

Comprehensive Plan

Village of Diamond Illinois



VILLAGE OF
Diamond

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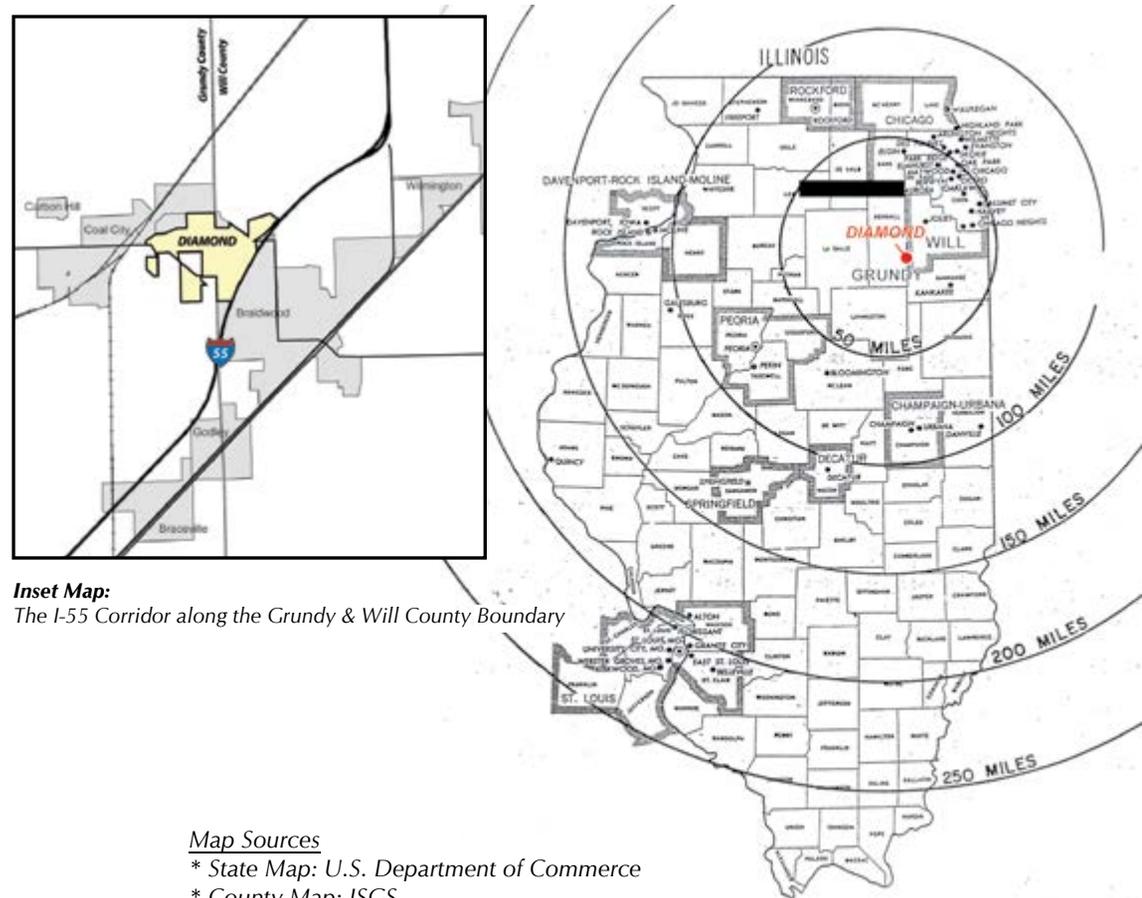


I. Introduction and Existing Conditions

Local & Regional Setting

The Village of Diamond is a compact community with an estimated population of 2,729 as of 2013 (2013 American Community Survey 5-Year Estimates), encompassing approximately 1½ square miles. The Village is located in both Grundy and Will Counties. **Figure A.** below shows Diamond within its local and regional contexts. The community is located 18 miles southwest of Joliet, and 50 miles southwest of Chicago; along the 1-55 corridor at the Route 113 interchange.

Figure A. Regional & Local Settings



History

Diamond was originally incorporated in August 1895. As a coal mining town, Diamond's growth focused on meeting the needs of mine workers and their families. In 1883, many years before incorporation, Diamond was known for the Diamond Mine Disaster, in which seventy-four mine workers lost their lives when the shaft flooded and they were unable to escape their tragic fate. It was many days before the mine was emptied of water to search for victims. Only twenty-eight bodies were recovered and the mine entrance sealed. A monument was erected in 1898, which provides a memorial to the mine disaster victims.

In the early 1900's, the Diamond business district consisted of two company stores, a meat market, a general store, millinery shop, a blacksmith and taverns. The worker's and their families also had access to a local school and a post office. Floyd Calcaterra, the first mayor of Diamond, held his position for over 20 years.

When the Village Charter became inactive in 1929 due to a decline in population, Diamond did not have any further mayoral elections for 20 years. The Village was re-incorporated in 1949. In April of 2010, Diamond adopted its first Comprehensive Plan.

Purpose of a Comprehensive Plan

A Comprehensive Plan outlines a vision for how the community should develop based on current and anticipated conditions. It provides a framework for not only zoning and other land use decisions, but provides direction in planning for capital improvements, parks/open space and other community facilities. It is an expression of community intentions and aspirations and provides a means by which the Village Board and Planning & Zoning Board can communicate their vision to the community's future citizens, developers, property owners, and other governmental agencies.



The Diamond Mine Disaster Monument



Mission Statement & Future Vision

To provide direction for new development and redevelopment in Diamond, it is important that the Village establish a collective mission and supporting vision that will take the community into the future.

Mission Statement

This mission of the Village of Diamond is to identify and deliver services to the residents and businesses that provide a superior quality of life based on community values and character while maintaining a fiscally responsible foundation.

Future Vision

- ❖ A Village of choice for residents and families seeking a friendly, small community that offers high quality schools and housing; as well as provides excellent services in a secure and safe environment.
- ❖ A Village committed to providing for the health, safety and welfare of its citizens and to partner with other governmental authorities and organizations to help them provide educational and recreational opportunities for the children, senior residents and other members of the community.
- ❖ A Village preserving its small town image by managing physical growth with sound planning and zoning that emphasizes the attractive development of its land.
- ❖ A Village committed to promoting prosperous and successful business atmosphere that broadens the range of goods and services available to our residents and enhances our economic vitality.
- ❖ A Village willing to enhance the public infrastructure, services and open spaces to ensure a high quality of life for all current and future residents.
- ❖ A Village seeking to create a transportation system which facilitates safe, efficient and convenient movement of people and goods within the Village and to destinations outside the Village.
- ❖ A Village committed to protecting the quality and health of all natural water resources and environmental areas within floodzones and wetlands by encouraging traditional and innovative stormwater management practices.



Population & Housing

In order to plan for the Village's future, it is important to understand the existing conditions that characterize the community today. In particular, analyses of population and housing trends, existing land use patterns & transportation networks, and community facilities and utilities provide insight into the resources the Village has and needs to support existing and potential development.

Figure B. illustrates Diamond's population changes from 1970 to 2013. Overall, Diamond's population has experienced an increase of approximately 504% from 1970 to 2013, adding approximately 2,277 new residents during this time period. It is not clear as to why from 1980 to 1990 there was a slight decrease in population.

Figure B. Total Population 1970-2013

Year	Residents	Population Change
1970	452	-
1980	1,170	+ 159%
1990	1,077	- 8%
2000	1,393	+ 29%
2010	2,527	+ 81%
2013*	2,729	+ 8%

*2013 American Community Survey 5-Year Estimates

Although the effects of births and deaths on population change are impossible to control, a community can control certain other factors to ensure that its population increases or remains steady. For instance, providing an adequate number of desired jobs that either match the skills of local residents or attract new residents with the desired skills ensures that the community's population will not lose residents as a result of inadequate employment opportunities. A community also needs to provide a high quality of life for its residents to ensure they remain living in Diamond rather than choose to live elsewhere. Quality of life is a function of many factors, such as the education system, employment opportunities, recreation opportunities, cost of living, adequate municipal services, well-maintained public infrastructure, and safety – all factors that the community is able to control. The Village is responsible for maintaining a high quality of life in its community to keep current residents in the community and attract new residents who are seeking a new place to call home.



