

# COMPREHENSIVE PLAN 2016 UPDATE

Amended February 2025

**BREESE**  
ILLINOIS



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# Comprehensive Plan Update

2016, Amended February 2025

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# BREESE COMPREHENSIVE PLAN



## CHAPTER ONE

### INTRODUCTION



## CHAPTER 1: INTRODUCTION

The City of Breese has assembled a unique team of local stakeholders and advisory professionals to develop the City's 2016 Comprehensive Plan Update. The Plan will update the data from the 2012 Comprehensive Plan. The 2016 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. Focus of the Plan is 10 years, with required annual updates. The annual reviews will revisit the process of 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. The document is a tool that community leaders may use to guide, plan, and review how changes in legislation, population, culture and demographics affect the City. 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. Ordinances in City Zoning and Subdivisions may be affected and are changed by result of the plan; however it should not be assumed that if the plan states it, than it should be adopted.

Plans under this document will focus on aspects of land use, transportation, zoning, utilities, and recreation. With specific regulatory control given under Illinois law, the plan will focus on the jurisdiction of the City and will have influential decisions on the boundaries that lay outside the corporate limits, but within the one and one half (1 ½) mile adjacent.

Breese Quick Facts	
Population (2015 Estimate)	4,487
Change since 2010	1.01%
Year Founded	1855
Zip Code	62230
Area Code	618
County	Clinton
Township	Breese



# BREESE COMPREHENSIVE PLAN



## 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. The 2015 estimates and 2020 projections are from ESRI, a high quality 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 haven 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.



