



# Batavia Fox River Corridor Master Plan



**Batavia**  
Park District



CITY OF  
**BATAVIA**

# Acknowledgments

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# Table of Contents

<b>Executive Summary</b>	<b>3</b>
Riverfront Today	3
Riverfront Tomorrow	4
Planning Process	5
<b>Riverfront TODAY</b>	<b>9</b>
Analyze	9
History	9
Fox River	11
Floodplain / Floodway	11
Batavia Dam	13
Depot Pond	13
Wetlands	13
Critical Wildlife	15
Parks	15
Demographics	17
Public Infrastructure	19
Transit	21
Pedestrian Infrastructure	22
Connect	23
Community Preference Survey	23
Stakeholders	25
Batavia Park District / City of Batavia Staff	26
Local Planning	27
Alternative Evaluation Report	27
<b>Riverfront TOMORROW</b>	<b>35</b>
Goals and Objectives	35
Dam / Depot Pond Framework	37
Envision / Prioritize	39
Recreation Opportunities	39
Laurelwood Park	41
Batavia Riverwalk	43
Philip B. Elfstrom Memorial Greenway	45
Clark Island Recreation Area	47
Implement	49
<b>Appendices</b>	<b>53</b>

## Executive Summary

In 2020, the Batavia Park District and the City of Batavia entered into an inter-governmental agreement to prepare a master plan for the Fox River Corridor. Hitchcock Design Group was engaged to prepare the plan for the purpose of evaluating options for removal of the Batavia Dam, recreational improvements, and connectivity and access along the river.

Throughout the planning process, the Planning Team facilitated community engagement meetings and surveys, conducted review meetings with Park District and City staff, and directed joint meetings with the Park Board and City Council. The preliminary design process focused on the dam and Depot Pond area. The Batavia Park District and City of Batavia worked to form a design identity for this area before proceeding with planning the remainder of the river corridor limits. The Batavia Fox River Corridor Master

Plan summarizes the team's findings and recommendations.

### Riverfront Today

The opportunity analysis serves as the foundational exploration of the community's essence, weaving together its rich history, abundant resources, and the intricacies of the planning process. Delving into the demographic landscape, the community's composition was analyzed, ensuring a nuanced understanding of the diverse population that shapes Batavia. Simultaneously, an examination of infrastructure formed a critical lens through which the community's capabilities and potential for growth were assessed.

Riverfront Today encapsulates the comprehensive nature of the planning process, emphasizing inclusivity through community input sessions garnering insights from residents, adjacent community members,

and stakeholders in addition to the valuable perspectives of the Park District and City Council. By weaving together the threads of Batavia's history, present resources, and collaborative planning endeavors, a master plan that not only respects the city's heritage but also charts a path forward to create a thriving riverfront community was crafted.

### Riverfront Tomorrow

In the conclusion to the Batavia Fox River Corridor Master Plan, the vision for the river corridor unfolds with a focus on native landscaping, improved connectivity, and added amenities, ensuring an accessible riverfront that respects the community's heritage. With careful considerations of community input, the plan encompasses diverse river activities, strategic evaluation of the Batavia Dam/Depot Pond alternatives for sustainable water management, and innovative modifications for enhanced biodiversity and ecosystem health. Specific zones along the Fox River, from a dynamic northern community space to a vibrant downtown hub and a recreation haven southward, cater to varied resident preferences. Drawing inspiration from progress in neighboring communities and leveraging insights from the Illinois Department of Natural Resources (IDNR) and the United States Army Corps of Engineers (USACE), a road map for the project's future is outline- a balanced, well-informed, and transformative approach to river revitalization. As the plan materializes, the community is poised to witness the emergence of a thriving and sustainable riverfront, reflecting a shared vision for Batavia's future.



## Planning Process

The comprehensive planning process encompasses four key phases: Analyze, Connect, Envision / Prioritize, and Implement. This Master Plan is the result of the first three phases and is meant to inform and guide the final phase, Implement.

Throughout the planning process there were five main goals in mind:

- Making river **connections**
- Providing river **activities**
- Improving the river **ecology**
- Developing the river **economy and brand**
- Evaluating dam/Depot Pond **alternatives**

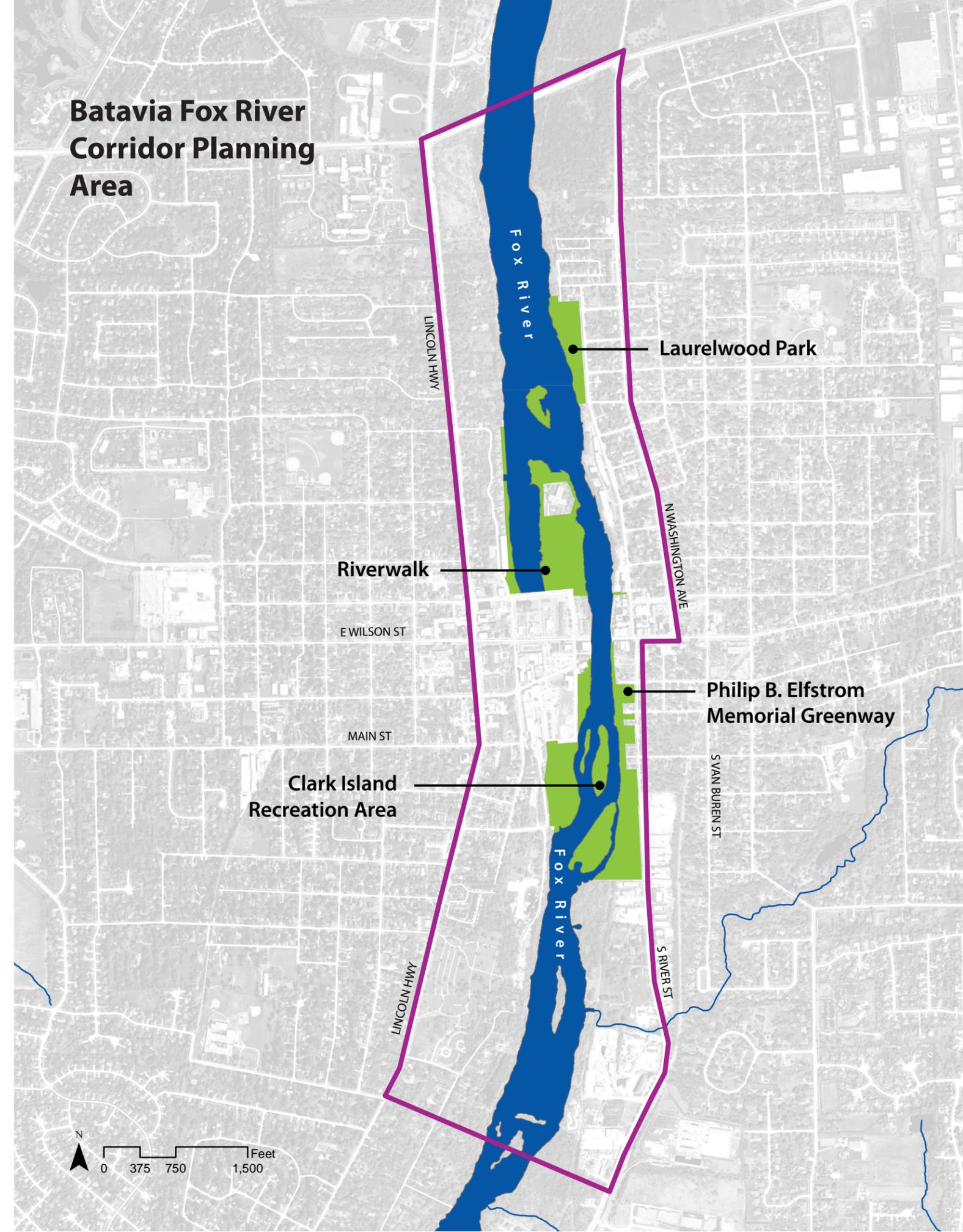
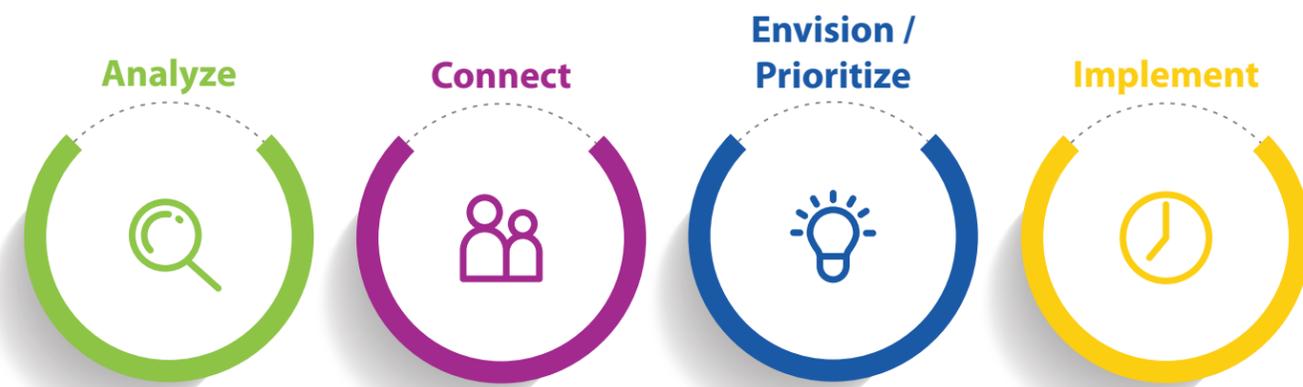
The planning process began in the winter of 2020 with an inventory and analysis of the characteristics of the local marketplace, the corridor's natural, physical, and cultural characteristics, and the interests of a variety of related stakeholders. This included an in-depth study and interpretation of the **Alternative Evaluation Report - Replacement of Upper Batavia Dam, 2000**, to understand options and

interrelationships between the Batavia Dam and Depot Pond.

Following the Analysis phase, the Connect phase aimed to gather input from various stakeholders and the community. Along with other forms of community engagement, an online survey was opened to the general public and users/non-users of City and Park District facilities and services. Stakeholder, Park District, and City meetings were also held to gather input from local business organization leaders, service organizations, and specialized associations.

Preliminary design began during the Envision / Prioritize Phases. The Batavia Park District and City of Batavia initially focused on the dam and Depot Pond area, aiming to establish an agreement with the community on its design before extending the plan to the broader river corridor. After developing multiple concepts, one was selected to be advanced for the Master Plan.

Lastly, the Implement Phase provides recommendations and oversight as to how the Batavia Fox River Corridor Master Plan can be realized.





## Riverfront TODAY

This chapter serves as the compass guiding the Batavia Fox River Corridor Master Plan vision. The vision intertwines historical context, vital resources, infrastructure, and the invaluable input from the community, stakeholders, Park District, and City.

## Analyze

### History

Batavia, Illinois, boasts a rich and multi-faceted history. Founded in 1833 by Christopher Payne, it is the oldest city in Kane County. Initially known as 'Big Woods' due to the untamed vegetation that covered the settlement, the city underwent a significant transformation starting in 1840 when it was officially renamed Batavia.

The city earned the moniker 'The Windmill City' as it rose to prominence as the global hub for windmill manufacturing. Batavia was home to six American-style windmill companies including, the US Wind Engine and Pump Company (which purchased Halladay Wind Mill Company in 1863 and subsequently relocated to Batavia), Challenge Mill Company (founded in Batavia, 1867), and Appleton Manufacturing (which relocated to Batavia in 1894). These Batavia-made windmills could be found all over the world.

Batavia's significance extends beyond windmills, with its abundant natural limestone deposits earning it another endearing nickname, 'Rock City.' The first commercial limestone quarry in Batavia began operations in 1842. The quarried stone played a crucial role in rebuilding numerous Chicago buildings following the devastating fire of 1871. The quarry was generously donated to the Batavia Township Board in 1920 and is now known as the Harold Hall Quarry Beach, a cherished recreational area.

In 1902, the Aurora Elgin & Chicago Railway Powerhouse and the Batavia branch of the AE&C Railway, became operational. The railway land that wasn't used for the Powerhouse and the right-of-way became Glenwood Park (now the Glenwood Park Forest Preserve) which bolstered Batavia's popularity among commuters and businesses. During this time three railroad lines, the Burlington & Quincy Railroad, the Chicago & North Western Railroad, and the Chicago, Aurora & Elgin Electric Line, served Batavia for both freight and passenger transport until the mid-1900s when automobiles became the preferred mode of travel.

\*Information gathered from [bataviahistoricalsociety.org](http://bataviahistoricalsociety.org), [bataviahistory.org](http://bataviahistory.org), and [greatthirdrail.org](http://greatthirdrail.org)



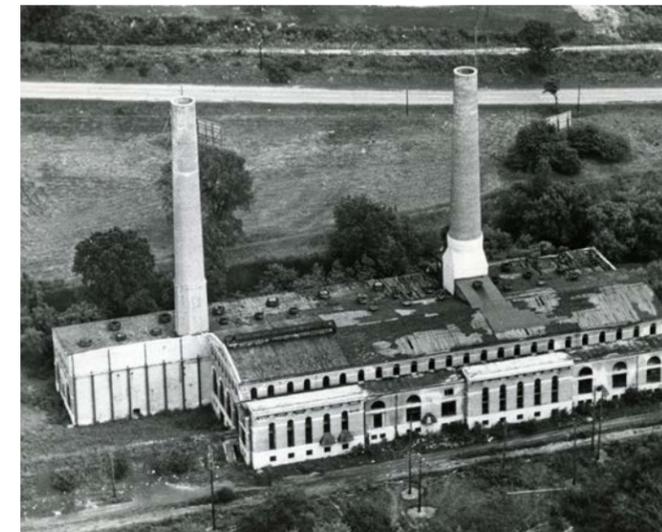
Batavia, Illinois from 1869



Wilson Street Bridge Construction in 1911



Kinne & Jeffery Co. Department Store First Floor



AE&C RR Power Railroad Powerhouse



Train Arriving in Batavia

## Fox River

The **Fox River** in Illinois flows from its origin in southeastern Wisconsin near Milwaukee and journeys nearly 200 miles, with around 100 miles coursing through the landscapes of Illinois, before merging with the Illinois River. As it enters Illinois, it navigates a chain of lakes and meanders through several counties. Historically, the river played a pivotal role in industrial development, with its strong flow making it a prized source of water power, leading to the construction of numerous dams and mills. Although most of the old mill dams have vanished, they have been replaced by hydroelectric, flood control, and navigation dams.

The river's passage through Illinois is a study in contrasts, transitioning from serene rural areas and glaciated lakes in the north to outer manufacturing suburbs in the south. However, the river faces many challenges due to urban sprawl and dam-related issues. Despite improvements in water quality, it has been listed among the 10 most endangered rivers in America. Active citizen involvement is crucial in protecting the Fox River's future and restoring its former glory, potentially leading to the removal of the dams to enhance its health and preserve its natural beauty.

The river delivers a multitude of benefits to the city and its inhabitants. Not only does it provide a scenic backdrop and recreation opportunities, but it also serves as a primary water source, essential for agriculture and industry. It has been a historical lifeline for the city, facilitating trade

and commerce by offering a natural waterway for the transport of goods.

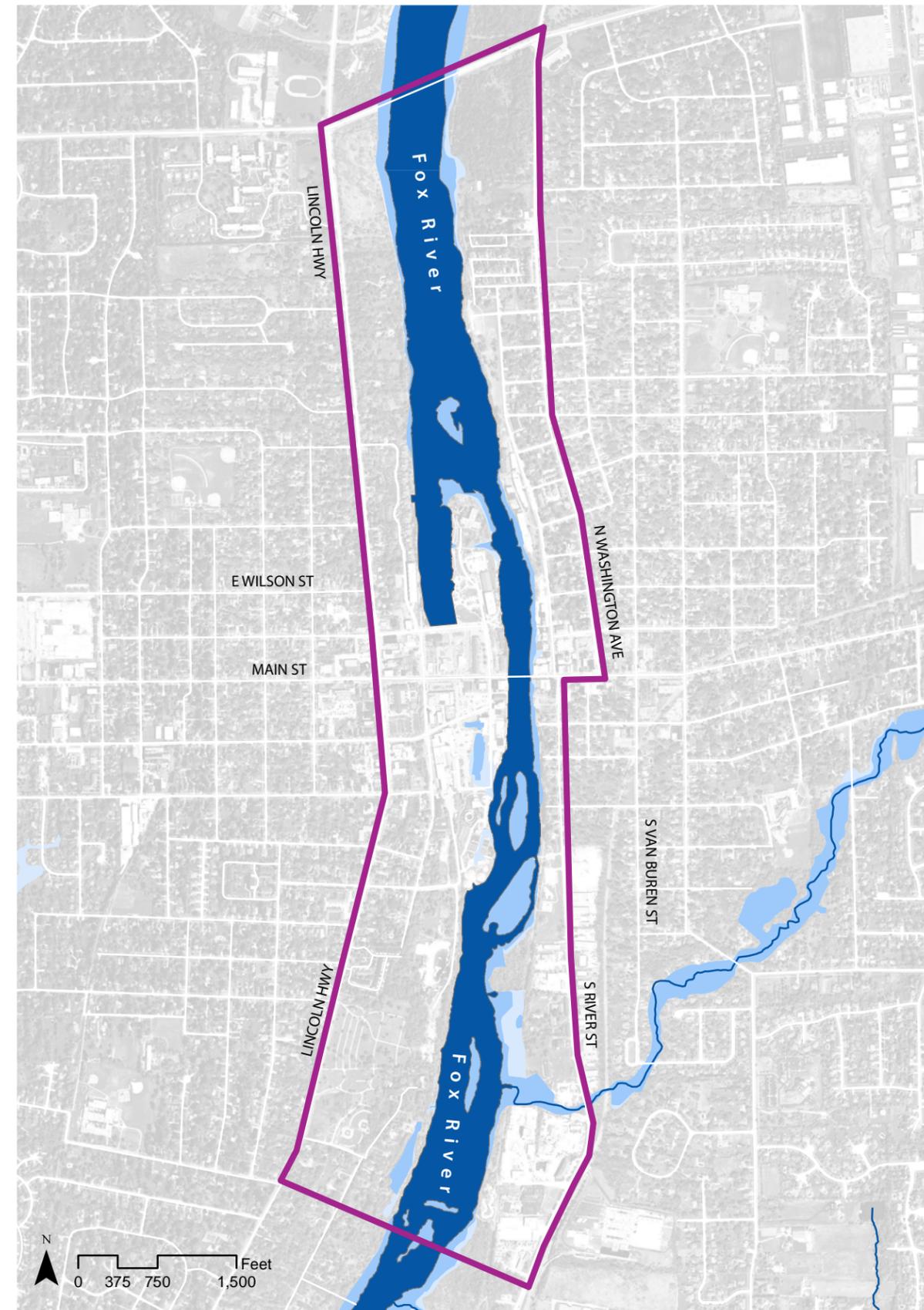
\*Information gathered from [friendsofthefox.org](http://friendsofthefox.org) and [encyclopedia.chicagohistory.org](http://encyclopedia.chicagohistory.org).

## Floodplain / Floodway

The Fox River watershed forms a mosaic of diverse ecosystems, among which wetlands play a pivotal role in sustaining ecological balance and fostering biodiversity. Recognizing the intrinsic value of these wetlands, the Batavia Fox River Corridor Master Plan emphasizes their preservation, acknowledging the positive impact on both the environment and the local community. The project area is situated in a Zone AE flood hazard area meaning that it will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year (also known as base flood or 100-year flood).

Crucial to holistic river management and ecological equilibrium is a nuanced understanding of upstream and downstream dams. 13 dams shape the course of the Fox River, with the Geneva Dam upstream and the North Aurora Dam downstream standing as key influencers. Dialogues with the U.S. Army Corps of Engineers (USACE) and the Illinois Department of Natural Resources (IDNR) underscore the paramount importance of prioritizing dam removal for the Fox River's overall health, ensuring that the Batavia Fox River Corridor not only thrives sustainably but also maintains ecological resilience.

\*Base flood elevation and other floodplain / floodway information gathered from Flood Insurance Rate Maps (FIRMs) and Geographic Information System (GIS)



- Planning area
- Fox River
- 100 year floodplain
- 500 year floodplain

\*Kane County Geographic Information Systems (GIS) public data, 2015-2023

Floodplain / Floodway Map

## Batavia Dam

The original Batavia Dam was built as a wood and rock crib dam in the late 1830s. In the early 1900s it was replaced with a concrete modified ogee shape low-head dam. However, the east abutment of the Batavia Dam suffered a breach in the mid-1970s and presently, during periods of low flow, all of the water is directed through the breach, leading to the upstream pool elevation not being maintained at the level of the dam's crest.

Historically, the river channel bifurcated at a large island, which has since been developed into a peninsula. In the early 1900s, the east channel was dammed, while the west channel was converted into a mill race. Subsequently, when the mill race became disused, it was filled in, resulting in the river being reduced to a single channel with about half its original width and conveyance. The remaining section of the west channel is now known as Depot Pond. A small natural rock spillway, referred to as the "cut," directs minimal flow to the downstream stretch of the Fox River. Duck Island, located approximately 400 feet upstream of the Batavia dam, was formed from a natural bedrock outcropping.

As it currently stands, the Batavia Dam spans about 365 feet in length and features a drop of approximately 11.5 feet. Below the dam, the river is confined to a channel that is roughly half its original width.

\*Information directly gathered from the Alternatives Evaluation Report, Replacement of Upper Batavia Dam by the Illinois Department of Natural Resources, December 2000

## Depot Pond

The Depot Pond underwent significant transformation over time. As aforementioned, the entire Depot Pond area was a channel of the Fox River. When the existing mill race was filled in the 40's, the tradition of ice skating on the pond began.

In the 40's and 50's skaters would gather around metal trash bins to keep warm. It wasn't until the Batavia Depot Museum relocated to its current spot on the Riverwalk that an official warming house became available. Initially, the museum's basement served this purpose from 1975 to 1990 before being converted into exhibit space. Today, skaters can use the Peg Bond Center for warming up and resting during skating sessions.

During the winter of 1957, John Falter, an artist from Nebraska, captured the picturesque scene of skaters on the pond. His painting, reminiscent of Norman Rockwell's style, was featured on the cover of the widely circulated Saturday Evening Post in January 1958. The original artwork now resides permanently at the Depot Museum.

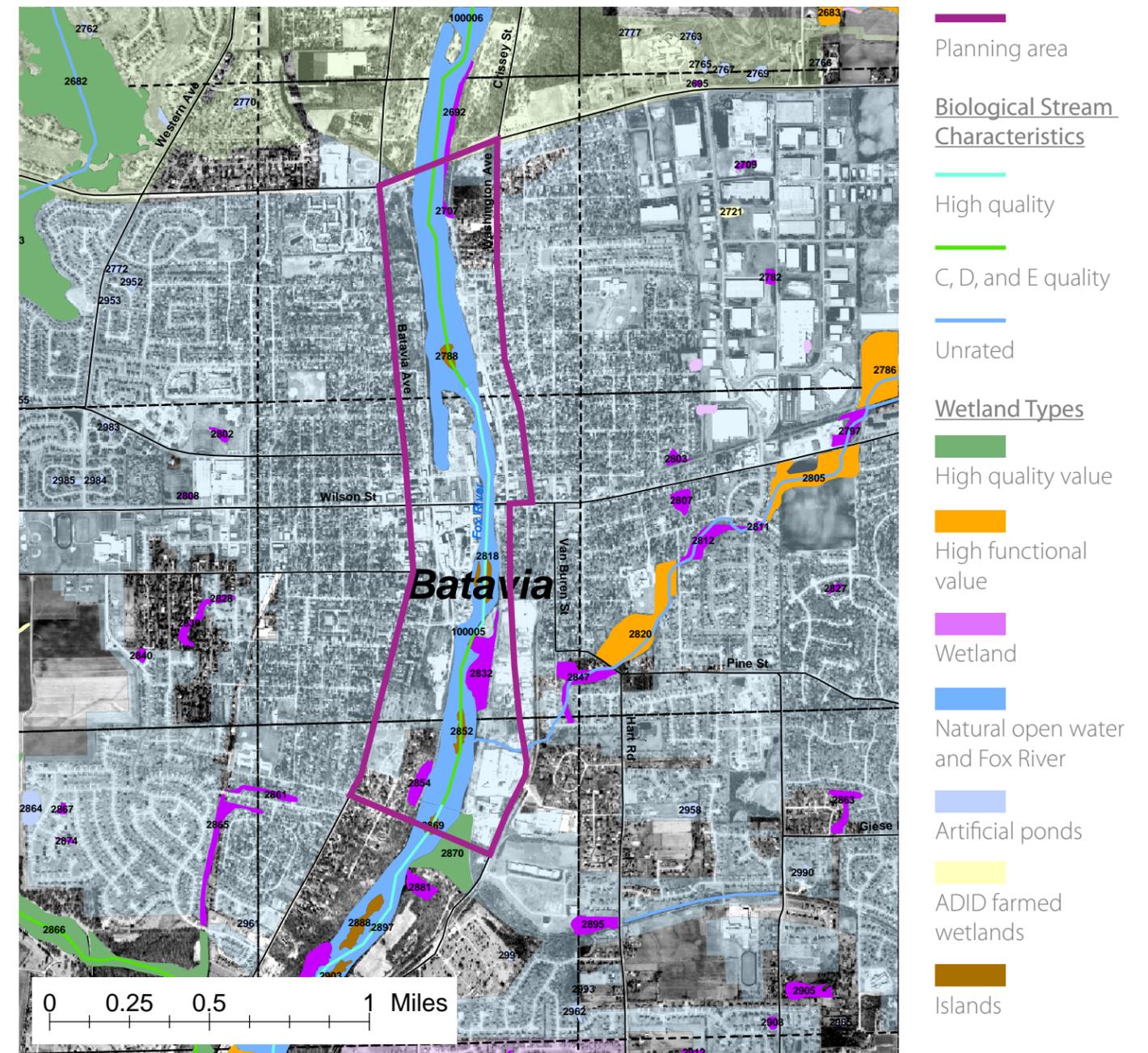
\*Information gathered from bataviapark.org and chicagotribune.com

## Wetlands

The Kane County Advanced Identification of Aquatic Resources (ADID) study is a cooperative effort between federal, state, and local agencies to inventory, evaluate, and map wetland and stream resources in the county. The primary purpose is to identify wetlands and streams that are of particularly high quality.

The Fox River within the planning area is characterized as high quality upstream of the Batavia Dam and C, D, and E quality downstream until it reaches the wastewater treatment plant where its ranking returns to high quality. (Although rankings are relative, C, D, and E quality generally correlate to the levels of disturbance and degradation, with C being

moderate and E being severe.) Three islands are identified within the planning area along with a large wetland complex at Clark Island Recreation Area that extends south to the Glenwood Park Forest Preserve. However, this wetland was not characterized as providing high quality or high functional value.



ADID Map

## Critical Wildlife

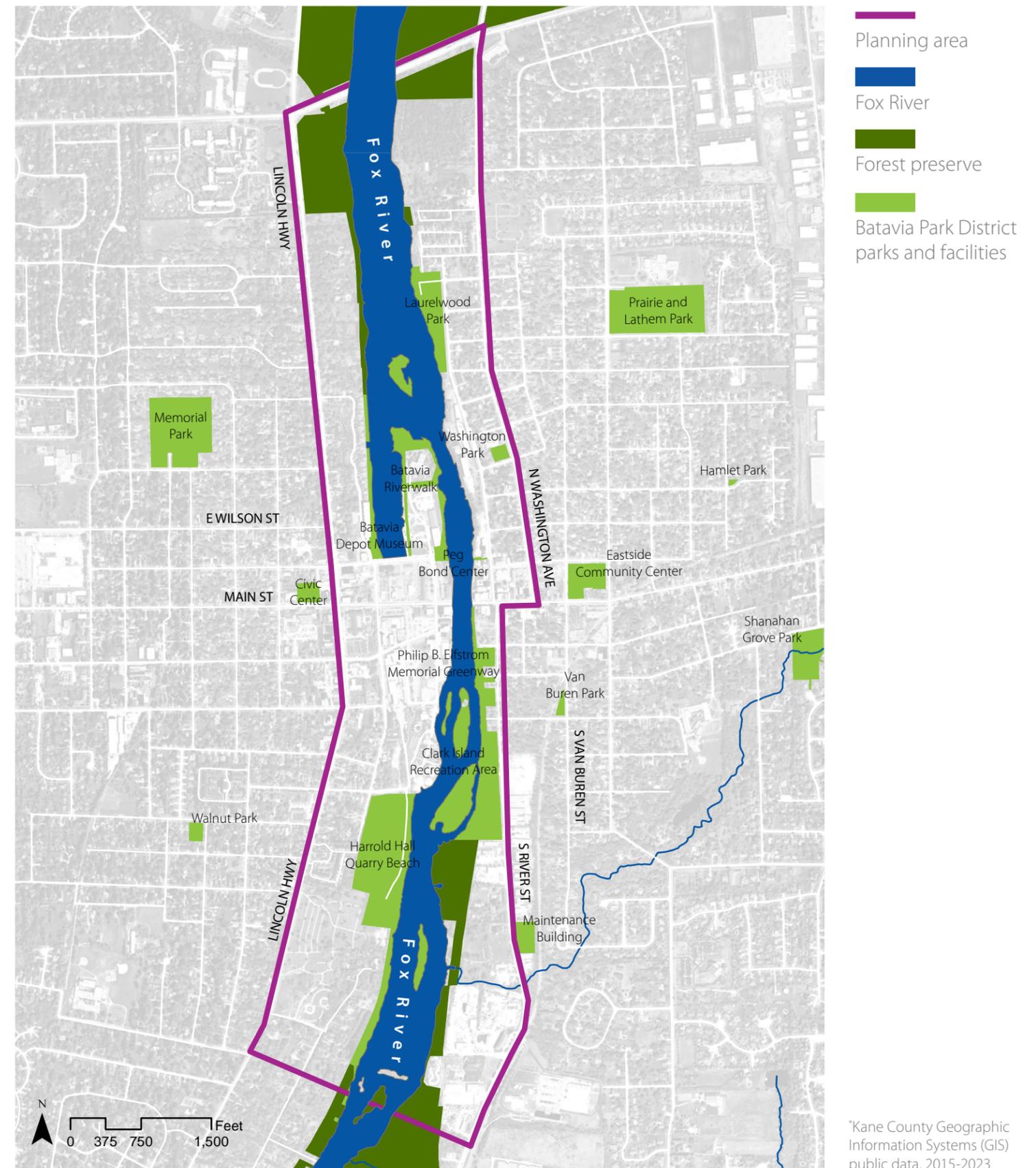
In conjunction with the nearby Mooseheart Ravine INAI Site, the Fox River Corridor is a sanctuary for several endangered species, including the Black-Crowned Night Heron, Greater Redhorse, Leafy Prairie Clover, River Redhorse, and Rusty Patched Bumble Bee according to the Illinois Department of Natural Resources Compliance Assessment Tool. During the planning process experts from groups such as the Batavia Wildlife Commission, the Batavia Environmental Commission, the Fox River Study Group, etc., provided input on the overall Master Plan as a whole with many of them emphasizing the importance of conserving the local wildlife.

\*Information gathered from the Illinois Department of Natural Resources Compliance Assessment Tool

## Parks

The Batavia Park District comprises 30 Mini, Neighborhood, and Community Parks, along with four Special Use spaces. Indoor recreational facilities, including the Batavia Depot Museum, the Lodge, Peg Bond Center, Civic Center, East Side Community Center, and a 13,300-square-foot maintenance building, are also maintained by the Park District. Notably, 95.58% of residents enjoy access to a Mini, Neighborhood, School, and/or Community Park within two miles of their residences. Almost all households (2017) have utilized a Park District park or facility, with the Batavia Riverwalk being the most widely utilized amenity (86%). Furthermore, 57% of residents identify the riverwalk as their favorite Batavia Park District property, with an additional 26% placing it among their top three favorites.

\*Information gathered from the Batavia Park District 2021 Comprehensive Master Plan



Open Space Map

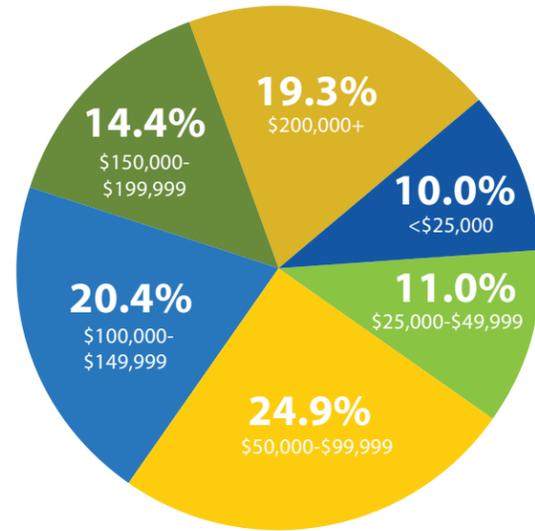
\*Kane County Geographic Information Systems (GIS) public data, 2015-2023

## Demographics

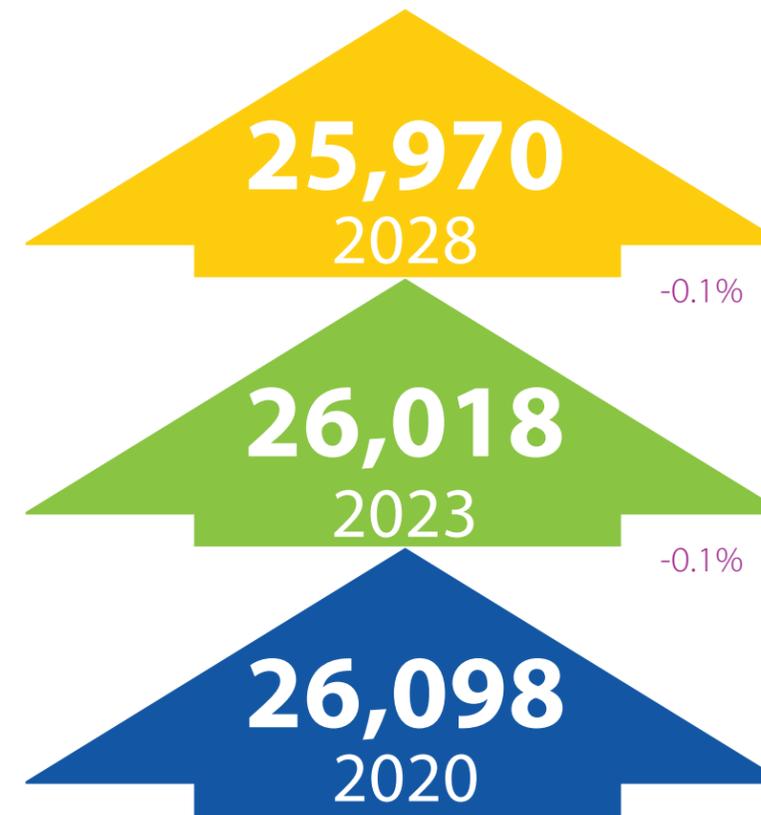
The demographics review utilized the Environmental Systems Research Institute (ESRI) Business Analyst Online (BAO) software to gather up-to-date demographic data necessary to gain an understanding of the community and its context.

Exploring overall population statistics sheds light on the city's growth patterns and potential areas for development. The demographics review revealed a projected gradual decline in the overall population over the next 5 years with the only notable exceptions being that of those aged 35-44 and 65+. Furthermore, the analysis indicates a shift towards increased diversity in Batavia, with a growing percentage of residents identifying with minority groups.