The Village’s housing units has experienced a similar historical pattern to that of the population, with a slight decrease in housing units between 1980 and 1990. The housing statistics for 1970 were not available since the population was less than 1,000 residents. **Figure C.** illustrates Diamond’s total number of housing units from 1980 to 2013. Overall Diamond expanded its housing stock by 163% during that time period, adding 693 new housing units.

Figure C. Total Village Housing Units 1970-2000

Year	Housing Units	Housing Units Change
1970	NA	-
1980	424	-
1990	414	- 2%
2000	597	+ 44%
2010	1,004	+ 68%
2013*	1,117	+ 11%

*2013 American Community Survey 5-Year Estimates



A variety of housing units can be found in Diamond



Existing Land Uses

The Village of Diamond is primarily a residential community, served by minimal community facilities and commercial uses. The existing residential development is mostly comprised of single-family detached and attached homes. Most existing commercial/service uses can be found along Route 113.

Transportation Network

The major road network within the Village has a fairly gridiron pattern. Route 113 is the major east/west arterial road through the Village, ultimately connects to Route 47. It is under the State's jurisdictional control regarding maintenance, future improvements and future access for adjacent properties. It carries the majority of traffic into and out of the Village and connects Diamond to the Village of Coal City (on the west) and Village's of Braidwood & Wilmington (on the east). The Route 113/I-55 interchange allows for quick direct access to the Village for travelers on I-55. Though not located within the Village, the Reed Road/I-55 interchange could provide a secondary means of reaching the Village due to its proximity to Will Road. Will Road from IL-113 South to Reed Rd has been designated a federal route.

The Burlington Northern Santa Fe (BNSF) railroad is situated in proximity to the northwestern limits of the Village, however it does not provide any residential or industrial transportation opportunities for the Village.

Recent Improvements. The Village of Diamond has recently applied and acquired grant funds and formed public/private partnerships to enhance the transportation network throughout the community. The following is a summary of the current planned improvements.

- *Intersection Improvements* - The Village has formed a partnership with property owners and applied for a \$99,000 grant to signalize IL 113 and Will Road. The remaining costs will be split between the partners. The partners will know if the grant application was successful later in 2015.
- *Surface Transportation Program (STP) #1* - In 2012, the Village was awarded an STP grant to improve and widen U.S. 113. To fund the 2.1 million dollar project the Village partnered with nearby property owners and developers. The project utilized \$1,000,000 in grant funds, \$750,000 from property owners and developers, and \$350,000 from the Village. The project widened U.S. 113 and parts of Will Road into a 3 lane road with a shared turn lane in the middle of the roadway and a separated multi-use pedestrian path parallel to the road. Additionally, the partnership with adjacent property owners allowed for the development of predetermined future turn lanes to entice possible development.



- *Surface Transportation Program (STP) #2* - In 2015, the Village received another STP grant for one million dollars. This project will extend the existing STP #1 project from Will Road to just west of Interstate 55 including widening the road to 3 lanes and adding a multi-use bike path. This project will also utilize partnerships between the Village and property owners/developers.
- *Illinois Transportation Enhancement Program* - A grant for the Village to develop a multi-use pedestrian path has been approved and will be completed by the end of 2015 or the beginning of 2016. This new path will connect the Diamond Estates subdivision and the Farmstone subdivision with the Diamond Fields subdivision. This path will help compliment the Village's safe routes to school program.



Community Facilities & Utilities

A community's quality of life is highly dependent on the quality of its community facilities, which includes schools, churches, parks and open space, municipal facilities and utilities, and other facilities that provide essential governmental, commercial, industrial, and other community activities. The availability of excellent community facilities can also help attract new residents and businesses to the Village.

Municipal Facilities & Utilities. Municipal facilities and utilities provide Diamond residents with services that are needed on a daily basis and help maintain a safe and viable community. The Village Hall is located on East Division Street/Route 113, and houses administration, planning & zoning, building, finance and maintenance functions, and a board room/meeting room. Adjacent to the Village Hall is the old water treatment plant which the American Legion utilizes as their post. They welcome home all returning military members and see them off before their deployment.



Diamond Village Hall



The Village provides water and sanitary sewer service to its incorporated properties. Currently served by three deep wells and two water towers, the Village's water supply has an average daily demand of 200,000 gallons and a peak demand of 300,000 gallons per day. The combined water tower capacities allow the Village to serve approximately 2,750 residents. The Village constructed a new ion exchange water treatment plant to meet the Federal Radionuclide Drinking Water Standards. The plant became operational in 2012.

Sanitary sewer service is processed at the Village's waste water treatment plant, located on the north side of Route 113, east of Will Road. This facility became operational in 2009. The service capacity of the system is 442,000 gallons per day or approximately 4,000 people.

Parks & Open Space. The Village is currently served by four parks. Diamond Park is located behind Village Hall. The park encompasses approximately 1.67 acres and serves as the central gathering place for Village residents. It includes playground equipment, basketball courts, and open fields. It will be updated in 2015 with a new pavilion and underground drainage. Miner's Memorial Park is located on IL-113 and is approximately 0.38 acres. It memorializes the tragic mine shaft flooding on February 16, 1883 where 74 men and boys perished. Centennial/Freedom Park is composed of approximately ½ acre and is located within unimproved right-of-way of Curtis Street extended between Clark and Stellan. Will Road Park, a 3.67 acre park site, is planned to remain primarily open fields for soccer and softball use. Additional open space or stormwater management areas (detention/retention ponds) have been platted or accounted for as part of newer residential subdivisions, but serve only as passive open space.

Through an ITEP grant and partnership with the Claypool Drainage District and a property owner, the Village will be constructing a Bike and Pedestrian Bridge in 2015 to connect Farmstone and Diamond Estates subdivisions to the Diamond Fields subdivision. This connection will allow residents to walk or bike through the center of the community while being safely separated from busy roadways. As mentioned previously, STP 1 and STP 2 have asphalt multi-use bike and pedestrian paths along IL-113.



Diamond Water Tower



Diamond Park (above) provides for a variety of recreational opportunities.



The community is also served by nearby regional open space and recreational opportunities outside the Village. Not only do these areas serve as a means of recreation and enjoyment of nature but provide a very positive environmental and ecological message.

- ❖ **Mazonia/Braidwood State Fish and Wildlife Area**, an Illinois State Park comprising 1,017 acres. Key activities include sport fishing, waterfowl hunting and fossil hunting by permit.
- ❖ **Braidwood Dunes and Savanna**, comprises 325 acres and is owned by the Forest Preserve District of Will County. Amenities include sand dunes, open prairie and savanna. Key activity includes hiking.
- ❖ **Goose Lake Prairie State Park**, an Illinois State Park dedicated to the preservation of prairieland. Key activity includes 7 miles of hiking trails. The Prairie View Trail is a 3.5 mile trail that provides visitors an opportunity to view prairie and farmland, strip mine reclamation areas, and low-lying marshes. The Tall Grass Nature Trail, also 3.5 miles, provides visitors an opportunity to view the trademark grasses found throughout the Park. Adjacent to Goose Lake Prairie State Park is *Heidecke Lake*, a 2,000 acre lake that offers fishing, hunting and boat launching.

Schools. Diamond is one of several communities located within the Coal City School District. The District encompasses 55 square miles and serves Coal City, Carbon Hill, Goose Lake Township and portions of Braidwood as well. At this time, all District schools are located within the Village of Coal City. Diamond students attend the Early Learning School located on Carbon Hill Road; the Elementary School located on North Broadway Road; the Middle School located on Carbon Hill Road; the Intermediate School on Route 113 (Division Street); and the High School located at Division Street & Carbon Hill Road. The District recently purchased 150 acres at the southwest corner of Spring and Berta Roads for a future campus when needed to meet the needs of the growing student population. Property in Diamond's Planning Area situated east of Will Road and south of Route 113 is within the Reed Custer Community Unit School District 255U located in Braidwood. Property in Diamond's Planning Area situated east of Will Road and north of Route 113 is within the Wilmington Community Unit School District 209U located in Wilmington.

