Comprehensive Plan Update

September 2012



CITY OF BREESE, ILLINOIS



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Acknowledgments

The Comprehensive Plan for the City of Breese would not have been possible without the support and input from citizens throughout the City. The project team would like to acknowledge the leadership of the following individuals to highlight how their roles in the plan's development enabled its successful completion.

Mayor

Charles E. Hilmes

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Norbert Tebbe Deb Koetting Bill Fischer Carl Ratermann Kevin Timmermann Paul Steinman Robert Berndsen Gary Usselmann

Planning Commission

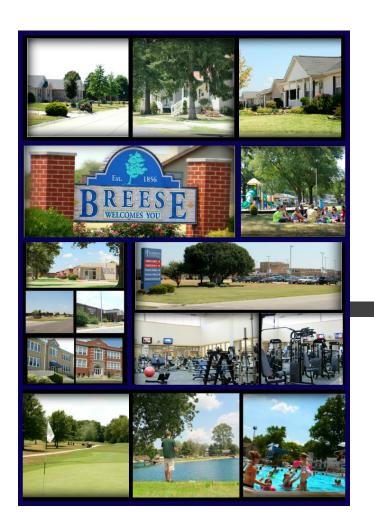
Charles Hilmes Timothy Schleper Jerry Goff Robert Venhaus Dale Deiters David Grapperhaus Harold Palmer Michele Maue Chad Sellers James Kueper Joanne Stevenson

Special Thanks

HMG Engineers Moran Economic Development Mike Weber - PGAV Planners



Breese Comprehensive Plan Update



Chapter One

Introduction



Chapter 1: Introduction

The City of Breese has assembled a unique team of local stakeholders and advisory professionals to develop an update to the City's Comprehensive Plan. The Plan will replace outdated plans, prepared in 1990 and 2000. The Plan update will be a document incorporating goals and objectives that are realistic, achievable and – most importantly- measurable by the City's "keepers" of the Plan. Those involved in preparation of the Plan come from diverse backgrounds and provide a wide spectrum of input, ideas, visions and opportunity. The vision of the Plan is long term and should be periodically reviewed updated. The reviews should take place at least every five years and assess how the goals and objectives were met, will be met and, if needed, provide new avenues to meet those goals. The planning process is a work in motion, and the Plan should never be considered a static document.

The purpose of planning, by basic definition, is the act or process of making or carrying out plans; specifically: the establishment of goals, policies, and procedures for a social or economic unit. Understanding this purpose and using statistical data, trend analysis and community input, a vision of what this community is, can be, and/or should be, will be addressed in the Plan. It is a tool that community leaders should use to guide the growth and development of the community. Past comprehensive plans in 1990 and 2000 are proof that the City of Breese is committed to ensuring good growth and development for their residents.

Designed as a guide, the comprehensive plan is not a document "required by law" to perform each and every task or goal in it. It is based on recommendations and should not be misinterpreted as an ordinance. However the Plan recommendations may cause the City to change its development regulations contained in the Zoning and Subdivisions Codes.

This Plan focuses on land use, major streets and future public facilities for schools and recreation. Under authority of the Illinois Municipal Code, the plan covers and area within the one and one half (1 ½) mile of the City boundaries.

Breese Quick Facts	
Population (2010)	4,442
Change since 2000	9.73%
Year Founded	1856
Zip Code	62230
Area Code	618
County	Clinton
Township	Breese



Breese Comprehensive Plan Update

Chapter Two

Community Profile

- Section 2.1: General Overview
- Section 2.2: Demographic Overview
- Section 2.3: Housing Overview
- Section 2.4: Existing Land Use
- Section 2.5: Transportation
- Section 2.6: Local Economy
- Section 2.7: Water, Sewer, and Drainage
- Section 2.8: Parks and Recreation
- Section 2.9: Public Safety and Emergency Services
- Section 2.10: Education
- Section 2.11: Healthcare



Chapter 2: Community Profile

The community profile is intended to provide updated information about the City that describes the most important trends and current conditions that influence housing, economic development, and the demand for City services. The data used in the profile comes from several sources. The historical data is from the Census Bureau and 2011 estimates as well as 2016 projections are from ESRI, a third-party private data source. Several geographic benchmarks are used to aid in interpretation of the data.

Prioritizing problem situations in Breese that affect the population and/or segments of the population is the first step of this plan. Realizing the changes in population size, culture and demographics, is a critical part of that step. For many years, our community has seen increasing numbers in the school and recreation systems and in turn, increases in home construction and home purchases. The common factor is; Breese needs to plan for people who are not traditionally from this area. The attractiveness of Breese, what it has to offer, and where it is located, is estimated to have greater demand and desire over the next 10 years than the previous 10 years. Infrastructure needs and the effect population increases will have on current utility usage levels will also change, therefore leading to upgrades and improvements to these services to better serve the community. Breese, once defined as a bedroom community, now seeks to open their boundaries and become not only a living area, but a destination for people.

The following sections of this document will provided a more detailed look at the various demographic and economic aspects of Breese as well as provide goals and objectives aimed at promoting the continuing success growth of Breese as a City and as a Community.

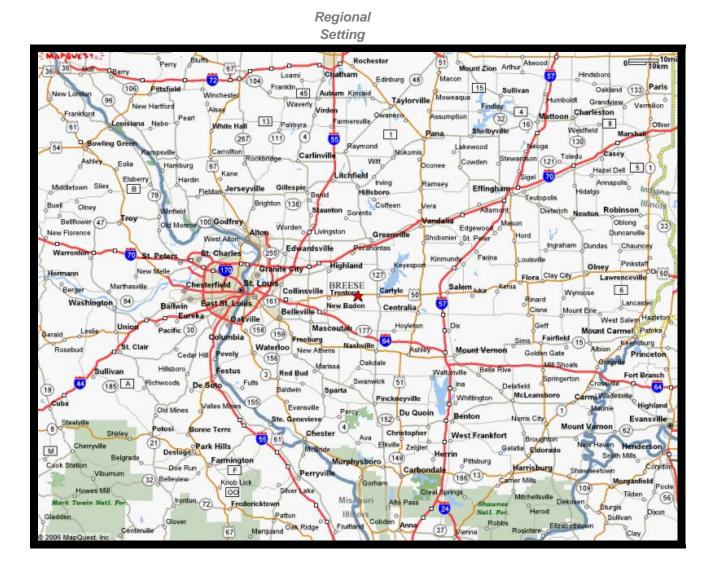
Section 2.1: General Overview

Regional Context and Setting

The City of Breese is intimately located on the eastern side of the St. Louis metropolitan area. Its' location offers the advantages of a small community with the accessibility to the major metropolitan arena. Situated in the heart of Clinton County, Breese is the largest City in the County and part of a region rich in agriculture heritage.

The map on the next page provides for a look at Breese in comparison to the rest of the Metro-East Region.

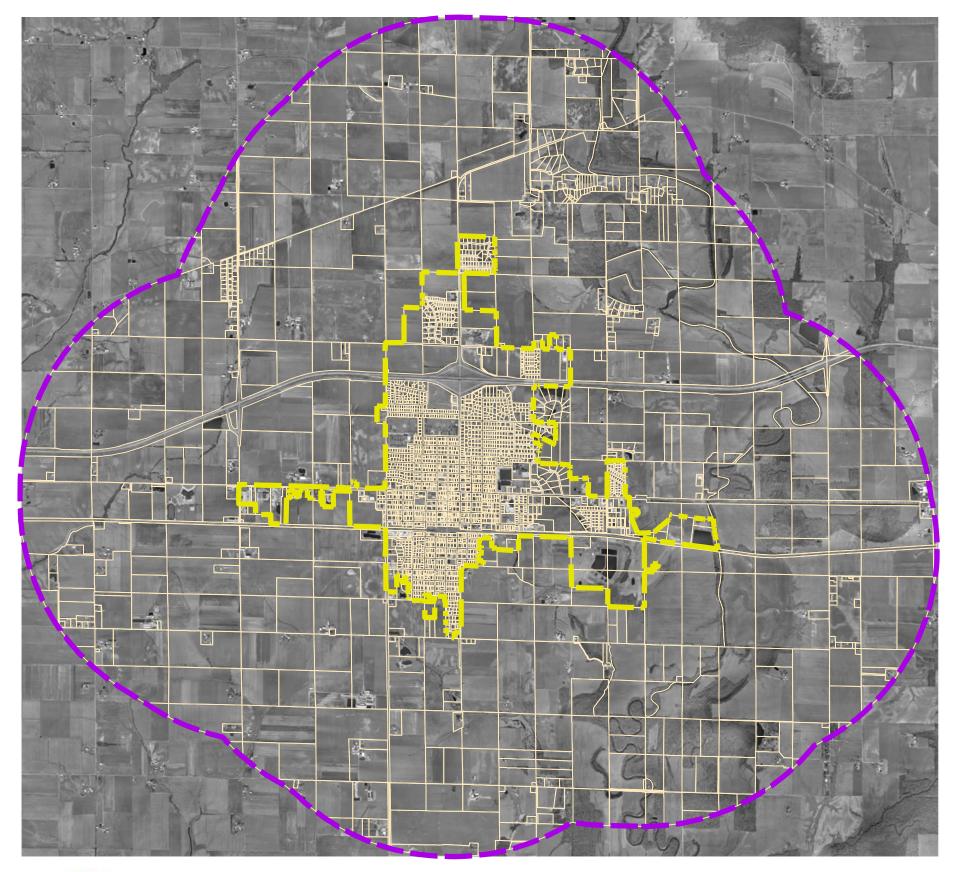




Nearest City with Pop. 50,000 +: St. Louis, MO (38.7 miles, pop.356,587) Nearest city with Pop. 1,000,000+: Chicago, IL (243.8 miles , pop. 2,896,016). Nearest cities: Germantown, IL (4.5 miles), Aviston, IL (4.49 miles), Beckemeyer, IL (4.6 miles), Bartelso, IL (10.6 miles), Albers, IL (9.2 miles), Trenton, IL (8.7 miles), Carlyle, IL (8.4 miles), Damiansville, IL (12.5 miles).



