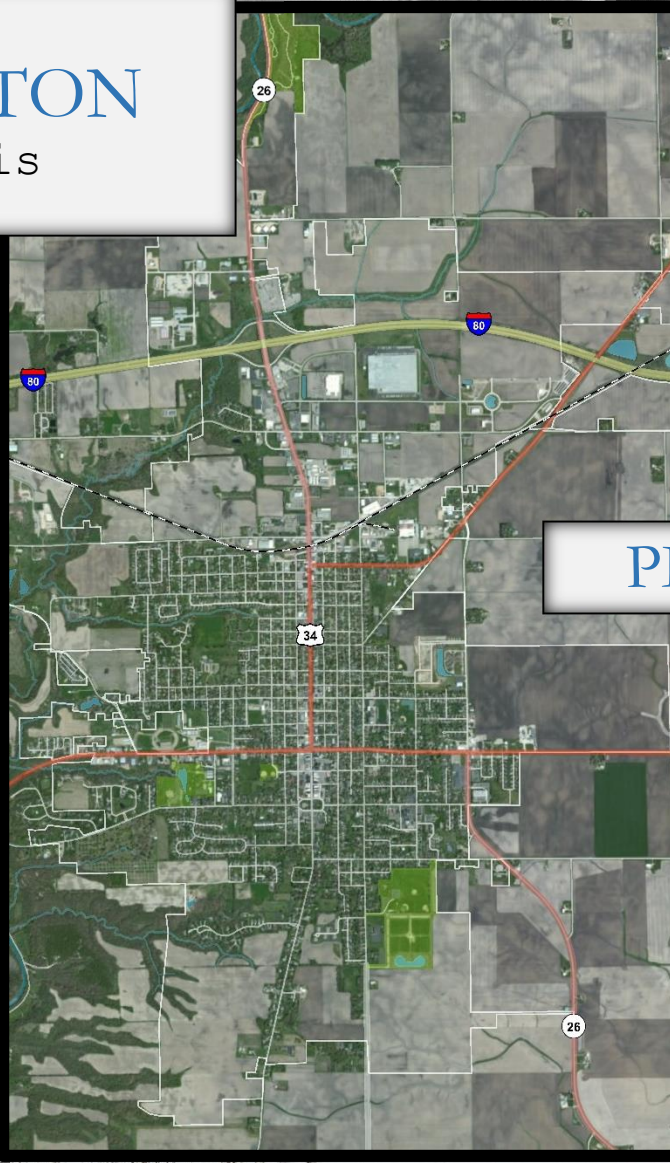
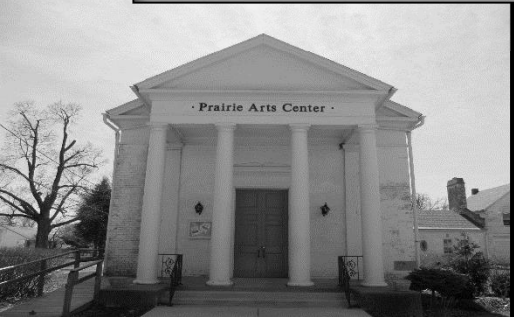


City of
PRINCETON
 Illinois



PLAN TO 2025



PLAN TO 2025

CITY OF PRINCETON 2015 COMPREHENSIVE PLAN

ACKNOWLEDGEMENTS

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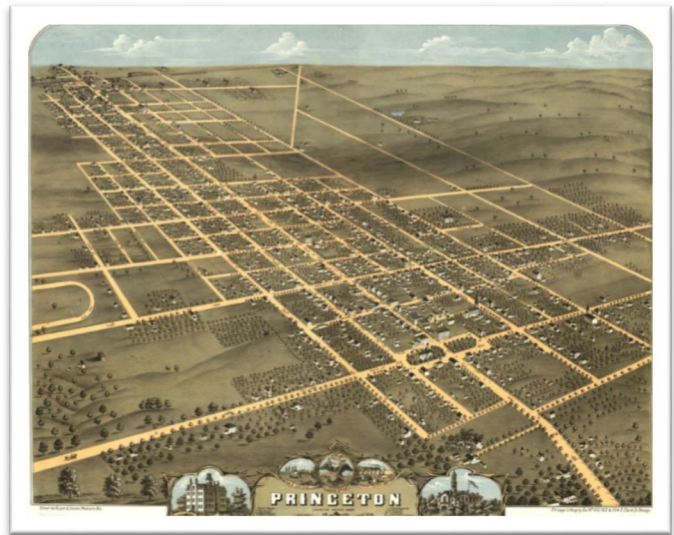
TABLE OF CONTENTS

CHAPTER 1 – INTRODUCTION	1-1
History & Background of the City of Princeton	1-1
Regional Location	1-3
Princeton's Comprehensive Plans	1-4
Planning Process	1-5
 CHAPTER 2 – COMMUNITY PROFILE	 2-1
Population Trends	2-1
Housing Trends	2-4
Gender/Age/Race/Income	2-5
Education	2-9
 CHAPTER 3 – BUSINESS AND TRADE PROFILE	 3-1
Business Employment Profile	3-1
Retail and Service Trade Area	3-3
* Exhibit 3-1: Princeton Trade Area Map.....	3-4
Labor Market Area	3-6
* Exhibit 3-2: Princeton Labor Market Area Map.....	3-7
 CHAPTER 4 – PUBLIC FACILITIES AND UTILITIES	 4-1
* Exhibit 4-1: Public Facilities Map	
* Exhibit 4-2: Street Improvement Map	
 CHAPTER 5 – CITYWIDE PLANS	 5-1
Existing Land Use and Development Plans	5-1
* Exhibit 5-1: Development Map 1999-2014	
* Exhibit 5-2: Existing Land Use	
Framework Plan	5-2
* Exhibit 5-3: Framework Plan	
Future Land Use Plan	5-7
* Exhibit 5-4: Future Land Use Plan	
Transportation Network.....	5-8
* Exhibit 5-5: Transportation Map	
* Exhibit 5-6: Average Daily Traffic Count	
* Exhibit 5-6: Grand Illinois Trail Concept Map	
 CHAPTER 6 – POLICIES AND TASKS	 6-1
 CHAPTER 7 – PLAN IMPLEMENTATION	 7-1
Princeton Action Plan.....	7-4

CHAPTER 1 – INTRODUCTION

HISTORY & BACKGROUND OF THE CITY OF PRINCETON

Princeton has a rich history of being on the right path and its prosperity has been intertwined with transportation since its first settlers arrived in the in the early 1830's. Princeton was settled as a meeting place, half way between the land claims several members of the Hampshire Colony Congressional Church. The original settlement was named Greenfield and later named Princeton after its first survey in 1832. Princeton was chosen as the County Seat in 1837 when Bureau County was formed and was incorporated as a Town in 1838. Princeton was chosen as Bureau County's seat of justice, not only because of its central location but also because of its easy access to Peoria and Galena via the Peoria and Galena Road, a main highway at the time, that linked lead mines in northern Illinois to Peoria and Galena.



In 1854, the Chicago, Burlington, and Quincy Railroad was completed. The railroad, passing through Princeton, brought much growth and fortune to the City. The railroad is now owned by Burlington Northern Santa Fe (BNSF) and is heavily used for freight and Amtrak passenger trains. The railroad still brings prosperity to the City by attracting riders that use Princeton's historic Amtrak station.

The City was also on another historical route: several Princeton homes were part of the Underground Railroad that gave shelter to many runaway slaves before the Civil War. The Owen Lovejoy home was the most famous of the local Underground Railroad "stations".

With the adoption of the automobile came new major routes that passed through the City. The Grand Army of the Republic Highway (US Route 6) was built in the 1920s and stretches nearly coast to coast. US Route 34 was also completed in the 1920s and connects Illinois to Colorado. Interstate 80, a transcontinental route, was completed in 1966 and its proximity to Princeton continues to serve as one of the City's main assets.

INTRODUCTION

Single-family residential uses are the predominant land uses in Princeton and can be found throughout most sections of the City. Princeton supports diversity of architectural styles that reflect its agricultural history. A tour along Park Avenue East and West will reveal examples of classic Italianate architecture, and Georgian, Greek and Colonial Revival styles, some dating pre-Civil War, and many listed on the historic register compiled by the Bureau County Architectural Preservation Society.



The more traditional areas of the City are laid out in an orderly grid pattern, which encourages easy access. More suburban development patterns with cul-de-sacs and lots with large front setbacks are somewhat more prevalent in peripheral areas. Princeton uniquely contains a number of larger estate lots (.5–1.5 acres) throughout the older areas of the City. Neighborhoods are fairly well defined and the quality of development is generally excellent.

Multifamily uses are relatively few in number compared to single-family units, but can be found dispersed throughout the City. The larger complexes are located near the periphery of the City, while converted single-family homes are spread throughout the older sections of the City. Additional multifamily units (e.g., apartments) are available along Main Street above small-scale commercial and retail uses.



Commercial uses in Princeton are primarily located along Route 26 (Main Street). The southern portion of Main Street served as the City's commercial and civic center when it was first built. However, when the railroad was built through the northern section of town, it provided the impetus for creating a new business center around the new train station. Today, the northern and southern historic districts along Main Street function as viable commercial areas, with their small town character and pedestrian orientation intact.

Between the north and south historic districts is a commercial area comprised of small professional offices operating in converted residential structures.

Capitalizing on interstate access, newer auto-oriented commercial uses have developed north of the

PRINCETON'S COMPREHENSIVE PLANS

1969 COMPREHENSIVE PLAN – COMMITMENT TO SOUND PLANNING

The City of Princeton's commitment to sound growth and development through planning was initiated in 1969 with the adoption of the City's first Comprehensive Plan. The 1969 Comprehensive Plan included statements of community goals and objectives to be attained over a five year period as well as studies of existing land use, the City's economic base, housing, Central Business District, and other aspects of community life. From these studies, the plan made recommendations concerning future land use, such as transportation, traffic circulation, schools, parks, and community facilities. In addition, included in these recommendations was the call for development and expansion of the Central Business District and Princeton's industrial base.

1991 COMPREHENSIVE PLAN – WHERE TRADITION MEETS PROGRESS

In 1991, the City Council authorized the update to the 1969 Comprehensive Plan, which was completed and adopted in August 1991. The 1991 Comprehensive Plan explores many of the same topics covered in the original plan, but it also expands on the 1969 plan by identifying current trends and making appropriate recommendations in light of these trends.

2002 COMPREHENSIVE PLAN – PRESERVING TRADITION WITH CONTINUED COMMITMENT TO SOUND PLANNING & PROGRESS

The 2002 Plan represented a comprehensive approach to the overall development of the City of Princeton, drawing on and updating existing plans and policies, as well as creating new ones, that helped guide the City and its residents towards the desired image and character of the community. The 2002 Comprehensive Plan was a long-range guide for growth affecting land use and investment decisions of both public and private interests. The Plan focused heavily on Main Street redevelopment plans and design. Princeton's 2006 Land Development Code was compatible with many of the concepts from the 2002 Plan; including the addition of subtle design standards, creation of new zoning districts, and stricter subdivision regulations. The North Main Street streetscape and way-finding signage projects were also completed elements from the Plan.

PLAN TO 2025 – PLANNING FOR REGROWTH & TRANSFORMATION THROUGH BEST PRACTICES

Plan To 2025 provides the City with a balanced and targeted guideline. This plan outlines a sensible approach to planning that will focus on enhancing the community's strengths and character. This plan condenses previous concepts and centers on strategic implementation of goals and policies as well as a stronger focus on economic development.

PURPOSE OF THE COMPREHENSIVE PLAN

The primary purpose of the Comprehensive Plan is an advisory document to guide the future actions of a community. It presents a vision for the future; with long-range policies and tasks for all activities

INTRODUCTION

that affect the local government. The Comprehensive Plan is also used in conjunction with the Land Development Code (Zoning Ordinance) to help guide future development and redevelopment.

PLANNING PROCESS

Planning for the future of the City of Princeton requires a thorough evaluation of the local population, economy, community assets, transportation, and existing land uses. The assessment of such trends is essential in the preparation of the Future Land Use Plan, Policies and Tasks, and Implementation sections of the Plan.

In order to find further direction for the Plan and input for the policies and tasks, the planning process consisted of several meetings with City staff as well as community stakeholders. A public hearing was also held before the planning commission to gain additional public input.

The following information was derived from stakeholder meetings using the Strengths Opportunities Weaknesses and Threats Analysis (SWOT).

CITY DEPARTMENT HEAD SWOT June 2014

STRENGTHS

- Top notch utilities
- Exceptional Insurance Services Office (ISO) rating
- Strong sales tax base
- Great elementary school system
- Close access to major transportation routes
- Full time EMS/Fire
- Local Healthcare (city owned hospital)
- Manufacturing base
- Progressive government

WEAKNESSES

- Aging business district
- Aging infrastructure
- Few new housing choices
- Roads/curb/gutter
- Few neighborhood parks

INTRODUCTION

- Few diverse employment opportunities
- Level of City debt
- Intergovernmental cooperation between taxing districts
- Few social events/activities for teenagers and young adults
- Deferred Economic Development
- Community is resistant to change

OPPORTUNITIES

- New types of industry
- Tech and Logistics Parks
- City water and electric capacity
- Park District land holdings
- Bureau County Fairgrounds
- Z-tour and other community events
- Festival 56 and Prairie Arts Center

THREATS

- Aging population/stagnant population
- Local healthcare
- Regional retail competition
- Aging structures/declining property values

STAKEHOLDER SWOT June–July 2014

STRENGTHS

- Midwestern values and a welcoming community
- Centrally located
- Proximity to interstates, rail, and river
- Amtrak station
- Well trained Police/Fire/EMS
- Variety of cultural offerings (Festival 56, Prairie Arts)
- Main street

WEAKNESSES

- Intergovernmental relationships
- Few diverse employment opportunities for skilled/educated workers

INTRODUCTION

- Local healthcare
- Rail through community impacts flow of traffic

OPPORTUNITIES

- Street festivals and community events
- Use Homestead festival as an Opportunity to market Princeton to young professionals and families to move back to the community
- Create a more lively main street : more outdoor seating for restaurants/outdoor activities in warmer months

- Increased Economic Development to provide incentives for industry and small business
- Attract more private funds for civic projects helping attract and maintain businesses
- New and existing TIF districts
- Appearance/architectural standards
- Farmers' market
- Take advantage of more volunteer labor for civic projects
- Mix smaller events to last all day/weekend to encourage overnight stays

THREATS

- Aging population and decline
- Diminishing healthcare
- Educated young professionals not moving back to the area
- Property maintenance

CHAPTER 2 – COMMUNITY PROFILE

Planning for the future of the City of Princeton requires an evaluation of the local population and economy. Such trends are likely to have a significant effect on long-range growth and development. Evaluation of these factors guide the City's Future Land Use Map and policies by determining if the City should prepare for population growth/stagnation/decline, changing housing trends, and changing age demographics.

POPULATION GROWTH TRENDS

Princeton is the largest community in Bureau County. Although the population of Bureau County has fluctuated greatly over time (from an all-time high of 44,000 in 1910 to its current low of 34,978) Princeton has enjoyed steady growth. Historically, the City's population trends have followed closely with the state average population change.

Table 2-1 Population Trends (1940–2010)
Princeton, Bureau County, and Illinois

	Princeton		Bureau County		Illinois	
	Population	Percent Change	Population	Percent Change	Population	Percent Change
1940	5,224	-	37,600	-	7,897,241	-
1950	5,765	10.4%	37,711	0.3%	8,712,176	10.3%
1960	6,250	8.4%	37,594	-0.3%	10,081,158	15.7%
1970	6,959	11.3%	38,541	2.5%	11,110,285	10.2%
1980	7,342	5.5%	39,114	1.5%	11,427,409	2.9%
1990	7,197	-2.0%	35,688	-9.6%	11,430,602	0.0%
2000	7,501	4.2%	35,503	-0.5%	12,419,293	8.6%
2010	7,660	2.1%	34,978	-1.5%	12,830,632	3.3%

Source: 1940 – 2010 U.S. Census

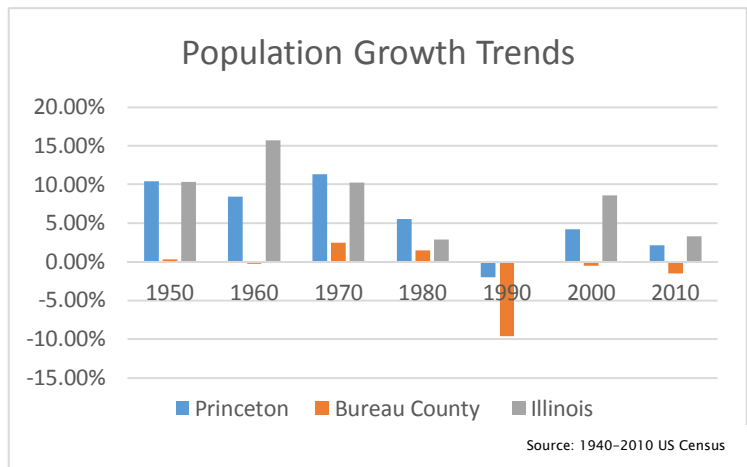
Princeton has always comprised a large percentage of Bureau County's total population. In 2010, Princeton made up 21.9% of the County's total population.

More recently, between the years 1980 and 2010, the City of Princeton's population increased from 7,342 to 7,660, which represents a growth of about 4.3 percent. During the same period, the population of Bureau County declined by approximately 10.1 percent from 39,114 to 34,978.

While the City has experienced moderate growth over the last 30 years; the City is projected to start losing population. The U.S. Census projects the 2012 population at 7,525 or a decline of 1.7% over

two years. Some of the growth from 2000–2010 may have been due to an influx of annexed population.

These trends signify the importance for planning for slow growth in Princeton. Over time, Bureau County's increased dependence on Princeton translates into the need to improve and expand Princeton's existing facilities in order to retain and grow its current population.



