2026 COMPREHENSIVE PLAN UPDATE

ADOPTED SEPTEMBER 2026

THE CITY OF Breese ILLINOIS

Contents

Acknowledgements 3
Introduction 4
Community Profile 6
Section 2.1: General Overview 7
Section 2.2: Demographic Overview 11
Section 2.3: Housing Overview. 13
Section 2.4: Existing Land Use 16
Section 2.5: Transportation 17
Section 2.6: Local Economy 19
Section 2.7: Utilities 20
Section 2.8: Parks and Recreation 22
Section 2.9: Public Safety and Emergency Services 23
Section 2.10: Healthcare 23
Section 2.11: Education 24
Goals & Objectives 25
Section 3.1: Housing 26
Section 3.2: Education. 27
Section 3.3: Transportation 27
Section 3.4: Utilities 28
Section 3.5: Parks and Recreation 29
Section 3.6: Public Safety and Emergency Services 30
Section 3.7: Business Incentive Program. 31
Land Use Plan 32
Section 4.1: Future Land Use Plan. 33
Section 4.2: Major Street Plan 35
Implementation 41
Section 5.1: Plan Adoption 42
Section 5.2: Zoning 42
Section 5.3: Annexation. 43
Section 5.4: Plan Review and Updates 43

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CHAPTER ONE

Introduction

THE CITY OF Breese ILLINOIS

Introduction

The City of Breese has historically been committed to planning for a future that ensures the growth and development of the City is intentional, well thought-out, and valuable to the existing community. Evidence of the City's dedication to this goal is its use of comprehensive planning, implementation of the planning objectives, and continual plan review and maintenance, making amendments over the years when necessary. Former iterations of the City of Breese's Comprehensive Plan were adopted in 2000 and 2012, and an update to the 2012 Comprehensive Plan were conducted by the City in 2016. In early 2025, a minor amendment to the 2016 Comprehensive Plan was adopted.

In mid-2025, as the 2016 Comprehensive Plan neared a decade old, the City of Breese determined that an update to the Plan was needed. The City engaged with PGAV Planners to initiate the 2026 Update to the Comprehensive Plan and assembled a team of local stakeholders and advisory professionals to help guide the Plan's update. This 2026 Update amends the City's 2016 Comprehensive Plan, which had itself been an update to the 2012 Comprehensive Plan. The purpose of the 2026 Update is to incorporate changes in the Breese community that occurred in the past decade, such as new developments, demographic changes, market shifts, and annexations of land, to amend the City's goals and implementation strategies to reflect these changes in the community, and to celebrate any achievements made by the City or progress towards the goals over the last 10 years.

Comprehensive Plans specify a community's vision for the future, outline goals and objectives, and provide strategies and tools to achieve that vision. A Comprehensive Plan also acts as a decision-making guide for staff and officials as it relates to development, land use, and community growth, typically over a period of 10 to 20 years. The City of Breese aims to update its Comprehensive Plan every 10 years, with annual reviews in between. For this reason, the vision, goals, and implementation strategies contained in the 2026 Comprehensive Plan Update focus on the following decade. The intent of this document is to update the existing objectives from the 2016 Comprehensive Plan and incorporate new goals and implementation methods that reflect the current state of the City and its vision for the next 10 years and which are realistic, achievable, and measurable.

Breese Quick Facts:

Year Founded: 1855

Population (2026): Approx. 4,600

Change Since 2010: 3.6% Increase

County: Clinton

Township: Breese

Zip Code: 62230

Area Code: 618

While Comprehensive Plans guide land use and development in a community, they are not equivalent to nor supersede a municipality's Code of Ordinances. Adopting a Comprehensive Plan does not change the municipality's Zoning Ordinance or Zoning Map, but amendments to the Zoning Ordinance or Zoning Map may be recommended as part of the implementation of the Comprehensive Plan in order to better align them to achieve the goals of the community.

CHAPTER TWO

Community Profile

THE CITY OF Breese ILLINOIS

Community Profile

The Community Profile is intended to provide updated information about the City that describes the most notable trends and current conditions that influence housing, economic development, employment, population growth, and the demand for City amenities and services. Understanding the existing conditions of the community is essential to creating a vision for its future and preparing a path to reach that vision.

The data used in the Community Profile comes from a few sources, primarily the US Census Bureau and geospatial and geoanalytics company Esri. The historical data is from the Census Bureau and previous iterations of the City's Comprehensive Plan, while the estimated 2025 data and 2030 projections were collected from Esri. Several geographic benchmarks are used to aid in interpretation of the data, including Clinton County and the St. Louis, MO-IL Metropolitan Statistical Area (MSA).

The following sections of this document will provide a detailed look at the various demographic and economic aspects of the City of Breese.











Section 2.1: General Overview

Regional Context and Setting

The City of Breese is located on the eastern side of the St. Louis metropolitan area. Its location offers the advantages of a smaller community while maintaining easy access to St. Louis and its surrounding suburbs. Situated in the heart of Clinton County, Breese is the largest city in the County and part of a region rich in agricultural heritage. The City is located in the Metro East region of the St. Louis, MO-IL Metropolitan Statistical Area (MSA).

The 2026 Comprehensive Plan Update focuses on the City of Breese and the surrounding 1.5-mile extraterritorial planning area, as allowed by the State of Illinois. Municipalities in Illinois are given the ability to create long-term plans and enforce subdivision regulations within a 1.5-mile area surrounding the municipality, so long as its planning area does not overlap with another municipality's planning area. Neither municipality can exercise these powers in areas where their 1.5-mile planning area overlaps, unless an annexation boundary agreement between the two municipalities has been put into place. The City of Breese's current 1.5-mile planning area overlaps with those of Germantown, Aviston, and Beckemeyer.



Breese, Illinois

Nearest Communities:

Germantown, IL (4.6 miles)

Aviston, IL (4.8 miles)

Beckemeyer, IL (5.2 miles)

Carlyle, IL (8.3 miles)

Trenton, IL (8.5 miles)

Bartelso, IL (8.9 miles)

Albers, IL (9.2 miles)

Damiansville, IL (11.9 miles)

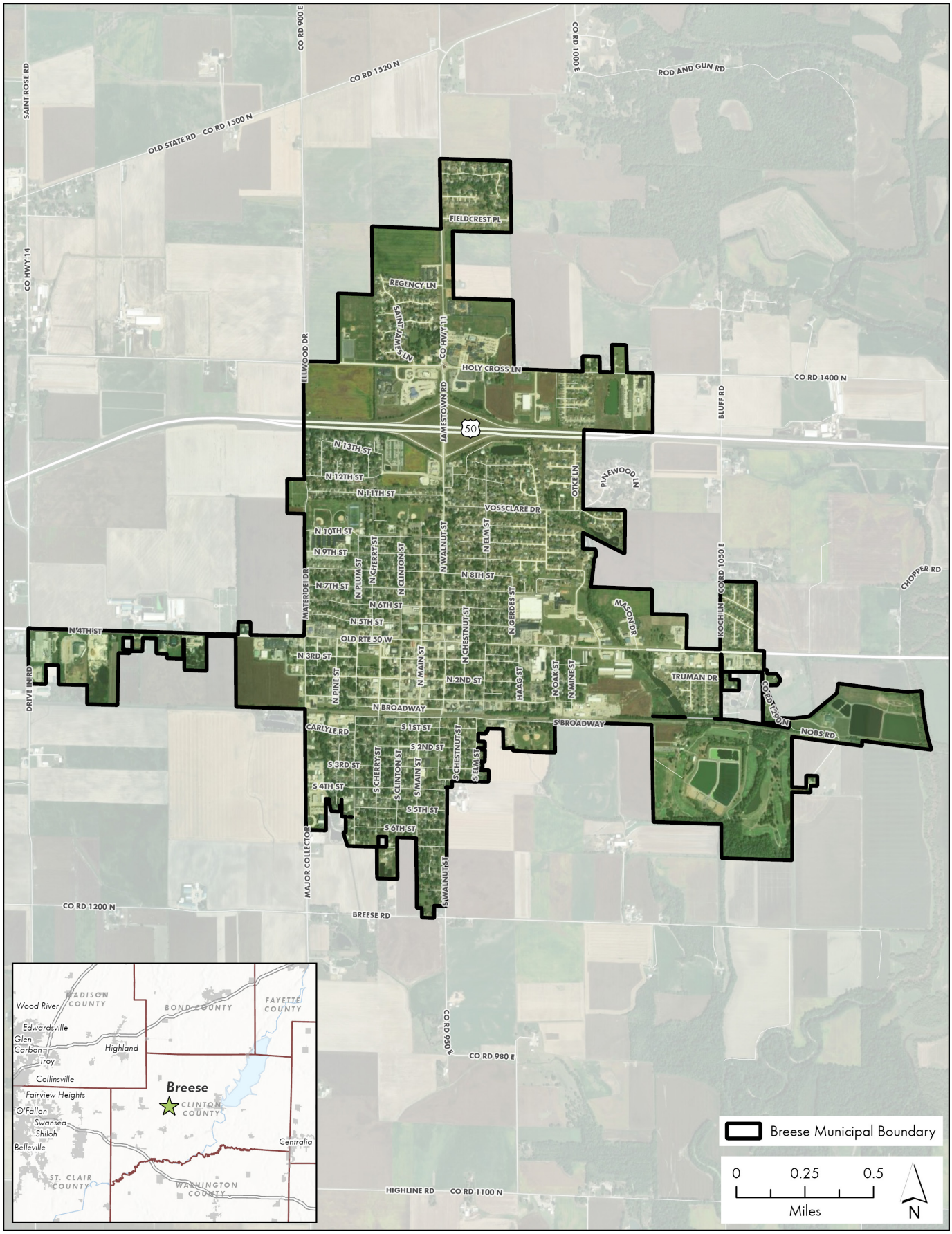
Nearest City with Pop. 50,000+:

St. Louis, MO
(38.7 miles, est. pop. 278,100)

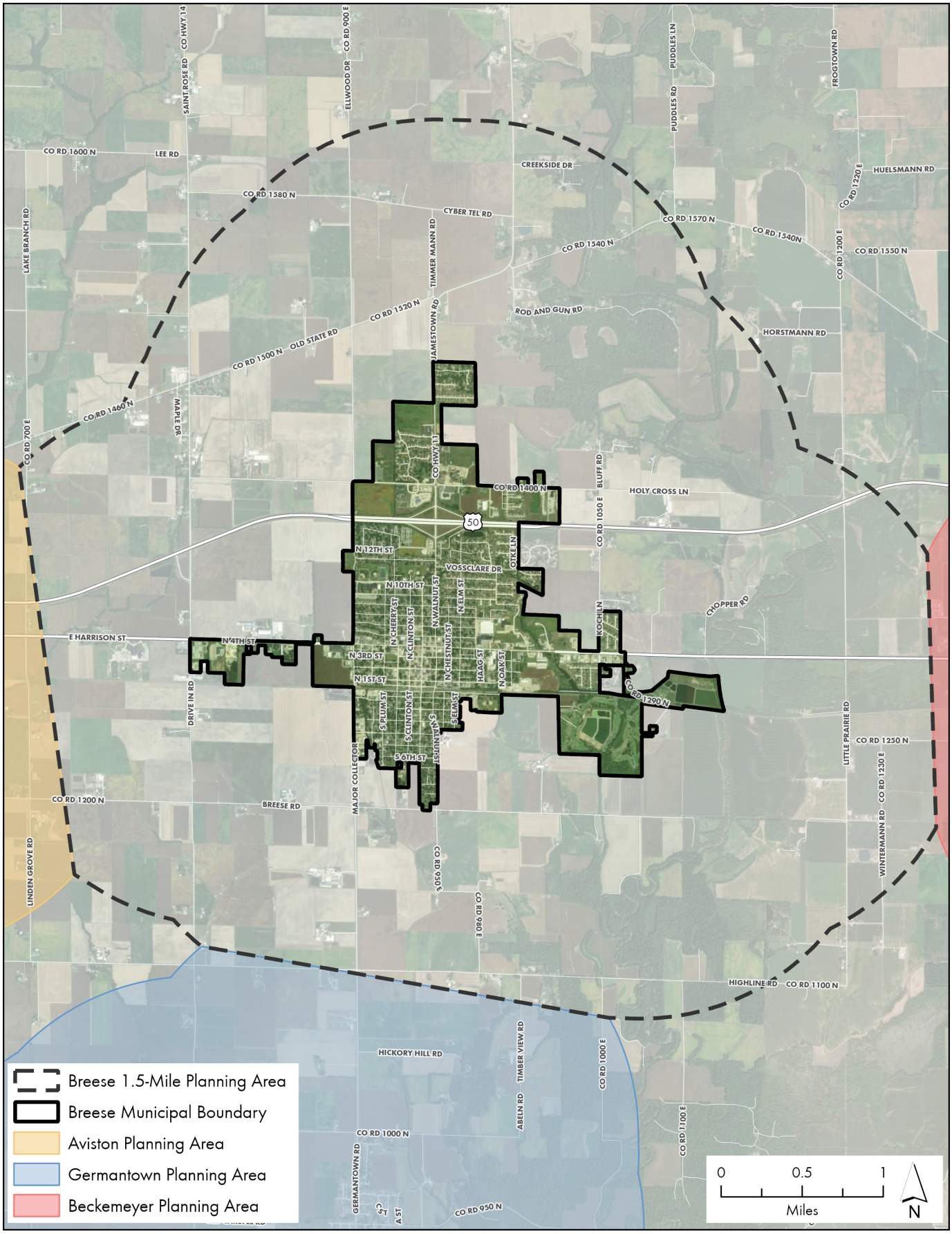
Nearest City with Pop. 1,000,000+:

Chicago, IL
(243.8 miles, est. pop. 2,732,000)

City of Breese Municipal Boundary



City of Breese Planning Area Boundary



Section 2.2: Demographic Overview

Population Trends and Projections

The base of any comprehensive plan is understanding the composition of the population of a community and its unique characteristics. By taking these basics as the foundation of the Comprehensive Plan, City's vision for the future, and plan of implementation, City staff and policy makers, business and property owners, and residents can better understand what is most important to the community and begin to strategically consider questions such as "What can we do to improve the community for existing and future residents?" or "How can we move toward reaching our goals as a City?"

Population Trends	City of Breese	Clinton County	St. Louis, MO-IL MSA
Population Totals			
2010 Total Population	4,440	37,760	2,787,700
2020 Total Population	4,640	36,900	2,820,250
2025 Total Population (Est.)	4,490	36,360	2,803,970
2030 Total Population (Est.)	4,380	36,070	2,807,850
Population Change			
Annual Pop. Change 2010 - 2025	0.1%	-0.3%	0.0%
Total Pop. Change 2010 - 2025	1.1%	-3.7%	0.6%
Annual Pop. Change (Est.) 2025 - 2030	-0.5%	-0.2%	0.0%
Total Pop. Change (Est.) 2025 - 2030	-2.4%	-0.8%	0.1%

Source: U.S. Census, ESRI, 2025

According to US Census Bureau data, Breese had a population of about 4,440 residents in 2010, which increased by 4.5% to approximately 4,640 residents by 2020. Since the Census only occurs every 10 years, Esri Business Analyst was used to estimate data figures for 2025 and provide projections out to 2030. While 2025 estimates from Esri Business Analyst indicate a population of 4,490 residents, as seen in the chart above, the City has provided a more accurate figure of nearly 4,600, reflecting a -0.86% decrease over the last five years. Between 2010 and 2025, however, the City experienced an overall population increase of approximately 3.6%. While Breese experienced steady growth through the 2010s, the more recent slight decrease in population highlights an area of improvement that the City may want to focus on moving into the late 2020s: resident attraction and retention. The City made measurable efforts to promote growth in the 2010s, as is reflected by the 4.5% increase in population between 2010 and 2020, but the City will need to explore ways to continue that momentum in the late 2020s into the 2030s.

Regional Comparison

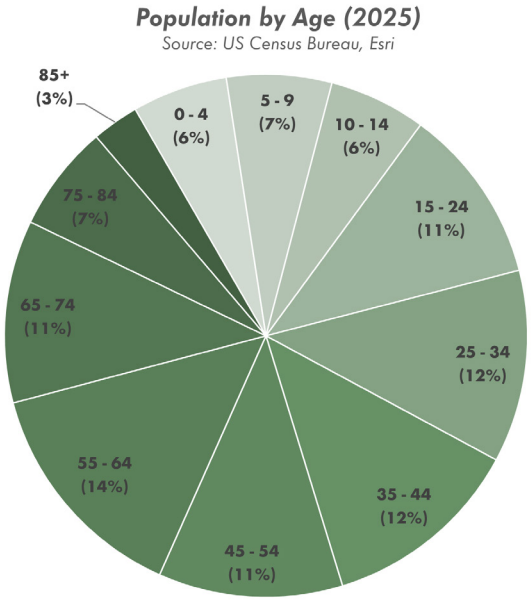
Breese has maintained a population of 11% - 13% of Clinton County's total population over the past 20 years. Mirroring the increase in population in the City during the 2010s, Breese's comparative percentage of residents to the County's increased as well. In 2020, the City contained roughly 12.6% of residents in Clinton County, which is estimated to have decreased slightly to 12.3% by 2025 based on population estimates from Esri Business Analyst. However, based on City population records, this value is likely closer to 12.6%, reflecting little to no change from 2020.