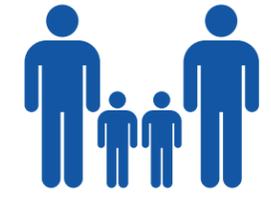
## INCOME DISTRIBUTION (2023)



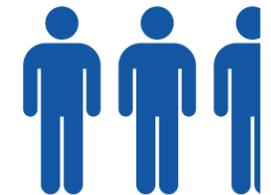
## TOTAL POPULATION



**10,063**  
households (2023)



**7,229**  
families (2023)



**2.58**  
average household size (2023)

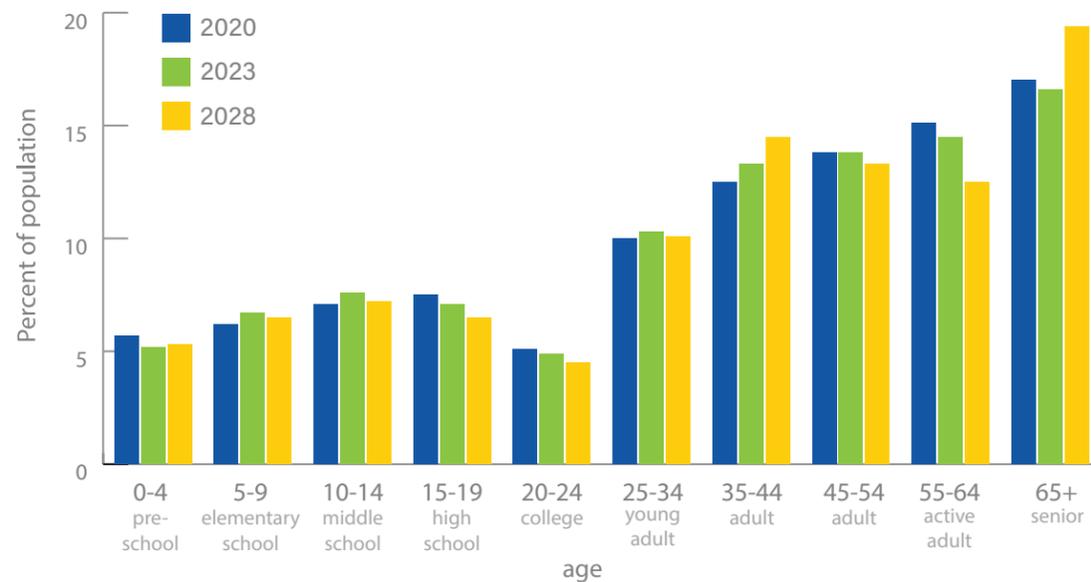
## AGE DISTRIBUTION

**41.6**

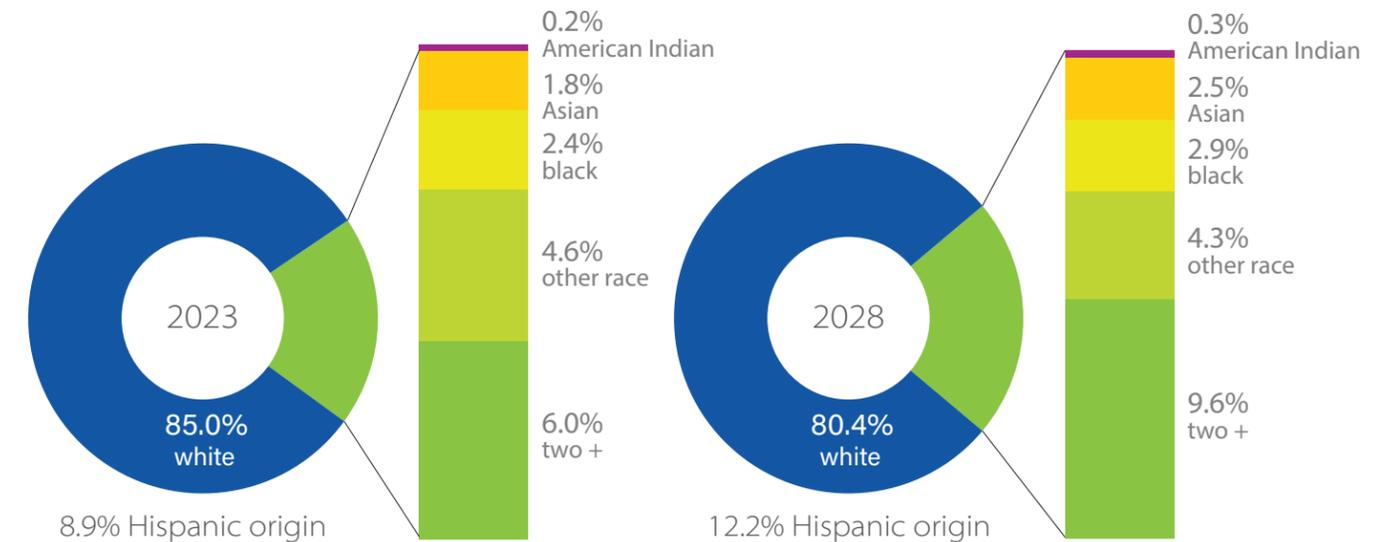
median age (2023)

**65+**  
age segment will grow 1.7% by 2028

**32.2%**  
of the population will be over the age of 55 in 2028



## RACE / ETHNICITY



\*2020 data gathered from U.S. Census Bureau where available; 2023 and 2028 projections gathered from Environmental Systems Research Institute (ESRI) - Business Analyst Online

## Public Infrastructure

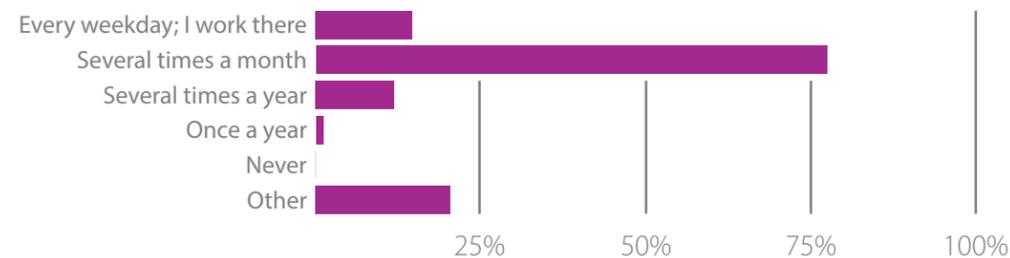
Looking at Batavia's infrastructure, the attraction of the proposed Fox River Corridor improvements becomes quickly apparent. Physically, the project site is easy accessible and located adjacent to downtown. This location, and its potential as an attractive site along the Fox River, contribute to its desirability for development. The value of the site and its potential to serve the local and regional/visitor market suggest a higher intensity approach to maximize the value of the waterfront for the City of Batavia and its citizens.

ESRI calculations suggest that approximately 3,104 residents live within a 15-minute walk of downtown, or just over 10% of Batavia's

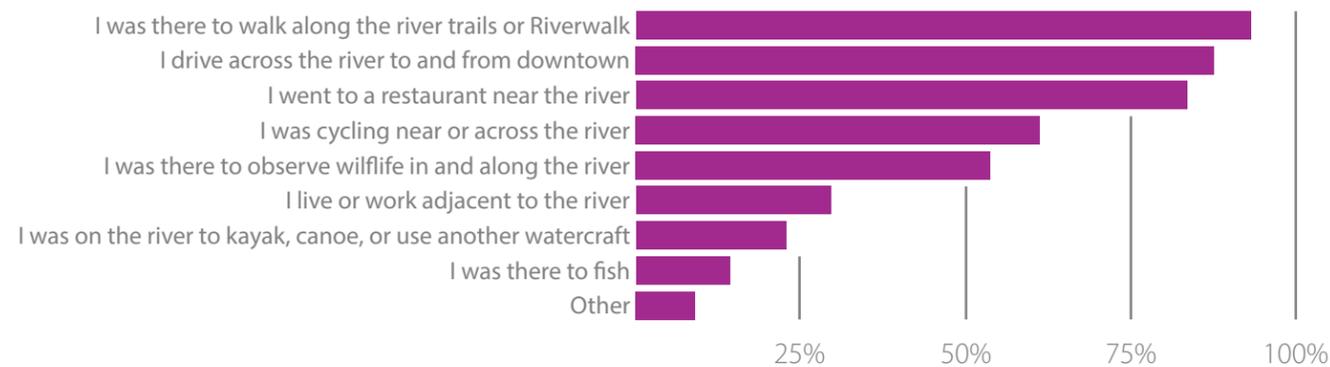
population. Creating a new attractive environment for people to live, play, socialize, and participate in sports and leisure activities will help to attract and retain young talent to fill the ranks of local businesses, thus securing their presence and future commitment to Batavia.

The zoning framework in Batavia provides a diverse mix of land uses, including commercial spaces, residential developments, and cultural institutions. Special considerations may be given to setbacks, right-of-ways, and permissible land uses to ensure that the downtown area retains its distinct identity and creates an inviting atmosphere for both residents and visitors.

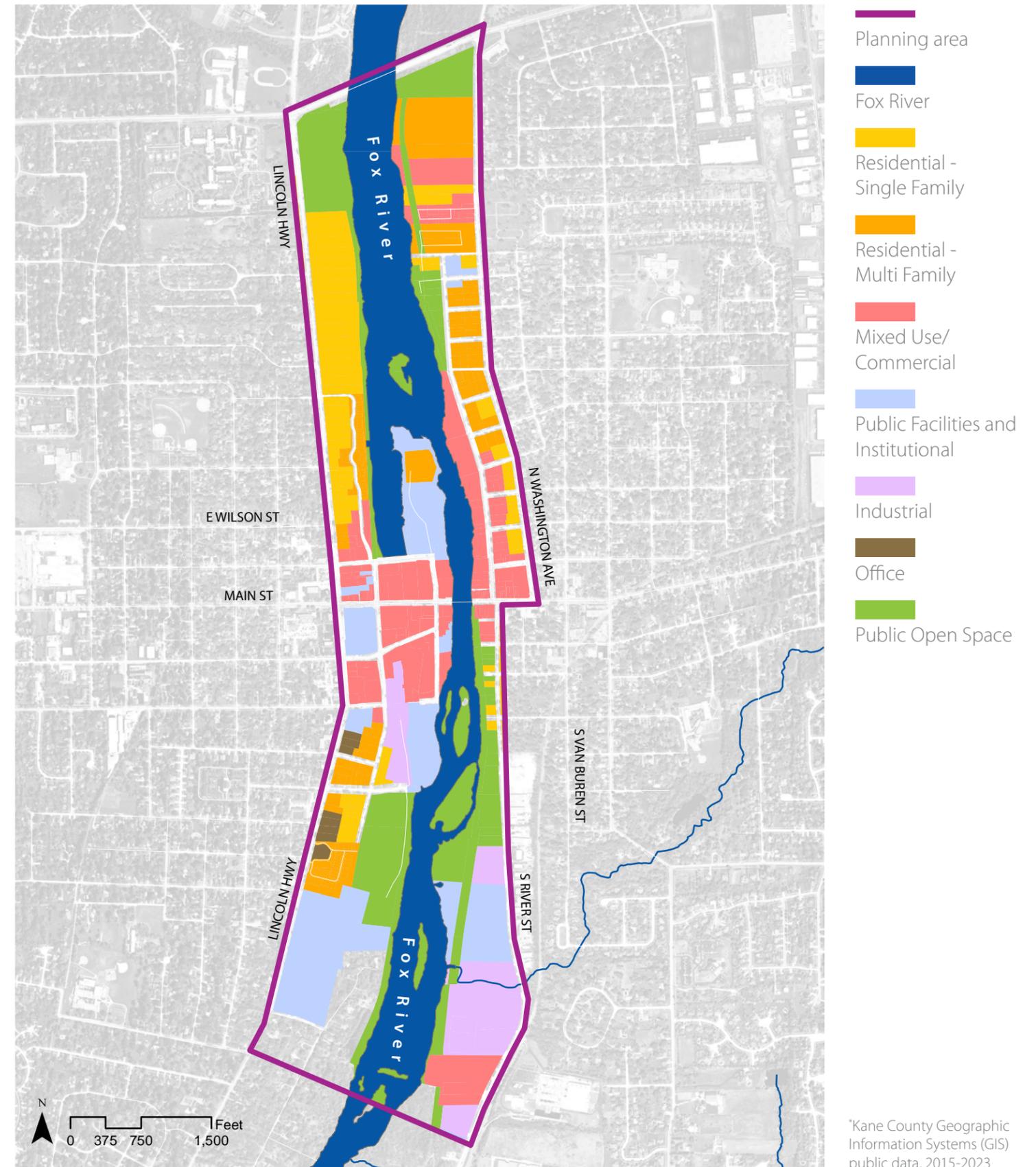
Q: How often do you go to downtown Batavia?



Q: Why do you go to Batavia's Riverwalk or other destinations within the study area?

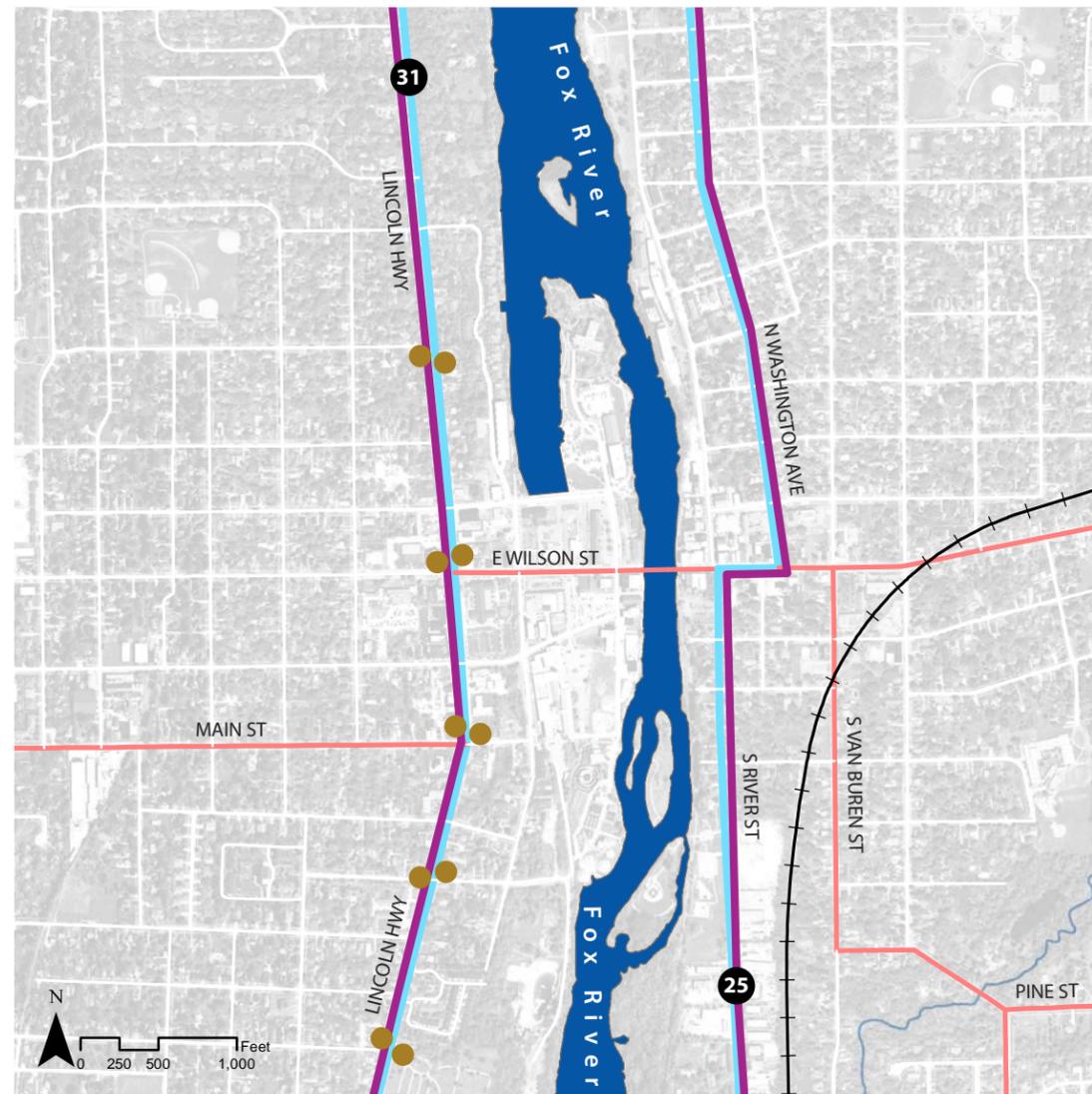


\*Excerpts from the Batavia Fox River Corridor Preference Survey



Batavia Zoning Map

\*Kane County Geographic Information Systems (GIS) public data, 2015-2023



Batavia Transit

\*Kane County Geographic Information Systems (GIS) public data, 2015-2023



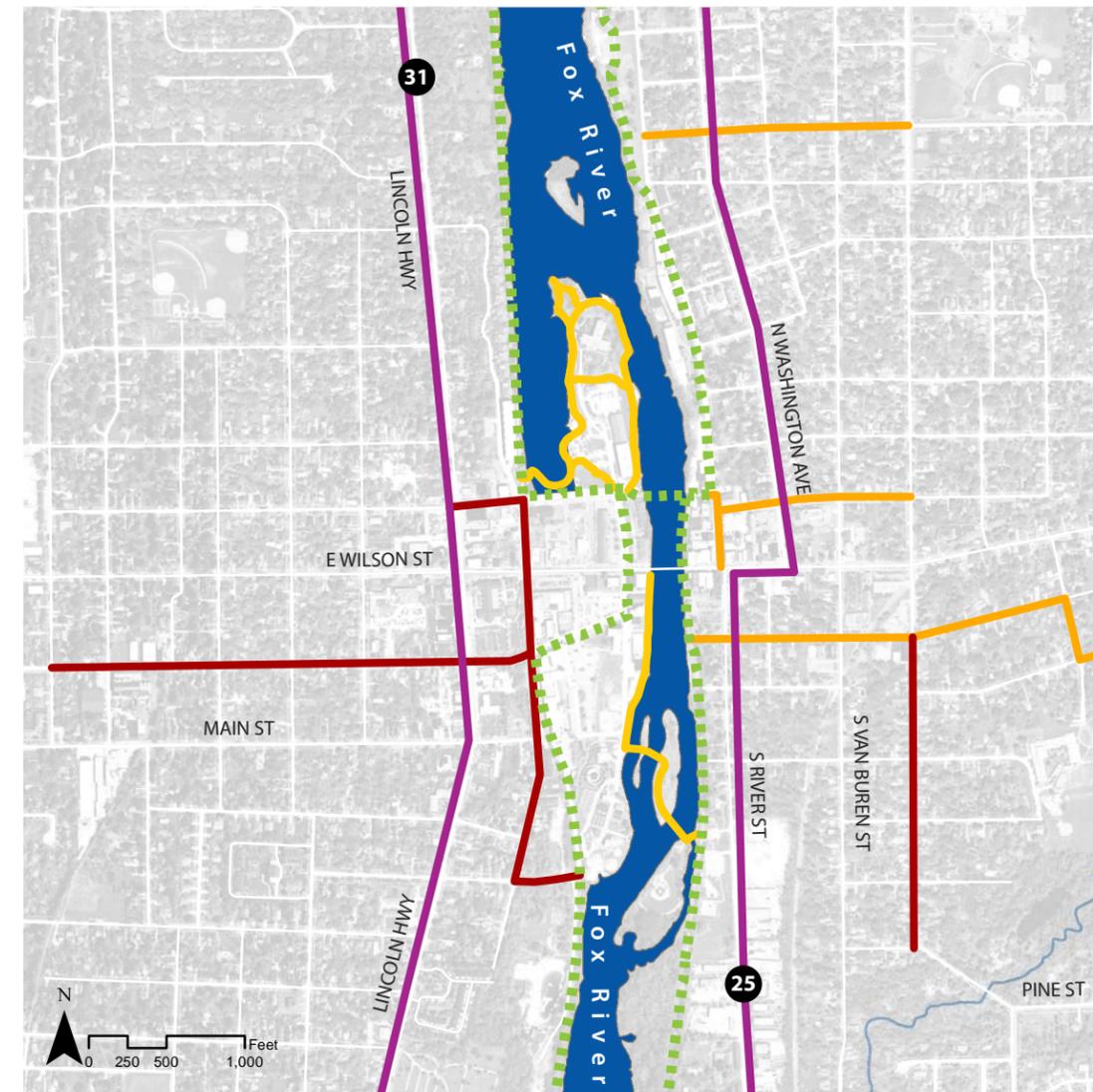
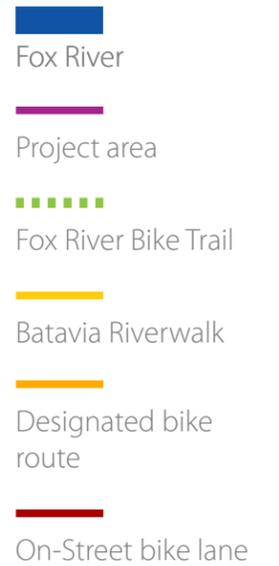
Vehicular accidents in Batavia have been falling at an average rate of 54 accidents per year

\*Batavia Police Department Statistics Report, 2021

## Transit

Batavia's public transportation network includes Route 802 of the Pace Bus System, which connects to Route 801 in Geneva and Route 524, 530, and 533 in Aurora. Two miles from the core of downtown is the Union Pacific West (UP-W) train line at the Third Street Train Station, which lies on Route 31. With only 1 active bus line and no residents reportedly living within a highly walkable area, 26.5% of trips to work are made via non-single

occupancy vehicle trips<sup>1</sup>. Nevertheless, car ownership in Batavia has gradually decreased from 2010-2019<sup>1</sup>. While the COVID-19 pandemic likely contributed to this trend, city staff, elected officials, businesses, advocates, and residents have collectively acknowledged the advantages offered by a pedestrian and bicycle-friendly environment and are proactively collaborating to enhance transportation options and safety throughout the community<sup>1</sup>.



Batavia Pedestrian Infrastructure (existing)

\*Kane County Geographic Information Systems (GIS) public data, 2015-2023  
\*City of Batavia Bike and Pedestrian Plan, February 2023

## Pedestrian Infrastructure

As outlined in the <sup>1</sup>City of Batavia Bike and Pedestrian Plan, February 2023, existing pedestrian infrastructure plays a significant role in shaping the overall mobility framework. With a walk score of 29/100 and a bike score of 52/100, Batavia is classified as a car-dependent city where most errands require a car. However, these scores serve as a baseline for recognizing the city's commitment to addressing diverse transportation needs. Batavia

currently has over 17 miles of local and regional trails or paths and 1.6 miles of designated bike lanes as well as shared marked lanes and signed bike routes. Moreover, approximately 76% of streets have sidewalks on at least one side. Building off the goals that emerged from the Bike and Pedestrian Plan, this Master Plan works to enhance pedestrian mobility, improve visibility and safety, and expand on the existing pedestrian infrastructure in Batavia.

# 13.8

average cyclist/  
pedestrian crashes  
per year

\*Batavia Police Department Statistics Report, 2021

## Connect

### Community Preference Survey

492

survey responses

79.4%

often go for outdoor walks, runs, or bike rides

68.1%

often or occasionally try water sports or other ways to play in or on the water

86.0%

believe community leaders should improve and enhance the river and/or riverwalk through Batavia

76.3%

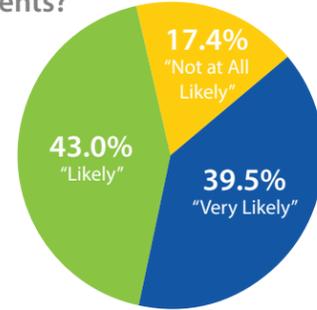
are very likely to use the river and/or riverfront if improved

Along with multiple in-person meetings/workshops, a preference survey was conducted during the planning process to better understand how the community and surrounding communities engage with the Fox River Corridor. The survey was open to residents, adjacent community members, and Batavia visitors from April 19, 2021 - May 2, 2021.

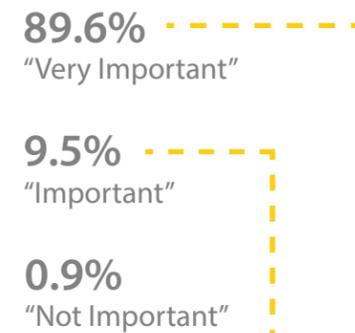
The survey aimed to assess respondents familiarity with the Fox River Corridor, the Batavia Riverwalk, and the broader riverfront study area, along with their experiences and opinions on potential enhancements. Questions covered topics such as familiarity, activities, and satisfaction with the planning area, their perception of its connection to downtown, and their reasons for visiting downtown.

Respondents were also asked about their use of riverfront parks, activities they engaged in, and the river's importance to Batavia's identity. Opinions on enhancing the riverfront and the specific improvements desired were also solicited along with the likelihood of using an improved riverfront and supporting a tax levy for it. These questions were aimed to help inform future developments and improvements in these important public areas.

Q. How likely are you to support a tax levy to fund riverfront and/or river improvements?



Q. How important is the river to Batavia's identity?

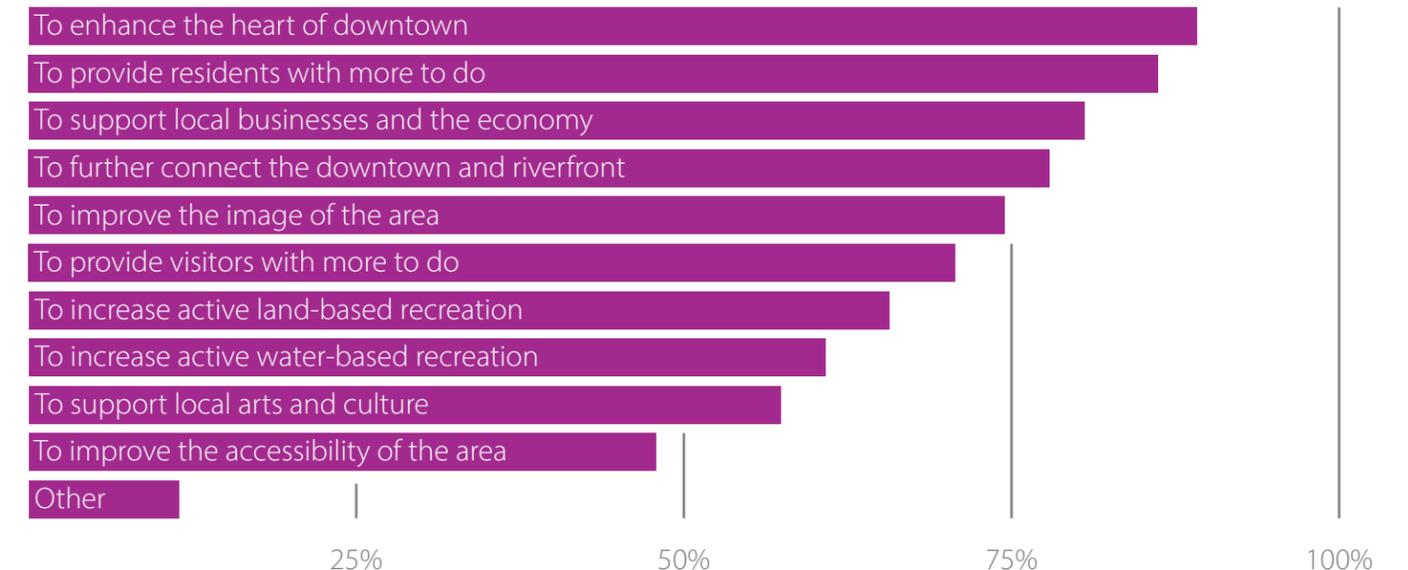


Q. What improvements will enhance the Fox River and/or the Batavia Riverfront?



86% of residents surveyed agreed with the statement "community leaders should improve and enhance the river and/or riverfront."

Those who agreed were then asked: Q. Why should the river and/or riverfront be enhanced? The responses were as follows:



## Stakeholders

In developing the Batavia Fox River Corridor Master Plan, a diverse range of stakeholders were engaged which encompassed government entities, property owners, businesses, residents, and special interest groups.

These stakeholders conveyed a collective vision for enhanced community spaces, emphasizing the importance of navigability, historical reflection, and expanded biking and walking trails. Practical considerations such as phased planning, dam ownership, and prioritization were

highlighted, along with a shared desire for a vibrant riverfront featuring walkable spaces and community pride. Environmental perspectives stressed the crucial need for ecological balance, while the business community advocated for downtown revitalization and heightened visibility of the river

Throughout the engagement, the below questions were posed to start conversation and guide stakeholders in identifying top priorities for the Master Plan and exploring ways in which their organizations could actively support the Park District and City in implementing these priorities.

**Q. From your perspective, what should be the top priorities of the Batavia Fox River Corridor Master Plan?**

**Q. What can you or your organization do to assist the City and Park district with implementation of the Master Plan?**

### Stakeholder Interview Trends:

- Maintain water elevations of Depot Pond
- **Remove/modify Batavia Dam for safety and improved health of the river**
- **Ensure education and communication with residents during the planning process**
- Clarify wayfinding and access points
- Improve connectivity
- Envision a free-flowing river corridor down to Aurora
- Open views to the river and improve visibility
- Provide more gathering spaces for special events, social gatherings, and programming
- **Improve opportunities for water-based recreation**
- Provide outdoor dining options along the river and riverwalk
- Provide restrooms along the riverwalk
- **Create a regional destination**
- Analyze other riverfront cities
- Better utilize Clark Island
- Limit taxpayer referendum to fund improvements
- Bring people to the downtown
- Allow for future development to focus/face the river
- Reduce flooding of properties along the river
- Explore opportunities for public/private partnership

## Batavia Park District / City of Batavia Staff

The collaborative workshops with the Batavia Park District and the City of Batavia and were pivotal in shaping the Batavia Fox River Corridor Master Plan. Discussions with the Park District centered on incorporating a diverse range of recreational activities into the riverfront, while insights from City delved into zoning regulations and urban planning considerations. These deliberations emphasized the importance of aligning the Master Plan with community aspirations

and integrating it effectively into Batavia's broader vision for growth and development. Below encapsulates the outcomes of these workshops and help to illustrate how their perspectives, combined with community input, have significantly influenced the strategic direction of the Master Plan and laid the groundwork for a dynamic and sustainable riverfront.

\*Trends in bold reflect commonalities between the Park District / City workshops and the stakeholder interviews.

**Q. What do you believe are the community's top priorities for the Batavia Fox River Corridor Master Plan?**

**Q. What will be the drivers behind the Master Plan's recommendations and implementation momentum?**

**Q. From your understanding, what does the community need to receive from the Master Plan outcomes?**

### Staff Workshop Trends:

- Batavia has a rich history that should be highlighted
- Master Plan should provide a detailed action plan with key milestone, dates, and associated costs
- **Community outreach/ communication and education is key to success**
- **Create a regional destination in conjunction with adjacent riverfront communities**
- **Improve recreation opportunities and programming**
- **Improve the ecology of the river**



## Local Planning

The Batavia Park District and City of Batavia have investigated many avenues of planning for the city, often specifically regarding its relationship to the Fox River. These efforts and efforts by others include:

- City of Batavia Strategic Plan, 2021-2023
- Batavia Park District Comprehensive Master Plan, 2021
- Forest Preserve District of Kane County Comprehensive Master Plan, 2020 Update
- City of Batavia Comprehensive Plan, 2019 Update
- Batavia Park District Capital Development Plan, 2001
- Upper Batavia Dam - Alternative Evaluation Report, 2000
- Integrated Management Plan for the Fox River Watershed, 1998

Among these plans, [the Upper Batavia Dam - Alternative Evaluation Report, 2000](#) in particular was thoroughly analyzed due to its significant relevance to the Master Plan. The report underscores the importance of riparian restoration, preservation of natural areas, improvement of water quality, and the removal or alteration of river dams.

As part of the master planning process, Hitchcock Design Group prepared an updated written summary (attached in the appendix and outlined in the following section) of potential water quality impacts and improvements related to the differences between impoundment versus no impoundment of the river.

## Dam Alternatives Report, 2022

The primary goals of the updated summary were to:

- Evaluate the impacts river impoundment versus no impoundment will have on existing recreation amenities
- Evaluate potential new recreation amenities with impoundment versus no impoundment, and to further define the strategies related to maintaining Depot Pond
- Update the preliminary construction cost estimates for the primary strategy

The preliminary design process focused on the dam and Depot Pond area with an end goal in mind for the Batavia Park District and the City of Batavia to establish an agreement on the design direction for this area prior to proceeding with design for the remainder of the river corridor limits.

Visualized in the proceeding pages 28-32, the process began by evaluating the pros and cons of the 6 alternative approaches to the dam and Depot Pond area outlined in the Alternative Evaluation Report. Based off these findings, Hitchcock then developed 5 concepts which, through community and stakeholder input, were narrowed down over the course of several months until a final concept was decided upon for a comprehensive design of the river corridor.

## Pros:

### Alternative #1: Full Width Whitewater Rapid

- Maintains Depot Pond
- Beneficial for fish passage
- Low safety concern for watercraft passage

### Alternative #2: Whitewater Bypass Channel (not preferred)

- Creates a regional destination

### Alternative #3: Off-River Whitewater Course (adjusted)

- Least costly option
- Desirable whitewater course

### Alternative #4: Small Rapids with Depot Pond (not preferred)

- Reduces sediment load to Depot Pond and need for dredging
- Creates a natural river for fish passage
- Creates larger Depot Pond

### Alternative #4a: Pool/Riffles with Depot Pond

- Reduces sediment load to Depot Pond and need for dredging
- Creates a natural river for fish passage
- Creates larger Depot Pond

### Alternative #5: Whitewater through Downtown (not preferred)

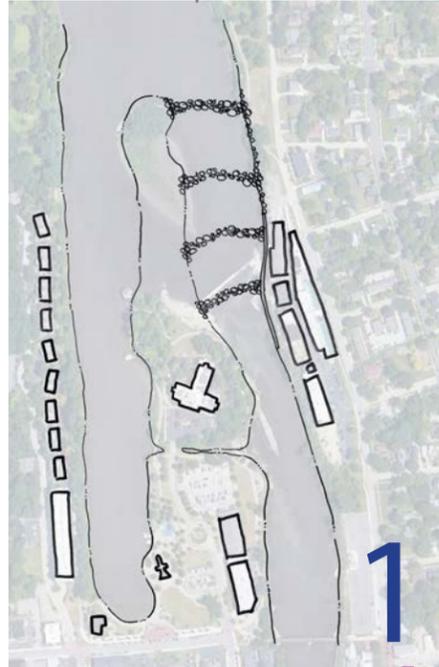
- N/A

## Cons:

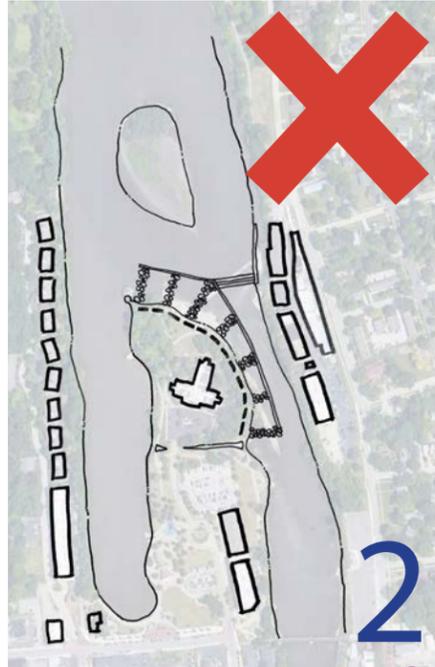
- Rapids not difficult for competitive events
- Third most expensive option
- Places high recreation traffic adjacent to the retirement community
- Required a levee or berm around the retirement home to mitigate flood damage
- Causes negative impacts to the Riverbank
- Loss of parking
- Not as beneficial to fish passage
- Reduces the water surface area of Depot Pond
- Pumps required to maintain surface elevation in Depot Pond
- May necessitate sediment removal and/or treatment
- Water area upstream of dam decreases and exposes riverbanks
- Rapids too short for salmon or competitive whitewater
- Most expensive Option
- Pumps required to maintain surface elevation in Depot Pond
- May necessitate sediment removal and/or treatment
- Water area upstream of dam decreases and exposes riverbanks
- Extensive improvements upstream including several riffles
- Second Expensive Option
- Costly and challenging to implement
- Includes significant modification to existing infrastructure
- Requires significant acquisition of private land

# Upper Batavia Dam - Alternative Evaluation Report, 2000

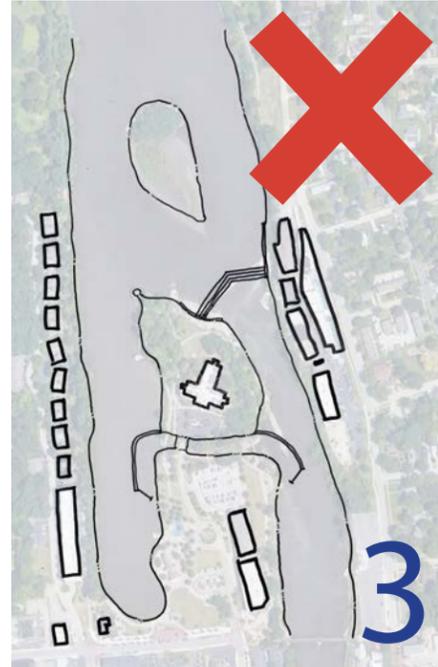
Alternative #1: Full Width Whitewater Rapid



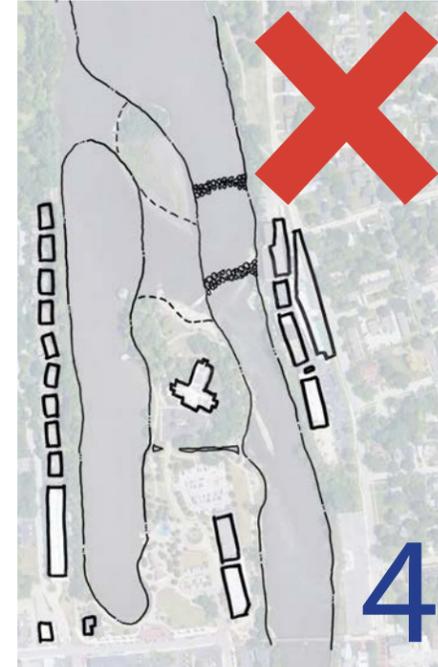
Alternative #2: Whitewater Bypass Channel



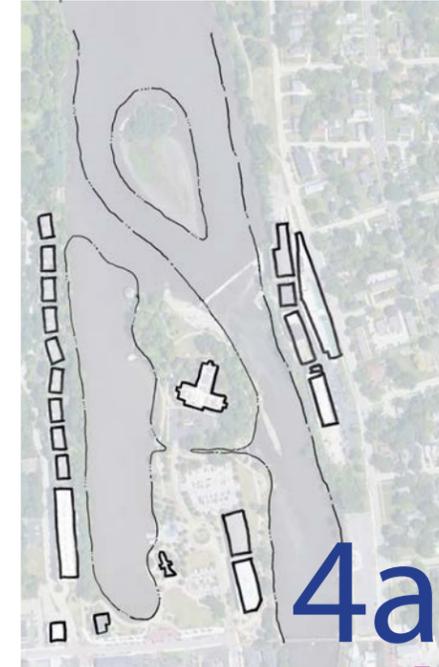
Alternative #3: Off-River Whitewater Course



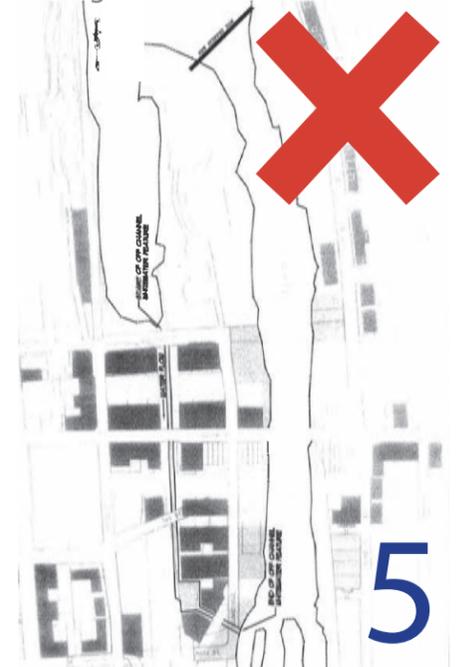
Alternative #4: Small Rapids with Depot Pond