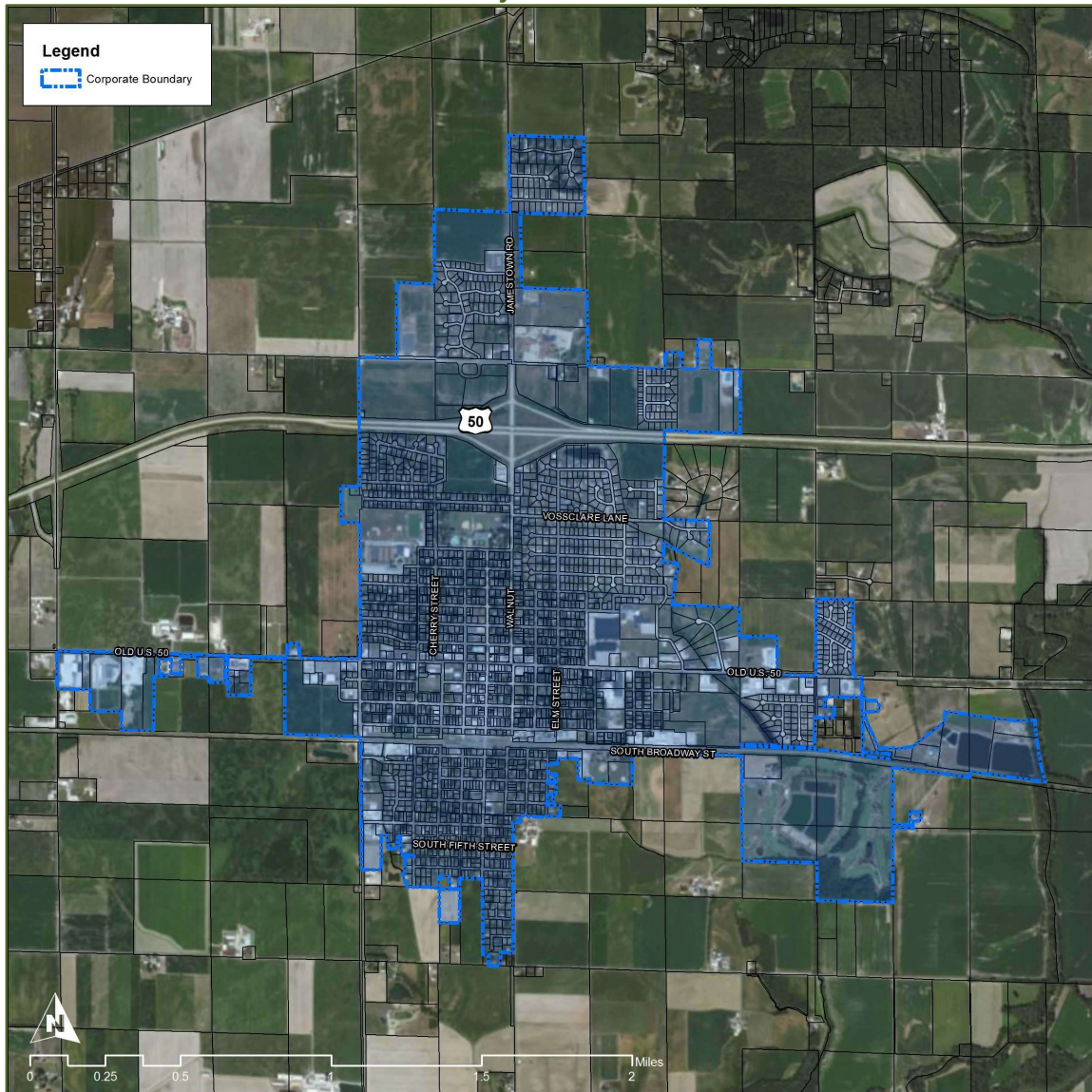


Nearest cities: Germantown, IL (4.6 miles), Aviston, IL (4.8 miles), Beckemeyer, IL (5.2 miles), Bartelso, IL (8.9 miles), Albers, IL (9.2 miles), Trenton, IL (8.5 miles), Carlyle, IL (8.3 miles), Damiansville, IL (11.9 miles).

The planning area for the 2016 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.

### City of Breese



## 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 estimated to have continued as 2015 estimates show a further population increase from 2010 by another 1.01 percent to a population of 4,487 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. However, the population is projected to drop by 0.56% in 2020 to 4,462.

<b>Population</b>	
2013 ACS Estimate	4,813
2010 Census	4,442
2000 Census	4,373
Growth 2010-2013	8.35%
Growth 2000-2010	1.58%

### 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.

<b>Regional Population</b>	<b>2000</b>	<b>2010</b>	<b>2015 (Est.)</b>
Breese	4,048	4,442	4,487
Clinton County	35,528	37,762	37,773
City as a Percent of County	11.4%	11.8%	11.9%

### Population by Age

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.

<i>Population by Age</i>						
Description	2000	%	2010	%	2015 (Est.)	%
<b>Population by Age</b>	4,048		4,442		4,487	
Age 0 - 4	289	7.14	281	6.33	273	6.08
Age 5 - 9	315	7.78	283	6.37	277	6.17
Age 10 - 14	341	8.42	307	6.91	287	6.40
Age 15 - 24	507	12.52	564	12.69	577	12.86
Age 25 - 34	514	12.70	564	12.70	572	12.75
Age 35 - 44	658	16.25	521	11.73	498	11.10
Age 45 - 54	449	11.09	712	16.03	666	14.84
Age 55 - 64	343	8.47	504	11.35	566	12.61
Age 65 - 74	310	7.66	347	7.81	411	9.16
Age 75 - 84	219	5.41	246	5.54	239	5.33
Age 85 and over	103	2.54	113	2.54	121	2.70
Age 65 and over	632	15.61	706	15.89	771	17.18
<b>Median Age</b>	<b>35.9</b>		<b>39.3</b>		<b>40.2</b>	