Police and Fire Services. Police services are provided by the Grundy County Sheriff's Department located in Morris and the Will County Sheriff's Department in Joliet; given the ultimate size of the Diamond, at this time it is unlikely that a police department will be created in the future. However as growth continues, and the demand for services increases, the issue of a having municipal police department may need to be re-evaluated by Village Officials. Fire protection and emergency services are provided by three separate jurisdictions: the Coal City Fire Protection District for all properties west of Will Road; the Braidwood Fire Department for land located south of Route 113/east of Will Road; and the Wilmington Fire Department for land located north of Route 113/east of Will Road. The Coal City Fire Protection District recently constructed Fire Station 2 on a 5-acre site located at the southwest corner of Berta and Spring Roads (1455 S. Berta Rd). It's location within a mile and a half to the Village limits is a tremendous benefit the residents of Diamond. This location is also the site of their 9-11 Memorial. All



of the Districts have strong Insurance Service Office (ISO) ratings, which helps to keep local property insurance rates low. Coal City Fire Protection District and Wilmington Fire Department have a 3 rating, while Braidwood Fire Department has a 4 rating. This places all 3 Districts in the top 22% of all Fire Districts in the State of Illinois.

Other Community Facilities. Diamond is home to the Christian Life Assembly of God church located on East Division Street; whereas the communities of Coal City and Braidwood provide residents of Diamond other religious assembly opportunities. The local post office is located on Broadway Street and the public library is located on Garfield Street, both in Coal City.

Planning Issues

Boundaries and Facility Planning Areas (FPAs). The Diamond future planning area is affected by several boundary and facility planning area lines of adjacent communities. The Coal City and Braidwood boundary and FPA limits have been illustrated on the *Planning Issues Map*. The Grundy/Will County boundary line, located along Will Road, has been identified as well. When the remaining parcels of land are to be considered for development, the Village will need to contact/negotiate with the appropriate jurisdictions to ensure that appropriate services can be provided to these new developments. The Village is currently working with Coal City, Braidwood and Wilmington to develop specific boundary agreements.

Floodplain. The existing 100-year floodplain within the Village’s planning area has been delineated in accordance with the Federal Emergency Management Administration Flood Insurance Map. In 2014, the Claypool and Maine Township Regional Stormwater Drainage Study was completed. This study delineated flood plain limits and recommended stormwater management and land use controls. The Village, by ordinance 2015-2, adopted this study as the best available data for determining base flood elevations.

A major floodplain is located north of the Village’s planning area and occurs along the Claypool Ditch. This area is developed with private recreational uses (Ceco Employees Recreation Association and Area 1 Outdoor Club). There is a small pocket of undeveloped land near the northwest quadrant of the interchange. If considered for future development, appropriate measures will need to be taken to ensure that development within or adjacent to the floodplain remains sensitive to this typically protected area.



The Claypool Ditch and Floodplain

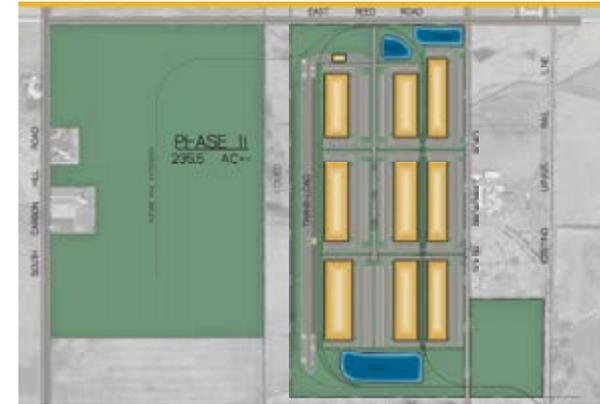


Claypool Ditch. The Claypool Ditch which was created over 100 years ago by area coal companies to provide for enhanced drainage in the region, is approximately 7 miles long, and flows from east to west into the Mazon River. The main ditch runs along the northern part of the Village’s planning area and then a branch of it running west to southeast bisects existing and future residential neighborhoods within the Village. It is under the jurisdictional control of the Claypool Drainage and Levee District. As a designated floodplain, along the ditch provides an opportunity for a natural greenway corridor.

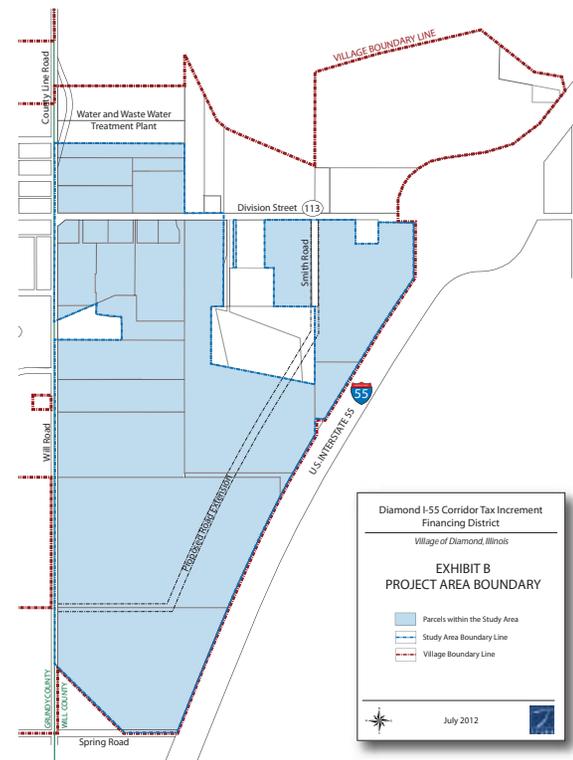
InLand Logistics Port at Coal City. The InLand Logistics Port at Coal City is a Union Pacific Rail served industrial park which provides warehousing and shipping opportunities for companies who use railways as a primary method of transportation within the upper Midwest. The 285 acre property is located south of East Reed Rd in between South Carbon Hill Rd and South Broadway Rd. Still under development, the intermodal hub is expected to accommodate between 5,000 and 10,000 rail cars annually. Due to its close proximity to Diamond, the Village may anticipate residential growth and possible economic development as a result of the port’s development.

Tax Increment Financing District. In 2012, the Village approved a Tax Increment Financing (TIF) District along the I-55 Corridor on the east side of town. A TIF District is an economic development tool and public financing method that is used as a subsidy for redevelopment, infrastructure, and other community improvement projects. The area qualified for a TIF District in part due to the presence of vacant former mining parcels which have not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of a redevelopment plan.

The Village’s redevelopment plan has several goals and objectives including promoting the Division Street Corridor as a commercial center, enhance the community’s identity, encourage industrial development, and encouraging public/private partnerships. As long term planning efforts are established the TIF District Redevelopment Plan will be consulted to ensure its goals are accomplished.



*InLand Logistics Port at Coal City (above)
I-55 Corridor Tax Increment Financing District (below)*

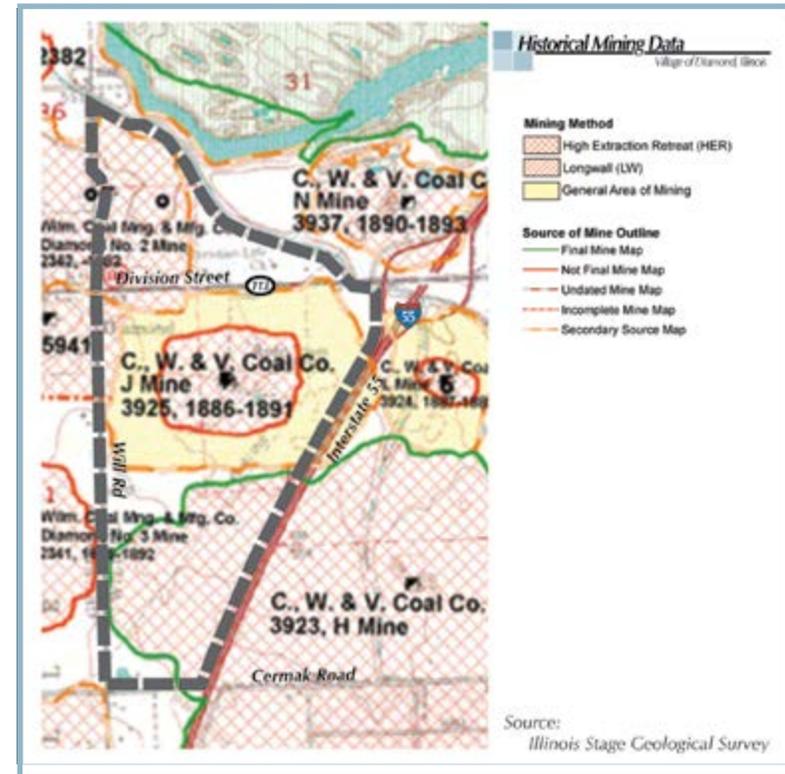


Mining. The Village of Diamond was once a significant mining area. Though mining locations existed throughout the Village, established areas have been developed primarily with residential and small-scale commercial. **Figure D.** highlights the planning area located east of Will Road, north and south of Route 113/ Division Street. As shown, in this potential development area, mining was conducted via the “longwall” method. The process of longwall mining (pre-1960) involved leaving large pillars of coal around the shaft, but then removing all coal beyond the pillars. The mine roof was then supported by rock and wooden props and cribs. These supports allowed for subsidence, the settlement of the ground surface following the extraction of an underground orebody, to occur.

