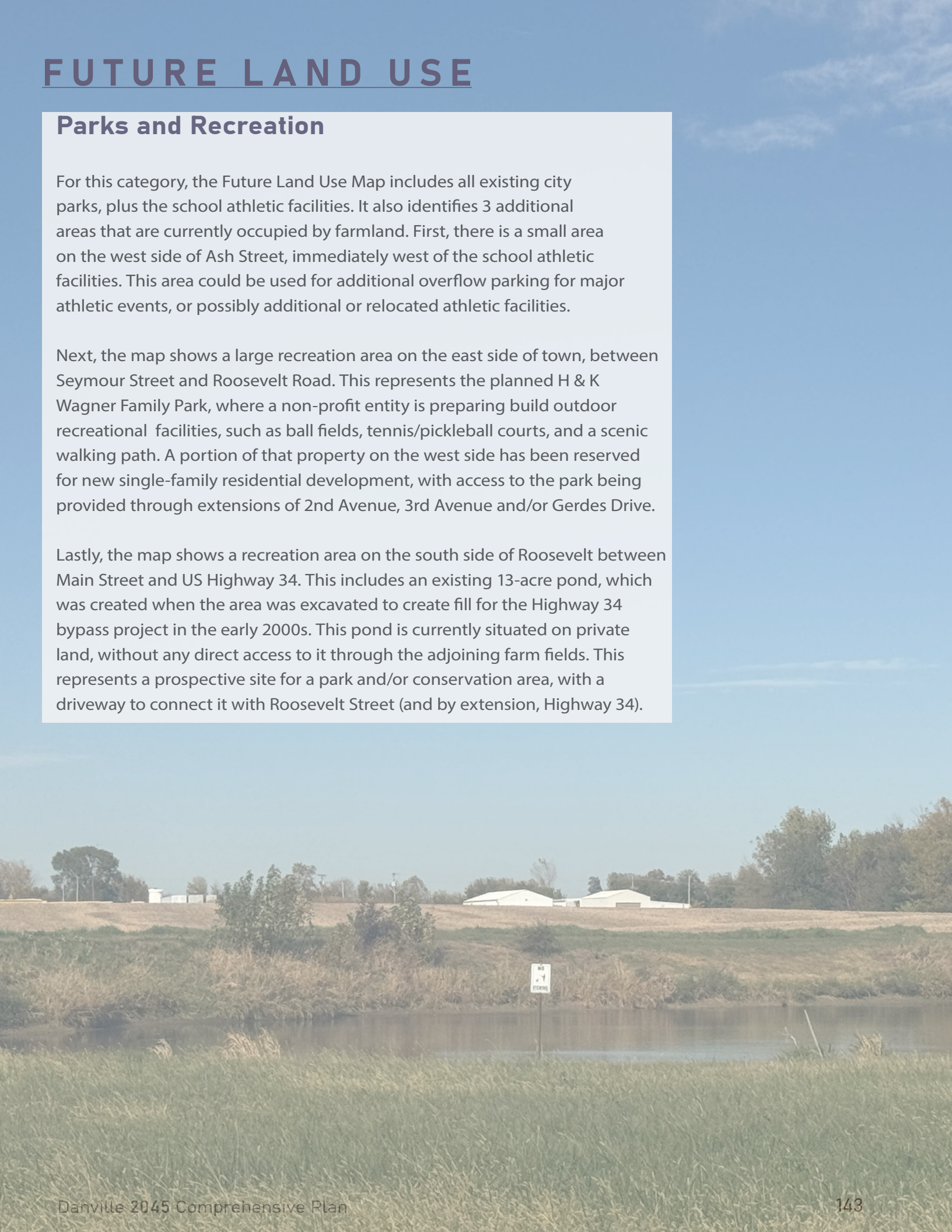
There are a few exceptions to this rule. There are small areas south of the existing Danville Schools complex that are shown as either 'Civic' or 'Parks and Recreation', in order to accommodate future expansions of the existing school academic and athletic facilities. Also, the site of the former Danville Care Center was changed from 'Civic' to 'High-Density Residential', to allow for the conversion of this recently closed nursing home into senior living apartments. Finally, a portion of the north driveway into the wastewater treatment plant is shown as 'Low-Density Residential', in order to encourage new development between the plant and the homes along the east side of Main Street. This represents a logical location for a public street, with other side streets splitting off to access new home sites to the north and south.

