



Fort Williams Park

The Town of Cape Elizabeth, Maine

Master Plan Update 2021

SITE ANALYSIS & ASSESSMENT

DRAFT for Committee Review and Discussion

DRAFT

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Special Thanks,

Thank you to all the Participants in the User Groups Interviews, Chris Cutter, Fort Williams Coordinator, Jeanne Gross, Director of Portland Head Light, Bob Malley, Former Public Works Director, and the general Public.



Understanding what Fort Williams Park is now is key to figuring out what Fort Williams Park can be.

This inventory, analysis, and assessment identifies the opportunities, constraints, issues, and concerns of Fort Williams Park. What follows ultimately will become the underpinnings of the master plan update and its recommendations.

A Snapshot in Time: Analysis During the Covid-19 Pandemic

The Covid-19 pandemic provided a unique framework and background to the means and methods of gathering analysis information. Due to the pandemic, more intimate in-person interaction with the public was restricted to primarily zoom interactions and a digital survey. While both user group meetings and the digital survey were successful in reaching out to a substantial number of users and interested community members, it is important to recognize that due to the pandemic, observing the park in its full capacity and activity was not possible.



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01

A PLACE IN TIME

Inspired by - but not encumbered by - history.

Fort Williams Park is at an impasse of big change. A new era of use requires a thorough evaluative process to ensure success. It is our intention to ultimately recommend thoughtful changes that respects any necessary historical context of both landscape and buildings.



Historic Aerial View of Fort Williams fortwilliams.org



Aerial View of Fort Williams Park. *Portland Herald Press*, June 28, 2019

Fort Williams Park; A Place in Time

Fort Williams Park is a 90-acre park in Cape Elizabeth, Maine, encompassing numerous historical sites. Perhaps most famous for having Portland Head Light on its grounds, the park also includes the decommissioned and largely demolished United States Army post Fort Williams, which was operational during World War I and World War II.

For seven decades Portland Head Light and the seacoast defense fortification Fort Williams shared the job of protecting and illuminating Casco Bay, the entrance to Portland, and the coast and surrounding communities and islands.

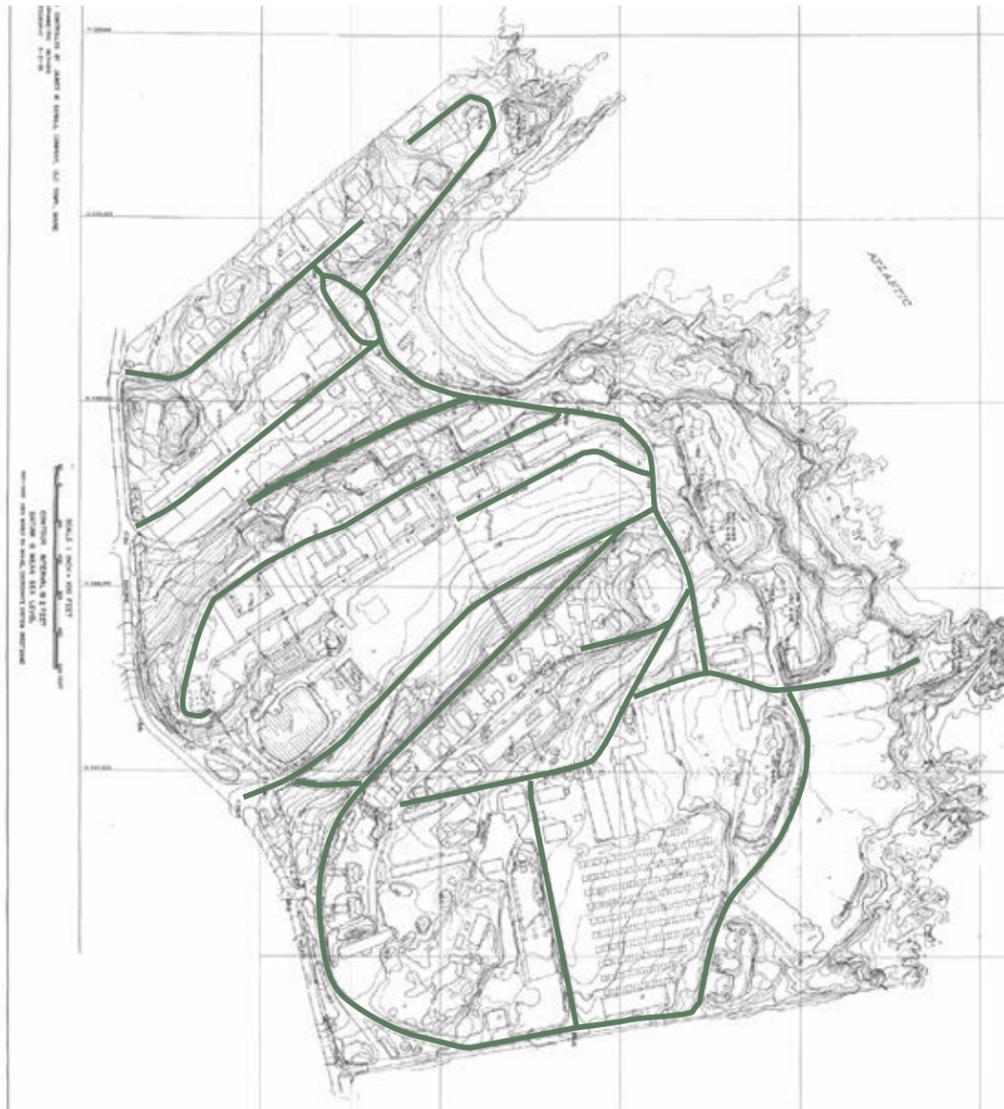
The batteries at Fort Williams were completed in time for the Spanish-American war but were never used. Fort Williams instead became an active housing and training ground for troops, serving as a command post and headquarters.

