

Comprehensive Plan

Village of Diamond, Illinois



VILLAGE OF
Diamond

December 10, 2024



Acknowledgments

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I. Introduction & Existing Conditions

LOCAL & REGIONAL SETTING

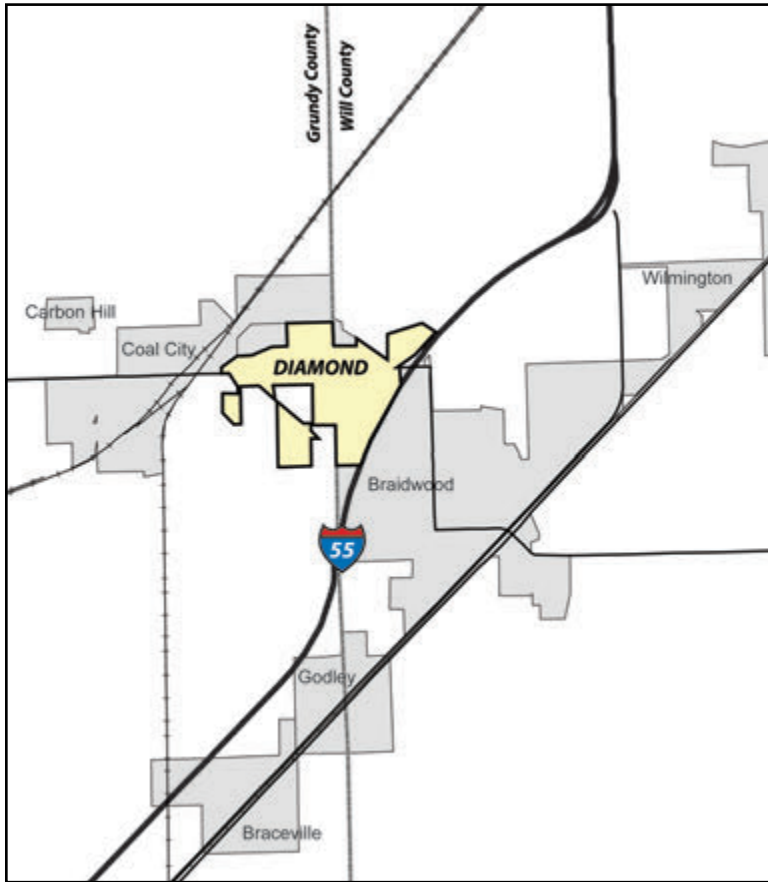
The Village of Diamond is a growing rural community with an estimated population of 2,861, as reported by the 2022 American Community Survey 5-Year Estimates. Spanning approximately 1.5 square miles, the majority of the village is situated in eastern Grundy County and extends into southwestern Will County. Diamond is also closely connected to neighboring communities, including Coal City and Braidwood, creating a network of small towns with shared local amenities and regional ties.

Diamond's strategic location along the I-55 corridor at the IL Route 113 interchange provides convenient access to larger urban centers, lying just 18 miles southwest of Joliet and 50 miles southwest of Chicago. This proximity, coupled with the village's small-town charm, makes Diamond an appealing residential choice for those looking to enjoy a rural lifestyle without sacrificing access to urban amenities and job opportunities.

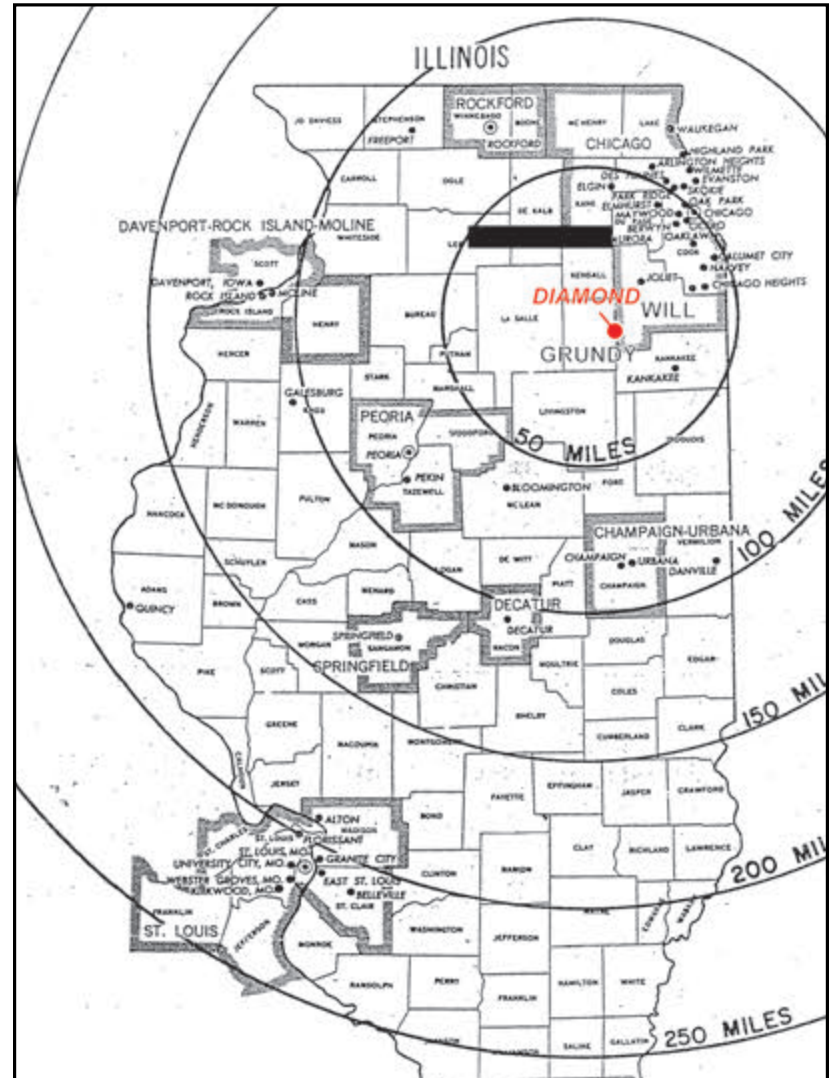
Figure A illustrates Diamond's location within its broader local and regional context, highlighting its potential as a well-connected community with room for growth.



Figure A. Regional & Local Settings



The I-55 Corridor along the Grundy and Will County Boundary
Map Source: County: ISGS



Map Source: U.S. Department of Commerce



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 74 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 28 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 (2) 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

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.

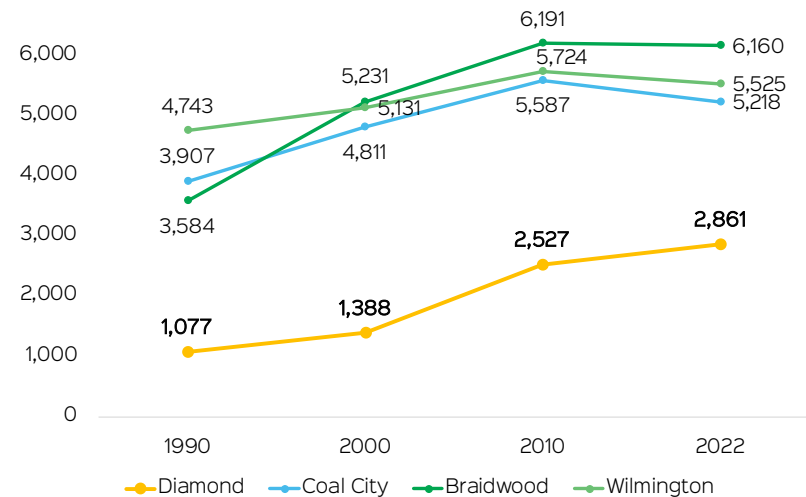
Figure B illustrates Diamond’s population changes from 1970 to 2022. Overall, Diamond’s population has experienced a steady increase from 1970 to 2022, adding more than 2,400 new residents during this time period. Especially for the past 20 years, Diamond benefited by the housing market boom in the 2000s receiving a surge of new residents and the population doubled. The recession occurred between the late 2000s and early 2010s slowed down housing development across the nation. Diamond has presented its resiliency again rose by 8% over last two (2) years, while other neighboring communities have encountered stalled or even a slight decline in population growth.