Parks and Recreation

For this category, the Future Land Use Map includes all existing city parks, plus the school athletic facilities. It also identifies 3 additional areas that are currently occupied by farmland. First, there is a small area on the west side of Ash Street, immediately west of the school athletic facilities. This area could be used for additional overflow parking for major athletic events, or possibly additional or relocated athletic facilities.

Next, the map shows a large recreation area on the east side of town, between Seymour Street and Roosevelt Road. This represents the planned H & K Wagner Family Park, where a non-profit entity is preparing build outdoor recreational facilities, such as ball fields, tennis/pickleball courts, and a scenic walking path. A portion of that property on the west side has been reserved for new single-family residential development, with access to the park being provided through extensions of 2nd Avenue, 3rd Avenue and/or Gerdes Drive.

Lastly, the map shows a recreation area on the south side of Roosevelt between Main Street and US Highway 34. This includes an existing 13-acre pond, which was created when the area was excavated to create fill for the Highway 34 bypass project in the early 2000s. This pond is currently situated on private land, without any direct access to it through the adjoining farm fields. This represents a prospective site for a park and/or conservation area, with a driveway to connect it with Roosevelt Street (and by extension, Highway 34).



PART FIVE:

FUTURE DEVELOPMENT FOCUS AREAS



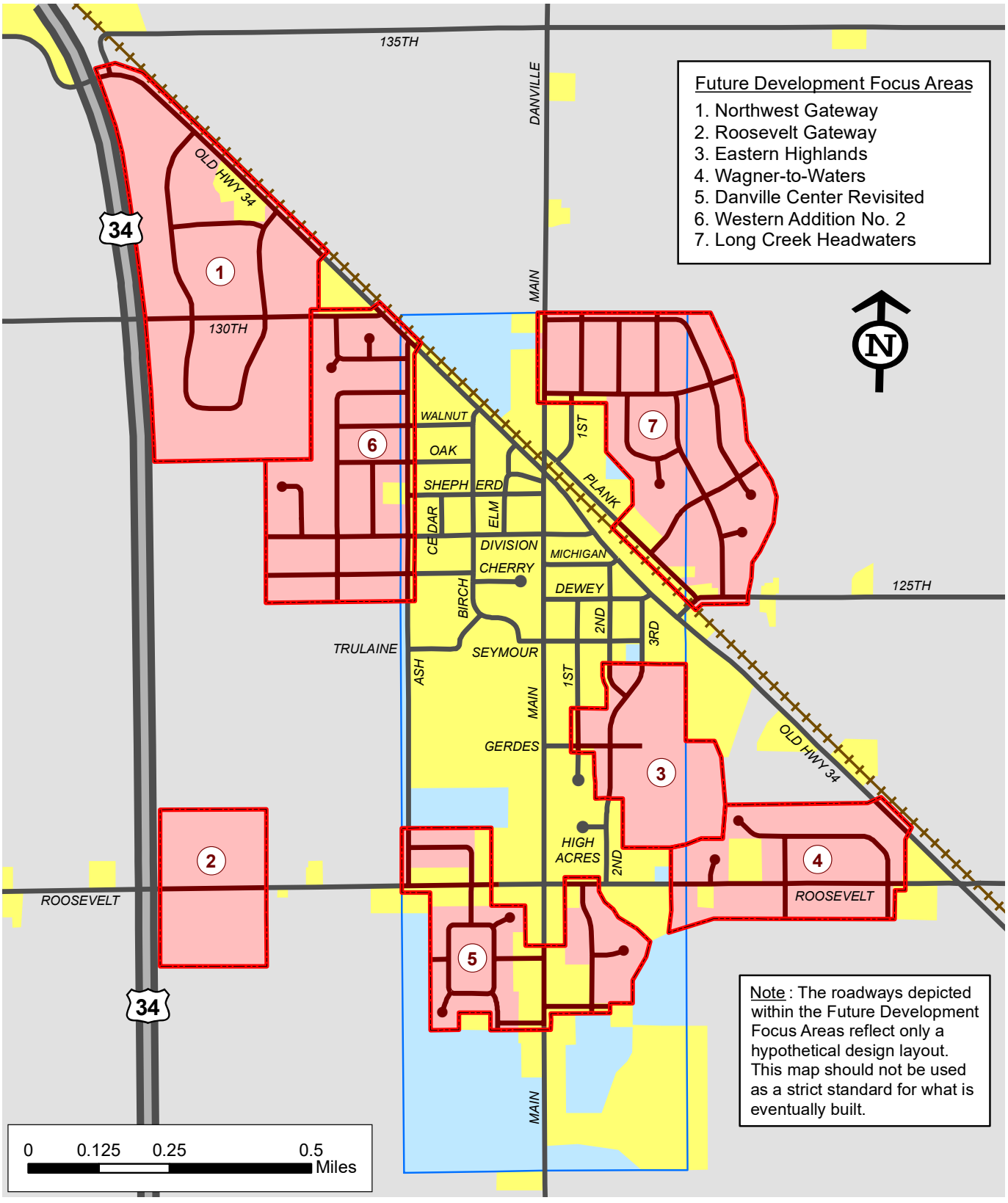
FUTURE DEVELOPMENT FOCUS AREAS

To provide additional guidance beyond the basic categorization of land uses shown on the Future Land Use Map, the map on the following page identifies seven individual focus areas for future development (or redevelopment) within the Land Use Planning Area. For each one of these focus areas, a detailed yet flexible description is provided for the individual development types desired for that particular area. These descriptions are based on multiple factors, including local preferences identified by the Steering Committee and other local stakeholders, existing infrastructure such as highway and utility access, and natural constraints such as drainage and topography.