CITY OF BREESE PLANNING AREA







1,500 3,000

0

6,000 Feet

NOTE: DATA PRESENTED ON THIS MAP HAS BEEN TAKEN FROM BEST PRESENT AVAILABLE INFORMATION.

Prepared By:

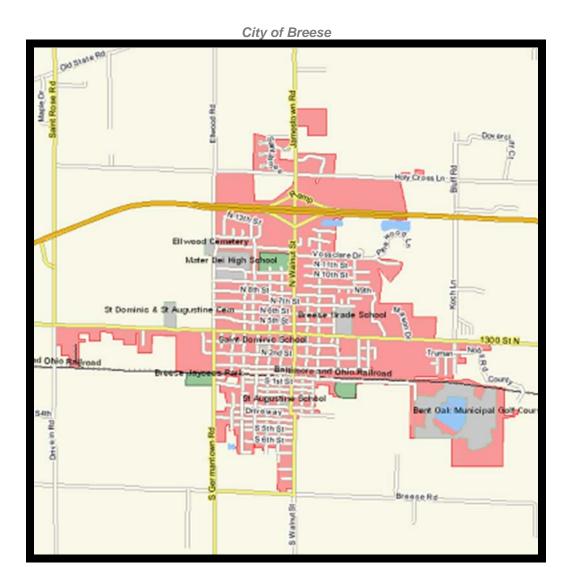


HMG Engineers, Inc. 1075 Lake Road, P.O. Box 70 Carlyle, Illinois 62231 Email: WWW.HMGENGINEERS.COM

MAP DATE: June 06, 2012

The planning area for the 2012 Comprehensive Plan Initiative encompasses the City of Breese proper and the adjacent area of the 1.5 mile "Facilities Planning Area". The planning area, by Illinois Law, permits municipalities to exercise their zoning and subdivision requirements for long term development and annexation.

As of current, the city's planning area does not extend into any other communities, thus providing the City the ability to maximize key growth management and planning tools in the unincorporated areas of Clinton County.





Section 2.2: Demographic Overview

Population Trends and Projections

The foundational brickwork of a comprehensive plan is understanding the composition of the population and its characteristics. By taking these basics and building the City Vision, policy makers, city staff, business owners and residents can strategically plan for questions such as "what are the community's shared values?" and "what is important to the community?"

The 2010 Census Report indicates that Breese has recorded a record high population with 4,442 residents of the City. This is just under a 10% increase from the 2000 Census. This trend is expected to continue into the future as 2016 projections show a further population increase by another 2.81 percent to a population of over 4,500 residents. Continued economic development, community investment, and housing stock support are important factors that can contribute to Breese's population increases and success as a developing community.

Description	Breese
Population	
2016 Projection	4,567
2011 Estimate	4,470
2010 Census	4,442
2000 Census	4,048
1990 Census	3,749
Growth 1990-2000	7.98%
Growth 2000-2010	9.73%
Growth 2010-2016 (Projection)	2.81%

Population Trends, 1990-2016 Projections

Regional Comparison

As both the City and County grow, they have maintained a relatively stable relationship in terms of population increases. Breese has maintained a population of 11% - 12% of the Counties total population over the past 20 years. As the County grows, so does the City, and vice versa, causing this proportionate growth between the two entities.

Comparison to County						
Regional Population	1990	2000	2010			
Breese	3,567	4,048	4,442			
Clinton County	33,944	35,535	37,762			
City as a Percent of County	11%	11%	12%			



Population by Age 2000-2010

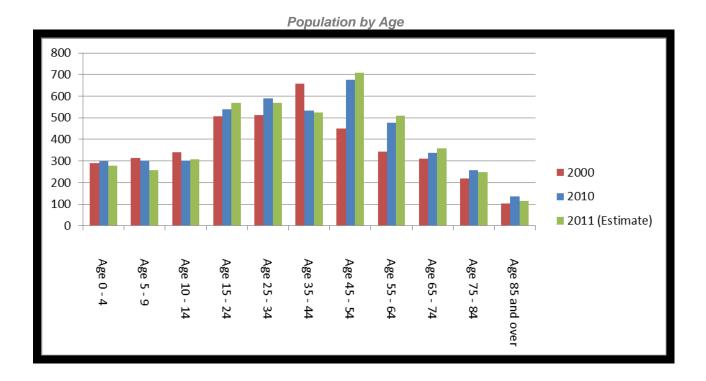
As is the trend for many communities, Breese has an aging population. From 2000 to 2010, significant increases in older population cohorts have occurred. Looking at the age cohorts as a percentage of the total population shows how the composition of Breese is shifting towards older residents becoming primary segments of the population. In 2000, the primary age segment was individuals from age 35-44. As those individuals age, and less young people are born or move to the area, this segment shifts to the next age range, causing age 45-54 individuals to be the largest age segment in 2010. To put it simply, age segments are not increasing proportionately with population increases. Older age segments are increasing while younger age segments are becoming smaller.

	Total				2011	
Description	2000	%	2010	%	(Estimate)	%
2000 Population by Age	4,048		4,442		4,470	
Age 0 - 4	289	7.14	298	6.71	278	6.20
Age 5 - 9	315	7.78	301	6.78	258	6.40
Age 10 - 14	341	8.42	301	6.78	308	6.90
Age 15 - 24	507	12.52	538	12.11	568	12.70
Age 25 - 34	514	12.70	590	13.28	570	12.80
Age 35 - 44	658	16.25	533	12.00	524	11.70
Age 45 - 54	449	11.09	675	15.20	707	15.80
Age 55 - 64	343	8.47	476	10.72	510	11.40
Age 65 - 74	310	7.66	338	7.61	357	8.00
Age 75 - 84	219	5.41	256	5.76	249	5.60
Age 85 and over	103	2.54	136	3.06	114	2.60
Age 65 and over	632	15.61	730	16.43	720	16.11
Median Age	35.89		38.7		39.7	

2011 Estimates

As pointed out earlier, the population for Breese in 2011 is estimated to have grown very slightly since 2010 (an increase of only 28 residents). The largest age segment is still estimates to be the 45-54 age range (707 individuals), and most age segments remain fairly similar to 2010 reports. In terms of percentage of total population, the 45-54 age cohort still leads the pack, while proportionally, age group segments are estimated to have increased relatively similarly. Aging populations is currently a trend being experienced by many communities in Illinois and signs of this include increasing proportions of the population falling into the older age brackets while younger age cohorts remain stagnant or start to dwindle. Breese should be aware of this possible future trend and should continue to market itself to younger populations as well as be accommodating to the needs of younger residents, both current and prospective, while maintaining appropriate housing stock within Breese.

The graph on the next page provides a visual depiction of the changes in age segments that have been described above.



Population by Ethnicity

According to the 2010 Census, the City of Breese's population is predominantly White (98.57%, or 4329 of 4442). The second largest ethnic presence is Hispanic or Latino (2.36%) with all other races comprising even smaller percentages of the population; none of which contain more than 48 individuals.

	2000	%	2010	%
Pop by Single Race Classification	4,048		4,442	
White Alone	3,990	98.57	4,329	97.46
Black or African American Alone	4	0.10	8	0.18
American Indian and Alaska Native Alone	2	0.05	4	0.09
Asian Alone	14	0.35	17	0.38
Native Hawaiian and Other Pacific Islander Alone	0	0.00	0	0.00
Some Other Race Alone	22	0.54	48	1.08
Two or More Races	16	0.40	36	0.81
Hispanic or Latino	52	1.28	105	2.36



Section 2.3: Housing Overview

Inventory of Housing

A household is the basic residential unit in which economic production, consumption, inheritance, child rearing, and shelter are organized and carried out. The number of households is equal to the number of occupied housing units. How people are organized in households can provide important insight into the opportunities and challenges a community faces. The total number of households increased from 1335 in 1990 to 1513 in 2000 a 13.33% increase. Households saw an additional increase of 18.24% from 2000 to 2010 when households increased to an all-time high of 1,789.



This trending housing increase slows though, as estimates for 2012 and 2016 projections are examined. As of 2011 it is estimated that the number of households in Breese has increased by 11 units, bringing the total number of households to 1,800. This increase is very slight, and certainly could be impacted partly from the tough economic times, but can also be a sign that available housing may be becoming an issue. By 2016, it is projected that households would have recovered increased by slightly more units, totaling 1,865; which is a significantly less rate of growth than experienced between 2000 and 2010. The household counts in the chart below are occupied households only, and do not include vacant housing units.