Figure B. Total Population 1970-2022

Year	Residents	Population Change
1970	452	-
1980	1,170	+159%
1990	1,077	- 8%
2000	1,393	+29%
2010	2,527	+81%
2020	2,640	+4%
2022	2,861	+8%

Source: U.S. Census, 2022 American Community Survey 5-Year Estimates

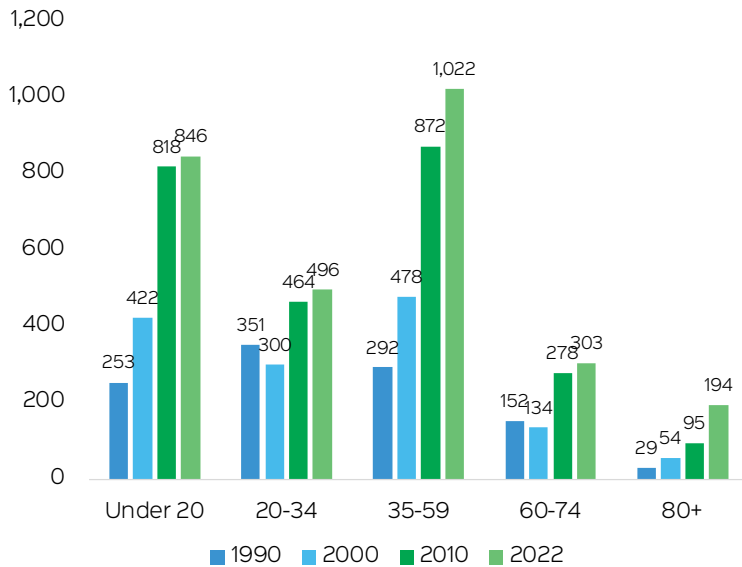
Figure C. Population Growth Comparison 1990-2022



Source: U.S. Census, 2022 American Community Survey 5-Year Estimates



Figure D. Age Groups in Diamond 1990-2022



Source: U.S. Census, 2022 American Community Survey 5-Year Estimates

Figure E. Median Age Comparison 1990-2022

	1990	2000	2010	2022
Diamond	31.9	35.1	34.6	36.4
Grundy	33.5	36.3	36.1	38.8
Illinois	32.8	34.7	36.6	39.1

Source: U.S. Census, 2022 American Community Survey 5-Year Estimates

With an increasing number of new residents coming to the community, Diamond remains a young community. The average age grew from 32 in 1990 to 36 in 2022 and has been lower than Grundy County and State averages. This shows a positive outlook for Diamond’s housing market as people continue moving into Diamond. With a young population, the local job market benefits and the Village can use the data when recruiting businesses and major employers. Also, the distributions of the age groups highlight Diamond as a family-friendly community.

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, striving to provide an adequate number of desired job opportunities that 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 in Diamond. Quality of life is a function of many factors. The education system, employment opportunities, shopping options, recreation opportunities, cost of living, adequate municipal services, well-maintained public infrastructure, and safety – are all factors that impact quality of life perceptions.



The Village’s housing stock has experienced a similar historical pattern to that of the population, with a slight decrease in housing units in the 1980s. The 2000s saw the highest number of housing units added to Diamond. Figure F illustrates Diamond’s total number of housing units from 1980 to 2022. Diamond expanded its housing stock by 176 percent during that time period, adding 745 new housing units. Figure G presents a breakdown of types of housing available in Diamond. Two-thirds (2/3) of the housing stock is detached or attached single-family homes. Mobile home is also a major dwelling type in Diamond. Providing a variety of quality housing types is important for Diamond to meet diverse needs, support sustainable economic growth and enhance community resilience.



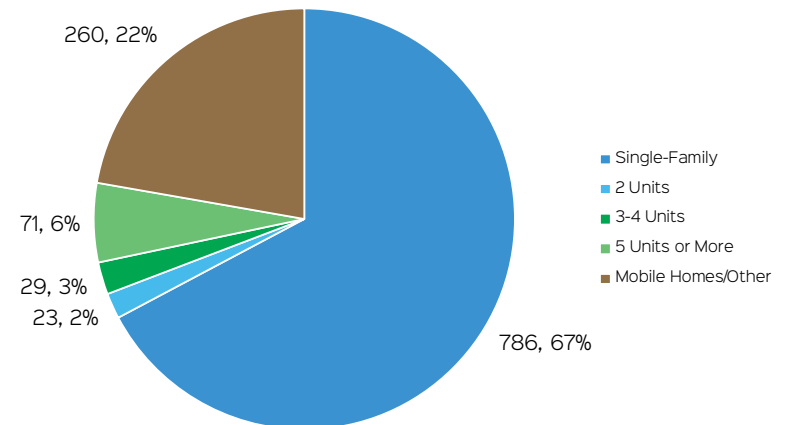
A variety of housing units can be found in Diamond

Figure F. Total Village Housing Units 1970-2022

Year	Housing Units	Housing Units Change
1970	N/A	-
1980	424	-
1990	414	-2%
2000	597	+44%
2010	1,004	+68%
2020	1,043	+4%
2022	1,169	+12%

Source: U.S. Census, 2022 American Community Survey 5-Year Estimates

Figure G. Housing Types in Diamond 2022



Source: 2022 American Community Survey 5-Year Estimates



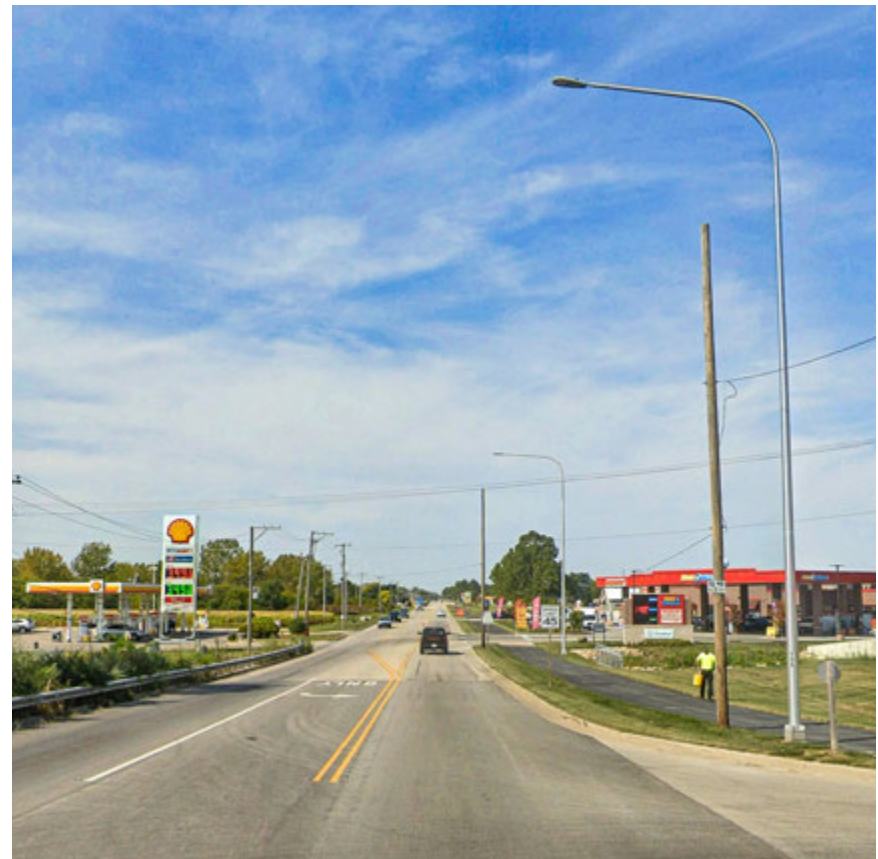
EXISTING LAND USE

The Village of Diamond is primarily a residential community, served by a few community facilities and commercial uses. The existing residential development is mostly comprised of single-family detached and attached homes. A few multi-family residential buildings can be found in the eastern part of the Village, near Will Road. Commercial and service-oriented land uses are primarily clustered along IL Route 113/Division Street, forming the village's commercial corridor.

TRANSPORTATION NETWORK

The Village's road network follows a grid pattern. IL Route 113 is the major east/west arterial road through the Village, ultimately extending west to IL 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 and Village's of Braidwood & Wilmington. The IL 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 Route 113 South to Reed Road has been designated a federal route.

The Burlington Northern Santa Fe (BNSF) railroad runs near the northwestern edge 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 planned improvements.

- *Intersection Improvements* - The Village has formed a partnership with property owners to signalize IL Route 113 and Will Road. The remaining costs will be split between the partners.
- *Surface Transportation Program (STP) #1* - In 2012, the Village was awarded an STP grant to improve and widen IL Route 113. To fund the \$2,100,000 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 IL Route 113 and parts of Will Road into a three (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 three (3) lanes and adding a multi-use path. This project will also utilize partnerships between the Village and property owners/developers.
- *Surface Transportation Program (STP) #3* - In 2024, the Village secured its third STP grant for five million dollars, with construction programmed for 2028. This project will reconstruct Will Road south from IL Route 113/Division Street, extending over a half mile, and include widening the road to three (3) lanes, enclosing the Clyapool Drainage Ditch, and constructing a multi-use path. The project will leverage collaborative partnerships between the Village and local property owners and developers.
- *Illinois Transportation Enhancement Program* - The 2024 ITEP grant enabled the Village to replace the old, deteriorating five-foot (5') sidewalks on IL Route 113/ Division Street from Curtis Street west to 5th Avenue, with six-foot (6') sidewalks. These new sidewalks will be plowed during the winter months to ensure year-round use, promoting a healthy lifestyle, providing a safe route for walking to work or school, and complementing the Village's *Safe Routes to School Plan*. As mentioned previously, STP 1 and STP 2 have asphalt multi-use bike and pedestrian paths along IL Route 113, as will STP 3 along Will Road.