Within each of these focus areas, the Future Land Use Map should not be viewed as a rigid requirement for what exact types of development should and should not be allowed, especially when the exact configuration of streets and utilities is subject to change. Instead, focus area descriptions should complement the Future Land Use Map and provide a certain degree in flexibility, based specific uses are and are not compatible with the overall vision for that particular focus area.



FUTURE DEVELOPMENT FOCUS AREAS





1. NORTHWEST GATEWAY

The Northwest Gateway Focus Area covers nearly 100 acres of land within the triangular area between the US Highway 34 bypass and DMC Highway 34. This is an ideal location for commercial and industrial development, since it has direct access to the 4-lane highway, but it is also within half a mile of the city's current city limits and existing utility infrastructure.

This spacious area provides plenty of room to accommodate a mix of similar uses, including light industrial/ manufacturing, warehousing and logistics facilities, and highway-oriented commercial businesses, such as hotels, restaurants, or a travel plaza with a gas station and truck parking.

Presently, 130th Street is a gravel road maintained by Des Moines County Secondary Roads. However, this road could be paved and widened in order to serve the development on adjoining properties. Funding programs such as the Iowa DOT's RISE program could be sought for such a paving project, provided that it was tied directly to industrial development and job creation.

Such an improvement would primarily be necessary for developing the land on the south side of 130th. However, it would also be beneficial for the properties between 130th and Old Highway 34, since it would create a functional 'loop' for traffic entering and exiting the highway. A couple of additional side streets could serve to connect Old Highway 34 and 130th Street, and these could extend southward to form a loop through the property south of 130th. To maximize the amount of developable land, the easternmost north-south road should generally follow and straddle the electric transmission line that runs diagonally through this area.