HISTORICAL BUILDING PERMIT TRENDS

The table below details a 10 year outline of building permit trends within the City of Princeton. From looking at the table it is evident that all construction peaked in 2004 and 2007. Since the recession

Table 2–2 2003–2013 Princeton Building Permit Trends

YEAR	Residential		Commercial	TOTAL	
	New SFH	New Multifamily	New Buildings	Total # of Permits for All Construction	Total Value of All Construction
2003	15	0	4	119	\$7,887,691
2004	21	0	3	141	\$11,860,584
2005	15	0	5	126	\$5,917,365
2006	10	0	1	136	\$8,205,867
2007	18	0	7	129	\$11,131,452
2008	15	1	4	117	\$8,159,983
2009	3	0	4	113	\$2,937,514
2010	7	0	9	101	\$4,464,883
2011	0	1	7	103	\$4,198,111
2012	2	1	3	74	\$4,768,797
2013	2	1	2	77	\$5,052,509

Source: City of Princeton

of 2008–2009 new single-family housing starts have been very low. There has been an increase in new multifamily housing starts which is representative of the trend of decreasing homeownership. Overall construction value has been rising since 2009; though the number of permits have dropped.

HOUSEHOLD SIZE

The average numbers of persons per household has been declining over the past several decades in the United States. Smaller households have resulted from lower birth rates, a growing number of elderly living alone, an increasing number of single-parent families, delays in marriage, and an increasing number of "empty nester" households as the Baby Boom generation ages. Consistent with this national trend, the average household size in Princeton decreased by 1.8 % between 2000 to 2010. Households with children under 18 has decreased by 6.2% from 2000 to 2010 reflecting a significant decrease in young family households.

Table 3-3 Household Characteristics

	Princeton		Bureau County	
	Total 2010	Percent Change from 2000	Total 2010	Percent Change from 2000
Households	3,399	+4.2 %	14,262	+5 %
Household Size	2.18	-1.8 %	2.42	-1.2 %
Households w/ children under 18	878	-6.2 %	4,256	-8.2 %

Source: 2000 and 2010. Census

HOUSING CHARACTERISTICS AND MARKET

Princeton has been building at a considerably faster rate than the County. Housing unit growth for Princeton accounts for almost half of Bureau County's growth from 2000–2010. The 4.7% increase in housing units for Princeton is half the 1990–2000 rate of 9.5% showing that this has been a modest period of growth. Princeton also maintains a lower number of vacant housing units than the County and while the percentage of vacant housing units has grown; the increase is much less than the County. There is significant difference in the percentage of owner-occupied units between Princeton and Bureau County (68.6% to 76.0% respectively). However, there has been no change in the percentage of owner-occupied vs. rental in the County or City within the last 10 years.

Table 2-4

Housing Characteristics

	Princeton		Bureau County	
	Total 2010	Change from 2000	Total 2010	Change from 2000
Housing Units	3,679	+4.7 % (+166 units)	15,720	+2.5 % (+389 units)
Vacant Housing Units	280 (7.6%)	+ .4 %	1,458 (9.3%)	+1.8 %
Owner Occupied	2,331 (68.6%)	0%	10,845 (76%)	0 %

Source: 2000 and 2010. Census

Table 2-5

2013 Housing Market

	Princeton	Spring Valley	Peru	LaSalle	Kewanee
Total SFH	2,957 (76.1%)	1,971 (81.5 %)	3,951 (82.5 %)	3,537 (81.4 %)	4,679 (80.4 %)
SFH For Sale December 2013	114 (3.85 %)	35 (1.7 %)	57 (1.4 %)	67 (1.8 %)	108 (2.3 %)

Source: 2008–2012 American Community Survey and Realtor.com

At 76.1%, Princeton has slightly less of a percentage of single family homes than the average of surrounding communities.

GENDER AND AGE DISTRIBUTION OF POPULATION

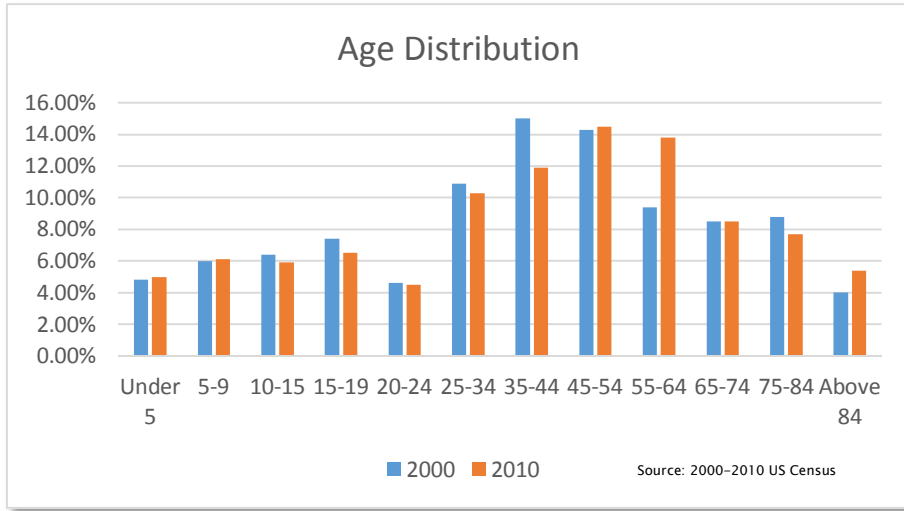
While Princeton's population has increased modestly over the past few decades, its distribution by age and gender has experienced very little change. Princeton's population breakdown by gender was 46 percent male and 54 percent female in 1990 and 2000; but in 2010 it was 46.6 male and 53.4 female. By comparison, Bureau County's population has historically had a more even distribution of males (49 percent) and females (51 percent).

Table 2-6 Age Distribution of Population

Age Range	2000		2010		2000-2010	
	Total Persons	Percent	Total Persons	Percent	Total Persons Difference	Percent Change
Under 5	363	4.8%	381	5.0%	+18	+4.9%
5-9	450	6.0%	466	6.1%	+16	+3.5%
10-14	481	6.4%	450	5.9%	-31	-6.4%
15-19	553	7.4%	500	6.5%	-53	-9.6%
20-24	342	4.6%	344	4.5%	+2	+0.5%
25-34	816	10.9%	792	10.3%	-24	-2.9%
35-44	1,126	15.0%	906	11.9%	-220	-19.5%
45-54	1,073	14.3%	1,115	14.5%	+42	+3.9%
55-64	700	9.4%	1,054	13.8%	+354	+50.5%
65-74	635	8.5%	655	8.5%	+20	+3.1%
75-84	663	8.8%	586	7.7%	-77	-11.6%
Above 84	299	4.0%	411	5.4%	+112	+37.4%
Total Population	7,501		7,660		159	2.1%
Median Age	41.8		44.9		3.1	+7.4%

Source: 2000 and 2010 U.S. Census

While there has been a 2.1% increase in population from 2000 to 2010; a major increase in that population has been in the 55+ age group. There has been a net increase of 409 people (+5.5%) in the 55+ age group compared with a net loss of 250 people (-3.3%) from the under 55 group from 2000 to 2010. The age groups with the largest gains from 2000-2010 are the 55-64 (+50.5%) and above 84 (+37.4%). The age group with the largest loss from 2000-2010 is the 35-44 age groups. There has also been a significant increase (7.4 %) in median age.



RACE/ETHNIC COMPOSITION

Princeton is predominately comprised of Caucasian residents with Hispanics being the next largest population group. The racial makeup of the community is slowly becoming more diversified. However, Bureau County is historically slightly more diverse than Princeton.

Table 2-7 Race and Hispanic Origin 2000-2010

	PRINCETON		BUREAU COUNTY	
	2000	2010	2000	2010
White	7,337	7,398	34,365	32,937
% of Total	97.8	96.6	96.8	94.2
Black	29	43	116	212
% of Total	0.4	0.6	0.3	.6
Hispanic	93	203	1,732	2,695
% of Total	1.4	2.7	4.9	7.7
American Indian/Eskimo	8	13	61	98
% of Total	0.1	0.2	0.2	0.3
Asian/Pacific Islander	47	75	182	234
% of Total	0.6	1	0.5	0.7

Source: 2000 and 2010 U.S. Census

COMMUNITY PROFILE

HOUSEHOLD INCOME

Table 2-8 shows that all median household incomes across geographical areas have dropped between 1999 and 2012 when adjusted for inflation. 2000 Census datum (1999 dollars) was adjusted for inflation using the Bureau of Labor Statistics Consumer Price Index inflation calculator in order to accurately compare the datum.

Princeton's per capita 2012 income, which went up slightly from 2010-2012, was higher than Bureau County's and similar to the State's. However, Princeton's household and family income are lower than both the Bureau County and the State; meaning it has more low income households/families.

Table 2-8

Income

	PRINCETON		BUREAU COUNTY		ILLINOIS	
	1999 Dollars adjusted for 2012 inflation	2012	1999 Dollars adjusted for 2012 inflation	2012	1999 Dollars adjusted for 2012 inflation	2012
Per Capita Income	\$28,433	\$29,230	\$26,931	\$26,259	\$31,839	\$29,519
Median Family Income	\$68,930	\$58,071	\$66,822	\$58,921	\$76,547	\$70,144
Median Household Income	\$54,603	\$44,339	\$55,445	\$48,102	\$64,206	\$56,853
Percent Below Poverty Level (Family)	5.6%	13.1%	5.4%	8.7%	7.8%	10.0%

Source: 2000 U.S. Census and 2008-2012 American Community Survey (U.S. Census)

COMMUNITY PROFILE

Table 2-9

Household Income

(Income and Benefits 2012 Inflation Adjusted Dollars)

	PRINCETON	BUREAU COUNTY	ILLINOIS
Income Range	%	%	%
Less than \$10,000	5.3	4.6	4.3
\$10,000-\$14,999	10.2	6.1	2.8
\$15,000-\$24,999	14.6	13.9	7.1
\$25,000-\$34,999	9.6	11.2	8.2
\$35,000-\$49,999	15.6	16.6	12.2
\$50,000-\$74,999	16.0	18.9	18.9
\$75,000-\$99,999	12.2	13.6	15.2
\$100,000-\$149,999	11.6	11.0	17.6
\$150,000-\$199,999	1.1	2.0	6.9
More than \$200,000	3.6	2.1	6.8

Source: 2008-2012 American Community Survey (U.S. Census)

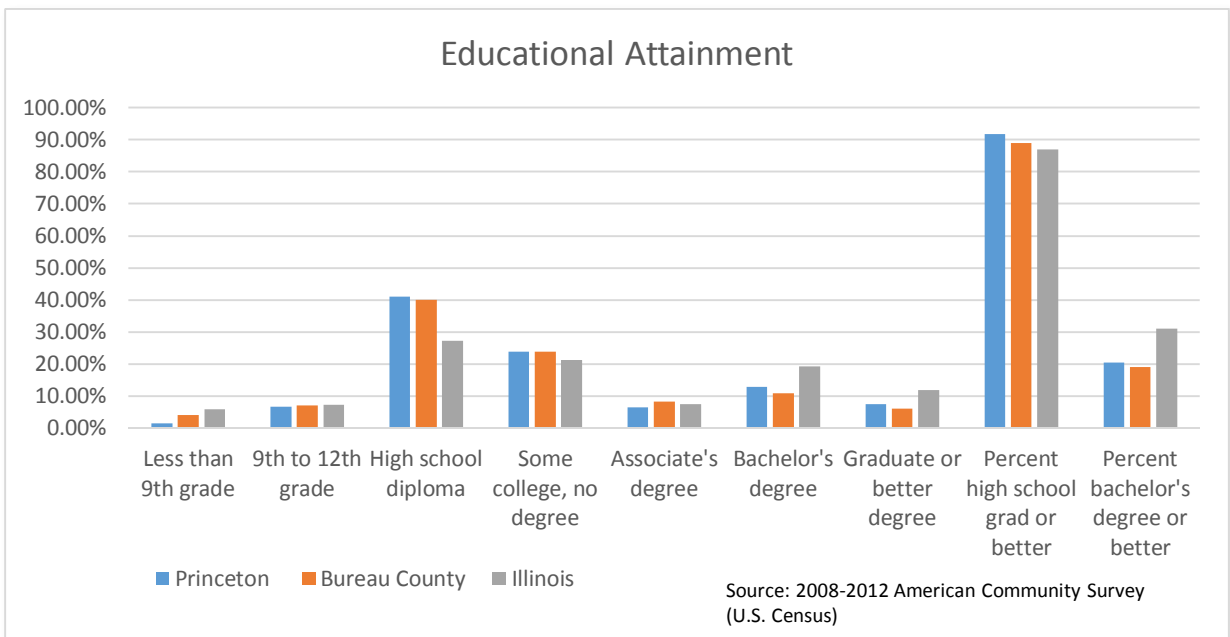
EDUCATIONAL ATTAINMENT

Princeton fares better than Bureau County in educational attainment. Princeton also has a higher percentage of population with a high school and above attainment than the State. However, Princeton has a slightly lower percentage of population with Associates, Bachelor’s, or advanced degrees than the State.

Table 2-10 Educational Attainment

	PRINCETON	BUREAU COUNTY	ILLINOIS
Population 25 years and older	5,783	24,318	8,459,947
Less than 9th grade	1.4%	4.0%	5.8%
9th to 12th grade	6.7%	7.1%	7.3%
High school diploma	41.1%	40.0%	27.2%
Some college, no degree	23.9%	23.8%	21.3%
Associate's degree	6.4%	8.2%	7.4%
Bachelor's degree	12.9%	10.9%	19.3%
Graduate or better degree	7.5%	6.0%	11.8%
Percent high school grad or better	91.8%	88.9%	87.0%
Percent bachelor's degree or better	20.4%	19.1%	31.1%

Source: 2008-2012 American Community Survey (U.S. Census)



CHAPTER 3 – BUSINESS AND TRADE PROFILE

The City of Princeton has a diverse business and employment base made up of 5,170 total jobs within the City limits. The following table (3-1) outlines the number and types of jobs (North American Industry Classification System, NAICS) that make up the employment base within City limits. Princeton’s main employment sectors include health care and social assistance, manufacturing, transportation and warehousing, and retail trade.

TABLE 3-1 PRINCETON EMPLOYMENT PROFILE (NAICS INDUSTRY SECTOR)

NAICS CODE	JOBS	
	Count	Share
Agriculture, Forestry, Fishing and Hunting	109	2.1%
Mining, Quarrying, and Oil and Gas Extraction	23	0.4%
Utilities	2	0.0%
Construction	130	2.5%
Manufacturing	756	14.6%
Wholesale Trade	161	3.1%
Retail Trade	485	9.4%
Transportation and Warehousing	527	10.2%
Information	65	1.3%
Finance and Insurance	310	6.0%
Real Estate and Rental and Leasing	11	0.2%
Professional, Scientific, and Technical Services	295	5.7%
Management of Companies and Enterprises	1	0.0%
Administration & Support, Waste Management and Remediation	78	1.5%
Educational Services	325	6.3%
Health Care and Social Assistance	860	16.6%
Arts, Entertainment, and Recreation	84	1.6%
Accommodation and Food Services	453	8.8%
Other Services (excluding Public Administration)	144	2.8%
Public Administration	351	6.8%
TOTAL ALL JOBS	5,170	100%

Source: <http://onthemap.ces.census.gov> (2011 Data)

BUSINESS AND TRADE PROFILE

Table 3–2 below provides an analysis of Princeton’s employment base by additional demographic characteristics. It shows that 82.1 percent of the City’s jobs are filled with workers over the age of 29. The table also shows that 45.8 percent of the jobs within Princeton are filled by workers with educational attainment exceeding a high school diploma.

TABLE 3–2 PRINCETON EMPLOYMENT PROFILE (DEMOGRAPHICS)

	JOBS	
	Count	Share
Total All Jobs	5,170	100.0%
Jobs by Worker Educational Attainment		
Less than high school	357	6.9%
High school or equivalent, no college	1,516	29.3%
Some college or Associate degree	1,487	28.8%
Bachelor's degree or advanced degree	880	17.0%
Educational attainment not available (workers aged 29 or younger)	930	18.0%
Jobs by Worker Gender		
Male	2,326	45.0%
Female	2,844	55.0%
Jobs by Worker Age		
Age 29 or younger	930	18.0%
Age 30 to 54	2,831	54.8%
Age 55 or older	1,409	27.3%
Jobs by Earnings		
\$1,250 per month or less	1,544	29.9%
\$1,251 to \$3,333 per month	2,088	40.4%
More than \$3,333 per month	1,538	29.7%
Source: http://onthemap.ces.census.gov (2011 Data)		

RETAIL AND SERVICE TRADE AREA

Princeton's retail and service trade area is shown on the following page (Exhibit 3-1). The trade area depicts an area in which Princeton businesses draw its customers. The trade area does not extend outside a point where it would be closer for a customer to travel to another equal/larger community with similar or additional services including: Dixon, Mendota, Peoria, Kewanee, Peru/LaSalle, Sterling/Rock Falls, and the Quad Cities. The trade area boundary extends to approximately a 15-20 minute drive time.