In 1964, the Town Cape Elizabeth purchased the 90 - acre property. Twelve years later the land was developed into a park. Fort Williams Park, functioning as significant community park and destination for many, inherited and actively utilizes the original fort infrastructure. Many of the fort buildings were razed due to vandalism and their deteriorating condition. However, the road system, the batteries, and a few key buildings and site elements were retained and integrated into the park.

Re-use and adaptation is part of the park's history, however, the 90 acres that this park encompasses were never designed for all of the jobs it currently assumes. Its origins as an army fort and the rich history that comes with it make this park truly extraordinary, but also has limited its ability to operate in a fully efficient and cohesive manner.

A goal of this analysis and subsequent master plan is to ask and answer this key question:

"How can a Fort William Park be inspired, but not encumbered by its unique history"?



Legend

-  Road System from 1965 Fort Williams
-  Improvements Since 1965 to Fort Williams Park Road System
-  Fort Era Road Removed



Google Earth Overlay

A Place in Time_ 1965 Road System / Current Park Overlay

Objective Analysis and Assessment

The Town of Cape Elizabeth has made improvements to the park's infrastructure to since it bought the park in 1965, but the majority of the road system is from when it functioned as a fort.

In the following pages of this document, we will show that the fort's past infrastructure is not optimal for the park's future use. Its origins as an army Fort and the rich history that comes with it make this park truly extraordinary, but also has limited its ability to operate in a fully efficient and cohesive manner. The current park has made very few significant changes to its road and path system since 1965. A significant portion of the "paths" in the park are using the roads from when it was a fort.

The needs for infrastructure for a fort are notable, but they are not the same as those of a recreational facility such as a park.

For instance, the fort had multiple entrances and points of access onto the property. When it was converted to a park, this was restricted to a single point of access. The improvements to the road system, act as "problem solvers" to circulation - improving it, but never solving the root problem.

North





02

Macro Analysis

Importance of The Big Picture

Fort Williams Park does not sit isolation, but is part of a larger geographic, urban fabric. Understanding the context within which the park site resides is key to integrating the future Fort Williams Park into the existing fabric.