Rider Logistics Center, Grimes, IA



2.ROOSEVELT GATEWAY

The Roosevelt Gateway Focus Area is largely similar to the Northwest Gateway. It is intended for securing development that would benefit highway travelers and local residents alike. In this case, because Roosevelt is heavily used for traffic accessing the Danville Schools complex (including buses), this is not an ideal location for industrial uses, where traffic could become congested during a shift change. However, it would still be a good location for highway-oriented commercial uses, such as gas stations, restaurants and hotels. The bulk of the traffic for those types of establishments would only use Roosevelt to enter and exit the highway, so this would not result in a substantial influx of traffic into the community.

As with the Northwest Gateway, it may be necessary to coordinate with the Iowa DOT to pursue safety accommodations for the intersection between Roosevelt and Highway 34, given the anticipated increase and frequency of turning vehicles. This could include the construction of dedicated turn lanes, advanced warning lights for oncoming motorists, and/or warning signage.



Kwik Star, Kalona, IA


Flex Buildings at Dunn Industrial Park, Norwalk, IA



3. EASTERN HIGHLANDS

The Eastern Highlands Focus Area represents the most immediate prospect for new development, as it is primarily centered around the planned new H & K Wagner Family Park. A non-profit entity was recently established for the purpose of developing a new park on the east side of Danville, on portions of a 40-acre tract of land that had been farmed by several generations of the Wagner family.

The eastern 25 acres of this property have been reserved for park amenities, which can be gradually expanded over time. The initial plans include playground, tennis or pickleball courts, and soccer fields. There will also be a central pavilion and garden area, along with a shared-use bike and pedestrian path around the perimeter of the park. This will leave a significant amount of open space, which could either be preserved in its natural setting, or reserved for other recreational amenities in the future.

The remaining 15 acres of the original tract can be developed for single-family homes, and this represents a convenient opportunity to fuse together several disjointed portions of the city street grid. There are three dead-end streets which currently terminate at the edge of this tract. This includes 2nd and 3rd Streets on the north side (from the Seymour's Addition), and another section of 2nd on the south side (from the High Acres Subdivision). These streets can be extended to connect with one another, and Gerdes Drive can be extended eastward from 1st Street to connect 2nd, while also providing the primary entrance into Wagner Park.