COMMUNITY FACILITIES & UTILITIES

A community's quality of life is highly dependent on its 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 IL 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 serves for the annual Fall Fun Fest, provides additional storage for the Village, and houses the controls for Well #4. They welcome home all returning military members and see them off before their deployment. The Village provides water and sanitary sewer service to its incorporated properties. Currently served by two (2) deep wells and two (2) 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 our residents at full build-out of our community. 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 IL 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.



Village Hall



Diamond Water Tower



Parks & Open Space. The Village is currently served by three (3) 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 was updated in 2015 with a new pavilion and underground drainage. Miner’s Memorial Park is located on IL Route 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 half (½) of an acre and is located within unimproved right-of-way of Curtis Street extended between Clark and Stellon. 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 constructed a Bike and Pedestrian Bridge in 2015 to connect Farmstone and Diamond Estates subdivisions to the Diamond Fields subdivision. This connection allows residents to walk or bike through the center of the community while being safely separated from busy roadways.

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.



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



- *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 seven (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 Community Unit School District (CUSD) #1. The District encompasses 55 square miles and serves Carbon Hill, Coal City, Diamond, and the Goose Lake area. The District owns an Early Childhood Center serving students from Pre-K through first grade, an Elementary School serving Grades 2 and 3, an Intermediate School housing Grades 4 and 5, a Middle School serving Grades 6 through 8, and a High School facilitated with sports fields and a performing arts center. At this time, all District schools are located within the Village of Coal City.

Over the past five (5) years, the district’s enrollment has consistently exceeded 2,050 students, with 2,106 enrolled in 2023. The district employs 138.5 full-time equivalent (FTE) teachers, resulting in student-to-teacher ratios of 18.8:1 at the elementary level and 19.7:1 at the high school, both slightly higher than the state averages of 17.1:1 and 17.7:1, respectively.



Image Credit: Coal City Community Unit School District (CUSD) #1



Students in Coal City CUSD #1 consistently outperform the state average. The district boasts a four-year graduation rate of 96%, significantly higher than the state's 88%. Chronic absenteeism stands at 15%, which is 7% lower than the state average. Additionally, the district's scores on the Illinois Assessment of Readiness (IAR) exceed state averages, with a score of 62.5 in English Language Arts (compared to the state's 50) and 54.9 in Mathematics, although math performance has declined for the second consecutive year, dropping from 69 in 2022.

The District 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 IL 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 IL 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 Diamond, it is unlikely that a police department will be created in the future. If additional police services are needed in the future, the Village will pay for additional services through both County Sheriff's Departments as necessary.



Image Credit: Grundy County Sheriff's Office



Fire protection and emergency services are provided by three (3) separate jurisdictions: the Coal City Fire Protection District serves all properties west of Will Road; the Braidwood Fire Department covers land located south of IL Route 113/east of Will Road; and the Wilmington Fire Protection District serves land located north of IL Route 113/east of Will Road. The Coal City Fire Protection District constructed Fire Station 2 on a five (5)-acre site located at the southwest corner of Berta and Spring Roads (1455 S. Berta Road). It's location near 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 has a four (4) rating. Wilmington Fire Department has a one (1) rating. Braidwood Fire Department has a three (3) rating.

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 faith opportunities. The local post office is on Broadway Street and the public library is on Garfield Street, both in Coal City. Morris Hospital Diamond-Coal City Campus is located on East Division Street, immediately west of McGinty Street. This 13,400-square foot medical facility was built in 2020 and provides comprehensive medical services for the public.



*Image Credit:
Coal City Fire
Protection District*



*Image Credit:
Braidwood Fire
Department*



*Image Credit:
Wilmington
Fire Protection
District*



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 illustrated in accordance with the FEMA 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. Appropriate measures will need to be taken to ensure that development within or adjacent to the floodplain adheres to sound engineering practices and complies with FEMA regulations.

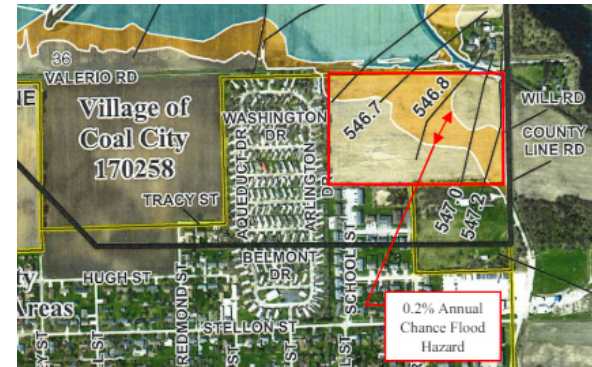


*Northside Stormwater
Management Plan Study Area*



In 2021, the Village approved a Northside Stormwater Management Plan aiming to explore the possibility of constructing a regional stormwater detention basin to address the persistent flooding and drainage issues in the older part of the community bounded by IL Route 113, Will Road, Valerio Road, and McGinty Street. The study area was mostly developed in the 1970s or earlier when stormwater management infrastructure was not applied. The study proposed removal of a stormwater runoff from the area by redirecting it to a new site and controlled the release rate to the downstream waterway. The selected site is located at the southwest corner of Valerio and Will Road and may incorporate recreational amenity design. Furthermore, a stormwater system under the exiting village rights-of-way will be needed to collect run-offs in the study area. Three phases were suggested due to the scale of the project (land acquisition, regional detention basin earth work, storm sewer system construction etc.) To complete such scale of project, it will involve multiple regional, state, and federal agencies and require acquisition of grants from the state and federal agencies.

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 seven (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.



Proposed Run-Off Collection Site



The Claypool Ditch and Floodplain



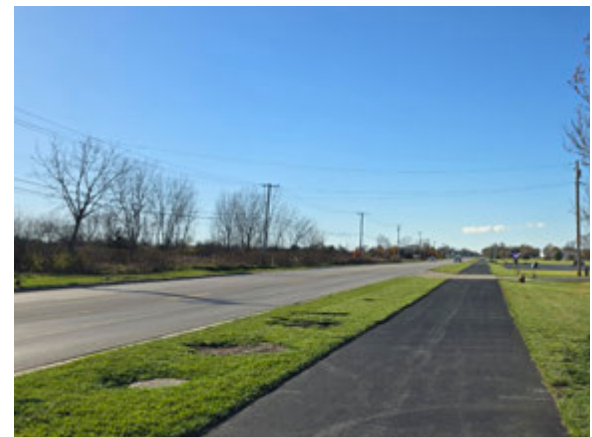
Diamond Jewel-Osco. The new Jewel-Osco grocery store is the biggest commercial development in Diamond’s history. This recently opened 62,000-square-foot building is located on the 48-acre property located at the southeast corner of IL Route 113/Division Street and Will Road, on the Will County side of Diamond. The property has been subdivided into multiple anchor lots to attract future investment in the form of standalone retail, restaurant, service, and office buildings on the site. The Jewel-Osco grocery store features quality architectural design and incorporate desired services and spaces for local shoppers. The site is expected to serve as a catalyst for the Village’s future growth.



New Jewel-Osco

Division Street Corridor. Division Street Corridor. IL Route 113, also known as Division Street, is the main arterial road in Diamond, linking the Village to I-55 and nearby communities such as Braidwood to the east and Coal City and Morris to the west. As the busiest street in Diamond, Division Street serves as the Village’s primary economic development corridor, attracting a significant concentration of commercial and industrial activity. Over the past five years, the opening of businesses like Jewel-Osco, Gas-N-Wash, and Taco Bell has contributed to an increase in economic development.

Illinois Route 113/Division Street stretches across both Grundy and Will Counties, with Will Road closely aligning with the county line. As a key regional corridor for the community, this two-lane street accommodates the highest volume of traffic in the Village. As of 2023, the average daily traffic along I-55 was approximately 30,000 vehicles, while Division Street experienced over 10,000 vehicles per day. Notably, the Diamond section of IL Route 113 is the busiest compared to other segments east and west. With the recent opening of the new Jewel-Osco and further investments in the Village, traffic on Division Street is expected to increase.