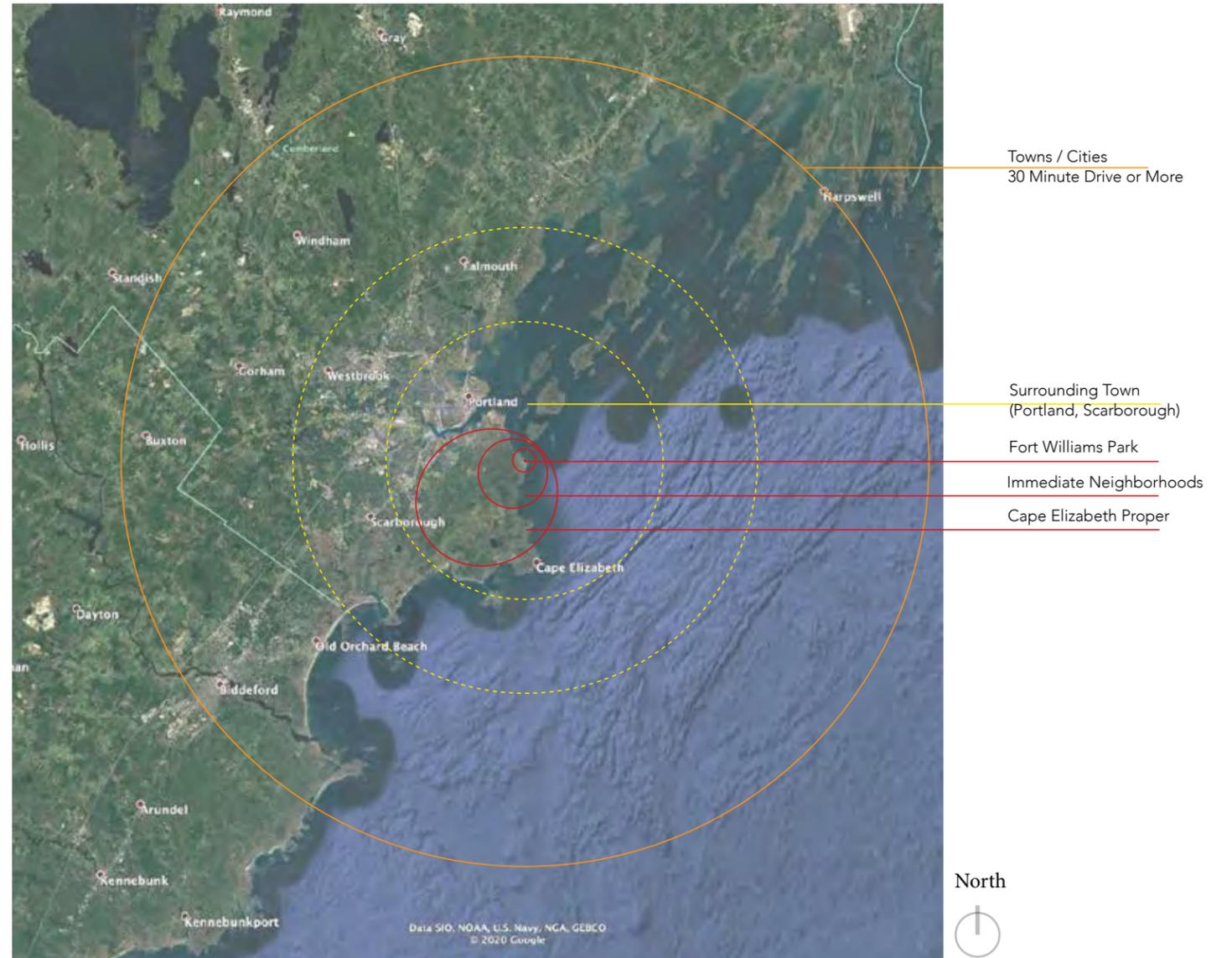
The Park Living Amongst Other Communities

Objective Analysis and Assessment



Aerial Plan; Routes to Fort Williams Park

- Legend
- High Volume of Traffic_ Vehicular
 - Medium/ Low Volume of -Vehicular
 - - - - -> Pedestrian_ Coummunity/ Neighbors