Households	Breese	
2016 Projection	1,865	
2011 Estimate	1,800	
2010 Census	1,789	
2000 Census	1,513	
1990 Census	1,335	
Growth 1990-2000	13.33%	
Growth 2000-2010	18.24%	
Growth 2010-2017 (Projection)	4.25%	ke:



It is also important to look at the number of occupied and vacant households in Breese to further understand the current state of the housing market in the community.

In 2000, there were 1,556 total households, 1,513 of which were occupied (97.24%) and 43 which were vacant (2.76%). This is a very strong indication of a prospering community, and provides evidence for a strong economy. The 2010 Census reports slightly less encouraging findings, but still encompasses an overall positive message for Breese's current state of affairs. In 2010, Breese had a total of 1,873 households with 1,789 being occupied and 84 being vacant. This is a 4.48% vacancy rate, about 2% higher than the previous census reported.

Occupied housing can also be looked at from the perspective of Family and Nonfamily households. The majority of households in Breese are Family Households. In 2000, 71.32% of the occupied households were family households, but in 2010 this number had decreased to 65.57%, with an increase in the number of renters.

Of the occupied housing units, just over 76% were owner occupied in 2010, approximately a 1.5% decrease from 2000; both the 2000 and 2010 census show about a 75/25 ratio between owner and renter occupation.

	2000	%	2010	%
Households by Household Type	1,556		1873	
Occupied	1,513	97.24	1789	95.52
Family Households	1,079	71.32	1173	65.57
Nonfamily Households	434	28.68	616	34.43
Owner Occupied	1,173	77.53	1361	76.08
Renter Occupied	340	22.47	428	23.92
Vacant	43	2.76	84	4.48

Housing Age

Breese's housing stock is neither particularly new, nor uncharacteristically old. The age of housing is a reflection of the historical development trends in the City. Breese grew rapidly in the 1920 to 1940 period which undoubtedly created a housing boom at that time. Nearly a quarter of the housing units counted in the 2000 Census were built prior to 1940. More housing demands occurred between 1970 and 1979 as evidence from almost 19% of the housing stock being built during that period. The recent population increases from 1990-1999 called for 262 households to be built in Breese during that time period. The 2000 Census puts 1967 as the median year of housing structures built. Although some of the housing stock is older, about 55% is less than 40 years old in the year 2000.

Data for 2010 Housing Stock Age was not available at the time this document was produced, but it would have no effect on the number of households built in prior years and would only create the new category of "Housing Unit Built 2000-2009". Using the number of households from the "Household Type" chart, it can be estimated that approximately 200 new housing units were built during that period, composing between 10%-12% of the total housing stock.

2000 Housing Units by Year Built	1,600	%
Housing Unit Built 1990 to 1999	262	16.38
Housing Unit Built 1980 to 1989	177	11.06
Housing Unit Built 1970 to 1979	303	18.94
Housing Unit Built 1960 to 1969	184	11.50
Housing Unit Built 1950 to 1959	116	7.25
Housing Unit Built 1940 to 1949	159	9.94
Housing Unit Built 1939 or Earlier	399	24.94
2000 Median Year Structure Built	1967	

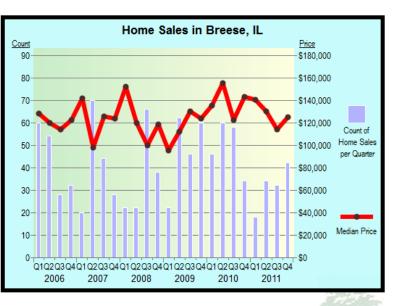
Household Size

The vast majority of households in Breese are comprised of 1 or 2-person households (61.9%) with 3 and 4 person households following closely behind. This is a stable trend that has existed since 2000 and will most likely continue to be the standard for households in this community.

Households by Household Size	2000 1,513	%	2010 1,789	%
1-person household	381	25.18	521	29.12
2-person household	481	31.79	579	32.36
3-person household	237	15.66	301	16.83
4-person household	239	15.80	217	12.13
5-person household	128	8.46	130	7.27
6-person household	36	2.38	30	1.68
7 or more person household	11	0.73	11	0.61
2000 Average Household Size	2.61		2.44	

Rent and Purchase Prices

In a 2010 estimate, the median owner-occupied housing value is \$135,200. This corresponds with homes valuing from \$100,000-\$149,999 composing 36.2% of the overall housing stock. This is actually an increase from home values in 2000, where lower valued homes were the largest value segment. As residents continue to improve their homes and newer, more expensive homes are built, the value of the overall housing stock will increase, which seems to



be the current trend in Breese; a good sign of the overall economic status of the community.

	2000	%	2010 ACS Estimates	%
All Owner-Occupied Housing Values	1,184		1373	
Value Less than \$20,000	26	2.20	37	2.69
Value \$20,000 - \$39,999	22	1.86	14	1.02
Value \$40,000 - \$59,999	165	13.94	73	5.32
Value \$60,000 - \$79,999	164	13.85	36	2.62
Value \$80,000 - \$99,999	373	31.50	204	14.86
Value \$100,000 - \$149,999	299	25.25	497	36.20
Value \$150,000 - \$199,999	91	7.69	291	21.19
Value \$200,000 - \$299,999	36	3.04	110	8.11
Value \$300,000 - \$499,999	8	0.68	41	2.98

Household Income Levels

2011 estimates indicate that most of Breese's households fall in the household income range of \$50,000 to \$74,999 range, with 546 of the total 1800 (30.3%) family households in this category. This rate is fairly identical to the rate from 2000. The average and median household income calculations are also up from 2000 by around \$10,000 in both instances. The per capita income is currently estimated to be \$27,009, nearly \$6,000 higher than in 2000. These are all positive signs for the economy of Breese and the growing prosperity of its residents, and serves as evidence of the communities growing wealth.

Description	2000	%	2011 Estimates	%
Households by Household Income	1,556		1800	
Income Less than \$15,000	104	6.68	122	6.80
Income \$15,000 - \$24,999	183	11.76	118	6.6
Income \$25,000 - \$34,999	204	13.11	189	10.5
Income \$35,000 - \$49,999	338	21.72	287	15.9
Income \$50,000 - \$74,999	463	29.76	546	30.3
Income \$75,000 - \$99,999	140	9.00	279	15.5
Income \$100,000 - \$149,999	91	5.85	167	9.3
Income \$150,000 or more	33	2.12	92	5.1
2000 Average Household Income	\$53,402		\$66,587	
2000 Median Household Income	\$47,737		\$55,684	
2000 Per Capita Income	\$21,022		\$27,009	

Housing Goals & Objectives

Goal: Promote safe, attractive housing options with a high quality of life and stable property values.

Objective: Create a welcome package for potential new residents that include community information including schools, real estate contacts, civic organizations, home builders, local businesses and other information. Create a link to this information on the City web site.

- **Objective:** Maintain vacant lots in residential areas and consider alternative uses for those lots such as community gardens or mini-parks.
- **Objective:** Preserve the integrity of residential neighborhoods by enforcing zoning and nuisance ordinances. Review and update ordinances as necessary to guarantee emerging problems are addressed in a timely manner.
- **Objective:** Encourage homeowners and landlords to maintain and upgrade their properties.
- **Objective:** Sponsor clean-up days and provide assistance to home owners and landlords that are interested in cleaning up unsightly lots and structures.
- **Objective:** New housing development should be restricted to locations that can be served by utilities and surface transportation at the lowest cost to the City. Development contiguous to the City is preferred over rural subdivisions that will require costly extensions of infrastructure.

Objective: Create a safe pedestrian friendly environment in residential neighborhoods.

Goal: Create living options for elderly residents of Breese and surrounding communities.

Objective: Explore options for development of assisted living housing or other housing that will allow Breese residents to age in place.

Goal: Enforce the City's Housing Codes.

- **Objective:** Create and consistently apply a system for identifying neighborhoods and individual residences requiring enforcement activities.
- **Objective:** Create and consistently enforce the rules and regulations necessary to ensure that all residential structures meet the City's housing codes.

Section 2.4: Existing Land Use

An inventory of existing land use was conducted using recent Bing aerial photography, with selective field verification by City staff in August 2012. This existing land use information was digitized into a color-coded map of the planning area (see **Plate 1**). **Table 1** provides a quantitative breakdown of the various land use categories.