Alternative #4a: Pool/Riffles with Depot Pond



Alternative #5: Whitewater through Downtown



## Refined Concepts

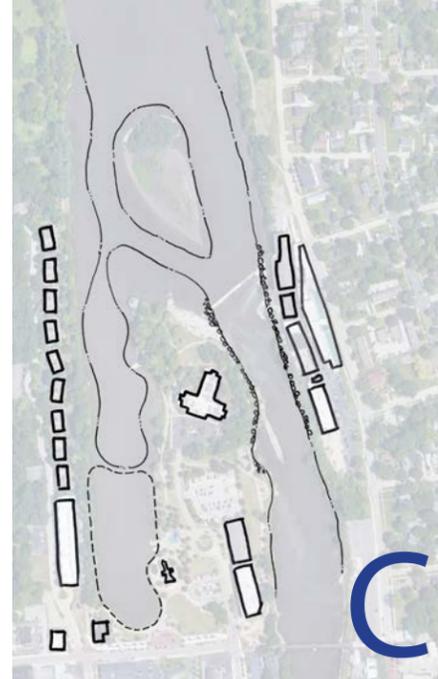
Concept B: Full Width Grade Control Structures



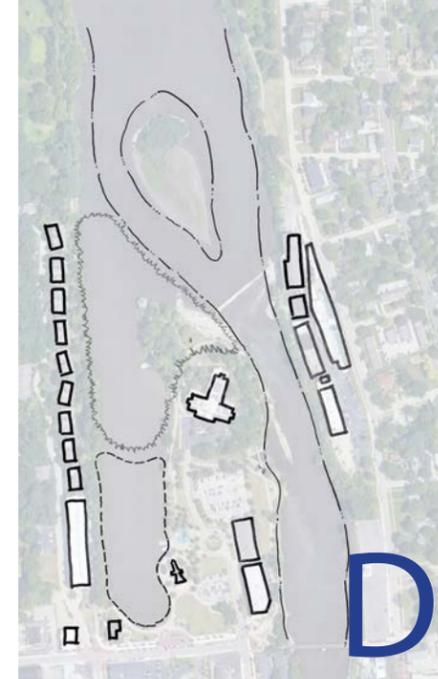
Concept E: Stepped Dam with Bypass Channel



Concept C: Dam Removal with Excavated Pond



Concept D: Dam Removal with Restoration



Concept A: Dam Removal with Berm

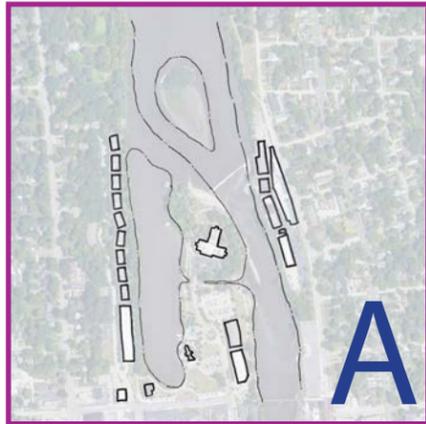


Comparison Matrix:

DAM OPTIONS				
Option A	Option B	Option C	Option D	Option E
X	X	X	X	X
X	X	X	X	X
X		X		
X	X	X	X	X
	X	X		X
X		X	X	X
X				X

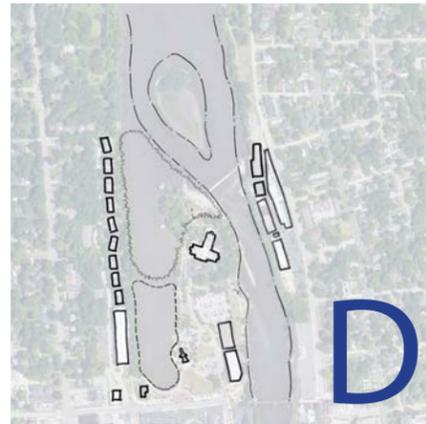
- Safety/ Boat Passage
- Fish Passage
- Recreation (Water)
- Flood Conveyance
- Water Quality
- Maintains Depot Pond
- Long-term Maintenance

## Refined Concepts - Community Input



\$4,500,000

cost per household: \$20 yearly



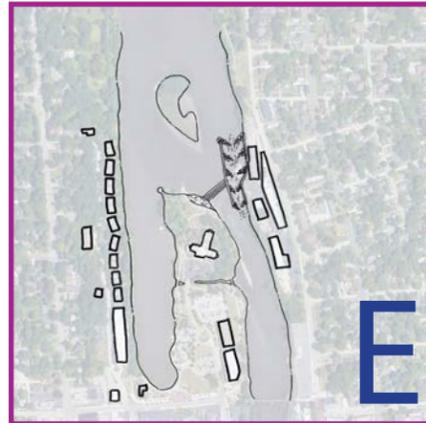
\$4,500,000

cost per household: \$20 yearly



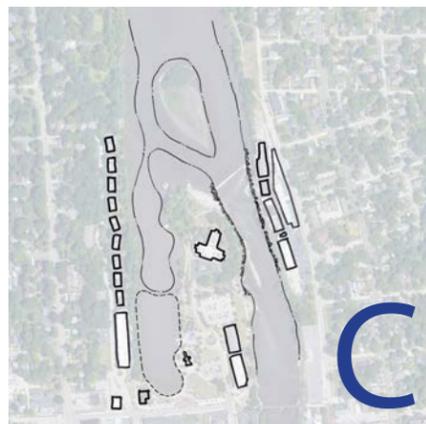
\$13,500,000

cost per household: \$67 yearly



\$13,500,000

cost per household: \$67 yearly



\$6,500,000

cost per household: \$30 yearly



53.8%

describe the dam as not important to the identity of Batavia

30.8%

describe the dam as important to the identity of Batavia

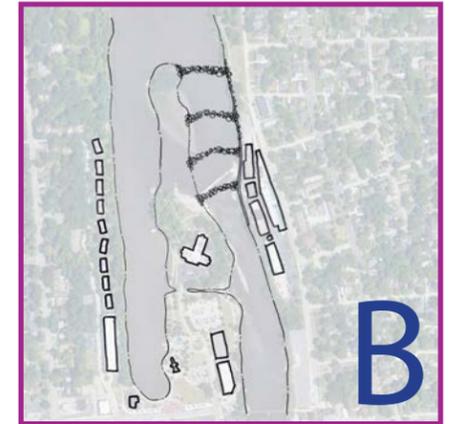
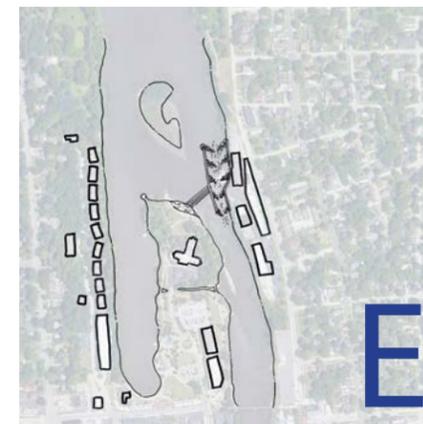
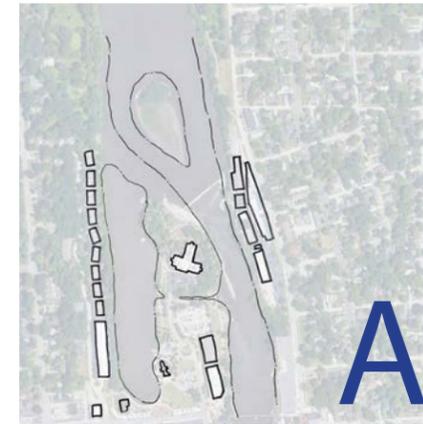
15.4%

describe the dam as very important to the identity of Batavia

Please rank the concepts, 5 = most favorite , 1 = least favorite



## Refined Concepts - City/Park District Input



In the final decided upon concept "B", the existing dam is modified/ lowered to create a series of rock weirs the full width of the river channel. An earthen berm is constructed from the north end of the Riverwalk out to Duck Island and a new dam/rock weir is installed at the north end of Duck Island that maintains the impoundment upstream of the dam and the current surface water level in Depot Pond. A conveyance channel is established in the center of the river channel that promotes safe passage during low-flow conditions. The designed river gradient targets moderate / medium-quick water for recreation opportunities while balancing cost and safety for non-motorized boat passage.

- Lowers safety concern for boat passage and a portage option is available.
- Beneficial for fish and mussel passage and provides additional habitat with the rock weirs.
- Low water quality improvement as the impoundment upstream of the dam is maintained.
- Creates an in-river recreation amenity with low to moderate degree of difficulty.
- Maintains the current surface water level in Depot Pond.
- Installs a new Class 3 (low hazard) Dam that requires routine maintenance, inspections, and liability insurance.
- Annual maintenance costs are estimated to be \$60,000 for native vegetation management and does not represent all-inclusive annual maintenance costs.



## Riverfront TOMORROW

This chapter transforms vision into reality, outlining goals, objectives, and the framework for the Batavia Fox River Corridor Master Plan by delving into the design of the Fox River Corridor and exploring the systematic implementation of the Master Plan

**Primary Target Market:**

Residents, with a focus on enhancing their enjoyment and engagement through improvements and adaptive reuse of existing infrastructure along the river corridor

**Secondary Target Market:**

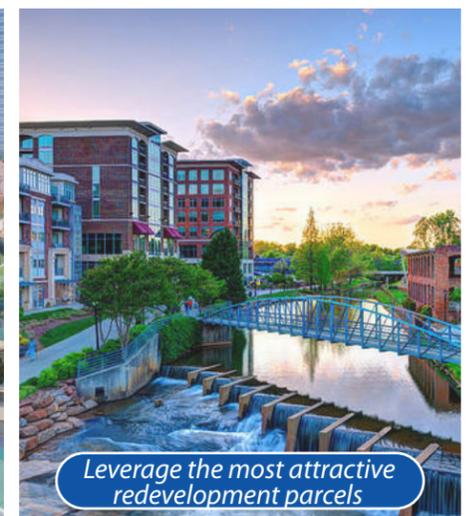
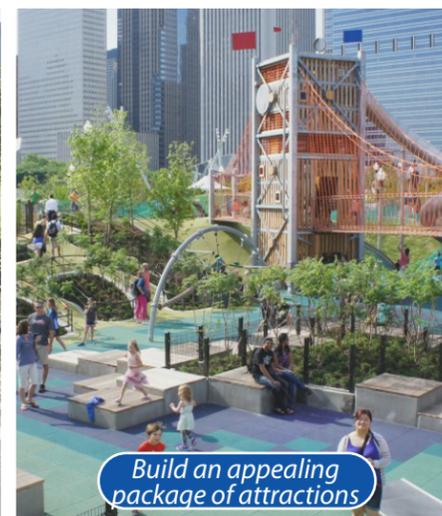
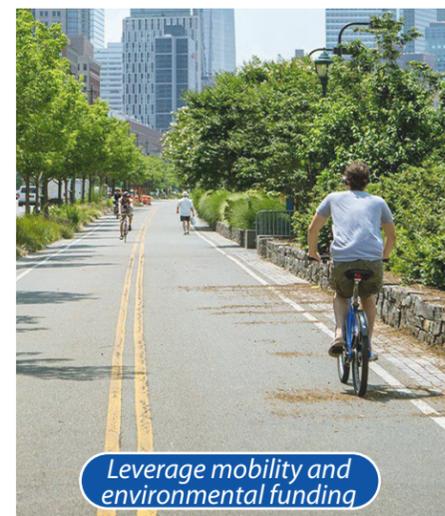
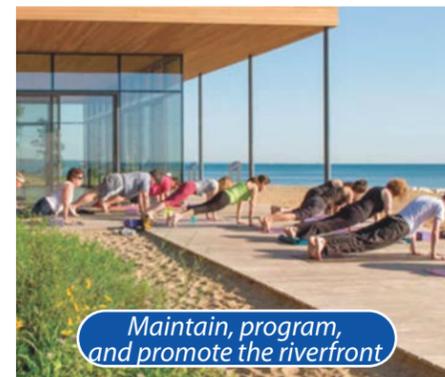
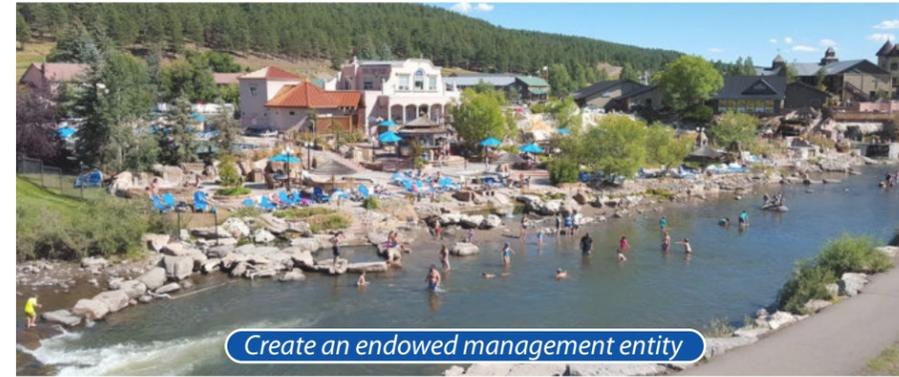
Non-residents utilizing the regional river corridor.

# Goals and Objectives

The Batavia Fox River Corridor Master Plan, shaped by community input, focuses on native landscaping, improved connectivity, and added amenities. It navigates mixed sentiments about the dam, prioritizes Depot Pond's continued use, and emphasizes community engagement and education.

The plan envisions a collaborative effort with neighboring communities to create a regional destination, emphasizing economic benefits, recreation, and ecological enhancements. By utilizing short-term and long-term strategies, the initiative aims for a thriving and accessible riverfront that reflects Batavia's rich history.

- 1 Establishing robust river **connections** that seamlessly integrate communities and recreational spaces, fostering cohesion and accessibility along the entire riverfront.
- 2 Offering diverse river **activities** for a vibrant waterfront experience, catering to a broad spectrum of interests and age groups.
- 3 Implementing strategies to enhance and sustain the river **ecology**, incorporating habitat restoration and biodiversity conservation.
- 4 Driving **economic growth** and elevating the river's **brand** through strategic development initiatives and cultural events showcasing its unique identity.
- 5 Undertaking a meticulous evaluation of dam/Depot Pond **alternatives** for sustainable water management and ecological balance.



## Dam and Depot Pond Framework

Stemming from the analysis of the Upper Batavia Dam - Alternative Evaluation Report, in the envisioned Master Plan the Batavia Dam and Depot Pond framework presents an innovative approach to enhance the natural flow of the river while addressing safety concerns and fostering recreational opportunities. The existing dam undergoes a strategic modification, incorporating a series of rock weirs spanning the entire width of the river channel. This modification not only ensures a safer passage for non-motorized boats but also introduces a portage option, mitigating potential safety risks. Simultaneously, an earthen berm extends from the riverwalk's north end to Duck Island, accompanied

by a new dam/rock weir at Duck Island's northern tip. This design preserves the impoundment upstream of the dam and maintains the current water level in Depot Pond. A central conveyance channel is established to facilitate safe navigation during low-flow conditions, catering to both recreation enthusiasts and the preservation of aquatic ecosystems.

This approach not only creates a diverse habitat for fish and mussels but also facilitates their passage, promoting biodiversity and enhancing the overall health of the river ecosystem while also preserving the water quality. Nevertheless, it's essential to note the flexibility of the design to accommodate funding requirements, highlighting the ongoing commitment required for the success of the riverfront.



## Envision / Prioritize

### Recreation Opportunities

The Batavia Fox River Corridor Master Plan reflects a keen understanding of the Fox River's natural beauty, positioning it as a central haven for community engagement and recreation. Thoughtfully weaving opportunities for outdoor activities, the plan crafts spaces that beckon residents to contemplate and actively participate in the surroundings. By focusing on the relationship between the community and the river, the area

evolves into a recreational destination, inspiring residents to explore, connect, and thrive within the urban setting of downtown Batavia. The inclusion of green spaces, elevated overlooks, and interconnected pathways signifies a holistic approach to recreation, envisioning a lively hub where community members can partake in a range of activities, immersing themselves in the scenic beauty of the riverfront environment. This Master Plan foresees a landscape where residents and visitors seamlessly integrate with the diverse ecosystem and their surroundings.



E Wilson St Bridge



Batavia Depot Museum



Riverwalk Gazebo



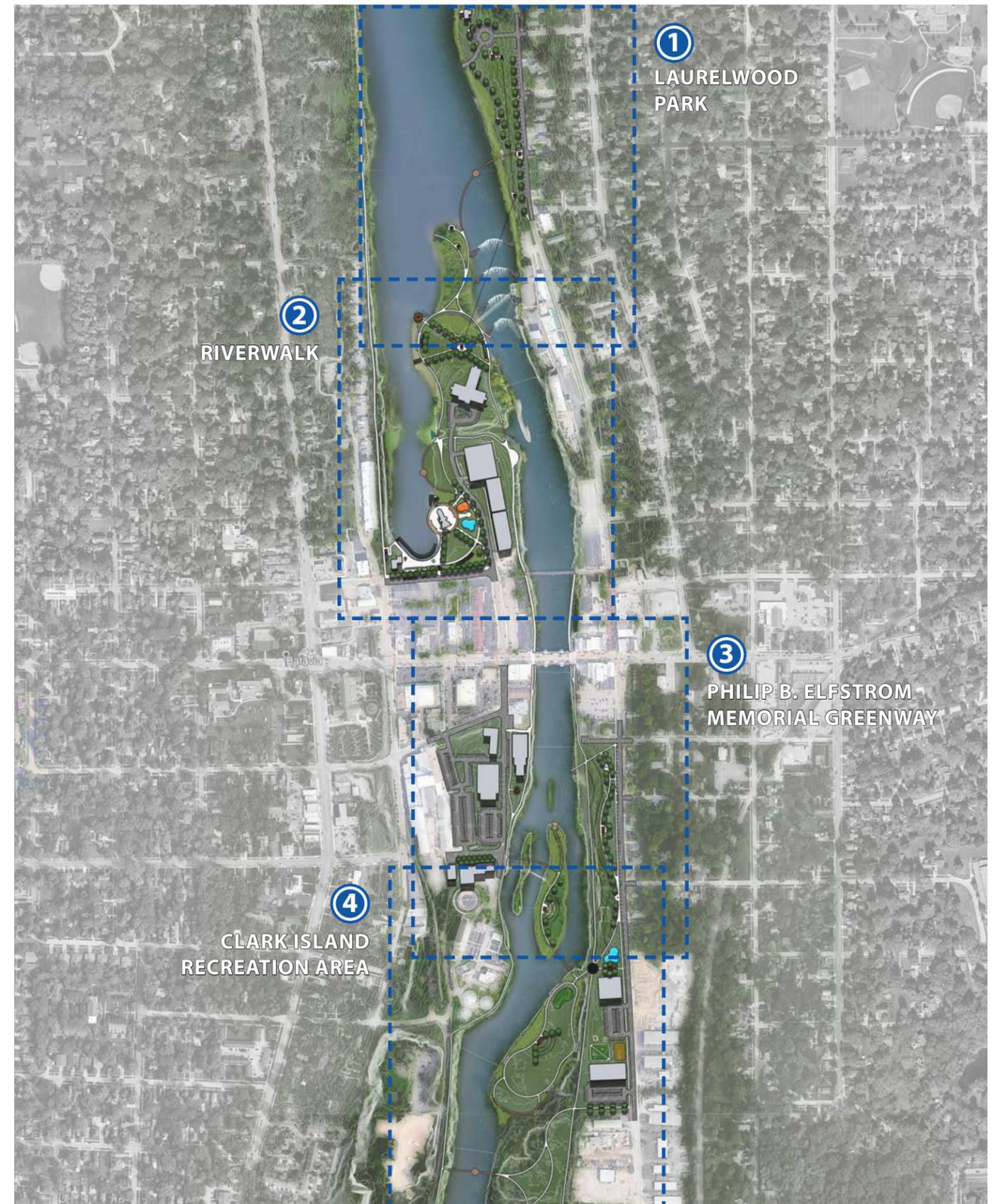
Riverwalk Outlook Near Dam



Peg Bond Center



Clark Island Northern Bridge



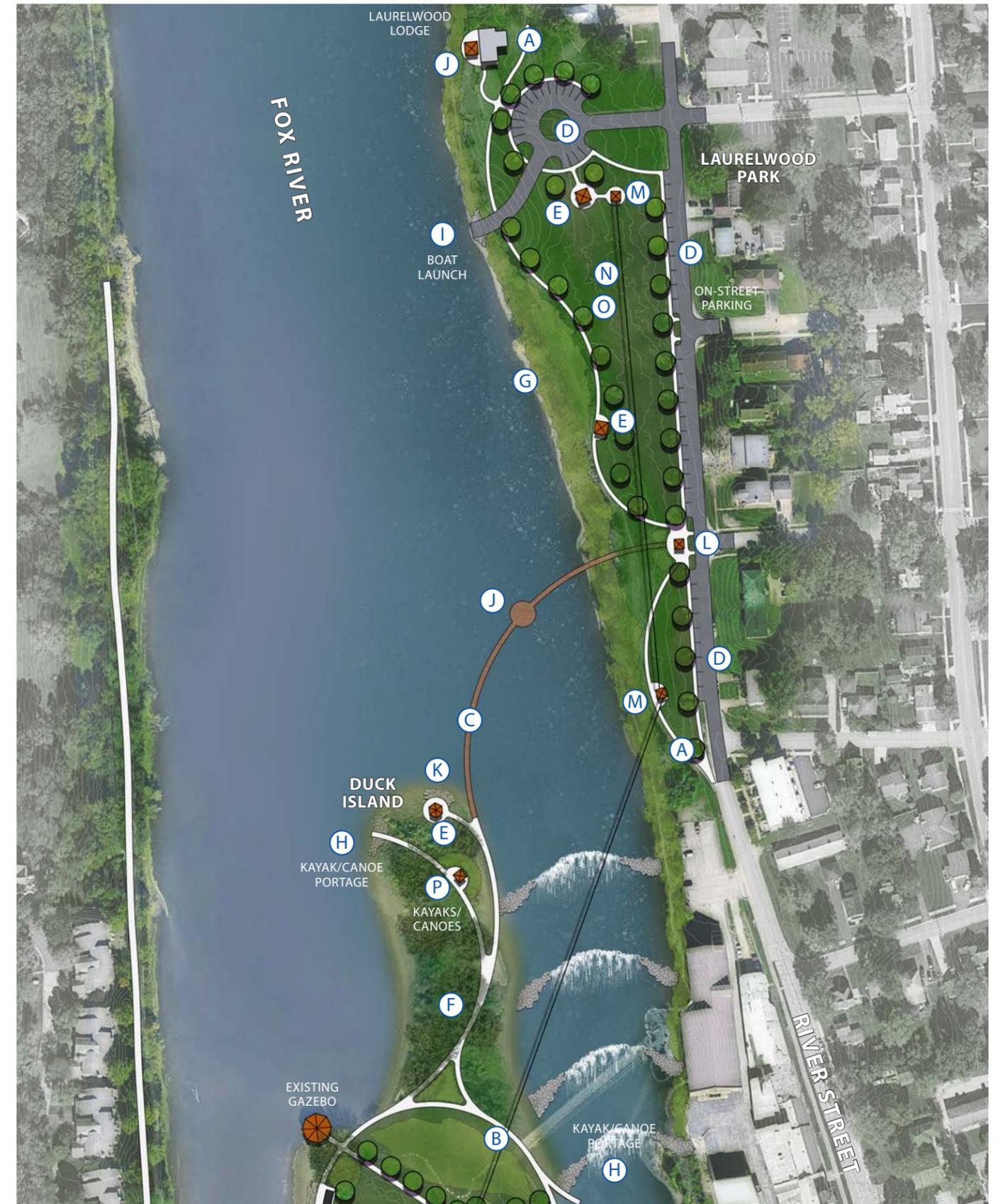
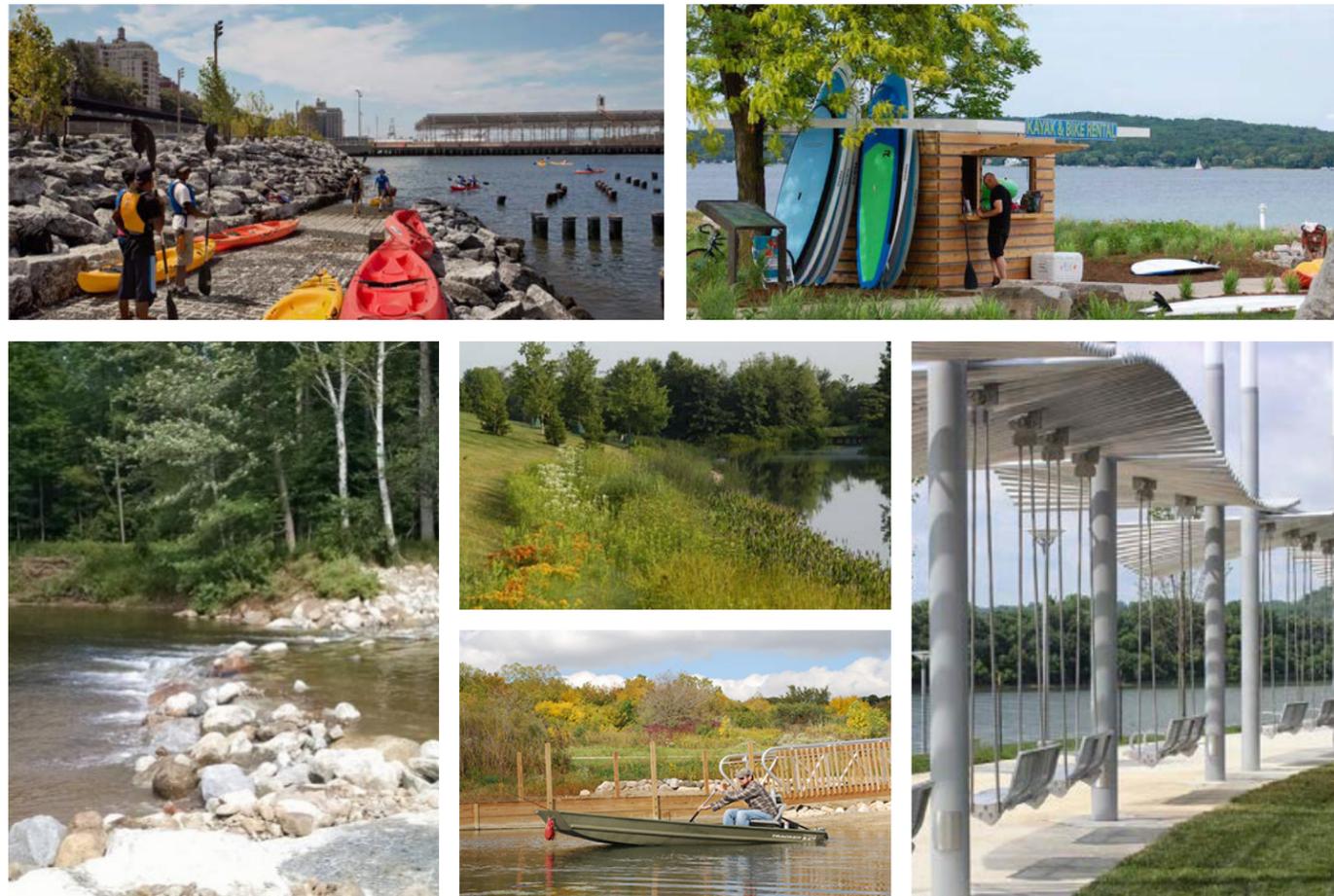
## Laurelwood Park

- 1
- 2
- 3
- 4

Nestled along the Fox River in Batavia, Illinois, the northernmost area of the Master Plan creates a dynamic community space. A winding bike trail and riverwalk invite outdoor activities, while pedestrian bridges over the water further aid in connectivity. Kayak, canoe, and boat launches cater to water enthusiasts and for the thrill seekers, the zipline course adds a touch of adventure. Furthermore, the overlooks provide a landscape for gatherings while promoting community bonding. These, along with other amenities, will encourage residents and visitors to engage with nature and with one other.

## Legend

- (A) Bike trail
- (B) Riverwalk
- (C) Pedestrian bridge
- (D) Parking
- (E) Picnic shelter
- (F) Earthen berm
- (G) Terraced bank
- (H) Kayak/canoe launch
- (I) Boat launch
- (J) Deck/overlook
- (K) Limestone outcropping
- (L) Trailhead plaza
- (M) Zipline course
- (N) Hammock station
- (O) Bocce courts
- (P) Paddle boat/kayak rentals



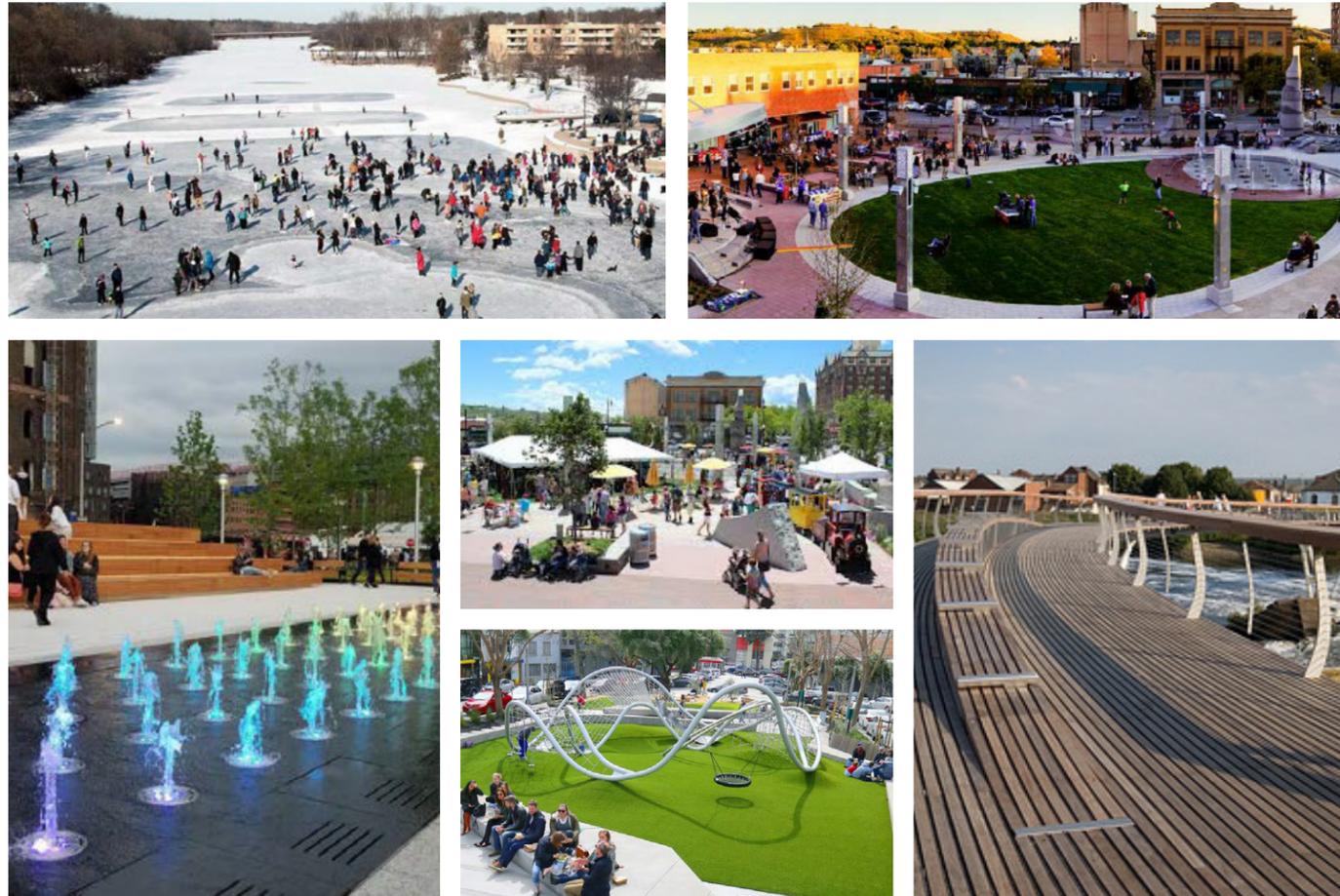
## Riverwalk

- 1
- 2
- 3
- 4

At the core of downtown, an expansive open green space serves as a versatile venue for gatherings and activity. A lively playground and splash pad promote active play and joyful escapades. Along the water's edge, the proposed boardwalk directly connects the community to the Fox River. Paddle boat and kayak rentals will encourage people to explore the water at their own pace while a boat dock further facilitates water access. Completing this vibrant space, an amphitheater will stand ready to host cultural events, art shows, concerts, and community performances, turning this downtown area into a thriving hub.

## Legend

- |                               |                       |
|-------------------------------|-----------------------|
| (A) Bike trail                | (Q) Playground        |
| (B) Riverwalk                 | (R) Splash/fountain   |
| (C) Boat dock                 | (S) Deck/overlook     |
| (D) Parking                   | (S) Existing fountain |
| (E) Boardwalk                 |                       |
| (F) Pedestrian bridge         |                       |
| (G) Kayak/canoe launch        |                       |
| (H) Limestone outcropping     |                       |
| (I) Zipline course            |                       |
| (J) Gateway/entry             |                       |
| (K) Paddle boat/kayak rentals |                       |
| (L) Swing benches             |                       |
| (M) Amphitheater seating      |                       |
| (N) Flag Day Monument         |                       |
| (O) Restroom building         |                       |
| (P) Event lawn                |                       |



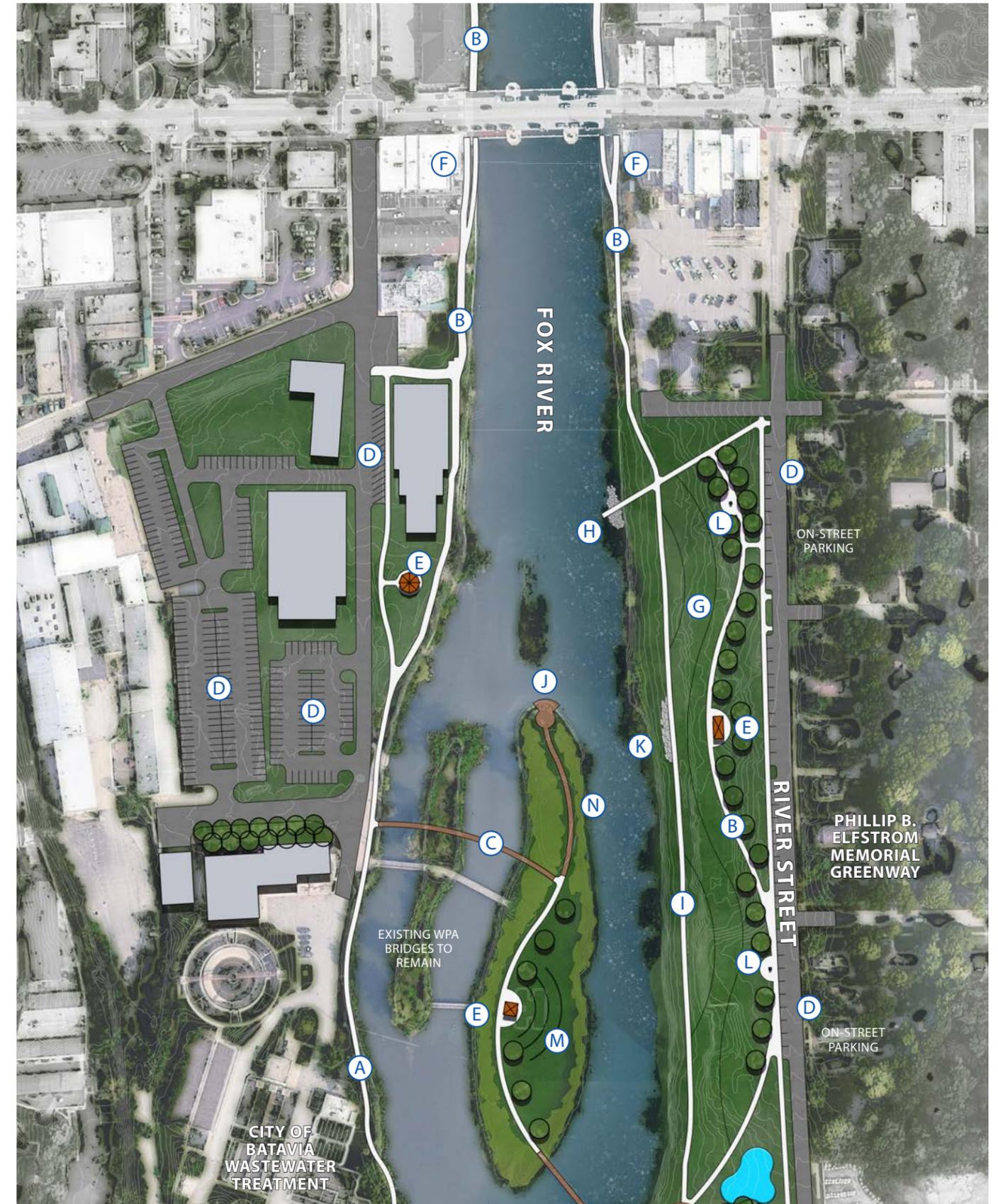
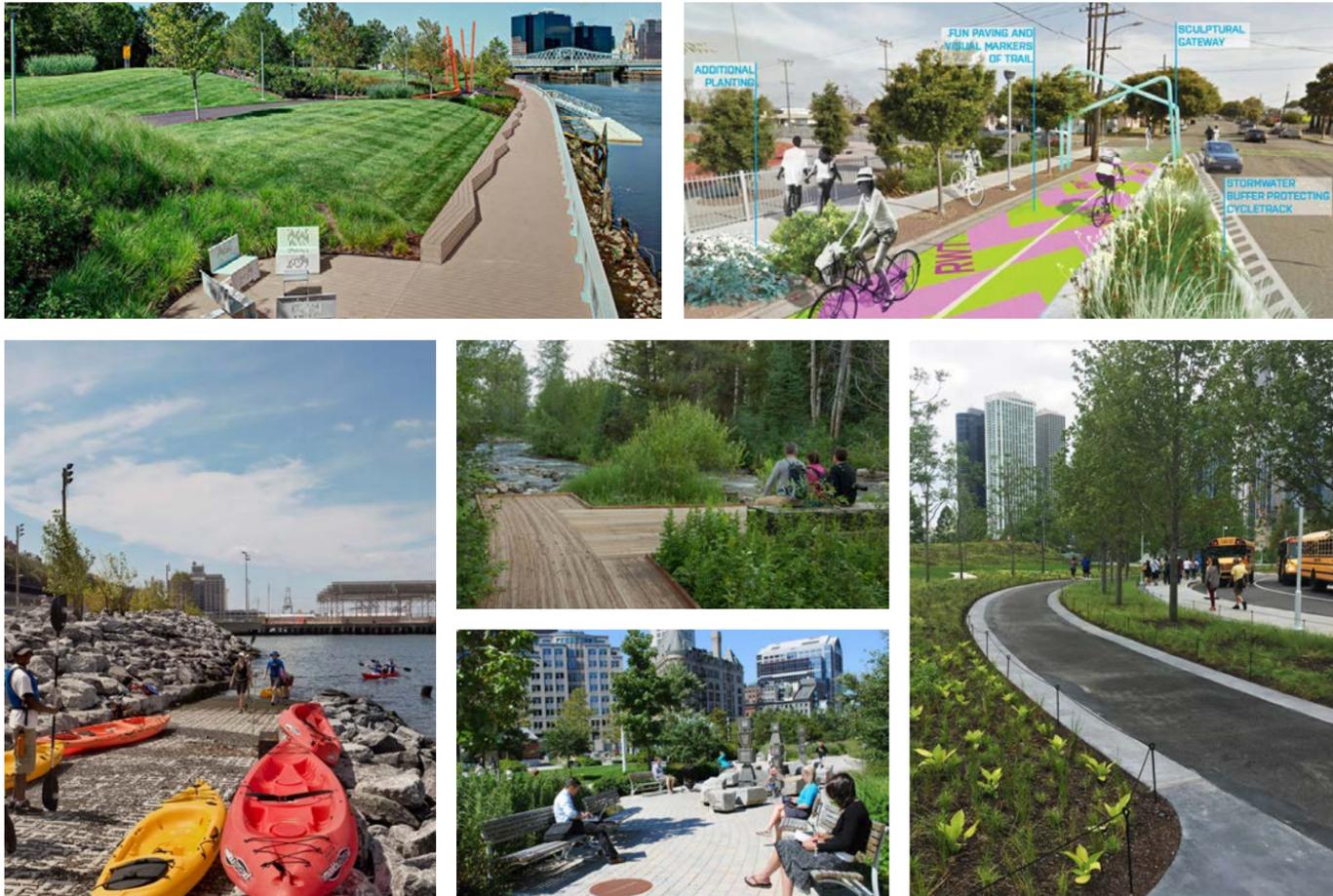
## Philip B. Elfstrom Memorial Greenway

- 1
- 2
- 3
- 4

South of Wilson Street, the continuation of the bike trail ensures a fluid connection for cyclists and pedestrians. ADA ramps and additional parking spaces will improve access to the riverfront for those visiting by either foot or car. The elevated overlook and limestone outcroppings provide comfortable spaces to reflect on the river, native plantings, and the natural wildlife. The art plazas will allow a space for community events to come to life, fostering creativity and vitality that will, in turn, help to enrich the fabric of Batavia's riverfront community.