East of Will Road, there is little to no residential development, and much of the land remains undeveloped. Due to its proximity to the interstate highway, this area is ideally suited for large-scale commercial developments, including retail centers, service businesses, offices, and hospitality uses such as hotels and food and drink establishments. Additionally, the area's accessibility makes it attractive for industrial developments such as logistics hubs, light industrial facilities, and data centers. The Village should actively promote this area as a key commercial and industrial zone, leveraging its strategic location and transportation connections to attract investment.

West of Will Road, the character of Division Street shifts, with a growing presence of residential properties interspersed with commercial uses. This area represents the traditional core of the community, characterized by smaller lot sizes and shorter street blocks. While commercial activity remains the primary focus along this stretch, there is potential for introducing more neighborhood-oriented businesses. Services such as financial institutions, small retail shops, personal care services, and local restaurants would enhance the area's appeal to residents. The Village should consider zoning adjustments or incentives to encourage the development of these businesses and create a more vibrant, mixed-use environment that serves local needs.

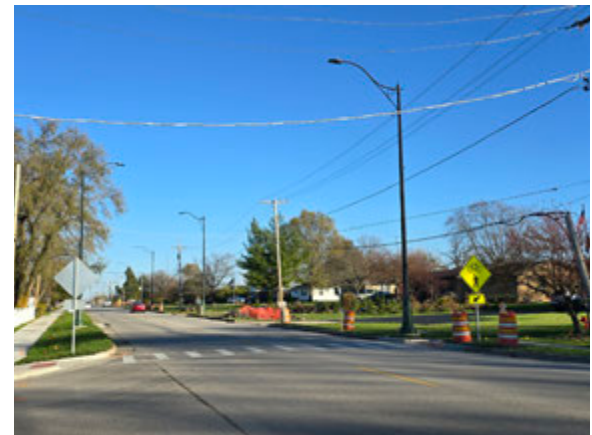
The intersection of Will Road and Division Street presents a prime opportunity for mixed-use development. Situated near existing multi-family housing subdivisions and anchored by the recently opened Jewel-Osco, this area is poised for further growth. The Village should explore mixed-use projects that combine residential units with commercial spaces, capitalizing on the foot traffic generated by nearby businesses. Such developments would diversify the housing stock, particularly



addressing the “missing middle” housing gap, while enhancing the commercial viability of the area.

Further west along Division Street, residential buildings increasingly intermix with commercial properties, reflecting the organic expansion of local neighborhoods. Many of the existing homes are well-maintained by property owners, and the Village should avoid unnecessarily displacing residents. Instead, where redevelopment is proposed, the Village should encourage the adaptive reuse of residential structures for commercial purposes, particularly when such conversions can enhance the character of the corridor without the need for demolition. Incentivizing property owners to renovate or repurpose homes for small businesses or professional offices could provide additional economic opportunities while preserving the residential fabric of the community.

As Division Street serves as the main corridor through Diamond, its physical appearance significantly influences the Village’s overall image. Therefore, creating a unified and attractive streetscape should be a top priority in future planning. Currently, Division Street is a two-lane road, measuring 26 feet in width. A continuous pedestrian path exists along the north side, while to the east of Curtis Road, there is an eight-foot (8’) wide multi-use path. To the west of Curtis Road, the typical sidewalk width is five feet (5’). A grassy parkway separates the street from the sidewalks; however, no street trees are planted along the corridor. Between Will Road and Meadow Lane, decorative streetlight lamps are installed, contributing to the aesthetic appeal. Unfortunately, most intersections along Division Street lack signalization and pedestrian crossings. This situation arises because Division Street is designated as a state route, and many intersections are not fully connected or heavily trafficked by various vehicle types. Will Road is the only intersection



equipped with crosswalks and pedestrian stoplights in all directions. Berta Road features one (1) signalized crosswalk, while McGinty Street has one (1) sidewalk with a reflective pedestrian/bicyclist sign.

While streetlight upgrades have been completed between Meadow Lane and Will Road, the Village should extend these improvements along the entire length of Division Street. Consistent lighting not only enhances the aesthetic appeal but also improves safety for both vehicles and pedestrians. Furthermore, the Village should pursue the burial of overhead power lines along Division Street, which would reduce visual clutter, prevent potential hazards, and create a cleaner, more polished look for the corridor.

Pedestrian infrastructure is another critical element. Currently, sidewalks are present only on the north side of Division Street. In addition, most part of older neighborhoods and the feeder local streets do not have sidewalks installed. Lacking sidewalks in the populated part of the Village discourages residents from walking to Division Street nor crossing the street. The Village should prioritize the installation of sidewalks on the south side to establish a safe and continuous pedestrian pathway. Additionally, feeder side streets along Division Street should be included in the sidewalk planning to enhance accessibility for residents in adjacent neighborhoods. This improvement would make the corridor more pedestrian-friendly, encouraging increased foot traffic to local businesses. Moreover, the Village should implement modern crosswalks at key intersections, including 5th Avenue, McGinty Street, and Calkey Street. Enhanced pedestrian safety features, such as high-visibility signage, flashing beacons, and pedestrian-activated crosswalk signals, should also be considered. Introducing raised crosswalks at critical points could further slow traffic and improve pedestrian visibility.



These recommendations align with the *Grundy County Transportation Plan*, which states that “between Coal City and Diamond (about three miles), the corridor could be reconstructed as a complete street by adding separated bike facilities, pedestrian islands, and other safe pedestrian facilities where appropriate.” The following rendering illustrates a potential concept for Division Street designed as a complete street. Overall, within a 60-foot right-of-way, there is ample space for five-foot (5’) sidewalks on both sides, with one sidewalk upgraded to a ten-foot (10’) multi-use path to accommodate cyclists. It’s important to note that this rendering depicts a typical section of Division Street away from intersections, where the right-of-way may widen at major intersections to accommodate turning lanes and street corner curvature. Installing complete and continuous sidewalks is the initial step toward creating a pedestrian-friendly environment in Diamond. It also lays the groundwork for planning signalized and complete intersections along Division Street, enhancing safety for pedestrians and cyclists crossing this busy thoroughfare.

Figure H. Cross Section View of Possible Division Street Improvements





Diamond Comprehensive Plan

Village of Diamond, Illinois

LEGEND

- Mixed Use
- Commercial
- Service/Office
- Institutional
- Parks / Open Space
- Future Sidewalk
- Intersection Improvement
- Traffic Signal
- Streetscape Improvement

Division Street Corridor West

①	09-01-101-022	2.3 AC	Commercial	⑪	09-01-202-003	2.1 AC	Commercial
②	06-36-352-007	0.7 AC	Service/Office	⑫	06-36-459-004	0.6 AC	Commercial
③	06-36-385-001	1.1 AC	Institutional	⑬	06-36-460-011	2.6 AC	Commercial
④	06-36-386-035	0.4 AC	Commercial		06-36-460-005	0.2 AC	Commercial
⑤	09-01-128-008	1.0 AC	Commercial		06-36-460-006	0.2 AC	Commercial
⑥	09-01-128-007	1.0 AC	Commercial	⑭	06-36-479-001	0.6 AC	Mixed Use
⑦	09-01-128-008	0.8 AC	Service/Office		06-36-479-002	1.0 AC	Mixed Use
⑧	09-01-128-008	1.1 AC	Service/Office		06-36-479-003	0.6 AC	Mixed Use
⑨	09-01-201-003	0.8 AC	Service/Office		06-36-479-004	0.4 AC	Park
⑩	09-01-202-002	0.6 AC	Commercial		06-36-479-005	0.6 AC	Mixed Use



Diamond Comprehensive Plan

Village of Diamond, Illinois

LEGEND

- Mixed Use
- Commercial
- Service/Office
- Institutional
- Parks / Open Space
- Multi-Use Path
- Future Sidewalk
- Intersection Improvement
- Traffic Signal
- Streetscape Improvement

Division Street Corridor East

15	06-36-480-003	1.6 AC	Mixed Use	24	03-17-31-301-002	2.8 AC	Commercial
16	06-36-481-001	0.4 AC	Mixed Use	25	03-17-31-300-021	0.7 AC	Commercial
	06-36-481-004	1.8 AC	Mixed Use	26	02-24-06-101-016	1.2 AC	Commercial
17	09-01-228-024	0.4 AC	Commercial	27	02-24-06-101-017	1.4 AC	Commercial
18	09-01-228-027	0.4 AC	Service/Office	28	02-24-06-101-007	1.4 AC	Commercial
19	09-01-228-004	1.2 AC	Service/Office	29	02-24-06-101-008	1.2 AC	Commercial
20	03-17-31-301-001	3.0 AC	Commercial	30	02-24-06-101-009	1.2 AC	Commercial
	03-17-31-301-002	9.4 AC	Commercial	31	02-24-06-100-015	2.2 AC	Commercial
21	03-17-31-301-002	1.6 AC	Commercial	32	02-24-06-100-009	3.8 AC	Commercial
22	03-17-31-301-003	1.1 AC	Commercial	33	02-24-06-100-016	8.4 AC	Commercial
23	03-17-31-301-004	0.9 AC	Commercial	34	02-24-06-200-016	16.7 AC	Commercial