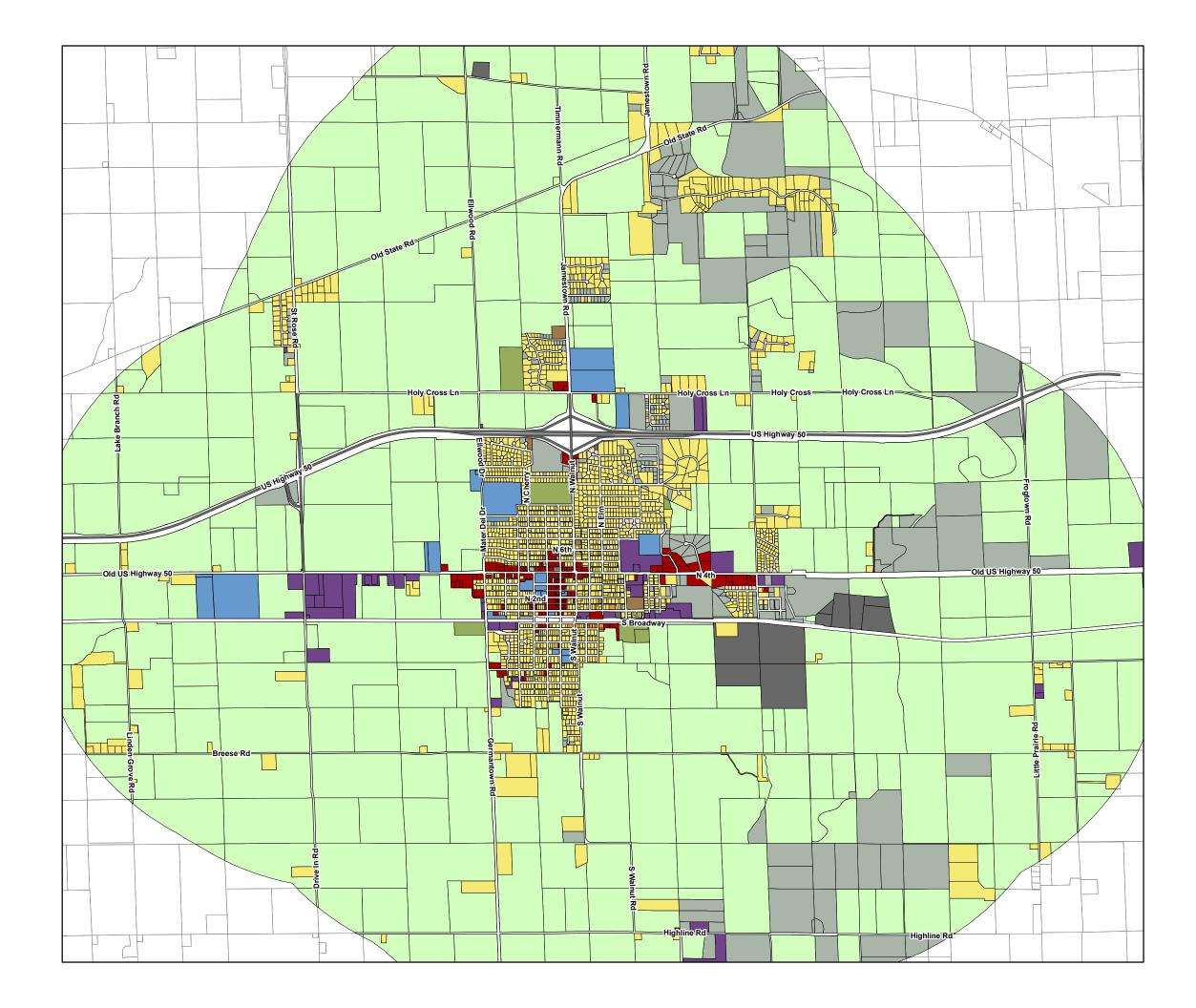


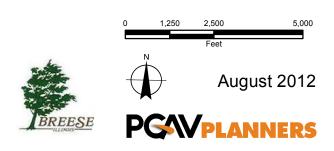
Plate - 1 Existing Land Use

Comprehensive Plan Update City of Breese, Illinois

Legend

Agricultural
Single-Family Residential
Two Family Residential
Multi-Family Residential
Mobile Home Residential
Commercial
Mixed Use
Industrial
Public/Semi-Public
Park/Open Space
Utility
Vacant/Undeveloped Land

Land uses based on aerial photography interpretation and selective field verification by City staff in August 2012.



Section 2.5: Transportation

The fundamental goal regarding major streets and current street improvement objectives are listed below:

Goal: Increase the function of usability of streets throughout Breese

Objective: Round-a-bout construction at the intersection of Holy Cross Lane and Jamestown Road

Objective: Widening and redesign of Holy Cross East of Jamestown Road

Objective: Completion of North Walnut from North 1st Street to the railroad tracks

Objective: Refurbish of Main Street

Public Transportation

Public transportation for Breese is currently provided by South Central Transit. General public transportation initiatives, driven by increase in ridership, make it desirable to create a single-point pick-up and drop-off point for commuters. South Central Transit also provides feeder routes to Bi-State/Metro Link systems and direct transportation to Lambert Airport.



Rail

The Ohio and Mississippi Railway (earlier the Ohio and Mississippi Rail Road) was a railroad operating between Cincinnati, Ohio, and East St. Louis, Illinois, from 1857 to 1893 which runs through Breese Township.

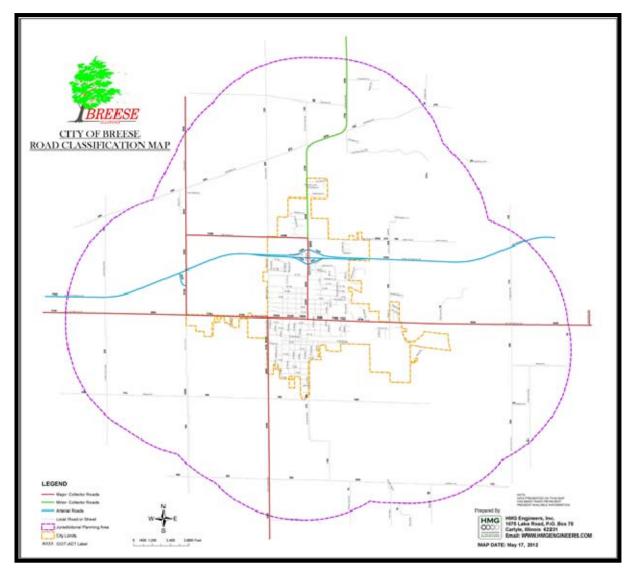
The railroad started in 1854 and paralleled the Cincinnati and Whitewater Canal. Its East St. Louis terminal near the Mississippi River was completed in 1857. It was a founding rail line of the Terminal Railroad Association of St. Louis. In 1893, it merged with the Baltimore and Ohio Southwestern Railway, and is now part of CSX Transportation.

Park and Ride Lots

Park and Ride/Rideshare lots will be considered for future development, based upon one or more of the following circumstances:

- The utilization by carpoolers of the off-street parking at the City Park interferes with parking availability for Park users.
- General public transportation initiatives, driven by increase in ridership, make it desirable to have a single-point pick-up and drop-off point for commuters. South Central Transit, which now serves Breese, currently provides feeder routes to Bi-State/Metro Link systems and direct transportation to Lambert Airport.

• The number of rideshare participants increases to a level making a dedicated lot (shared with Park and Ride) desirable, particularly if a program similar to Madison County Transit "RideFinders" is established.



See larger Road Classification Map in Section 3.3 page 41



Section 2.6: Local Economy

Employment Status

Of the 3,737 residents age 16 years and older, 2,277 are employed (60.9%), 141 are unemployed (3.8%), and 1,319 are not in the labor force at all (35.3%). (ACS 2010 Estimates)

Workers by Occupation

According to ACS 2010 reports, thirty-three percent (32.5%) of the employed civilians in Breese work in management, business, science, and arts fields of occupation (739 of 2,277). Twenty-five percent (24.5%) work in sales and office occupations (559 of 2,277), eighteen percent (17.5%) work in service occupations 398 of 2,277), seventeen percent (17.4%) work in the production, transportation, and material moving occupations group (397 of 2,277), and eight percent (8.1%) work in the natural resources, construction, and maintenance occupations group (184 of 2,277).

Transportation to Work

While driving alone was the most popular method of transportation to work (76% of workers), car-pooling (19.9%) was the second most popular forms of travel to work, with walking and public transportation making up about one percent each. (ACS 2010 Estimates)

Finding the right tools to help promote the growth and development of Breese has been a driving force for the City council and its management team for many years. The City has been looking for ways to remain competitive in sales and job creation in new and existing businesses. New strategies and goals will need to be implemented for a successful Economic Development program that responds to the following characteristics:

- 1. Development techniques centered on location and tailored to what is necessary to meet area/site specific goals and objectives.
- 2. Understanding by community, planners, city government and stakeholders of the importance of incentives and the uses specific to industry and business prospects.
- 3. Understanding the importance of finding and developing innovative techniques that may or may not be common incentives.
- 4. Education of key community members on Economic Development to promote and expand the City's vision.
- 5. Continue networking with regional and state economic development professionals.
- 6. Adopt policy that Economic Development and Planning are critical to effective municipal operations and development of a budget for same.
- 7. Create formal relationships and lines of communication between the City and other economic development organizations.

Section 2.7: Utilities

Electric Grid Use and Development

The City of Breese has provided reliable power to the residents of Breese since 1905. The power grids original construction maintained a capacity of approximately 100 kilowatts (KW) of power. Today, the City maintains a generating capacity of 14.5 megawatts (MW) of power for a system that has peak demand of 13.8 MW to date. With a signed agreement, the City partners with the Illinois Municipal Electric Agency (IMEA) to protect the consumers of energy in the City from the high rate spikes out on the market. Watching the demand for the City, the Council and Management have worked on keeping Breese fully supportive within its boundaries in situation of loss of power and mechanical failure. Once again the peak demand for the City rises to the maximum output that the City can provide; therefore future expansion in generation is needed to continue the 100% reliability in an outage environment.