## Legend

- (A) Bike trail
- (B) Riverwalk
- (C) Pedestrian bridge
- (D) Parking
- (E) Picnic shelter
- (F) Ramp
- (G) Terraced bank
- (H) Kayak/canoe launch
- (I) Lower pathway
- (J) Deck/overlook
- (K) Limestone outcropping
- (L) Art plaza
- (M) Amphitheater seating
- (N) Boardwalk



## Clark Island Recreation Area

- 1
- 2
- 3
- 4

In an effort to better utilize Clark Island, a recreation destination is laid out. Thrill-seekers can revel in the nearby tree tops ropes course, skate park, and pump track. A fitness station will encourage a healthier lifestyle, with the river providing a scenic backdrop for these outdoor workouts. Families can find joy at the nature playground, while interconnected boardwalks meander through the landscape and connect the various activity zones. Lastly, a multipurpose building provides an essential space for indoor activities and events at Clark Island and the riverfront as a whole.

## Legend

- (A) Bike trail
- (B) Pedestrian bridge
- (C) Parking
- (D) Picnic shelter
- (E) Deck/overlook
- (F) Limestone outcropping
- (G) Amphitheater seating
- (H) Hammock station
- (I) Nature playground
- (J) Fitness station
- (K) Tree tops ropes course
- (L) Multi-purpose building
- (M) Maintenance building
- (N) Skate park
- (O) Pump track



# Implement

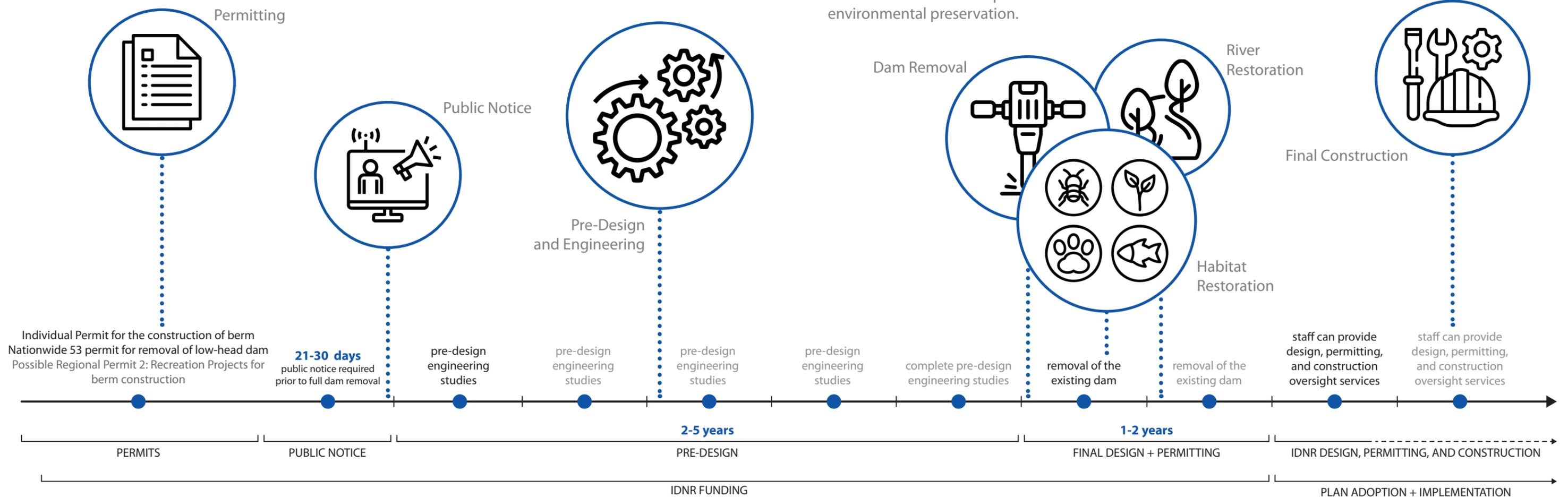
The Riverfront TODAY documents the substantial strengths and some formidable challenges within the riverfront’s resources and landscape, while spotlighting the diverse array of stakeholders involved. The Riverfront TOMORROW outlines a comprehensive strategy aimed at positioning Batavia as a premier riverfront community in Illinois. As the final stage in the planning process, the Implementation segment demonstrates how Batavia’s Fox River Corridor Master plan can be actualized in the coming years and how intergovernmental relationships can assist in this regard.

Throughout the planning process, the Illinois Department of Natural Resources (IDNR) and the U.S. Army Corps of Engineers (USACE) provided insights into additional grant funding, permitting requirements, and ramifications associated with the removal of the dam. The expressed preference from IDNR and USACE for a comprehensive 100% dam removal reflects a visionary commitment to improving safety, aquatic habitats, and the river’s overall health, ensuring a future where the riverfront becomes a thriving ecosystem.

Although permitting will be challenging and take time given the expansive nature of the project, IDNR

would be engaged throughout the entirety of the project, assisting in design, permitting, and construction oversight. Additionally, there is the possibility of the Park District and City to engage external consultants for specific phases and to explore other funding or partnership opportunities.

Drawing inspiration from the progress witnessed in neighboring communities such as North Aurora and Carpentersville, and guided by the shared wisdom from IDNR and USACE, the Task Force has developed a roadmap for the project’s future. This map, showcased below, encapsulates a comprehensive approach to river revitalization in Batavia, promising a balance between development and environmental preservation.



# Appendices

Appendix A: Online Survey Results	53
Appendix B: Online Survey Results - Written Response Summaries	74
Appendix C: Community Engagement Summary for Potential Dam Removal/Modification	78
Appendix D: FAQ Responses	81
Appendix E: Stakeholder Interviews Summary	94
Appendix F: Board Workshop Summary	99
Appendix G: Recreation Alternatives for the Fox River Corridor Master Plan	103
Appendix H: Target Market and Comparable Active River Projects Memo	140
Appendix I: Batavia Park District Comprehensive Master Plan Strategies	143
Appendix J: Master Plan Strategy Memorandum	146
Appendix K: Project, Objectives, and Permitting Meeting Summary with USACE	148

# Appendix A: Online Survey Results



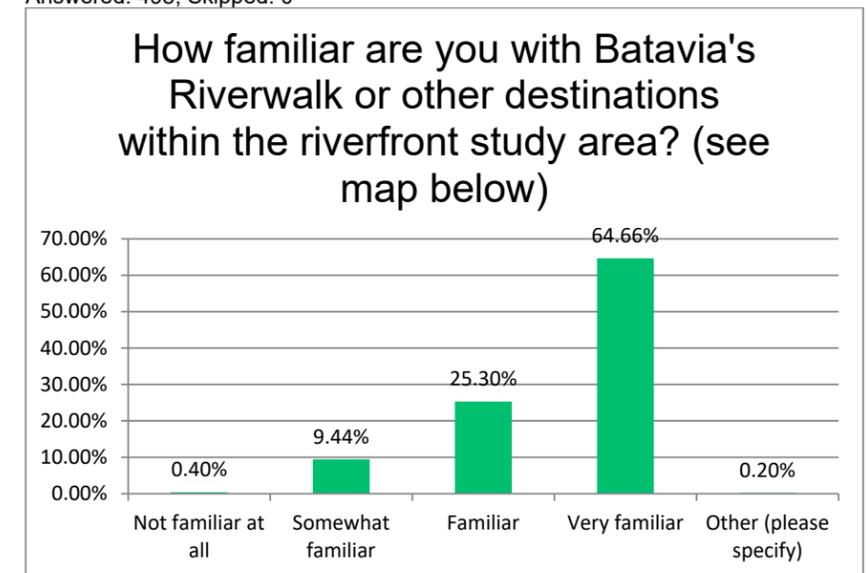
**Memo**

Date: May 3, 2021  
 To: Laura Newman, City of Batavia  
 Allison Niemela, Batavia Park District  
 From: Jenna Beck, Hitchcock Design Group

**RE: Batavia Fox River Corridor Master Plan**

**Survey Summary:**  
 498 survey responses

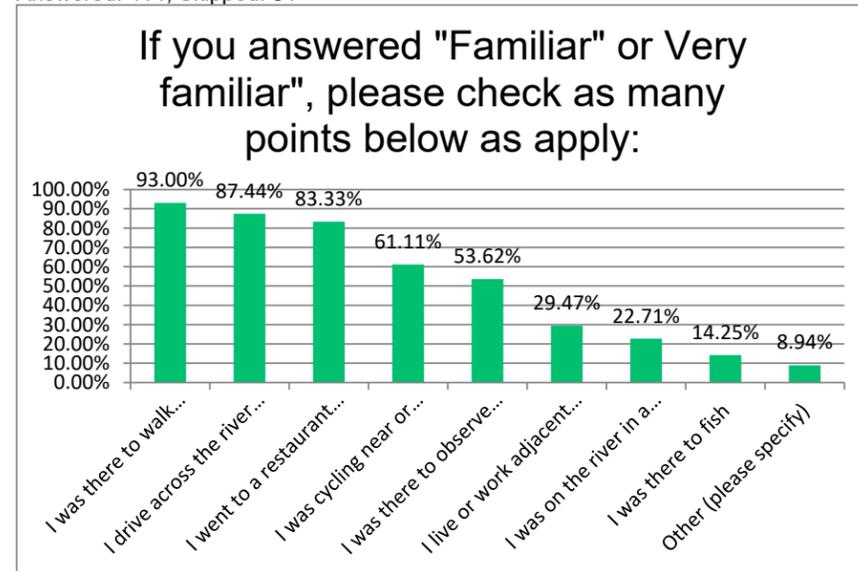
1. How familiar are you with Batavia's Riverwalk or other destinations within the riverfront study area? (see map below)  
 Answered: 498, Skipped: 0



(1) Other response recorded:  
 • live on the Riverwalk



2. If you answered "Familiar" or Very familiar", please check as many points below as apply:  
Answered: 414, Skipped: 84

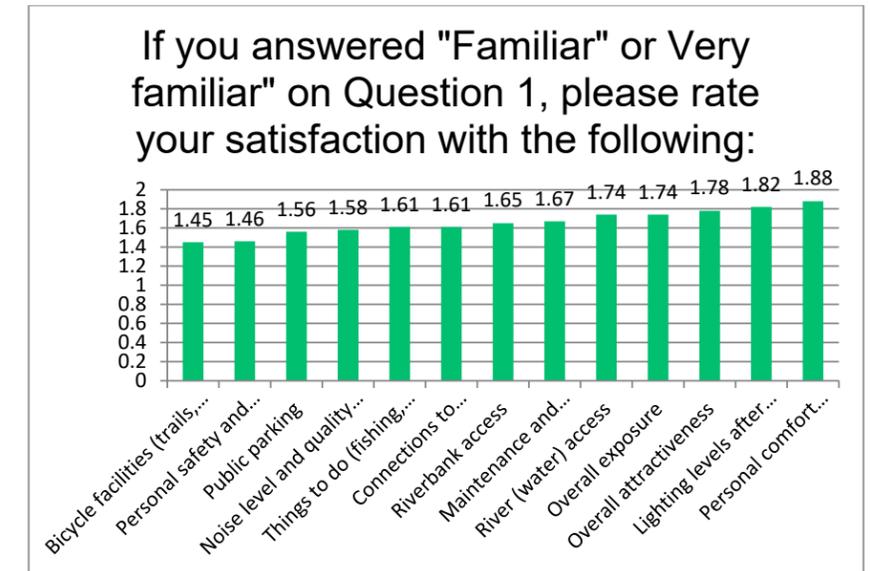


- a. I was there to walk along the river trails or Riverwalk
- b. I drive across the river to and from downtown
- c. I went to a restaurant near the river
- d. I was cycling near or across the river
- e. I was there to observe wildlife in and along the river
- f. I live or work adjacent to the river
- g. I was on the river in a kayak, canoe, or other watercraft
- h. I was there to fish
- i. (37) Other responses recorded. They include:
  - Volunteer with the wildflower sanctuary or Kane County Forest Preserve
  - Attend local events at / near the river
  - Recreation (utilize the playground, bike, run, walk, ice skate, etc.)
  - Photography



3. If you answered "Familiar" or Very familiar" on Question 1, please rate your satisfaction with the following:  
Answered: 413, Skipped: 85

Responses to this question are weighted with a value of 1-3. The lower the number, the higher the level of satisfaction with that item.

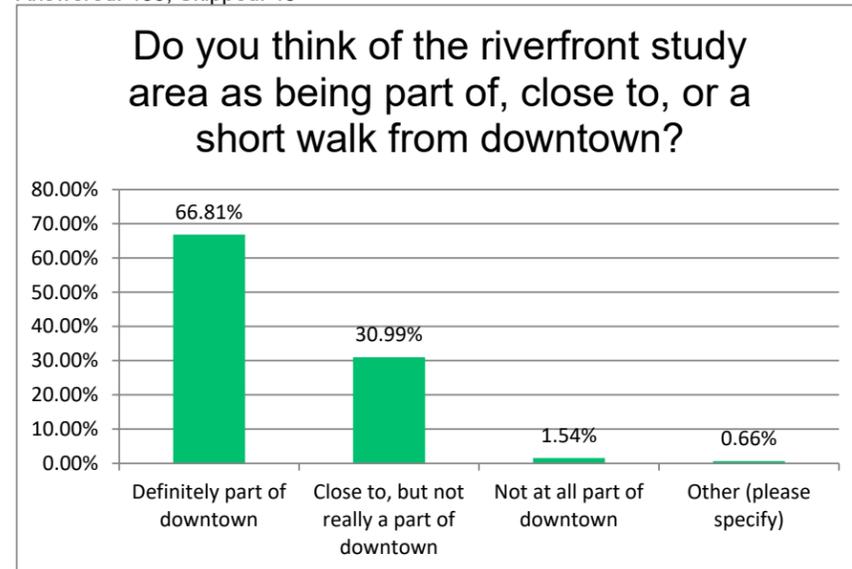


- a. Bicycle facilities (trails, parking, maps, etc.)
- b. Personal safety and security
- c. Public parking
- d. Noise level and quality (water, vehicles, etc.)
- e. Things to do (fishing, cycling, playing, attending events, eating/drinking, walking, etc.)
- f. Connections to downtown and other nearby destinations
- g. Riverbank access
- h. Maintenance and cleanliness
- i. River (water) access
- j. Overall exposure
- k. Overall attractiveness
- l. Lighting levels after sunset
- m. Personal comfort (appearance, seating, directional information, restrooms)



4. Do you think of the riverfront study area as being part of, close to, or a short walk from downtown?

Answered: 455, Skipped: 43



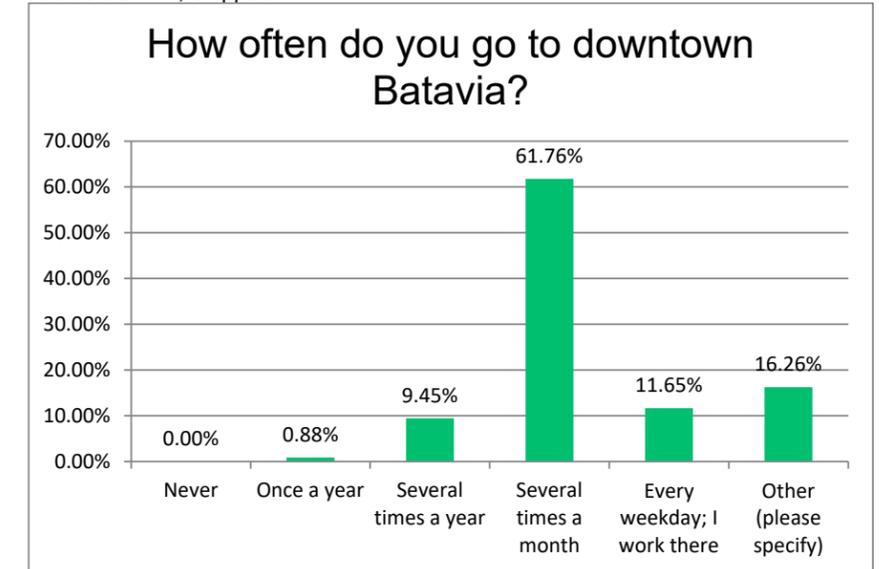
(3) Other responses recorded. They include:

- Unsure
- Both in town and close to town
- Downtown is connected to/runs through it



5. How often do you go to downtown Batavia?

Answered: 455, Skipped: 43

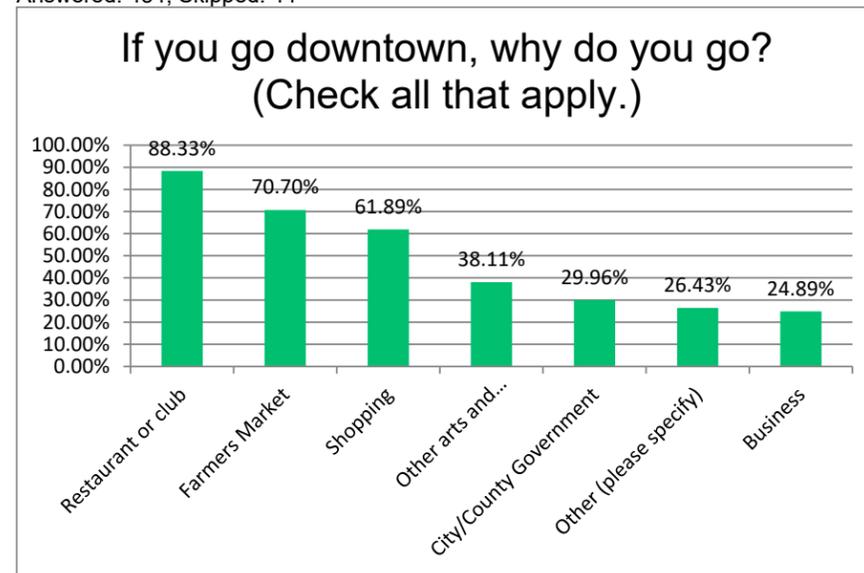


(74) Other responses recorded. They include:

- daily / daily because I live there
- almost daily / almost daily, but I don't work there
- several times a week / several times a week but less in winter
- once a week or more



6. If you go downtown, why do you go? (Check all that apply.)  
Answered: 454, Skipped: 44

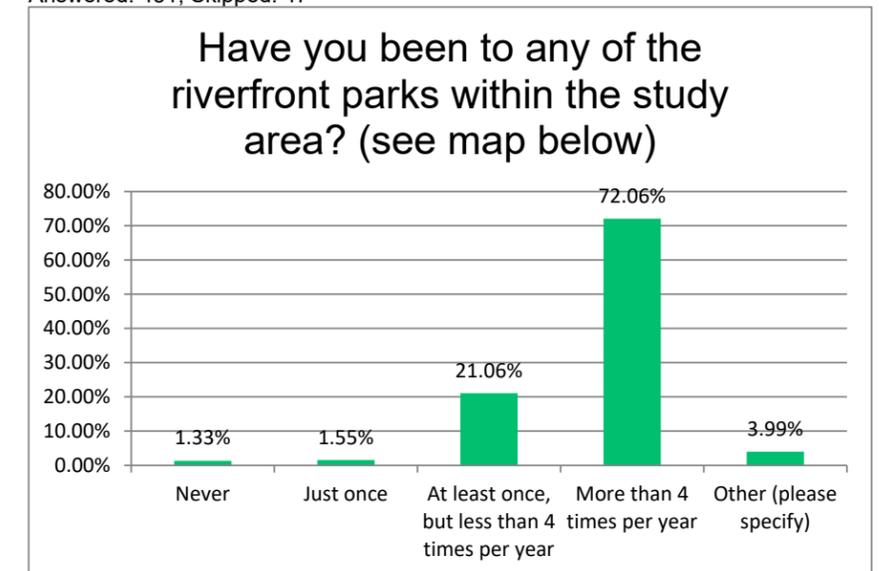


- a. Restaurant or club
- b. Farmers Market
- c. Shopping
- d. Other arts and entertainment
- e. City/County Government
- f. Other (please specify)
- g. Business

- (120) Other responses recorded. They include:
- Recreation (walking, dog walking, biking, playground)
  - Water recreation (boating, kayaking, skating, fishing)
  - Visit wildflower sanctuary
  - Visit the library
  - Attend church
  - Volunteer at local facilities



7. Have you been to any of the riverfront parks within the study area? (see map below)  
Answered: 451, Skipped: 47

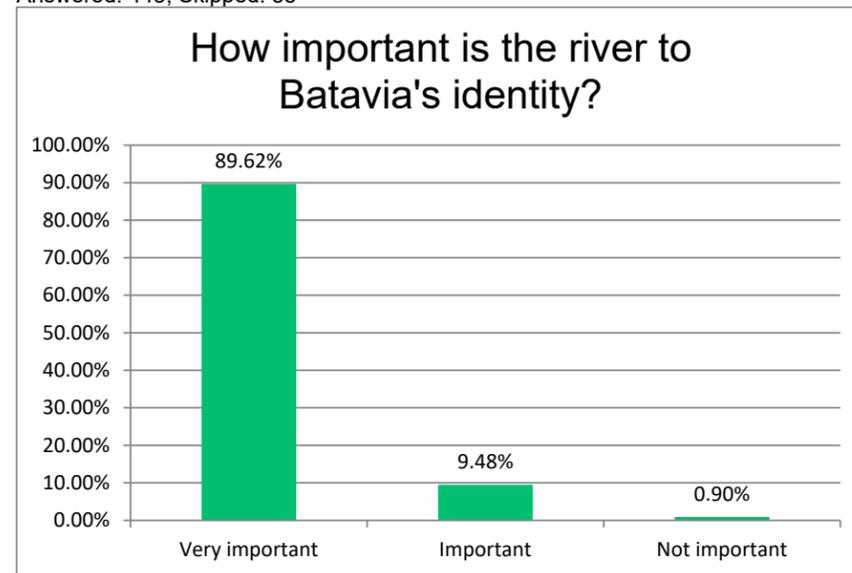


(18) Other responses recorded. They include:

- daily
- almost daily
- weekly
- monthly



8. How important is the river to Batavia's identity?  
Answered: 443, Skipped: 55



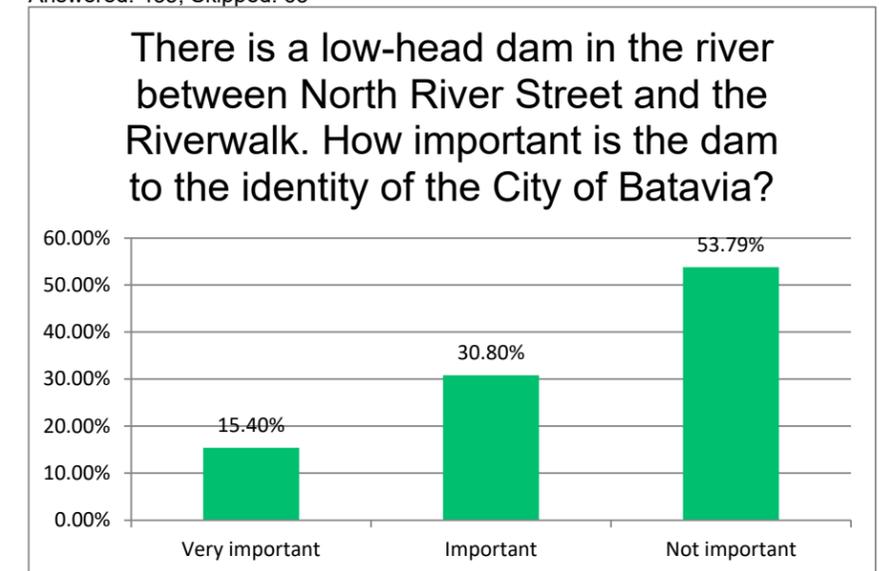
9. Please explain.  
Answered: 332, Skipped: 166

Open-ended response. Full list of responses is included, but common topics include:

- Central feature of the city
- The city's identity is based around the river, river is historically important to Batavia
- Unique feature that differentiates Batavia from other surrounding cities
- Adds recreation, economic, and tourism value to the city
- The reason why many people moved to Batavia
- Great asset, but underutilized (need more river-facing businesses like shops, restaurants, and rooftop bars)



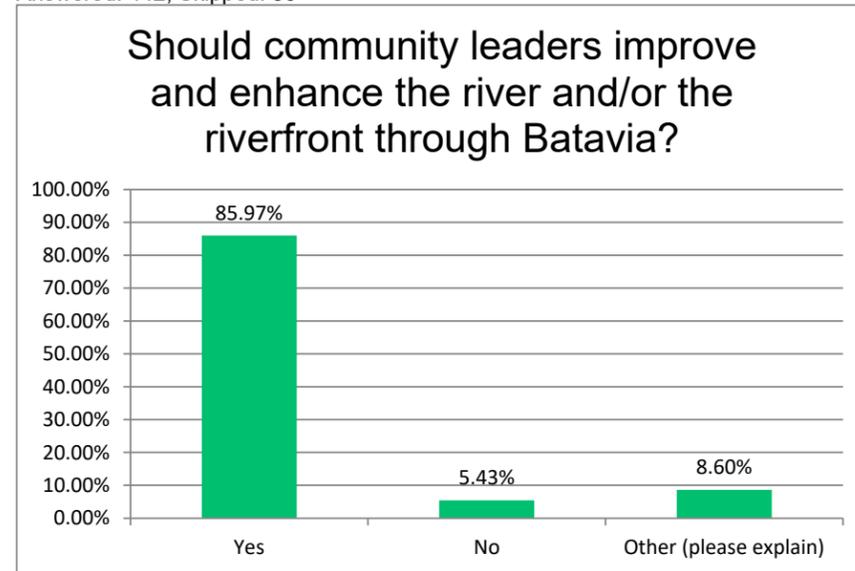
10. There is a low-head dam in the river between North River Street and the Riverwalk.  
How important is the dam to the identity of the City of Batavia?  
Answered: 435, Skipped: 63





11. Should community leaders improve and enhance the river and/or the riverfront through Batavia?

Answered: 442, Skipped: 56



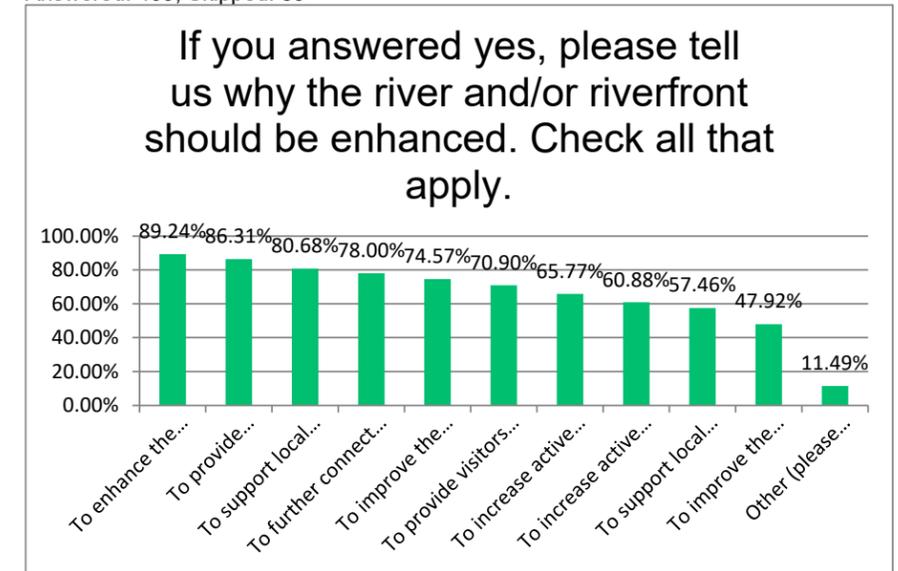
(38) Other responses recorded. They include:

- Unsure of what this means, difficult to answer without seeing any kind of plans
- Fix the dam
- Remove the dam
- Keep the dam – the existence of the pond requires it
- Alleviate the flooding of local businesses
- Native plantings / restore ecologically / limit surrounding development
- No, not if it means limiting business development along the river



12. If you answered yes, please tell us why the river and/or riverfront should be enhanced. Check all that apply.

Answered: 409, Skipped: 89



- To enhance the heart of downtown
- To provide residents with more to do
- To support local businesses and the local economy
- To further connect the downtown and riverfront
- To improve the image of the area
- To provide visitors with more to do
- To increase active land-based recreation
- To increase active water-based recreation
- To support local arts and culture
- To improve the accessibility of the area
- (47) Other responses recorded. They include:
  - improve erosion / alleviate flooding
  - improve environmental condition / river ecology, restore the health of the river
  - provide more recreational opportunities (fishing, boating, kayaking, etc.)
  - increase passive land
  - limit commercialization, keep it nature focused and historical
  - bring more businesses to the riverfront, more restaurants



13. If you answered yes, please tell us what improvements will enhance the Fox River and/or the Batavia Riverfront? Check all that apply.  
Answered: 410, Skipped: 88



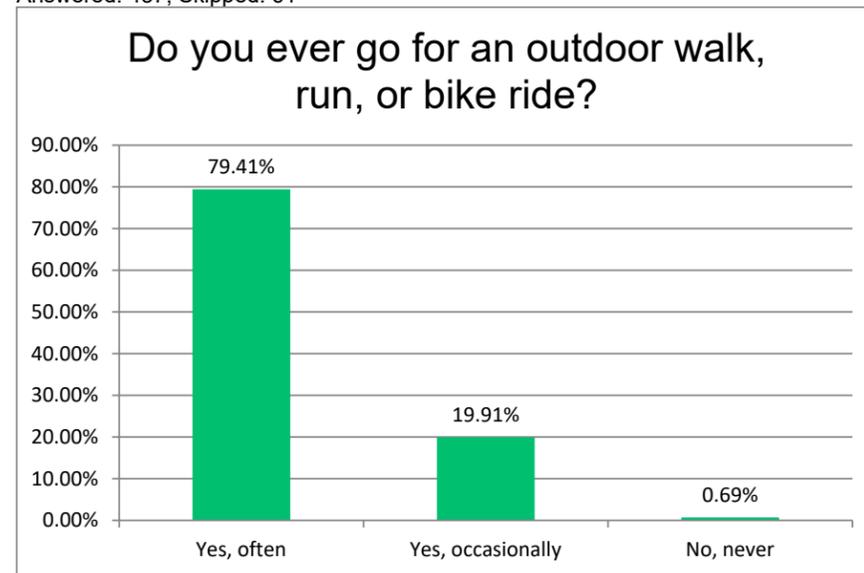
- a. More native landscaping and riverfront stabilization (69.51%)
- b. More food and dining options (64.15%)
- c. More festivals and other special events (60.73%)
- d. Public restrooms (60.24%)
- e. Remove invasive (non-native) vegetation (58.29%)
- f. Boat, canoe, kayak rental (55.85%)
- g. More trail connections and bicycle facilities (52.44%)
- h. Seating (48.05%)
- i. Better playgrounds or adventure courses (47.56%)
- j. Better riverbank access (45.61%)
- k. More ornamental landscaping and riverfront beautification (42.93%)
- l. More decorative lighting (42.93%)
- m. Tables (42.20%)
- n. Spaces for more small events (39.51%)
- o. Better river (water) access (38.05%)
- p. Temporary public art exhibitions (36.34%)
- q. Improved watercraft navigability through Batavia (35.61%)
- r. Permanent public art (32.20%)
- s. Shelters (30.73%)
- t. Fitness stations (29.51%)
- u. Better places to fish (25.85%)
- v. More public parking spaces (25.12%)
- w. Whitewater course (22.44%)
- x. Surveillance cameras (21.95%)



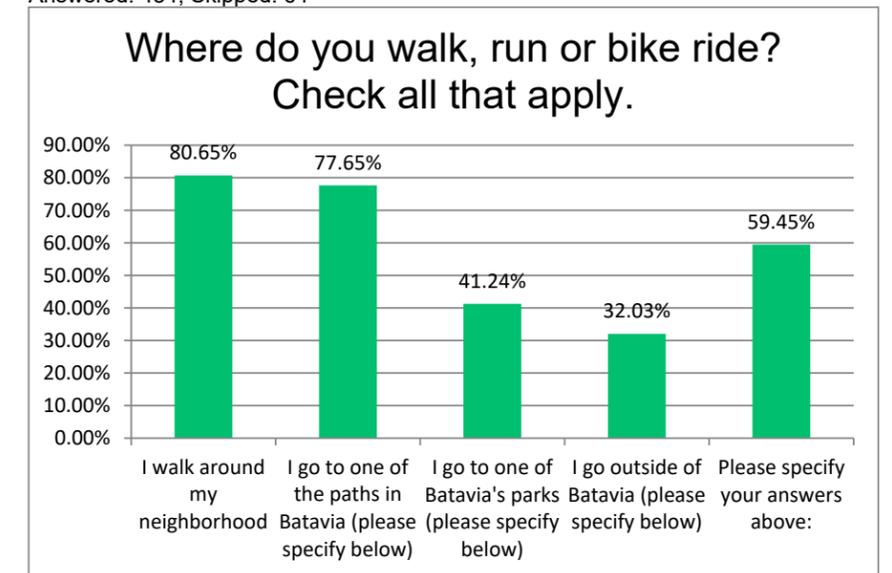
- y. (34) Other responses recorded. They include:
  - riverfront dining, more variety of dining options
  - dam removal, improve navigability of river
  - limit development, new buildings should match historic architecture, limit new building heights
  - riverfront hotel / lodging like in Geneva – will give visitors a reason to stay in Batavia longer
  - More trails, better maintenance on existing trails



14. Do you ever go for an outdoor walk, run, or bike ride?  
Answered: 437, Skipped: 61



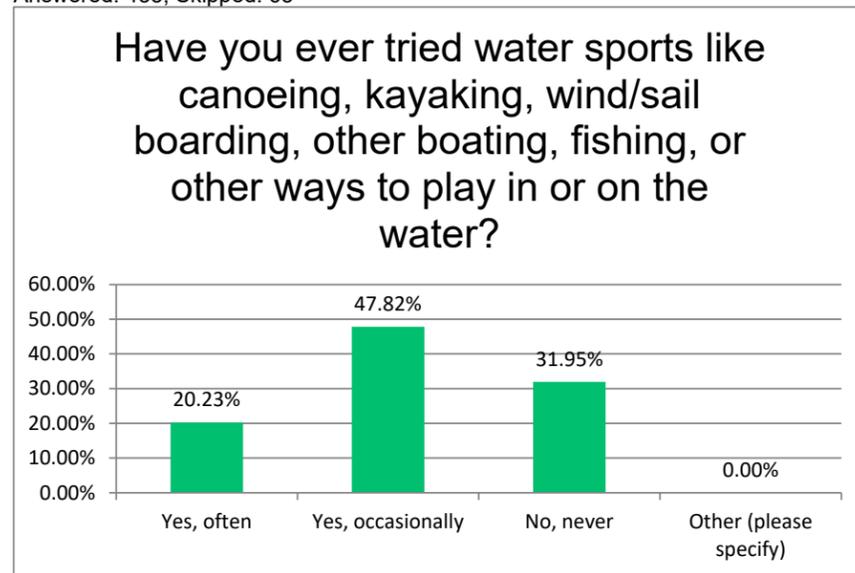
15. Where do you walk, run or bike ride? Check all that apply.  
Answered: 434, Skipped: 64