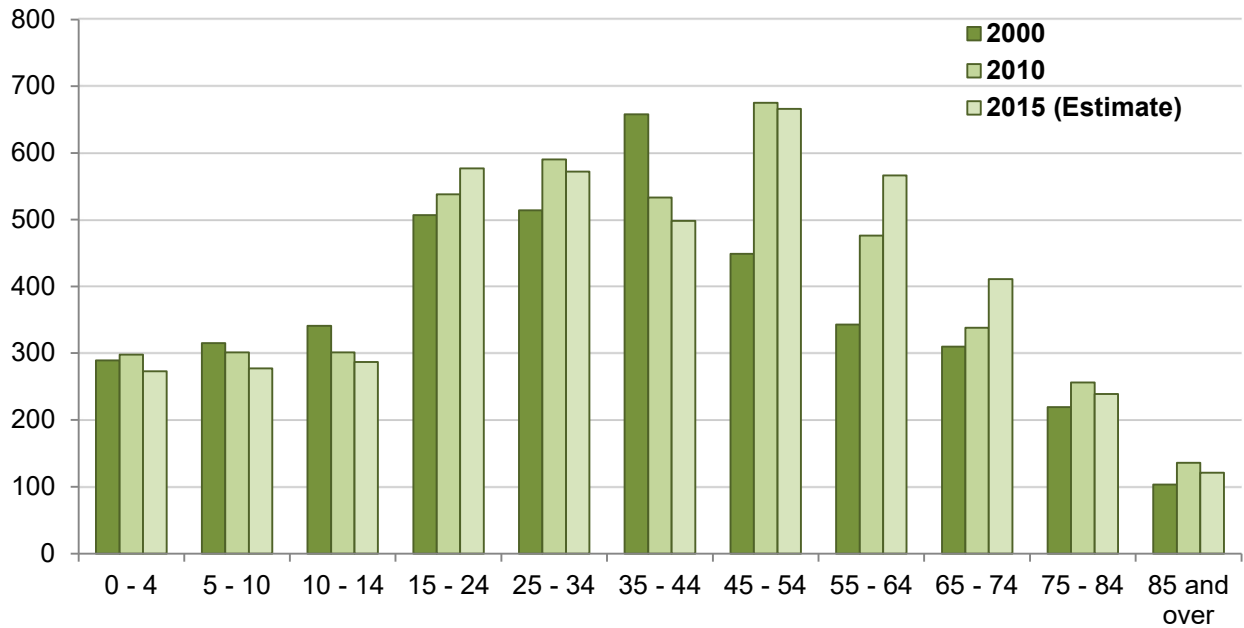
### 2015 Estimates

As pointed out earlier, the population for Breese in 2015 is estimated to have grown since 2010 by 45 residents. The largest age segment is still estimates to be the 45-54 age range (666 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 Age*





### Population by Ethnicity

According to 2015 estimates, the City of Breese’s population is predominantly White (97.39%, or 4,370 of 4,487). The second largest ethnic presence is Hispanic or Latino (2.59%) with all other races comprising even smaller percentages of the population; none of which contain more than 55 individuals.

	2000	%	2010	%	2015 (Est.)	%
<b>Pop by Single Race Classification</b>	4,048		4,442		4,487	
White Alone	3,990	98.57	4,341	97.73	4,370	97.39
Black or African American Alone	4	0.10	8	0.18	13	0.29
American Indian and Alaska Native Alone	2	0.05	5	0.11	5	0.11
Asian Alone	14	0.35	10	0.23	10	0.22
Native Hawaiian and Other Pacific Islander Alone	0	0.00	0	0.00	0	0.00
Some Other Race Alone	22	0.54	48	1.08	55	1.23
Two or More Races	16	0.40	30	0.68	34	0.76
Hispanic or Latino	52	1.28	105	2.36	116	2.59



## 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 1,335 in 1990 to 1,618 in 2000 a 21.20% increase. Households saw an additional increase of 9.27% from 2000 to 2010 when households increased to an all-time high of 1,768.



This trending housing increase continues to slow as estimates for 2015 and 2020 projections are examined. As of 2015, it is estimated that the number of households in Breese has increased by 42 units, bringing the total number of households to 1,810. This increase is 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 2020, it is projected that households would continue to slide by slightly more units, totaling 1,815; 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	
2020 Projection	1,815
2015 Estimate	1,810
2010 Census	1,768
2000 Census	1,618
Growth 2015-2020	0.28%
Growth 2010-2015	2.38%
Growth 2000-2010	9.27%

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. This trend is estimated to level out in 2015 with family households increasing to 67.51% of the total occupied units.



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. It is estimated that as of 2015 the number of owner occupied units has increased to 78.23% of the whole, which shows a slight increase from 2010.