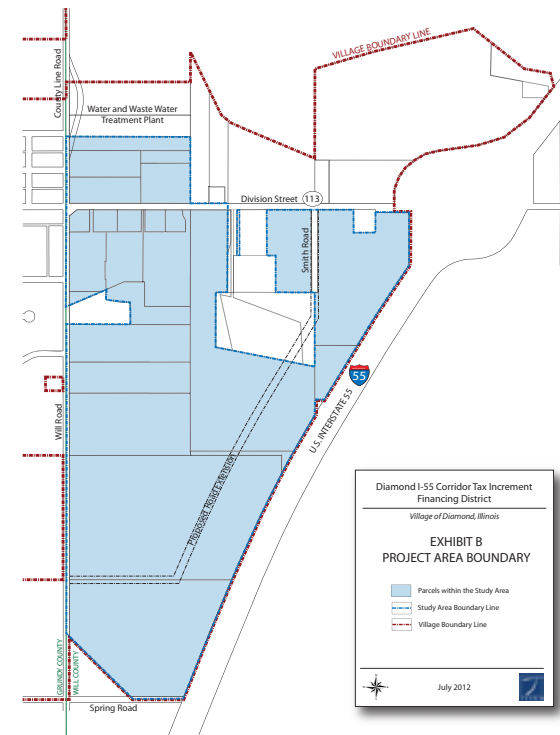
Tax Increment Financing (TIF) District. In 2012, the Village approved a TIF District along the I-55 Corridor on the east side of town. A TIF District is an economic development tool and public financing method that is used as a subsidy for redevelopment, infrastructure, and other community improvement 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.

The establishment of the TIF district supports the Village’s economic growth, attracts investment, and enhances infrastructure through the TIF fund. As of FY2023, the I-55 Corridor TIF District has accumulated a total of \$99,243 of revenues with \$95,822 of fund balance. TIF revenue is expected to increase significantly now that the Jewel-Osco is open.

Enterprise Zone. In 2015, the Department of Commerce and Economic Opportunity (DCEO) approved the designation of an Enterprise Zone for the Village of Diamond. This zone includes one (1) original site and two (2) expansion sites, covering a total of 3,247 acres. The original site, spanning 424 acres, is located in the eastern part of the Village and overlaps with the TIF district. The first expansion site (122.6 acres) is in unincorporated

Figure I. I-55 Corridor TIF District

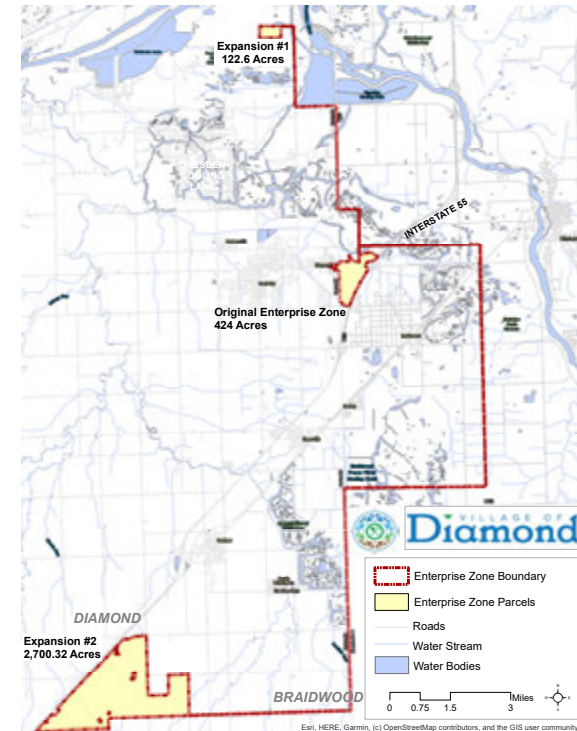


Grundy County, near Dresden Road, and has been developed for the three-billion-dollar Three Rivers Energy Center. The second expansion site (2,700.3 acres) is in unincorporated Grundy County, southwest of the Village of Gardner and is proposed for a solar energy field.

Enterprise Zones are designed to stimulate economic growth and neighborhood revitalization in economically distressed areas through state and local tax incentives, regulatory relief, and enhanced governmental services. Local incentives include a sales tax exemption on building materials permanently attached to properties within the zone. State incentives include investment tax credits, sales tax exemptions for manufacturing machinery and equipment, utility and telecommunications tax exemptions, and construction job credits. A 0.5% fee is applied to building materials for renovation or new construction projects within the Enterprise Zone, capped at \$50,000. All projects must be certified by the Illinois Department of Commerce and approved by the Enterprise Zone Administrator of the Village.

Mining. 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 K highlights the planning area located east of Will Road, north and south of IL 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.

Figure J. Diamond Enterprise Zone



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.

Solar and Wind Energy. Renewable energy sources such as solar and wind systems have expanded greatly in the past decade. Many homes and businesses have incorporated solar panels on their roofs, and some have integrated small wind energy systems. These small accessory systems offer clean ways to generate needed energy while protecting the environment and potentially reducing costs. As accessory uses, they have a minimal impact on surrounding properties while maximizing the value of the land on which they are located. These small energy systems are encouraged.

Community and regional level wind and solar systems are also growing in popularity, driven in large part of incentive programs at the State and National level. Community solar projects allow consumers or local businesses to participate in the environmental and cost savings without having to install their own individual systems. However, these projects are often located on prime development parcels which can impact a community's ability to grow and support appropriate development.

Figure K. 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>



Diamond is a small Village, with limited land available for new development. In particular, property fronting on major roadways like IL Route 113, Will Road is not appropriate for use exclusively for solar fields as this land has strong potential for development which will expand the Village's tax base. The ideal location for large solar fields would be on the top of large industrial/warehouse buildings where the land could serve multiple purposes of producing energy while providing space to accommodate employment opportunities. If large fields of ground mounted solar systems are needed, locations with good access to the power grid but limited access to major roads would be ideal.

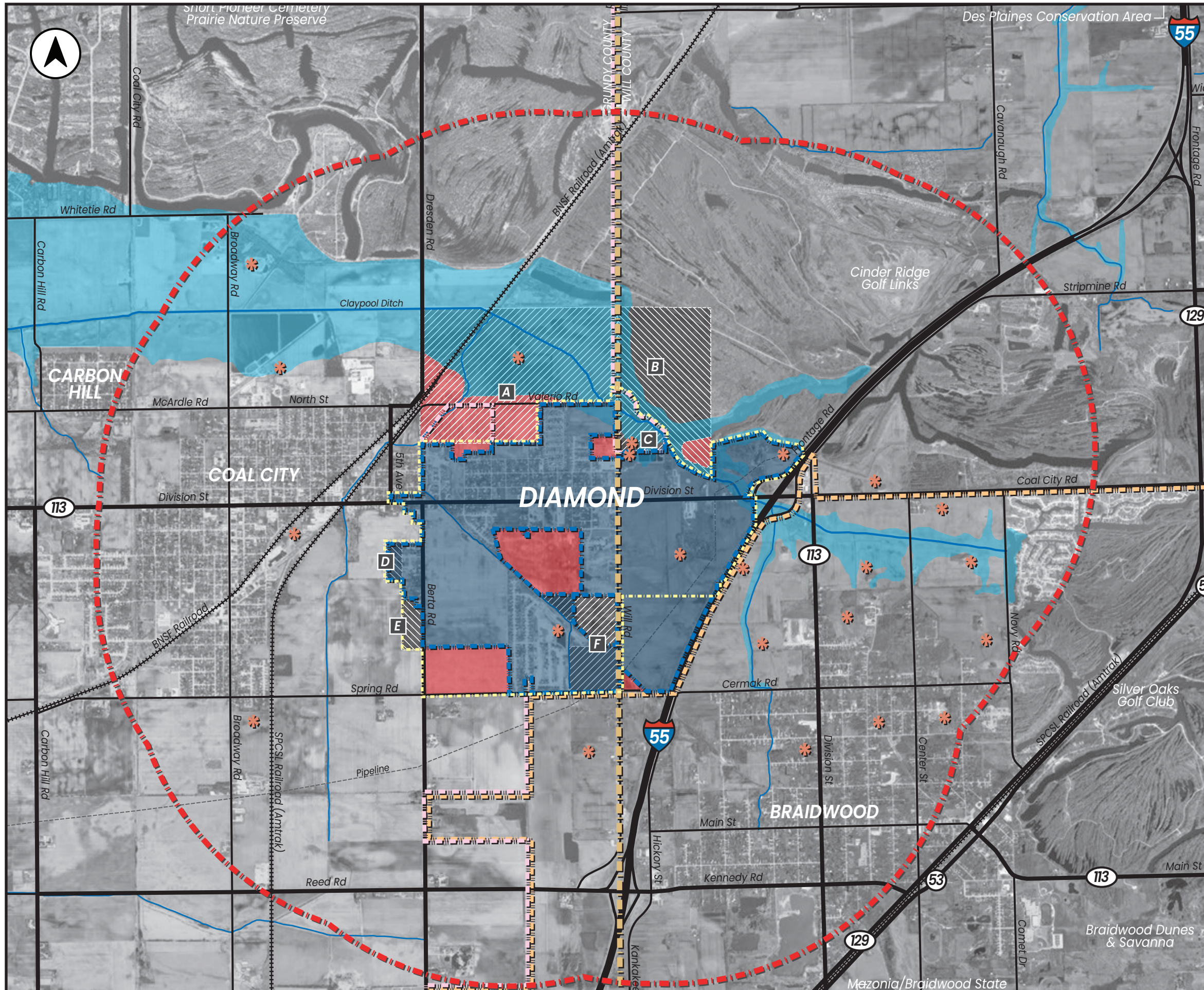
As of October, 2024, the Village has two (2) active community solar projects in the planning stages. Both facilities are planned to produce around two (2) megawatts of power on sites of between 20 and 25 acres. It takes approximately 10 acres of solar panels to produce one (1) megawatt of energy (or enough to power between 400 and 1,000 homes). So, to supply all homes currently in Diamond, one would need approximately 1.7 megawatts of power. With a combined four (4) megawatts of power, the two (2) currently proposed facilities should be more than sufficient to meet the Village's current and near-term needs taking into consideration demand from non-residential uses and the fact that small individual systems also help meet local energy demands. If additional community solar facilities are needed in the future they should be located in areas planned for industrial use, on sites of less than 25 acres, and at least 1,000 feet away from collector or arterial streets.