As in the past, expansion of the generators had been confined to one location and building, it is more likely that the next generators purchased will be located within the Grid System of the City and used as Distributed Generation. The substation is currently to capacity and a location for another facility should be considered. With a second location for a substation, load switching can be implemented to help transfer loads from one sub to another, thus relieving stress and wear on the equipment.

As the growth of technology and alternate energy sources develop, the City should consider revolutionizing the energy use of its consumers by providing means of "smart grid" techniques. The use of Automatic Meter Readers (AMR) with an enhanced feature can create wireless smart meters. The "Smart Meter" acts as a two lane highway communicating information from the consumer to the provider. Thus, creating an environment that is able to adapt to the needs of the grid and conserve energy at peak times and use it at the cheapest point. So for future smart grid development, the City should be progressive in examining the possibilities and more relevant technology as development and consumer awareness increase.

Electrical Utilities Objectives:

Distributed Generation Substation revamp SCADA upgrade and expansion Renewable Energy Adoption of Smart Grid Technologies



Water System Use and Development

Constructed in 2005-06, the Breese Water Treatment Plant began producing water in June of 2006. With a state of the art microfiltration membrane system, the plant is capable of producing 2 million gallons per day (MGD) during the winter and over of 3 MGD during the summer. The plant was designed to accommodate a 50% capacity increase for future demand within the constructed footprint. The City's source of water is Shoal Creek, pumped into two 30-million gallon side channel reservoirs. Finished water is sent to a onemillion gallon ground storage tank and distributed from there.

The distribution system contains water mains ranging in size from 4" to 12". The distribution system has been upgraded over the past several years, replacing deteriorating cast iron and asbestos cement mains with PVC. System storage includes two elevated tanks: a



300,000 gallon single pedestal tank north of US Route 50, and a 200,000 gallon legged tank located at the Utility Campus.

Currently the goals and objectives of the distribution system are to maintain and control the quality of the mains and to replace the water tower on the original Utility Campus. Maintenance and repair of the other tanks will be performed as needed.

Fiber Optic Use and Development

With the completion of the water treatment system in 2006, renovations took place in other areas of the Utilities as well. The renovation of the Utility office allowed for the newly installed fiber optic system to connect all facets of the utilities into one central hub. A 96 ct. and 48 ct. fiber system had been installed as a backbone throughout the City. The loop extends as a circle around the City allowing for future developments and communication an information highway. The Fiber Optic system is currently for City use only, but potential development in the future should be considered.

Sewer System Use and Development

Growth in the City has been progressive in past years. With an aging sewer system from the late 70's, updates and improvements are necessary for the treatment plant to stay in compliance with EPA regulations. The existing treatment plant has a hydraulic capacity of 0.629 MGD daily average flow, and 1.570 MGD daily maximum flow. The plant is approaching its hydraulic capacity, and the City is conducting an infiltration and inflow (I/I) study in an effort to identify sources of extraneous flows into the system. Planning has also been performed to identify recommended improvements to the treatment plant to increase hydraulic and organic capacity, and to meet more stringent discharge limits expected in the near future.



Listed below are Goals & Objectives of the Sewage Collection and Treatment System that are focused on operating and maintaining the Plant at its highest standards possible:

Goal: Reduce infiltration and inflow into the collection system.

- **Objective:** Lining of manholes throughout the City to prevent ground water infiltration into the system.
- **Objective:** Cured in place (CIP) lining of existing sewer mains to prevent infiltration into the system.

Objective: Identify and eliminate other sources of I/I.

Objective: Upgrade and replace, as needed, system equipment.

Goal: Maintain Sewer Plant at its highest rating possible

- **Objective:** Upgrade and improve the plant to meet existing and anticipated future regulations set by State and Federal Agencies.
- **Objective:** Maintain hydraulics of the plant and system to operate under set regulations. Use of "BEST" technology practices in the industry today and explore future advancements in technology as alternatives.
- **Goal:** Examine potential for implementation of a recycling program.

Objective: Support projects that offer public recycling services.

Objective: Support a public education/promotion program which stresses source reduction and recycling.

Objective: Continue the promotion of a City clean-up day to allowing for mass participation in community clean-up efforts.



Section 2.8: Parks and Recreation

Park and Recreation

The Park and Recreation Plan, for the City of Breese, establishes a program that will foster the growth and expansion of open space and recreational facilities. Based on this principal and community responses and comments, goals and objectives were enacted that will be good investments for our citizens and good clean fun for our families, including children of all abilities.

Golf Course

The 9-hole "Bent Oak" course at the Bent Oak Golf Course facility in Breese features 3,290 yards of golf from the longest tees for a par of 36. The golf course opened in 1994.



Pool

Breese operates a public pool within the community which is available to residents and nonresidents for a small admission fee. The pool also offers water aerobics classes and hosts other special events.

Goal: Connect with continuity, the recreational facilities throughout the City.

- **Objective**: The City should consider the implementation of vest pocket playgrounds in newly adopted subdivisions.
- **Objective**: Development of a hiking/walking/bicycle path around the City tying in park facilities.
- **Goal:** Encourage future development of existing park features while meeting or exceeding the recreation facilities Inventory standards calculated by IDNR.
 - **Objective:** The City should consider future expansion of Southside Park for parking and additional baseball/softball fields to accommodate for increase in select sports that is regional.
 - **Objective:** The City should consider additional developments in the recreational plan that encourages "ALL ACCESS FEATURES" that allows users from varying ages and disabilities to participate.
 - **Objective:** Enhance current park facilities that may include, but not limited to, dog park arenas, skate parks, Frisbee golf course, outdoor winter ice rink and a spray and splash garden adjacent to the current pool.

- **Objective:** Maintain useable pavilion space and consider future developments if demand increases significantly.
- **Objective:** Construction of a recreational facility hub to centralize all recreation and park programs.
- **Objective:** Maintain park facilities to the highest possible standard.
- **Goal:** Commitment to future land acquisition and development to meet the community's long term park and recreation needs.

Objective: Aggressively pursue funding opportunities for acquisition and development of new park and recreational facilities.

Objective: Formulate relationships through public/private partnerships and gifts/giving opportunities.

Bicyclists

While the City has numerous opportunities for personal fitness – walking track with physical exercise equipment along the path located on the campus of St. Joseph Hospital, baseball fields, volleyball, basketball and tennis courts – there is no designated bikeway or multi-use trail to accommodate bicyclists.

The benefits of bicycle transportation are numerous, for the individual and community at large:

- Bicycling can improve mobility for people who cannot afford to own and operate a motor vehicle, and would allow some households with autos to own one instead of two.
- Bicycle transportation allows individuals to incorporate physical activity into their daily lives.
- There is a demand for more livable communities and, specifically, better bicycle and pedestrian facilities in the community.
- By taking advantage of the opportunity to convert short automobile trips to bicycling (and walking), communities can reap significant benefits from healthier air and reduced traffic congestion.
- The amenity of designated bikeways is another attractor for families seeking to relocate in the City of Breese.

Goal: To improve and explore the expansion of existing bicycling and pedestrian facilities.

Objective: Pursue opportunities and funding to connect to existing bicycling path systems in nearby Carlyle and Madison County."

Section 2.9: Public Safety and Emergency Services

Fire Protection

The Breese Volunteer Fire Protection District has approximately 35 volunteers and covers the City of Breese and 25 square miles surrounding the City. The City of Breese has an Insurance Services Office (ISO) rating in the City of 5 and 9 in the rural areas the district serves.

The I.S.O. rating of a community can have a direct effect on the insurance premiums that individuals pay on their homes and especially on commercial buildings. The lower the I.S.O. rating on a scale of 1 to 10, the better the insurance rates are (generally). The I.S.O. reviews 3 areas primarily - the Fire Department; the City water main & hydrant capabilities; and 9-1-1 dispatch & paging services. The City maintains a solid ISO rating.

Police Protection

Breese operates its own Police Department under the guidance of Police Chief Robert Fix and has 6 full-time and 7 part-time police officers who serve the community.

Goal: Promote safety within neighborhoods.

Objective: Maintain 24 hour police protection and continue to hire new police officers.

- **Objective:** Investigate grants and financing options for police protection services.
- **Objective:** Upgrade currently owned police equipment and vehicles to assist in providing services.
- **Objective:** Create more after-school programs to keep kids active and entertained and off of the streets.
- Objective: Increase Neighborhood Watch programs to promote safety.

Objective: Construct more street lighting throughout the City.



Emergency Medical Service

The duties of the 9-1-1 Communications center is handled by the Clinton County Sheriff's Department where Police, Fire, and EMS units are dispatched for Breese and some of the surrounding communities.

The EMS Director of the City of Breese supervises three fulltime paramedic's, twelve part-time paramedic's and eighteen part-time EMT's.

Goal: Provide community facilities and services that enhance the quality of life in Breese and make the community an attractive place for residents and businesses.

Objective: Provide high quality law enforcement.