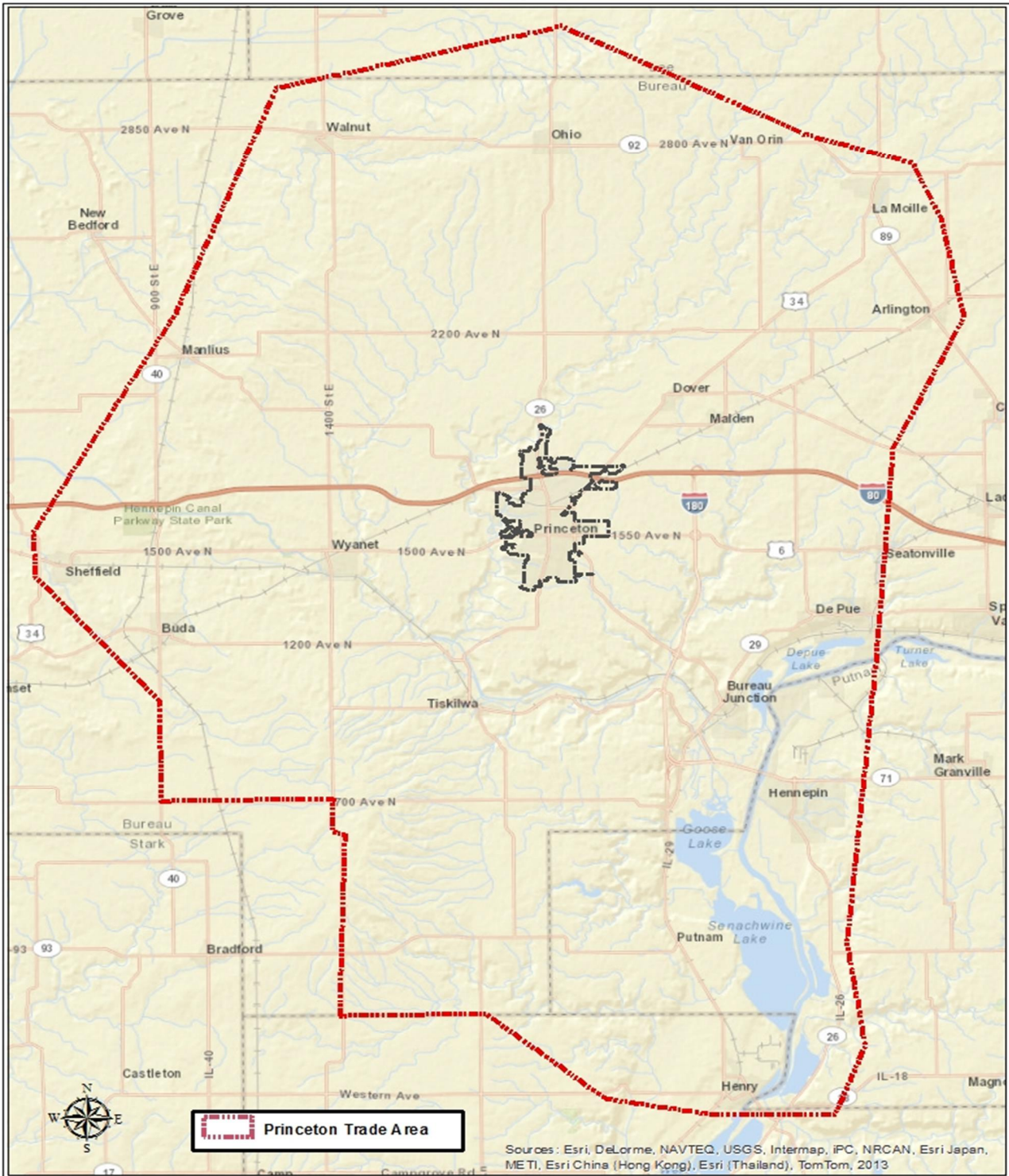
The Trade Area Summary (Table 3-4) outlines the supply (retail sales) and demand (retail potential). Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area (Green). A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area (Red). The Retail Gap represents the difference between the retail sales supply and demand (potential retail sales).

The table shows a retail gap of \$55,500,018 of sales lost to businesses outside the trade area. Major opportunity for new business growth include: grocery, furniture, appliances, electronics, clothing, sporting goods, department stores, health and personal care, jewelry, luggage and leather goods, and full-service restaurants.

A trade area consisting of only Princeton city limits produces a table with mostly surplus sales because many residents from the surrounding trade area shop in Princeton. However, Princeton's surplus sales mimic those of the trade area. Princeton does make up the majority of the retail sales within the trade area (\$169,943,007 or 74% of the total trade area supply).

Exhibit 3-1

PRINCETON TRADE AREA
15-25 Minute Drive Time



BUSINESS AND TRADE PROFILE

Table 3-3 Trade Area Summary

2013 Population						28,501
2013 Households						11,713
2013 Median Disposable Income						\$36,807
2013 Per Capita Income						\$24,660
Industry Summary	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses	
Total Retail Trade and Food & Drink	\$285,459,457	\$229,959,439	\$55,500,018	10.8	186	
Total Retail Trade	\$259,727,301	\$203,424,508	\$56,302,793	12.2	138	
Total Food & Drink	\$25,732,155	\$26,534,931	-\$802,776	-1.5	48	
Motor Vehicle & Parts Dealers	\$48,833,228	\$51,916,990	-\$3,083,762	-3.1	23	
Automobile Dealers	\$42,158,610	\$43,229,078	-\$1,070,468	-1.3	12	
Other Motor Vehicle Dealers	\$3,088,554	\$5,414,743	-\$2,326,189	-27.4	5	
Auto Parts, Accessories & Tire Stores	\$3,586,064	\$3,273,170	\$312,894	4.6	6	
Furniture & Home Furnishings Stores	\$5,109,091	\$3,617,253	\$1,491,838	17.1	8	
Furniture Stores	\$3,038,042	\$252,930	\$2,785,112	84.6	1	
Home Furnishings Stores	\$2,071,049	\$3,364,323	-\$1,293,274	-23.8	7	
Electronics & Appliance Stores	\$6,731,448	\$1,955,508	\$4,775,940	55.0	4	
Bldg Materials, Garden Equip. & Supply Stores	\$9,562,116	\$10,453,610	-\$891,494	-4.5	9	
Bldg Material & Supplies Dealers	\$7,611,236	\$6,755,241	\$855,995	6.0	5	
Lawn & Garden Equip & Supply Stores	\$1,950,880	\$3,698,370	-\$1,747,490	-30.9	3	
Food & Beverage Stores	\$41,698,283	\$21,058,499	\$20,639,784	32.9	20	
Grocery Stores	\$37,361,029	\$20,141,576	\$17,219,453	29.9	14	
Specialty Food Stores	\$1,246,744	\$307,758	\$938,986	60.4	5	
Beer, Wine & Liquor Stores	\$3,090,510	\$609,165	\$2,481,345	67.1	1	
Health & Personal Care Stores	\$23,337,913	\$2,707,668	\$20,630,245	79.2	8	
Gasoline Stations	\$28,155,871	\$27,571,703	\$584,168	1.0	7	
Clothing & Clothing Accessories Stores	\$14,265,048	\$3,944,894	\$10,320,154	56.7	7	
Clothing Stores	\$10,289,931	\$3,511,392	\$6,778,539	49.1	5	
Shoe Stores	\$2,206,203	\$0	\$2,206,203	100.0	0	
Jewelry, Luggage & Leather Goods Stores	\$1,768,914	\$433,502	\$1,335,412	60.6	2	
Sporting Goods, Hobby, Book & Music Stores	\$6,409,856	\$1,909,966	\$4,499,890	54.1	10	
Sporting Goods/Hobby/Musical Instr Stores	\$5,042,201	\$1,526,947	\$3,515,254	53.5	9	
Book, Periodical & Music Stores	\$1,367,655	\$383,019	\$984,636	56.2	1	
General Merchandise Stores	\$45,670,212	\$62,271,700	-\$16,601,488	-15.4	4	
Department Stores Excluding Leased Depts.	\$16,683,994	\$0	\$16,683,994	100.0	0	
Other General Merchandise Stores	\$28,986,218	\$62,271,700	-\$33,285,482	-36.5	4	
Miscellaneous Store Retailers	\$5,994,056	\$9,180,861	-\$3,186,805	-21.0	31	
Florists	\$390,994	\$571,906	-\$180,912	-18.8	2	
Office Supplies, Stationery & Gift Stores	\$914,909	\$431,420	\$483,489	35.9	6	
Used Merchandise Stores	\$486,261	\$1,143,415	-\$657,154	-40.3	10	
Other Miscellaneous Store Retailers	\$4,201,892	\$7,034,120	-\$2,832,228	-25.2	14	
Nonstore Retailers	\$23,960,179	\$6,835,857	\$17,124,322	55.6	6	
Electronic Shopping & Mail-Order Houses	\$20,369,164	\$3,852,249	\$16,516,915	68.2	2	
Vending Machine Operators	\$707,018	\$237,161	\$469,857	49.8	1	
Direct Selling Establishments	\$2,883,997	\$2,746,446	\$137,551	2.4	3	
Food Services & Drinking Places	\$25,732,155	\$26,534,931	-\$802,776	-1.5	48	
Full-Service Restaurants	\$11,365,146	\$9,470,624	\$1,894,522	9.1	13	
Limited-Service Eating Places	\$11,957,976	\$13,171,466	-\$1,213,490	-4.8	16	
Special Food Services	\$1,179,619	\$626,057	\$553,562	30.7	3	
Drinking Places - Alcoholic Beverages	\$1,229,415	\$3,266,784	-\$2,037,369	-45.3		

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Supply and demand estimates are in 2013 dollars.

Source: Esri and Dun & Bradstreet. Copyright 2013 Dun & Bradstreet, Inc. All rights reserved.

LABOR MARKET AREA

Princeton's Labor Market Map (Exhibit 3-2) depicts an area within a 45 minute commute from Princeton. The area covers all of Bureau, Marshall, and Putnam Counties; and parts of Henry, LaSalle, Lee, Whiteside, Stark, Rock Island, and Woodford Counties. The Labor Market Area (LMA) has a total population of 169,492.

Table 3-5 outlines some of the LMA statistics. Approximately 20% of employed persons are in the production and logistics industries within the LMA. Another major occupation within the LMA is office and administrative support at 14.4%. Of the over 25 population, 87.6% percent are high school graduates or higher, which exceeds the state average of 87%.

Exhibit 3-2

Princeton Labor Market Area
(45 minute drive time)



Source: ESRI Marketplace

BUSINESS AND TRADE PROFILE

Table 3-4 Labor Market Area Statistics

Total Population	169,492
-------------------------	----------------

CIVILIAN EMPLOYED POPULATION AGE 16+ YEARS BY OCCUPATION		
Total	79,563	100.0%
Management	6,303	7.9%
Business and financial operations	2,329	2.9%
Computer and mathematical	402	0.5%
Architecture and engineering	1,122	1.4%
Life, physical, and social science	347	0.4%
Community and social services	1,118	1.4%
Legal	389	0.5%
Education, training, and library	3,683	4.6%
Arts, design, entertainment, sports, and media	554	0.7%
Healthcare practitioner, technologists, and technicians	4,400	5.5%
Healthcare support	2,516	3.2%
Protective service	1,725	2.2%
Food preparation and serving related	4,859	6.1%
Building and grounds cleaning and maintenance	3,341	4.2%
Personal care and service	2,171	2.7%
Sales and related	8,006	10.1%
Office and administrative support	11,428	14.4%
Farming, fishing, and forestry	832	1.0%
Construction and extraction	4,541	5.7%
Installation, maintenance, and repair	3,044	3.8%
Production	7,835	9.8%
Transportation and material moving	8,616	10.8%

POPULATION AGE 25+ YEARS BY EDUCATIONAL ATTAINMENT		
Total	116,611	100.0%
Less than High School Graduate	14,298	12.3%
High school graduate, GED, or alternative	44,710	38.3%
Some college, less than 1 year	10,154	8.7%
Some college, 1 or more years, no degree	17,420	14.9%
Associate's degree	10,656	9.1%
Bachelor's degree	13,151	11.3%
Master's degree	4,587	3.9%
Professional school degree	1,187	1.0%
Doctorate degree	449	0.4%

Source: U.S. Census Bureau, 2007-2011 American Community Survey

BUSINESS AND TRADE PROFILE

While Princeton's labor market extends beyond Bureau County; the following table presents commuting patterns for Bureau County. Table 3-6 shows that 38% of Bureau County's workforce commute from another County. Nearly the same percentage (37%) has over a 20 minute commute to work.

Table 3-5 Bureau County Commuting Patterns

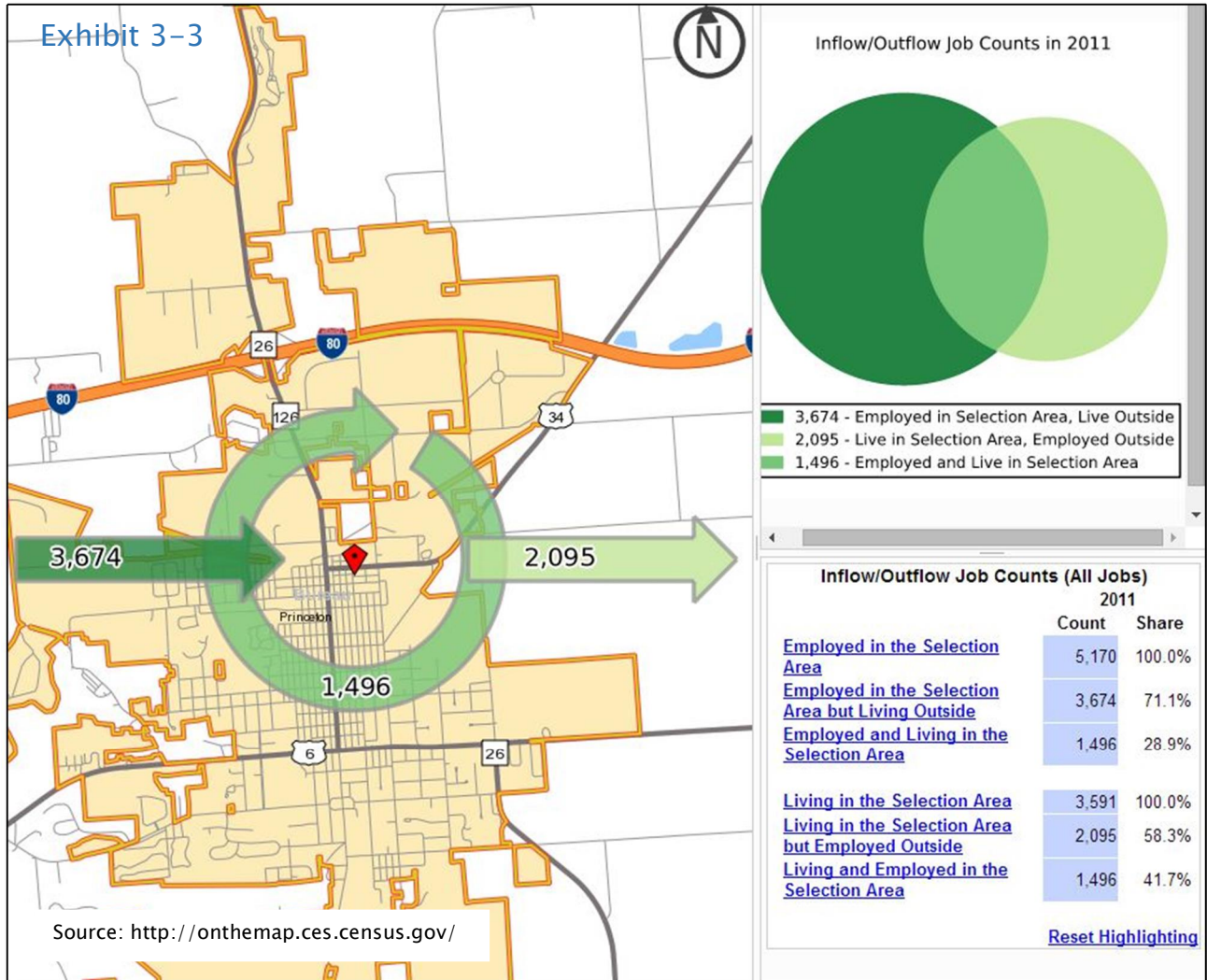
Resident Workforce	Worked at Home	Commuted to Work	Less than 20 Min Commute	20-39 Min Commute	40 Min or More Commute
16,374	578	15,796	9,689	4,387	1,720

Live In	Work and Live In	Commute from another County	Commute from Out of State
16,374	10,030 (61%)	6,176 (38%)	168 (1%)

Source: IDES and U.S. Census Bureau, 2006-2010 American Community Survey

BUSINESS AND TRADE PROFILE

The statistical map below from the US Census Bureau (2011 Data) shows the net inflow/outflow job counts. The exhibit shows that a nearly 75% of Princeton jobs (3,674 of the 5,170 total jobs) are filled by workers from outside of the City. It also shows that more than half of working Princeton residents (2,095 of the total 3,591) work outside of the City. These statistics show that Princeton is an important regional employment center.



PUBLIC FACILITIES & UTILITIES

CHAPTER 4 – PUBLIC FACILITIES & UTILITIES

This section provides information relating to the public facilities and utilities infrastructure of the City of Princeton such as schools, parks, and cultural facilities. All of which enhance Princeton's quality of life by providing knowledge, pleasure, and a pleasant environment for citizens. Other public facilities such as the City Administrative Building and the Police Facility provide municipal services to residents and visitors. Public utilities such as the water, sewer, garbage/recycling, and electric systems form the foundation upon which the everyday operation of the City is based.

EDUCATIONAL FACILITIES

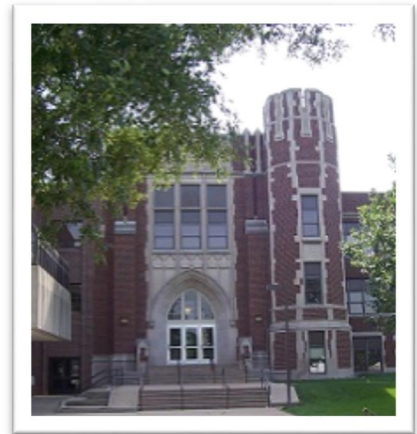
Princeton Schools

The City is situated in the center of the Elementary School District #115 and High School District #500. The High School District includes the entire #115 District as well as other elementary school districts. The Elementary District covers approximately 87 square miles while the High School District consists of approximately 110 square miles.

The high school district has experienced slow decline in its enrollment. The school's enrollment has declined steadily from a year 2000 number of 780 to its 2012–2013 enrollment of 555.

The high school currently exceeds the state average on the State Achievement Test (PSAE). The school also exceeds the state average graduation rate and instructional spending per student.

The high school has just completed several building improvements including roofing and masonry work. The school also recently completed new bleacher and press box upgrades at its football field and constructed new tennis courts.



The Princeton Elementary District includes the communities of Tiskilwa and Kasbeer. The District has four schools: Douglas – Kindergarten, Jefferson – 1st and 2nd, Lincoln – 3rd and 4th, Logan – 5th, 6th, 7th & 8th. Princeton Elementary has had a decline from the year 2000 enrollment of 1270 to the district's 2012–2013 enrollment of 1,103.