According to the Illinois State Geological Survey, subsidence of the surface usually occurs within weeks and after subsidence occurs the potential for additional activity is low, but it may continue for several years after mining. Furthermore, the topography of the area contributed to mining difficulties as coal mined from this area was quite shallow and there was little bedrock above the coal.

Therefore, while the risk of geological problems associated with development of commercial and/or light industrial in this area is quite low, before any substantial development projects occur, the necessary precautions should be taken to ensure there will be no potential danger associated with roof collapse or flooding.

Figure D. Historical Mining Data



Sources: Obrad, Jennifer M. and C. Chenoweth. *Directory of Coal Mines in Illinois: 7.5-Minute Quadrangle Series, Wilmington Quad Range, Grundy and Will Counties.* Champaign, IL: Illinois State Geological Survey, 2007.

Mining Engineers Toolbox. 2005. MiningLife – Mining Information Source. 2 April 2008 <http://www.mininglife.com/Miner/index.htm>



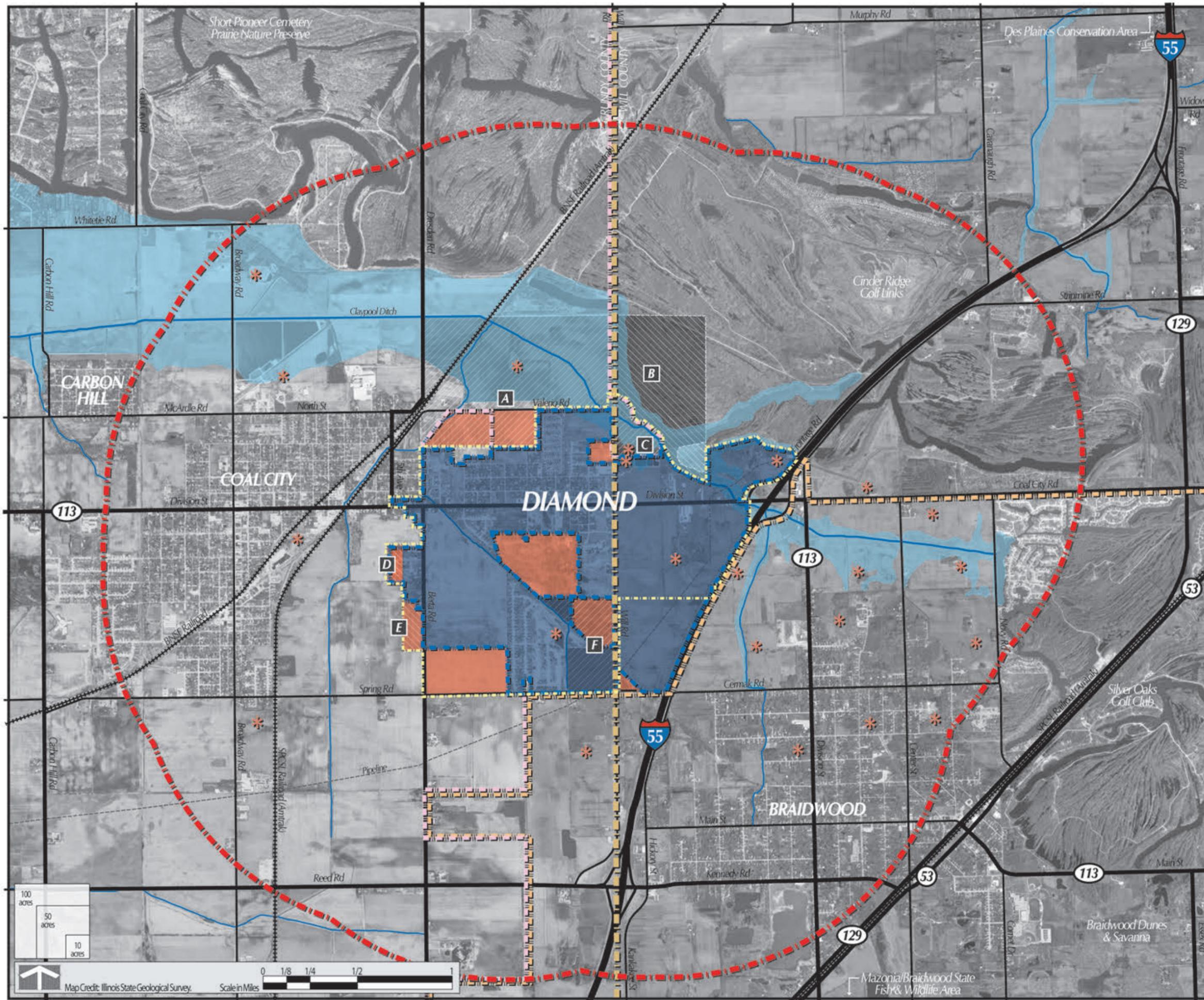
Planning Issues Map

LEGEND

-  Diamond Municipal Boundary
-  Diamond Facilities Planning Area (FPA) Boundary
-  Diamond Conceptual 1-1/2 Mile Planning Area Boundary
- Shown for illustrative purposes only
-  Coal City Planning Boundary
-  Braidwood Planning Boundary
-  Grundy County/Will County Line
-  Pipeline
-  Floodplain
-  Creek
-  Claypool Ditch
-  Mining Dump
-  Development Opportunity Area for Diamond

Facilities Planning Area (FPA) Boundaries

-  Diamond FPA Boundary
-  FPA Areas (under negotiation or part of neighboring community)
- A** Coal City FPA to Diamond (under negotiation)
- B** Unincorporated Coal City FPA
- C** Coal City FPA to Diamond
- D** Currently in the Coal City FPA
- E** Diamond FPA to Coal City (under negotiation)
- F** Currently in the Braidwood FPA



II. Future Land Use & Transportation Plan

The *Future Land Use & Transportation Plan* provides an overview of land use and transportation recommendations which the Village can use as a guide to facilitate proper planning for long-term growth and development. To-date, Diamond's growth has been primarily residential with a few strategic commercial/light industrial users along Route 113. It is the desire of Village Officials to maintain residential land uses west of the Grundy/Will County line and encourage commercial/light industrial land uses east of the County line.

Land Use Categories

The land use categories shown on the *Future Land Use Plan & Transportation Plan* are described below:

- ❖ **Agricultural.** The agricultural land use category is intended to encourage the preservation and protection of economically viable agricultural land. This category discourages the premature development of vacant or agricultural lands.
- ❖ **Low Density Residential.** This category is appropriate for the newer subdivisions that consist of single family detached homes and duplex units. Densities in the low density residential category shall not exceed 3.0 dwelling units per acre.
- ❖ **Village Residential.** This category represents the existing, older subdivisions in the Village that consist of smaller lot single family detached and lower density multiple family units. Densities in the medium density residential category shall not exceed 5.0 dwelling units per acre.
- ❖ **Medium Density Residential.** This category represents higher density single family detached dwellings, duplex units, townhomes and mobile home park developments. Densities in the high density residential category shall not exceed 7.00 dwelling units per acre.
- ❖ **Commercial.** This commercial category is intended to provide for regional and local retail establishments which offer a wide range of goods and services in locations which abut or front onto arterial or collector roadways. Future development shall incorporate a full- and/or limited-access driveways and cross access between lots and adjacent commercial properties as determined by the Village Engineer and/or respective agency with jurisdictional control.