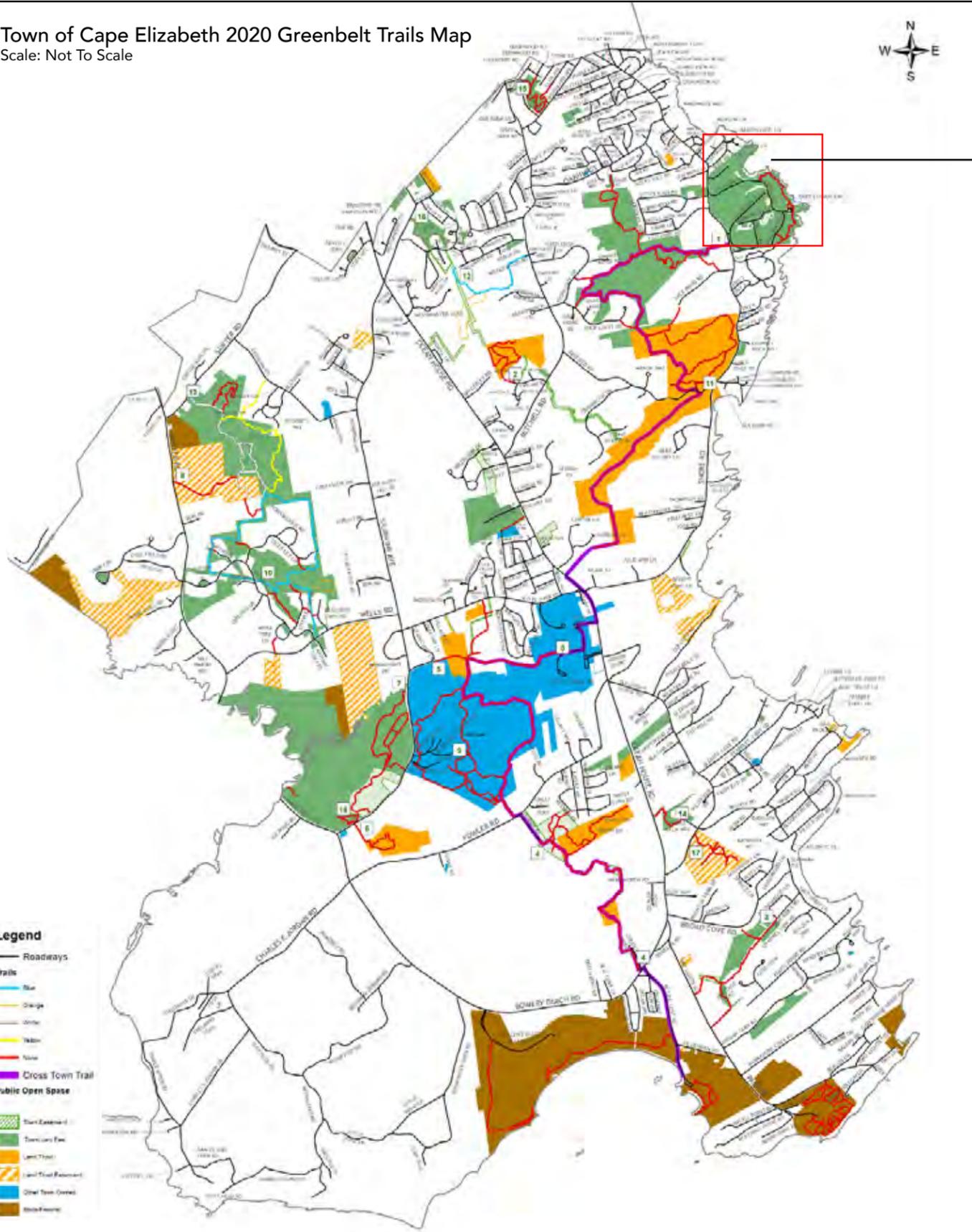


Context Aerial; Google Earth

People travel to the park by motor coach, community buses, tour vans, cars, bicycles, motorcycles and on foot. Many visitors to the park are from the greater Portland area and surrounding suburbs, which has a higher density of population. These individuals travel south on Shore Road. The road infrastructure in the surrounding area and location of the entrance means that traffic can build up on Shore Road heading south towards the park. Over a thousand buses a year travel into and out of the park, as well. It has been brought to the Consultants attention that the increased traffic and noise associated with buses traveling to the FWP is a concern for those living along Shore Road. Cape Elizabeth residents and those that live closer to the park can filter through the neighborhoods and into the park. There is less traffic from the south side of the park. Many of those individuals are also Cape Elizabeth residents. As discussed later in this analysis, a survey conducted showed a large majority of the park visitors accessed the park via automobile. Walking to the park was the next most popular form of transportation.