- **Objective:** Support and collaborate with local emergency medical and fire protection service providers to address critical needs for these services.
- **Objective:** Assist in recruiting a medical clinic or healthcare provider to the community.

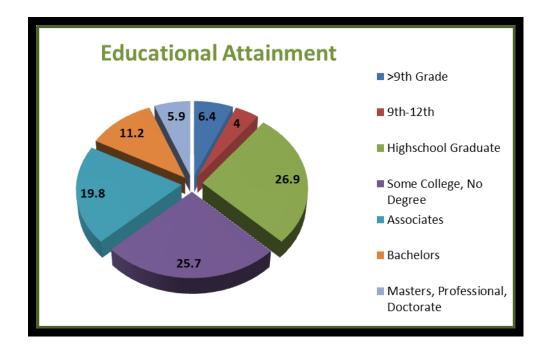
Section 2.10: Education

Educational Attainment

Of the total 3,110 residents aged 25 or older, the majority (26.9%) are high school graduates, with a close second belonging to individuals with some college completion, but no degree (25.7%). 19.8% have their Associate's Degree, while 11.2% have their Bachelor's Degree. 5.9% are reported to have some form of a graduate degree while the remaining 10.4% are not high school graduates. (2010 ACS Estimates)

Breese has a public high school, a parochial high school, an elementary school district and a Catholic grade school. Unit 12 serves the elementary students of Breese and Beckemeyer. Between 650 and 700 students attend the three school buildings and are served by 42 teachers, 17 teachers' aides two administrators and numerous support staff. Large, modern buildings with a highly qualified staff are recognized as good examples by the State Office of Education.





In comparison to the 2000 Census, more residents are attaining a higher level of education. The percentage of people attaining degrees increased notably (Up more than 5%) as well as drastic decreases in the number of people who have not graduated high school (down 8.3%).

Higher Education

Kaskaskia College, a fully accredited two-year institution, has a Trenton extension center, which provides classes each semester for several hundred people of all ages. The main campus is at Centralia, about a half-hour drive, and Associates degrees, vocational certificates, and college transfer requirements are offered. It also sponsors G.E.D. classes and the Reading Link. Within a radius encompassing a one-hour drive from Breese are four-year universities: Southern Illinois University at Edwardsville, Washington University, McKendree University, Greenville College, Lindenwood University at Belleville and St. Louis University, which also offer post-graduate degrees.

Goal: Continue to support and encourage activities supporting education and learning.

Objective: Support and encourage the school system as they try to provide the best quality educational services possible.

Objective: Support and enhance the library and the services it provides. Visit the Breese Public Library at <u>www.breeselibrary.org</u>



Colleges/Universities with over 2000 Students nearest to Breese:

- Kaskaskia College (about 19 miles; Centralia, IL; Full-time enrollment: 2,425)
- Southwestern Illinois College (about 23 miles; Belleville, IL; FT enrollment: 5,638)
- Southern Illinois University Edwardsville (about 27 miles; Edwardsville, IL; FT enrollment: 10,723)
- Saint Louis University-Main Campus (about 39 miles; Saint Louis, MO; FT enrollment: 9,852)
- Saint Louis Community College-Forest Park (about 41 miles; Saint Louis, MO; FT enrollment: 2,900)
- Saint Louis Community College-Florissant Valley (about 43 miles; Saint Louis, MO; FT enrollment: 2,909)
- Washington University in St Louis (about 43 miles; Saint Louis, MO; FT enrollment: 11,422)





Section 2.11: Healthcare

St. Joseph's Hospital in Breese, Illinois, is an 85-bed acute care hospital with full inpatient, obstetric, surgical and outpatient facilities including the HealthPlex which provides state-of-theart equipment, medically-based fitness training, rehab, and wellness education.

The hospital maintains a state-of-the-art primary care hospital while upholding its motto: Centered on a Mission of Caring. St. Joseph's is most proud of the caring attitude demonstrated by their dedicated employees and physicians who provide award winning care.

St. Joseph' is categorized as an Acute Care Hospital and operates as a voluntary/non-profit establishment.

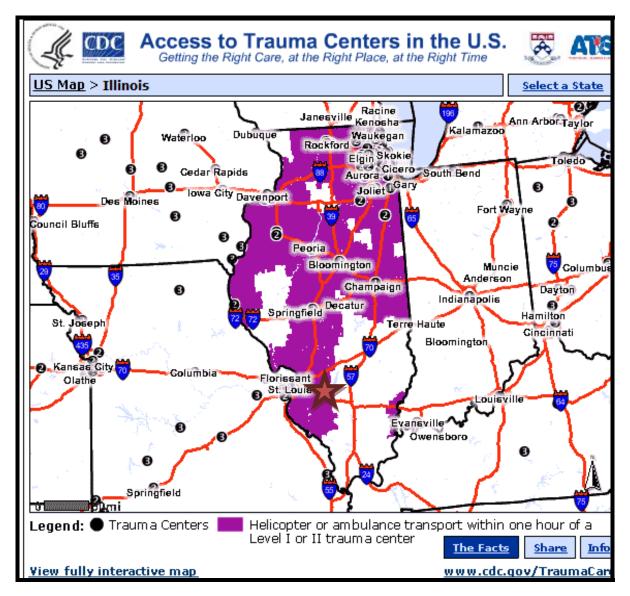


Health Care Centers Near Breese, Illinois

- St. Joseph's Hospital Highland (Critical Access Hospitals, Voluntary non-profit Church, provides emergency services, about 13 miles away)
- Greenville Regional Hospital (Acute Care Hospitals, Voluntary non-profit Other, provides emergency services, about 21 miles away; GREENVILLE, IL)
- St. Mary's Hospital (Acute Care Hospitals, Voluntary non-profit Church, provides emergency services, about 23 miles away; CENTRALIA, IL)

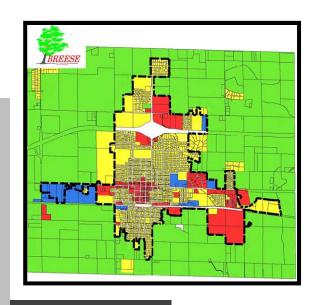
In addition to St. Joseph's Hospital, Breese has numerous healthcare providers with offices in town. These include physicians in a variety of practice areas, physical therapists, pharmacists and facilities providing a wide range of medical services"

The following graphic is from the Federal Center of Disease Control and maps Trauma Center access for the state of Illinois based on helicopter and ambulance transport.





Breese Comprehensive Plan Update



Chapter Three

Land Use and

Major Street Plan

Section 3.1: Future Land Use Plan

Section 3.2: Major Street Plan

Section 3.3: Road Classification Map



Section 3.1: Future Land Use Plan

The Land Use and Major Street Plan proposes a variety of land use types and intensities (see **Plate 1**). In general, the land use proposals are based on existing land use, current zoning classifications, supporting infrastructure, and the existing and proposed street network. The Land Use and Major Street Plan map is color-coded to indicate the following land use categories:

Agricultural/Rural Residential (Light Green)

This land use category proposes that the current agricultural land uses remain, along with the residential uses typically associated with agricultural uses. The City's current "A" Agricultural zoning district has certain use and dimensional standards that allow for farmstead type residences and certain other uses for which the City has authority to control. While rural residential uses are permitted, it is not the policy of this Plan to encourage the development of residential subdivisions in these agricultural areas. Instead, such residential subdivisions should be developed in areas designated as Very Low Residential in this Plan (see below). By applying the City's subdivision authority within the mile and a half area surrounding the City, the City will be able to efficiently plan for capital improvements and essential urban type services (e.g., streets, public safety, public education, parks and recreation, etc.).

Very Low Density Residential (Light Yellow)

This land use category represents single-family dwellings on relatively large individual lots, with open space (yards) between all sides of such dwellings and their lot lines. This type of development would be accommodated under the City's "A" Agricultural zoning district, which permits single-family dwellings and have minimum lot size of 2 acres.

Low Density Residential (Yellow)

This land use category also represents single-family dwellings on individual lots, with open space (yards) between all sides of such dwellings and their lot lines. This category would accommodate the City's "R-1" zoning district, which permits single-family dwellings and have minimum lot size of 11,000 square feet.

Medium-density Residential (Tan)

This land use category represents residential density that would be permitted by the City's "R-2" and "R-3" zoning districts. These districts permit both single family and two family dwellings on lots having not less than 8,000 square feet of area. Also, this medium density category includes property currently zoned "MH-1" Mobile Housing District.

High-density Residential (Brown)

The high-density residential category is equivalent to the City's R-3 multiple-family residence district. The high-density residential proposals properties currently zoned residential, except for a portion of the Lincoln Village residential subdivision located off of Holy Cross Lane. In this case, a portion of this subdivision has developed with single family type dwellings. The remaining vacant lots in adjoining these single family dwelling should also be developed with single family dwellings. The City should consider rezoning these existing single family and adjoining vacant lots to "R-1" Single Family Residential District.

Commercial (Red)

To a large degree, proposed commercial land uses reflect current City zoning district designations. As future commercial development proposals arise within areas that are currently zoned for commercial use, then the applicable commercial district regulations will more specifically dictate the type and intensity of use. In instances where rezoning to a commercial district is proposed, then the Land Use Plan should serve as a guide. However, such rezoning requests should be examined in terms of their appropriateness for location, including assessing impact on the surrounding areas and street network.