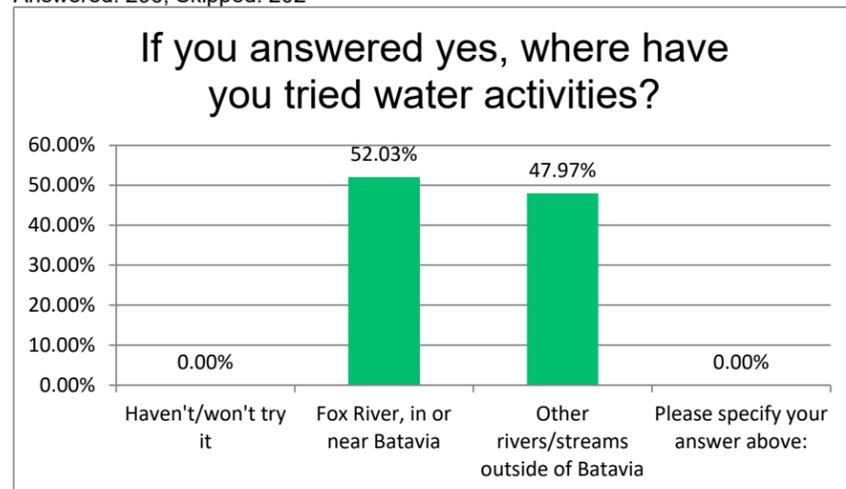
- (258) Specified their answers. A full list is attached. Common answers include:
- Fox River Trail
  - Prairie Path
  - Fabyan Forest Preserve / other local Forest Preserves (both Kane County and DuPage County)
  - Peck Farm
  - Various BPD parks
  - Batavia Riverwalk
  - Morton Arboretum
  - Fermi Lab



16. Have you ever tried water sports like canoeing, kayaking, wind/sail boarding, other boating, fishing, or other ways to play in or on the water?  
Answered: 435, Skipped: 63



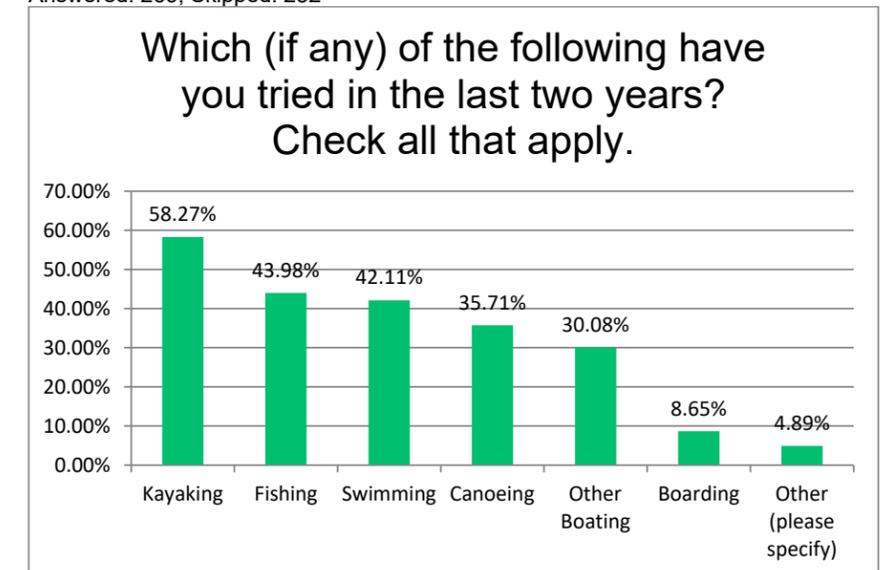
17. If you answered yes, where have you tried water activities?  
Answered: 296, Skipped: 202



18. What other rivers/streams have you tried water activities at?  
Answered: 112, Skipped: 386  
Full list is attached. Common answers include:

- Mississippi River
- out of state
- Fox River, but in other cities
- Wisconsin
- Ocean
- Colorado River
- DuPage River

19. Which (if any) of the following have you tried in the last two years? Check all that apply.  
Answered: 266, Skipped: 232

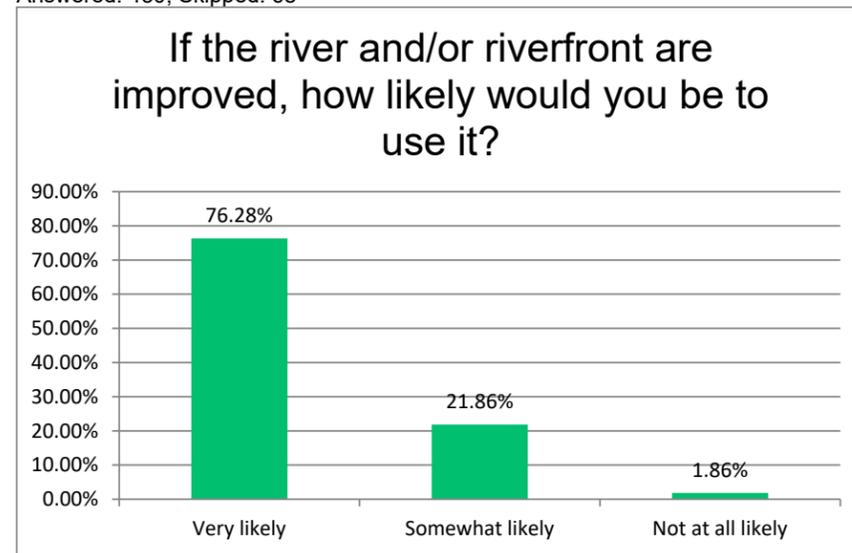


(13) Other responses recorded. They include:

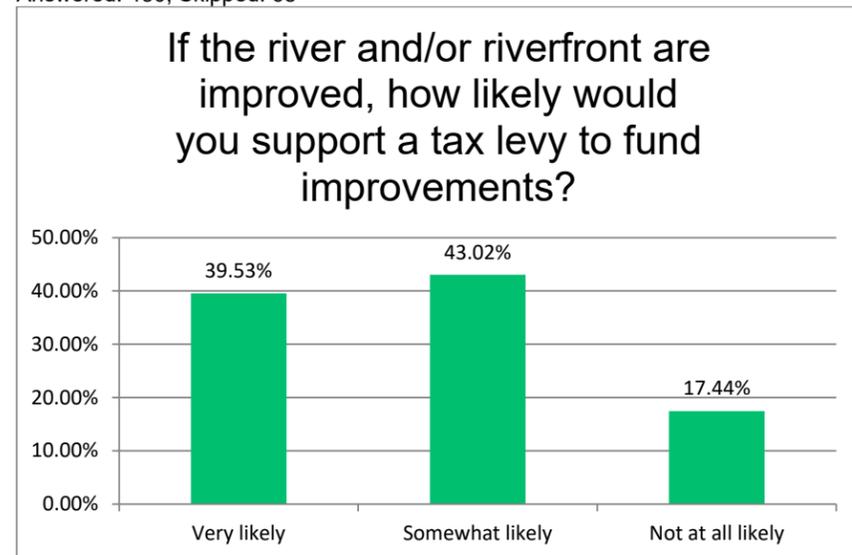
- paddleboat
- swimming (not in the river)
- jet ski / wave runner



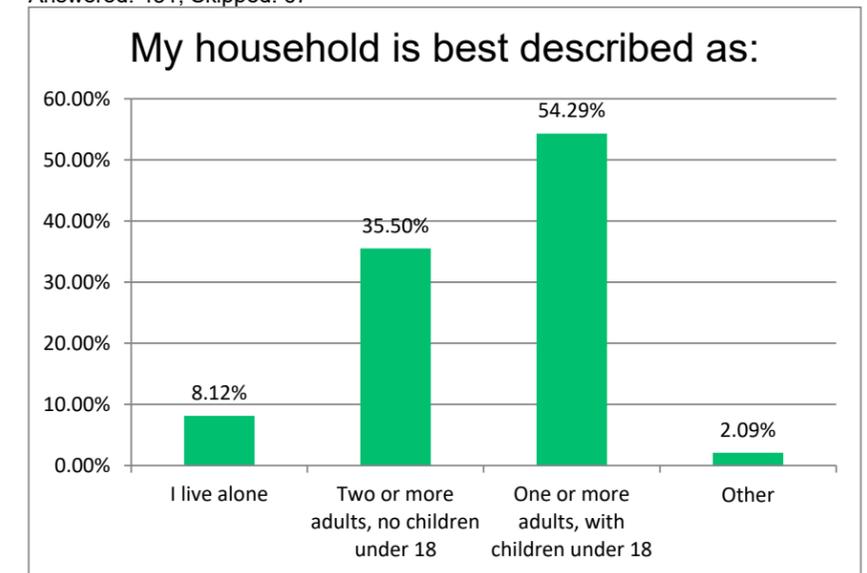
20. If the river and/or riverfront are improved, how likely would you be to use it?  
Answered: 430, Skipped: 68



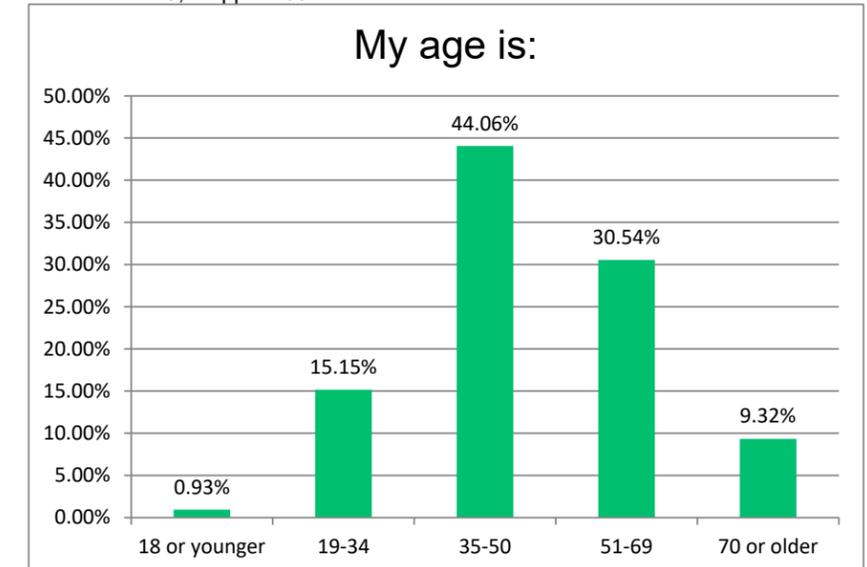
21. If the river and/or riverfront are improved, how likely would you support a tax levy to fund improvements?  
Answered: 430, Skipped: 68



22. My household is best described as:  
Answered: 431, Skipped: 67



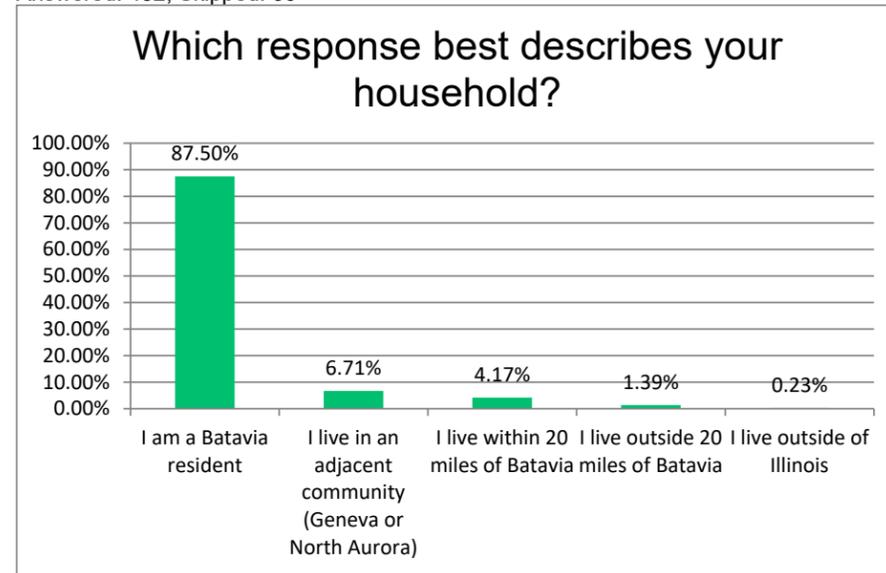
23. My age is:  
Answered: 429, Skipped: 69





24. Which response best describes your household?

Answered: 432, Skipped: 66



25. If you would like to be notified by email about future public meetings, please provide your email address here:

Answered: 165, Skipped: 333

A full list of provided email addresses is attached.

cc: Task force team  
Bill Inman / Steve Konters / Lacey Lawrence, HDG

## Appendix B: Online Survey Results - Written Response Summaries



## Survey Written Response Summaries

Date: January 15, 2024

The following is a summary of the overall themes that emerged from the written responses received during the Batavia Fox River Corridor Master Plan online survey:

### Q.9 How Important is the River to Batavia's Identity? Please explain:

332 answered

#### Central Role in Identity:

1. Multiple responses highlight the Fox River as integral to Batavia's identity.
2. It is described as a defining feature, the town's heartbeat, and the center point.

#### Historical Significance:

1. Several respondents connect Batavia's history and development to the presence of the river.
2. Historical aspects include the river's role in generating power and its impact on commerce expansion.

#### Recreational Opportunities:

1. The river is frequently mentioned in the context of outdoor recreation and community building.
2. It serves as a focal point for various activities, including trails, parks, and concerts.

#### Unique Natural Element:

1. The beauty of the river is highlighted, contributing to Batavia's charm and uniqueness.
2. Wildlife along the river and scenic panoramas are emphasized.

#### Community Connection:

1. The river is seen as a connector, linking communities and serving as a gathering place.
2. It fosters a sense of community and provides opportunities for social interactions.

#### Desire for Utilization:

1. Some respondents express a desire for more utilization of the river, suggesting ideas like open-air restaurants and bike rentals.
2. There's a call for maximizing the benefits of the river, drawing inspiration from neighboring communities.

#### Economic and Business Potential:

1. A few responses advocate for leveraging the river for economic purposes, including business development and attracting visitors.

#### Symbolic Importance:

1. The river symbolizes Batavia's status as a river town and contributes to its reputation.

### Q.15 Where do you walk, run, or bike ride?

434 answered

1. Fox River Trail is the most frequently mentioned location for walking, running, and biking.
2. Riverwalk in Batavia is also commonly mentioned.
3. Other popular paths include Prairie Path, paths on both the east and west sides of the river, and trails in forest preserves such as Faybian Forest Preserve, Peck Farm, and Laurel park.
4. Some respondents mentioned going outside of Batavia to places like Geneva, St. Charles, and other forest preserves in Kane, McHenry, and Lake counties.
5. Specific parks mentioned include Engstrom, Memorial Field, Clark Island Park, Peg Bond Center, and others.

### Q.18 What other river/streaks have you tried water activities at?

112 answered

1. Fox River:
  - o Upstream and downstream on the Fox River
  - o The Fox River in other towns
  - o Canoeing on the Fox River near Sheridan, IL
  - o Fox River in Geneva and St. Charles
  - o Fox River Yorkville
2. Other Rivers in Illinois:
  - o Kishwaukee River
  - o Des Plaines River
  - o Illinois River
  - o Mississippi River
  - o Dupage River
  - o Sangamon River
  - o Rock River
  - o Chicago River
  - o DuPage River
  - o Kankakee River
  - o Galena River
  - o Chain of Lakes
  - o Blackwell Forest Preserve (DuPage County)
  - o Lower Fox River
3. Out of State Rivers:
  - o Colorado River
  - o Missouri River
  - o Hillsboro River in Florida
  - o West Virginia
  - o Wisconsin
  - o Michigan
  - o Alaska
  - o Mississippi River through the Midwest
  - o Old Hickory, Cedar River in Iowa
  - o Kalamazoo River



- Boundary Waters of Canada
- Myakka River (FL)
- Peach River (Florida)
- Gulf of Mexico
- Pacific Ocean
- 4. Lakes and Other Bodies of Water:
  - Lake Geneva
  - Lake Michigan
  - Lake Freeman
  - Delavan Lake
- 5. General Statements:
  - Out of area
  - Vacation locations
  - Camping various areas
  - Girl Scout camps
  - Vacation adventures (not in everyday routine)
  - Fishing in Fermilab

## Appendix C: Community Engagement Summary for Potential Dam Removal/ Modification



## Community Engagement Summary

Date: October 7, 2021  
 From: Lacey Lawrence, Hitchcock Design Group  
 Steve Konters, Hitchcock Design Group

RE: **Batavia Fox River Corridor Master Plan**

### Purpose of the Engagement:

In partnership with Batavia Park District and City of Batavia, Hitchcock Design Group hosted two community engagement events focused on the potential removal/modification of the Batavia Dam and the implications to Depot Pond. The date and times for the events are listed below:

#### Community Engagement Event #1

When: September 15, 2021  
 7:00pm to 9:00pm  
 Where: Virtual Presentation

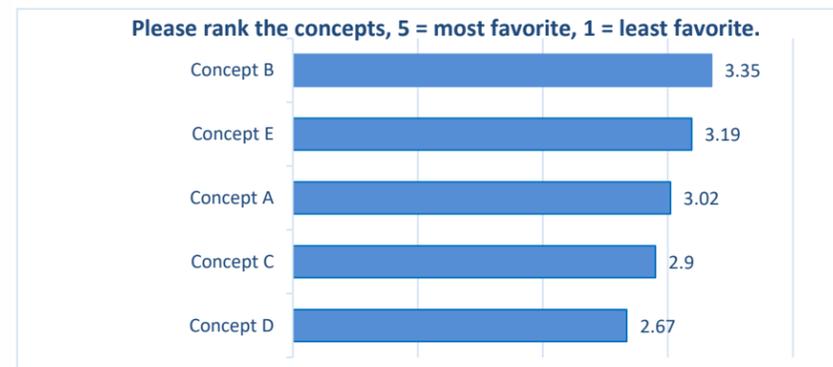
#### Community Engagement Event #2

When: September 25, 2021  
 9:00am to 11:00am  
 Where: Peg Bond Center  
 Open House

A total of five concepts were presented to the public (A – E) including an estimate of construction costs and annual maintenance costs for each option. Feedback was collected from attendees via an online survey or written comment cards. The online survey was also available to the general public for those individuals who could not attend one of the community engagement events to provide feedback. Respondents were asked to rank the concepts, 5 = most favorite to 1 = least favorite, using each number 1 through 5 only once. Respondents were not required to assign a ranking value for every concept. The online survey and comment cards also provided respondents the opportunity write-in any additional open comments.

### Summary of the Results:

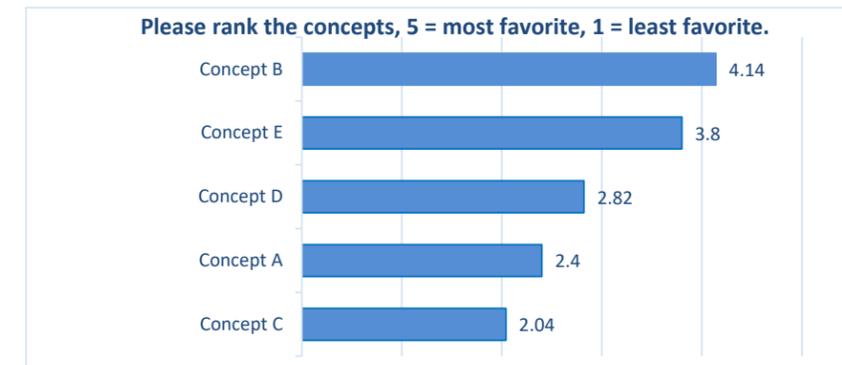
Based on the feedback received from the online survey, Concept B followed by Concept E received the highest average rank respectively, with several write-in comments suggesting a combination of the two concepts would be a good option. The table below summarizes the feedback from the **online survey**:



Online Survey Results Data								
	Response Count by Ranked Position					Total Response Count	Weighted Total	AVERAGE RANK
	1	2	3	4	5			
Concept A	161	93	311	96	168	829	2504	3.02
Concept B	131	179	86	186	280	862	2891	3.35
Concept C	70	279	216	186	74	825	2390	2.90
Concept D	292	142	120	107	173	834	2229	2.67
Concept E	179	126	88	277	185	855	2728	3.19

- Average rank is calculated by dividing the weighted total by the total response count for each concept.
- Weighted total is calculated by multiplying the response count by ranked position and the value of the ranked position and adding together to get the sum. (ex. Concept A weighted total = 161(1)+93(2)+311(3)+96(4)+168(5))

Feedback received from the comment cards at the community open house reflected similar results with Concept B followed by Concept E receiving the highest average rank respectively. A few written responses from the open house comments cards used duplicative numbers in their ranking. These responses were still counted in the feedback data as inclusion did not impact the overall results. The table below summarizes the feedback from the **open house comment cards**:



Comment Card Results Data								
	Response Count by Ranked Position					Total Response Count	Weighted Total	AVERAGE RANK
	1	2	3	4	5			
Concept A	17	8	49	8	9	91	257	2.82
Concept B	6	8	9	23	57	103	426	4.14
Concept C	15	44	19	7	6	91	218	2.40
Concept D	52	19	5	6	13	95	194	2.04
Concept E	10	6	5	53	27	101	384	3.80

- Average rank is calculated by dividing the weighted total by the total response count for each concept.
- Weighted total is calculated by multiplying the response count by ranked position and the value of the ranked position and adding together to get the sum. (ex. Concept A weighted total =17(1)+8(2)+49(3)+8(4)+9(5))

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Planning  
 Landscape Architecture

# Appendix D: FAQ Responses



## FAQ Responses

Date: February 8, 2024

**EPA: FREQUENT QUESTIONS ON REMOVAL OF OBSOLETE DAMS** "There is a growing awareness in the United States of the need to address obsolete dams that impair our waterways. Removal of these dams has been on the rise in the U.S. for a variety of reasons, including ecological restoration, economic development of communities, concerns with localized flooding, improvement of recreational opportunities, restoration of fish spawning and migration, and safety issues for recreational users due to dangerous hydraulics. In support of these efforts and in response to an increase in the number of inquiries regarding EPA policies, regulations, and potential funding opportunities as they relate to removal of obsolete dams, EPA is providing the following answers to frequent questions."

Click [HERE](#) to read the full article.

### BATAVIA FOX RIVER CORRIDOR MASTER PLAN: COMMUNITY INPUT QUESTIONS

**Will the recording be available after the meeting?**

A recording of the virtual open house meeting held on September 15, 2021 can be found on the Batavia Park District website, [www.bataviaparks.org](http://www.bataviaparks.org)

**If the dam is removed, will there be any river flow at all?**

If the Batavia dam is removed and the upstream impoundment released, the Fox River will continue to flow at the same rate as it does currently below the existing dam, subject to natural fluctuation resulting from precipitation events, runoff, drought conditions, seasonal variation, etc. A hydrological study will be completed to determine the effect of the chosen concept on the flow of the river.

**What will the height and width of the berm in relationship to the Riverwalk path?**

The concepts are conceptual at this point, so they do not have precise dimensions.

**How do our downstream neighbors (N aurora and aurora) feel about the impact to them from Batavia dam removal?**

Neither entity have expressed any concerns to City staff.

**Have you considered dredging the pond to be deep enough to have a fall turnover thereby self-cleansing and improving the health of the pond?**

In Concept C, the pond will be excavated 6+ feet to maintain the same depth as current conditions. Any additional depth will be determined at preliminary engineering stage when more accurate geotechnical data is available and an estimate of cost for any additional dredging is calculated.

**What is the upstream river impacts of dam removal?**

In general, if the Batavia dam is removed entirely, the upstream impoundment will be released, and the river's natural hydrology restored. Based on preliminary outcomes summarized in the



alternatives report from 2000, it is anticipated the surface water elevation will lower approximately 6ft at the dam and reduce as you go north and normalize around Fabyan Parkway. A hydrological study of the upstream impacts will be completed once a preferred concept has been selected.

**What is the current dredging frequency of the Depot Pond?**

The Park District does not perform annual dredging of the Depot Pond.

**Does the cost estimate for Concept A include dredging of the pond?**

Routine dredging of Depot Pond is not included in the estimated cost for construction or in the annual maintenance estimate for Concept A.

**In B, is it expected that water would always flow over the 6' dam?**

In Concept B, water is anticipated to flow over the northern most rock weir/dam as it does over the existing Batavia Dam today. The surface water drop at each of the rock weirs will be significantly less than the current elevation drop at the dam. It is expected to see natural fluctuation in water surface elevation and velocity over the rock weirs following precipitation events, runoff, drought conditions, seasonal variation, etc. as it does in the current condition with the dam in place.

**What are these costs in relation to taxpayer impact per year? How much will it raises taxes per option?**

The amounts listed below reflect the impacts IF the entire estimated costs were to be funded solely by City bonds. It is unknown at this time if additional grants could be secured or supplemented through other funding mechanisms to reduce or eliminate these costs, such as additional State funding, grants, partnerships, etc. Cost per household listed below are based on a \$300,000 median home value for a duration of 20 years with 2% interest on the debt.

- A and D \$20 for \$4,500,000
- C \$30 for \$6,500,000
- B and E \$67 for \$13,500,000

**What portion of the earlier engineering studies aren't reliable at this point?**

The design concepts and recreational use of the river still hold true. Biotic diversity/Fish species, and costs are most likely not reliable at this point.

**In C, does the water still flow through the newly constituted pond like it does today?**

In Concept C, the intent is to excavate the northern portion of Depot Pond to a depth that would maintain the surface water connection to the backwater channel of the Fox River following the removal of the Batavia Dam. The exact water depth and surface water elevation in Depot Pond will be refined following a hydrologic analysis of the upstream impacts of the dam removal, but it is unlikely that water would flow through the pond like it does today.

**Do Concept C construction and/or maintenance costs include dredging, both now and in future?**

The estimated construction costs for Concept C includes initial excavation of Depot Pond to maintain the surface water connection to the Fox River. Routine dredging of Depot Pond is not



included in the estimated cost for annual maintenance estimate for Concept C as this is an ongoing maintenance activity that is currently performed by the Park District.

**Option A: Would like some information in regard to the pump & motor system. Electrical utility costs to run the pump should be accounted. The big question is will depot pond and west channel hold water?**

The Park District has information from 2002 summarizing their research of pumping systems for maintaining the water elevation in Depot Pond. This data was utilized as guidance for the development of the annual maintenance cost to operate and manage the system. A generalization on the size of a proposed pump was made for the conceptual alternative which included a 35 HP, 2250 gallons per minute pump. We have estimated annual pumping costs to be \$35,000. We will not be sure Depot Pond will hold water without amending the existing soils to install a liner until a full geotechnical evaluation is performed.

**What is impact of continued silt buildup in pond, step dam and bypass channel for future costs?**

Routine dredging for the removal of sediment build-up in Depot Pond would need to be an ongoing maintenance cost in Concept E. The Batavia Park District does not currently dredge the Depot Pond and the City of Batavia does not currently dredge or excavate sediment build-up behind the existing Batavia Dam and would not be a new cost in Concept E where the current dam is modified to a step dam and bypass channel.

**What is the native vegetation maintenance?**

The purpose of native vegetation maintenance is to meet regulatory permit requirements and/or maintain the function and appearance of the native plant communities. This work may include but not limited to native seeding and planting, mowing, herbicide application, and prescribed burns to control the spread of weedy, non-native, and invasive species while promoting the establishment of high-quality conservative species. Vegetation monitoring may also be required to meet regulatory permit requirements including floristic quality assessments and preparation of annual monitoring reports that documents the annual native vegetation monitoring completed and recommendations for future management.

**We are currently in a very low flow condition for the Fox River, ~ 400 CFS. Recently we had some very high flow, ~ 10,00 CFS. How will these options be able to handle this high flow/flood condition?**

The selected concept will be studied for impacts during low and high flow conditions.

**Lacey Lawrence mentioned several times in the first two options "dredging costs" to maintain the depot pond, what are those annually?**

Preliminary estimates for dredging Depot Pond total \$800,000. The frequency of dredging is driven by the amount of accumulated sediment that needs to be removed, for a closed pond system that could be every 20-years and potentially more frequent for an open system the is continually receiving sediment from upstream waterways.

**Any option that builds a new dam becomes a new piece of infrastructure we'll have to maintain over and over, so you'll need to keep that in mind with each of the costs of anything with a dam for long term capital planning. I would like that estimate of length of time and**



**replacement schedule included for each that depicts a dam or berm, which is just a dam.**

It is intended that what is constructed as a result of this project is of a similarly permanent nature as the existing dam with associated ongoing maintenance costs. As the preferred concept is advanced through preliminary and final engineering in partnership with IDNR, annual maintenance costs will be refined.

**How do boundaries change when Fox goes flood stage?**

A hydrologic study of the selected concept will be modeled for impacts at various precipitation frequency and duration. Following construction, a Letter of Map Amendment/Revision may be requested from the Federal Emergency Management Agency (FEMA) for concepts that alter Special Flood Hazard Areas (SFHA) to be above or below the Base Flood Elevation (BFE).

**I am under the impression that release of non-toxic silt is no longer viewed as pollution. Is this correct and if not, are costs of removing silt and/or holding it for release over time included?**

Silt that is expected to be released downstream with the removal of the dam will be tested to determine its potential effect downstream. Based on previous studies we have no reason to suspect that it will need to be removed and since those studies were conducted there have only been more stringent environmental controls put in place on what can be discharged into the waterway.

**Do you anticipate 404 or 401 impacts and if so, will mitigation be done within the 2 mile corridor or off-site?**

Each of the proposed concepts require some amount of dredged and/or fill material placement in the Fox River with either an earthen berm, rock weirs, bypass channel, and/or installation of in-stream habitat structures i.e., pools, riffles, and boulders. Permits will be obtained through the U.S. Army Corps of Engineers (USACE) as part of the Clean Water Act Section 404 and/or Section 401 regulatory review process.

**It is anticipated that mitigation for impacts will be constructed within the 2-mile corridor. I also want to know if the berm is accessible by bikes or walkers? That would be a bad thing if people could bike over it and then access the River WALK and cause safety issues with walkers.**

At this point, the focus of the study is how the land and water will be configured. There are no plans for recreational improvements on new land spaces that may be created. This issue should be addressed in those future planning discussions if Option A is selected.

**How will survey results be shared with the community?**

Survey result will be available on the project website within 2 weeks of the end of the survey period which is October 1.

**I believe the IDNR report found that the water elevation up stream would change north of the Fabyan island area. Could you comment on this or verify how far north the elevation would change if the dam were removed or if mother nature removes it for us?**

We do not know the full extent of the impacts to water surface elevation upstream of the dam following removal at this time. Once a concept is selected a hydrological study and modeling will be done to determine this. Based on preliminary outcomes summarized in the alternatives report from 2000, it is anticipated the surface water elevation will lower approximately 6ft at the dam and reduce as you go north and normalize around Fabyan Parkway.



**Is the cost to stabilize the Depot Pond retention wall included in any of these or is that separate? Please indicate that. The blocks could be reused for C. to move the pond edge north.**

If a concept is selected that does not require moving the boundaries of the Depot Pond retaining wall then no pond wall stabilization costs were included in that concept. It is unknown whether the same block could be reused if the wall of the pond changes configuration, but we can certainly try to do so if feasible to reduce the cost.

**How have impacts to property values been considered?**

Several property owners have expressed their concerns about this issue and the City Council and Park Board as they considered which concepts to put forth for public comment. Likewise, when the matter comes back to these bodies for a final decision, these concerns will be part of the discussion.

**Economy/Brand was called out as an input criterion. Can this be expanded upon to demonstrate this aspect as it relates to the options?**

This relates to the extent to which a particular concept is expected to attract visitors to Batavia that would then add to the local economy.

**When will you reveal the parameters considered to calculate the costs of each alternative?**

Hitchcock Design Group provided itemized cost calculations for each of the five concepts at the joint meeting of the Park Board and City Council on August 3 which you can view here: <https://youtu.be/Yj3weChBApI>

**Part of the South Batavia Dam was removed a few years ago. What was learned about the hydraulics of the Fox River and were the results in streamflow and remaining ponding as expected? Or were there unexpected new problems?**

This information is not readily available. In an effort to get this document posted as soon as possible we will publish this without a response but will update the Q&A document once we have completed our research.

**Is there a set of benefits that have been considered in cost benefit analysis?**

There is a chart at the top of each concept which lists benefits that particular concept provides.

**Will the City and Park District propose a funding mechanism for each option before a decision is made?**

It is anticipated that the City and Park District will discuss funding in conjunction with their discussion about which concept will ultimately be selected.

**How would these plans be impacted whether our neighbors to the north and south remove their dams or not?**

We do not anticipate that removal of these dams will have any effect on our plans.

**The West channel and depot pond was once a free-flowing part of the fox river as a 2nd leg before the dam was constructed. How can we protect this natural aquatic ecosystem with all these options?**

The west leg you refer to was actually a manmade channel created to increase the number of



businesses that could make use of it. It was later filled back in to create space for additional development in the downtown.

**Is this a done deal? Are we moving ahead with one of these choices? How are we paying for this project?**

A concept has not been selected. The City and the Park District are hosting these open house meetings to give the public the opportunity to learn about the concepts and provide comment on their preferences prior to a final decision being made. It has not been determined how the project will be paid for, but the Illinois Department of Natural Resources currently has a funded program for removal of low head dams and Batavia has the opportunity to apply for a grant of up to \$3 million to pay for engineering and construction costs to remove the dam and stabilize the adjacent riverbank. The balance of the project would likely be paid for through the issuance of bonds that would be paid for using property taxes.

**How many people attended this presentation?**

A little over 200 people registered and about 170 people attended.

**Will this project end up as a referendum?**

Most likely, this project will not end up as a referendum.

**What date was the first meeting regarding this topic between the City of Batavia and Hitchcock?**

No timeline has been determined. The timeline is dependent on which concept is selected and how the project will be funded.

**How has climate change affected the 2000 engineering study? How reliable is that right now since it has been 21 years.**

It is likely that climate change has had an effect on that prior engineering study. New engineering studies are contemplated once a concept has been selected.

**For Option A what is the difference of the current river width vs. the new width of the river?**

Once a concept is selected a hydrological study and modeling will be done to answer that question.

**Is an option to allow the dam to continue as is and let the slow decline of the dam?**

Due to the rate of deterioration of the existing dam, the life and safety hazards it presents and the availability of up to \$3 million in state funding to assist with the project, the City and Park District have decided to be proactive and plan for a concept rather than wait until the dam fails naturally.

**Can the existing dam be modified into a step dam without it being fully removed?**

Concept E proposes installation of a step dam in the location of the existing dam. If this concept is selected to advance to preliminary and final engineering in partnership with IDNR, the existing dam will be evaluated to determine if it can be modified or require removal for the installation of a step dam.

**Will input of Kane County Forest Preserve be solicited as some of the concepts will impact**



**lands north of Fabyan Parkway?**

We have met with Kane County Forest Preserve District and asked for their input. We intend to meet with them throughout the process.

**How can we be expected to vote on an option when we don't know the upstream ramifications of the various options?**

It would be cost prohibitive to pay for hydrological studies and modeling for five different concepts. Once a concept is selected, these studies will be conducted and if the analysis reveals negative consequences, the City and Park District can decide to select a different concept. Based on preliminary outcomes summarized in the alternatives report from 2000, it is anticipated the surface water elevation will lower approximately 6ft at the dam and reduce as you go north and normalize around Fabyan Parkway.

**When the Wilson bridge was re-built, a large amount of gravel was left in the river and eventually moved downstream. Will that problem reoccur with any of these options?**

We would not follow the same process to remove a coffer dam in the future.

**Rather than a stepped dam in 1.5-foot increments, why not use more and smaller steps? Could you start the steps downstream of the existing dam that might reduce the size or need for a berm along Duck Island. These smaller steps could also incorporate the bypass channel in the middle for canoe passage.**

More steps increase the costs of what are already the most expensive options. The planned steps/rock weirs in Concept B include construction of a low-flow channel through the center allowing canoe and kayak passage. Based on evaluations made during the development of the alternatives report in 2000, installing a series of steps/rock weirs downstream of the existing dam rather than upstream would result in flooding of the retirement community that is located adjacent to the dam.

**When was the last time that Depot Pond was dredged?**

The last time the Depot Pond was dredged was in 1995.

**Completion time frame for part 1? Then for 2?**

No timeframes have been completed for any of the concepts and they are dependent upon when the Illinois Department of Resources is able to allocate resources for the removal of the Batavia Dam.

**What is the current annual cost of the maintenance of the dam/pond per "average" Batavia homeowner/taxpayer and what will the costs be (per taxpayer) for each of the 5 options?**

For many years ownership of the dam was in dispute between the City and State of Illinois. The dam was in its current state of disrepair when it was determined that the City did indeed own the dam. IDNR has informed the City that it would not permit the any major repairs to the dam and that the only option moving forward is to remove it. Beyond installation of recommended safety signage and lighting, the City does not perform any maintenance on the dam itself. Likewise, there is no annual maintenance cost for the Depot Pond. The future maintenance of whatever concept is selected will certainly be an important consideration.

**Can you avoid the pump by dredging deep enough to get the fall turnover such as 15'+?**



No because you would then have very steep walls and a deep depression that would not resemble the lake level pond that exists today.

**What happens to the current Riverwalk area if the pond is eliminated in concept C & D? What would be the cost to build a “park?” The numbers seem to be misleading. Has anyone put numbers to the loss revenues of business in the Downtown if the pond with its ambiance goes away?**

The current Riverwalk area would remain. The cost of adding green space has been included in the cost of those concepts but any amenities that might be added to the new greenspace have not because that has not been decided. This fact is included in the description of these concepts so there is no intent to be misleading about that. As to your final question, that would be difficult to calculate, just as the potential increase to business revenue that might be created because of new amenities is also difficult to predict.