Loved and enjoyed by many, Fort Williams Park serves visitors from near and far. Somewhere between 800,000 and 1,000,000 people visit the Park each year. On the local level it is enjoyed and loved by many of the residents of Cape Elizabeth. Moving in an outward radius a 30 minute drive includes visitors from Portland and South Portland and their surrounding suburban areas in Cumberland County as well as visitors from York County communities such as Scarborough, Ogunquit, Saco and Biddeford, among others. Major cruise ships dock at the Portland Ocean Terminal (also known as the Maine State Pier) and the Ocean Gateway Terminal, both on the fringe of the Old Port. Both Fort Williams Park and Portland Head light are on the "must see" list for many of these cruise excursions. Local Cape Elizabeth residents, Maine residents, as well as tourists from afar share this community space.

Town of Cape Elizabeth 2020 Greenbelt Trails Map
Scale: Not To Scale



Fort Williams park is a 90 acre park that operates within a greater system of parks and trails in the Cape Elizabeth Community. A cohesive trail and park system is an essential element to a healthy livable city.

**A Park with a Park System:
Objective Analysis and Assessment**

Fort Williams Park is a special and meaningful place. The park has it all - beautiful open space, trails, views, history, a quintessential rocky Maine coastline and the iconic Portland Head Light, to name just a few of its many attributes.

The park occupies valuable green open space on the coast of Maine - a rare commodity - and is the terminus / beginning of the park- trail system for Cape Elizabeth.

Because of all of these attributes and the proximity to Portland and the surrounding communities, it brings together both locals and tourists from all over. The accessibility to the park is both a benefit and a liability depending on one's perspective.

The comprehensive nature of the trails and the park system in Cape Elizabeth serves the community in providing multiple recreation opportunities. The paths in the park allow for recreation and circulation within the park, but also allow the opportunity to reach out beyond its boundaries, connecting to the larger Cape Elizabeth Greenbelt trail system.

There are many environmental, social and ecological benefits to this a cohesive system of parks, open spaces and trails.

These include:

- Community Pride
- Recreation Opportunities
- Access to Cultural, Historical, Natural Resources
- Economic Benefits
- Conservation and Environmental Benefits
- Livability

Cape Elizabeth Park and Trail Systems:

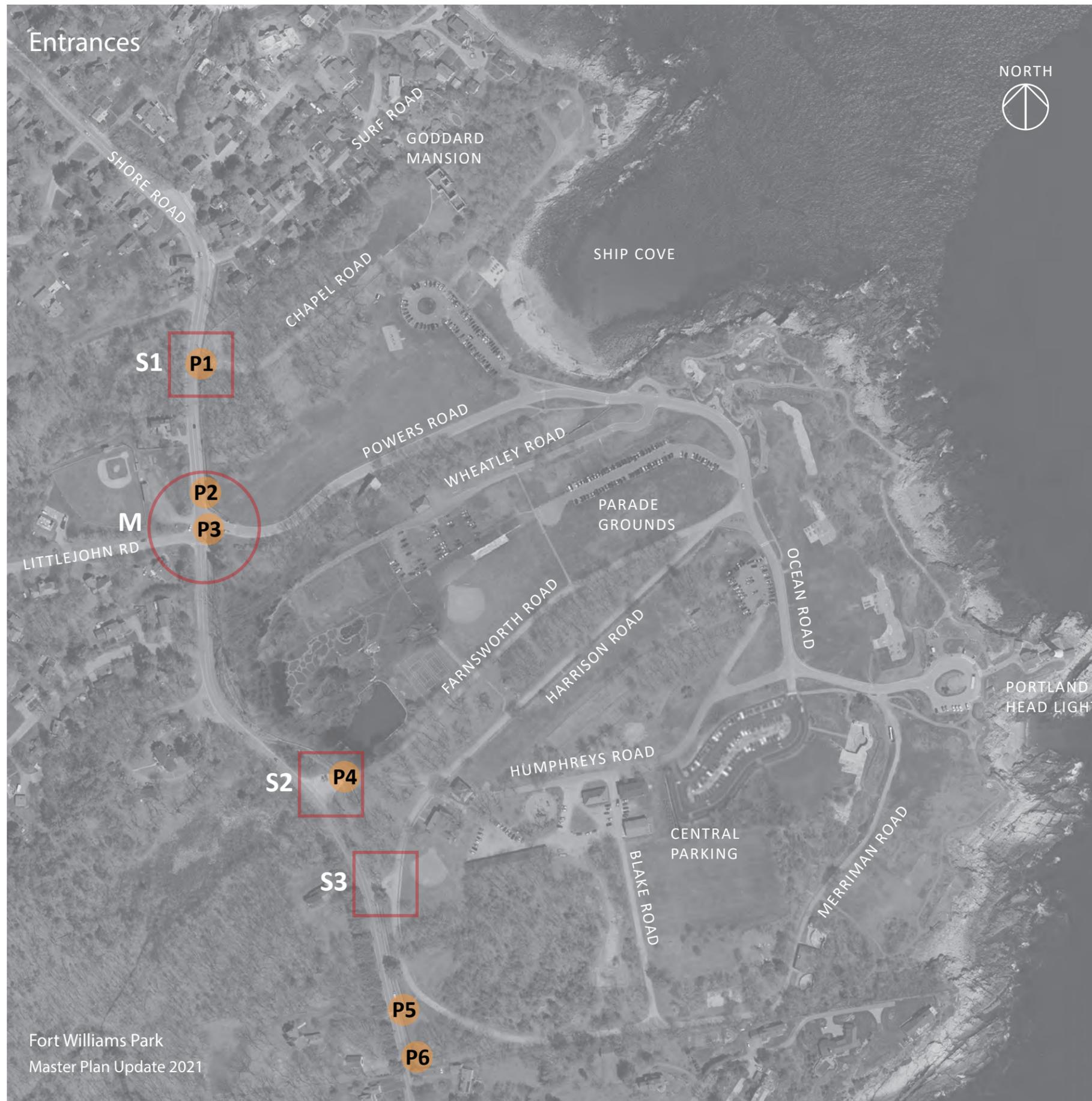


03

Physical Site Attributes

The whole is greater than the sum of its parts.

Understanding the individual physical parts and their conditions is important as it applies within the framework of the park as a whole. Doing so will help the design team make informed decisions.



Entrances



Legend



Main Entrance (M)



Secondary Entrance (S1-S4)



Pedestrian Entrance (P1-P6)

Inventory Analysis

- Chapel Road (S1 & P1) Entrance - primary pedestrian access for locals; secondary emergency entrance; entrance for Goddard Mansion events
- Pedestrian (P2) Entrance at head of meadow - gate with no path or sidewalk
- Main (M & P3) Entrance - primary vehicle entrance; primary pedestrian entrance
- Farnsworth Road (S2 & P4) Entrance - secondary vehicle entrance; primary pedestrian entrance with 2 gates
- Harrison Road (S3) Vehicle Entrance at softball field - secondary (emergency) entrance
- Harrison Road Pedestrian (P5) Entrance - primary pedestrian entrance
- South Gate Pedestrian (P6) Entrance - secondary pedestrian entrance

Assessment

- Chapel Road (S1 & P1) Entrance - gates in good condition; secondary chain gate closer to Shore Road; inadequate sight distance looking south (left); poor pavement condition
- Main Entrance - adequate sight distance; not aligned with Littlejohn Road on opposite side of Shore Road; electronic vehicle gate; gates in good condition; pavement in good condition; Shore Road crosswalk does not have landing on Littlejohn Road
- Farnsworth Road (S2 & P4) Entrance - pavement in good condition, gates in good condition; adequate sight distance
- Harrison Road (S3) Entrance at Softball Field -
- Harrison Road Pedestrian (P5) - gate in good condition; crosswalk with rapid flashing beacons
- South Gate Pedestrian (P6) Entrance - pavement in poor condition