- ❖ **Business Transition.** This category allows for the conversion of residential structures to professional and low intensity commercial uses along Route 113. It is the intent of this category to preserve the residential character of the structure while incorporating appropriate parking areas, lighting and signage to identify the property as a business or service. This category may be used as a buffer between the established residential neighborhoods and the existing roadway.
- ❖ **Parks/Open Space.** This category includes parkland and conservation areas. Park areas are those recreation and open space areas generally accessible and usable by the public, which include playgrounds, ball fields, etc. The existing parkland in Diamond is typically owned and maintained by the respective homeowners association. When new residential development occurs, additional parkland will be necessary. Conservation areas are intended to include environmentally sensitive areas targeted for protection from development such as floodplain and wetlands.
- ❖ **Municipal/Institutional.** The Municipal/Institutional land use category encompasses those lands owned and operated by federal, state, or local governments as well as public and private educational facilities, churches, or other non-profit facilities.
- ❖ **Light Industrial/Business Park.** This land use category provides opportunities for nuisance-free industry, warehouses and offices, preferably in well-designed, attractive buildings with appropriate landscaping. These uses are primarily located near arterial or collector roadways. Warehouse distribution, high tech, engineering, office and research uses are particularly appropriate for this category.

Future Land Use Areas

The table in **Figure E.** below shows the areas of land use recommendations illustrated on the *Future Land Use & Transportation Plan*. The first set of columns shows the land areas within the current Village limits; the second set of columns shows land area within the revised planning area and the third set of columns identifies the Village’s ultimate planning area land uses.



Figure E. Areas of Land Use Recommendations

Land Use	Total		Within Planning Area Existing Annexed Area		Within Planning Area To Be Annexed Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Low Density Residential	664.0	49.4%	395.2	37.0%	268.8	97.6%
Medium Density Residential	57.6	4.3%	56.0	5.2%	1.6	0.6%
Village Residential	130.3	9.7%	130.3	12.2%	0.0	0.0%
Municipal / Institutional	12.5	0.9%	12.5	1.2%	0.0	0.0%
Commercial	224.3	16.7%	224.3	21.0%	0.0	0.0%
Business Transition	10.5	0.8%	10.5	1.0%	0.0	0.0%
Light Industrial / Business Park	171.8	12.8%	166.8	15.6%	5.0	1.8%
Agricultural	40.0	3.0%	40.0	3.7%	0.0	0.0%
Parks / Open Space	32.4	2.4%	32.4	3.0%	0.0	0.0%
TOTAL	1,343.4	100.0%	1,068.0	100.0%	275.4	100.0%

The current Village limits comprise less than two square miles in area. The land within the revised planning area contains approximately 2 square miles. The key component defining the ultimate planning area for Diamond is the boundaries of the Facilities Planning Areas (FPAs) of the neighboring communities.

Population Capacity

Population trends and development patterns are important factors in determining how much Diamond’s population will grow in the future. Population estimates provide a basis for determining the appropriate allocation of resources to establish new government services such as sewer and water, schools, and parks. Other agencies such as the Grundy County Sheriff’s Department and the Coal City Fire Protection could also benefit from having this available information as they review and plan for the future personnel and equipment needed to service Diamond.



Based on full build-out of the residential areas using average densities (1.5 dwelling units per acre for low density residential, 2.5 dwelling units per acre for medium density residential, and 3.5 for village residential) the total population of Diamond could reach as high as 5,235 residents if developed based on the *Future Land Use & Transportation Plan*.

Figure F. Population Capacity Table

Land Use	Additional Acres	Avg. Net Density	Current Population: 2,729	
			Avg. Household Size	Population Capacity
Low Density Residential	332	2	2.76	1,832
Medium Density Residential	20	4	2.76	221
Village Residential	41	4	2.76	453
TOTAL	393	-	-	5,235

Notes

Average household size based on 2013 American Community Survey U.S. Census Data

Design Guidelines

The Village has adopted exterior construction standards for commercial structures in the Village. These standards provide direction to landowners, developers and builders to ensure that all future commercial development as well as alterations or additions to existing commercial and industrial buildings, reflect a collectively endorsed set of standards for enhanced quality architecture. Though at this time, the standards only address commercial architecture, the Village should consider expanding the guidelines to address site design, signage, lighting, landscaping, pedestrian access/connection, etc. since new commercial land uses are anticipated along Route 113/Divison Street and adjacent to the I-55 interchange. These locations warrant attention to design details to ensure that the quality of development is reflective of the community vision.

In addition, similar design standards have been created for future residential development to ensure high quality land planning, architecture, open space and landscaping. The Village might also consider including a density bonus system which provides a landowner, developer or builder the ability to increase density in a plan if they choose to incorporate additional, enhanced quality features into their proposal.



Affordable Housing Act

The Affordable Housing Planning and Appeal Act (Public Act 93-595), which went into effect on January 1, 2004, is intended to encourage Illinois municipalities and counties to provide a sufficient amount of affordable housing into their communities. Under the Act, all municipalities and counties that do not provide sufficient affordable housing are required to adopt an affordable housing plan. The Illinois Housing Development Authority (IHDA) is required by the Act to determine and publish a list of municipalities and counties that are exempt and non-exempt from the requirements of the Act. Based on formulas, factors, and definitions stated in the Act, municipalities and counties with less than 10% affordable housing units are required to incorporate affordable housing plans into their communities.

At this time, Diamond meets the exemption test by having approximately 59% affordable housing units, according to the 2013 data provided by the Illinois Housing and Development Authority. **Figure G.** below provides a comparison between the Village and nearby communities' affordable housing percentages. The amount of affordable housing is relatively high within the region and is not a pressing concern. While affordable housing is not an issue for the Village currently, as the Village approaches complete build-out, it will be important to ensure that as redevelopment efforts occur affordable housing opportunities will continue to exist.

Figure G. Comparison of Affordable Units in Nearby Communities

Community	Percent of Affordable Units
Diamond	59.4%
Braidwood	67.9%
Coal City	65.1%
Morris	43.9%
Minooka	17.1%

Source: Affordable Housing Planning and appeal Act: 2013 Report on Statewide Local Government Affordability (determination based on 2011 American Community Survey, 5-year Estimate)



Transportation Network

The Future Land Use & Transportation Plan illustrates an efficient transportation network to adequately serve the community. In addition, proper maintenance of the transportation network will ensure that local roads adequately serve the present population while exhibiting the benefits of their accessibility and visibility to attract future private development. The various transportation concepts illustrated on the Future Land Use & Transportation Plan are described below.

- ❖ **Arterial Roads.** Arterial roads are intended to provide a high degree of mobility and function as the primary travel routes for vehicles entering, leaving, and passing through urban areas. They are intended to carry high volumes of traffic at high operating speeds and have capacity to operate at high levels of service. Although arterials do serve such major developments as central business districts, large commercial centers, industrial/business parks and residential areas, access management is essential to preserve capacity. The primary arterial roadway indicated on the *Future Land Use & Transportation Plan* is Route 113/Division Street. It is under the jurisdictional control of the Illinois Department of Transportation (IDOT). Therefore, all future improvements and accesses will be subject to IDOT's review and approval. Road right-of-way should be preserved or acquired accordingly as development occurs along Route 113. Typically, a minimum right-of-way width for an arterial road is 120 feet with additional right-of-way needed at strategic intersections to accommodate turn-lanes and signalization, however given that there is a significant amount of existing development along Route 113, the actual width of the right-of-way and the level of improvements will be determined by IDOT based on the needed cross section and the adjacent land uses.
- ❖ **Collector Roads.** The collector street system is designed to support the arterial network. Collector roads consist of medium-capacity, medium volume roads that serve to link high-level arterial roads to lower level local streets. Operating speeds are typically lower on collectors than arterials and should have limited continuity to discourage through traffic but still provide for local movement of vehicles between residential, commercial, and industrial areas of the community. The collector system provides for some direct land access, but to a more limited degree than local streets.