PUBLIC FACILITIES & UTILITIES

St. Louis Catholic School is one of the City's two parochial schools, serving grades K–8. The current enrollment at the school is 65. There is also a preschool adjacent to the school with a current enrollment of 20. The Princeton Christian Academy is the City's other parochial school, which serves grades pre–K to 8 and has an enrollment of 85 students.

Special Education

The Bureau–Marshall–Putnam Special Education Cooperative serves Elementary School District #115 and High School District #500 as well as the other districts located within Bureau, Marshall, and Putnam Counties. This cooperative provides special education, typically in conjunction with the student's school. The special education program teaches those with learning disabilities, mental handicaps, or behavior disorders. This program emphasizes small group or individual instruction and mainstreaming (the addition of special education students to the regular classroom). Mainstreaming is only encouraged if the student can perform successfully in this environment. The Special Education Cooperative also offers programs for physically handicapped, hearing impaired, vision impaired, and seriously ill students.

Illinois Valley Community College

Illinois Valley Community College (IVCC), located about 30 minutes east of Princeton in Oglesby, Illinois, provides many education opportunities for Princeton residents. The 425 acre campus has a 2013–2014 enrollment of 2,419 full time equivalent students and 85 full time faculty. Some evening classes are held at the Princeton High School.

IVCC just completed the construction of the \$30.5 million, 80,000 SF, Community Technology Center. This new building will be home to many of IVCC's technical programs including computer–aided design and drafting, computer numerical control, electronics and industrial electricity, wind energy maintenance, and manufacturing. Admissions and records will also be moved to the new building.

IVCC offers Baccalaureate transfer degrees: Associate in Arts (A.A.) Associate in Science (A.S.), Associate in Engineering Science (A.E.S.), and an Associates in Arts in Teaching in Early Childhood Education (A.A.T.). An Associate in General Studies (A.G.S.) is also available. IVCC also has 23 Career Programs (Associate in Applied Science degrees) designed for employment after two years. A total of 52 certificate programs enable students to gain employment in two years or less.

Due to its outstanding library facilities, low tuition costs, and diverse branches of study, IVCC has emerged as the region's leader in the areas of information resources and specialized training for business, government, and nursing.

PUBLIC FACILITIES & UTILITIES

PARKS AND RECREATIONAL FACILITIES

The City is served by a Park District that maintains all of the recreation and park areas except those noted as owned by the City or County. Princeton community park sites provide for a wide range of recreational activities. Residents can swim, jog, play a variety of sports, or simply relax. The Park District focuses mostly on community parks, as school playgrounds and recreational areas serve most of the neighborhoods in Princeton. School playgrounds and recreational fields constitute a large portion of Princeton's neighborhood recreational facilities. Currently, there are approximately 24.4 acres of land devoted to well-maintained school play areas in Princeton.

Princeton's present park facilities consist of seven park sites of various sizes. These seven areas consist of approximately 171 acres of land. Supplementing these parks are school play areas, which provide open space on a neighborhood basis. Existing park facilities are described below:



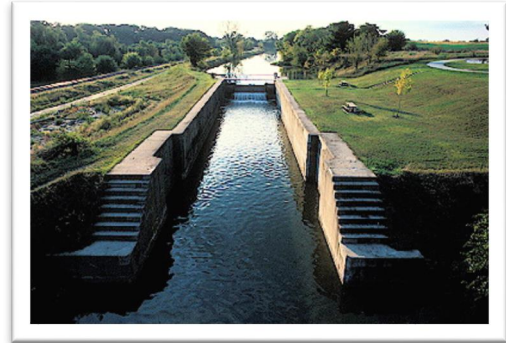
- Zearing Park (77 acres – Park District)
- City/County Park (61 acres) (City–County–Park District Owned)
- Alexander Park (outdoor pool facility) (27 acres –Park District)
- West Side Ball Park (3.75 acres – Park District)
- Soldiers and Sailors Park (1.1 acres– Bureau County Owned)
- Darius Miller Memorial Park (.77 acres – City Owned)
- Veterans Park (.54 acres–City Owned)
- Bureau County Metro Center (Park District)

The Bureau County Metro Center is a 50,000 square foot facility owned by the Princeton Park District. The recreation center amenities include a full size gymnasium; 25-yard indoor swimming pool with wading pool and observation balcony; racquetball courts; weight room; cardio-vascular room, elevated running/walking track above the gym; and locker rooms. A 40' x 80' multi-purpose room with adjacent kitchen allows the facility to host conventions, expositions, meetings, or wedding receptions.

Princeton is located near one regional park: the Hennepin Canal Recreation Area is a 104.5 mile linear park that spans five counties (Rock Island, Bureau, Henry, Lee, and Whiteside) and is listed

PUBLIC FACILITIES & UTILITIES

on the National Register of Historic Places. A multi-use (biking, hiking, and snowmobile) trail runs the length of the park. The Canal is open for boating, canoeing, and fishing. Camping is available in some areas.



The Illinois Department of Natural Resources recommends approximately 11.35 acres/1000 population for community parks. Princeton well exceeds this recommendation of approximately 82 acres. The DNR also recommends that 20% of this acreage (approximately 17 acres) should be allocated to neighborhood parks. Without the school recreational areas; Princeton does not meet this goal, as almost all its parks with amenities are large community parks. Princeton could likely use small neighborhood parks with playground facilities; specifically in the northwest and northeast areas of the City.

Overall, Princeton's parks and recreational facilities provide adequate space, a variety of activities, are well-maintained, and are accessible to most neighborhoods in the City. The quality of these facilities is one of the main reasons why Princeton is considered a great place to raise families.

COMMUNITY BUILDINGS

Bureau County Courthouse



The Bureau County Courthouse is located on the west side of Main Street, directly west of the Soldiers and Sailors Memorial Park. In addition to the county, circuit, and magistrate courtrooms, the Bureau County Courthouse also houses office space for the Tax Assessor, County Clerk, Circuit Clerk's offices, Veterinarian, Civil Defense, Treasurer's Office, legal counsel, Superintendent of Schools, and other county services. The law library is also housed in the courthouse.

Bureau County Historical Museum and Library

The Bureau County Historical Museum is located in two separate buildings on the northwest corner of Park Avenue West and Pleasant Street, directly northwest of the Bureau County Courthouse. The Matson Library has recently been donated to the Museum; which will be renovated to house some of the Museum's collection. The Museum is home to important historical artifacts which

PUBLIC FACILITIES & UTILITIES

relate to the history of Bureau County. A listing and tour of historic homes and buildings in Princeton is documented in a brochure available to the public.

Princeton Public Library

The Princeton Public Library is a municipal library under the ownership of the City of Princeton. The Library moved to its current location of 698 E. Peru Street in 2007.



The building consists of over 29,000 square feet including a café, the Matson Meeting Room, a local history room, three study rooms, and the youth services area with a separate craft space. The library's collection contains over 60,000 books, audio books, e-books, research databases, microfilm, CDs, DVDs, and archived local resources and artwork. Technologically, the library provides free high-speed wireless internet throughout the building and access to over 15 computers.

The Library hosts a wide array of stimulating and educational adult programs on a weekly basis. The library is a fully participating member of the PrairieCat system allowing for daily delivery of interlibrary loans with other libraries.

Perry Memorial Hospital



Perry Memorial Hospital is a City owned facility and one of the largest employers in Princeton. The hospital provides outstanding facilities including a 24-hour emergency service department with newly remodeled trauma rooms, a women's healthcare unit, a state-of-the-art endoscopy suite, cardiac rehabilitation, physical/occupational therapy departments, intensive care unit, a respiratory care department, and the temporary living center (TLC Skilled Nursing Center). In addition, the hospital also offers comprehensive health services such as surgery, radiology, outreach clinics to neighboring communities, various medical laboratory services, health screenings, and drug and alcohol testing. Programs such as support groups, health education classes, and community awareness programs are offered as well.

PUBLIC FACILITIES & UTILITIES

Prouty-Zearing Community Building

The Prouty-Zearing Community Building is located on Main Street and provides adequate space for civic groups and their activities. Large rooms are available for meetings and other types of civic gatherings. The Chamber of Commerce and Red Cross have their offices in the community building. The City owns and maintains this building.

Princeton Train Depot

The historic train depot located on Princeton's north side is leased from BNSF and maintained by the City. Amtrak offers regional and national service from this location. Eight passenger trains travel through the station daily. The City staffs a trainmaster for all Amtrak services.



CITY SERVICES

City Hall



Princeton City Hall shares space in the municipal building with the Fire Department. The Princeton City Hall contains all the City's administrative services including: Mayor, City Council, City Manager, City Clerk, Municipal Utilities, Economic Development/Tourism, and Building/Planning/Zoning.

The building is aging and needs significant maintenance. Exterior improvements have been completed in order to provide a more maintenance-free building. Handicapped accessibility has recently been improved in the building by the installation of a new accessibility lift.

PUBLIC FACILITIES & UTILITIES

Police Protection

The Princeton Police Department is located on the northeast side of the community on Elm Place. Princeton Police Department provides safety and protection services to the City. The Department shares a building with Bureau County Enhanced 911 (BueComm). The building currently has adequate space for both facilities.

Bureau County Sheriff's Office provides the police department with jail facilities. The City also contracts with the Sheriff's Office to provide enhanced 911 emergency dispatch service during non-business hours. The department is exploring the possibility of regional dispatching.



The department is currently engaged in an extensive community policing program. A ten week Citizen's Police Academy is hosted twice per year. The department provides a number of services to both local school districts

The number of criminal investigations has increased since 2000. To respond to existing needs and new growth, the police department has identified the need to improve police services including I.S.P.A.N. communication in-house terminal, MDTs (mobile computers) for vehicles, continued training, BASSET Certified (alcohol seller/server) ordinance, and ordinances combatting the use, sale, and possession of synthetic drugs.

Fire and EMS Services

The Princeton Fire Department is located at 2 South Main St. in the municipal building on the southwest corner of Main Street and Central Street. Fire and Ambulance is dispatched 24/7 through BueComm which is located at 615 Elm Place, Princeton, IL 61356.

The Princeton Fire Department provides fire, rescue, and ambulance services out of one central location. The fire department presently serves the City of Princeton, Princeton Rural Fire Protection District and contracts ambulance service for Ohio Fire Protection District, Malden Fire Protection District and Bureau Fire Protection District covering 225 square mile area. The fire department staff includes 11 full-time and 12 Part-time, 6 volunteer and 1 Fire Department

PUBLIC FACILITIES & UTILITIES

Chaplin. The fire department's ambulance currently provides Intermediate level of care and is pursuing a Paramedic level upgrade.

The fire department's current equipment includes 2010 Pierce XT 105 ft. aerial, 1994 Pierce Engine, 1986 Pierce Engine, 1992 Pierce Squad, 2006 Ford E-550 Brush truck, 2002 Chevy 2500HD Brush truck, 2012 Ford E-450 McCoy Miller type III ambulance, 2007 International 4300 type I ambulance, 2002 Ford E-450 Medtec type III ambulance and 1993 Chevy 1500 Silverado Suburban utility vehicle



Water Treatment and Distribution

The City's new 4.2 million gallon per day water treatment plant, well field, and tower came online in March of 2014. The new treatment plant uses a lime softening process to remove impurities from the water. The new well field contains four (4) wells that are approximately 300 feet deep. The wells are equipped with 1000 gallon per minute pumps. A new 1.5 million gallon elevated water storage tank and two (2) 500,000 gallon ground storage tanks are also located adjacent to



the new treatment plant. The old 150,000 gallon elevated storage tank located near the electric generation plant is still being used in order to help maintain adequate water pressure on the south side of the City.

Princeton's water treatment plant and wells are maintained by the City. The capacity and demand figures for the municipal water supply are listed in Table 4-1.

PUBLIC FACILITIES & UTILITIES

are influenced by seasonal changes in water table levels, ground saturation, and melted snow. Often, in wet seasons, the sanitary sewer system receives inflows in excess of its capacity because it is forced to handle rising water table levels as well as sump pump flows and other infiltration. This infiltration overwhelms both sewer systems, causing street flooding and basement back-ups.

A system-wide study is being completed to identify areas that need attention and a process for alleviating the overflow issues. The City has also recently completed several storm water management projects that will help to alleviate backups. The lift station 9 and 11 relief project was completed in 2010 and provides additional capacity for the Greencroft/Park Ave. West area. The 4,000,000 gallon southeast overflow facility will store excess storm water/sewage during heavy rain events until it can be treated. New catch basins have been installed near Dover Rd. and Euclid to reduce surface flooding during heavy rains. The City will continue to increase the capacity of lift stations and improve its SCADA monitoring system to be able to better handle and monitor heavy storm events.

Princeton's wastewater treatment plant is located along Big Bureau Creek at the west end of Clark Street. The wastewater treatment facility presently operates on the following capacity and demand figures:

Table 4-2 City of Princeton Waste Water Treatment Facilities			
Treatment Design Flow	Present Load	Excess Capacity	Overflow Lagoon Capacity
2.15 MGD	1.2 MGD	.95 MGD	6.33 MG
Million Gallons Per Day (MGD) Million Gallons (MG)			

The latest upgrade to the wastewater plant took place in 2011. A cannibal system was installed to reduce the sludge inventory by 85%. Along with this project, new headwork screens were installed, variable frequency drives (VFD), automation of equipment, and numerous probes to help monitor different components of the sludge. The plant has not been seeing the results that were presented to them, and have begun to look at other sludge handling pieces of equipment to replace the cannibal system.

PUBLIC FACILITIES & UTILITIES

In 2013 the wastewater plant completed a major upgrade to the lift station that is located on the corner of Park Ave East and 6th Street. This station was replaced with above ground Smith & Loveless suction lift pumps. Also included at this location was a vertical Huber screen to help remove the excessive trash from the wastewater stream. This project tied in with a 4 million gallon excess flow lagoon being installed south of town off of Illinois Route 26. This lagoon was put in to help alleviate the larger amounts of water the sewer system experiences during heavy rains due to inflow/infiltration on the South and East portions of town. New sewer pipe was installed on Park Ave East to replace the old pipe.



The City continues to study and monitor various sections of the sewer system to help eliminate sewer overflows/backups. Future projects currently being designed include sanitary and storm projects on South Church Street and in the northeastern area of the City.

Solid Waste & Solid Waste Management

The Street Department provides residents with garbage/recycling collection services. The department collects 6.2 tons of household waste and 4.6 tons of recyclable waste per day.

The City owned and operated Bureau County's only landfill up until its closing in September 1993. In October 1993 the City opened a waste transfer station, which is permitted by the Illinois Environmental Protection Agency (IEPA). The transfer station, leased and operated by Illinois Valley Waste Services, serves eleven communities (approximately a 10-mile radius) and collects an average of 60 tons of solid waste per day. The transfer station has the capability to handle the solid waste produced by anticipated future developments.

Although the City provides door to door recycling pick up, it also provides a recycling center. The Princeton Recycling Center is located at 1100 N. Euclid Avenue. The recycling center provides a comingled recycling drop-off location for residents and businesses. All recyclable items, except electronics, are accepted.

PUBLIC FACILITIES & UTILITIES

The department also collects yard waste weekly. The waste is stockpiled at a site on the west side of the City. The City mulches and composts this waste into usable woodchips and soil, which is available to citizens free of charge.

Electric System

Electricity service is currently supplied to Princeton residents by the City. The City is a member of the Illinois Municipal Electric Agency (IMEA). The City purchases power from IMEA at wholesale rates and distributes the power through the City grid.

The City can generate its own power in the event of a failure of the main outside power supply line, or a request from the IMEA that the City generate during high demand. The generators can start supplying power to the grid within 30 minutes of start-up. The City's electric generation plant contains 8 natural gas/diesel generators with a capacity



of 38 megawatts. Current peak loads are approximately 29 megawatts. See Table 4-3 for Princeton's generator statistics:

Current peak loads are approximately 29 megawatts. See Table 4-3 for Princeton's generator statistics:

Table 4-3

City of Princeton
Diesel/Natural Gas Generator Units

Unit #	Year Installed	Nameplate Rating kW/kVA	Rating (RPM)	Voltage
1	1950	2340/3125	327	2400
2	1953	3000/3750	327	2400
3	1964	3500/4375	450	12470
4	1964	3500/4375	450	12470
5	1971	4450/5563	400	12470
6	1971	5600/7000	400	12470
7	1974	7000/8750	450	12470
8	1974	8800/11000	450	12470

PUBLIC FACILITIES & UTILITIES

Princeton also maintains an extensive power grid to distribute electricity to residents and businesses. The grid is expanded as development occurs. Currently, 6 megawatts are available for expansion north of I-80 to serve new growth. If more capacity is required north of I-80, a new 10 megawatt capacity circuit could be constructed. The bore under the I-80 has been completed for this project, but it will cost approximately \$1 million for overhead or \$3-\$5 million for underground to complete the project. Princeton requires any new development to have underground power lines. Although it is easier to spot problems with above-ground power lines, underground power lines require less maintenance. Approximately 65% of Princeton's power distribution system is through overhead lines.

The City currently uses its low electricity rates as an economic development incentive. The City offers a special incentive rate for businesses using one or more megawatts of power.

Princeton currently maintains a total of 28 miles of fiber throughout the City. A 100 mbs fiber backbone loop makes up 12 miles of the City's fiber. Princeton is currently collaborating with a regional telecommunication company in order to provide fiber-to-the-home. Princeton may also explore cooperative efforts with the Illinois Century Network (the State's network) and IFIBER (Illinois Fiber Resources Group).

Given the competitive nature of economic development in north central Illinois, providing for a high quality and easily accessible telecommunications services will distinguish certain communities, making them more desirable places for business locations. The development and access to digital telecommunications infrastructure will be an important aspect of the City's long term economic development plan.

Cemeteries

Two cemeteries presently serve Princeton. The City owns and operates Oakland Cemetery, which is located along the south side of Park Avenue West. Oakland Cemetery consists of approximately 65 acres of land. The City owns an additional 30 acres adjacent to the site, which should be sufficient for long term growth demands. The second cemetery, Elm Lawn, is also a City-owned facility located on Knox Street. Elm Lawn Cemetery covers approximately 15 acres of land.