Regional Comparison	2010	2020	2025 (Est.)
City of Breese	4,440	4,640	4,490
Percent of County	11.8%	12.6%	12.3%
Clinton County	37,760	36,900	36,360

Source: U.S. Census, ESRI, 2025

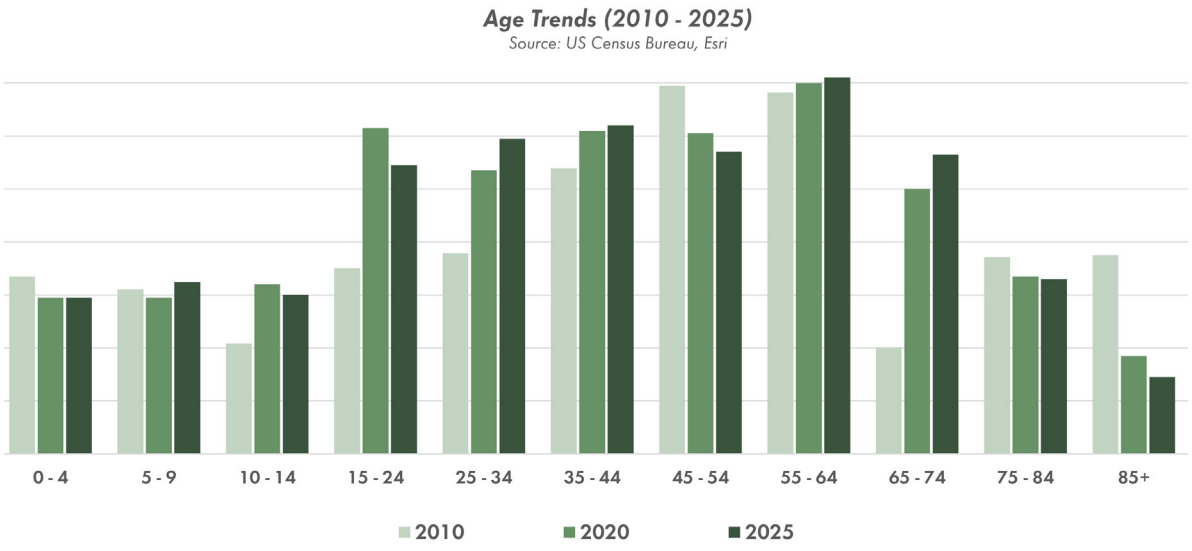
Population by Age

Breese's age distribution shows a relatively balanced population, but examining age trends in the City's population reveals a slowly aging community, as has been common among smaller, more rural communities throughout the country over the last several decades or longer. In 2025, Breese had a median age of 42.3, an increase from the City's 2010 median age of 38.7. Estimates predict the median age of Breese's residents will increase to 43.9 by 2030. Currently, approximately 20.8% of the City's population are "Seniors" aged 65 years or older, slightly higher than Clinton County's overall rate of 20.3% of residents in the Seniors age category.



In 2025, approximately 22.0% of Breese's population was under the age of 18. However, the largest age group found in Breese was 55 to 64 years, comprising 14.2% of the City's total residents. This age group was followed by 35 to 44 years (12.4%) and 25 to 34 years (11.9%). Between 2010 and 2025, the percentage of residents within each of these three age groups notably increased. Though, the most significant change in age groups over the 15-year timeframe occurred in the 65 to 74 years group, which spiked from 4.0% of residents in 2010 to 10.4% of residents in 2020 and has continued to increase slightly since. The rate of residents in the 75 to 84 year age group has remained consistent over the past 15 years.

The age trends of the City's residents suggests that while Breese has historically retained a strong workforce-age population, the median age of the community and rates of residents in older age groups have been steadily increasing over the past decade or so. As the population of Breese continues to age, the City should put some focus on senior-oriented housing options, healthcare access, and services to support older residents while promoting the attraction and retention of younger residents to maintain and expand the City's employment and consumer base.



Section 2.3: Housing Overview

Inventory of Housing

According to the Census Bureau, the number of households in Breese grew from 1,789 in 2010 to 1,946 in 2020, an increase of 8.78%. This rate of growth represents a slower pace compared to prior decades but remains consistent with the steady residential expansion observed throughout the community. The number of households is estimated to have reached 1,962 in 2025, with trends suggesting a modest increase to 1,972 households by 2030. Recent figures and predictions reflect a gradual slowing of household growth in the City during the late 2010s and the 2020s.

Housing unit data supports this trend. In 2010, Breese contained 1,873 housing units, with approximately 1,789 occupied units and 84 vacant units, resulting in a 95.6% occupancy rate and 4.48% vacancy rate. While total housing units increased to 2,038 by 2020, the occupancy rate slightly decreased to 95.5% (1,946 units) and the vacancy rate slightly increased to 4.51% (92 units). This trend continued between 2020 and 2025, with the City's occupancy rate decreasing another approximately 0.2% to 95.3% and the vacancy rate increasing to 4.76%.

Housing Unit Trends

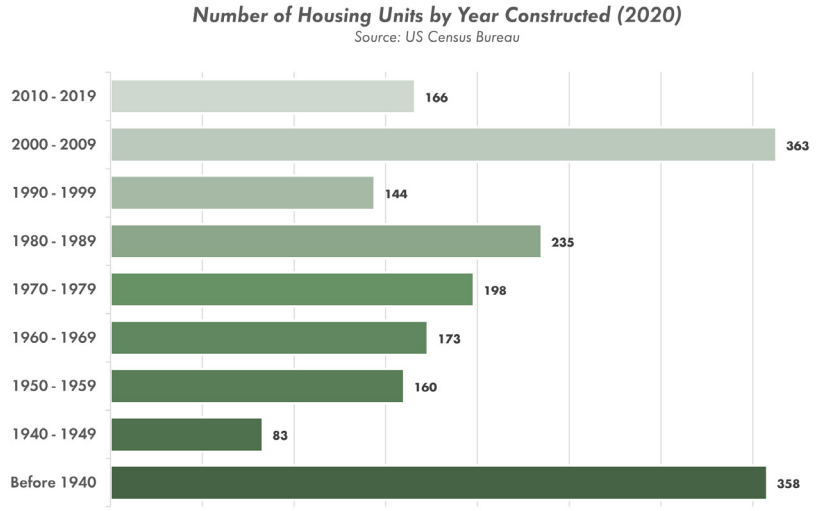
	2010	2020	2025 (Est.)
Total Housing Units	1,873	2,038	2,060
Occupied Housing Units	1,789	1,946	1,962
Occupancy Rate	95.6%	95.5%	95.3%
Owner-Occupied Units	1,361	1,463	1,569
Percent Owner-Occupied	72.7%	71.8%	76.2%
Renter-Occupied Units	428	483	393
Percent Renter-Occupied	22.9%	23.7%	19.1%
Vacant Housing Units	84	92	98
Vacancy Rate	4.48%	4.51%	4.76%

Source: U.S. Census, ESRI, 2025

Over the past 15 years, and likely much longer, owner-occupied housing has driven the Breese housing market, consistently making up roughly three-quarters of the City's housing stock. Since 2010, the number of owner-occupied housing units in the City has increased from 1,361 units to about 1,569 units in 2025. While the rate of renter-occupied housing units increased from 22.9% (428 units) in 2010 to 23.7% (483 units) in 2020, there was estimated to be a roughly 4.6% decrease in renter-occupied units in Breese between 2020 and 2025. During this same timeframe, the rate of owner-occupied units increased by 4.4%, while the rate of vacant units increased by about 0.25%.

These figures indicate a fairly stable and primarily owner-occupied housing market in Breese. Steady occupancy rates of just over 95% reflect a housing market that meets the needs of the majority of City residents. Very minimal increases in vacancy over the past 15 years are likely tied to ongoing development and resident turnover rather than economic distress or a downturn in the market. Additionally, the gradual slowing of growth rates may point to limited land available in the City to support new residential development.

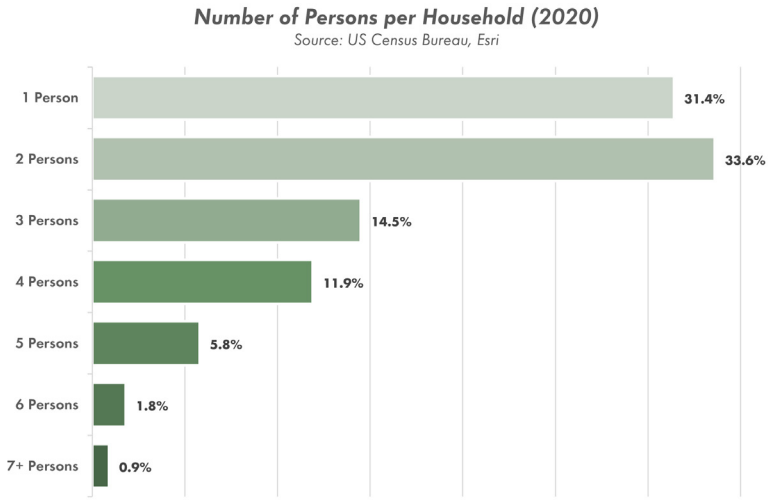
Housing Age



According to the US Census Bureau, Breese's 2020 housing stock had a median year of construction of 1979, or a median age of 41 years. The chart to the right displays the number of housing units by the year they were constructed as of 2020, the most recent year with available data. This chart shows that Breese's housing stock is relatively balanced in age, reflecting a steady pace of development over the decades rather than large waves of construction. Since the 1950s, the decades where Breese saw the greatest increase in number of housing units were the 1980s and 2000s. While the City had the most new housing units constructed during the 2000s, new residential development decreased notably in the 2010s. Historical trends show that much of the City's early growth occurred between 1920 and 1940, when nearly a quarter of its housing units were built.