It is recommended that collector road rights-of-way be preserved or acquired through subdivision dedications and that the Village seek a width between 80-100 feet to accommodate a 3-lane or 4-lane cross section, depending on the land use patterns and needed improvements. Additional right-of-way may be needed at strategic intersections to accommodate turn lanes and signalization and in other areas as necessary to accommodate roadway re-alignments. It can be anticipated that certain collector roads will become County roadways in the future and subject to their jurisdictional control for improvements, access and maintenance. These roadways will be defined upon completion of an overall Grundy County Transportation Plan.



The following existing roads have been identified as Collector Roads for the Village:

- ✓ Will Road
- ✓ Spring Road
- ✓ Berta Road
- ✓ Valerio Road

- ❖ **Local Streets.** Local streets typically carry low volumes of traffic at slow speeds to provide for safe and convenient access to housing areas and other land uses. Local streets also serve a social function for residents. Neighborhood streets are often a place where residents bike or walk when sidewalks are not provided. Local streets also provide direct land access. Movement along local streets is incidental and involves traveling to or from a collector roadway. Therefore, trips lengths on local streets are typically short. The local street system is also typically planned to ensure that all neighborhoods are accessible by at least two routes for emergency and service vehicles.

Guidelines for Local Streets

- ✓ Local streets should be protected from through traffic.
- ✓ Local streets should be protected from vehicles traveling in excess of 25 mph.
- ✓ Local streets should be protected from parking unrelated to residential or commercial activities in the neighborhood.

All streets not identified as arterials or collectors on the Plan are deemed to be classified as Local Streets.

- ❖ **Roadway Extensions.** The *Future Land Use and Transportation Plan* also identifies potential collector roadway extensions and local “gap connections”. These extensions or “gap connections” will need to be addressed at the time of development plan review for the respective areas and coordinated with the County and adjacent municipalities, where applicable.

The following are recommended roadway extensions or “gap connections”:

- ✓ McGinty Street to Girot Lane (Local)
- ✓ Stellan Street extension/connection to the west (Local)
- ✓ Overton Road south to Will Road with aligned connection north of Route 113/Division Street (Collector)
- ✓ Smith Road south to Will Road with aligned connection north of Route 113/Division Street (Collector)



- ❖ **Public Transportation.** Diamond residents, similar to the majority of other Grundy County residents rely on their automobiles as a primary means of transportation. The Grundy Transit System (GTS) is available to provide convenient transportation for all residents. The service operates on an on-call basis, Monday through Friday, between 6:00AM and 6:00PM. A small service fee is charged for rides, which must be arranged 24 hours in advance.



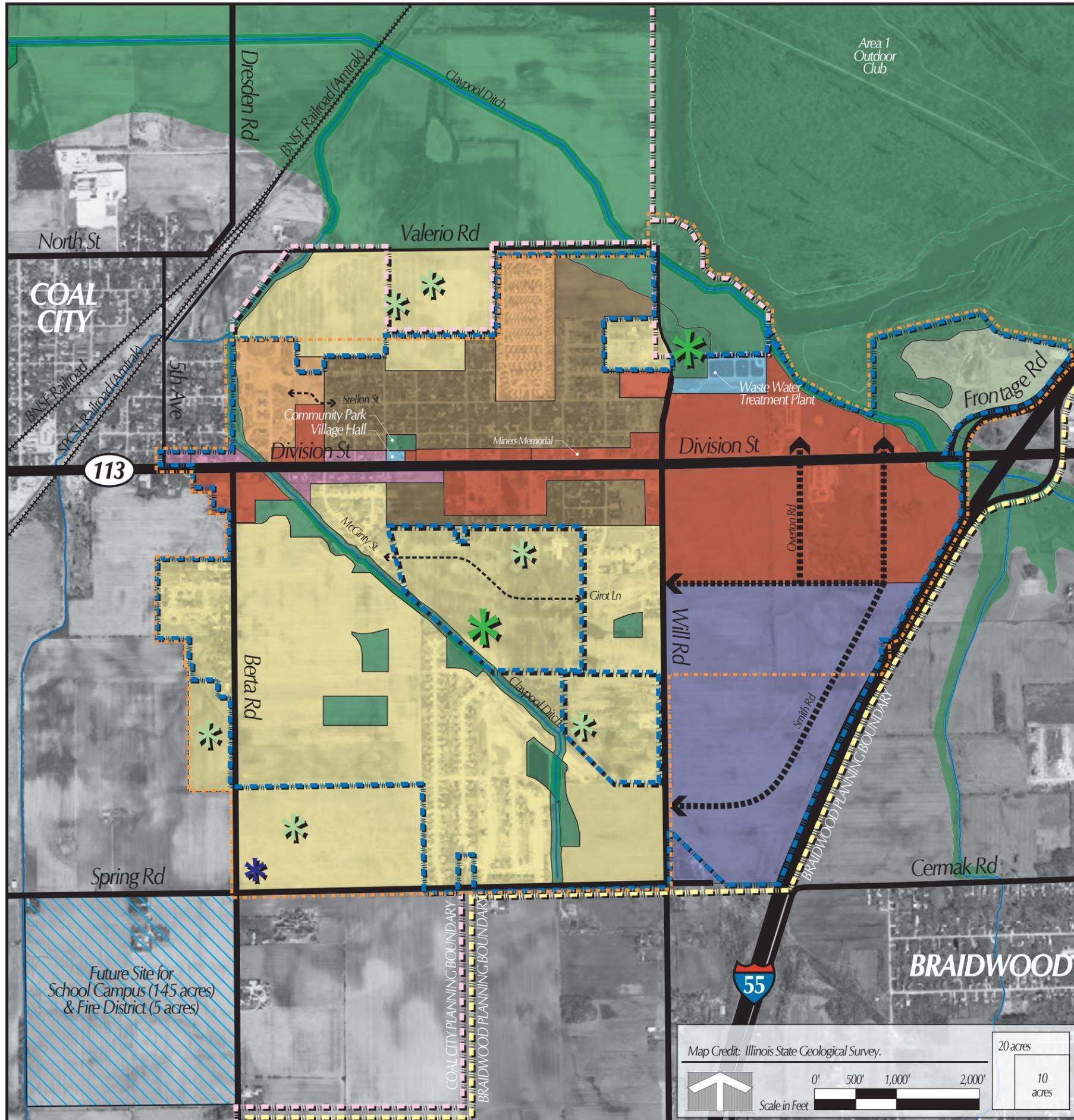
Diamond Comprehensive Plan

Village of Diamond, Illinois

Future Land Use & Transportation Plan Map

LEGEND

-  Agricultural
-  Low Density Residential
-  Village Residential
-  Medium Density Residential
-  Commercial
-  Business Transition
-  Light Industrial / Business Park
-  Municipal / Institutional
-  Parks / Open Space
-  Future Community Park Site
-  Future Neighborhood Park Site
-  Anticipated Water Tower Site
- minimum of 2 acres, exact location to be determined
-  Creek
-  Claypool Ditch
-  Highway
-  Arterial Road
-  Collector Road
-  Local Collector Road
-  Future Collector Road
-  Future Local Road
-  Diamond Municipal Boundary
-  Diamond Facilities Planning Area (FPA) Boundary
-  Coal City Planning Boundary
-  Braidwood Planning Boundary



Map Credit: Illinois State Geological Survey.

Scale in Feet: 0' 500' 1,000' 2,000'

20 acres
10 acres

June 2010

III. Future Community Facilities & Utilities

As Diamond experiences population growth, the Village will need to work together with the school districts and other local agencies to ensure that community facilities and services continue to meet the demands of the growing population.

Municipal Facilities & Utilities

Municipal Facilities. Diamond's Village Hall appears appropriately sized given current demand and activities. However, at some point in the future Village officials may need to evaluate the future functionality of the existing Village Hall. At some point, a consensus will need to be established whether a new larger facility should be constructed or the existing building expanded. Either option could be feasible. Since the Village currently owns two lots adjacent to the Miner's Memorial property, it may be possible, with the redevelopment of the nearby trailer park development that the Village could purchase additional land for construction of a new municipal building. Next, the Village owns all the property surrounding the existing Village Hall and Community Park, therefore providing an opportunity to expand the existing facility on the land available. Both options would keep the Village Hall on Division Street/Route 113. It is recommended that before any decisions are made regarding the future of the existing Village Hall, that a space needs study be completed to determine the ultimate size of the facility and amount of land needed to accommodate the facility. If the existing building is determined to be no longer feasible for its current use, the building should be reused/converted for some other community related purpose.