PUBLIC FACILITIES & UTILITIES

Streets

The Street Department maintains approximately sixty miles of streets. Regular maintenance includes repairing potholes, plowing and salting, painting markings, repairing and installing signs, and shouldering streets without curbs. Most of the streets are bituminous paved or concrete. However, there are a few brick streets remaining: Park Avenue West, Euclid Avenue, Pleasant Street, Church Street, and East LaSalle Street. There is an existing truck route (Class 3) along Ace Road to 6th Street, and along U.S. Route 6 and Illinois Routes 26 and 29.



Major future improvement projects include complete reconstruction of Euclid Avenue (from Central Street to Elm Place), reconstruction of Gosse Boulevard (Park Avenue to Peru Street). IDOT completed resurfacing of West Peru Street in 2014 and will also widen Illinois Route 26 north of Interstate 80 in 2015.

CHAPTER 5 – CITYWIDE PLANS

EXISTING LAND USE AND DEVELOPMENT MAPS

The 1999–2014 Development Map (Exhibit 5-1) shows that the last 15 years of development has focused on the north end (commercial/industrial) and the west/southwest areas of the community. Residential development has generally been large infill developments between areas of existing residential. Commercial and industrial development has been focused to the industrial and Tech Parks as well as developments along Illinois Route 26.

The Existing Land Use Map (Exhibit 5-2) shows the current land uses within the existing city limits. The broadly defined land uses include: Ag/Vacant, Estate Residential (over 1 acre lots), Single Family (includes duplex), Multifamily, Downtown Commercial (historic commercial area), Restricted Business (professional/office), General Commercial, Industrial (manufacturing/production/warehousing), Institutional (government/medical/educational/religious/fraternal), and Parks/Open Space. The map show that the City is considerably spread out, with many areas available for infill development without going outside the city limits. Most of the City's commercial/industrial uses are north of the railroad tracks, while almost all the residential are south of the tracks.

FRAMEWORK PLAN

Due to its importance as county seat as a mid-regional shopping area and employment center; Princeton will likely continue to have a stable population. The key to the City's future growth are its amenities: good transportation access, low-cost utilities, quality schools, affordable housing, proximity to recreational opportunities and natural features, resulting in a high quality of life. The City will continue to promote and improve these amenities in order to attract major employers.

As the suburbs and Chicago become less affordable for recent college grads, Princeton may have the opportunity to draw some of the recent grads back to the community. Princeton also attracts residents from the congested suburbs of Chicago, who are seeking more serene surroundings that these suburban locations no longer offer. For these people, Princeton offers a quality of life and sense of community that some feel has become less and less available in the suburban areas. The Amtrak station also allows for ease of transportation back to the suburbs and Chicago.

The City should continue to market the interstate commercial area to large retailers in order to compete for sales tax dollars with other regional shopping areas. Growth of the City's shopping district will spur job creation and residential development. The City should also encourage and support specialty stores and services in its downtowns.

Based on past development trends and slow growth, there appears to remain ample opportunities for new residential, commercial, industrial, and office park development within the City's existing limits to satisfy demand for the foreseeable future. By encouraged development inside the existing City limits and near existing infrastructure; the City will avoid excessive infrastructure expansion and be able to focus on improving its existing infrastructure.

The Framework (Exhibit 5-3) and Future Land Use Plan (Exhibit 5-4) are planning tools and statements of general land use policy used to direct development of the City of Princeton. The Framework Plan is a description of general planning principles that have been used in the creation of the Land Use Plan. The Framework Plan establishes the fundamental development goals from which more specific land use recommendations have been made.

The essential elements of the Framework Plan are based on goals and polices established from the stakeholder meetings and grouped according to the following functional categories:

Commercial Development Centers

Commercial development centers offer prime locations for commercial development within the City. Located at major intersections, and along major road corridors, these areas have the greatest potential to support the types of future commercial development that were perceived as desirable by residents and officials, offering opportunities to increase Princeton's commercial tax base.

CITY-WIDE PLAN ELEMENTS

Commercial development centers have been identified on the Framework Plan Map.

General Development Centers

General Development Centers are primarily auto-oriented businesses located at the City's periphery. These centers are generally buffered from residential uses; therefore the centers allow for a variety of more intensive commercial uses. General Development Centers are paired with large parking areas and freestanding signage. Development/redevelopment of these areas should be evaluated for parking area, landscaping, and signage regulations.

Main Street Development Corridor

Commercial development corridors offer opportunities for creation and maintenance of cohesive development along major city roads. As with the commercial development centers, development/redevelopment will be evaluated in order to maintain the integrity of the corridor.

Currently, the Main Street Corridor has several distinct districts to reflect the existing businesses/buildings that line Main Street: North Main Street (typical downtown historic commercial buildings), Professional Business District (historic homes converted to service businesses and office space), Central General Business District (general vehicle oriented businesses), South Main Street (typical downtown historic commercial buildings), Courthouse/Park Square (Historic buildings with businesses/civic uses surrounding circle).

While Main Street has a variety of distinct areas of architecture and business types; the corridor should be treated as one business district. Proper attention should also be given, and importance should be placed on development standards and zoning in order to preserve the distinct character of each district. Residential rental units should be encouraged above the ground floor in all these districts in order to add additional foot traffic to the area and enhance business/building owners' ability to cash flow their respective interest.

A number of factors contribute to the appearance of such corridors, including land use, density, open space, landscape, parking lot layouts, architecture, infrastructure, access, pedestrian and vehicular circulation. Furthermore, the use and character of signs has a considerable influence on the overall character of each corridor. As such, the City can manage the corridor character through thoughtful and coordinated sign systems.

Table 5-1 shows the building blocks of a vibrant street. The Main Street Corridor has many of these features. However, there is always room for improvement to create a bustling corridor business district.

Table 5-1

building blocks of a vibrant street

Based on these findings vibrant retail streets typically share the following attributes:



managed

Support from an active Merchants' Association or Non-Profit Organization provides clear leadership and serves as a surrogate for single landownership for most vibrant retail streets.



retail-appropriate

Ground-floor spaces along vibrant streets have high ceiling heights (12 feet or more), transparent storefronts, adequate sidewalks (8 feet and more), and few disruptions in retail continuity (few instances of interference by professional offices, open spaces, residential-only buildings, etc.)



mixed

The types of retail tenants on vibrant streets reflect the market demand. Unsupportable tenants are not artificially introduced. That said, the merchandising mixes on most vibrant streets have a prevailing retail category (NG&S, F&B, or GAFO) with smaller percentages of tenants from the other two retail categories.



safe

Regardless of the crime statistics for the neighborhood, vibrant streets maintain a perception of safety.



championed

A vibrant retail street is likely to show signs of investment, either by the public or private sector. Examples of these investments can include major development, street furniture, public art, and removal of above-ground power lines, to name a few.



anchored

The street is activated by a civic or cultural anchor that attracts people for purposes other than commerce.



walkable

A vibrant street is part of a walkable community and is supported by pedestrian-oriented residents.



unified

Vibrant streets generally have a common character or theme, often historical in nature, that binds the street's range of uses.



local or national

A majority of the district's shops are either local tenants or national chains.



accessible

Establishments along a vibrant street are well-served either by transit or by adequate parking facilities, but not necessarily both.



visible

Surrounding streets have enough traffic to ensure visibility, but not so much that the area is difficult to access.

Source: www.downtowndevelopment.com (DC Vibrant Streets Toolkit)

Industrial/Office Opportunities

The 1-80 corridor continues to be a desirable area for both industrial and office developments. Princeton's position is competitive since it has large undeveloped land parcels available. The City of Princeton has two industrial parks with available land; the Princeton Tech Park and the Princeton Logistics Park.

The Princeton Tech Park is a 67-acre park on Ace Rd. Each site at the park has direct access to all utilities and existing stormwater management facilities. The park has adopted covenants that guide the design of the park and limit the intensity of the businesses allowed at the park. Sites

CITY-WIDE PLAN ELEMENTS

at the Tech Park range in size from 2 to 5 acres.

Princeton Logistics Park is a 125 acre development north of Interstate 80. Princeton is marketing this park to be used for anywhere from one to four manufacturing/logistics developments. The site has existing access and utilities.

In addition to these industrial parks; Princeton has annexed land near the BNSF railroad in order to allow potential development that would require a rail spur.

Residential Growth Opportunities

Residential development should be focused on areas with adequate city utilities in place. New residential developments shall be designed with limited cul-de-sacs and have streets that connect to adjacent areas of the City. Planned developments should be considered for environmentally sensitive areas.

Multi-family housing designs will focus on key locations near major roads. These developments can be integrated into new Planned Unit Developments in order to provide a mix of housing densities. The Framework Plan outlines several areas that would be conducive to mixed density Planned Unit Developments.

Focal Point/Gateway Identity

Several focal point/gateway identities are indicated along the major corridors where they define entrances to Princeton and/or the historic districts along Main Street. A range of design and appearance improvements should be undertaken at each focal point/gateway location. The design of primary gateways should be distinctive.

The following is a general description of the key elements which may be used to define each type of gateway:

Landscaping: distinctive accent plantings should be provided at each gateway location; provided within existing rights-of-way for approximately a length of one block to highlight and accent each gateway feature.

These designs and treatments should occur by the entrance of the City south of Interstate 80, along Interstate 80 (east and west of the interchange), along Illinois Route 26 as it approaches the Train Depot, along U.S. Route 34 as it enters the western City limits, along U.S. Route 6 as it enters the eastern City limits, and along U.S. Routes 6 and 34 as it enters the southern City limits.

Open Space Corridors

The conservation and protection of principal open space corridors and the environments that they support are also a major element of the Framework Plan. The numerous streams, creeks and wetland corridors that constitute a large percentage of the open space corridors provide the City with opportunities for further expansion of the existing pedestrian and bicycle trail and pathway network. Bureau Creek and Epperson Run Creek offer recreation opportunities such as fishing and kayaking/canoeing.

FUTURE LAND USE PLAN

The Princeton Future Land Use Plan (Exhibit 5-4) shows the future land uses for both developed and undeveloped areas of the community. The broadly defined land uses include: Ag/Vacant, Estate Residential (over 1 acre lots), Single Family/Duplex, Multifamily, Downtown Commercial (historic commercial area), Restricted Business (professional/office), Mixed Density Residential (single and multifamily development), General Commercial, Industrial (manufacturing/production/warehousing), Institutional (government/ medical/ educational/religious/fraternal), and Parks/Open Space.

The Framework Plan guides the development of the Future Land Use Plan. There are only a few areas outside of the current City limits that are projected for development; as they are close to existing utilities. Otherwise, the Future Land Use Map directs development within the existing City limits in order not to overextend city services. The Map outlines areas of mixed residential that are prime areas for residential development of any density due to their location. Other single-family residential development is focused on infill areas near the periphery of the City. Multifamily development has been directed to redevelopment areas near Main Street. Commercial and industrial growth has been projected north of the railroad tracks.

The Future Land Use Plan will help guide future zoning changes and development. The zoning map should be updated to reflect the future land use plan and policies within this Plan.

TRANSPORTATION NETWORK AND PLAN

Proximity to several forms of transportation is one of Princeton's key strengths. The City of Princeton is located near several major transportation routes that run directly through the City including Interstate 80, US Routes 6 and 34, Illinois Route 26 (part of the Illinois River Road), and the BNSF/Amtrak railway. Other transportation facilities/routes near Princeton include river barge terminals, other Interstates, and airports. Exhibit 5-5 shows the City of Princeton Transportation Map.

Interstates

Princeton is located along Interstate 80 (I-80), which is a major east-west freeway that connects New York City to San Francisco. Interstate 80 is ideal for shipping freight by truck. I-80 also offers direct access to the Quad Cities, Chicago, and Des Moines. The interstate allows exporting businesses to easily move products to large market areas.

The area also has the service of another freeway, Interstate 180 (I-180), which is located approximately five miles east of Princeton. Interstate 180 is a small interstate, which connects Illinois 29 and I-80 and travels in a north-south direction. Interstate 180 makes it easy for motorists from counties south of I-80 to reach Princeton.

Major Highways

Princeton is a center of the highway system, which serves the entire region. Three different highways converge in Princeton at the intersection of Main and Peru Streets. The highways are U.S. Route 6, U.S. Route 34, and Illinois Route 26.

Illinois Route 26 is part of the Illinois River Road, National Scenic Byway, of which Princeton is a gateway community.



CITY-WIDE PLAN ELEMENTS

Major Streets

Princeton has two major streets, Peru Street and Main Street, which move traffic in all four directions. A major street is defined as a major facility with continuity movement through the City. Major intersections have traffic signals and smaller streets are controlled by stop signs.

Collector Streets

Collector streets are smaller streets designed to handle medium to low volumes of traffic at lower speeds. Collector streets help to collect and distribute traffic between major and local streets. The collector streets in Princeton include Backbone Road, Clark Street, Central Avenue, Euclid Avenue, Church Street, Fairgrounds Road, Park Avenue, and Thompson Street.

Local Streets

Local streets are the small neighborhood streets, which provide direct access to private property such as residences, industry, and commercial businesses. Local streets distribute automobiles to larger traffic facilities and are designed to handle low volumes of traffic at low speeds. Most of Princeton's streets are classified as local streets.

Street Continuity

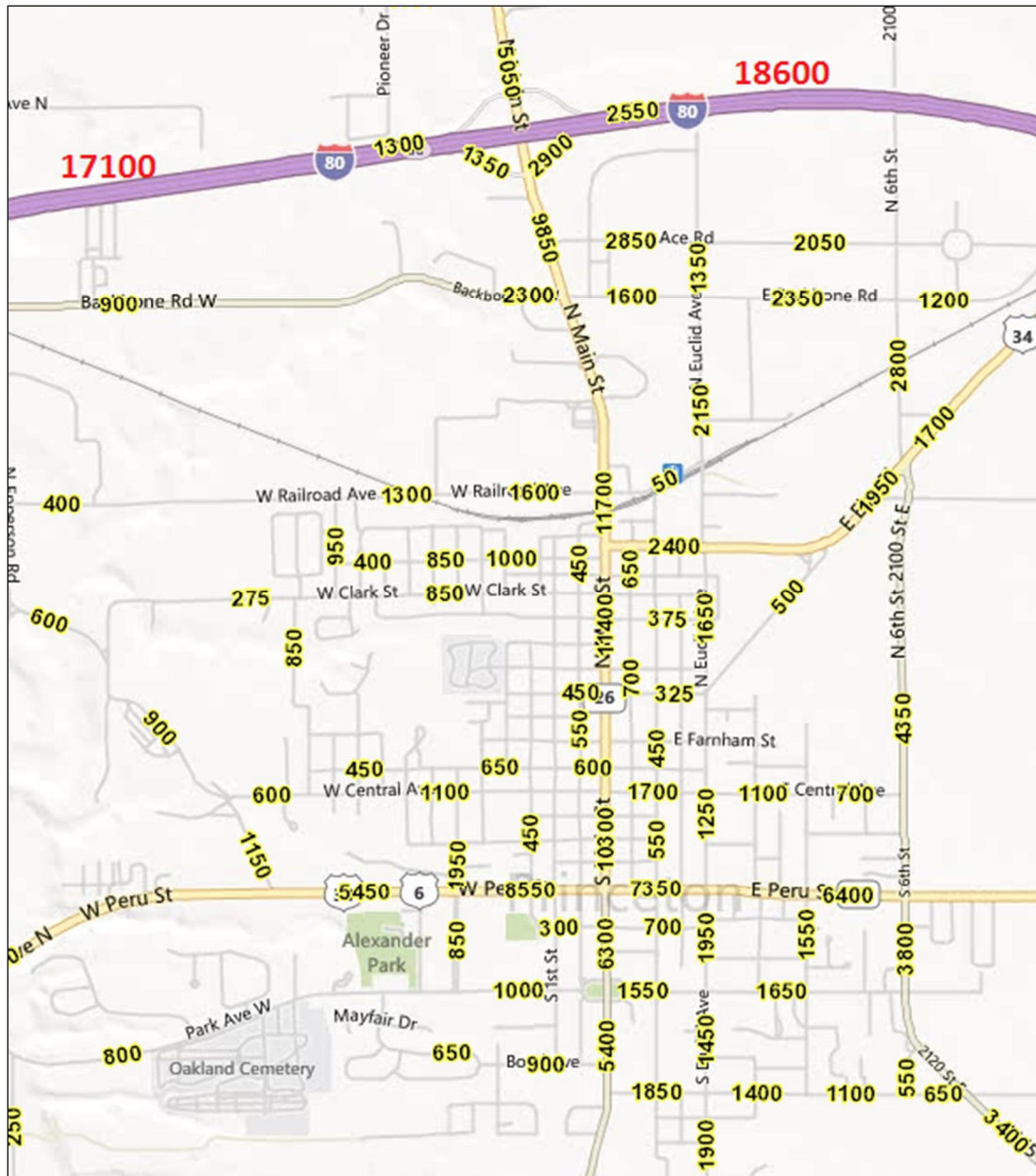
Traditionally Princeton has been primarily characterized by a grid street pattern, but some neighborhoods have suburban-style street patterns with winding streets and cul-de-sacs. Avoiding cul-de-sacs and providing connections between neighborhoods, increases the efficiency in which city services can be provided; including snow removal, garbage pick-up, police patrol, and utility looping.

Traffic Count

The following map (Exhibit 5-6) shows the 2011 average daily traffic count for the City of Princeton. Interstate 80 has the heaviest traffic count with 18,600 vehicles east of the Illinois Route 26 exit and 17,100 vehicles west of the Illinois Route 26 exit. The next busiest road is Main St. (Illinois Route 26 and U.S. 34); which has 11,700 vehicles per day north of the railroad tracks. Peru Street (U.S. Route 6) west of Main Street has the second largest count, excluding the interstate, at 8,550 vehicles.

Exhibit 5-6

CITY OF PRINCETON
AVERAGE DAILY TRAFFIC COUNT



SOURCE: Illinois Department of Transportation 2011

CITY-WIDE PLAN ELEMENTS

Bureau Putnam Area Rural Transit (BPART)

Bureau & Putnam Area Rural Transit (BPART) is a public transportation service, as well as an ADA transportation service for the elderly and persons with disabilities, providing for the Bureau and Putnam County area. In 2013, BPART provided service to hundreds of residents in the area with over 64,600 trips. BPART's importance will continue to grow with the aging population of the region. Access to transportation is one key factor in allowing seniors to age in place.