	2000	%	2010	%	2015 (Est.)	%
<b>Households by Household Type</b>	1,556		1,873			
Occupied	1,513	97.24	1,789	95.52		
Family Households	1,079	71.32	1,173	65.57	1,222	67.51
Nonfamily Households	434	28.68	616	34.43	588	32.49
Owner Occupied	1,173	77.53	1,361	76.08	1,416	78.23
Renter Occupied	340	22.47	428	23.92	394	21.77
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. The population increase from 1990-1999 called for 273 households to be built in Breese during that time period. Although some of the housing stock is older, about 55% is less than 45 years old in the year 2015.

New data has emerged and is reflected in the following chart. From 2000 to 2009 there is a large boom shown in the housing units within the City. 22.41% of the units in Breese were built within this short time period. However, there was a significant drop-off after that period with only 2.14% of the units within the City being built since that time.

2015 Est. Housing Units by Year Structure Built	1,914	%
Housing Unit Built 2010 or later	41	2.14
Housing Unit Built 2000 to 2009	429	22.41
Housing Unit Built 1990 to 1999	273	14.26
Housing Unit Built 1980 to 1989	133	6.95
Housing Unit Built 1970 to 1979	194	10.14
Housing Unit Built 1960 to 1969	177	9.25
Housing Unit Built 1950 to 1959	185	9.67

### Household Size

The vast majority of households in Breese in 2016 were estimated to be comprised of 1 or 2-person households (61.33%) 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.



	2000	%	2010	%	2015 (Est.)	%
<b>Households by Household Size</b>	1,513		1,768		1,810	
1-person household	381	25.18	488	27.60	514	28.40
2-person household	481	31.79	586	33.14	596	32.93
3-person household	237	15.66	307	17.36	317	17.51
4-person household	239	15.80	214	12.10	219	12.10
5-person household	128	8.46	129	7.30	124	6.85
6-person household	36	2.38	33	1.87	31	1.71
7 or more person household	11	0.73	11	0.62	9	0.50

### Rent and Purchase Prices

In a 2015 estimate, the median owner-occupied housing value is \$137,552. This corresponds with homes valuing from \$100,000-\$149,999 composing 33.76% of the overall housing stock in a 2015 estimate. This is actually an increase from previously recorded home values, 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.

	2015 Estimates	%
<b>All Owner-Occupied Housing Values</b>	1,416	
Value Less than \$20,000	60	4.24
Value \$20,000 - \$39,999	12	0.85
Value \$40,000 - \$59,999	56	3.95
Value \$60,000 - \$79,999	53	3.74
Value \$80,000 - \$99,999	168	11.86
Value \$100,000 - \$149,999	478	33.76
Value \$150,000 - \$199,999	282	19.92
Value \$200,000 - \$299,999	229	16.17
Value \$300,000 - \$499,999	59	4.17



## Household Income Levels

2015 estimates indicate that most of Breese’s households fall in the household income range of either \$50,000 to \$74,999, with 346 (19.12%) of the households, or \$100,000 to \$149,000, with 355 (19.61%) of the households. These two categories account for 701 (38.73%) of the total 1810 households in this breakdown. The average and median household income are \$89,970 and \$72,038, respectively. As expected, those figures fall generally between the two largest income categories.

Description	2015 Estimates	
		%
<b>Households by Household Income</b>	1,810	
Income Less than \$15,000	84	4.64
Income \$15,000 - \$24,999	123	6.80
Income \$25,000 - \$34,999	170	9.39
Income \$35,000 - \$49,999	223	12.32
Income \$50,000 - \$74,999	346	19.12
Income \$75,000 - \$99,999	276	15.25
Income \$100,000 - \$149,999	355	19.61
Income \$150,000 or more	233	12.87
<b>Average Household Income</b>	\$89,970	
<b>Median Household Income</b>	\$72,038	

## 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.

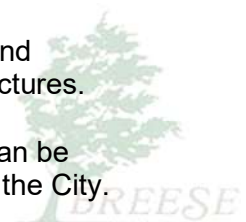
**Objective:** Maintain vacant lots in residential areas and consider alternative uses for those lots such as community gardens or mini-parks.