Household Size

In 2020, the most recent year with available data, Breese had a total of 1,946 occupied housing units. The majority of occupied housing units in the City were 1- or 2-person households, which together made up 65% of all occupied housing units in Breese, at 31.4% and 33.6%, respectively. Households with 3 or 4 persons represented a smaller share, at 26.4% combined. Meanwhile, larger households of 5 or more people contributed to less than 9% of occupied housing units in the City in 2020. This trend underscores the community's continued predominance of smaller household sizes, a pattern consistent for the past few decades and likely to continue as the population ages and smaller family structures persist.



Home Values

The average value of all owner-occupied homes in Breese was $231,692 in 2025, which is estimated to increase to about $277,424 by 2030. Meanwhile, the median home value of all the City's housing units was $205,602 in 2025, which is estimated to increase to approximately $243,490 by 2030. Both the 2025 average owner-occupied home value and the overall median home value in Breese was higher than those found throughout Clinton County. The table to the right breaks down owner-occupied home values in the City and in Clinton County, showing that Breese contained lower rates of homes valued less than $100,000 in 2025 and higher rates of homes valued between $100,000 and $300,000. While Clinton County overall had higher rates of low-valued homes in 2025, the County also generally had more homes valued more than $300,000 than the City. The exception was homes valued between $500,000 and $599,999, representing 4.8% of owner-occupied homes in Breese in 2025, compared to 3.0% throughout Clinton County.

Housing Value	City of Breese	Clinton County
2025 Average Home Value (Owner-Occupied)	$231,692	$224,569
Est. 2030 Average Home Value (Owner-Occupied)	$277,424	$256,336
2025 Median Home Value (All Units)	$205,602	$196,928
Est. 2030 Median Home Value (All Units)	$243,490	$234,649
2025 Housing by Value (Owner-Occupied)		
<$50,000	2.6%	5.6%
$50,000 - $99,999	6.0%	9.4%
$100,000 - $149,999	17.0%	16.3%
$150,000 - $199,999	22.2%	20.2%
$200,000 - $249,999	19.1%	14.5%
$250,000 - $299,999	14.9%	12.3%
$300,000 - $399,999	9.4%	12.4%
$400,000 - $499,999	3.8%	5.7%
$500,000 - $749,999	4.8%	3.0%
$750,000 - $999,999	0.1%	0.3%
$1,000,000 - $1,499,999	0.0%	0.0%
$1,500,000 - $1,999,999	0.0%	0.1%
$2,000,000 +	0.0%	0.0%

Source: U.S. Census, ESRI, 2025

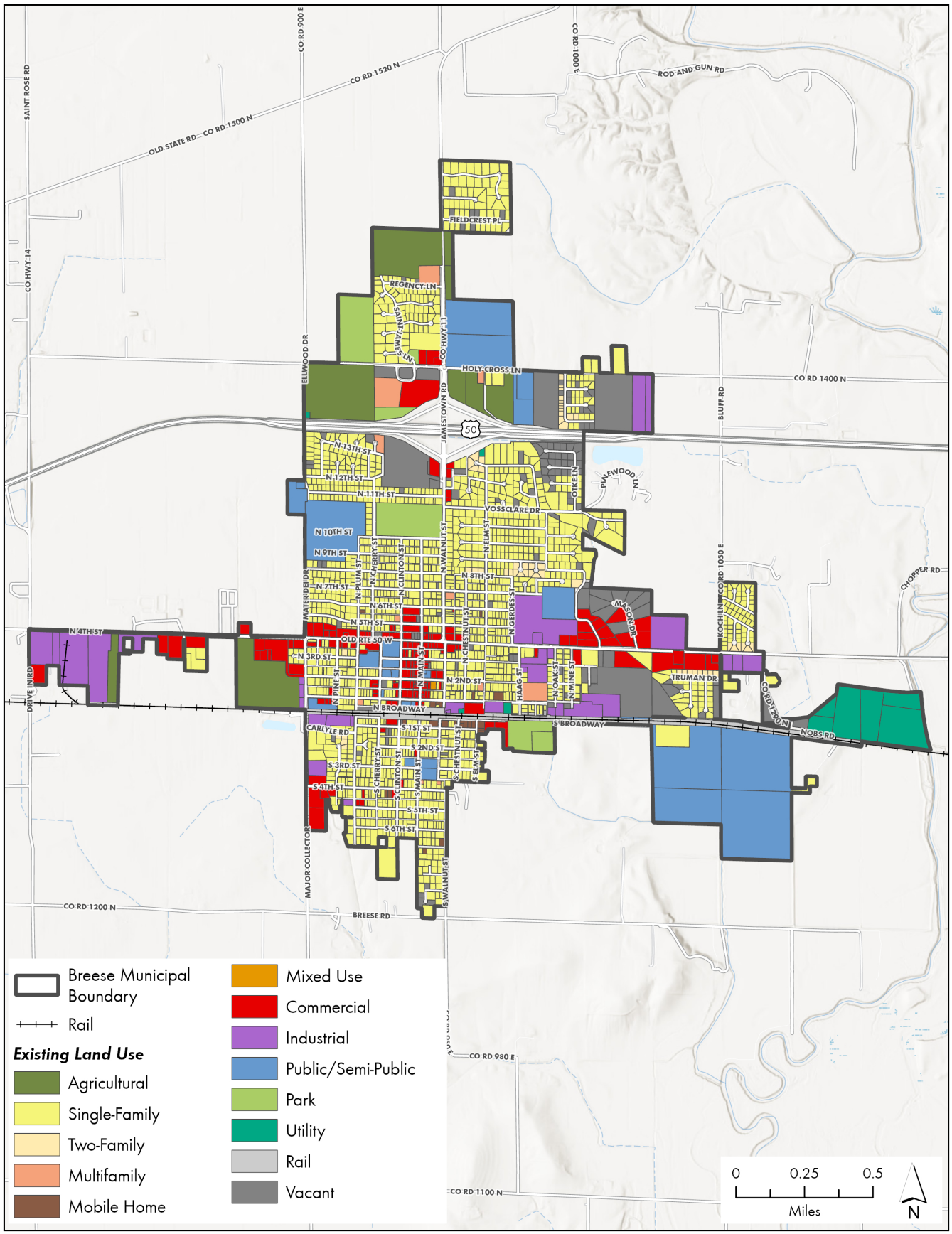
Household Income Levels

In 2025, the City of Breese had an average household income of $115,254 and a median household income of $83,268. Both average and median household incomes in the City are expected to increase by 2030, up to $124,433 and $90,361, respectively. While the City's average household income in 2025 was higher than the County's average household income of $106,891, the County had a higher median household income of $85,261. The table to the right shows the 2025 household income breakdown between Breese and Clinton County. This breakdown shows that Breese generally included higher rates of households with lower incomes than the County. However, Breese had higher rates of households that made between $150,000 and $199,999 and $200,000 or more in 2025 than Clinton County.

Household Income	City of Breese	Clinton County
2025 Average Household Income	$115,254	$106,891
Est. 2030 Average Household Income	$124,433	$115,506
2025 Median Household Income	$83,268	$85,261
Est. 2030 Median Household Income	$90,361	$94,512
2025 Households by Income		
<$15,000	7.4%	6.6%
$15,000 - $24,999	5.1%	4.3%
$25,000 - $34,999	7.0%	6.7%
$35,000 - $49,999	10.5%	10.4%
$50,000 - $74,999	14.8%	15.4%
$75,000 - $99,999	13.1%	14.0%
$100,000 - $149,999	18.8%	22.9%
$150,000 - $199,999	13.9%	10.7%
$200,000+	9.4%	9.1%

Source: U.S. Census, ESRI, 2025

Section 2.4: Existing Land Use



Section 2.5: Transportation

Major Street Plan

A Major Street Plan was developed as part of the comprehensive planning process. The Major Street Plan can be found in Section 4.2 beginning on page 35.

Roadway Classification

The map on the following page displays roadway classifications in the City of Breese and the surrounding area. These roadway classifications are assigned by the Illinois Department of Transportation (IDOT).