Railroad

A Class I Burlington Northern Santa Fe railroad line runs through the north end of Princeton. The line runs from Chicago to California, and the Southwest, and is heavily used by freight traffic. Amtrak offers direct passenger service on this line to Chicago as well as national transport to the Southwestern US. Eight Amtrak trains stop at the Princeton Train Depot daily offering regional and national passenger service.

Airports

The closest regional airport to Princeton, less than 20 miles to the east, is the Illinois Valley Regional Airport located in Peru. The airport has ground service for business jets, commercial and chartered flights, and private aircraft. The airport also features a 6,000 ft main runway and 4,000 ft crosswind runway to accommodate almost any business jet.

The nearest larger passenger and cargo service airports are located in Moline, which is sixty miles west of Princeton, Peoria which is sixty miles to the south. Chicago is one hundred miles northeast of Princeton and has two major airports.

River Transportation/Barges

Princeton is only a short distance from the Illinois River which is used extensively by barges hauling freight. Barge freight service is offered 14 miles away in Hennepin. The Illinois River allows access to the Gulf of Mexico and the Great Lakes.

CITY-WIDE PLAN ELEMENTS

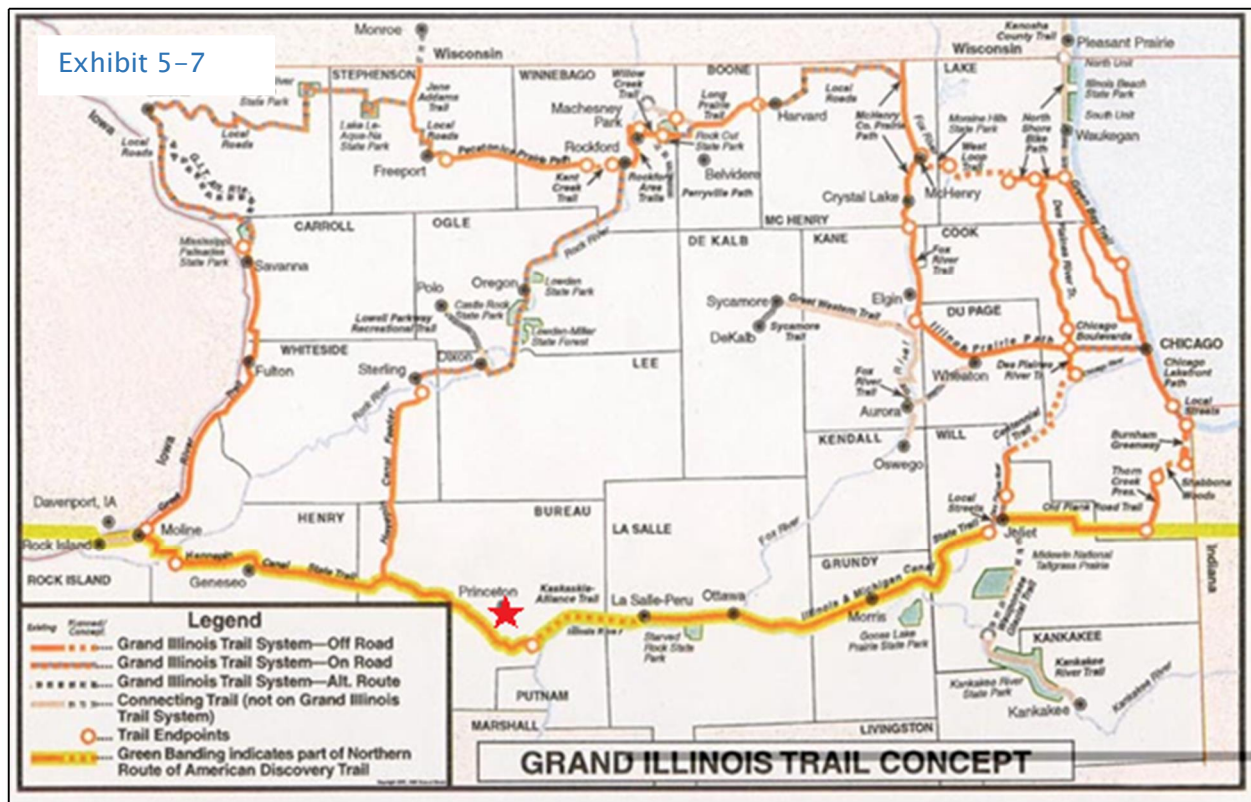
Proposed Bicycle Trail



The proposed bike route (shown on Exhibit 5-5) is intended to connect Princeton to the Hennepin Canal Parkway and the Grand Illinois Trail. The proposed 4.07 mile route from Zearing Park, south on Euclid to County Rd 2050 East, is the most direct and least costly option to make this necessary connection. The City will work with the County and Township to coordinate this project. The project would likely use signage, a paved shoulder, and striping to designate a bike lane.

A share the road type of bike path is pictured above.

The Grand Illinois Trail Concept connects many trail systems throughout northern Illinois including the American Discovery Trail, Hennepin Canal Trail, I&M Canal Trail, Illinois Prairie Path, Jane Adams Trail, Chicago Lakefront Trail, Great River Trail, and many others. *The Grand Illinois Trail concept map is shown below.*



Source: <http://janeaddamstrail.com/the-grand-illinois-trail-map>

CHAPTER 6 – POLICIES AND TASKS

This section is intended to provide planning guidance for short and long term growth of the City. The policies tend to be more generalized, while the following objectives or tasks are more specific.

GROWTH MANAGEMENT

Policy: *Encourage long-term sustainable growth*

- Direct the greatest share of development to areas of the City where investment in public infrastructure with adequate capacity has already occurred.
- Promote the use of planned development to preserve the City's natural areas and to provide open space for future parks.

CULTURAL/HISTORIC FACILITIES

Policy: *Recognize and enhance existing historic areas.*

- Encourage the enhancement/rehabilitation of historic buildings throughout the community.
- Add pedestrian lighting where possible.

HOUSING & RESIDENTIAL DEVELOPMENT

Policy: *Form a housing stock and living environment that matches the needs of the local population, respects structures of historic value, provides viable options for new and current households, and enhances the character of the community.*

- Discourage the conversion of single-family buildings into apartments by reducing the size of the R-2 and R-3 districts
- Add sidewalks, ADA ramps, curb, and gutter in areas where they are currently lacking. Continue applying for funding to construct sidewalks with IDOT's Safe Routes to Schools Grant Program.

POLICIES AND TASKS

- Encourage the construction of new assisted living facilities and age-restricted housing to accommodate the projected increase in elderly population.
- Encourage more people that work here to live here by enhancing the City's amenities (nearly 75% of Princeton's jobs are filled with workers from outside the City).
- Explore grants through the Illinois Community Development Assistance Program for rehabilitation of dwelling units in need of repair.

COMMERCIAL DEVELOPMENT

Policy: Form a coordinated and sustainable system of commercial development, including both pedestrian-oriented commercial uses in the Central Business District of the City and more intensive general commercial uses north of the train depot south of the 1-80 interchange.

- Work with the Chamber of Commerce in finding additional funding for their Building Improvement Grant program. Explore increasing grant amount and expanding the program to landscaping. This will help complete larger projects and improve the attractiveness of the City's commercial corridors.
- Consolidate the location of off-street parking, where feasible.
- Consolidate the number of driveway accesses, especially in the commercial area just south of the interstate.
- Provide gateways for the north and south business districts with distinct signage.
- Develop better ways to advertise events and increase Princeton's visibility
- Discourage any off-site advertising, and work to reduce the existing billboards.
- Increase property maintenance on abandoned and vacant commercial buildings.

POLICIES AND TASKS

MANUFACTURING AND INDUSTRIAL DEVELOPMENT

Policy: Promote manufacturing and industrial development in appropriate areas of the City.

- Promote the City's Logistics and Tech Parks.
- Recruit manufacturing, warehouse, and distribution uses to locate in appropriately zoned areas.
- Encourage discontinuance of existing residential uses in manufacturing districts and encourage the discontinuance of manufacturing uses in residential districts.
- Encourage progressive design and landscaping to minimize the visual impacts of industrial development.
- Market assembled parcels that are generally in high demand.
- Assist in promoting the IVCC Certified Production Technician Certificate program in order to help provide a skilled area workforce.

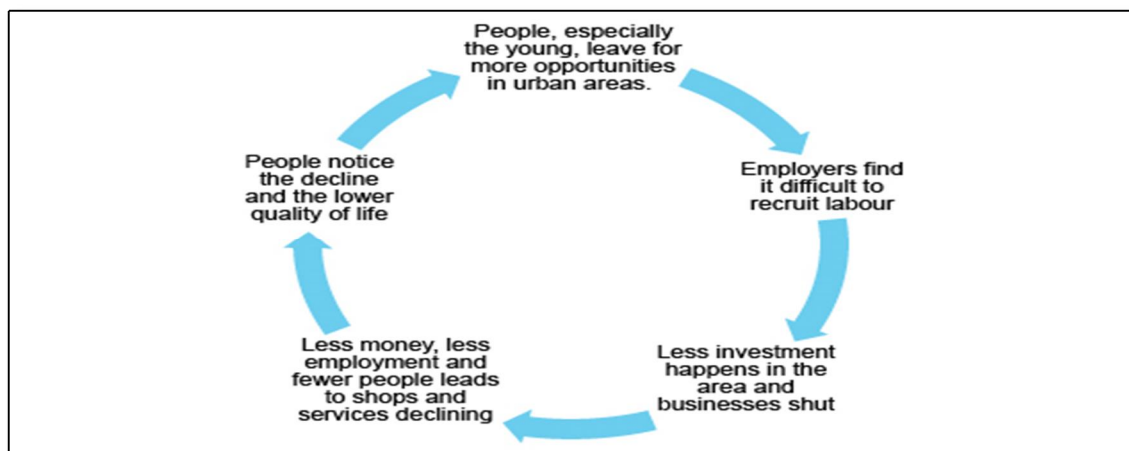
ECONOMIC DEVELOPMENT

Policy: Promote the features of Princeton and the Region in order to attract employers, while also focusing on retaining the City's current employers.

- Improve and expand infrastructure necessary to support new development and allow expansion of existing industry. Focus on redundancy for electricity and telecommunications.
- Explore expanding the TIF district and/or creating new districts with enough space to provide area for large employers.
- Form regional partnerships with other communities and counties in order to pool resources to land regional employers. Regionally market the Enterprise Zone; as it is most beneficial to large employers.

POLICIES AND TASKS

- Work with IVCC and Princeton High School to provide adequate programs in order to supply a skilled workforce. Explore the possibility for an IVCC remote campus in Princeton.
- Develop map of available real estate and additional informational material.
- Develop branding/identity for the City
- Promote the community as family friendly: schools, parks, events, housing.
- Proactively promote City to national retailers and restaurants. Adding amenities encourages residential growth.
- The City will focus on purchasing/demolishing dilapidated properties in redevelopment areas.
- The City will work on improving the parking area and streetscape around the train depot; as it is another gateway to our community.
- Update zoning to be “pro-business” by easing use restrictions and a streamlined process while still protecting the character of Princeton.
- Focus on increased use of social media and technology to promote Princeton.
- Investigate ways to divert more traffic to Princeton from nearby highways and interstates.
- Reverse the rural decline by reversing the cycle; invest in community improvements, buy local, create demand, attract business, bring skilled population back.



Source: www.bbc.co.uk

POLICIES AND TASKS

PUBLIC FACILITIES AND SERVICES

Policy: Strive to maintain and improve facilities and services to effectively meet the needs of residents and enhance the image of the City as a desirable place to live and work.

ADMINISTRATION

- Continue to collaborate, communicate, and share resources with other communities and taxing districts.
- Continue to leverage available grants for all City projects.
- Continue to make exterior and interior improvements to City Hall.
- Continue to improve accessibility throughout City facilities.

ELECTRIC DEPARTMENT

- Continue to explore and test energy efficiency technology and implement programs as technology is proven.
- Create a program to install smart meters in new construction and retrofit existing buildings in order to provide real time meter reading and outage notification.
- Continue to move existing overhead lines underground. Focus on repetitive maintenance in scenic areas.
- Continue to work with Ameren to improve the reliability of its feeder lines.
- Continue to collaborate with telecommunication carriers in order to improve and expand the City's fiber network.

POLICIES AND TASKS

FIRE AND EMS DEPARTMENT

Policy: Protect the lives and property of the population living and working within the City and contracted areas, against fire related hazards, as well as provide rescue related services and ambulance/medic services for medical emergencies in the most effective and efficient manner possible.

- Expand the Fire Department's manpower as the City grows, based on accepted standards in proportion to resident population and nonresidential development.
- Expand the Fire Department's facilities as needed, to accommodate the necessary increases in manpower and programs.
- Continue to support the enhancement of Fire Department's educational programs for school children to help prevent fires and save lives and property.
- Deliver all services at a reasonable cost while maintaining a high standard of care.
- Continue employee education and training to assure the delivery of services in a professional manner.
- Maintain quality equipment, and develop a vehicle replacement program to ensure safe and reliable vehicles to respond to emergencies.

PLANNING DEPARTMENT

- Update Land Development Code and Zoning Map to reflect the Comprehensive Plan and continue to review and update on a regular basis.
- Update Comprehensive Plan every 10–15 years.
- Update building codes/fees
- Update forms, streamline permit process, improve record keeping, and integrate information into the City's website.

POLICIES AND TASKS

- Implement building inspections in order to ensure quality construction.
- Explore implementing a rental inspection/registration program to reduce substandard and deteriorated rental units.
- Work on implementing citations for property maintenance and building violations.
- Implement GIS system and work with other departments to create shared layers.
- Compile statistical information about the City to better assist in responding to development requests.
- Contract out inspection and review services with other surrounding communities.

POLICE DEPARTMENT

- Continue to evaluate the Police Department's manpower as the City grows, based on accepted standards in proportion to population.
- Continue to enhance the department's effectiveness by acquiring and using up-to-date communications and support equipment.
- Continue and expand community participation and education programs, especially those oriented toward children.

STREET DEPARTMENT

- Help enhance the appearance of the City by providing streetscaping where possible including curb and gutter.
- Explore hiring additional seasonal staff to complete streetscaping, sidewalk, and road work.
- Look at strengthening the City's storm water management ordinances.
- Explore the use of rain gardens and incentive programs to reduce storm runoff
- Enhance the City's public parking lots with landscaping and unified signage.

POLICIES AND TASKS

- Eliminate private streets.
- Find a dedicated revenue stream to fund street improvements.
- Explore planting parkway trees where they do not conflict with utilities
- Evaluate the need for road widening prior to major street projects to accommodate on-street parking.

WASTEWATER DEPARTMENT

- Continue to smoke test, video, map, and study the sewer system and create a priority listing of needed improvements.
- Develop a long-term capital improvement plan.
- Implement a GIS program to accurately map sanitary and storm sewer infrastructure.

WATER DEPARTMENT

- Continue the GIS program with the next step of GPS data collection of all assets.
- Establish a water main replacement program.
- Install more valves in the distribution system to reduce the size of areas affected during maintenance and water main breaks
- Install grid feeder water main connections to the small water mains in the older parts of the distribution system.
- Continue to loop water mains to eliminate dead ends and improve pressures.
- Loop the North 6th Street 12" watermain to the John Deere Road 12" water main.

POLICIES AND TASKS

PARKS AND RECREATION

Policy: Facilitate the ongoing development of a network of parks and recreational facilities that supports residents' and visitors' leisure needs.

- Work closely with the Princeton Park District to expand and improve the City's park system.
- Work on developing a neighborhood park in the northwest residential area of the community.
- Work on providing bike routes throughout the community and connections to regional routes.
- Explore a recreational use for the former landfill site.

CHAPTER 7 – PLAN IMPLEMENTATION

The Comprehensive Plan is a statement of policy, an expression of community intentions, and aspirations. However, the plan is only a guide; it must be combined with other “tools” in order to be implemented. When combined with City ordinances and policy; the Plan can start to shape the City.

Planning in Princeton does not end with the adoption of the Comprehensive Plan. Rather, it is the beginning of a process of continuing implementation whereby the Plan serves as a guide for public and private decisions affecting the future of the community. This requires that both City officials and residents be familiar with and generally support the major themes of the Plan. It is important that the Plan be well publicized, including on the City’s website, and supported by the entire community. The Plan should not be left to sit on a shelf; it should be consulted regularly and shall be reviewed as the community’s goals change.

Plan implementation consists of a wide range of activities, some of which are pro-active while others are reactive. Both, however, are vital to implementing the plan. Pro-active activities are those in which the City initiates actions through a proposal, plan, or improvement. Reactive activities are those in which other parties approach the City with a proposal on which the City must act. Development review is an example of reactive implementation while Main Street streetscape improvements are an example of pro-active implementation.

Plan implementation begins with the adoption of the plan by the City Council. Upon adoption, the policies and recommendations must be carried out. Because the implementation phase will require time and effort on the part of City staff, the City Council should establish the priority for all activities to be undertaken. To implement the Comprehensive Plan, the City should consider the following activities:

- Recodify the City Code to enhance accuracy and clarity.
- Update and revise the Land Development Code to reflect the City’s policies.
- Update the City’s Zoning Map to reflect the future land use plan and the City’s policies.
- Prioritize, plan, and budget for capital improvements.

PLAN IMPLEMENTATION

COMPREHENSIVE PLAN

This Comprehensive Plan is based on currently available information regarding community desires and development trends. Over time, most, if not all of these assumptions will change. Accordingly, changes in such variables as population and development trends should be periodically compared against the Plan's assumptions and recommendations. Based upon this periodic review, modifications to the Plan elements may be necessary to insure that the Comprehensive Plan is kept current and accurately reflects the community's 'vision' and needs. Reviews should occur on an bi-annual basis. Comprehensive updates to the Plan should happen about every 10 years to coincide with available census data. City policy updates shall be made regularly.