**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 aerial photography, with selective field verification by City staff. This existing land use information was digitized into a color-coded map of the planning area (see Plate 1).

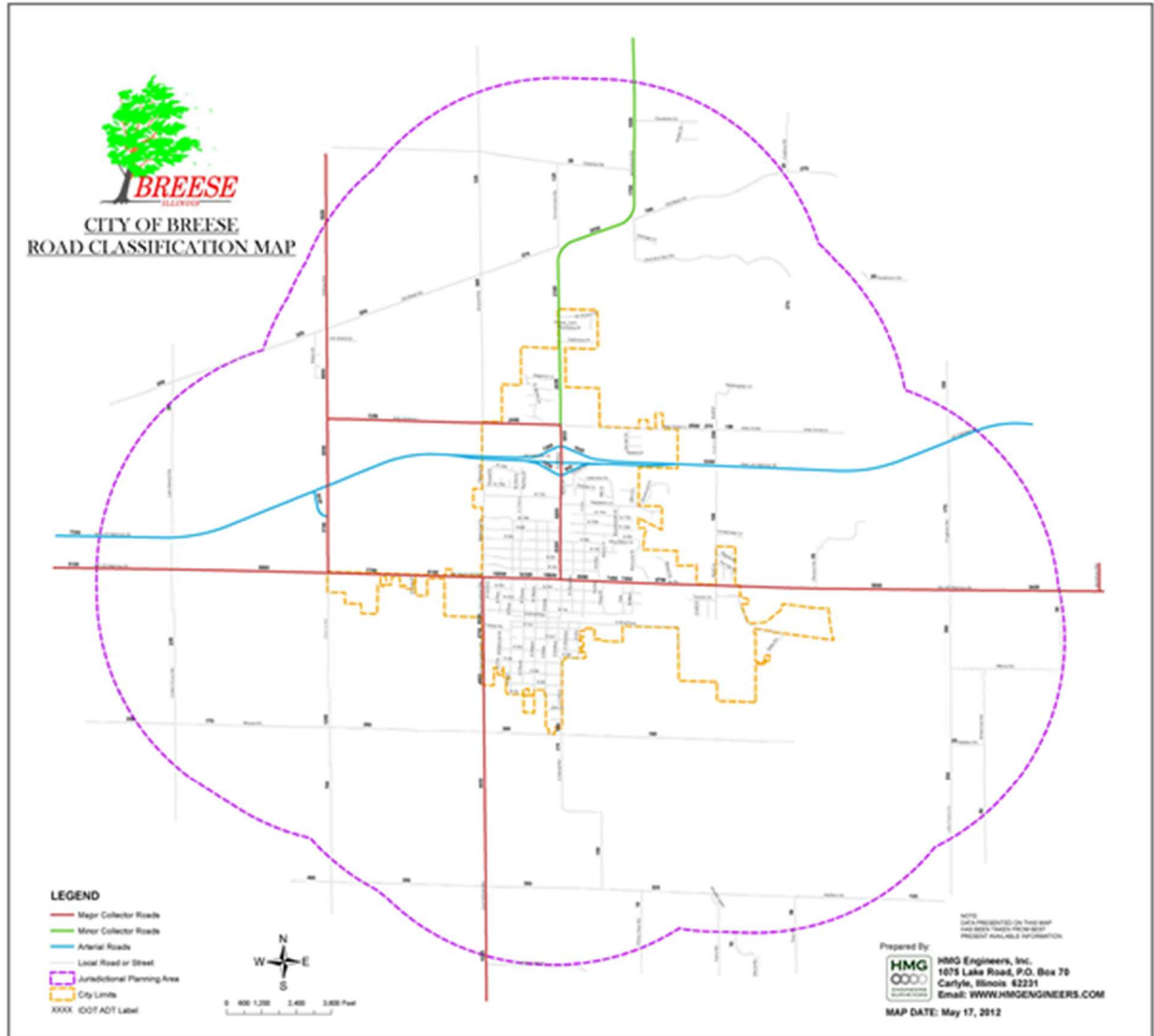




## Section 2.5: Transportation

The City of Breese does not have a formal major street plan. It is the committee's recommendation that one evolve in future editions of this comprehensive plan. The completion of current and future capital infrastructure objectives is listed below:

*Road Classification Map*



**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 1<sup>st</sup> Street to the railroad tracks



**Objective:** Refurbishment of streets, including: Main Street, South Main to South 4<sup>th</sup>, North 4<sup>th</sup> to North Broadway, and Cherry 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. *Currently the CSX railroad has temporarily suspended the train traffic in an attempt to consolidate and monitor for future business growth.*

### **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.



## Section 2.6: Local Economy

### Employment Status

Of the 3,587 residents age 16 years and older, 1 are in the Armed Forces (0.03%), 2,415 are employed (67.33%), 153 are unemployed (4.27%), and 1,018 are not in the labor force at all (28.38%). (ACS 2015 Estimates)

### Workers by Occupation

According to ACS 2015 estimates, thirty-one percent (31.4%) of the employed civilians in Breese work in management, business, science, and arts fields of occupation (751 of 2,390). Twenty-four percent (24.1%) work in sales and office occupations (577 of 2,390), nineteen percent (19.0%) work in the production, transportation, and material moving occupations group (453 of 2,390), sixteen percent (15.6%) work in service occupations (372 of 2,390), and 10 percent (9.9%) work in the natural resources, construction, and maintenance occupations group (237 of 2,390).

### Transportation to Work

While driving alone was the most popular method of transportation to work (80.6% of workers), car-pooling (15.4%) was the second most popular forms of travel to work, with walking and public transportation making up about one percent each. (ACS 2015 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 1906. The power grid's original construction maintained a capacity of approximately 100 kilowatts (KW) of power. Today, the City maintains a capacity of 14.5 megawatts (MW) of power for a system that has peak demand...to date is 13.8 MW.

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 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 increase.



## **Electrical Utilities Objectives:**

- 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**

Design 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 is 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 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. 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 regulation. Studies performed by our engineers and testing by our staff have shown that the treated water meets the current standards, however the Infiltration & Inflow ( I & I ) to the plant aggravate the plants 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. Listed below are Goals & Objectives of the Sewage Treatment Plant that are targeted for completion to maintain the Plant at its highest standards possible, these include:

**GOAL:** Stopping of I & I 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:** Maintain Sewage Treatment Plant at its 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.

## Section 2.8: Parks and Recreation

### 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. The pool also offers water aerobics classes and hosts other special events.

## Park and Recreation

The Park and Recreation Plan 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.

**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, physical fitness walking trail, and camping facilities for tents and campers.

**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 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.

**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.

## **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.

**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 service has an EMS Director that currently 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.

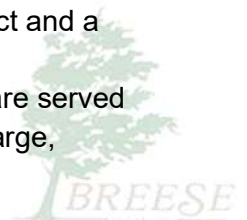
**Objective:** Continue to improve equipment and education in best practice applications for life safety and community health awareness.