Rail

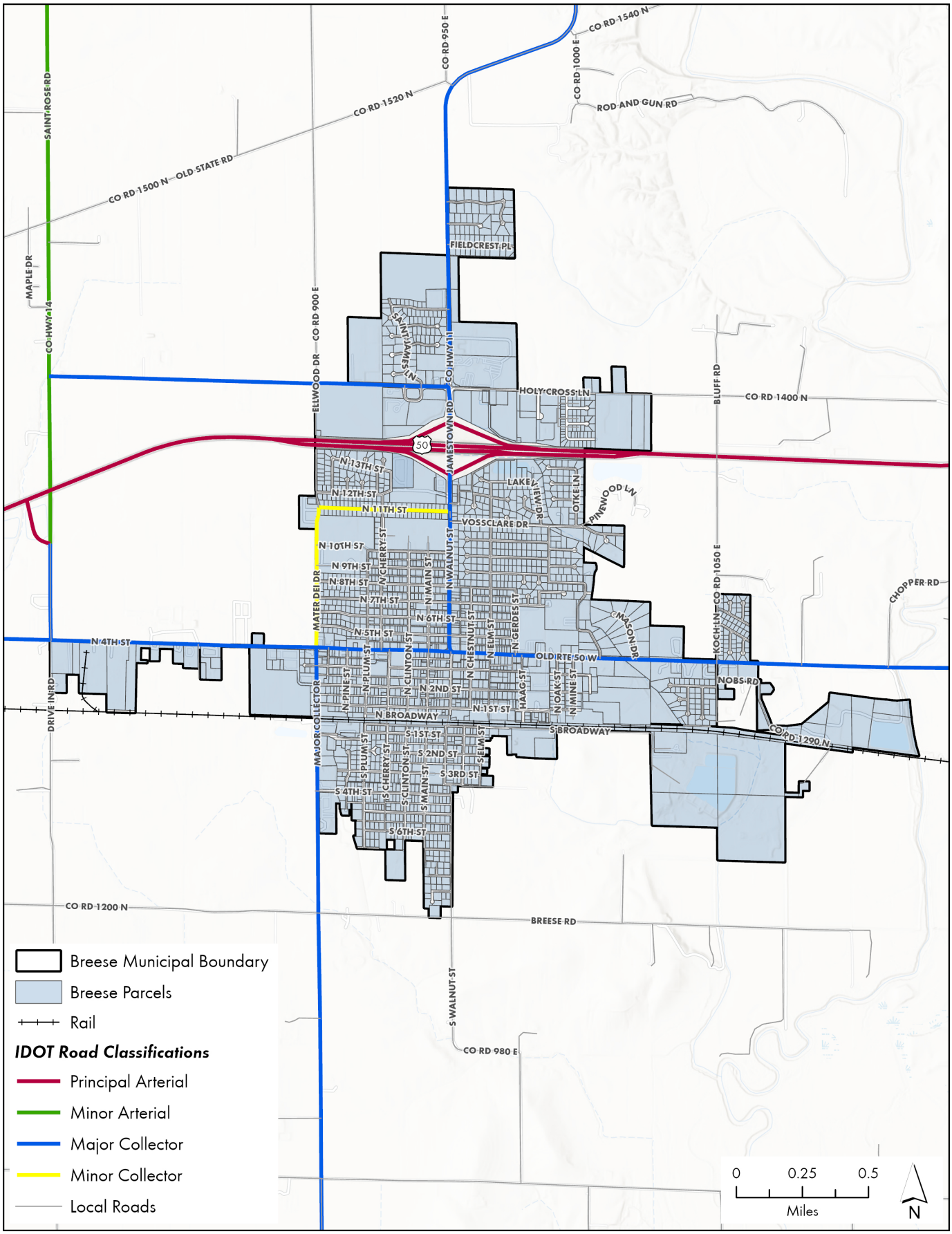
The Ohio and Mississippi Railway (formerly the Ohio and Mississippi Rail Road) was a railroad operating between Cincinnati, Ohio, and East St. Louis, Illinois, from 1857 to 1893 which ran through Breese Township. The railroad started in 1854 and paralleled the Cincinnati and Whitewater Canal. Its East 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. In 2015, CSX railroad had permanently suspended the train traffic in an attempt to consolidate and monitor for future business growth. As of the development of the 2026 Comprehensive Plan Update, no plans have been solidified to reopen or rehabilitate this railway and it remains out of use.

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 Northside 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.
- The number of rideshare participants increases to a level that justifies the development of a dedicated lot (shared with Park and Ride), particularly if a program similar to Madison County Transit “RideFinders” is established.

City of Breese Roadway Classifications



Section 2.6: Local Economy

Employment Status

As of 2025, the US Census Bureau estimates that about 2,470 residents of Breese were workforce age (16+ years old). Of these, approximately 96.7%, or 2,389 residents, were actively employed in 2025. The unemployment rate in Breese in 2025 was estimated to be about 3.3%, according to Esri and the Census Bureau. Roughly 62.6% of the workforce was employed in a “white collar” job in 2025, while 21.6% were employed in a “blue collar” job and a further 15.8% were employed in the “services” industry.

In 2025, roughly 81.9% of residents in Breese would regularly drive alone in a personal vehicle as the mode of transportation to get to work. A further 1.6% carpooled, while 0.8% regularly utilized public transportation to travel to work. Estimates from Esri and the Census Bureau suggest that approximately 15.8% of Breese’s workforce regularly worked from home in 2025.

Workers by Occupation

According to 2025 estimates from the US Census Bureau and Esri, the occupations that contained the highest rates of Breese’s workforce were Management (12.1%), Health Practices (11.9%), Business/Financial (10.6%), Office/Admin (10.4%), Production (9.2%), Food Preparation (5.7%), Transportation/Moving (5.7%), and Construction/Extraction (4.4%). The office-oriented occupations that are most commonly found among the workforce Breese reflect that high percentage of “white collar” jobs. Less than 1% of Breese’s workforce was employed in the Legal Services, Life/Social Sciences, Farm/Fish/Forestry, and Protective Services occupations in 2025.

Finding the right tools to help promote the growth and development of Breese has been a driving force for the City for many years. New strategies and goals will need to be implemented for successful economic development that responds to the following characteristics:

- Development techniques centered on location and tailored to what is necessary to meet area/site specific goals and objectives.
- Understanding by community, planners, city government and stakeholders of the importance of incentives and the uses specific to industry and business prospects.
- Understanding the importance of finding and developing innovative techniques that may or may not be common incentives.
- Education of key community members on Economic Development to promote and expand the City’s vision.
- Continue networking with regional and state economic development professionals.
- Adopt policy that Economic Development and Planning are critical to effective municipal operations and development of a budget for same.
- 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 1906. 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 situations 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 existing substation location is currently to capacity and any future additions at this location will not be cost effective. The City should consider a new location for another substation. A second substation would provide the City with additional system reliability that is currently not available. This second substation would allow for load switching to help transfer loads from one substation to the other substation, which will relieve stress and wear on the existing 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. Smart Grid systems provide improved capabilities for the electric system by allowing detection of system fault and isolation and auto recovery. The smart grid would also allow customers to save money by avoiding usage energy during high cost periods and by educating customer about their usage patterns so they can conserve. The use of Advanced Meter Infrastructure (AMI) 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 increases.

Electrical Utilities Improvements:

- Distributed Generation
- Substation revamp/Automation
- SCADA upgrade and expansion
- Renewable Energy
- Adoption of Smart Grid Technologies
- Energy Demand Management System
- Fault Detection and Isolation with Automated System Recovery
- Automated Outage Management

Water System Use and Development

Designed and constructed in 2005-06, the Breese Water Treatment Plant began producing water in June of 2006. With a state of the art membrane filtration system, the plant is capable of producing 3.7 MGD during the summer and upwards of 2.8 MGD during the winter. The plant was designed with a 25% capacity increase for future demand when it is needed. The City's source of water is from Shoal Creek and is pumped into two 30 million gallon side channel reservoirs. The water is pre-treated and goes through several processes until it reaches the membrane filter system and is disinfected with chlorine and sent to the million gallon ground storage tank.

The distribution system has been upgraded over the past several years and PVC installed to areas where the mains were deteriorating. Currently the goals and objectives of the distribution system are to maintain and control the quality of the mains and to replace or reconstruct the water tower on the original Utility Campus. Maintenance and repair of the one million gallon ground storage tank 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 Fiber Optic system is currently for City use only, but potential development in the future should be considered. The Fiber Optic system will be the backhaul network for the future AMI meter system and will be used for other Smart Grid projects.

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 plant to stay in compliance with EPA regulations. Studies performed by engineers and testing by City staff have shown that the treated water meets the current standards; however, the Infiltration & Inflow (I & I) to the plant aggravates the plant's ability to treat legitimate sewage treatment flow. Several techniques and strategies are being analyzed to combat existing problems and "potential" problems due to changing laws and regulations.

Section 2.8: Parks and Recreation

Parks and Recreation

The City strives for growth and expansion of open space and recreational facilities. Based on this principle 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 Municipal golf course at 1725 South Broadway in Breese features 3,290 yards of golf from the longest tees for a par of 36. Designed by Joe Basso, the Bent Oak golf course opened in 1994. The course operates with a Clubhouse Manager and Course Superintendent.

Pool

Breese operates a public pool within the community which is available to residents and non-residents for a small admission fee. In 2015, the City opened a splash pad as an add-on to the existing pool area. The pool also offers water aerobics classes and hosts other special events.

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.

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 a Police Chief and has 7 Full-time Officers, 1 Civilian Officer Clerk and 6 Part-time police officers who serve the community.

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 service has an EMS Director that currently supervises three full-time paramedics, twelve part-time paramedics and eighteen part-time EMTs.

Section 2.10: Healthcare

St. Joseph's Hospital in Breese, Illinois, is a 72-bed acute care hospital with full inpatient, obstetric, surgical and outpatient facilities. This includes the HealthPlex which provides state-of-the-art equipment, medically-based fitness training, rehabilitation, and wellness education.