CITY COUNCIL

The Princeton Mayor and City Council (made up of four council-members) is the final authority on ordinance formulation for the community. It adopts the budget, passes ordinances, and develops planning policy with the guidance of the City Manager. Mayor and Council involvement is essential for the planning process, as well as, implementation. The Mayor and Council take final action on changes that impact land use: text/map amendments, design review, special uses, planned developments, and preliminary/final plats. They have an essential role in determining the development direction of the City through these processes.

PLAN COMMISSION AND ZONING BOARD OF APPEALS

The City of Princeton has a combined Plan Commission and Zoning Board of Appeals made up of seven members appointed by the Mayor. All public hearings are held before this group. The Plan Commission acts in an advisory capacity in that it makes a recommendation to Council for all items that require Council final action. The Board of Appeals makes final action on variations and appeals. This group is crucial for helping to update and implement the Comprehensive Plan, Land Development Code, and Zoning Map.

THE DEVELOPMENT REVIEW COMMITTEE AND ZONING ADMINISTRATOR

The Development Review Committee is made up of City Department Heads and the Zoning administrator. The purpose of this committee is to review all new development and provide insight into both the design and assess the impact of the development on the City. The Committee can use the Plan to help guide new development to meet the City's overall goals and objectives.

PLAN IMPLEMENTATION

PRINCETON INDUSTRIAL DEVELOPMENT COMMISSION

The Princeton Industrial Development Commission (IDC) is an economic development arm of the City established by City ordinance in 1988 and has nine voting members representing business and local government. The IDC is responsible for fostering the creation of a favorable climate for new and improved job opportunities for residents of the City by encouraging the development of business, industry and commerce within the City. It assists in the planning for community industrial growth, and identifies sites suitable for industrial development. The IDC was primarily responsible for developing the Princeton Industrial Park.

PRINCETON CHAMBER OF COMMERCE

The Princeton Chamber of Commerce is a not-for-profit organization whose mission is to be a strong, proactive voice for area businesses by ensuring a favorable business climate through promotion of economic development of the Princeton Area. It serves as the community's promotional arm in marketing the area, fielding retail and commercial leads, and sponsoring community events to promote and support the Princeton business community. The Chamber has a number of committees to serve the needs of the membership.

ACTION PLAN

Prepare and annually update an implementation action plan program. Such a program shall identify and define each planning and community development activity to be carried out during a particular fiscal year, the individual responsibilities of the staff in each activity, and the specific involvement of the Plan Commission where appropriate. The Princeton Action Plan table provides a summary of the key implementation tasks outlined within the Comprehensive Plan. This table is designed to provide a starting point for prioritization and budgeting of actions needed to implement the community vision.

PLAN IMPLEMENTATION

PRINCETON ACTION PLAN					
Classification	Action Step	Purpose	Timeframe	Responsibility	Participants
Community Image	Pursue the development of a streetscape improvement plan for South Main Street.	To create a sense of community and a strong civic identity.	Near Term	City Council, Main Street Princeton	South Main Business Owners
Community Image	Develop a series of entry signs for the community	To announce arrival to Princeton and Main Street Corridor	Near Term	City Council, City Staff	IDOT
Community Image	Provide an enhanced building façade improvement program	Preserve Princeton's unique history.	Near Term	City Council, Main Street Princeton, Zoning Board	Historic Society, Chamber
Community Image	Create a code enforcement/building inspection mechanism that encourages code compliance	Preserve and enhance property values and community appearance	Near Term	City Council, City Staff	Resident/Contractor input
Community Image	Pursue funding for rehabilitation/demolition of buildings, including Community Development Block Grant Funding, and HUD funds.	Enhance the housing stock and quality of life.	Long Term	City Council, City Staff	
Economic Development	Redevelop parking/streetscape by train depot	Revitalize the North Business District	Near Term	City Council, City Staff	Business owner input
Economic Development	Develop branding for the community	Provide an identity for the city in order to better market it	Near Term	City Staff, City Council	Business owner input
Economic Development	Enhance and market incentive programs and other mechanisms for attracting new development	Provide employment opportunities and services for residents	Mid Term	City Staff, City Council	
Public Facilities and Services	Update the Zoning and Subdivision Ordinances to conform to the Comprehensive Plan and current planning practice.	Establish regulatory tools to implement the Plan and enhance the quality of development	Near Term	City Council, Plan Commission, City Staff	Chamber
Public Facilities and Services	Develop a sanitary sewer infiltration/inflow capital improvement plan	Prevent sanitary sewer backups	Long Term	City Council, City Staff	Engineering consultants
Public Facilities and Services	Explore options for utility expansions	To meet expected growth needs.	Long Term	City Council, City Staff	
Public Facilities and Services	Work with residents to improve sidewalks and curbs within the community – develop curb/gutter replacement and installation program	Encourage the conservation of existing neighborhoods and the community character.	Mid term	City Council, City Staff	Resident input
Parks and Open Space	Preserve and enhance open space corridors	To ensure adequate protection of wildlife habitat and use for recreation benefits	Long Term	City Staff	Ill. Dept. of Natural Resources, Local and Regional Organizations
Parks and Open Space	Require the dedication of neighborhood parks and tot lots as part of every subdivision.	To ensure adequate park facilities.	Long Term	Plan Commission	
Transportation	Provide an improved system of bicycle and pedestrian trails.	To provide safe, convenient pedestrian movement throughout the community.	Near Term, Long Term	City Council, Plan Commission, City Staff	Local Organizations
Transportation	Require interconnections between commercial and residential projects to allow pedestrian and vehicular access.	To reduce congestion on major City roadways.	Long Term	Plan Commission, City Staff	

PLAN IMPLEMENTATION

POTENTIAL FUNDING SOURCES

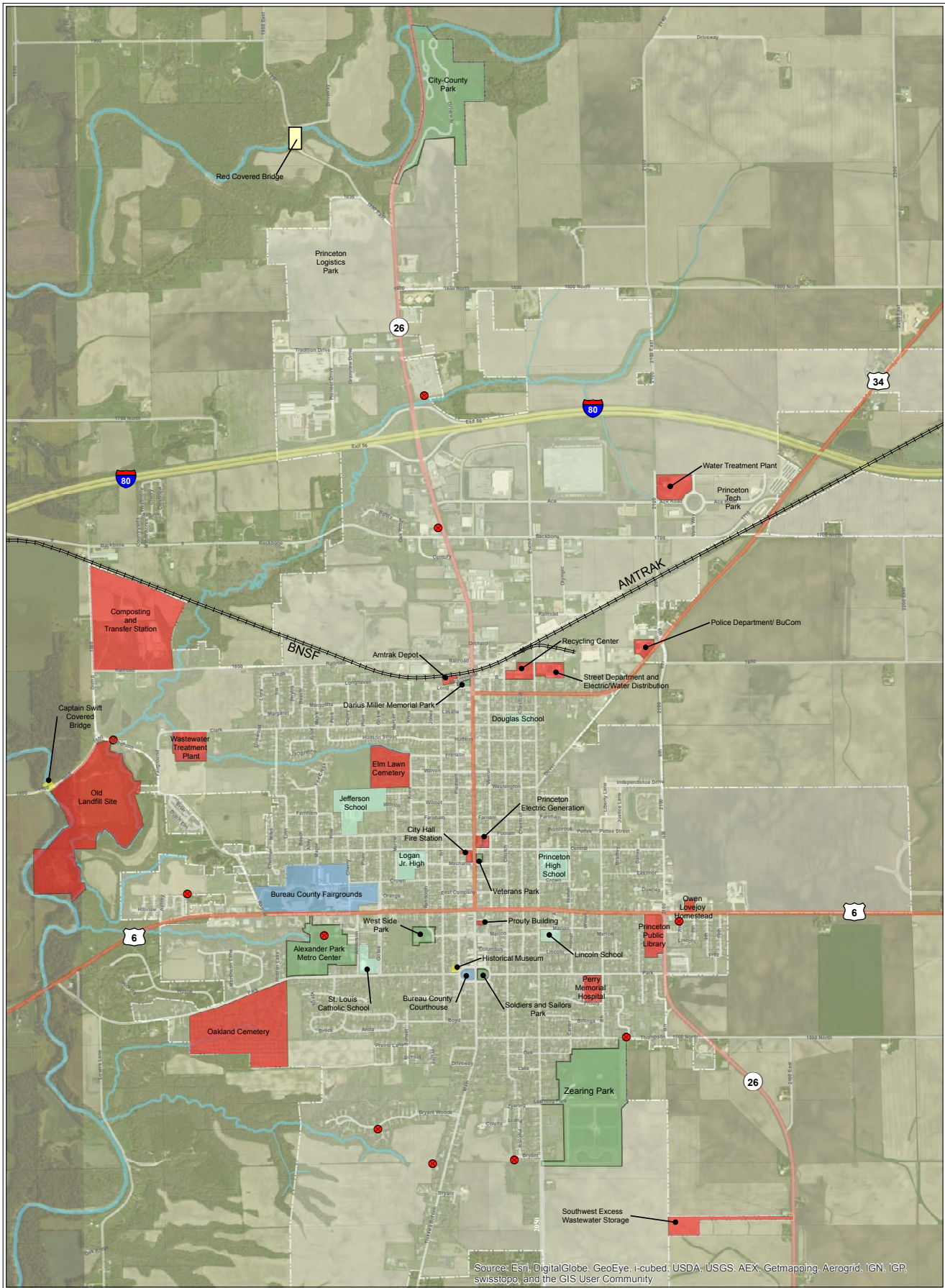
Funding is required for both pro-active and re-active implementation of the plan; especially for costly infrastructure improvements.

POTENTIAL FUNDING OPPORTUNITIES					
Category	Program Name	Agency	Typical Funding	Maximum Funding	Potential Use
Economic Development	Business Development Public Infrastructure Program	DCEO	Low/zero interest	\$500,000	Attracting job generating user through extension/ improvement of infrastructure
	CDAP Economic Development	DCEO	100%	\$750,000	Business retention/expansion that creates jobs for low/mod income hires
Transportation and Infrastructure	Illinois Safe Routes to School (SRTS)	IDOT	80%/20%	\$250,000/District	Improve pedestrian and bicycle routes
	Illinois Transportation Enhancement Program (ITEP)	IDOT	80%/20%	\$1,500,000	State route beatification and improvements including bike routes
Housing	CDAP Housing Rehabilitation	DCEO	75%	\$350,000	To create a housing rehabilitation program
Public Infrastructure	CDAP Public Infrastructure	DCEO	75%	\$450,000	Public infrastructure improvements to benefit low / mod income neighborhoods
Park acquisition and development / Bike Path acquisition and development	Open Space Lands Acquisition and Development Program (OSLAD)	IDNR	50%	\$400,000– \$750,000	Acquisition or development /redevelopment of parks
	Bicycle Path Program	IDNR	50%	\$200,000 (no max for acquisition)	Acquire and construct bike paths/ facilities
	Park and Recreational Facility Construction Grant Program	IDNR	75%	\$2,500,000	Park and Recreation infrastructure and facilities



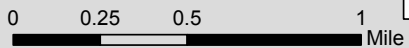
2 South Main, Princeton, Illinois

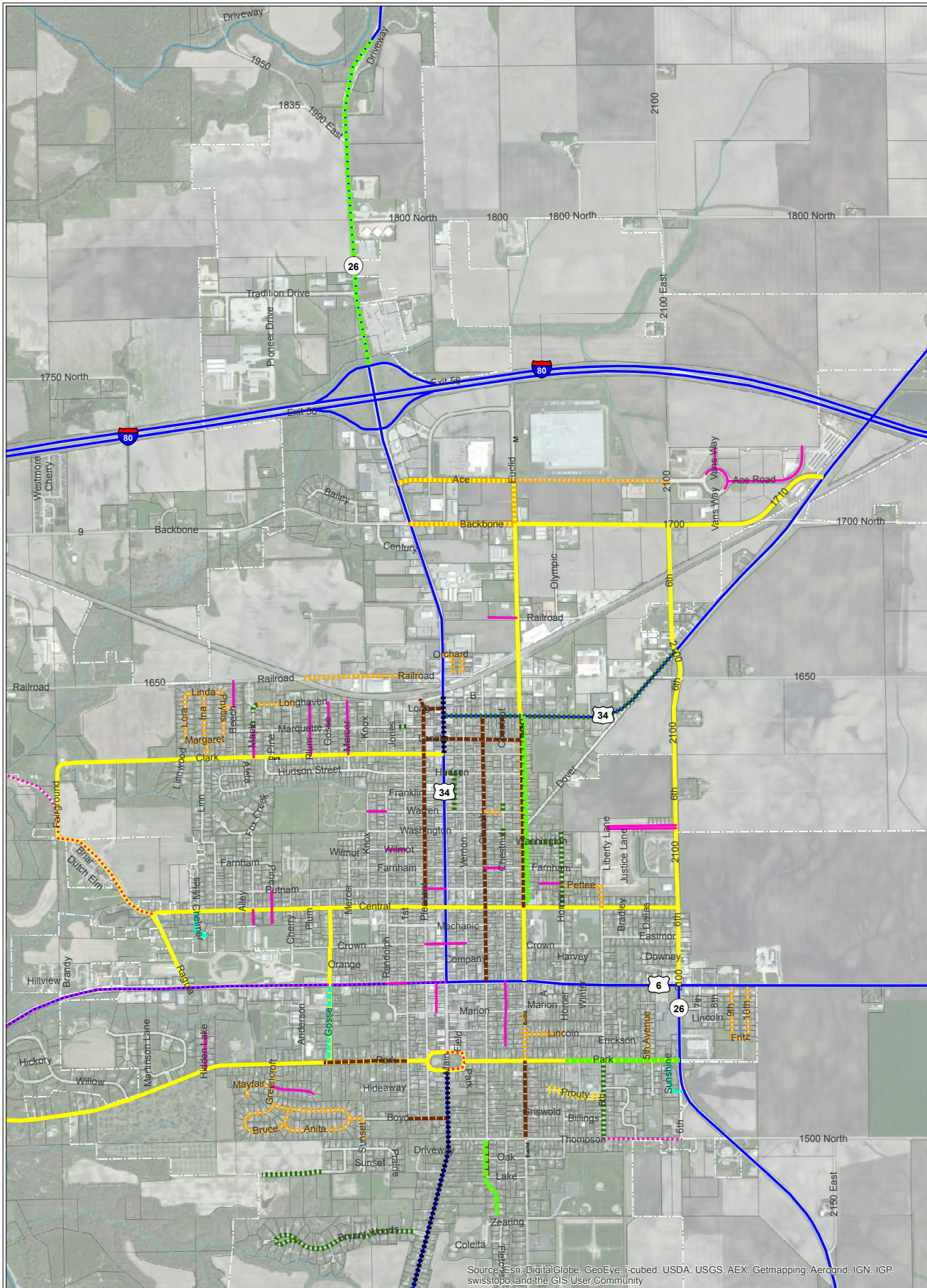
www.princeton-il.com



Legend

- Park
- County Facility
- Other
- Lift Station
- City Facility
- School Facility
- City Limits





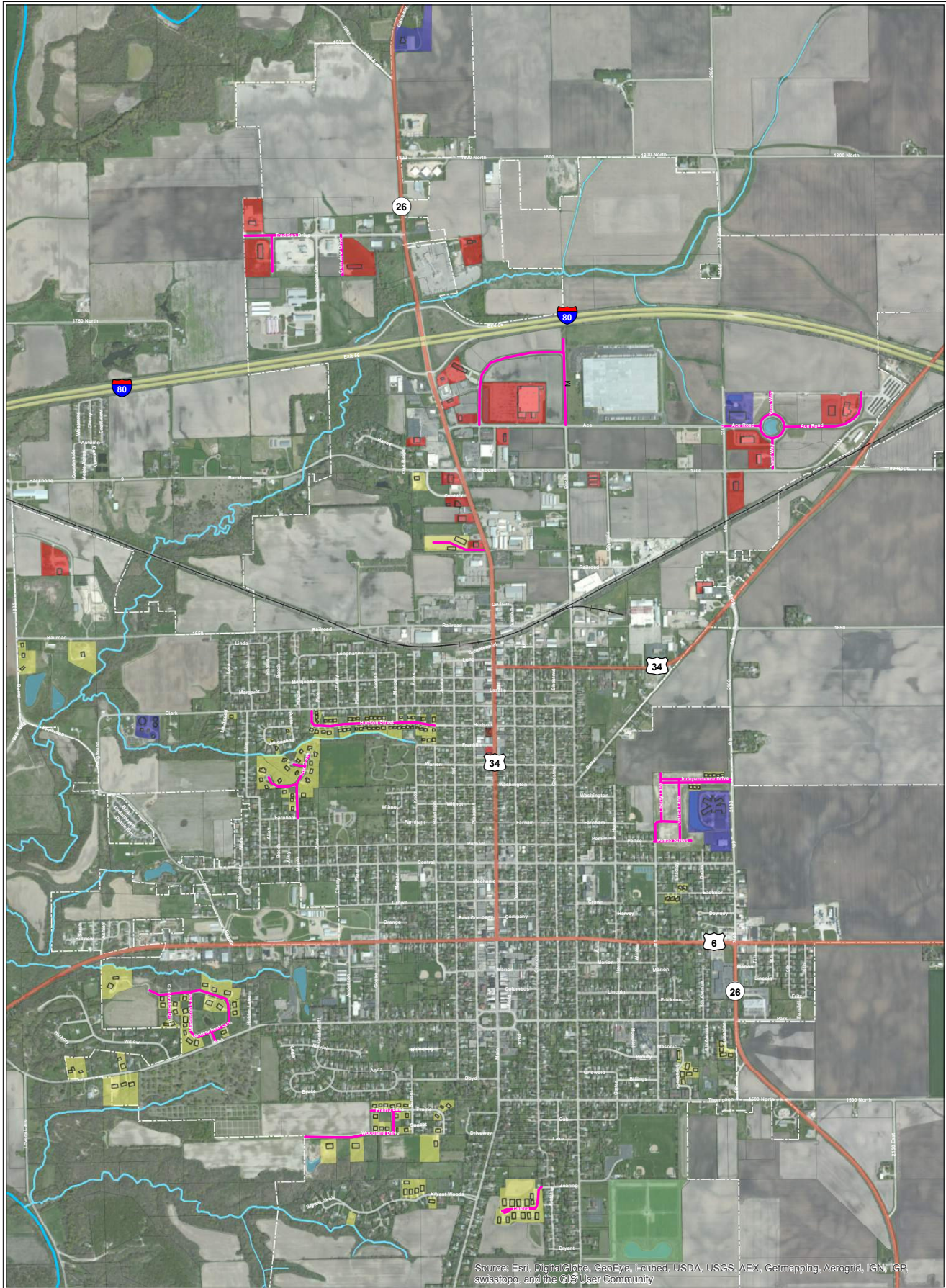
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Legend