Image Credit: American Public Power Association



Planning Issues Map

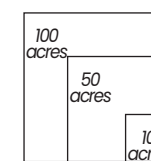


LEGEND

- 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



Map Credit: Illinois State Geological Survey.
Map Version: October 2024



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 IL 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 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 three (3) 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 five (5) 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 medium density residential category shall not exceed seven (7) 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 IL 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

Figure L 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.

The current Village limits comprise less than two (2) square miles in area. The land within the revised planning area contains approximately two (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.



Figure L. 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	644.7	48.0%	375.9	35.2%	268.8	97.6%
Medium Density Residential	76.9	5.7%	75.3	7.1%	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	213.9	15.9%	213.9	20.0%	0.0	0.0%
Business Transition	10.5	0.8%	10.5	1.0%	0.0	0.0%
Light Industrial / Business Park	182.2	13.6%	177.2	16.6%	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%

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 5,188 residents if developed based on the *Future Land Use & Transportation Plan*.



Figure M. Population Capacity Table

Land Use	Additional Acres	Avg. Net Density	Current Population: 2,861	
			Avg. Household Size	Population Capacity
Low-Density Residential	313	2	2.46	1,540
Medium-Density Residential	39	4	2.46	384
Village Residential	41	4	2.46	403
TOTAL	393	-	-	5,188

Notes: Average household size based on 2022 American Community Survey 5-Year Estimates

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 IL Route 113/Division 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 ten percent (10%) affordable housing units are required to incorporate affordable housing plans into their communities.



At this time, Diamond meets the exemption test by having 78.5% affordable housing units, according to the 2023 data provided by the Illinois Housing and Development Authority. Figure N 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 N. Comparison of Affordable Units in Nearby Communities

Community	Percent of Affordable Units
Diamond	78.5%
Braidwood	81.8%
Coal City	79.7%
Morris	84.6%
Minooka	54.9%

Source: Affordable Housing Planning and Appeal Act: 2023 Report on Statewide Local Government Affordability (determination based on 2021 American Community Survey, 5-Year Estimates)



TRANSPORTATION NETWORK

The *Future Land Use & Transportation Plan* illustrates an efficient transportation network to serve the community. Proper maintenance of the transportation network will ensure that local roads serve the present population while exhibiting the benefits of their accessibility and visibility to attract future private development. The transportation elements illustrated in the 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 Diamond. 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 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.



In line with these considerations, Route 113 has been identified as a key focus in regional transportation planning efforts. According to the Grundy Moves Multi-Modal Transportation Master Plan, the modernization of Route 113, between Route 47 and I-55, has been prioritized as a Tier 1 project. For the section between Coal City and Diamond (approximately 3 miles), the plan recommends reconstructing the road as a complete street, incorporating separated bike lanes, pedestrian islands, and other safety features to meet future demand.

- **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 arterial roads to 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 and 100 feet to accommodate a three (3)-lane or four (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:

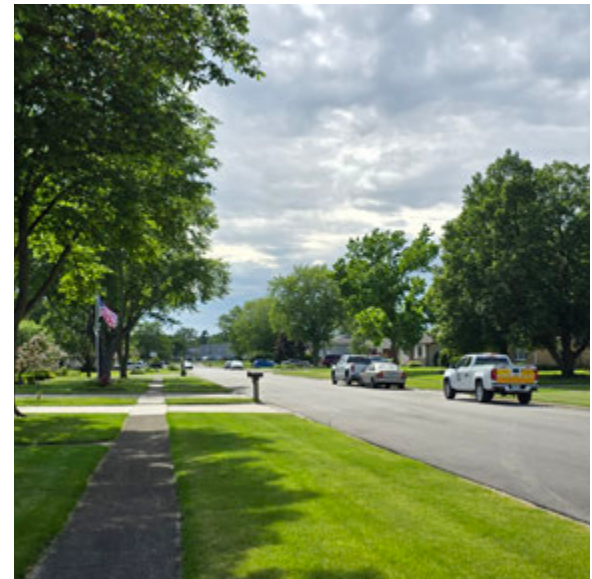
- Will Road
- Spring Road
- Berta Road
- Valerio Road

■ **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 (2) routes for emergency and service vehicles. All streets not identified as arterials or collectors on the Plan are deemed to be classified as Local Streets.

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.

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”:

Roadway Extension:

- Overton Road south to Will Road and north to Division Street (Collector)
- Smith Road south to Will Road and north to Division Street (Collector)
- Calkey Street north to Valerio Road and south to Spring Road (Local)
- Wall Street north to Valerio Road, and south-southeast to Will Road, parallel with Claypool Ditch (Local)
- Daly Street south to Wall Street future extension (Local)
- Foxgrove Drive east-south to Cermak Road (Local)
- Amber Lane west to Berta Road (Local)
- Bertino Drive west to Berta Road (Local)
- Winding Trail northwest to Valerio Road (Local)
- Meadow Lane north to Valerio Road (Local)
- Dewey Street north to Valerio Road (Local)
- Redmond Street north to Valerio Road (Local)
- School Road north to Valerio Road (Local)

Gap Connection:

- Stellan Street to the west (Local)
- Cherry Tree Lane east to Will Road (Local)
- McGinty Street to Girot Lane and to Valerio Road (Local)

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.