**Can you talk about the impact on flat water (non-whitewater) recreation opportunities of the various concepts? I'm thinking about friendliness and safety for families in canoes and kayaks.** Safety and accessibility are concerns in the decision of which concept will be selected. Recreation opportunities will be evaluated following selection of a concept for the Batavia Dam and Depot Pond adjustments.

**If the pond is closed off in opt A, will it need aeration systems to keep it clean?**

Due to the water exchange created by the pumping system it is not contemplated that the pond will need aeration but that will be further evaluated if this option is selected.

**What does native vegetation include? is that focused to include for the birds... fish and beaver.** Native plants are those that occur naturally in a region in which they evolved. This group of plants are specifically suited to the local climate, hydrologic regime, provide vital habitat and essential food for birds and other wildlife, and require less supplemental watering once established. Specific native plant species can be selected based on their unique symbiotic relationship with certain wildlife species.

**Fox river study group has said that with a dam removal and with option c, d or a will only provide 1-3 feet of water depth. Water paddling recreation would not be feasible. I would hope this could be figured out before an option is picked.**

Once a concept has been selected, a hydrological study and modeling will be done to determine resulting water depths. We will reach out to the Fox River Study Group to discuss their data prior to providing a more detailed response to this question.

**I think we all are wondering, if the dam is removed, will our Batavia Fox River become a creek?**

Once a concept has been selected, a hydrological study and modeling will be completed to determine the effect on the width of the river. Removing the dam will release the impoundment upstream of the same, the same volume of water will continue to flow through the river segment as did prior to the removal.

**Will the community be shown before and after photos of dam removals where native vegetation was the result?**



Below are two project examples, the first at Ryerson Woods Dam in Cook County and the second at Warrenville Dam in DuPage County.

**If some of the changes of water elevation could change the land that belongs to Forest Preserve property have, they been brought into the discussion of the cost and the changes of this?**

Once a concept has been selected, a hydrological study and modeling will be done to determine the impacts. Kane County Forest Preserve District is aware of the project and will be asked to provide input.

**I would like to see all estimated costs and schedules for each example: Dredging, retention wall costs, new infrastructure costs, native vegetation, replacement schedule for any new infrastructure/dredging, etc. Many of these choices are not “one and done” and require costly future infrastructure capital and annual planning. We need to look at that as part of our tax burden as part of our final decision.**

More detailed cost information was presented by Hitchcock Design Group at the joint meeting of the Park Board and City Council on August 3 which can be viewed here: <https://youtu.be/Yj3weChBApI>

**What are the planned effects to the bike path/walk along the East bank downstream?**

Assuming that this question means what will be the change in water level adjacent to the cantilevered bike path south of the Peace Bridge, the answer is that once a concept is selected, hydrological study and modeling will be done that will answer that question.

**Can you change the survey to select only your top 2 choices? The survey is misleading the way it's setup. 5 is your top favorite, 1 is your least? What about the option of removing the dam and not doing anything else?**

This is the survey design that was chosen. The last question on the survey allows someone to write in a comment and suggest the alternative you propose. Concept D includes the removal of the existing dam, release of the impoundment upstream and within Depot Pond, and restoration of the banks with native vegetation. This concept is the least prescriptive in its approach and might be the closest representation of your suggestion.

**I understand the emphasis on the impacts to what we have, but what about elements that other river communities have that we could have, depending upon the configuration?**

The concepts were developed with what other communities have done in mind. Additional amenities beyond rock weirs, step dams and berms will be discussed once a concept has been selected.

**In Option A, what is the expected depth of the Depot Pond and how much variation in depth would there be day to day?**

In Concept A, the water depth in Depot Pond can be decided upon and would be controllable using the electronic pumping system.

**Before the current dam was installed, did Depot Pond exist? Was it part of the natural flow of the river?**

Depot Pond did not exist before the current dam was installed. It was created when a manmade



channel off of the river was filled in for development.

**What about loss of recreation north of the river with the removal options? The boat launch will no longer be functional, and boating will not be possible.**

Once a concept has been selected, hydrological study and modeling will be done and if these demonstrate negative effects another concept might be selected instead. The concepts that include full removal of the dam and release of the upstream impoundment to return the river to a natural free flowing segment, the water depth in the river will likely not be suitable for motorized watercraft but will still allow for non-motorized watercraft. Adjustments to existing boat launches within the planning limits will be evaluated during stage two of the planning.

**Once one option is selected, will this come up for a vote or a referendum?**

There is no plan to put this matter up for referendum. City Council and the Park Board intend to make the decision with community input through the survey, direct communication they receive and public comment at meetings where the decision is discussed. All public meetings about this project will be posted on the Project Website.

**Since this is Park Property, are the non-IDNR costs being looked at as Park District responsibilities?**

Which entity will bear what portion of the cost has not yet been decided. Ultimately both are funded by taxpayers.

**Do the removal options include restoration costs for property owners on the northeast side, whose property extends into the river? My neighbors and myself are going to be affected by the loss of river elevation and will have increased property maintenance costs.**

Once a concept is selected, a hydrological study and modeling will be performed to determine what properties will be affected and the Park District and City will work with the owners regarding any necessary restoration needed as a result of the project.

**Is there an email address that can be used to send more detailed comments on the alternatives that would seem to be able to give in the survey comments?**

You may send comments to [lnewman@cityofbatavia.net](mailto:lnewman@cityofbatavia.net)

**If we make no change to the existing dam what is the impact?**

The current dam will continue to deteriorate at a more rapid rate each year because of the large fissure on the east side and several smaller cracks along the remaining span. At some point it is expected that a large part of the dam will break away no longer maintaining the 6 foot impoundment that keeps the Depot Pond supplied with river water. Previous engineering studies showed that it drained the water from the Depot Pond. We have no reason to expect a different result today.

**If the Pond is 'reduced' or eliminated will our real estate taxes for homes/condos be reduced by the loss in our home value as result?**

The amount of property tax owed is based on the equalized assessed value of your property as determined by the Batavia Township Assessor.

**Can the native vegetation planted be native grasses vs native forbs so that maintenance is**



**much easier by using a broad leaf product that kills leafy vegetation only and not grasses? Also, can the use of a more cost-effective method of sediment reduction using bacteria application on the organic sediment floor of the pond be used in lieu of dredging. Dredging can be costly.** Typically, mitigation areas permitted through USACE and IDNR, have specific floristic quality performance standards that necessitate use of seed/planting mixes with a diverse composition of conservative grass and forb species. A variety of aquatic safe herbicide are available for the control of weedy, non-native, and invasive grass and forb species adjacent to waterways. A large volume of sediment will need to be removed when dredging Depot Pond. The method mentioned would not be suitable to remove the volume required, based on the site parameters, dredging would be the best application.

**I referred to the high flow conditions particularly for options B & E. How will these options be designed to survive high flow conditions? How will the rock weirs stay in place?**

The size of the rocks/boulders used in the construction of the weirs will be designed to be stable in high flow /high velocity conditions.

**If this is part of a 2-mile plan, what is the overall vision for the two miles?**

This will be determined in the next phase of the project with Hitchcock Design Group, once a vision has been established for the dam and Depot Pond that either maintains or removes the upstream impoundment.

**If you don't have any recreation prices for Depot Pond, why are you giving any numbers as they can't be compared equally?**

An estimate of costs for potential recreation amenities will be determined in the second stage of the project, once a vision has been established for the dam and Depot Pond that either maintains or removes the upstream impoundment.

**Isn't there an alternative that calls for taking down the dam and waiting for a few years to see what happens?**

Concept D includes the removal of the existing dam, release of the impoundment upstream and within Depot Pond, and restoration of the banks with native vegetation. This concept is the least prescriptive in its approach and allows the river and Depot Pond to recolonize naturally.

**How much is it estimated that IDNR would be contributing for dam removal?**

IDNR has indicated that up to \$3 million is available to assist with the engineering and construction costs for dam removal and riverbank stabilization.

**What happens to water flow if Geneva removes their dam?**

We anticipate a minimal increase in the velocity directly downstream of the existing dam, but the area directly downstream will be stabilized to accommodate the proposed velocity. Flow rate will not change.

**Once the survey is completed when will the results be shared?**

We expect results will be ready to be shared within two weeks of the end of the survey.

**Can a factual history of the river be posted on the project website that helps describe the river over the last 200 years? How and why the key modifications were made?**



The west channel was manmade to create additional river frontage for adjacent companies. The dam was constructed to provide power for the Challenge Co.

**Is IDNR contributing any funds to engineering at all?**

The IDNR funding can be used for engineering and construction costs associated with dam removal and riverbank restoration. IDNR will not fund costs associated with the Depot Pond.

**Will IDNR pay for a removal that coincides with the community's choice if it costs more than a straight removal?**

No, IDNR will only cover costs associated with removal or modification of the existing dam.

**The estimated cost numbers the total including the IDNR contributions in dam removal, or do they include only the extra costs to be incurred by Batavia and Kane County Forest Preserve?**

The costs are what the IDNR will not cover. The remaining costs would be borne by the City and Park District.

**Whatever "concept" is selected, I'm sure most questions will be answered in the 'details. Can these Options be modified as we move forward?**

The short answer is yes, these options can be modified as new information becomes available.

**Can you share how many participants there are in this presentation tonight?**

A little over 200 registered and about 170 attended.

**Is there a sunset date for us to decide to get funds from IDNR?**

There is no sunset date, however, with the passage of each successive state budget there is no guarantee that the legislature will approve an appropriation

**Has the Army Corps of Engineers reviewed the options?**

We have met with IDNR about the options, but we have not yet met with the Army Corps of Engineers.

**When will a decision be made on the options?**

Once the survey results are available, the City and Park Board will meet to decide on which option to pursue.

**In Option C has there been any opinion about whether the dredged material from the "northerly" pond can be used to fill the southerly portion?**

It is unlikely that the dredged material from the northerly portion would be able to be used because of expectations regarding the quality of the material. Cost estimates reflect having to bring in new soil for the southerly area.

## Appendix E: Stakeholder Interviews Summary



## Stakeholder Interviews Summary

Date: February 8, 2024

The following is a summary of key insights gathered during stakeholder interviews for the Batavia Fox River Corridor Master Plan:

Date: April 22, 2021

Time Slot: 2:45 pm

- Participant 1:  
Expressed pride in community spaces and suggested expanding or creating new gathering areas similar to existing parks. Highlighted the importance of school programming utilizing these facilities. Concerns included navigating the bike trails, flooding, and connectivity issues. Emphasized the need for clear wayfinding and access points. Noted the potential for school involvement in raising awareness for the project.
- Participant 2:  
Stressed the inclusion of the entire Batavia community in planning efforts. Raised historical significance of the river in terms of industry and power generation. Advocated for expanding bike and walking trails. Discussed township responsibilities including property assessment and funding public service agencies. Mentioned the potential for music events on the south island.
- Participant 3:  
Highlighted concerns about dam ownership, water levels, and the impact on Depot Pond. Emphasized the need for a detailed, phased master plan with set priorities. Suggested involving the Forest Preserve Commission and utilizing existing IDNR plans. Mentioned ongoing efforts by political representatives for flood studies along the river.
- Participant 4:  
Advocated for trails and in-stream improvements, with a focus on water quality benefits. Mentioned ecological concerns regarding whitewater courses and impoundments. Discussed the role of special funding available to 501C3 organizations.

Time Slot: 2:45 pm

- Participant 5:  
Expressed worries about erosion along the bike path and the potential impact of dam removal on Quarry Stone Pond. Concerned about safety due to trail erosion. Questioned whether removing the dam would improve river health.



Page 2

- Participant 6:  
Suggested stabilizing the dam instead of removing it, based on past experiences. Advocated for exploring cost-effective solutions to address dam maintenance.
- Participant 7:  
Supported dam removal for health and safety reasons. Suggested minimizing the need for pumping water into the pond and exploring options for dredging to increase water depth.
- Participant 8:  
Emphasized the importance of the river to Batavia's identity. Advocated for shoreline stabilization and creating attractive amenities along the riverfront. Suggested exploring federal grants and engaging the community in supporting improvements.
- Participant 9:  
Expressed concerns about the impact of dam removal on riverbanks and water levels. Advocated for evaluating all options to preserve the dam. Highlighted the importance of community input and addressing concerns about taxpayer money.

Time Slot: 3:30 pm

- Participant 10:  
Highlighted the need to create a destination point for Batavia and surrounding areas. Advocated for community buy-in and public-private partnerships. Mentioned involvement in past downtown development projects.
- Participant 11:  
Supported dam removal for its potential benefits to river health and recreation. Advocated for expanding recreational activities on the river and engaging community organizations in environmental efforts.
- Participant 12:  
Expressed opposition to dam removal due to concerns about water levels and property impacts. Suggested exploring alternatives such as stabilizing the dam or utilizing it for hydroelectric power.

Time Slot: 4:15 pm

- Participant 13:  
Advocated for enhancing riverfront access and visibility in downtown Batavia. Highlighted the importance of recreation options and the need for more public amenities along the river.



Date: April 27, 2021

Time Slot: 2:00 pm

- Participant 14:  
Emphasized the need for community engagement and public-private partnerships. Supported dam removal and advocated for improved access for kayakers and visitors to downtown businesses.
- Participant 15:  
Discussed the potential for monetizing the riverfront while maintaining its natural appeal. Advocated for more recreational opportunities on the river and emphasized its role in downtown development.
- Participant 16:  
Suggested creating event structures and shelters along the river for outdoor activities. Advocated for improved infrastructure to support events and community gatherings.
- Participant 17:  
Highlighted the significance of the trail in the Fox Valley and suggested celebrating it. Mentioned having specific issues and recommendations to be addressed separately.
- Participant 18:  
Emphasized the importance of maintaining water views and enhancing downtown engagement. Advocated for more community events and waterfront development.

Time Slot: 2:45 pm

- Participant 19:  
Stressed the importance of communication regarding dam removal and the preservation of Depot Pond. Advocated for utilizing the riverfront for community activities and business development.
- Participant 20:  
Highlighted the significance of Depot Pond and advocated for its preservation. Discussed potential developments along the riverfront and suggested collaboration with the park district.
- Participant 21:  
Raised concerns about the condition of the bike path and suggested improvements. Supported dam removal and advocated for creating water sport areas along the river. Discussed potential connections between different areas along the river.

Time Slot: 3:30 pm

- Participant 22:  
Emphasized the importance of native plant preservation and erosion control along the riverbanks. Advocated for widening bike trails and increasing public outreach.



- Participant 23:  
Suggested leaving riverfront development to experts while capitalizing on its potential attractions. Advocated for utilizing open spaces for community events and festivals.
- Participant 24:  
Supported beautification efforts along the river corridor while expressing concerns about dam removal and erosion. Advocated for spreading awareness and education within the community.

# Appendix F: Board Workshop Summary



## Meeting Summary

Date: August 4, 2022  
 Time: 7:00 PM  
 Location: Peg Bond Center  
 Attendees:

X	Allison Niemela	Batavia Park District (BPD)
X	Pat Callahan	Park Board, President
X	John Tilmon	Park Board, Vice President
X	Kevin Riley	Park Board, Treasurer
X	Tara Gray	Park Board, Secretary
X	Molly Connolly	Park Board, Commissioner
X	Bill Inman	Hitchcock Design Group (HDG)
X	Lacey Lawrence	Hitchcock Design Group

**RE: Batavia River Corridor Plan**

**Purpose of Meeting:**

Board workshop to discuss recreation program for the river corridor

**Items discussed:**

1. HDG reviewed the project corridor and discussed preliminary observations of the current condition and use, Park Board provided their insight and visionary ideas for recreation
  - a. Primary objective for the Park District is to maintain Depot Pond
    - i. No river experience along the Riverwalk without Depot Pond
    - ii. Nostalgia, ice skating on the pond, Norman Rockwell Painting
    - iii. Improve the pond, make it better, not keep it as it is currently
    - iv. Spend the money to maintain
  - b. Batavia has some wonderful river frontage, create something and they will come
  - c. Keep it the same but modernize it
  - d. Be a river town, needs river engagement
  - e. Who comes here, people who live here or people visiting relatives or passing through
  - f. Much of the south bike trail doesn't experience much pedestrian traffic
  - g. Walkability, most arrive to the riverwalk by foot or bike
  - h. Water access
    - i. North of the dam along the east bank of the river is the only area to access the river but it's a long distance and isolated from the downtown
    - ii. Hard to get down to the river along the east bank, need a couple access points
    - iii. Boat launch north of Fabyan Parkway
  - i. Amenities
    - i. Add riffles to provide more of an experience for water recreation
    - ii. Would like to explore the use of riffles as a way to cross the river

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 hitchcockdesigngroup.com

Planning  
 Landscape Architecture

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- iii. Yorkville’s river amenities are very popular, and there’s a restaurant 200ft walk from the canoe chute
- iv. Lincoln Park restaurant, take a little ferry out to the Chicken Shack
- v. Would like to see safe places to get into the water for fishing
- vi. Areas for respite, places to stop and sit/contemplate
- vii. Create a loop experience up to Laurelwood and down to Clark Island
- viii. More boutique shops in the downtown core
- j. Community doesn’t complain of flooding concerns, parts of Clark Island and just north of Wilson Street along the east side has some flooding
- k. Potential use for mapped floodplain/depressional area near the sanitation district
  - i. Currently owned by Batavia Enterprises
  - ii. Was originally planned as a boutique hotel
- l. Consider potential land-acquisitions as they become available for purchase
  - i. West side of river south of Quarry Park, owned by cemetery
    - 1. Ballfields planned to be converted grave sites when the open cemetery plots fill up
  - ii. Single family properties along S. River Street south of Wilson Street
  - iii. Montessori property north of the VFW, currently for sale
- m. Funding, significant dollars available in TIF district #7 for improvements
- n. Identity/Brand
  - i. Markers for various park sites along the river that align with the unique identity/character of the areas along the Riverwalk
  - ii. Nostalgia/buzz, has pros and cons, “can’t change it, we like what we like”, negative voices use their vote loudly
  - iii. City of Batavia still struggling with identity, different vision than the PD
  - iv. City of Batavia prioritizing/incentivizing development on Randall Road which is not Batavia PD taxing district
  - v. Bring life back to Batavia, the downtown, and the Riverwalk
  - vi. Need to show the City there is a financial return on the vision/master plan
  - vii. Keep people longer to spend money in Batavia
  - viii. Bring community together with a good plan
- o. Laurelwood Park
  - i. Tired and unkept surrounding area, rental housing and industrial use
  - ii. North of the dam along the east bank of the river is the only area to access the river but it’s a long distance and isolated from the downtown
- p. Riverwalk
  - i. Segment north of Main Street, has no river engagement opportunities
  - ii. Bike path on east side of river is not on the water
  - iii. Tired/aging infrastructure but functional
  - iv. Retaining walls are degrading near Ped Bond, need a tiered pathway system with outcropping stones providing access to the water and places to sit and observe (i.e. San Antonio, TX)
  - v. Some concerns with personal comfort/safety with the pathway under the Route 25 bridge, to avoid this area need to cross the pedestrian bridge to cross from east bank to west bank
  - vi. All schools except 2 are located along the river corridor



- vii. Museum is successful but faces the roadway and not the river
- viii. Everyone in Batavia knows and utilizes the Riverwalk portion with the peninsula, the outlying sites are not known by the community
- ix. Peg Bond area hosts numerous community events, but City wants less events held in the downtown as it can be to taxing on the police/fire departments
  - 1. Pints by the Pond
  - 2. 10k
  - 3. Rentals/reunions
- q. Clark Island Recreation Area
  - i. Only island in Batavia that currently provides access to the river via pedestrian bridges
  - ii. Baseball field used for youth age group, Championship games
  - iii. A favorite field for kids to play
  - iv. Has field lighting
  - v. Bugs can be a nuisance during games
  - vi. Option to relocate the ballfield use to another site (future sports complex) if a higher/better use exists for this site given its location along the river
  - vii. Bring path out to the waters edge at the field site
  - viii. Need other activities in addition to baseball that draws people to the site/down to the river
  - ix. Nice view on east side of island, west side view not so great
- r. Quarry Beach
  - i. Park District installed a liner in the quarry to maintain water elevations in the pool
  - ii. Popular destination, max out attendance each year
  - iii. Bikeable location for teens
  - iv. Revenue positive each year, negative losses during years of capital improvements (overall a net positive revenue source)
- s. Lippold Park (Fox Valley Park District)
  - i. Has a few areas to walk out near the river

cc: Attendees  
Steve Konters, HDG



# Recreation Alternatives for the Fox River Corridor Master Plan

February 8, 2023

## Appendix G: Recreation Alternatives for the Fox River Corridor Master Plan



# Table of Contents

Introduction	4
Batavia Dam/Depot Pond Concepts	6
Recreation Alternatives	11
Alternative #1: Impoundment	
Alternative #2: No Impoundment	
Estimates of Probable Cost	27



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# Introduction

## Recreation Study Report Summary

The Park District Board engaged Hitchcock Design Group to conduct a supplemental study to the Fox River Corridor Plan. The supplement study focused on recreational opportunities in more detail based on the 3 preferred concepts previously identified in the preliminary planning for the River Corridor. This included evaluation of existing recreation amenities, proposed recreation amenities, construction cost estimates, and potential impacts to the river health.

### Background and Prior Planning

Prior to conducting the supplemental study, the Batavia Park District engaged the Hitchcock Design Group Planning Team to assist the Park District, in partnership with the City of Batavia, to prepare a Master Plan for the Batavia Fox River Corridor. The Master Plan is to evaluate options for removal of the dam, recreational improvements along the river, and connectivity and access.

Through the process the Planning Team facilitated community engagement meetings and surveys, conducted review meetings with Park District and City staff, and conducted joint meetings with the Park Board and City Council. The beginning of the preliminary design process focused on the dam and depot pond area with the goal of the Batavia Park District and City of Batavia reaching consensus on design direction for this area prior to proceeding with design for the remainder of the river corridor limits.

Following development of multiple concept options, the preferences were narrowed down to three (3) concepts, A, B, and E among the Park Board and City Council.

### Recreational Alternatives Study Goals and Objectives

The primary goals of the additional planning were to:

- Evaluate impacts the river impoundment and no impoundment will have on existing recreations amenities

- Evaluate potential new recreation amenities with impoundment and no impoundment, and to further define the strategies related to maintaining depot pond
- Update the preliminary construction cost estimates for the primary strategy
- Prepare an updated written summary of potential water quality impacts and improvements related to impoundment and no impoundment of the river based on data from the 2000 IDNR Report

### Concepts

The Planning Team prepared initial recreational concepts that were reviewed with Park District staff and then presented to the Park Board input and direction. These concepts represent ideas and options for further evaluation and are not final recommendations. Some of the concept ideas envision how other parcels can further enhance the recreational opportunities along the river and at existing parks but will require input and partnerships with other land holders such as the City of Batavia.

The additional study of recreational amenities with and without river impoundment, and input by the Park Board, resulted in two options north of the existing dam and one option south of the dam. Those options are included in this report for further reference.

Concept A represents recommended improvements based on removal of the dam without further impoundment

of the river upstream of the current dam location. Maintaining Depot Pond remains a priority and is achieved in this concept through the construction of a land bridge north of the pond. Without impoundment, the water levels north of the dam location will come down and expose additional shoreline creating other recreation and restoration opportunities. Laurelwood Park becomes the north recreational anchor. With expanded shoreline becoming available, the Park is proposed to be expanded with improved parking, passive picnicking amenities, shoreline trails and overlooks at various elevations, shoreline restoration, and an accessible kayak/canoe boat launch. A zip line course is envisioned as a potential unique recreational feature along the east side of the river to the peninsula east of Depot Pond.

To continue to strengthen connectivity and provide other recreational opportunities, a bridge and boardwalk system will connect from Laurelwood Park, across Duck Island, and to the Batavia Riverwalk and Depot Pond. With a land bridge developed north of Depot Pond to maintain the ability to manage the Ponds water levels, the public land north of Riverain Point becomes a focal point at the turn of the river with improved overlooks, pathways, and an event space. A loop path, stone overlooks, and boardwalk are added around Depot Pond with additional areas for access and seating. There is an opportunity explored at the Peg Bond Center area and Riverwalk east of the pond to enhance the park in this area as a highlight of the downtown. This park would include features such as an inclusive playground, spray pad, expanded event space, and integrate the current plans for the flag day memorial. The development of a parking garage is suggested in order to re-purpose much of the existing parking for public open space.

Concept B/E are based on maintaining impoundment north of the dam location by building a series of stone weirs between the east side of the river and Duck Island and the peninsula east of Depot Pond. This maintains the current water levels and shoreline elevations upstream of the dam location and maintains direct open water connection between the river and Depot Pond. The stepped stone weirs will include narrow openings to allow canoes and kayaks to traverse the weirs in higher water level conditions. Laurelwood Park is still envisioned to be improved with passive recreation opportunities, but with the water levels being maintained, a full boat launch remains as a key feature of this location but is improved for better use, maintenance, and access. A shortened bridge and boardwalk system connecting the east side to Duck Island remains part of the proposed improvements. The area east of Depot Pond and around the Peg Bond Center proposes many of the same recreation features and opportunities as Concept A with a primary difference that a loop trail around the pond is excluded in this option without the inclusion of the land bridge north of the pond.

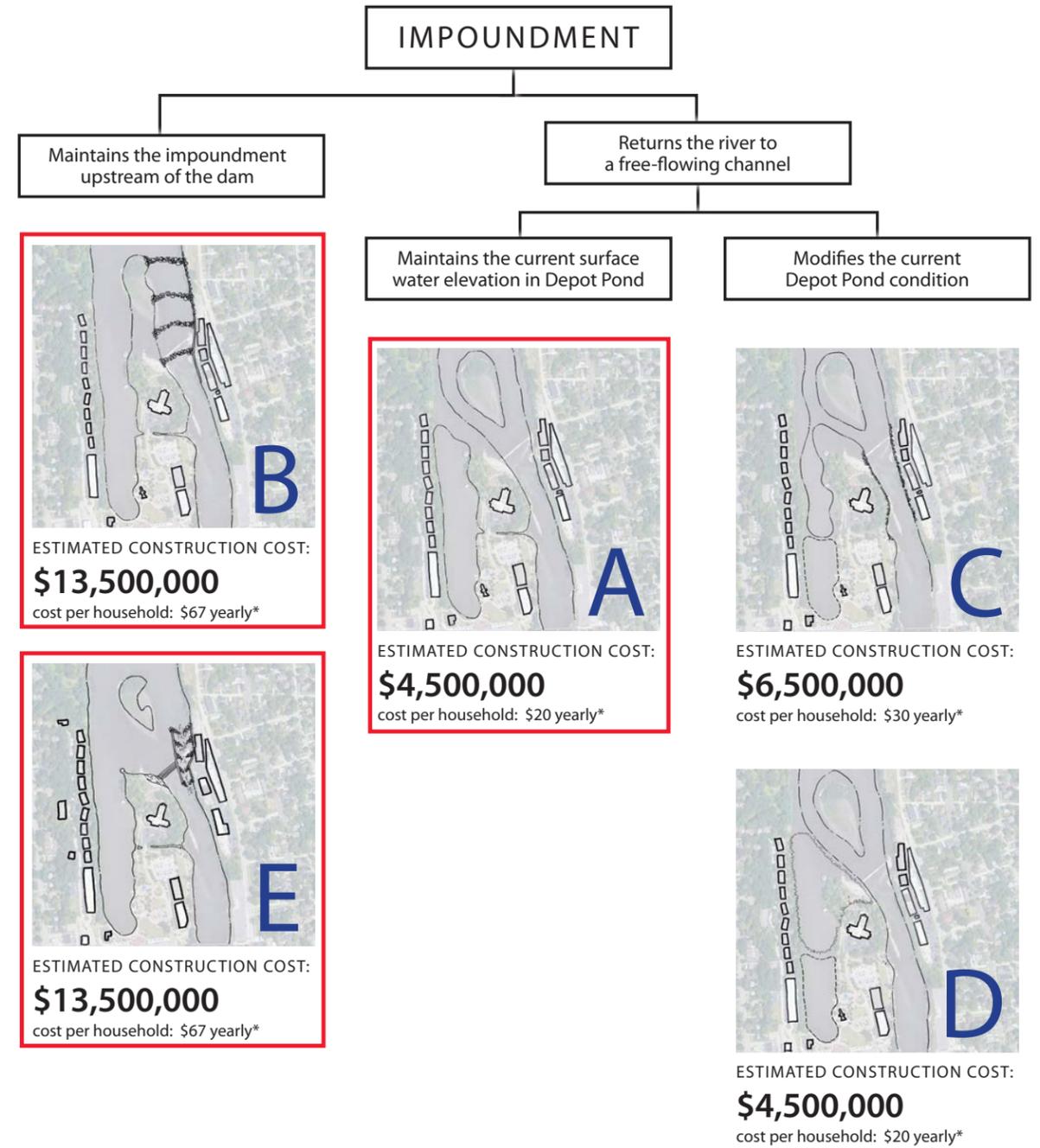
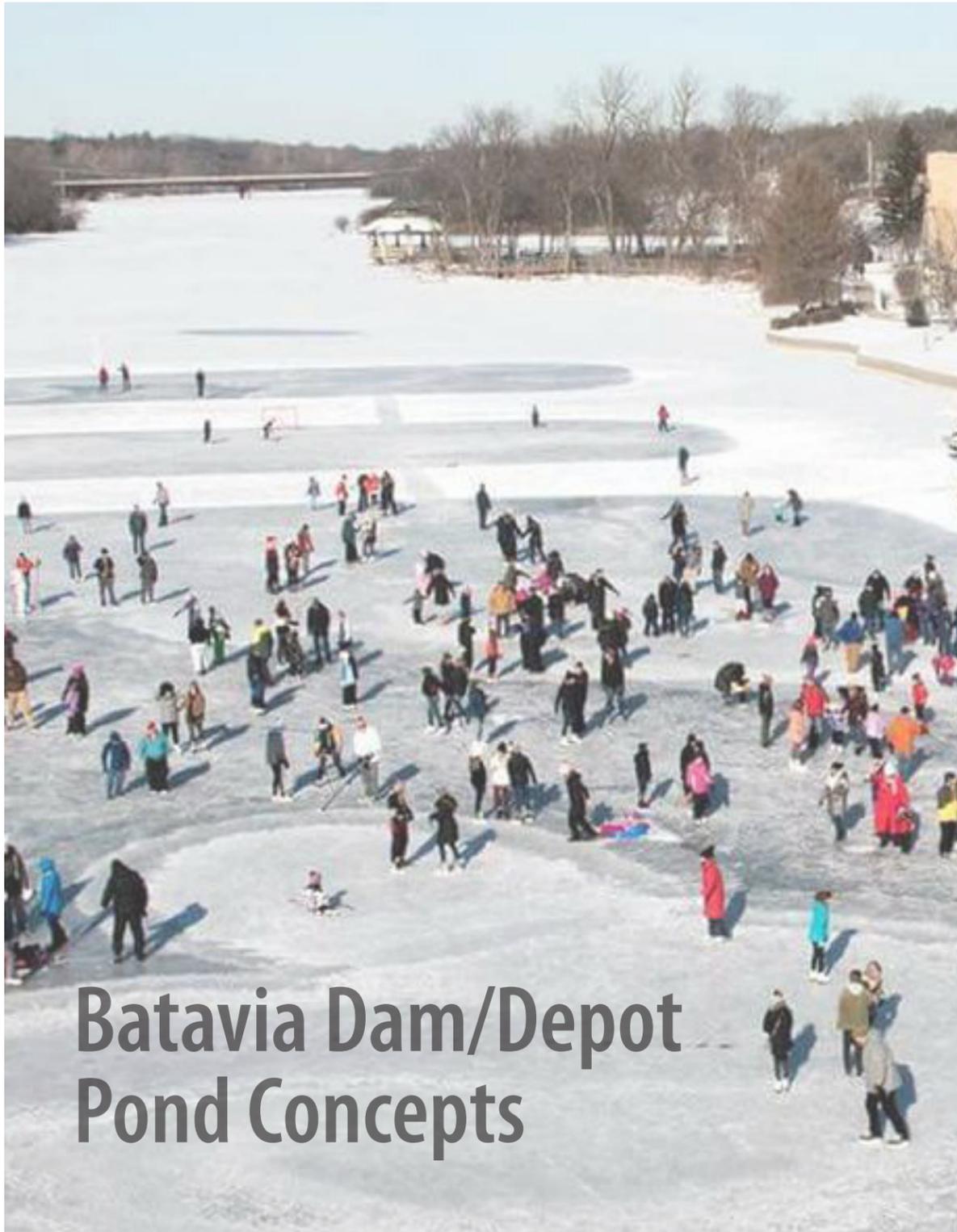
Each Concept shares the same proposed improvements south of Wilson Street since the decision to maintain or remove river impoundment north of the dam location does not change the water levels or river context in this area. The south improvements include exploring adding trails along the river and bikeway routes through the downtown to improve connectivity along the length of the river in Batavia. The east side continues to have the most public open space providing opportunities for continued trail connections, riverfront overlooks, and seating areas. Clark Island remains focused on historic and passive recreation with enhanced trails, program and event lawn space, and educational interpretive areas. The WPA bridges would remain with the addition of an improved pedestrian bridge from Clark Island to the west side of the river. Clark Island Recreation Area is renovated to improve the existing recreation features, access, and connectivity along with adding an opportunity for a satellite park maintenance facility. The ballfield is proposed to be relocated or removed to better utilize the riverfront park space for nature play, exploration, and educational activities. At the furthest south stretch of the river within the planning limits, additional trails are proposed along both sides of the river that would need to be planned in partnership with other public land holding agencies and a pedestrian bridge to bring additional connectivity between the east and west sides of the river.

### Recreation Alternatives Cost Estimates

High level cost estimates were prepared for the recreational alternatives and the primary categories of the improvements were defined as a potential cost range. These estimates represent an order of magnitude of potential costs for a long-term vision that would be implemented over many years and be dependent on available funding, grants, and partnership opportunities. These costs will be further refined and advanced as part of the River Corridor Master Plan based on further input from the Park District.

### Next Steps

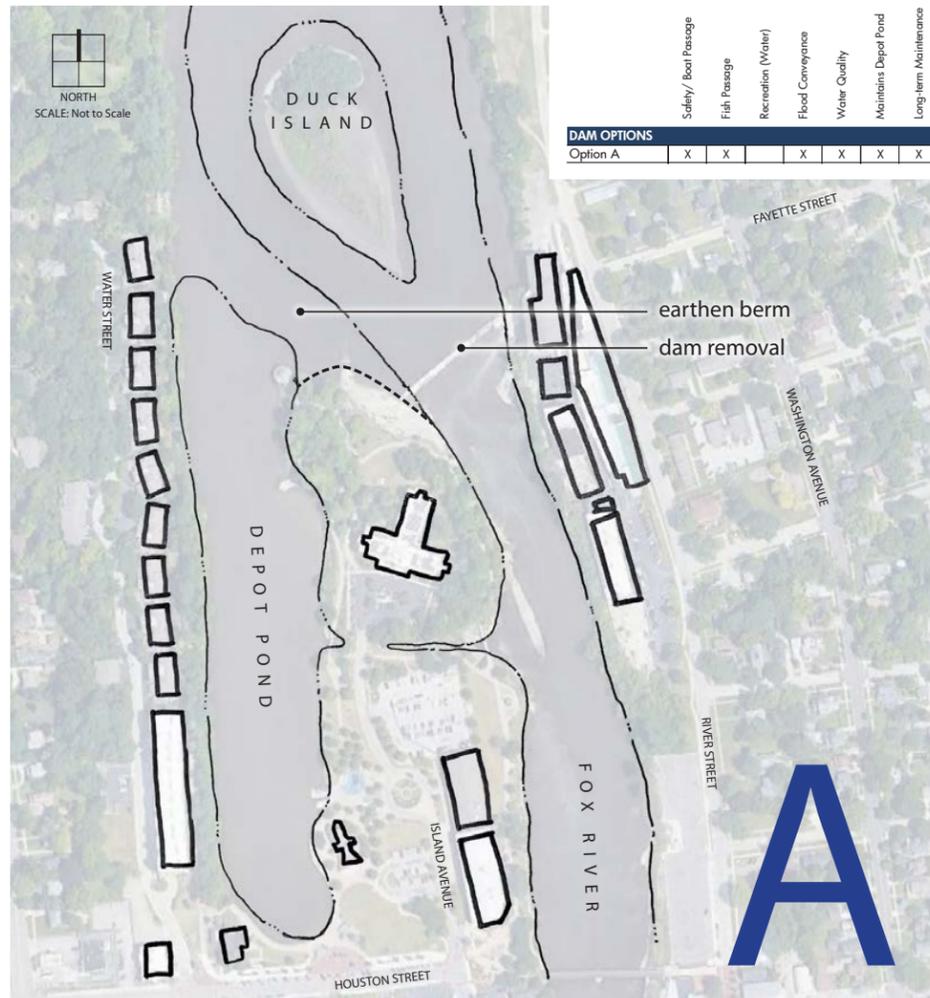
The recreational options and data provided by this additional study is to be referenced and reviewed by the Park District and City for further advancement of the Batavia Fox River Corridor Master Plan in defining final direction of a concept for advancement either with or without impoundment.