Utilities. A 2-acre water tower site will be needed in the future. The new 500,000 gallon water tower has been designed to serve a population of 7,000 residents. The new tower would retire the 35 year old 75,000 gallon tower located behind the Village Hall.

Parks & Open Space

Parks. The Village requires that each new residential development provide at minimum a neighborhood park within the subdivision. This (private) park is then owned and maintained by the respective Homeowners Association. Diamond Park, located on the north side of Route 113 serves as one of four public parks within the Village. Using the National Recreation & Park's Association (NRPA) ratio of 10 acres of park space per 1,000 residents. At full build-out the Village will require approximately **50** acres of parkland. However, given the overall size of the Village's planning area, and the fact that the Village has been requiring private neighborhood parks within new subdivisions, acquiring additional land for public neighborhood park sites may not be feasible in existing or platted subdivisions. However there remain a few opportunities to expand park opportunities.



The *Future Land Use & Transportation Plan* identifies recommended park locations for up to 6 neighborhood parks and 2 community parks, however the Village will ultimately determine the type, size and location of any new park sites. A neighborhood park should be a minimum of five (5) acres in size, whereas a community park can range in size from a minimum of twelve (12) acres up to thirty (30) acres.

Schools

No new residential development is anticipated in the Reed Custer Community Unit School District 255U. Student generation within Diamond in the Coal City School District could potentially double if all areas illustrated for residential growth are developed. The Coal City School District owns 150 acres of land at the southwest corner of Berta and Spring Roads for a future campus site. This site should be more than adequate to accommodate future growth needs.

Other Community Facilities

In addition to the future need for schools and park land/open space, an increasing population could require additional police, fire protection, and library services. Therefore, the Village should work closely with these other local agencies to evaluate the demand for these services and ensure that services meet the growing demands of the community.



Path and Trail System

Paths and trails provide pedestrians and bicyclists with recreational opportunities and an alternative to road transportation. They also connect parks, open spaces, schools, and other community facilities to ensure that path/trail users are able to travel from one location to another on a safe, continuous pedestrian/bicycle-dedicated network. In 2006, an informal committee of village officials and staff from Coal City, Carbon Hill, and Diamond initiated discussions on the creation of a trail system that could link the various communities and connect them to regional recreational amenities. The committee approached and received the support of the Coal City School District, for participation in the Safe Routes to School Grant Program. This 3-year program allows the Village to apply for funding to construct eligible portions of a path/trail system that affords elementary and middle school students to travel safely to their designated schools. Since travel on paths/trails is not limited to only school-age children, this effort was expanded to include an overall path/trail system plan for the entire Village that allows residents and visitors safe and continuous access to Village facilities and amenities. A combination of on- and off-street paths have been identified on the *Trails & Open Space Plan*. Though a portion of the trails have been funded through the grant program, it is also anticipated that developers will be obligated to construct those portions of the trail system adjacent to their proposed developments. For the remaining trail connections, the Village will be responsible for the installation and costs associated with installation. To provide sufficient space for future paths/trails, the recommended minimum width of an improved pathway surface shall be eight (8) feet and constructed of asphalt. The actual access easement may be twenty (20) feet in width to allow for adequate “fall zones” on either side of the path/trail. For paths/trails located along roadways, the easement width may be less.



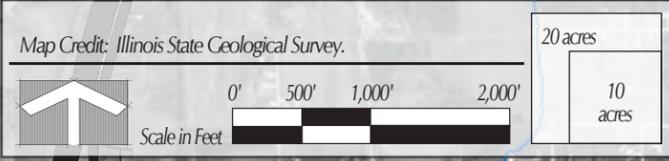
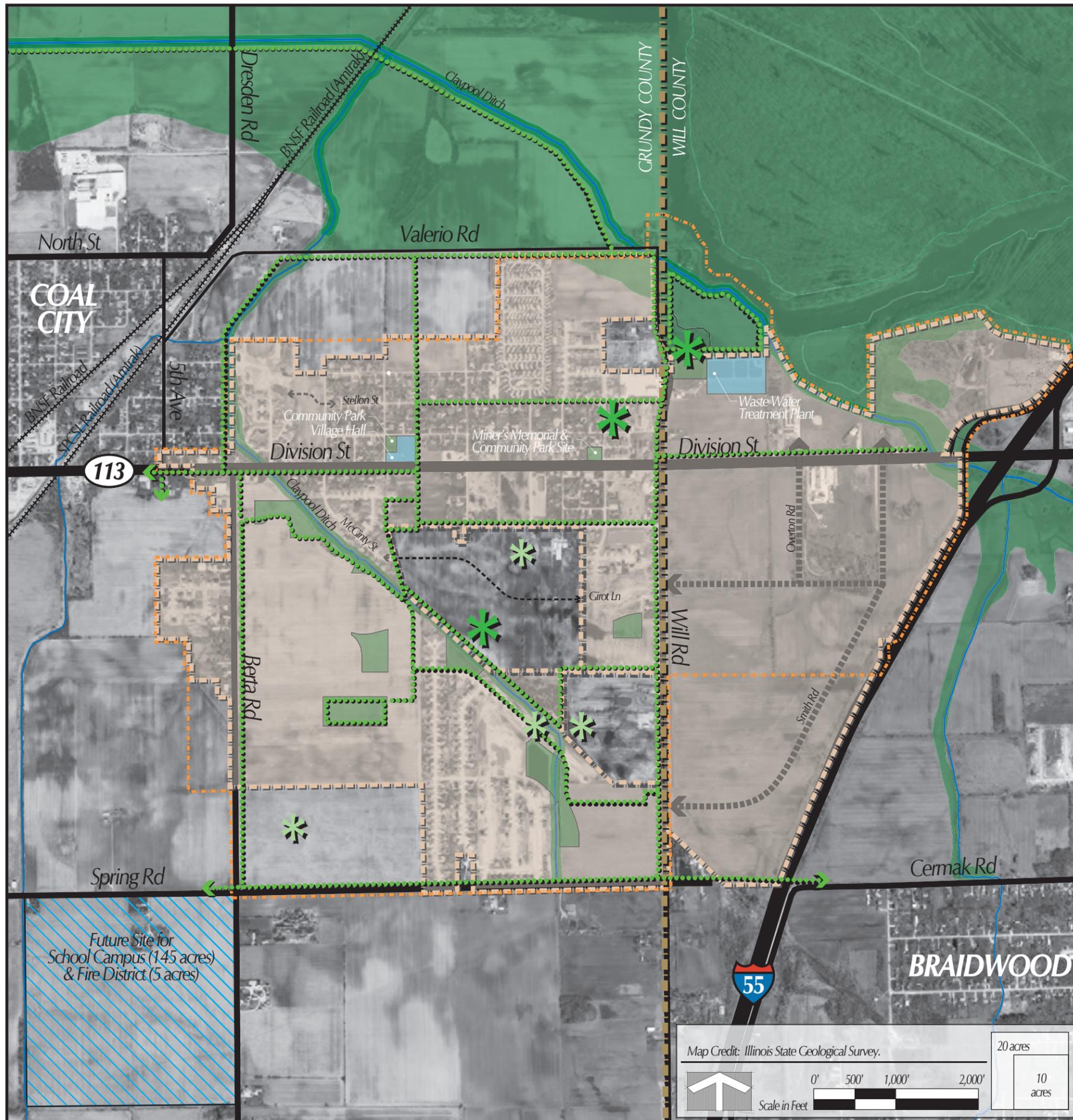
Examples of paths and trails in other communities



Trails & Open Space Plan

LEGEND

-  Municipal / Institutional
-  Parks / Open Space
-  Future Community Park Site
-  Future Neighborhood Park Site
-  Trail Opportunity
-  Creek
-  Claypool Ditch
-  Highway
-  Arterial Road
-  Collector Road
-  Local Collector Road
-  Future Collector Road
-  Future Local Road
-  Diamond Municipal Boundary
-  Diamond Facilities Planning Area (FPA) Boundary
-  Grundy County/Will County Line



Community Identity

Welcome Signage. The first impression of an area is both a lasting impression and a representation of the entire experience. The Village has recently erected a welcome sign into the community with their new logo. The Village's new logo represents the soil, crops, water, and sky - it acknowledges the Village's proud mining history and utilizes a unique look at a diamond from above and not the ordinary side view. It also includes the compass points indicating that the Village has set a course and is staying on that course. Additional welcome signs should be placed throughout the Village at key entrance locations to continue to incorporate the Village's new brand throughout the community.