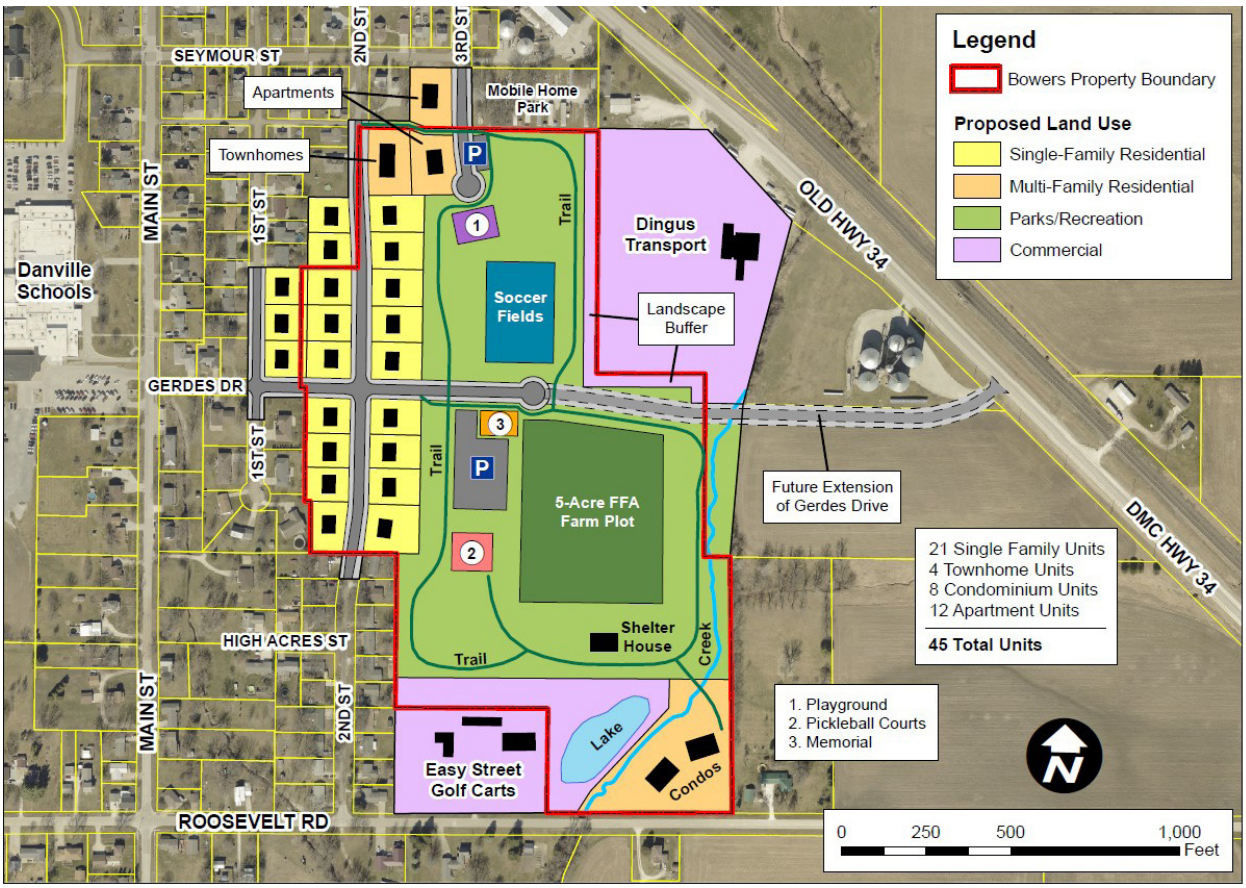


New Housing Development, North Liberty, IA



Centennial Park Development with outdoor Amphitheater and bike/ pedestrian, North Liberty, IA. An example of park amenities in a residential neighborhood that can be replicated in Eastern Highland Focus Area.

Eastern Highlands Development - Proposed concept



Proposed H&K Wagner Family Park



PARK LEGEND

1. MEMORIAL PAVILION AND GARDEN
2. PLAYGROUND
3. TENNIS, PICKLEBALL, AND BASKETBALL COURTS
4. U18 (ie. 11v11) SOCCER FIELDS
   (field fits 2x U8 fields)
5. DOG PARK
6. NATURAL AREA - WALKING TRAILS AND SMALL PAVILLION
   (Natural areas totaling 12.1 acres - intended to meet CRP requirements)
7. TRAIL LOOP
   (Proposed 30' buffer around edge of park as initial phase)
8. PARKING (APPROX. 100 STALLS)

DEVELOPMENT LEGEND

- **A** SINGLE FAMILY LOTS - TYP. DANVILLE SIZE
  Size varies (see plan), intended to fit same size homes as adjacent lots - 2000-3000 sqft. (including garage)
- **B** SMALL SINGLE FAMILY LOTS WITH CONNECTIONS TO PARK
  100' x 60' lots, intended to fit approx 1500 sqft. home
- **C** LARGE SINGLE FAMILY LOTS @ ROOSEVELT RD.
- **D** PROPOSED LAND SALE TO NEIGHBOR TO SOUTH
- **E1** LAND SWAP WITH DTS
  Giving 45' swath totaling 1.1 acres
- **E2** LAND SWAP WITH DTS
  Getting portion of creek parcel totaling 1.1 acres
- **F** SELLING STRIP OF LAND TO ADJACENT OWNERS
  15' wide piece of land added to back side of neighboring lots
- **G** POTENTIAL LOTS BY OTHER LAND OWNERS
- **H** CONNECTING TO EXISTING R.O.W.