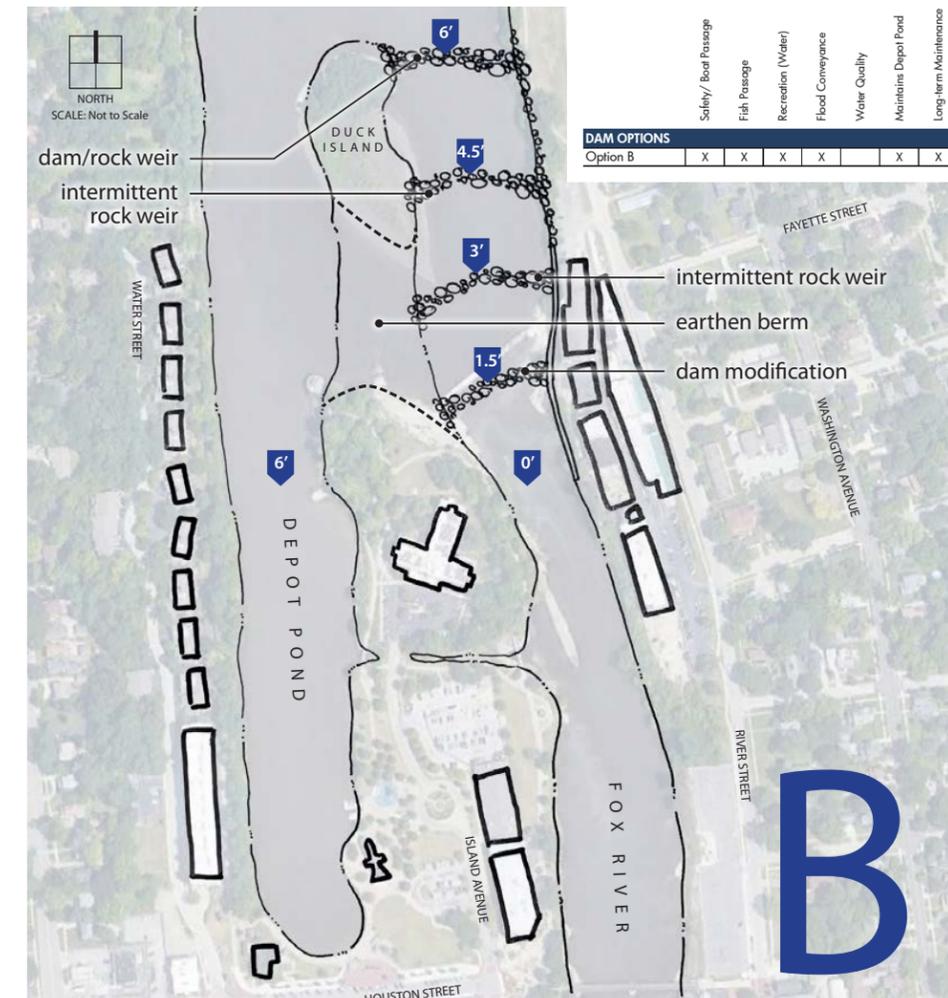
The amounts listed above reflect the impacts if the entire estimated construction costs were to be funded solely by City bonds. It is unknown at this time if additional grants could be secured or supplemented through other funding mechanisms to reduce or eliminate these costs, such as additional State funding, grants, partnerships, etc.

*\* cost per household based on a \$300,000 median home value for a duration of 20 years with 2% interest*

**CONCEPT A: Dam Removal with Berm**



**CONCEPT B: Full Width Grade Control Structures**



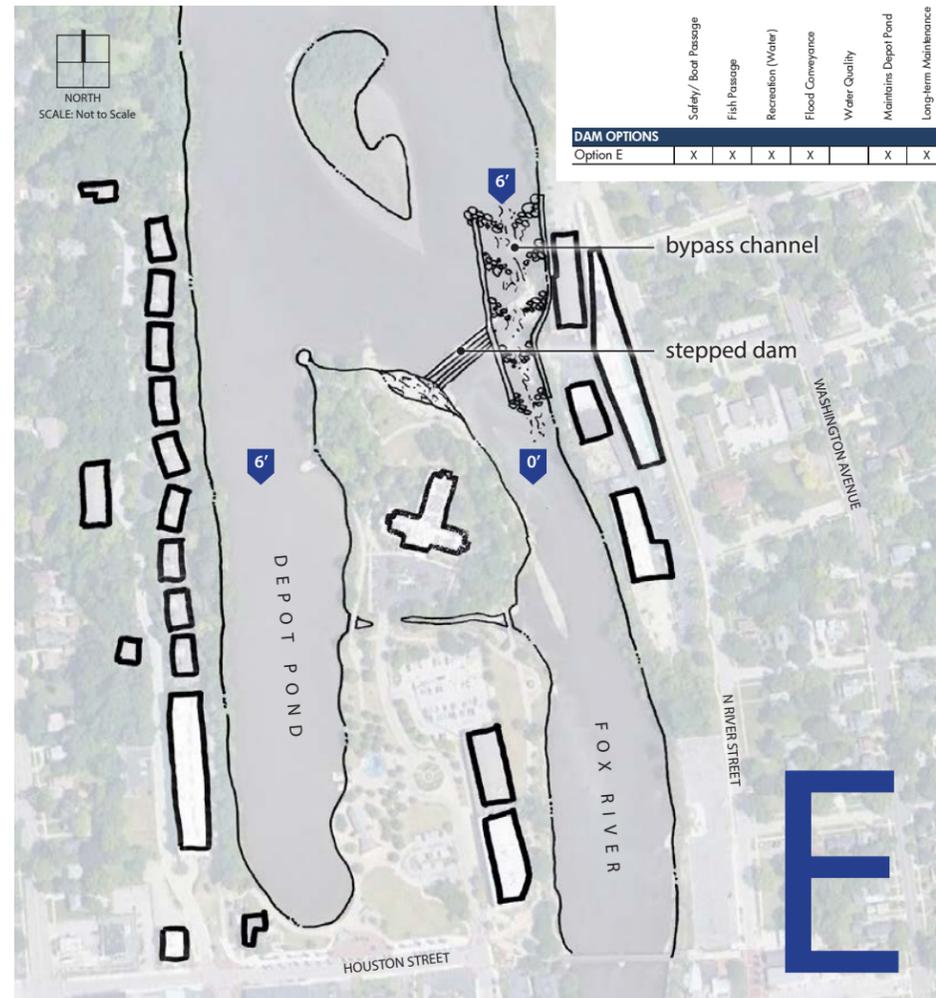
Complete removal of the existing dam which results in the lowering of the surface water elevation within the main river channel upstream of the dam. Includes a series of created pools and riffles within the newly free flowing reach with minimal impact downstream of the existing dam. An earthen berm is constructed from the north end of the Riverwalk to the west riverbank to hydraulically disconnect Depot Pond from the main river channel. Maintenance of current surface water level elevation in Depot Pond is achieved through routine pumping.

- Removes the safety concern of boat passage as the dam is removed entirely.
- Free flowing river condition is ideal for fish and mussel passage and in-stream habitat is improved with the addition of pools, riffles, and boulders.
- Significant improvement to water quality once nutrients, carbon, and sediment are no longer impounded and decreases the variability of temperature and dissolved oxygen levels.
- Reduction in sediment load to Depot Pond that requires more frequent dredging.
- Maintains the current surface water elevation in Depot Pond.
- Estimated cost for construction, contingencies, and engineering fees for design and permitting totals \$4,500,000 (cost per household on a \$300,000 median home value for a duration of 20 years with 2% interest is approximately \$20 yearly). Assumes cost for dam removal funded through an inter-governmental agreement with IDNR. Does not include costs for recreation improvements or modifications to existing infrastructure.
- Annual maintenance costs are estimated to be \$95,000 for pumping and native vegetative management and does not represent all-inclusive annual maintenance costs.

The existing dam is modified/lowered to create a series of rock weirs the full width of the river channel. An earthen berm is constructed from the north end of the Riverwalk out to Duck Island and a new dam/rock weir is installed at the north end of Duck Island that maintains the impoundment upstream of the dam and the current surface water level in Depot Pond. A conveyance channel is established in the center of the river channel that promotes safe passage during low-flow conditions. The designed river gradient targets moderate / medium-quick water for recreation opportunity while balancing cost and safety for non-motorized boat passage.

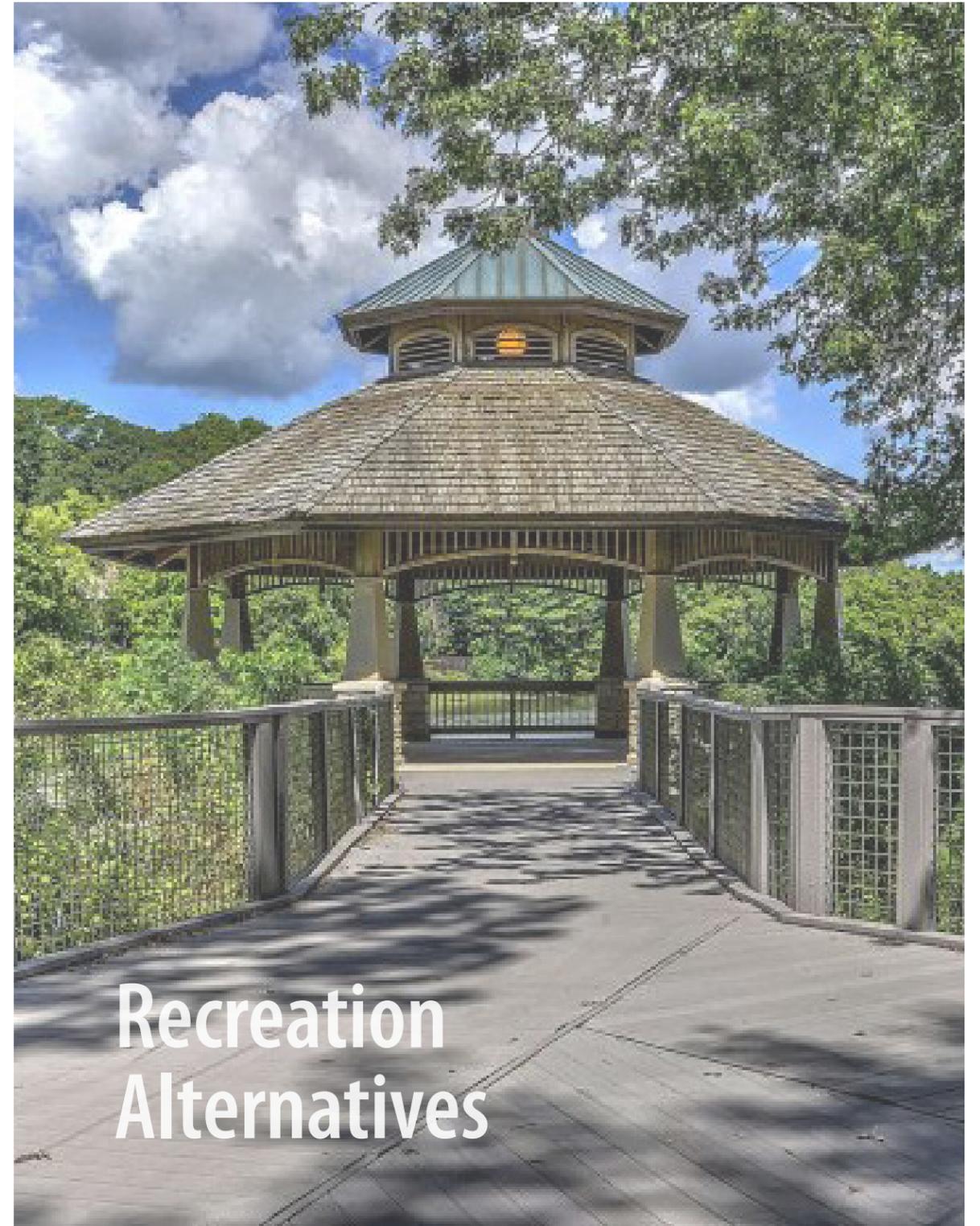
- Lowers safety concern for boat passage and a portage option is available.
- Beneficial for fish and mussel passage and provides additional habitat with the rock weirs.
- Low water quality improvement as the impoundment upstream of the dam is maintained.
- Creates an in-river recreation amenity with low to moderate degree of difficulty.
- Maintains the current surface water level in Depot Pond.
- Installs a new Class 3 (low hazard) Dam that requires routine maintenance, inspections, and liability insurance.
- Estimated cost for construction, contingencies, and engineering fees for design and permitting totals \$13,500,000 (cost per household on a \$300,000 median home value for a duration of 20 years with 2% interest is approximately \$67 yearly). Assumes cost for dam removal funded through an inter-governmental agreement with IDNR. Does not include costs for recreation improvements or modifications to existing infrastructure.
- Annual maintenance costs are estimated to be \$60,000 for native vegetation management and does not represent all-inclusive annual maintenance costs.

**CONCEPT E: Stepped Dam with Bypass Channel**

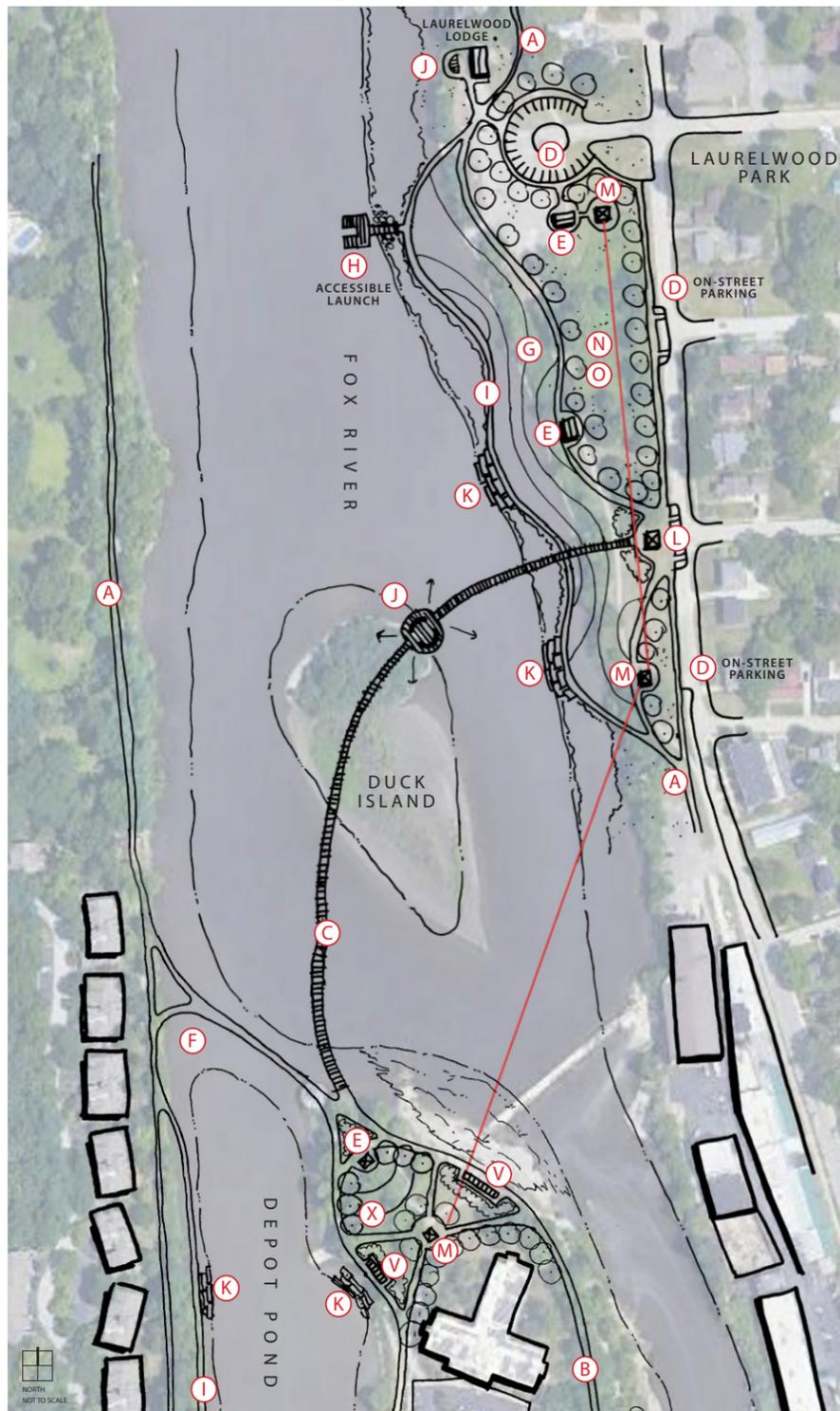


New stepped dam located along the west bank in the location of the existing dam and whitewater bypass along east bank.

- Lowers safety concern for boat passage, portage option available
- Whitewater bypass channel is shorter in length to reduce cost implications
- Results in steeper river gradient and higher rapids within the bypass
- Bypass along the east bank reduces need for flood control berm
- Beneficial for fish passage and habitat
- Low water quality improvement
- Creates a river recreation amenity with low to moderate degree of difficulty
- Maintains the current surface water level in Depot Pond
- Installs a Class 3 (low hazard) Dam between the dam and bypass channel
- Less costly alternative to construct compared to Concept B
- Estimated cost for construction, contingencies, annual maintenance (native vegetation maintenance/monitoring), and engineering fees for design and permitting totals \$13,189,200. Assumes cost for dam removal funded though an inter-governmental agreement with IDNR. Does not include costs for recreation improvements or modifications and does not represent all inclusive annual maintenance costs.



**ALTERNATIVE #2: No Impoundment - Laurelwood Park**



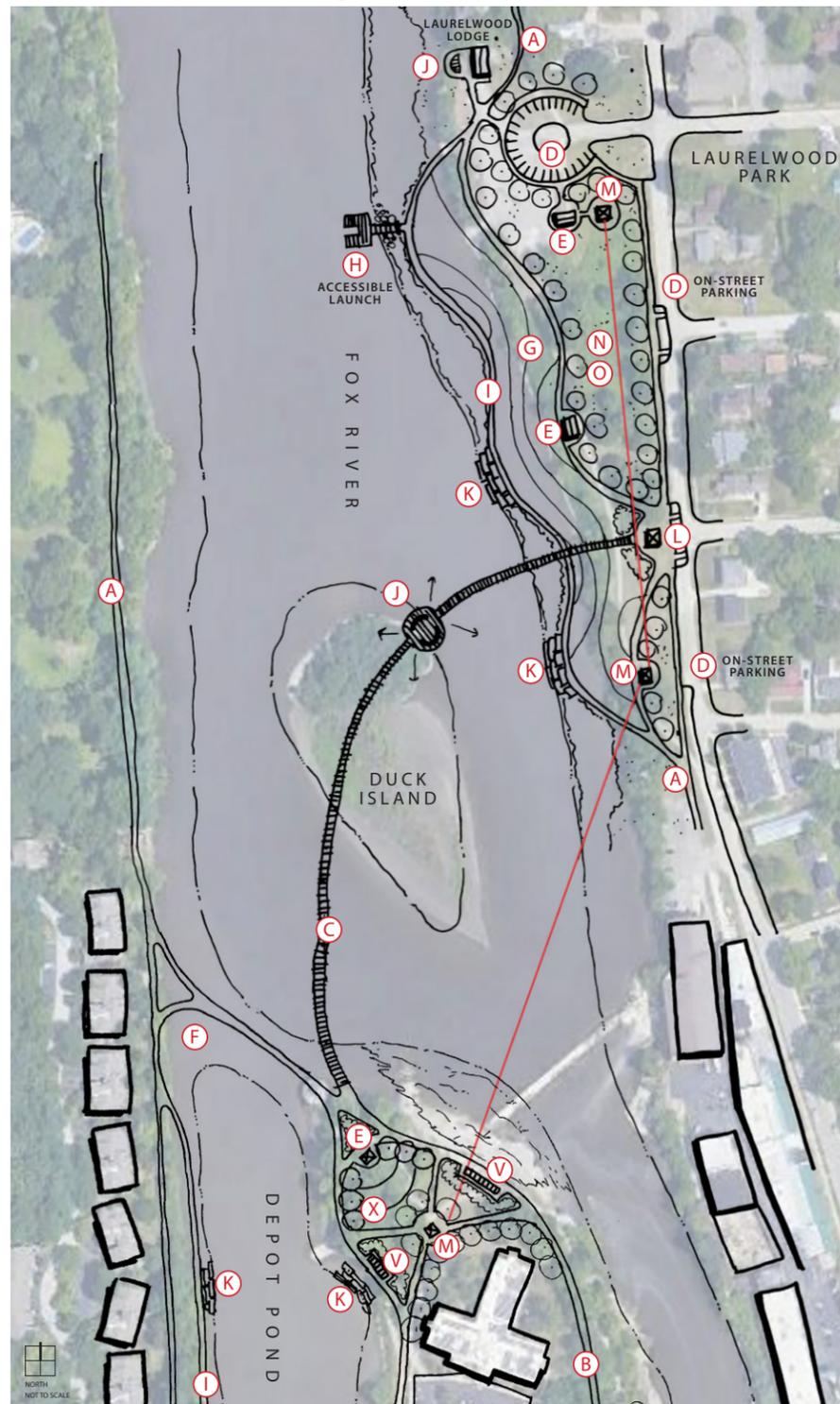
**LEGEND**

- A** bike trail
- B** riverwalk
- C** pedestrian bridge
- D** parking
- E** picnic shelter
- F** earthen berm
- G** terraced bank
- H** kayak/canoe launch
- I** boat launch
- J** deck/overlook
- K** limestone outcropping
- L** trailhead plaza
- M** zip line course
- N** hammock station
- O** bocce courts

**A**



**ALTERNATIVE #2: No Impoundment - Laurelwood Park**

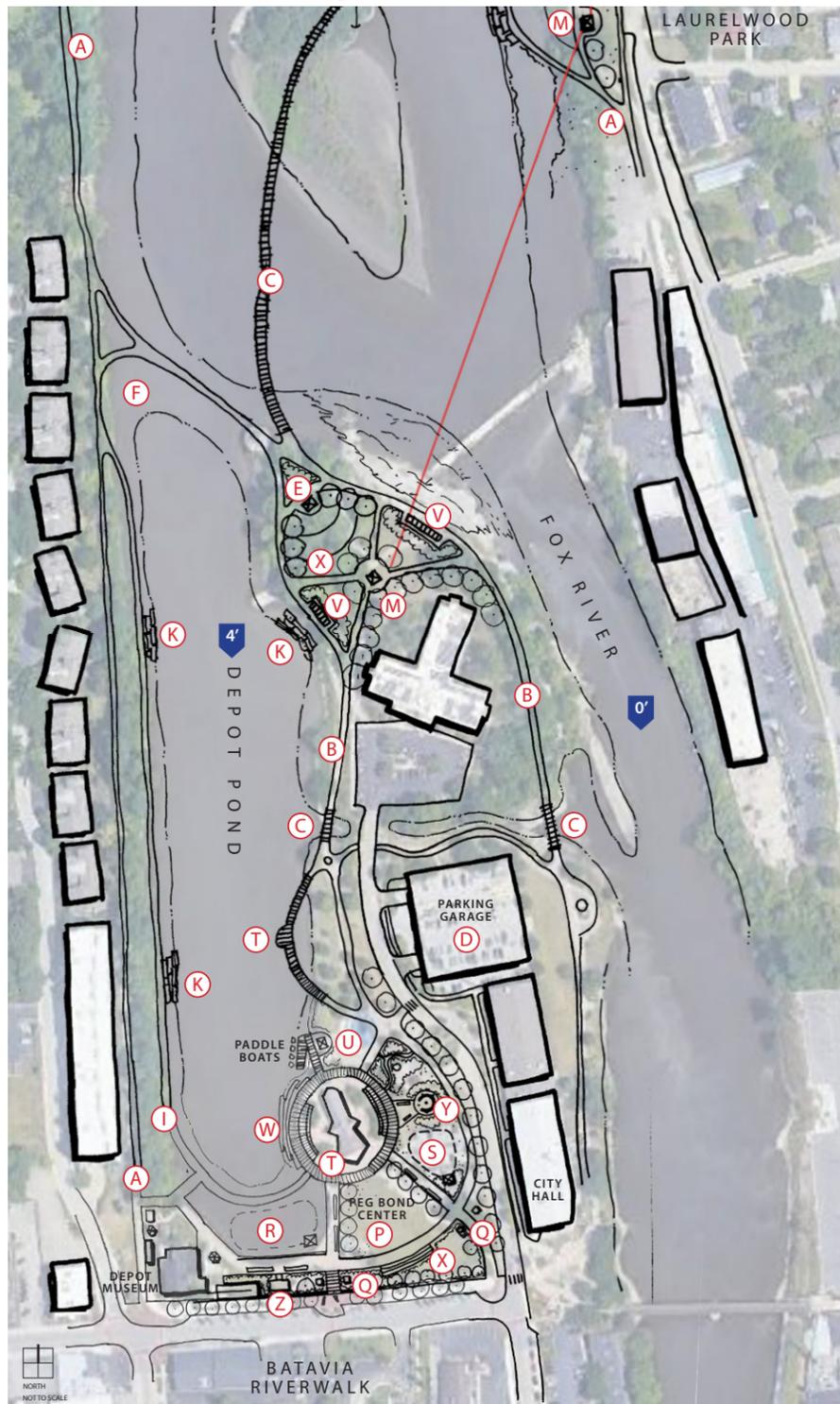


- LEGEND**
- A** bike trail
  - B** riverwalk
  - C** pedestrian bridge
  - D** parking
  - E** picnic shelter
  - F** earthen berm
  - G** terraced bank
  - H** kayak/canoe launch
  - I** boat launch
  - J** deck/overlook
  - K** limestone outcropping
  - L** trailhead plaza
  - M** zip line course
  - N** hammock station
  - O** bocce courts

**A**



**ALTERNATIVE #2: No Impoundment - Riverwalk**



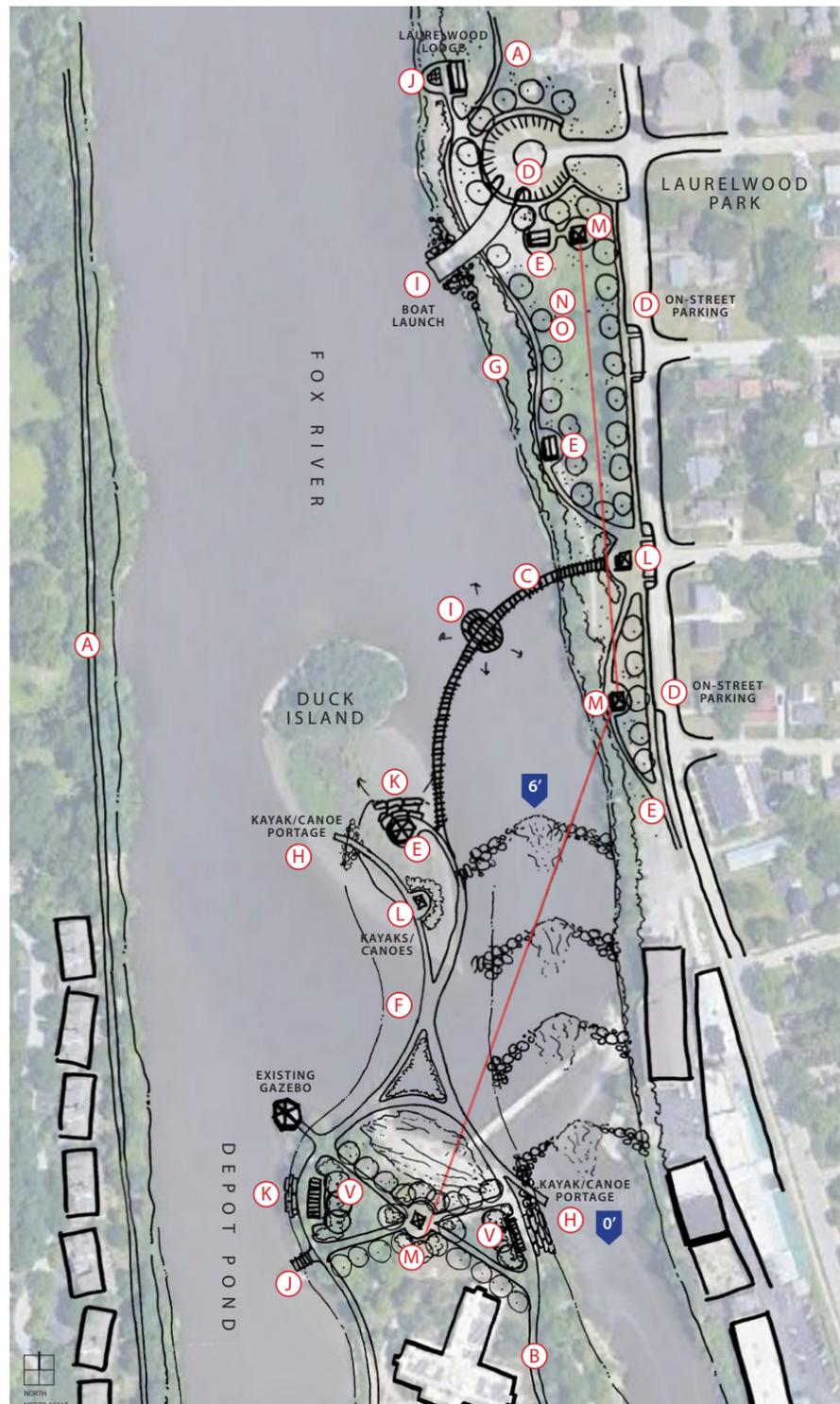
**LEGEND**

- (P) event lawn
- (Q) gateway/entry
- (R) playground
- (S) splash/fountain
- (T) boardwalk
- (U) paddle boat/kayak rentals
- (V) swing benches
- (W) sunning steps
- (X) amphitheater seating
- (Y) flag day memorial
- (Z) restroom building

A



**ALTERNATIVE #1: Impoundment - Laurelwood Park**



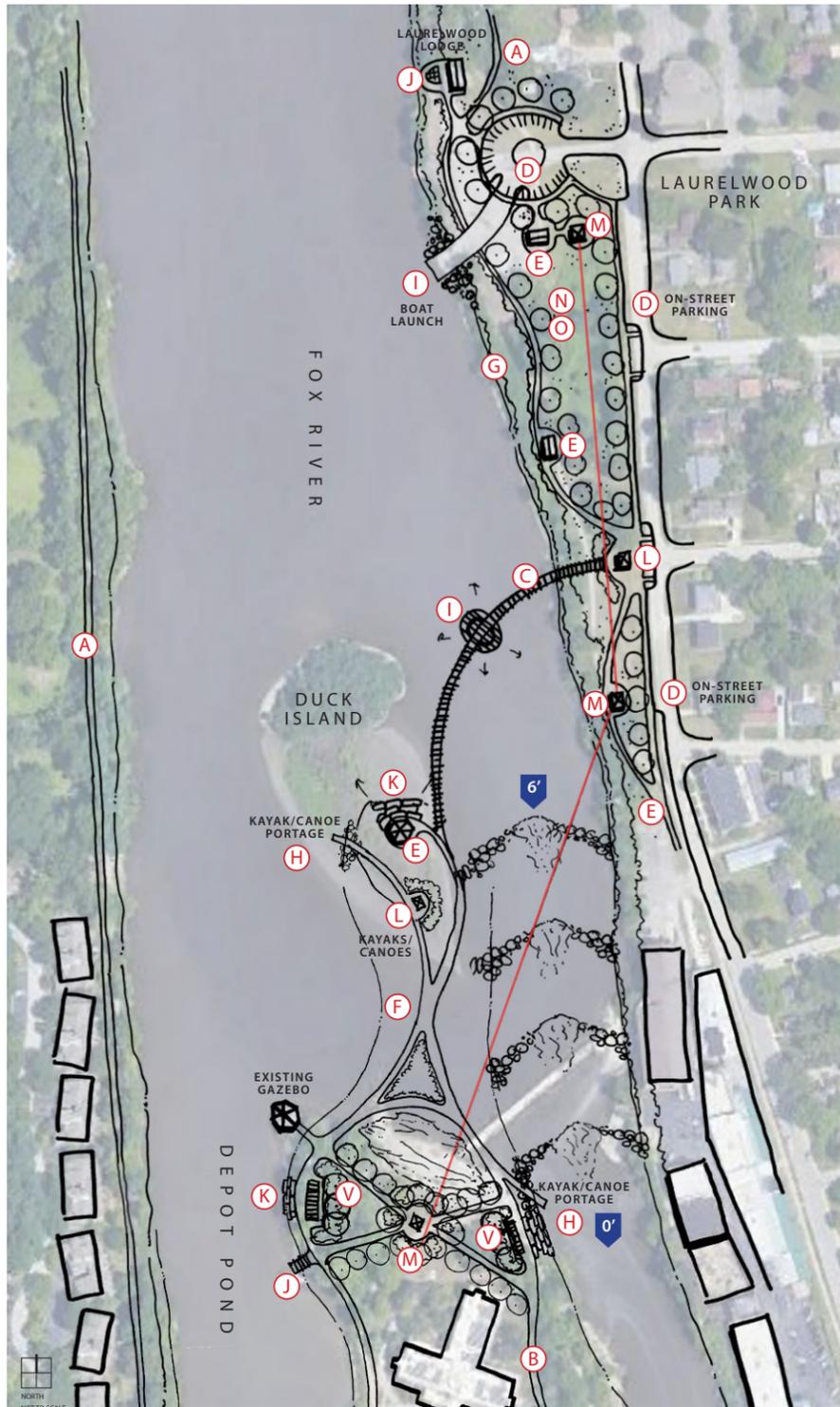
**LEGEND**

- Ⓐ bike trail
- Ⓑ riverwalk
- Ⓒ pedestrian bridge
- Ⓓ parking
- Ⓔ picnic shelter
- Ⓕ earthen berm
- Ⓖ terraced bank
- Ⓗ kayak/canoe launch
- Ⓘ boat launch
- Ⓝ deck/overlook
- Ⓚ limestone outcropping
- Ⓛ trailhead plaza
- Ⓜ zip line course
- Ⓝ hammock station
- Ⓞ bocce courts

**B  
E**



**ALTERNATIVE #1: Impoundment - Laurelwood Park**



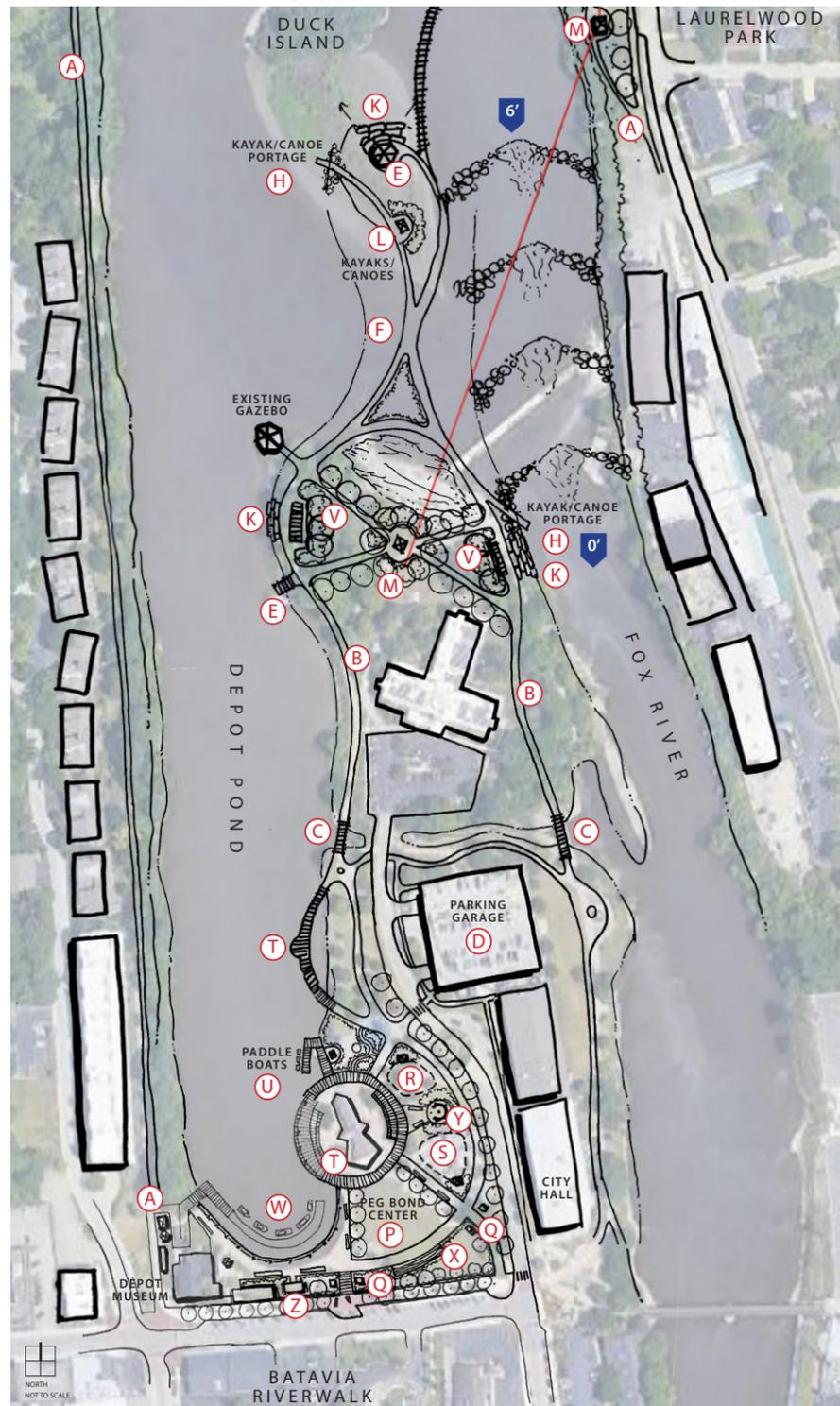
**LEGEND**

- (A) bike trail
- (B) riverwalk
- (C) pedestrian bridge
- (D) parking
- (E) picnic shelter
- (F) earthen berm
- (G) terraced bank
- (H) kayak/canoe launch
- (I) boat launch
- (J) deck/overlook
- (K) limestone outcropping
- (L) trailhead plaza
- (M) zip line course
- (N) hammock station
- (O) bocce courts