The hospital maintains a cutting edge primary care hospital while upholding its mission: "To reveal and embody Christ's healing love for all people through our high quality Franciscan healthcare ministry." St. Joseph's Hospital is most proud of the caring attitude demonstrated by their dedicated employees and physicians who provide award winning care. St. Joseph's is categorized as an Acute Care Hospital and operates as a voluntary/non-profit establishment.

Healthcare Centers near Breese

St. Joseph's Hospital
Highland, IL (~13 miles)
Critical Access Hospitals

Greenville Regional Hospital
Greenville, IL (~21 miles)
Acute Care Hospitals

St. Mary's Hospital
Centralia, IL (~23 miles)
Acute Care Hospitals

Section 2.11: Education

Educational Attainment

Educational attainment figures are specific to residents aged 25 years or older. In 2025, there were about 3,174 residents in Breese who were aged 25 or older. The highest level of education completed by the largest percentage of the City's 25+ population, at 30.6%, was high school, with 27.4% having received a traditional high school diploma and 3.2% having received a GED or other alternate credential. This is followed by residents who had obtained an Associate Degree, at 20.7%, and those who had obtained a Bachelor's Degree, at 17.6%. A further 15.2% of the 25+ population had some college experience without a degree, while 8.1% had obtained a Graduate or Professional Degree. Approximately 7.8% of Breese's 25+ population have not completed high school, with 3.2% having less than a 9th grade education.

Educational Attainment

	City of Breese	Clinton County	St. Louis, MO-IL MSA
Highest Level of Education			
Less than 9th Grade	3.2%	2.6%	1.9%
9th - 12th Grade, No Diploma	4.6%	4.5%	4.3%
High School Graduate	27.4%	28.2%	21.9%
GED/Alternative Credential	3.2%	4.9%	4.0%
Some College, No Degree	15.2%	17.0%	19.3%
Associate Degree	20.7%	17.1%	10.0%
Bachelor's Degree	17.6%	17.9%	23.2%
Graduate/Professional Degree	8.1%	7.8%	15.5%

Source: U.S. Census, ESRI, 2025

Colleges/Universities with over 2,000 Full-Time (FT) Students near Breese:

McKendree University *Lebanon, IL*
FT Enrollment: 2,564

Kaskaskia College *Centralia, IL*
FT Enrollment: 3,867

Greenville College *Greenville IL*
FT Enrollment: 1,321

Southwestern Illinois College *Belleville, IL*
FT Enrollment: 9,085

SIU Edwardsville *Edwardsville, IL*
FT Enrollment: 11,933

St. Louis Community College *St. Louis, MO*
FT Enrollment: 18,019

St. Louis University *St. Louis, MO*
FT Enrollment: 11,606

Ranken Technical College *St. Louis, MO*
FT Enrollment: 2,134

Educational Facilities

Breese has a public high school, a parochial high school, an elementary school district and a Catholic grade school. District 12 serves the elementary students of Breese and Beckemeyer. Between 600 and 650 students attend the three school buildings and are served by 38 teachers, 17 teachers' aides, three administrators, and numerous support staff. Large, modern buildings with a highly qualified staff are recognized as good examples by the State Office of Education.

Kaskaskia College, a fully accredited two-year institution, has a Central High School extension center, which provides night classes each semester for several hundred people of all ages. The main campus is at Centralia, about a half-hour drive, offering Associates degrees, vocational certificates, and college transfer requirements. It also sponsors G.E.D. classes and the Reading Link. Kaskaskia College also works with Mater Dei and Central High School to offer dual credit capabilities for the high school students. Within a radius encompassing a one-hour drive from Breese are four-year universities: McKendree University at Lebanon, Southern Illinois University at Edwardsville, Washington University and St. Louis University in St. Louis, which also offer post-graduate degrees.

CHAPTER THREE

Goals & Objectives

THE CITY OF Breese ILLINOIS

Section 3.1: Housing

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

Objectives:

- Maintain vacant lots in residential areas and consider alternative uses for those lots such as community gardens or mini-parks.
- Hire a code enforcement officer to address issues regarding enforcement of zoning and nuisance ordinances.
- Preserve the integrity of residential neighborhoods by enforcing zoning and nuisance ordinances.
- Encourage homeowners and landlords to maintain and upgrade their properties. Shy away from incentives and continue to achieve this goal with the help of newly hired code enforcement officer.
- Sponsor clean-up days and provide assistance to home owners and landlords that are interested in cleaning up unsightly lots and structures.
- New housing development should be encouraged 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.
- Continue to expand a safe, pedestrian-friendly environment in residential neighborhoods.

Goal:
Enhance living options for our aging residents of Breese and surrounding communities.

Objectives:

- Expand options for additional development of senior living housing or other housing that will allow Breese residents to age in place.

Goal:
Strengthen the enforcement of the City's Housing Codes.

Objectives:

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

Section 3.2: Education

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

Objectives:

- Support and encourage the school system as they try to provide the best quality educational services possible.
- Support and enhance the library and the services it provides.
- Support and enhance classrooms, whether they are in indoor or outdoor environments, to provide interactive access to education.

Section 3.3: Transportation

Goal:
Increase the functional usability of the roadways throughout Breese.

Objectives:

- Upgrade streets, including between N 4th Street, N Broadway, and Cherry Street.
- Widen and redesign Holy Cross Lane east of Jamestown Road (in progress).
- Complete N Walnut Street from N 1st Street to the railroad tracks.
- Complete roundabout at the intersection of N 12th Street and N Walnut Street/Jamestown Road.
- Complete intersection at New US Hwy 50 and Koch Lane.
- Extend S Clinton Street to Breese Road.
- Extend Patriot Drive to accommodate new development.

Goal:
Increase the ability of residents to travel throughout the community.

Objectives:

- Explore options for new public transportation opportunities.
- Improve existing sidewalks and expand sidewalks to form new connections.
- Enhance crosswalk safety and visibility at key locations.
- Establish possible options with existing public transportation opportunities
- Explore options for expanding sidewalks and creating bicycle routes within the community

Section 3.4: Utilities

Goal:
Stop Infiltration and Inflow (I&I) (Ground water/Storm Water) into the system and maintain legitimate wastewater flow.

Objectives:

- Relining of manholes throughout the City to prevent ground water penetration into the system.
- Slip lining of existing sewer mains by CIP (Cure in Place) or another standard for which the objective is achieved.
- Perform Sewer I & I Study of the system.
- Upgrade and replace, as needed, equipment to the system that maintains the effective use of it and structural integrity.

Goal:
Perform maintenance and upgrades to utility infrastructure to maintain the highest rating possible.

Objectives:

- Upgrade and improve the plant for treatment of existing and future regulations set by State and Federal Agencies.
- 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.
- Continue further progress on water treatment plant and new water tower.
- Increase the operational capacity of the water treatment plant to meet current and projected demand.
- Conduct comprehensive rate studies to verify revenue generation keeps pace with the rising costs of capital improvements and system maintenance.
- Continue to improve the reliability and flexibility of the community’s electric generation and transmission infrastructure to adapt to evolving energy markets and fuel sources.
- Conduct comprehensive rate studies to verify revenue generation keeps pace with the rising costs of capital improvements and system maintenance.

Section 3.5: Parks and Recreation

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

Objectives:

- The City should consider the implementation of vest-pocket playgrounds in newly adopted subdivisions.
- 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 and other state regulatory agencies.

Objectives:

- The City should consider future expansion of Miner's Park for parking and additional baseball/softball fields to accommodate for increase in select sports that is regional.
- The City will continue to pursue additional developments in the recreational plan that encourages "all access features" that allows users from varying ages and disabilities to participate.
- Enhance current park facilities that may include, but not limited to, dog park arenas, skate parks, Frisbee golf course, outdoor winter ice rink, and physical fitness walking trails.
- Maintain useable pavilion space and consider future developments if demand increases significantly
- Construction of a recreational facility hub to centralize all recreation and park programs.
- Maintain park facilities to the highest possible standard while maintaining existing structures such as box culverts and bridges.

Goal:
Commitment to future land acquisition and development to meet the community's long-term park and recreation needs in proportion to population growth.

Objectives:

- As the City grows, pursue funding opportunities for acquisition and development of new park and recreational facilities.
- Formulate relationships through public/private partnerships and gifts/giving opportunities.

Section 3.5: Parks and Recreation (cont.)

Goal:
Complete construction and development of the Breese Nature Amphitheater.

Objectives:

- Create and develop a plan that incorporates natural habitat conservation, preservation, and enhancement.
- Construct a facility for arts/outdoor entertainment and education or special events.
- Build partnerships within the community for the development of this space.

Section 3.6: Public Safety and Emergency Services

Goal:
Promote safety within neighborhoods.

Objectives:

- Maintain 24 hour police protection and continue to increase our staffing to maintain a good staffing ratio.
- Investigate grants and financing options for police protection services.
- Upgrade currently owned police equipment and vehicles to assist in providing services.
- Create more after-school programs to keep kids active and entertained and off of the streets.
- Increase Neighborhood Watch programs to promote safety.
- Construct more street lighting throughout the City.

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.

Objectives:

- Provide high quality law enforcement.
- Support and collaborate with local emergency medical and fire protection service providers to address critical needs for these services.
- Continue to improve equipment and education in best practice applications for life safety and community health awareness.