Street Lighting. Currently along Route 113/Division Street, a series of decorative streetlights have been installed as the Village's signature to identify to the residents and visitors that they are in the Village of Diamond. It is the intent of the Village that a standard streetscape appearance be established throughout the Village along higher level roadways such as Will Road (north and south of Route 113/Division Street), Spring Road and Berta Road, as well.



Diamond's Welcome Sign



Decorative streetlight & welcome banner



IV. Implementation

The Comprehensive Plan is a statement of policy, expressing the goals and objectives of the Village to develop a well-planned community and maintain a high quality of life for its residents. The Plan is a fluid document, and not meant to be an end unto itself, emphasizing its impact on sustaining Diamond’s growth management process.

The Comprehensive Plan is part of an ongoing growth management process that is needed to ensure effective implementation of the Plan and review of new development in the Village. The purpose of the Plan is to influence the rate, amount, type, location and quality of future development within the community. Effective growth management is the product of combining the recommendations and objectives outlined in this Plan with implementation tools described in this section. Decisions on funding and regulatory controls are typically made during the implementation phase of the comprehensive planning process.

Adoption of the Comprehensive Plan does not signal the end of the planning process in Diamond. Rather, it signals the beginning of a process of continuing implementation whereby the Plan serves as a guide for the Village to make decisions affecting the future of the community. This requires that Village leaders and the community be familiar with and generally support the major tenets of the Plan. Therefore, it is important that the Plan be well publicized, understood, and supported by the entire community for it to be recognized as a practical and effective guide for the Village. It is also important to keep in mind that the Plan is not static. The Village must periodically re-examine and update the Plan as conditions and community needs change.

Plan Implementation

Plan implementation consists of a variety of activities that will collectively ensure that the Village grows and develops into a well-planned community. Implementation tools represent proactive activities that the Village should undertake to generate the types and character of development that foster a well-planned community with a high quality of life. In addition to devising a set of implementation tools, the Village will also need to review and modify existing Village regulations to implement policies and recommendations outlined in this Plan.

The implementation phase of the planning process begins when the Village Board adopts the Plan. Adoption of the Plan then initiates the implementation of the recommendations and objectives identified in this Plan. Since the implementation phase will require time and effort on the part of Village Officials, as well as sensible allocation of the Village’s financial resources, the Village Board should prioritize all activities to be carried out. To facilitate the implementation of the Comprehensive Plan, the Village should also consider the following activities:



- ❖ **Update & Revise Applicable Development Ordinances.** The Village recently updated its Zoning regulations. It is recommended that the Subdivision Regulations be updated as well to ensure that they are consistent with objectives outlined in this Plan as well as desired development trends.
- ❖ **Update & Revise the Land/Cash Ordinance.** To be proactive in meeting future parkland and school needs as the Village grows, the Village should review and update its land/cash ordinance to be reflective of current market values for an acre of improved land, as well as make sure that current population tables and land requirements are being used to determine a developers obligations to the Village and School District.
- ❖ **Review & Update Village Permitting and Inspection Fees.** Since costs associated with new development can impact the workload and services of Village staff, the Village should consider routinely reviewing and updating permitting and inspection fees to ensure that fees are adequately addressing the staff services provided to new development.
- ❖ **Economic Development Initiatives.** Maintain open communications with the Grundy and Will County Economic Development Corporations and the Grundy County Chamber of Commerce in the promotion of Diamond as a place for economic development opportunities. Provide agencies with updated information regarding land use opportunities, community offerings and other such information needed to attract new business to the Village. The Village has submitted an application to the State of Illinois for the creation of an Enterprise Zone. If granted, this tool will aid economic development by offering certain tax incentives, including elimination of sales tax on construction materials.
- ❖ **Neighborhood Preservation Initiatives.** To promote attractive and well maintained residential and non-residential properties and neighborhoods, and discourage neighborhood decline, the Village will need to resolve property maintenance violations, and provide education, outreach and resources to the community to foster attractive neighborhoods and prevent neighborhood deterioration. Example initiatives can include establishing regulations addressing junk, debris and/or outside storage; overgrown vegetation or weeds; abandoned vehicles; storage of trash and recycling containers; and supporting neighborhood cleanup programs and events.
- ❖ **Develop a Streets and Infrastructure Improvements Plan for Established Residential Areas.** The existing, older neighborhoods within the Village do not have curb, gutter, or defined parkways. This Plan should also include replacement and/or upgrades to substandard infrastructure (water, sanitary sewer, etc.).



- ❖ **Adopt a 3 to 5 Year Capital Improvements Program.** A capital improvements program relates the recommendations in this Plan with the financial capabilities of the Village. A capital improvements program is generally defined as a prioritized record of public improvements to be provided over a certain period of time (generally 3-5 years) relating to the need for improvements such as streets, parks and open spaces, and other civic infrastructure.
- ❖ **Public Transportation Initiatives.** With an increase in residential and employment opportunities, it will be important for the Village to cooperate regionally on any future evaluation of the need for and benefits of establishing a public transportation system. Alternative opportunities for public transportation should be endorsed and supported as needed to ensure the system's viability.
- ❖ **Prepare a Telecommunications Plan.** The ability of a community to provide quality telecommunication service is as important as providing an efficient transportation network and adequate public utilities (such as sewer and water). A solid telecommunication network will benefit both residents and businesses. Given the competitive nature of economic development in general, high quality and easily accessible telecommunication service can help distinguish a community and attract potential future development.

Until recently, local government involvement in telecommunications focused on franchising and placement of infrastructure such as utility poles in public right-of-ways. One aspect of the Telecommunications Act of 1996 was intended to spark competition, ultimately resulting in more services, choices, and innovation. Communities must now work with multiple players in the private sector to ensure that the proper infrastructure is in place to not only serve current businesses and residents but also attract future economic development opportunities.

Boundary Agreements

Diamond is surrounded by Braidwood to the east and Coal City to the west. Established FPAs in each community have served as a means to defining boundary limits. No formal boundary agreements have been approved to-date. Establishing a respective boundary agreement with each neighboring community will prevent future disputes as growth and development occurs. It is recommended that the Village continue moving forward with finalizing formal boundary agreements with Coal City, Braidwood and Wilmington.



Annexation Policy

While state statutes provide a municipality with certain controls governing subdivision standards within the municipality's 1-1/2 mile extraterritorial planning boundary, the municipality only has control of land use decisions for property that has been or can be annexed. By joining unincorporated areas into the Village's larger incorporated area, annexation offers Diamond the ability to control growth and ensure quality development consistent with Village standards.

The process of annexing land in Illinois also provides the Village and the private property owners the ability to enter into annexation agreements outlining a number of development controls which may extend beyond the standards set in the Village Zoning Ordinance and Subdivision Regulations. Annexation agreements generally define the governmental agency or group responsible for or maintaining infrastructure such as roads and utilities.

There are only a few remaining parcels to be incorporated into the Village. Opportunities for additional residential development include the northeast corner of Spring and Berta Roads; land south of Border Street and northeast of the Claypool Ditch; and two smaller parcels located within the northern portion of the Village.

Monitoring & Updating the Comprehensive Plan

The Comprehensive Plan is based on dynamic variables whose future direction cannot always be accurately depicted. This Plan is based on currently available information regarding community conditions and desires, growth and development trends, and an understanding of local community issues. Over time, most if not all of these assumptions can change. Accordingly, changes in variables such as population and development trends should be monitored periodically and compared with the Plan's initial assumptions. Based on this periodic review, modifications to the Plan may be necessary to ensure that the Plan is kept current and accurately reflects the community's needs and overall vision.

At minimum, the *Future Land Use & Transportation Plan* should be reviewed on an annual basis to ensure that new development is following the prescribed vision established by the Plan. It is recommended that the Village review and update the Plan as needed. Typically, Updates to the overall Comprehensive Plan should occur every 5 years, but not longer than every 10 years, depending on the extent of growth and change in the Village.