*Wheelchair Accessible Shuttle Buses
Image Credit: The Grundy Transit System*





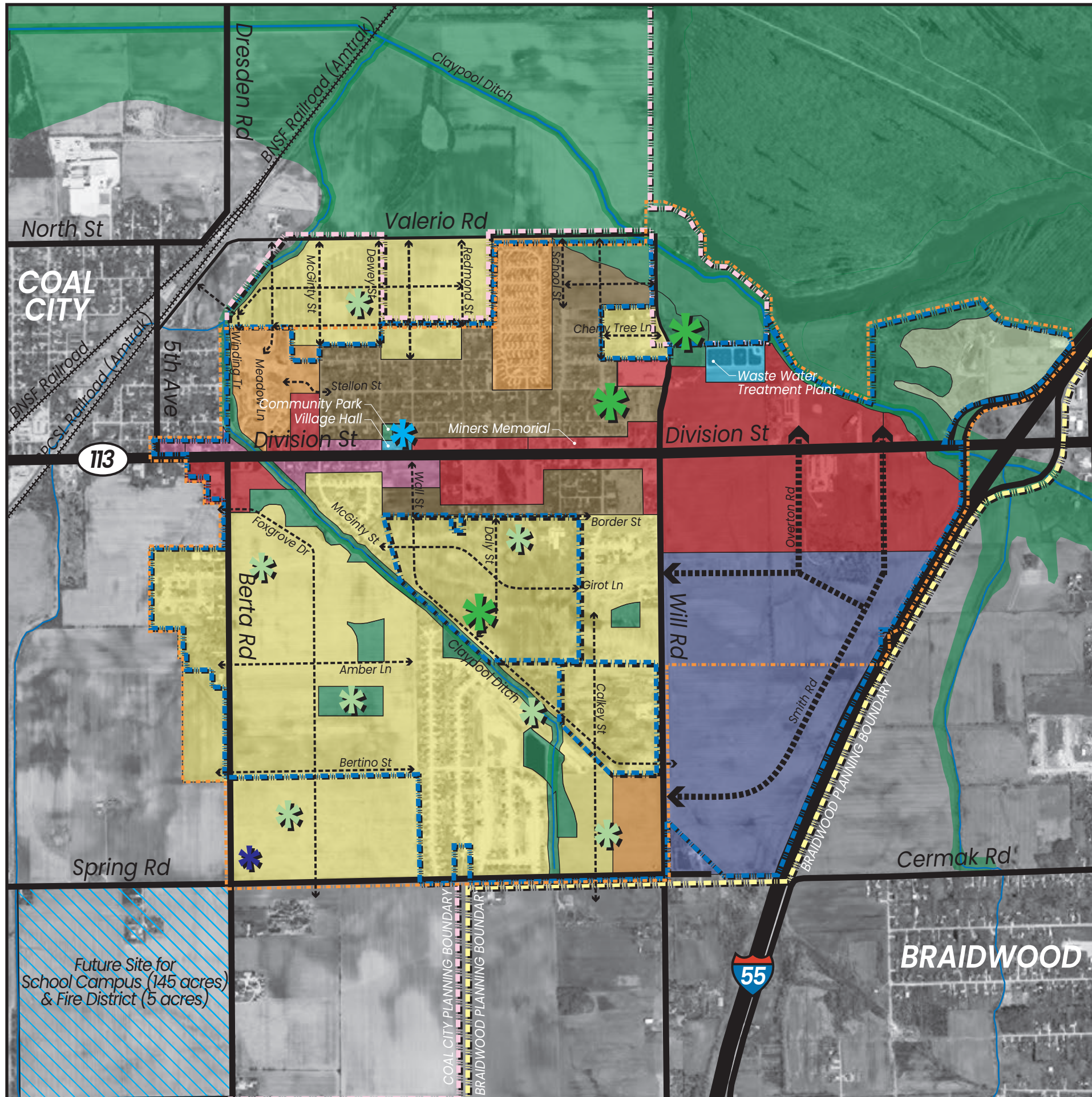
Diamond Comprehensive Plan

Village of Diamond, Illinois

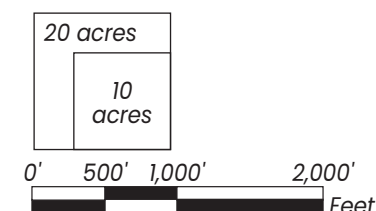
Future Land Use & Transportation Plan Map

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
-  Future Municipal Complex
-  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



Future Site for
School Campus (145 acres)
& Fire District (5 acres)



Map Credit: Illinois State Geological Survey.
Map Version: October 2024



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

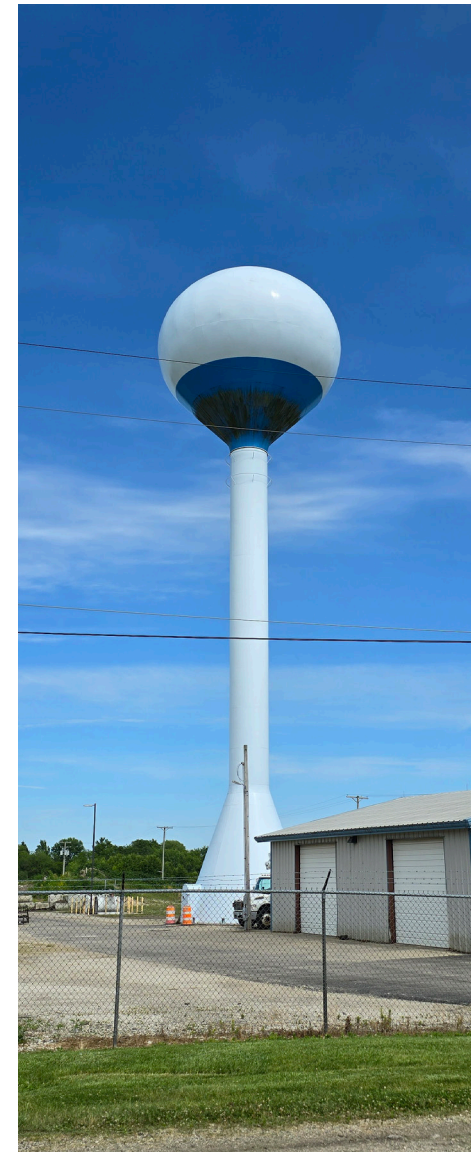
Municipal Facilities. Diamond’s Village Hall is appropriately sized given current demand and activities. However, in the future Village officials may need to reevaluate the functionality of the existing Village Hall. At some point, a consensus will need to be established whether a new larger facility should be constructed or the existing building expanded. Either option could be feasible. Since the Village currently owns two (2) lots adjacent to the Miner’s Memorial property, it may be possible 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 IL Route 113/Division Street. 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 or marketing for private use and returned to the tax rolls



Utilities. There are two (2) water towers serving Diamond. The most recent 200,000 gallon water tower, in conjunction with the nearly 50 year old 75,000 gallon water tower, can supply up to a population of 2,750 residents, per Illinois EPA design standards.

The Village wastewater treatment plant has been in service since 2009 and treats over 200,000 gallon of waste water daily. Currently there are three (3) lift stations (McGinty St. Lift Station, Burt Estates Lift Station, and Diamond Estates Lift Station), serving the wastewater treatment plant by transferring wastewater from the lift stations to the wastewater plant. The Village has designed and is currently seeking funding for their East Interceptor Trunk Sewer that when completed will allow the elimination of the Diamond Estates Lift Station. A second phase of this trunk sewer was constructed as part of the Jewel/TBS site development, extending the sewer south of IL Route 113. In April 2024, Will County awarded the Village over \$70,000 to conduct critical infrastructure upgrades at the wastewater treatment plant, allowing the Village to operate and store the plant data and three (3) remote lift stations on the cloud. The SCADA project is expected to be completed by April, 2025.

The Village is completing approximately \$1M in watermain improvements in the 4th Quarter of 2024, including the Division St. Watermain Replacement project from Dewey Street to McGinty Street. The Village recently remediated all known lead components in their water system with a 100% EPA funded loan/grant that replaced all remaining older water meters and associated lead components. The \$3M for remaining watermain replacements is to address the remaining transite watermains that need replaced, north of IL Route 113 in the original part of Diamond. The Village also has a multi-million dollar capital need for storm sewers in the older part of the Village. Master planning has been completed and funding is currently being investigated.



SCHOOLS

No new residential development is anticipated in the Reed-Custer Community Unit School District 255-U. 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. The Coal City School District also owns additional property adjacent to the middle school that could be used for future expansion.

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 IL Route 113 serves as one (1) of four (4) public parks within the Village. Using the National Recreation & Park's Association (NRPA) ratio of ten (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 seven (7) neighborhood parks and three (3) 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 12 acres up to 30 acres.



OTHER COMMUNITY FACILITIES

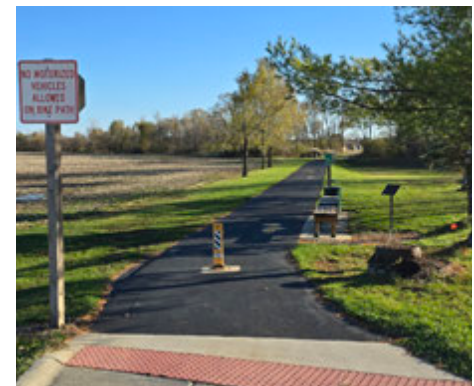
In addition to the future need for schools and park land/open space, an increasing population could require additional police, fire protection, and library services. Therefore, the Village should work closely with these other local agencies to evaluate the demand for these services and ensure that services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

PATH & 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 three (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.