Section 3.7: Business Incentive Program

The City's Business Incentive Program is intended to stimulate private investment, expand the tax base, create jobs, improve commercial properties, and eliminate blight. The program is intentionally designed to assist projects that would not otherwise occur without public assistance while ensuring that private investment remains the primary source of project funding.

Goal:
Expand the local tax base and diversify the City's economy.

Objectives:

- Encourage redevelopment, rehabilitation, and new commercial investment that increases property values and generates additional property and sales tax revenues for the City and other taxing districts. Utilize programs such as Tax Increment Financing ("TIF"), Business District, Enterprise Zone, and others to further this objective.

- Recruit businesses that provide goods, services, amenities, and commercial opportunities that are currently unavailable or limited within Breese while strengthening the City's overall business mix. The use of incentives are not supposed to create an unfair advantage for one business over another.

- Support projects that generate new jobs and retain existing employment opportunities for Breese residents. Job creation and retention are specifically identified as key evaluation criteria when determining incentive awards.

Goal:
Eliminate blight and improve property conditions.

Objectives:

- Encourage redevelopment of deteriorated, obsolete, or underperforming properties that negatively impact surrounding areas. The City recognizes the restoration of property conditions and removal of blighting influences as an important public benefit.

- Enhance the visual character of business districts and commercial corridors through façade improvements and property upgrades that improve the overall image of the community. The City gives priority to coordinated, block-wide improvement efforts.

- Assist property owners in addressing life-safety issues, accessibility barriers, structural deficiencies, and building code violations to ensure that commercial properties remain safe, functional, and economically viable

CHAPTER FOUR

Land Use Plan

THE CITY OF Breese ILLINOIS

Section 4.1: Future Land Use Plan

The future land use section of this plan proposes a variety of land use types and intensities. In general, the future land use proposals are based on existing land use, current zoning classifications, supporting infrastructure, and the existing and proposed street network. The 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 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, 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 are 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.

Section 4.2: 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 City of Breese or 1.5-mile planning area:

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.

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:

- To construct all of the required improvements;
- To construct the required improvements on one side of the street;
- 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
- Enter into an agreement to secure improvement of the roadway at a future date.

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.

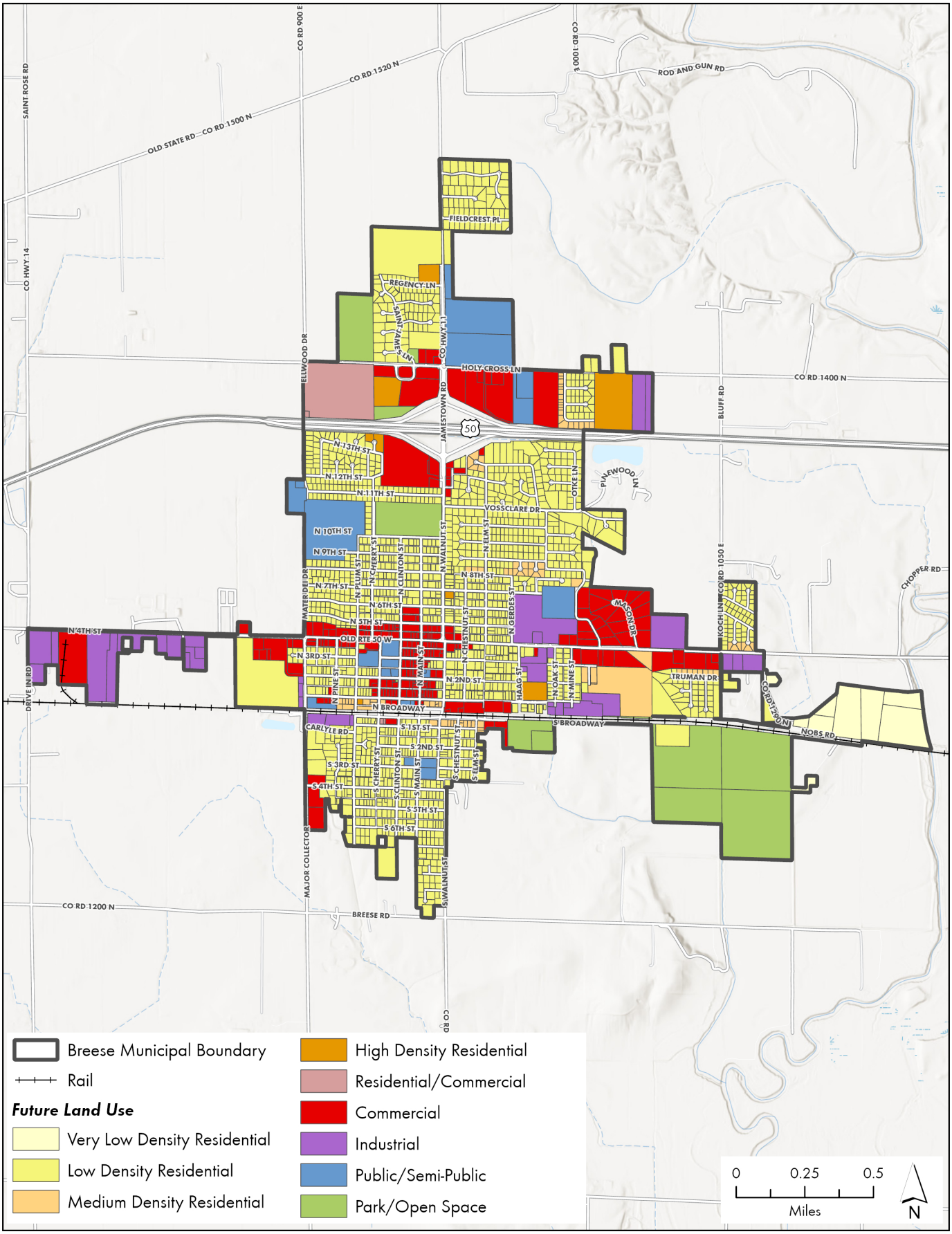
Traffic Signals

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 developer to contribute funds 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.

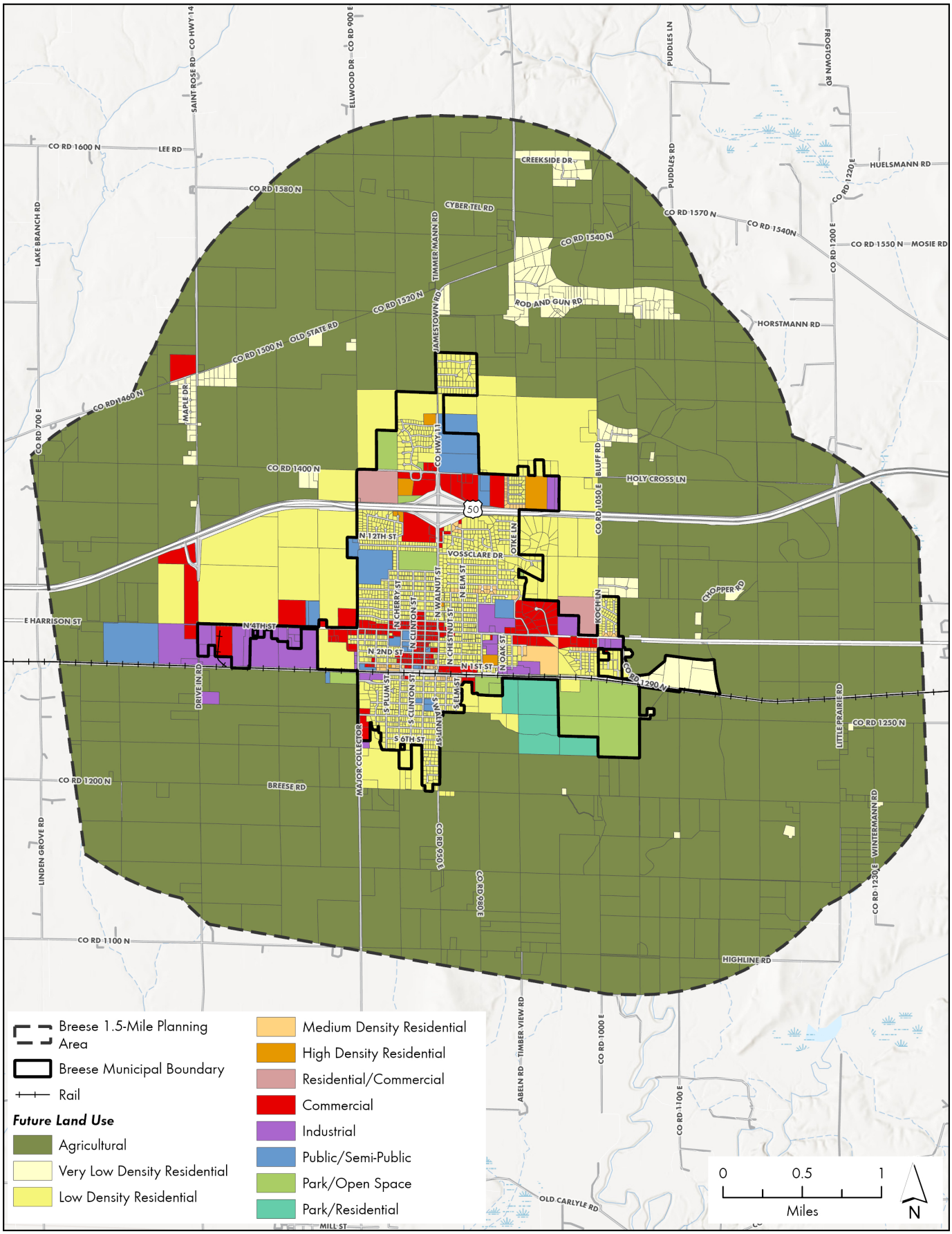
Street Standards:

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.