Commercial/Low Density Residential Alternate (Red-Yellow Hatch)

A considerable amount of new commercial land use is proposed in this Plan Update and could very well exceed the demand for such land for decades. With this in mind, there is a 32 acre tract of land located immediately west of the commercially designated tract at the northwest quadrant of the U.S. Route 50 and Walnut Street interchange. All or a portion of this 32 acre tract would be a suitable extension of the "business park" type commercial use envisioned for the adjoining tract. However, it would not be inappropriate to allow for low density residential use on the 32 acre tract as well. Thus, the policy of this Plan Update is to allow for either type use so long as the property is developed in a planned manner and land use conflicts avoided.

Industrial (Purple)

Industrial land uses proposed in the Plan reflect the City's "I" Industrial District. Light industrial land uses include manufacturing, warehousing, and similar uses that are limited by certain performance standards (e.g., limitation on impacts on surrounding or nearby properties). It is more likely that in today's market, along with more stringent environmental regulations; most future industrial development would be light industrial in character.

The amount of land proposed for industrial use is substantial. It is located on the south side of the BNSF Railroad, between Germantown Road and Drive In Road. This would be a southern extension of the existing industrial area on the north side of the Railroad.

Public & Semi-Public (Light Blue)

Public and semi-public land uses include schools, churches, cemeteries, and other public facilities. There may be future development of new institutional uses within the City or unincorporated portions of the planning area. However, no attempt is made to locate such future uses on the Land Use Plan. In most instances, such uses would be permitted or conditionally permitted in any of the City zoning districts. Also marked with a large blue asterisk symbol is a potential elementary school site. It is recommended that the City work with Breese School District 12 in monitoring residential growth and be prepared to secure a future school site if growing demand cannot be accommodated in existing or expanded existing facilities. The location shown on this Plan Update is general and not site specific. However, the recommended area is based on the proposed residential growth area to the northwest where safe walking distances could be accommodated.

Parks & Open Space (Green)

The Land Use Plan reflects existing parks, other recreational land uses, and other open spaces. This category includes platted land designated common ground to remain as open space or provide storm water detention. Also marked with a darker green asterisk symbol are two potential community park sites. It is recommended that the City maintain a park land dedication policy to pool resources to develop larger community parks, instead of smaller scattered park sites. Such a strategy for serving community recreation needs and desires is more efficient and offers more of a park land setting for both passive and active recreational activities.

Parks & Open Space/Low Density Residential Alternate (Green-Yellow Hatch)

There has been interest to expand the existing 9-hole Bent Oak Golf Course into an 18-hole course. This Plan Update shows a logical area for expansion of Bent Oak. If for whatever reason the golf course expansion does not occur, this Plan Update would support the development of low density residential in this area instead.



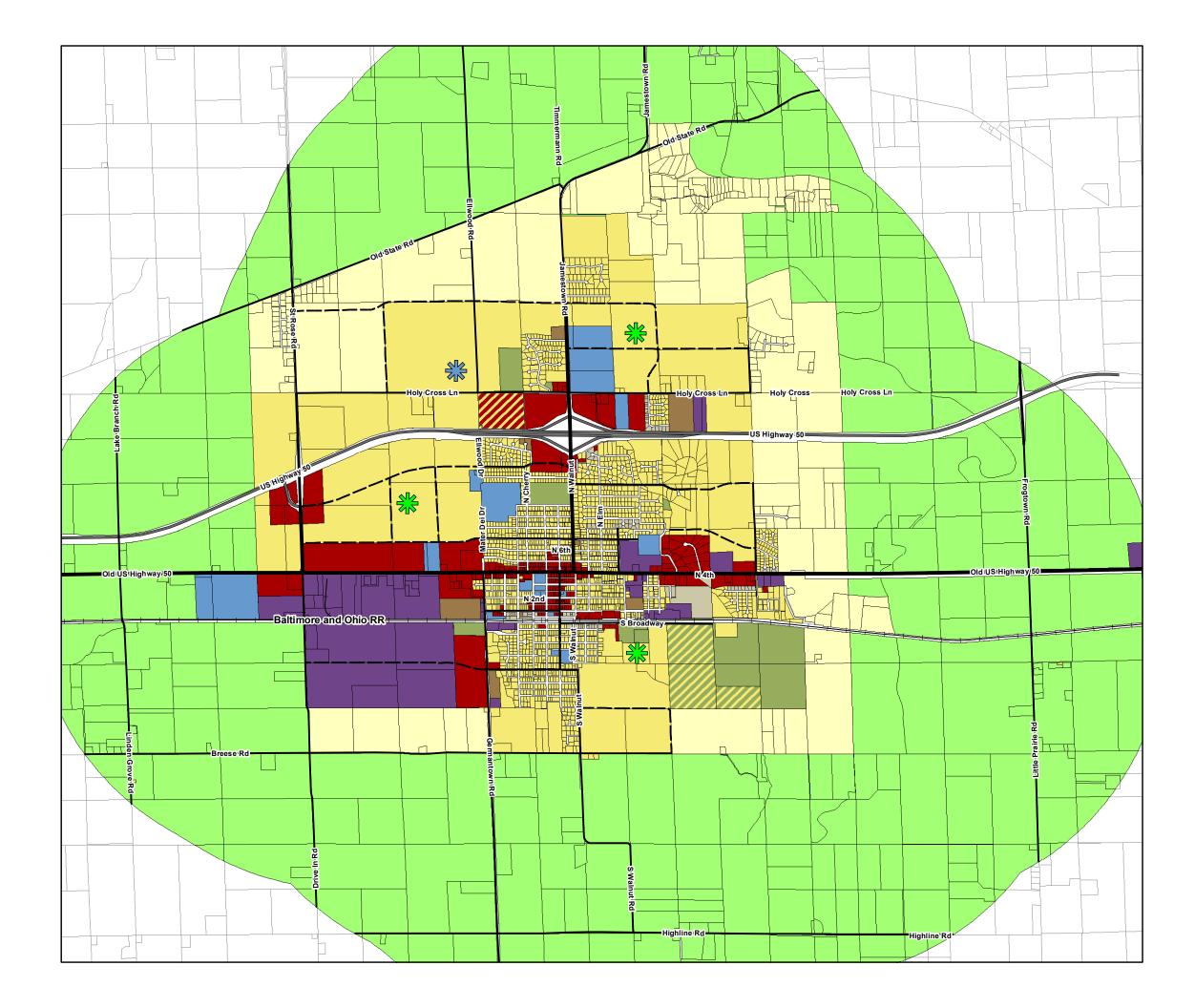


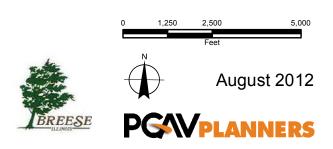
Plate - 2 Official Map - Land Use & Major Streets Plan

Comprehensive Plan Update City of Breese, Illinois

Legend

	Agricultural/Rural Residential
	Very Low Density Residential
	Low Density Residential
	Medium Density Residential
	High Density Residential
	Commercial / Residential Alternate
	Park & Open Space/Low Density Residential Alternate
	Commercial
	Industrial
	Public/Semi-Public
	Park/Open Space
	100 Year Flood Plain
—	Existing Arterial
	Existing Collector Street
	Proposed Collector Street
	Proposed Park*
	Proposed School*

Land uses based on aerial photography interpretation and selective field verification by City staff in August 2012.



Section 3.2: Major Street Plan

The Plan shows the alignment of arterial and collector streets. Many of these street designations follow existing streets. With respect to proposed streets the illustrated alignments are general. Actual alignments may differ from the proposed so long as the intended linkages are achieved.

Not all of the arterial and collector street segments are currently built to City or IDOT standards, including right-of-way width. However, it is the policy of the City that the necessary increases in right-of-way widths be accomplished as part of the subdivision process.

Also illustrated on the Plan are proposed streets. All are at the "collector" street classification. The Plan Update does not attempt to distinguish between "collector" or "local collector" classifications. Such determination will need to be made and the applicable standards enforced based on traffic engineering principals that account for potential surrounding future development.

These street proposals are recommended for purposes of maintaining sufficient inter-connections among subdivisions for adequate traffic dispersion and emergency vehicle access. The alignments are conceptual, but should be taken into account as future subdivision plats are reviewed and approved. Furthermore, there may be other connections not shown on this Plan that would serve to implement sound traffic planning practice.