A well-connected multi-use path system should provide equitable access to residents across the Village. To achieve this, the Village has developed a comprehensive path and trail system plan designed to offer safe, continuous access to local facilities and amenities. Currently, the Village has approximately 1.3 miles of off-street multi-use paths, with the primary section located along IL



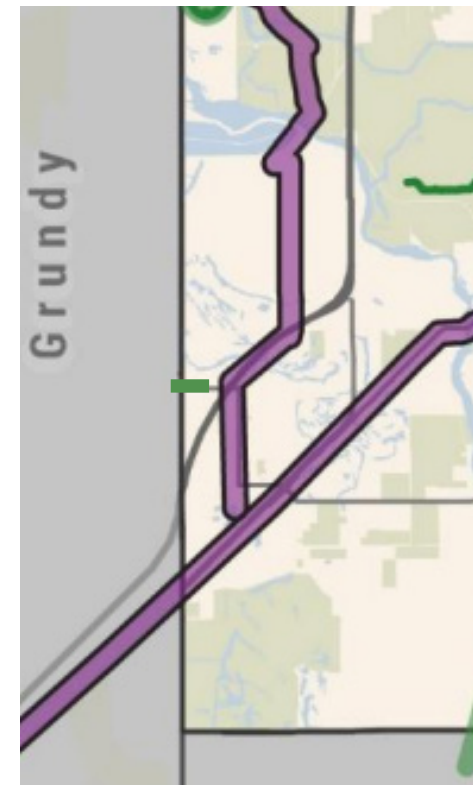
Paths and trails in Diamond



Route 113/Division Street between I-55 and Berta Curtis Road. Two (2) additional sections are near Claypool Ditch, connecting various subdivisions.

After reviewing the existing road network, property ownership, natural landscapes, and current and future land uses, a mix of on- and off-street paths has been outlined in the *Trails & Open Space Plan*. The plan recommends that all major streets serving as collectors or arterials have a multi-use path on at least one side. This includes IL Route 113/Division Street, Valerio Road, Berta Road, Spring Road, and Will Road. Additionally, future street extensions—such as Wall Street—should also incorporate multi-use paths to enhance accessibility throughout the Village. A proposed path along Claypool Ditch would further increase recreational opportunities and improve the area’s leisure value. In new residential subdivisions, an extensive off-street path system will be essential to enhance the quality of life for residents and improve connectivity between neighborhoods for non-motorized traffic.

In addition to local efforts to expand the trail system, the *Trails & Open Space Plan* integrates other approved planning documents to ensure alignment with regional trail networks. Notably, the *Will Connects 2040 Long Range Transportation Plan* includes an extension of the existing multi-use path along IL Route 113 to connect with the DuPage River Trail in Braidwood, offering access to the Midewin National Tallgrass Prairie and other destinations beyond. 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 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.



The DuPage River Trail is the closest regional trail system to Diamond in Will County and can be connected via IL Route 113
Source: *Will Connects 2040 Long Range Transportation Plan*



COMMUNITY IDENTITY

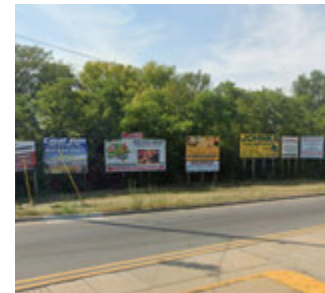
Welcome Signage. The first impression of an area is both a lasting impression and a representation of the entire experience. The Village's new logo represents the soil, crops, water, and sky - it acknowledges the Village's proud mining history and utilizes a unique look at a diamond from above and not the ordinary side view. It also includes the compass points indicating that the Village has set a course and is staying on that course.

To further integrate the Village's brand, welcome signs featuring the new Village logo should be strategically placed at key entrances. For instance, I-55 serves as a primary gateway into Diamond, where the Village has already installed a welcome sign alongside the new Gas-N-Wash ground sign. This development has significantly enhanced the community's first impression. Additionally, replacing the outdated billboards at the I-55 exit ramp on IL Route 113/Division Street with an electronic message board is recommended. This upgrade could welcome residents and visitors while promoting local events and businesses, strengthening Diamond's community identity and engagement.

Street Lighting. Currently along IL 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 IL Route 113/Division Street), Spring Road, and Berta Road, as well.



Diamond's Welcome Sign



Existing Billboards at the I-55 Exit on Division Street



Example of an Electronic Message Board



Decorative Streetlight & Welcome Banner

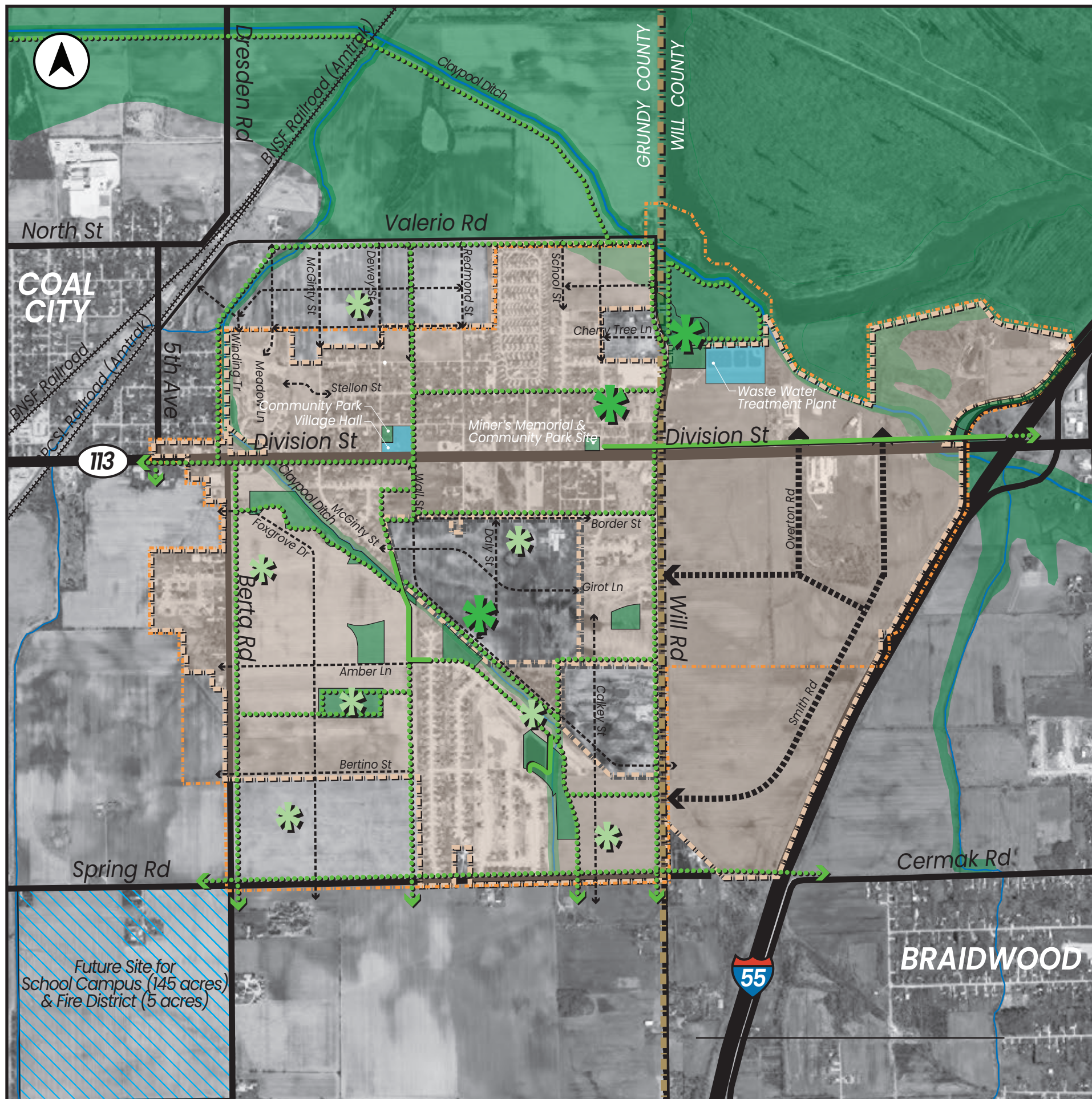




Diamond Comprehensive Plan

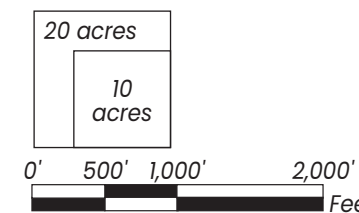
Village of Diamond, Illinois

Trails & Open Space Plan Map



LEGEND

- Municipal / Institutional
- Parks / Open Space
- Future Community Park Site
- Future Neighborhood Park Site
- Existing Trail
- 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



Map Credit: Illinois State Geological Survey.
Map Version: October 2024



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 subdivision regulations. It is recommended that the zoning 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.
- **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 one-and-a-half (1½) 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 extent 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 (2) 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 five (5) years, but not longer than every ten (10) years, depending on the extent of growth and change in the Village.





VILLAGE OF
Diamond