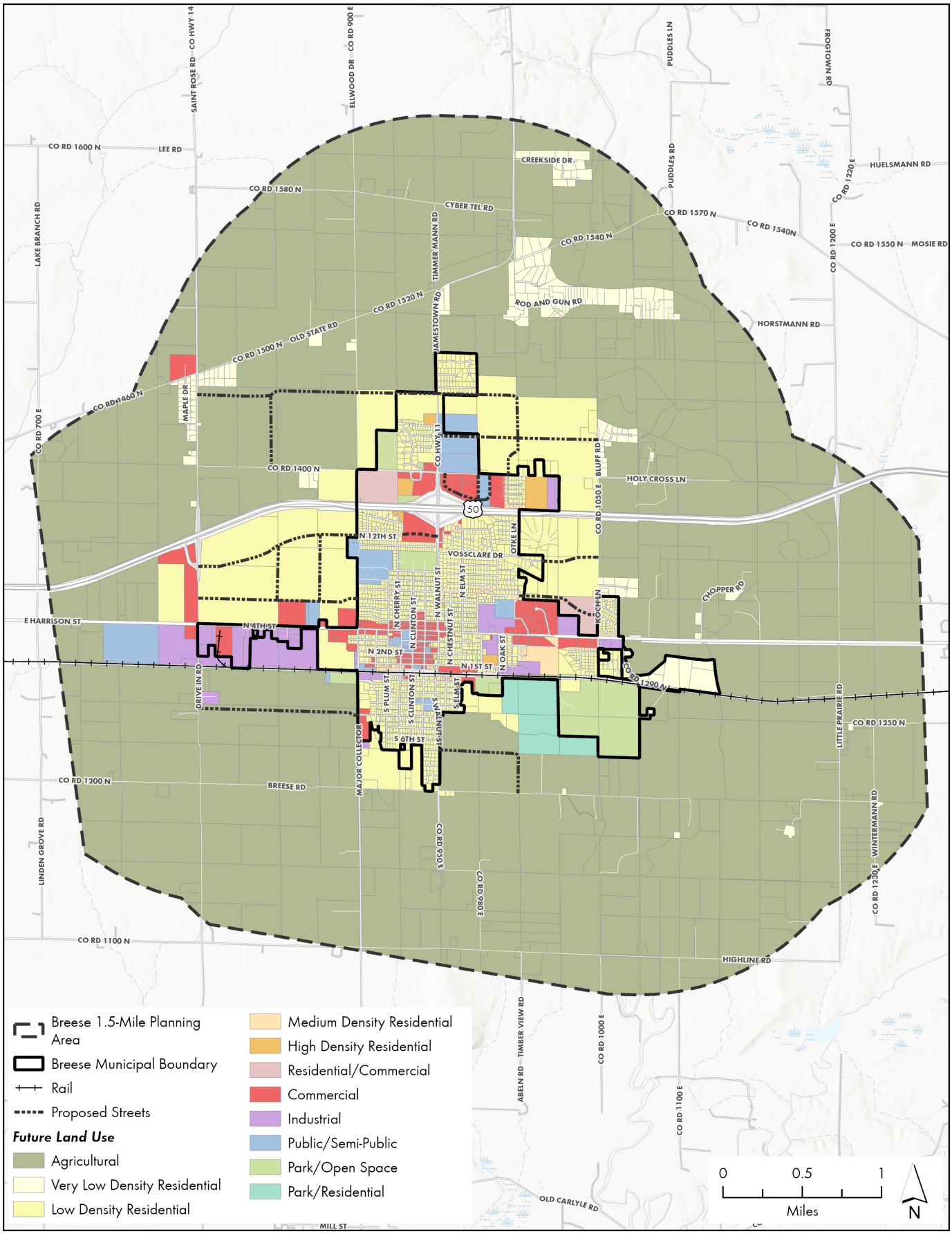
Future Land Use *(City Only)*



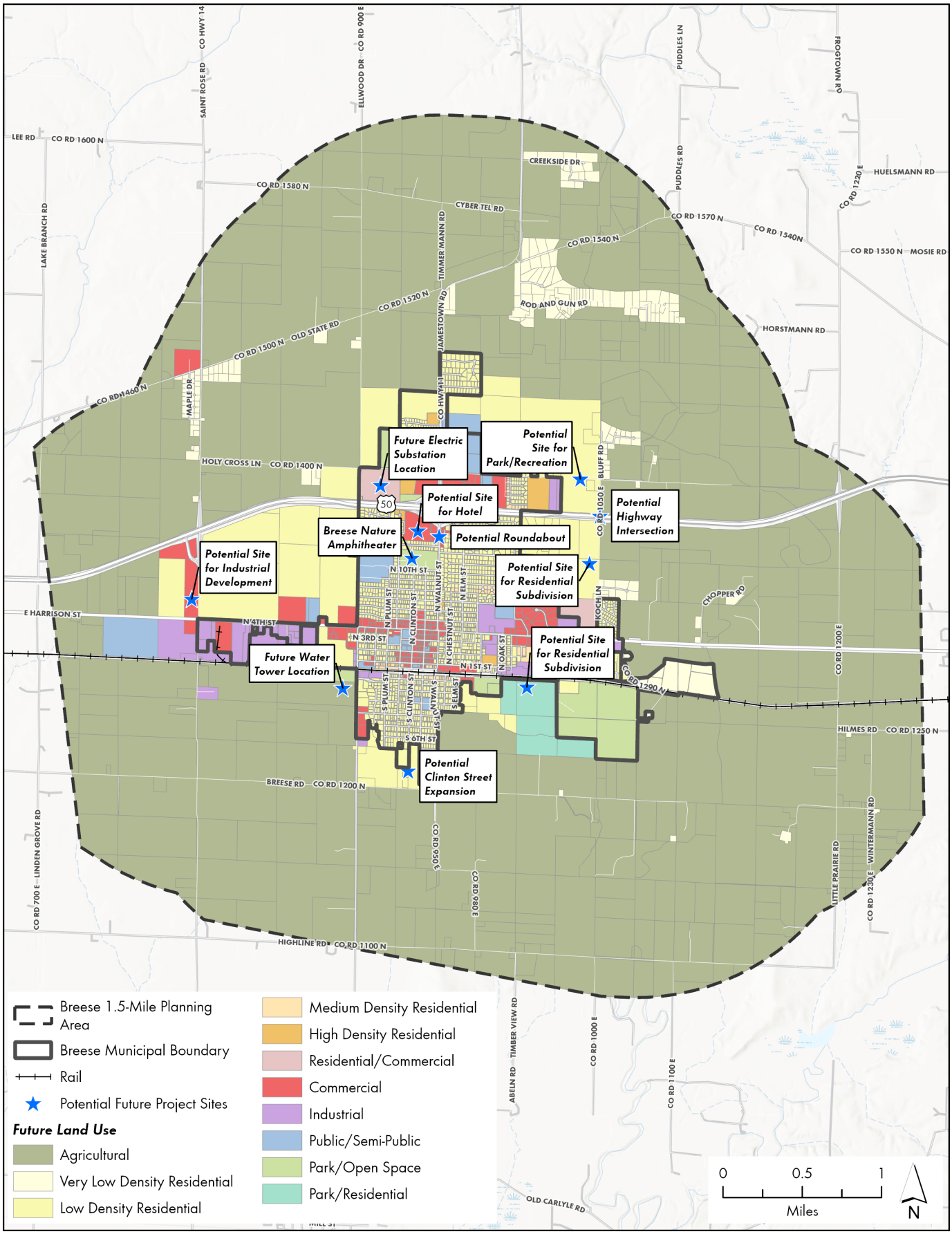
Future Land Use *(City + Planning Area)*



Major Street Plan



Future Project Sites



CHAPTER FIVE

Implementation

THE CITY OF Breese ILLINOIS

Section 5.1: 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 5.2: 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 5.3: 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.

The City of Breese has historically pursued a conservative, measured approach to annexation of adjacent properties into the City limits, responding to opportunities growing from commercial and residential changes and opportunities. The most recent major annexation, in February 2012, was the 24 acres at the north end of the City, bounded by U.S. Route 50, Jamestown Road and Holy Cross. Prior to that the most recent was a one (1) acre tract of land East of Breese dated August 2011.

Annexation of small parcels occurs periodically.

Section 5.4: 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 ensure that the plan reflects current development policy.

THE CITY OF
Breese
ILLINOIS