Development totals:

- 26.9 acre park
- 8.1 acres for Development (owned by Bowers)
- Other:
  - .28 acres to adjacent lots (F)
  - 3 ac to Easy Street Golf Carts (D)
  - 1.1 ac swap with DTS (E1/E2)

HOLLY & KATIE WAGNER MEMORIAL PARK

DANVILLE, IOWA

Concept v3 - April 2025

0' 80' N



4.WAGNER TO WATERS

The Wagner-to-Waters Focus Area represents a 1/3-mile long corridor in between the new H & K Wagner Family Park and the existing Waters Park at the intersection of Roosevelt Road and Old Highway 34. With recreational amenities available on both sides, this represents an ideal location for new housing, especially for young families with children and senior citizens. Such new development would help fuse the previously isolated Waters Park into the community as a whole, and better solidify its position as a community gateway for westbound motorists.

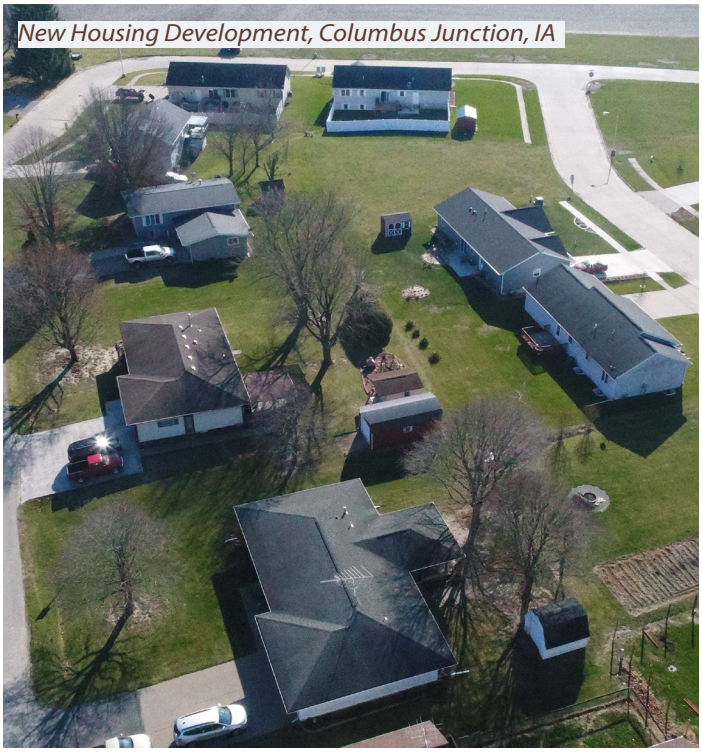
There is about 700 feet of space between Roosevelt and a small drainageway to the north, which runs directly parallel to the street. This would allow for up to 3 rows of homes, with one row along the north side of Roosevelt, and the other two surrounding a new east-west street to the north. The land immediately surrounding the drainageway should be preserved as open space, in order to both retain existing stormwater drainage patterns, and serve as a buffer between commercial and industrial properties to the north.

A small 3-acre patch of land currently sits along the north side of Roosevelt, between a small pond and an existing house. This would be a good location for a small condominium or townhome development, along a short-cul-de-sac, with optimal views of the pond and Wagner Park to the north and west. The land to the north and east of that existing house could be developed for a mix of single and multi-family housing, and this would be a particularly good location for assisted living units or even a new full-service nursing home.

The south side of Roosevelt could be developed for a row of residential lots, which could utilize the existing utility lines along that street. However, one or two 'stub roads' should be established, to preserve access to the farmland to the south, and ensure that streets could be extended into that area for long-term future development.



New Housing Development, New London, IA



New Housing Development, Columbus Junction, IA



New Townhomes, Cumming, IA



Senior Apartments, West Burlington, IA



5.DANVILLE CENTER REVISITED

This focus area involves three separate areas of undeveloped land on the far south side of the city. The intersection between those two streets represents the oldest developed part of Danville. While much of the frontage along those two streets has been fully developed for homes over the past 2 centuries, the adjoining land to the rear of those homes remains undeveloped and cut off from the city's street grid.

In order to successfully develop this area for new homes, it will be essential to carefully plan ahead for how the new streets will feed into Main and Roosevelt. At present, there is already a narrow strip of land on both sides of Roosevelt between Main and Ash. A new street could be extended through this area, and the portion to the north of Roosevelt could then wrap around to the west and intersect with Ash. The north side of that street would be a logical place for apartments or townhomes close to the Danville Schools complex, while the south side is developed for single-family homes.