- Brick Street
- IDOT Jurisdiction
- Federally Eligible Route
- 2007
- 2008
- 2009
- - - 2010
- - - 2013
- - - 2014
- - - 2015
- - - Future Projects

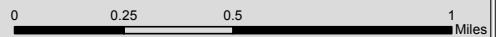
Note: No significant projects completed in 2011-12

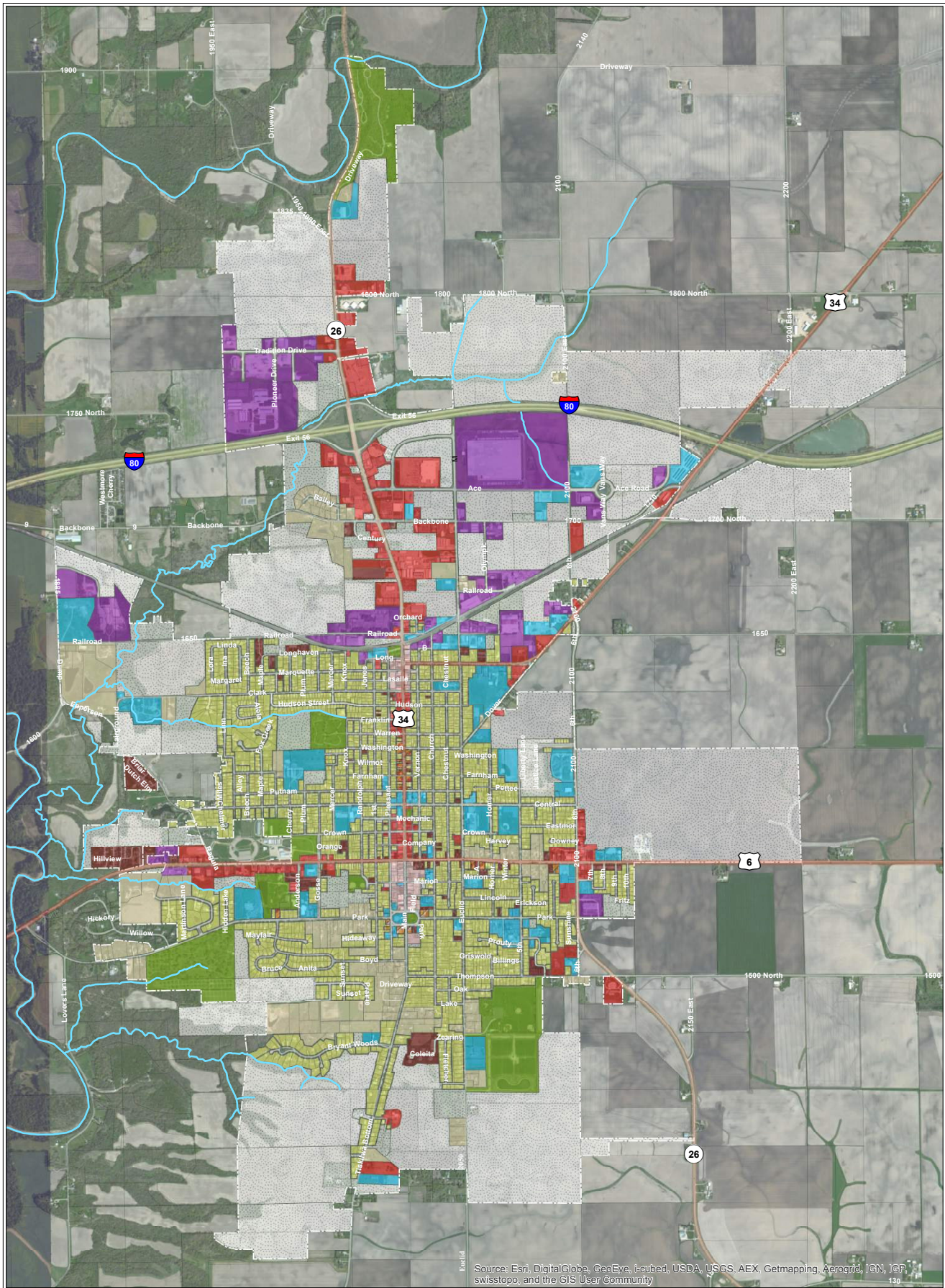






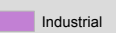


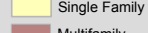
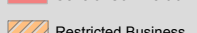
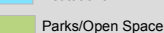
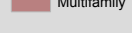
New Development : 1999-2014

- | | |
|---|--|
| Residential | New Roads |
| Commercial/Industrial | Building Outline |
| Institutional | City Limits |
| Park | |

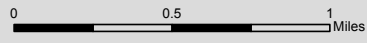


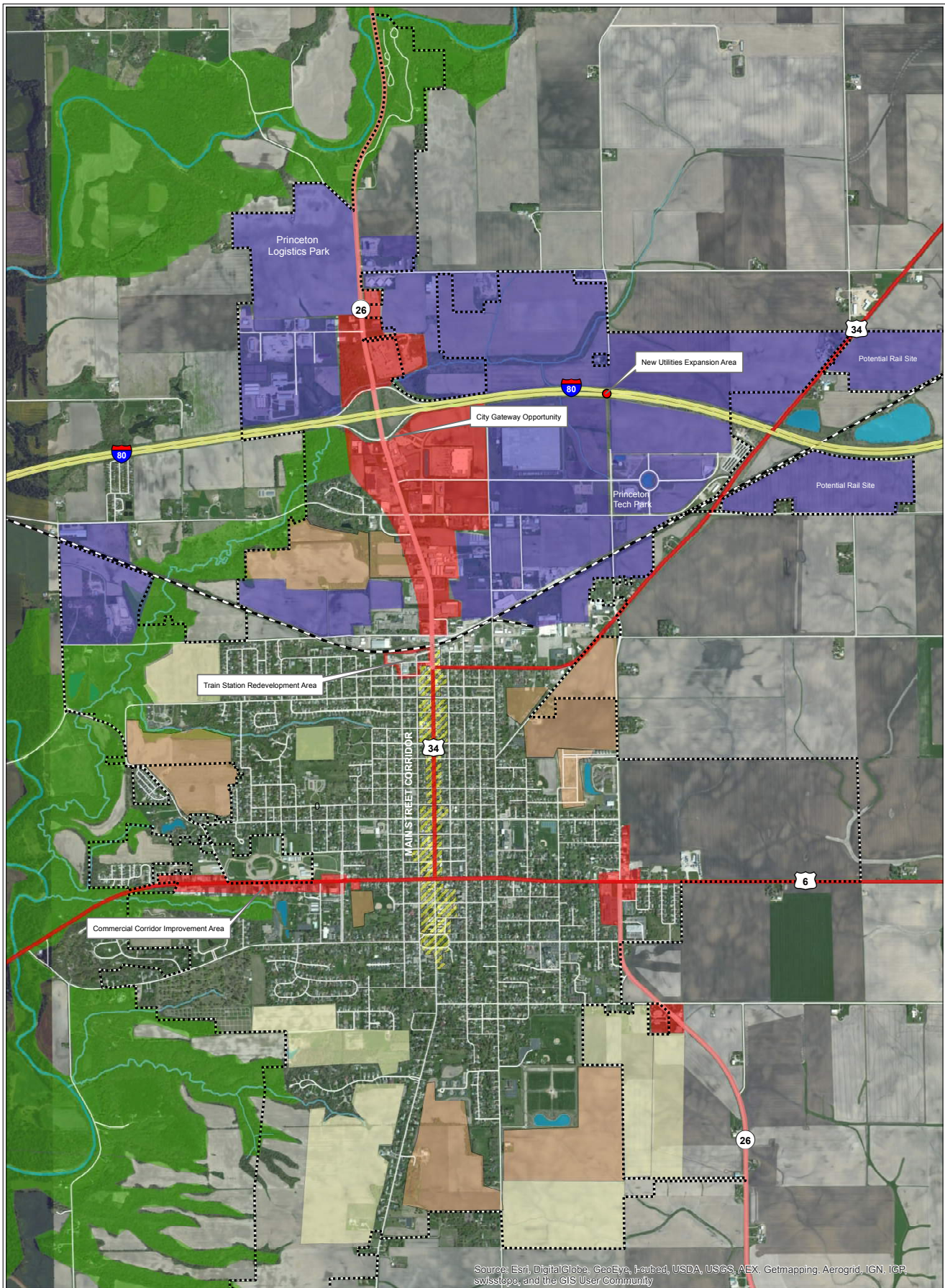


Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community 130

	AG/Vacant		Downtown Commercial		Industrial
	Estate Residential		General Commercial		Institutional
	Single Family		Restricted Business		Parks/Open Space
	Multifamily				

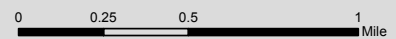
LEGEND

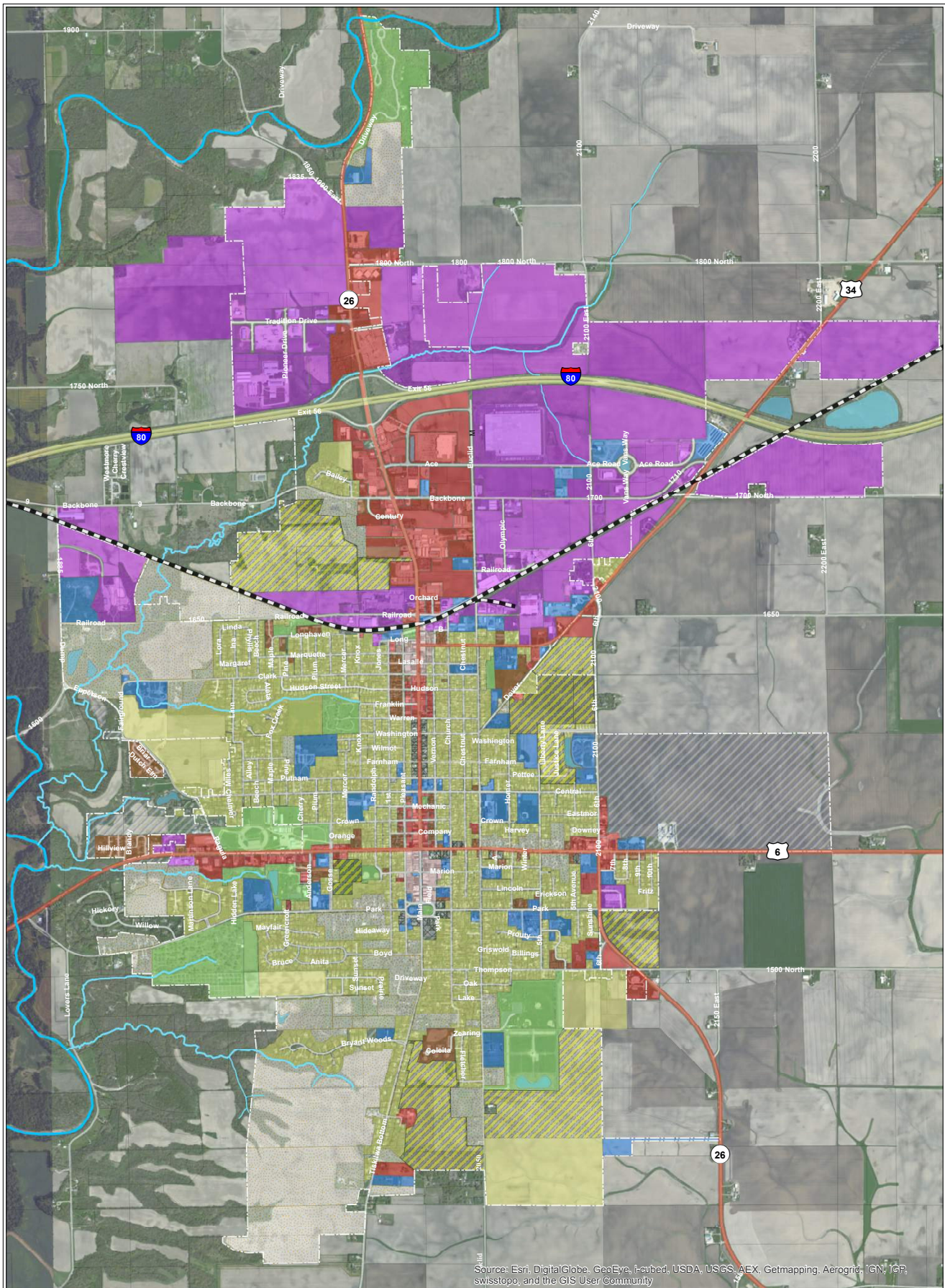




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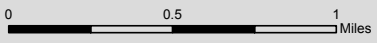
- Mixed Density Development Opportunity
- Low Density Residential Opportunity
- Main Street Corridor
- Industrial/Manufacturing Opportunity
- Greenspace Area
- Commercial Centers
- Existing City Limits
- Railroad

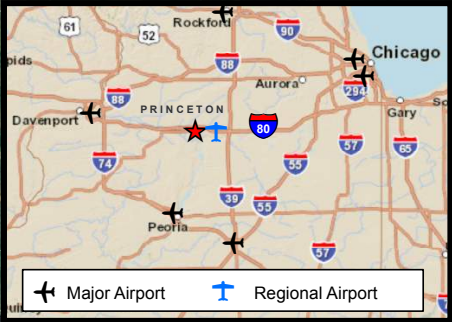
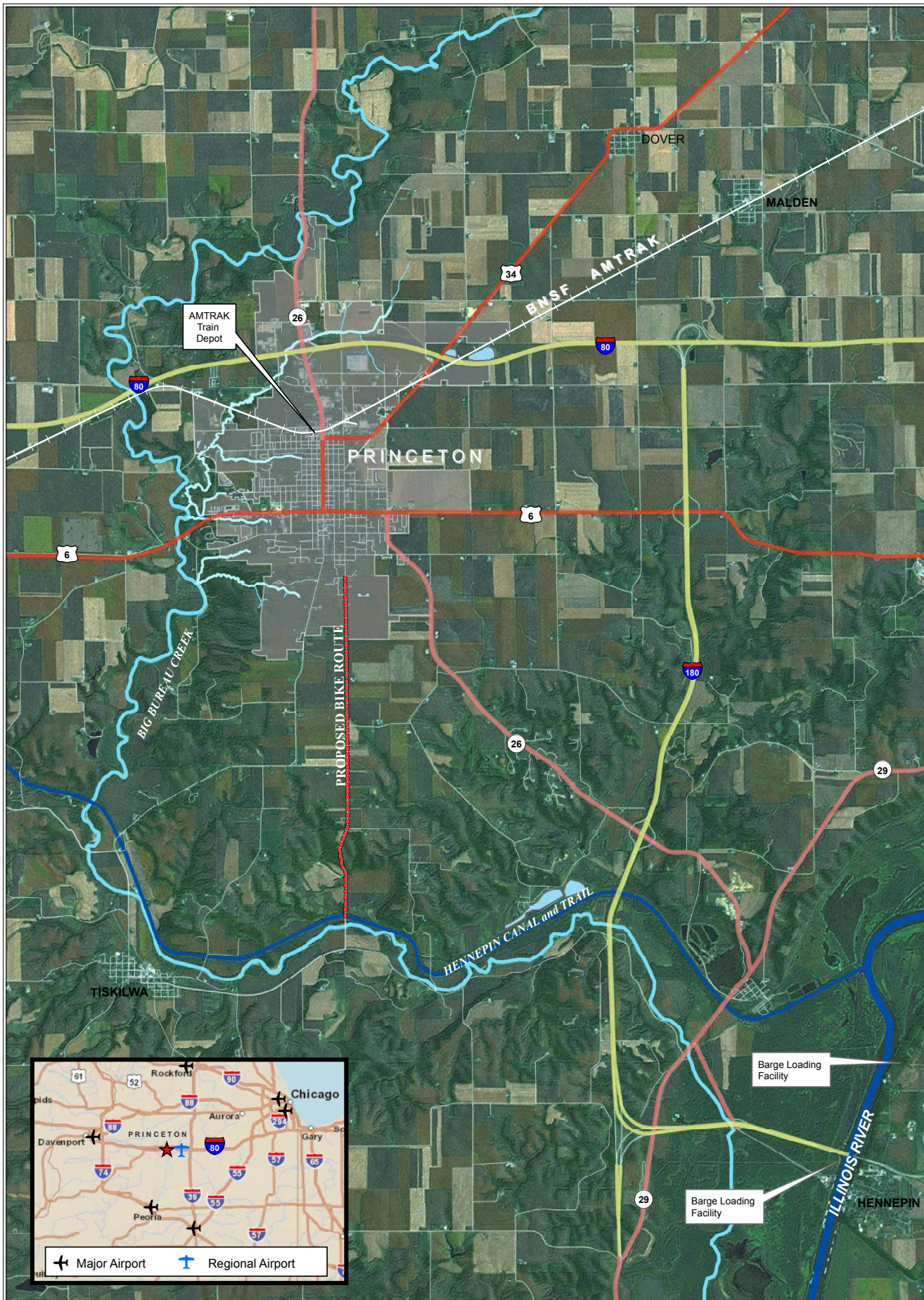




Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

LEGEND			
	Vacant/Agriculture		Mixed Density Residential
	Single/Duplex Residential		Downtown Commercial
	Estate Residential		Restricted Business
	Multifamily Residential		General Commercial
			Industrial
			Institutional
			Parks/Open Space





Legend

Interstate	Proposed Bike Route	Big Bureau Creek
US Highway	Railroad	Hennepin Canal
State Highway	City Limits	Illinois River

N