## **Section 2.10: Education**

### **Educational Attainment**

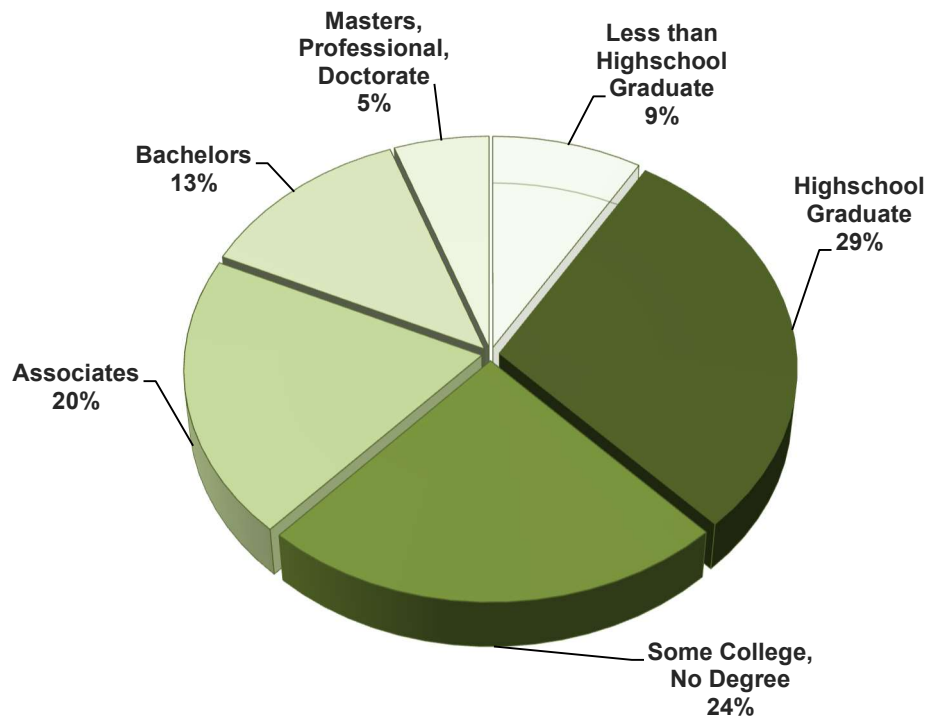
Of the total 3,073 residents aged 25 or older, the majority (29.2%) are high school graduates, with a close second belonging to individuals with some college completion, but no degree (24.0%). 20.1% have their Associate's Degree, while 12.6% have their Bachelor's Degree. 5.5% are reported to have some form of a graduate degree while the remaining 8.7% are not high school graduates. (2015 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, teachers' 17 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.

## Educational Attainment



### Higher 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.

**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.

### Colleges/Universities with over 2000 Students nearest to Breese:

- McKendree University (about 16 miles; Lebanon, IL; Full-time enrollment: 2,564)



- Kaskaskia College (about 19 miles; Centralia, IL; Full-time enrollment: 3,867)
- Greenville College (about 25 miles; Greenville IL ; Full-time enrollment: 1,321)
- Southwestern Illinois College (about 23 miles; Belleville, IL; FT enrollment: 9,085)
- Southern Illinois University Edwardsville (about 29 miles; Edwardsville, IL; FT enrollment: 11,933)
- Saint Louis Community College (about 36 miles; Saint Louis, MO; FT enrollment: 18,019)
- Saint Louis University (about 39 miles; Saint Louis, MO; FT enrollment: 11,606)
- Ranken Technical College (about 40 miles; Saint Louis, MO; FT enrollment: 2,134)