There are also a couple of properties on the west side of Main Street which offer just enough room for a street entrance to serve residential development to the west. This presents a unique opportunity for a 'circle drive', where several streets feed into a continuous loop street that surrounds a single block of homes. This arrangement would discourage motorists from using this neighborhood as a 'shortcut' between Main and Roosevelt, and thereby enhance the privacy and seclusion of the residential properties. Once again, at least 1 or 2 'stub roads' should be provided at the perimeter of this area.

For the land on the east side of Main Street, there are two logical places for new street access. First, the existing driveway entrance for the City's wastewater treatment plant could be widened and paved to create a public street, and another street could extend northward from the street toward Roosevelt. There is a small area of open space between two homes on the south side of Roosevelt, where that new street could feed into it. The wide bend of Long Creek on the east side of this area would allow for the creation of a cul-de-sac that feeds into that new north-south street.



Uptown Village Apartments, Burlington, IA



Nexus Hometowns, West Burlington, IA



Trail Ridge Estates around a circle drive with cul-de-sac, Solon,IA



6. WESTERN ADDITION NO. 2

Similar to the previous focus area, this one represents a functional continuation of development patterns from earlier in the city's history. This began with the Western Addition of 1902, which offered the first major residential development on the west side of Main Street (on the blocks between Shepherd and Division). It continued all throughout the 20th and early 21st centuries, concluding with the Don-Wan Subdivision along Oak and Walnut Streets. These earlier developments resulted in a logical, efficient street grid that extends for several blocks from both north-to-south, and east-to-west.

Accordingly, they helped lay the groundwork for a logical future extension to the west, once the City annexes land beyond Ash Street. While this area includes high-quality farming soils, the flat terrain ensures that the land can be efficiently subdivided for a moderately dense grid of streets and home lots – thereby maximizing the benefit obtained from having the land developed.

In order to preserve the existing farmstead home on the west side of Ash, Shepherd Street would not be extended past Ash, and the street blocks between Oak and Division could be oriented to run from north-to-south, while those on either side of those two streets would run from east-to-west, the same as those to the east of Ash. In order to allow for commercial and industrial development along 130th Street, an open space buffer should be provided along the western edge of the residential area, with streets and lots arranged so that the rear yards of the homes face that open space buffer.

While most of this area should be reserved for single-family homes, the northernmost portion along 130th Street represents a good location for multi-family development, such as apartments or townhomes. This would allow for a logical buffer between single-family and commercial/industrial, and the occupants of these homes would have ready access to Highway 34, along with job opportunities throughout Des Moines and Henry Counties.



7. LONG CREEK HEADWATERS

This final focus area encompasses 80 acres at the northeast corner of the city. The north side has traditionally been seen as less desirable for development, based on the presence of a busy railroad line between it and the remainder of the city. However, this area is situated on a patch of high ground at the headwaters of both Long Creek and one of its major tributaries. Accordingly, it offers ideal terrain for new residential development, and optimal views of the farm scenery to the north and east.

This area extends diagonally across from Main Street to 125th Street, and also includes some land on the north side of Plank Road. This ensures that there can be multiple access points on either side, thereby preventing a traffic bottleneck at either of the city's two railroad crossings. The size and shape of this area would allow for several rows of homes on 2 to 3 parallel streets, which gradually shift to a diagonal layout from west to east, to account for the angle of the railroad and Plank Road.

The area along the north side of Plank would be best suited to a commercial use, as there are already several business present, and commercial would serve as logical buffer between residential neighborhoods and the railroad tracks. Furthermore, a strip of multi-family housing could serve as a buffer between single-family and commercial. 1st Street could be extended northward to feed into the residential street grid, but then go around a jog, in order to allow for two full rows of homes between it and Main Street.



Multi-family housing development , Orange City, IA as an example of buffer between single-family and commercial



City of Danville,
105 W Shepherd St., Danville, IA 52623