**B  
E**



**ALTERNATIVE #1: Impoundment - Riverwalk**



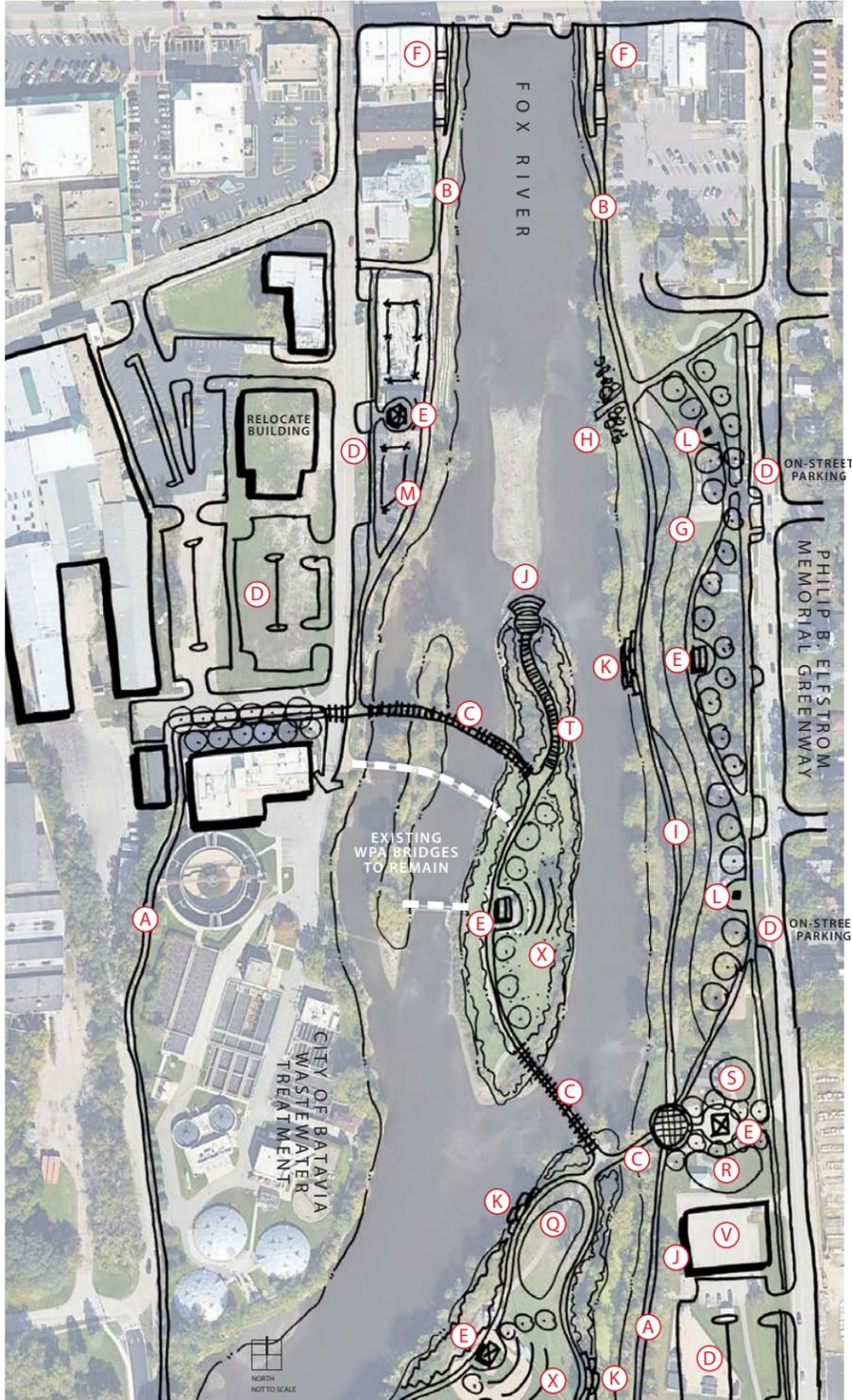
**LEGEND**

- P** event lawn
- Q** gateway/entry
- R** playground
- S** splash/fountain
- T** boardwalk
- U** paddle boat/kayak rentals
- V** swing benches
- W** boat dock
- X** amphitheater seating
- Y** flag day memorial
- Z** restroom building

**B  
E**



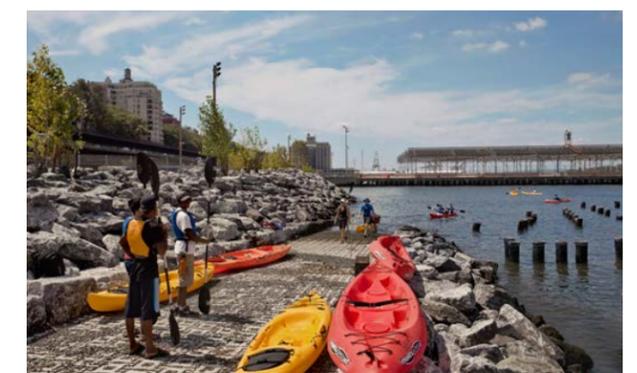
**ALTERNATIVE #1 and #2: Philip B. Elfstrom Memorial Greenway**



**LEGEND**

- (A) bike trail
- (B) riverwalk
- (C) pedestrian bridge
- (D) parking
- (E) picnic shelter
- (F) ramp
- (G) terraced bank
- (H) kayak/canoe launch
- (I) lower pathway
- (J) deck/overlook
- (K) limestone outcropping
- (L) art plaza
- (M) dog park

A  
B  
E



**ALTERNATIVE #1 and #2: Clark Island Recreation Area**

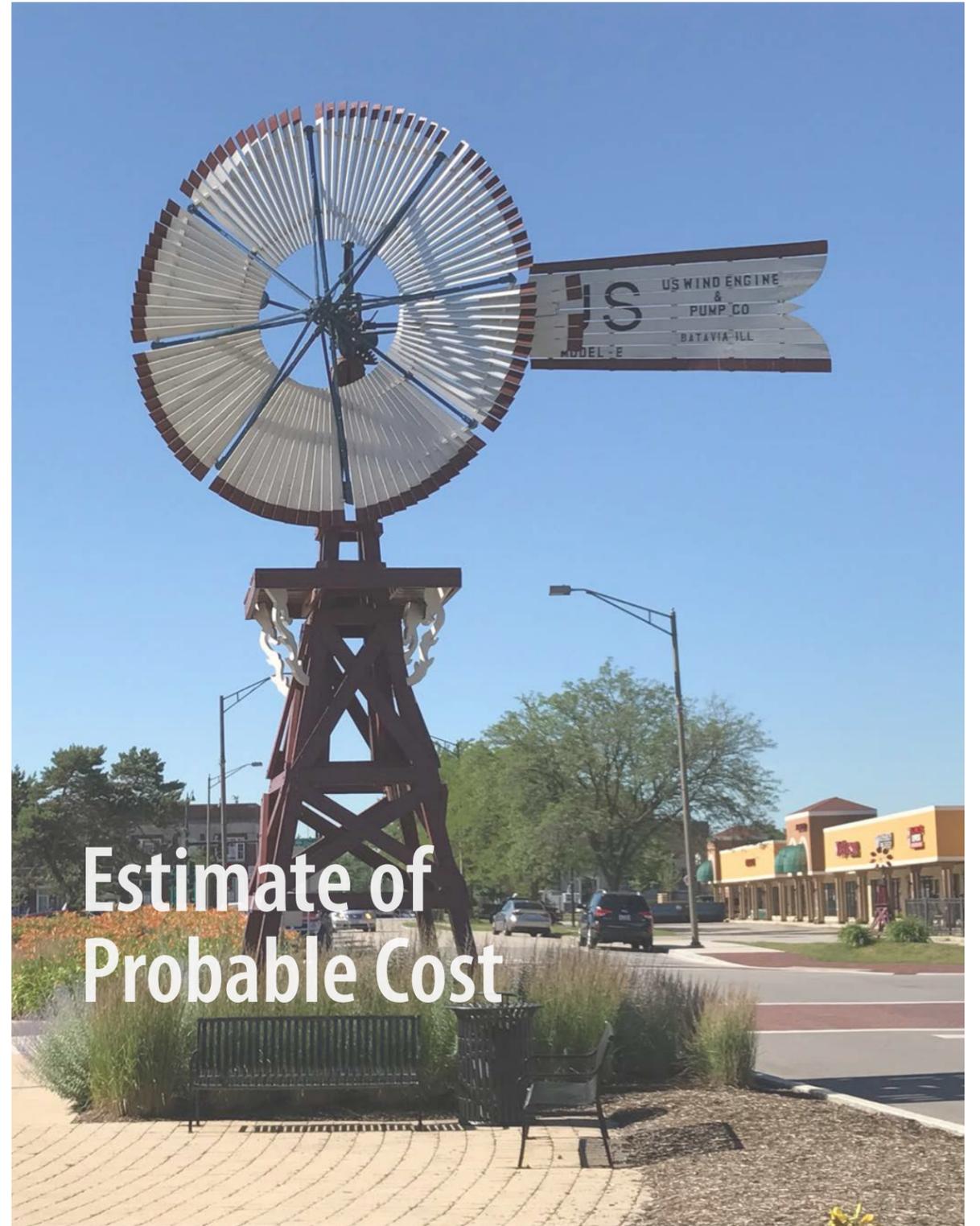
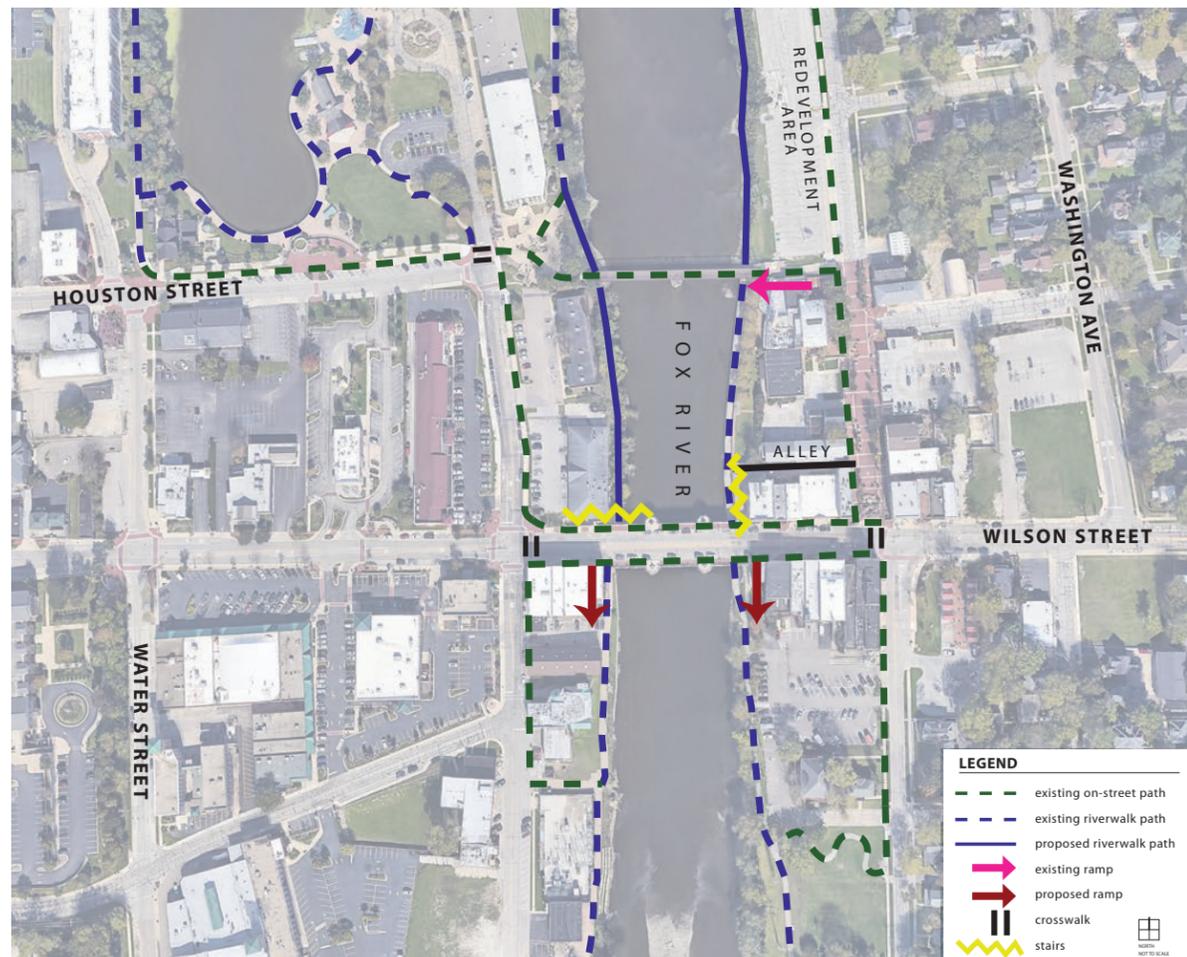


- LEGEND**
- (N) hammock station
  - (O) skate park
  - (P) pump track
  - (Q) nature playground
  - (R) playground
  - (S) fitness station
  - (T) boardwalk
  - (U) tree tops course
  - (V) multi-purpose building
  - (W) maintenance building
  - (X) amphitheater seating

**A  
B  
E**



### BIKE TRAIL ACCESS PLAN





**CONCEPT A: North Segment**  
*Estimate of Probable Construction Costs*  
**Recreation Alternatives for the Fox River Corridor Master Plan**

Construction Costs		
Description	Low Range	High Range
Dam Modification	\$ 2,228,000	\$ 2,785,000
Contracting and general requirements, project management, insurance, bonding, field layout, staking	\$ 1,766,000	\$ 2,208,000
Pedestrian bridges and observation platforms	\$ 3,272,000	\$ 4,090,000
Temporary soil erosion and sediment control	\$ 167,000	\$ 209,000
Concrete footings, foundations, abutments, and steps	\$ 830,000	\$ 1,037,000
Limestone veneer seatwalls, columns, coping, and limestone outcropping	\$ 229,000	\$ 286,000
Boardwalk and deck framing, decking, and toe rail	\$ 1,277,000	\$ 1,596,000
Metal handrail for stairs, ramps, and piers	\$ 312,000	\$ 390,000
Wayfinding and identification signage/branding	\$ 21,000	\$ 26,000
Amphitheater, shelters, playground and splash pad equipment, kayak launch, baggo courts, bocce courts, hammock stations)	\$ 1,420,000	\$ 1,775,000
Site furnishings (benches, bike racks, trash/recycle receptacles, drinking fountains)	\$ 1,113,000	\$ 1,391,000
Underground utilities (storm, sanitary, water, gas)	\$ 648,000	\$ 810,000
Exterior lighting (panelboards, shelter lights, pedestrian lights, event lawn lights, outlets, conduit and wiring)	\$ 400,000	\$ 500,000
Site demolition of existing infrastructure	\$ 140,000	\$ 175,000
Earthwork, soil import/export and planting soil	\$ 1,896,000	\$ 2,370,000
Asphalt paving (vehicular and pedestrian)	\$ 188,000	\$ 235,000
Concrete paving, specialty concrete, and curbs	\$ 734,000	\$ 917,000
Playground surfacing (PIP, EWF, synthetic turf)	\$ 141,000	\$ 176,000
Unit paving	\$ 1,542,000	\$ 1,927,000
Landscaping (trees, shrubs, perennials, turf seeding, native seeding)	\$ 754,000	\$ 942,000
Section Subtotal:	\$ 19,078,000	\$ 23,845,000



**CONCEPT A: North Segment**  
*Estimate of Probable Construction Costs*  
**Recreation Alternatives for the Fox River Corridor Master Plan**

Contingencies		
Description	Low Range	High Range
design contingency (15%)	\$ 2,861,000	\$ 3,576,750
bid contingency (5%)	\$ 954,000	\$ 1,192,250
construction contingency (15%)	\$ 2,861,000	\$ 3,576,750
escalation (5%)	\$ 954,000	\$ 1,192,250
Section Subtotal:	\$ 7,630,000	\$ 9,538,000
CONCEPT A: NORTH SEGMENT TOTAL:	\$ 26,708,000	\$ 33,383,000

Potential Partnerships and Large-Scale Projects	
Description	
Parking garage	needs additional evaluation
Realign roadway	needs additional evaluation
Restroom buildings	needs additional evaluation
Zipline and support infrastructure	needs additional evaluation



**CONCEPT B: North Segment**  
*Estimate of Probable Construction Costs*  
 Recreation Alternatives for the Fox River Corridor Master Plan

Construction Costs		
Description	Low Range	High Range
Dam Modification	\$ 7,556,000	\$ 9,445,000
Contracting and general requirements, project management, insurance, bonding, field layout, staking	\$ 2,322,000	\$ 2,902,000
Pedestrian bridges and observation platforms	\$ 3,272,000	\$ 4,090,000
Temporary soil erosion and sediment control	\$ 1,280,000	\$ 1,600,000
Concrete footings, foundations, abutments, and steps	\$ 169,000	\$ 211,000
Limestone veneer seatwalls, columns, coping, and limestone outcropping	\$ 926,000	\$ 1,157,000
Boardwalk and deck framing, decking, and toe rail	\$ 229,000	\$ 286,000
Metal handrail for stairs, ramps, and piers	\$ 1,138,000	\$ 1,423,000
Wayfinding and identification signage/branding	\$ 252,000	\$ 315,000
Amphitheater, shelters, playground and splash pad equipment, kayak launch, baggo courts, bocce courts, hammock stations)	\$ 21,000	\$ 26,000
Site furnishings (benches, bike racks, trash/recycle receptacles, drinking fountains)	\$ 2,630,000	\$ 3,288,000
Underground utilities (storm, sanitary, water, gas)	\$ 722,000	\$ 903,000
Exterior lighting (panelboards, shelter lights, pedestrian lights, event lawn lights, outlets, conduit and wiring)	\$ 648,000	\$ 810,000
Site demolition of existing infrastructure	\$ 400,000	\$ 500,000
Earthwork, soil import/export and planting soil	\$ 140,000	\$ 175,000
Asphalt paving (vehicular and pedestrian)	\$ 1,182,000	\$ 1,478,000
Concrete paving, specialty concrete, and curbs	\$ 142,000	\$ 178,000
Playground surfacing (PIP, EWF, synthetic turf)	\$ 776,000	\$ 970,000
Landscaping (trees, shrubs, perennials, turf seeding, native seeding)	\$ 731,000	\$ 914,000
Off-Site Comp Storage	\$ 1,600,000	\$ 2,000,000
Section Subtotal	\$ 27,614,000	\$ 34,519,000



**CONCEPT B: North Segment**  
*Estimate of Probable Construction Costs*  
 Recreation Alternatives for the Fox River Corridor Master Plan

Contingencies		
Description	Low Range	High Range
design contingency (15%)	\$ 4,142,000	\$ 5,177,850
bid contingency (5%)	\$ 1,381,000	\$ 1,725,950
construction contingency (15%)	\$ 4,142,000	\$ 5,177,850
escalation (5%)	\$ 1,381,000	\$ 1,725,950
Section Subtotal:	\$ 11,046,000	\$ 13,807,600
<b>CONCEPT B: NORTH SEGMENT TOTAL:</b>		
	\$ 38,660,000	\$ 48,326,600

Potential Partnerships and Large-Scale Projects	
Description	
Parking garage	needs additional evaluation
Realign roadway	needs additional evaluation
Restroom buildings	needs additional evaluation
Zipline and support infrastructure	needs additional evaluation



**CONCEPT A/B: South Segment**

*Estimate of Probable Construction Costs*

Recreation Alternatives for the Fox River Corridor Master Plan

Construction Costs		
Description	Low Range	High Range
Contracting and general requirements, project management, insurance, bonding, field layout, staking	\$ 1,042,000	\$ 1,302,000
Pedestrian bridges and observation platforms	\$ 3,440,000	\$ 4,300,000
Temporary soil erosion and sediment control	\$ 321,000	\$ 401,000
Concrete footings, foundations, abutments, and steps	\$ 1,128,000	\$ 1,410,000
Limestone veneer seatwalls, columns, coping, and limestone outcropping	\$ 338,000	\$ 423,000
Boardwalk framing, decking, and toe rail	\$ 258,000	\$ 323,000
Metal handrail for stairs, ramps, and piers	\$ 256,000	\$ 320,000
Wayfinding and identification signage/branding	\$ 19,000	\$ 24,000
Amphitheater, shelters, playground equipment, fitness equipment, skate park, pump track	\$ 1,240,000	\$ 1,550,000
Site furnishings (benches, bike racks, trash/recycle receptacles, drinking fountains)	\$ 136,000	\$ 170,000
Underground utilities (storm, sanitary, water, gas)	\$ 200,000	\$ 250,000
Exterior lighting (panelboards, shelter lights, pedestrian lights, outlets, conduit and wiring)	\$ 345,000	\$ 431,000
Site demolition of existing infrastructure	\$ 200,000	\$ 250,000
Earthwork, soil import/export and planting soil	\$ 960,000	\$ 1,200,000
Asphalt paving (vehicular and pedestrian)	\$ 240,000	\$ 300,000
Concrete paving, specialty concrete, and curbs	\$ 550,000	\$ 688,000
Playground surfacing (PIP, EWF, synthetic turf)	\$ 149,000	\$ 186,000
Unit paving	\$ 634,000	\$ 792,000
Landscaping (trees, shrubs, perennials, turf seeding, native seeding)	\$ 512,000	\$ 640,000
<b>Section Subtotal:</b>	<b>\$ 11,968,000</b>	<b>\$ 14,960,000</b>



**CONCEPT A/B: South Segment**

*Estimate of Probable Construction Costs*

Recreation Alternatives for the Fox River Corridor Master Plan

Contingencies		
Description	Low Range	High Range
design contingency (15%)	\$ 1,795,000	\$ 2,244,000
bid contingency (5%)	\$ 598,000	\$ 748,000
construction contingency (15%)	\$ 1,795,000	\$ 2,244,000
escalation (5%)	\$ 598,000	\$ 748,000
<b>Section Subtotal:</b>	<b>\$ 4,786,000</b>	<b>\$ 5,984,000</b>
<b>SOUTH SEGMENT TOTAL:</b>	<b>\$ 16,754,000</b>	<b>\$ 20,944,000</b>

Potential Partnerships and Large-Scale Projects	
Description	
Multi-purpose building and support infrastructure	needs additional evaluation
Maintenance building and support infrastructure	needs additional evaluation



## Appendix H: Target Market and Comparable Active River Projects Memo



**Memo**

Date: March 29, 2021  
To: Batavia River Corridor Team  
From: HDG

**RE: Target Market and comparable Active River projects**

The City of Batavia and the Batavia Park District staff leadership share similar objectives for the Batavia River Corridor, which include:

- General improvements: access, navigation, connectivity, stabilization, beautification, river health
- Dam removal /modification: access available IDNR funding
- Depot Pond solution: hydraulic solution to keep pond or an adaptive reuse of the real estate
- Recreation and programming: to fulfill in-demand resident interest and draw regional interest
- Community development framework: land-uses and general development standards

Based on these objectives, the apparent **Target Market** for the Batavia River Corridor is:

- Primary: residents, for their enjoyment and engagement in the river corridor
- Secondary: non-residents using the regional corridor

For purposes of this limited study, the comparable **Active River projects** listed below include community improvements that showcase their river settings and/or actively program activities within or adjacent to their riverfronts, primarily for the enjoyment of their residents. A few examples include:

1. Local:
  - a. Aurora Downtown Riverfront, Aurora, Illinois
    - i. RiverEdge Park
    - ii. Canoe launch & chute, Fox River trail, island access, parks, events, shopping, dining, theatre, art
  - b. Chicago Riverwalk, Chicago, Illinois
    - i. Continuous access along river
    - ii. Shopping, dining, sightseeing, floating gardens, veteran's memorial, boat tours, kayak rentals
  - c. Elgin Downtown Riverfront, Elgin, Illinois
    - i. Festival Parka and Riverfront Promenade
    - ii. Fox River trail, destination playground, Walton Island, events, dining, shopping
  - d. Naperville Riverwalk, Naperville, Illinois
    - i. Walking path, amphitheater, gathering areas, playground, bridges, quarry lake, sled hill, concert area, bell tower

2. Regional / Midwest:
  - a. Waukesha Downtown Riverfront, Waukesha, Wisconsin
    - i. Barstow Plaza, Veterans Park
    - ii. Trails (separated lanes for bikes and walkers), river access, overlooks, bridges, fountains, clock tower, sculpture
  - b. Indianapolis Canal Walk, Indianapolis, Indiana
    - i. Canal Walk and White River State Park
    - ii. Amphitheater, Colts' playground, biking, walking, running, sightseeing, sculpture, connections to downtown on Cultural Trail, pedal boats, dining, shopping, museums
  - c. Dayton Riverscape Park, Dayton, Ohio
    - i. River Run kayak course and chutes for both novice and experienced paddlers
    - ii. Concert venue, dining, shopping, trail system, connections to downtown, ice skating, splash pad, playgroud
3. National:
  - a. Greenville, South Carolina
    - i. Falls Park on the Reedy
    - ii. Trails, gardens, iconic bridge, overlook, connections to downtown and zoo, art
  - b. Salida, Colorado
    - i. Riverside Park
    - ii. Paths, band shell, events, bouldering wall, picnicking, playground
  - c. Bend, Oregon
    - i. Riverbend Park, Drake Park, Bend Whitewater Park
    - ii. Scenic trails, beach, open lawns, events, water chutes for tubing, surfing, & kayaking, rentals, dog park, launches

# Appendix I: Batavia Park District Comprehensive Master Plan Strategies



## Batavia Park District Comprehensive Master Plan Strategies

Date: July 1, 2022  
From: Jenna Beck, Hitchcock Design Group (HDG)

**RE: Batavia Fox River Corridor Master Plan**

The following strategies were developed during the comprehensive master planning process for the Batavia Park District in 2020 and should be considered as the master plan for the Fox River corridor progresses.

### Direct impact:

1. Evaluate and prioritize improvements for the riverfront, Riverwalk, and Depot Pond
  - a. Develop a master plan for the Batavia Fox River Corridor (in progress)
    - i. Consider Laurelwood Park and Clark Island Recreation Area boat launch improvements to create Fox River "water trailheads"
    - ii. Identify opportunity for increased river access
    - iii. Consider post-pond Depot planning to maintain character and nostalgic value
    - iv. Evaluate connectivity between Harold Hall Quarry Beach and Clark Island Recreation Area
  - b. Develop Batavia Riverwalk Master Plan
    - i. Enhance / expand events venue at the Batavia Riverwalk
    - ii. Consider including an outdoor splash pad, inclusive play, and outdoor fitness

### Background support:

The Fox River and Batavia Riverwalk were both big components of the community survey. An increase in recreational activities on the Fox River was the second-highest voted program interest / need on the survey with 44% of the votes. Discussion at the staff workshop included capitalizing on river-related programming, and the Board workshop included discussion on river-focused recreation. The Batavia Riverwalk is the most widely used Park District asset, with 87% of survey respondents stating that they have visited. It is by far the favorite BPD property with 57% of the votes. An additional 26% of respondents placed the Batavia Riverwalk in their top 3 favorite properties. The survey also showed that 72% of respondents support preserving the Depot Pond if the Fox River dam is removed or fails.

### Indirect impact:

1. Provide new amenities including an outdoor splash pad, inclusive play, and outdoor fitness
  - a. Develop master plan for Harold Hall Quarry Beach
    - i. Explore opportunity for splash pad and inclusive playground
  - b. Coordinate evaluation of new amenities with the Master Plan development for the Batavia Riverwalk
  - c. Evaluate other potential park locations in community for fitness station additions as parks are master planned or renovated

Planning  
Landscape Architecture



2. Improve communication and awareness about Batavia Park District, the recreational offerings, and trail opportunities
  - a. Expand communication kiosks throughout parks
  - b. Develop a District-wide signage plan to identify types of signage needed and guidelines for sign types including size, materials, and branding
  - c. Following the development of the signage plan, develop a plan specific to trail signage for improved trail wayfinding and awareness
3. Continue to evaluate other opportunities to provide for special interest needs, including a dog park on the east side of the District and community garden plots
  - a. Pending the results of an updated community needs assessment, evaluate locations for a dog park on the east side of the community if the needs assessment results represent this as a continued interest
4. Update aging park amenities and address ADA accessibility standards / connectivity
  - a. Complete the parking improvements at Harold Hall Quarry Beach
  - b. Evaluate ADA compliance requirements and planning needs at Laurelwood Park if required to allow for expanded rentals or leasing of the Lodge

cc: Allison Niemela, Batavia Park District (BPD)  
Laura Newman, City of Batavia  
Bill Inman / Steve Konters / Lacey Lawrence, HDG

## Appendix J: Master Plan Strategy Memorandum



## Memorandum

Date: August 17, 2022  
To: Batavia Park District (BPD)  
From: Hitchcock Design Group (HDG)

**RE: Batavia Fox River Master Plan Strategy**

### Goal

Create a vibrant riverfront that refreshes Batavia's identity as a premier riverfront community.

### Objectives

- Create an arrangement of new and revitalized riverfront attractions that appeals to residents and visitors
- Improve access and connections to the river, riverfront attractions, and local/regional destinations.
- Establish a brand that showcases Batavia's exceptional position along the Fox River and its unique parks and neighborhoods within the community
- Create a healthier, more sustainable economy for Batavia by attracting development and business owners to invest in revitalization of the downtown
- Promote river health
- Make the river corridor a more interesting place to visit
- Maintain and improve Depot Pond

### Strategies

- Sustainable (environment, economy, culture)
- Multi-dimensional (appealing to residents and visitors, flexible, high return on investment)
- Healthy (active, comfortable, clean, safe)
- Attractive (engaging, stimulating, clean)
- Distinctive (differentiated from other riverfronts)
- Respectful (of resources and diverse stakeholders)
- Barrier-free (accessible by all)

cc: Bill Inman, Hitchcock Design Group

# Appendix K: Project, Objectives, and Permitting Meeting Summary with USACE

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Planning  
Landscape Architecture

J:\Projects\Alpha\Batavia Park District\River Corridor Plan\02 Communications\memo 20220825\_Batavia River MP\_strategy.docx



## Meeting Summary

**Date:** October 18, 2021  
**Time:** 1:00 PM  
**Location:** Virtual Conference  
**Attendees:** Allison Niemela, Batavia Park District (BPD)  
 Josh Wyant, Batavia Park District  
 Laura Newman, City of Batavia (COB)  
 Scott Buening, City of Batavia  
 Rahat Bari, City of Batavia  
 Gary Holm, City of Batavia  
 John Witte, WBK Engineering (WBK)  
 Scott Randall, WBK Engineering  
 Natalie Paver, WBK Engineering  
 Bill Inman, Hitchcock Design Group (HDG)  
 Steve Konters, Hitchcock Design Group  
 Lacey Lawrence, Hitchcock Design Group  
 Wes Catoor, Illinois Department of Natural Resources (IDNR)  
 Rick Pohlman, Illinois Department of Natural Resources  
 Loren Wobig, Illinois Department of Natural Resources  
 Sue Davis, U.S. Army Corps of Engineers (USACE)  
 Brielle Cummings, U.S. Army Corps of Engineers  
 Frank Veraldi, U.S. Army Corps of Engineers

22 E. Chicago Avenue  
 Suite 200A  
 Naperville, Illinois 60540  
 630.961.1787

hitchcockdesigngroup.com

**RE: Batavia River Corridor Plan**

### Purpose of Meeting:

Discuss specific details of the project, objectives, and permitting implications

### Items discussed:

1. Introductions
2. COB reviewed project background and the preferred concepts: B, E, and A
  - a. Concept E:
    - i. USACE stated Concept E is more favorable from a permitting standpoint
    - ii. Regional Permit program set to expire in March of 2022
    - iii. If permitted after March 2022, removal of the low-head dam would be a Nationwide 53 permit and Nationwide 27 permit for aquatic habitat restoration, establishment, and enhancement
    - iv. If permitted before March 2022, restoration would full under Regional Permit 5: Aquatic habitat Restoration, Establishment, and Enhancement
  - b. Concept B:
    - i. USACE stated the berm from the Riverwalk to Duck Island is challenging to permit, doesn't clearly fall under one of the current Nationwide or Regional Permit programs

- ii. Would likely require an Individual Permit for the construction of the berm and a Nationwide 53 permit for the removal of the low-head dam
- iii. Possible Regional Permit 2: Recreation Projects for berm construction, however RP2 limits waters of the U.S. impacts up to 0.5 acres
- c. Concept A:
  - i. USACE stated the berm isolating Depot Pond from the Fox River would likely require an Individual Permit
  - ii. Individual Permit requires a clearly defined project purpose and alternatives analysis identifying the least disadvantageous option while still achieving the project purpose.
- d. Public Notice
  - i. A concept that includes a new structure in the river would require a public notice for a period of 21 to 30 days.
  - ii. IDNR to confirm if a public notice is required for full dam removal, as it is work within public waters.
  - iii. Design Team must respond to all comments. Comments directed towards preferred approach (dam vs no dam) can be disregarded. Comments regarding design outcomes including public safety, aquatic resources, etc. must be addressed in writing.
- e. USACE stated there are no endangered species concerns, Historical Resources review has been completed, and water quality 401 is approved with special conditions
- f. Additional soil testing is required for sediment behind the dam
- g. IDNR stated removal of the existing dam would also require a permit with IDNR Office of Water Resources (IDNR-OWR). Additional in-stream features can be added into that permit. Work in public waters is required to minimize and mitigate for impacts.

### 3. IDNR Funding

- a. IDNR prefers and will fund, 100% full removal of the existing dam for improved safety, aquatic habitat, and connectivity of the river and are able to participate in the project by assigning staff to assist with the planning, design, and construction observation
  - b. IDNR would be interested in participating in projects that expand beyond full removal, if a community decides to pursue dam modification or to include additional project features, they need to satisfy all criteria listed below to receive 100% of the cost for full dam removal or funding would start to diminish
    - i. 60% for improved public safety
    - ii. 15% for restoration of upstream aquatic habitat, IDNR stated this criterion cannot be achieved if upstream impoundment remains
    - iii. 15% for improved fish passage
    - iv. 10% for recreation, non-motorized boat passage
  - c. IDNR reviewed each Concept and provided preliminary funding percentages based upon the information available at this time.
    - i. **Concept A**
      - Public Safety (60%)
      - Upstream Habitat (15%)
      - Fish Passage (15%)
      - Boat Passage (10%)
- Approximate Funding Total: 100% the cost of full dam removal



- ii. **Concept B**
    - Public Safety (60%)
    - Upstream Habitat (15%) *upstream impoundment remains*
    - Fish Passage (15%)
    - Boat Passage (10%)

Approximate Funding Total: 85% the cost of full dam removal
  - iii. **Concept C**
    - Public Safety (60%)
    - Upstream Habitat (15%)
    - Fish Passage (15%)
    - Boat Passage (10%)

Approximate Funding Total: 100% the cost of full dam removal
  - iv. **Concept D**
    - Public Safety (60%)
    - Upstream Habitat (15%)
    - Fish Passage (15%)
    - Boat Passage (10%)

Approximate Funding Total: 100% the cost of full dam removal
  - v. **Concept E**
    - Public Safety (60%)
    - Upstream Habitat (15%) *upstream impoundment remains*
    - Fish Passage (15%) *possible, needs further evaluation*
    - Boat Passage (10%) *possible, needs further evaluation*

Approximate Funding Total: 60% the cost of full dam removal
4. Other
- a. Dam Safety Permit
    - i. Difficult to meet if not full removal
    - ii. Must ensure what remains meets new safety guidelines
    - iii. Creating new dams with head differential, provide spillway protection above 100-year and 500-year flood elevations
    - iv. Catastrophic failure determination for the class of the dam
  - b. North Aurora is still in pre-design stage
  - c. Carpentersville is in final design and has yet to apply for permits
5. Timeline
- a. Pre-Design Phase
    - i. 2 to 5 years to complete pre-design engineering studies, could be up to 6 years dependent upon the number of alternatives to evaluate
  - b. Final Design and Permitting Phase
    - i. Less than 1 year for full dam removal only, could be up to 2 years for dam modification
  - c. IDNR staff can provide design, permitting, and construction oversight services.
    - i. Possible for IDNR staff to be engaged during the Pre-Design Phase, would require issuance of a Memorandum of Understanding (MOU).
    - ii. IDNR to enter into an Intergovernmental Agreement (IGA) with the City and Park District prior to initiating the Final Design and Permitting Phase.



- iii. Possible increase to IDNR staffing in a few months, potentially December 2021. IDNR does not have capability to assign staff to the project in the near future, approximately 2 years out. If additional staff is added, possibly start within 1 year.
  - iv. Could expedite the process by relying on outside consultants for pre-design, final design, permitting, and construction oversight.
  - v. Need to complete sediment soil investigation/testing, hydraulic modeling, and wetland delineations, clearly define the project with associated components, confirm the project is permissible, and identify the funding amount prior to initiating the IGA
  - vi. Need to calculate the full removal cost as a basis for project funding
  - vii. Consider the cost for maintenance of rock riffles/new dams including debris removal and ice breakup, etc.
6. Outside Grant Opportunities
- a. USACE has no grant funding opportunity for dam removal
  - b. Study paused in 2015 for dam removal
    - i. Partnership with construction for funding
    - ii. Decision document for dam removal possibly restarting soon
    - iii. Analysis, general, high level
  - c. Federal USACE Funding
    - i. Illinois River Projects: Programs and Project Management Division
    - ii. Cost sharing for design is 65/35 Federal/Non-federal
    - iii. Cost sharing for construction is 80/20 Federal/Non-federal
    - iv. Hoffman Dam – Continuing Authorities Program (CAP)
      - 1. Section 206 (Ecosystem Restoration) and Section 1153 (Project Modifications), Water Resources Development Act
    - v. Letter of Intent
    - vi. Start approval for funding in February 2022
    - vii. Initial funding starts in 2022
    - viii. Typically, applicants do not get accepted the first time
  - d. EPA Great Lakes Restoration Initiative
    - i. Fox River not in Great Lake River Basin = Mississippi River Basin
  - e. If rehabbing the existing dam, no funding source to facilitate this work
    - i. Aurora Canoe Shoot Rehabilitation
    - ii. Speculation that City is likely using their own dollars to fund improvements or Riverboat funds

cc: Attendees  
File – HDG



**Batavia Park District**

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[www.bataviaparks.org](http://www.bataviaparks.org)

**City of Batavia**

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