## Section 2.11: 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.



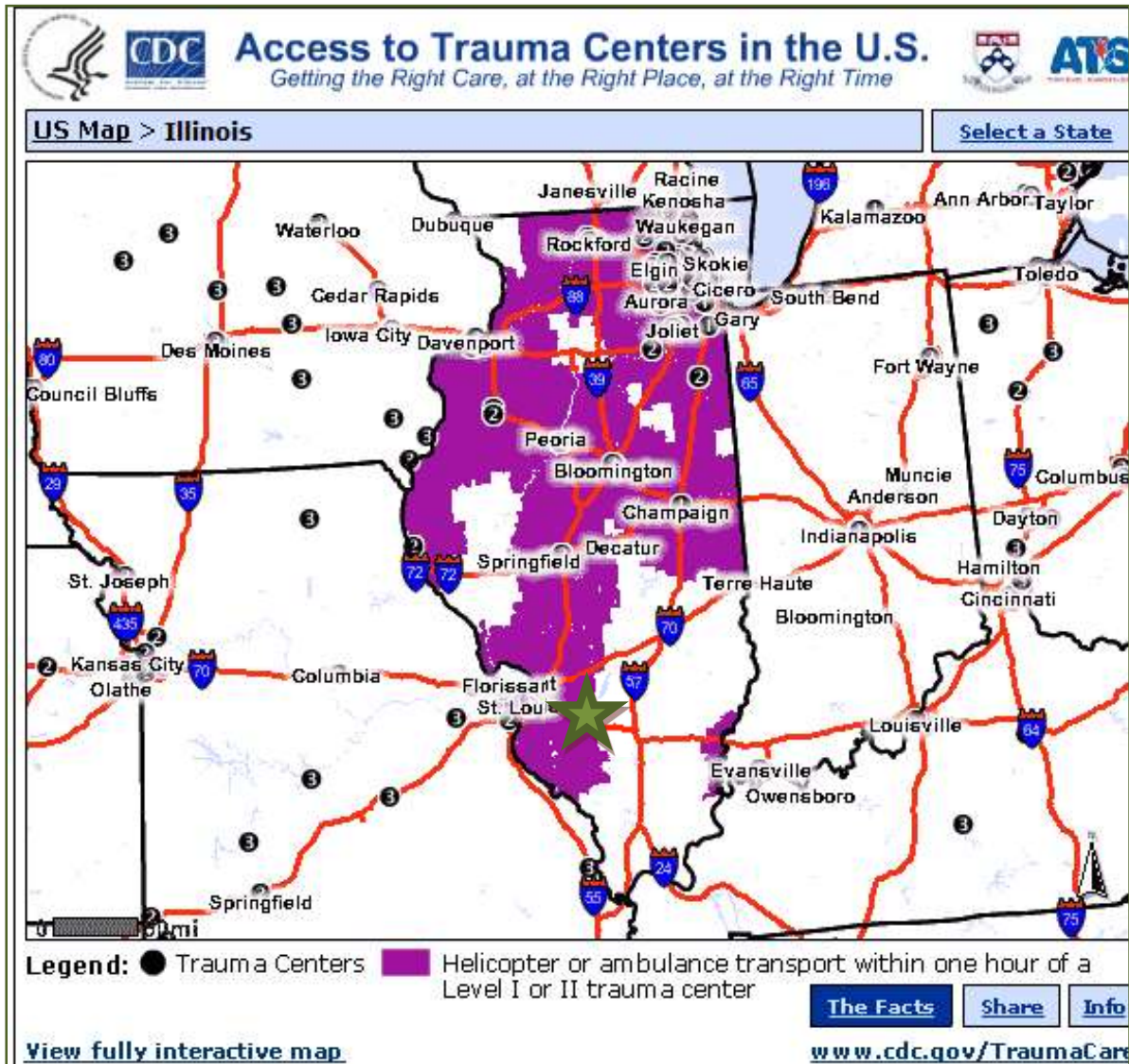
The hospital maintains a cutting edge primary care hospital while upholding its mission: “To reveal and embody Christ’s healing love for all people through our high quality Franciscan healthcare ministry.” St. Joseph’s Hospital is most proud of the caring attitude demonstrated by their dedicated employees 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.

### *Health Care Centers Near Breese, Illinois*

- St. Joseph’s Hospital (Critical Access Hospitals, Voluntary non-profit - Church, provides emergency services, about 13 miles away; HIGHLAND, IL)
- 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)



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

## CHAPTER THREE

### LAND USE

Section 3.1: Future Land Use Plan

Section 3.2: Major Street Plan



## 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 2). 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)**

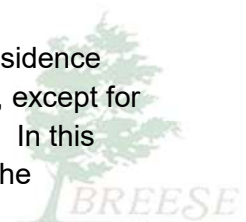
This land use category also represents single-family dwellings on individual lots, with open space (yards) between all sides of such dwellings and their lot lines. This category would accommodate the City's "R-1" zoning district, which permits single-family dwellings and have minimum lot size of 11,000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

## **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 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.
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.





## CHAPTER FOUR

### IMPLEMENTATION

**Section 4.1: Plan Adoption**

**Section 4.2: Zoning**

**Section 4.3: Annexation**

**Section 4.4: 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 his 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: 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 Illinois 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.

Annexations during the past 5 years are summarized in the table below:

Description of Annexed Property	Date Annexed	Acreage Annexed
Area South of South 6 <sup>th</sup> Street and South Clinton Street	July 2011	5
Property Located at 1225 Vossclare Lane	August 2009	1.79
Final Phase of TLV Estates Subdivision	December 2008	20.68
Annexation of New Soccer Park West of Jamestown Road and North of Holy Cross Lane	March 2008	19.67

#### Section 4.4: 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 insure that the plan reflects current development policy.