Major Street Policies & Design Standards

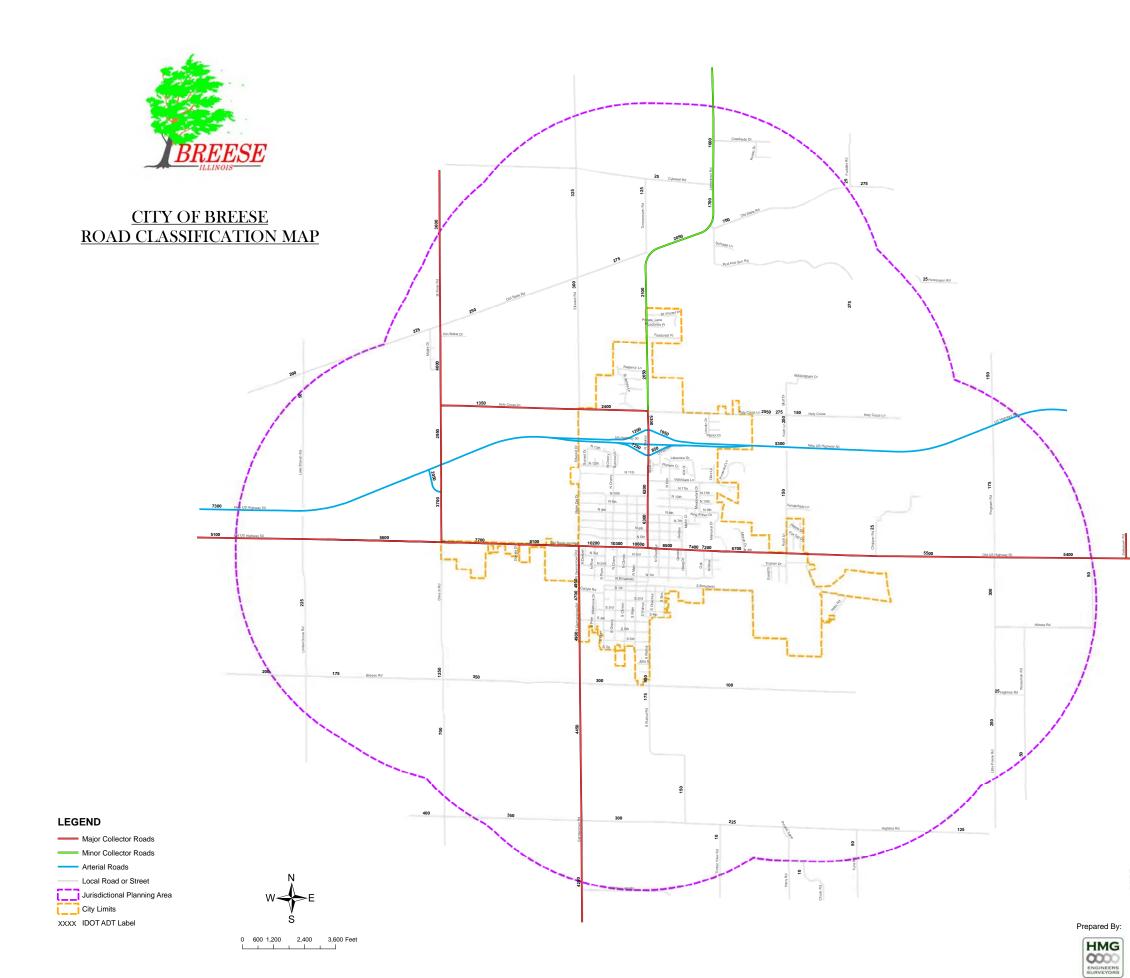
The following policies apply to new development and redevelopment projects within the Breese Planning Area:

- 1. **Right-of-Way Dedication:** The developer shall dedicate 50% to 100% of the required street right-of-way, depending on whether or not a particular street or highway is on the perimeter boundary of the development project.
- 2. Street Improvements: The developer shall design and construct all required street improvements. This includes cooperation with other jurisdictional authorities, such as IDOT and Clinton County, to provide the improvement of state or county roads. Further, this includes all streets internal to the development, as well as existing or planned streets along the edge of a particular property to be developed. In the latter case, the City may require the developer:
 - a. To construct all of the required improvements;
 - b. To construct the required improvements on one side of the street;



- c. To construct no improvements, but contribute funds to the City for future improvements to the street (funds to be placed in designated escrow account); or
- d. Enter into an agreement to secure improvement of the roadway at a future date.
- 3. **Sidewalks:** The developer shall immediately construct all planned sidewalk long arterial or collector streets or within off-street easements as the case may be. Also, the developer shall immediately construct all planned sidewalks required on local streets internal to the development, including any portion of the local street not adjacent to a building lot.
- 4. **Traffic Signals:** The developer shall construct traffic signals that are warranted due to the proposed development. The Planning Commission may require traffic studies when considering preliminary plats, a zoning use permit, a special use permit or rezoning request to determine if traffic signals are warranted. Upon recommendation of the City Engineer, the City may also require traffic studies when reviewing site development plans to determine if signals are warranted. The City may also require the development plans to determine if signals are warranted. The City may also require the development plans to a traffic signal escrow account for future signal installation when warranted by the combined impact of the subject development and future adjacent or nearby developments.
- 5. **Street Standards:** Standards to be applied to the construction of streets and other public improvements are contained in Chapter 34, "Subdivision Code", of the Code of Ordinances of the City of Breese.





NOTE: DATA PRESENTED ON THIS MAP HAS BEEN TAKEN FROM BEST PRESENT AVAILABLE INFORMATION.

HMG Engineers, Inc. 1075 Lake Road, P.O. Box 70 Carlyle, Illinois 62231 Email: WWW.HMGENGINEERS.COM

MAP DATE: May 17, 2012

Breese Comprehensive Plan Update

Chapter Four

Implementation

- Section 4.1: Plan Adoption
- Section 4.2: Zoning
- Section 4.3: Subdivision Regulations
- Section 4.4: Annexations
- Section 4.5: Plan Review and Updates





Section 4.1: Plan Adoption

The first official action toward plan implementation is the adoption, by the Breese City Council, of this Plan document as the statement of land development policy within the City and its environs. This action formalizes this plan document as being the current policy for the general development patterns in the planning area.

Section 4.2: Zoning

Also, the City should review and update its zoning ordinance (including the official zoning map) in context of this land use policy. Such a re-evaluation is important in order to ensure that the zoning ordinance is not in conflict with policies of the plan. However, this is not intended to restrict the City in maintaining certain zones that reflect current land use (e.g., agricultural) until such time development is eminent.

It is intended that this Plan serve as a guide for making decisions on community development issues that come before the Planning Commission and the City Council on a regular basis. Typical situations in which staff, Planning Commission and City Council members should consult the Plan include:

- Rezoning requests (consider the Plans recommended land use).
- Review of preliminary and final plats (consider the type of existing adjoining streets and proposed major street alignments).
- Requests for special use permits.
- Annexation petitions.
- Capital improvements programming (water, sewer and street projects).

While not binding, the recommendations of this Plan should be given appropriate consideration and weight in making decisions.

Section 4.3: Subdivision Regulations

Instituting development standards for land subdivision is another regulating measure of importance in community development. It is essential that the opening of new residential and other areas, by the platting for sale of lots and the construction of streets and utilities, be at a level which will not be a liability to the public at a future date. Breese has such subdivision regulations.

Good subdivision controls include minimum standards for street widths, lot sizes, block sizes, street grades, utility easements, etc. In addition, such conditions as dead-end streets, offset intersections and the relationship of streets to adjacent neighborhoods should be regulated in a

reasonable manner and in the public interest. The City has the power to enforce such regulations through approval of plats by the Plan Commission, as well as the City Council, and to require bonds or other surety to assure standard construction of such improvements.

Additionally, the City is empowered, via the Illinois Municipal Code, to review and approve the subdivision of land within unincorporated territory up to 1-1/2 miles from its corporate limits. It is this authority that gives the City the opportunity to ensure that development in unincorporated territory is in conformance with the City's official plan for these areas. Currently, the City of Breese does not enforce its Subdivision Regulations within its extraterritorial area.

It is important that the Plan Commission give careful attention to the enforcement of these regulations, at least for the areas designated as "Low Density Residential" and for non-residential designations on the Official Map – Future Land Use and Major Street Plan as shown on Plate 2 of this Plan. The exception to such enforcement of improvement standards contained in the Subdivision Regulations could be for the areas designated as "Very Low Density Residential" where large-lot residential subdivision can be developed with more of a rural character.

Each preliminary plat should be reviewed thoroughly to assess the compatibility of the proposed street pattern with adjoining land. It is important that a proposed subdivision follow recommended land planning standards, and it is essential that the engineering design of streets, storm drainage facilities, sanitary sewers, and utility systems conform in all respects with City criteria and requirements. An engineering review is important as the Plan Commission considers a proposed subdivision plat.

The areas to be platted should also be compared with the Official Map to determine what, if any, attention should be given to future school sites, park sites, thoroughfares, changes in land use, and in other elements of the Comprehensive Plan.

Through the Municipal Code, the City may require that land in developments be set aside for public purposes for purchase by the community. The submission of the preliminary plat presents an opportunity for the City to investigate the possibility of land acquisition for areas needed by the public.



Section 4.4: Annexation

The orderly development the City of Breese depends upon periodic expansion of its boundaries. The City should continue to pursue annexation within the framework of the land use plan. This may include the use of annexation (or pre-annexation) agreements which set forth the terms and conditions under which the subject property would be annexed and developed.

Section 4.5: Plan Review and Updates

It is important to periodically reassess the plan (every 5 to 10 years). The plan is based on variables that are dynamic and whose future direction cannot always be accurately predicted. Accordingly, variables such as population and urban development characteristics should be compared against the plan's assumptions and recommendations. Based upon this periodic review, modifications to the plan, or elements thereof, should be made to insure that the plan reflects current development policy.