Photo 1 Chapel Road vehicle (S1) & pedestrian (P1) entrances



Photo 2 Main vehicle (M) & pedestrian (P3) entrances



Photo 3 Main pedestrian (P3) entrance



Photo 4 Farnsworth Road vehicle (S3) and pedestrian (P4) entrances



Photo 5 Harrison Road vehicle (S3) entrance



Photo 6 Harrison Road pedestrian (P5) entrance



Sight Distance



Legend

- 400'** Sight distance (ft) - meets/exceeds standard
- 190'** Sight distance (ft) - does not meet standard
-  Sight distance arrow
-  Speed limit
- M** Main Entrance
- S1-S4** Secondary Entrances
- I1-I2** Internal Parking Entrance

Inventory Analysis

- Shore Road speed limit is 30 mph. The state sight distance standard is 250'. The town sight distance standard is 200' for Shore Road.
- Park Road speed limit is 15 mph. The state sight distance standard does not go down to 15 mph, but is 155' for 20 mph. The town sight distance standard for local roads is 125'.

Assessment

- Chapel Road (S1) Entrance - sight distance is limited looking south due to ledge outcrop along road. We do not advise vehicle use of this entrance without traffic control personnel to direct exiting traffic.
- Main (M), Farnsworth Road (S2), Harrison Road (S3) Entrances - sight distance at these entrances exceeds both the state and town sight distance standards.
- Ship's Cove Parking (I1) Entrance - sight distance is adequate for park road speed limit.
- Parade Ground Parking (I2) Entrance - sight distance is adequate for park road speed limit.



Photo 1 Chapel Road (S1) entrance sight distance looking north



Photo 2 Chapel Road (S1) entrance sight distance looking south



Photo 3 Main (M) entrance sight distance looking north



Photo 4 Main (M) entrance sight distance looking south



Photo 5 Farnsworth Road (S2) entrance sight distance looking north



Photo 6 Farnsworth Road (S2) entrance sight distance looking south



Photo 7 Harrison Road (S3) entrance sight distance lookin north



Photo 8 Harrison Road (S3) entrance sight distance looking south



Photo 9 Ship's Cove parking (I1) entrance sight distance looking west



Photo 10 Ship's Cove parking (I1) entrance sight distance looking south



Photo 11 Parade Ground Parking (I2) entrance sight distance looking south



Photo 12 Parade Ground Parking (I2) entrance sight distance looking north



Inventory Analysis

- There are three main elevation tiers or plateaus across the park. This figure shows the contour elevations, ranging from sea level to a high of about 90 feet west of the picnic shelter
- The steep rocky cliffs at the ocean offer spectacular coastal views of Casco Bay and the Atlantic Ocean.
- The topography is oriented in long east-west fingers, generally perpendicular to the coastline. This makes north-south travel across the site more challenging due to the steep terrain located inbetween the fingers.
- Water access difficult and dangerous, except at Ship Cove Beach.

Assessment

- The steep terrain is prone to erosion, especially in high use areas frequented by park visitors



Photo 1 Meadow looking east from Main Entrance



Photo 2 Meadow looking southeast showing flat plateau and steep terrain to the south



Photo 3 Meadow looking west towards Shore Road



Photo 4 Overflow Parking looking east



Photo 5 Overflow Parking looking south showing steeper terrain to the south



Photo 6 Overflow parking looking west



Photo 7 Parade Grounds looking east



Photo 8 Parade Grounds looking west



Photo 9 Picnic Area looking east



Photo 10 Picnic Area looking east



Photo 11 Picnic Area looking west



Photo 12 Athletic Field looking east



Photo 13 Athletic Field looking west



Photo 14 Looking north across Parade Grounds

Topography - Slope Analysis



Fort Williams Park
Master Plan Update 2021

Legend

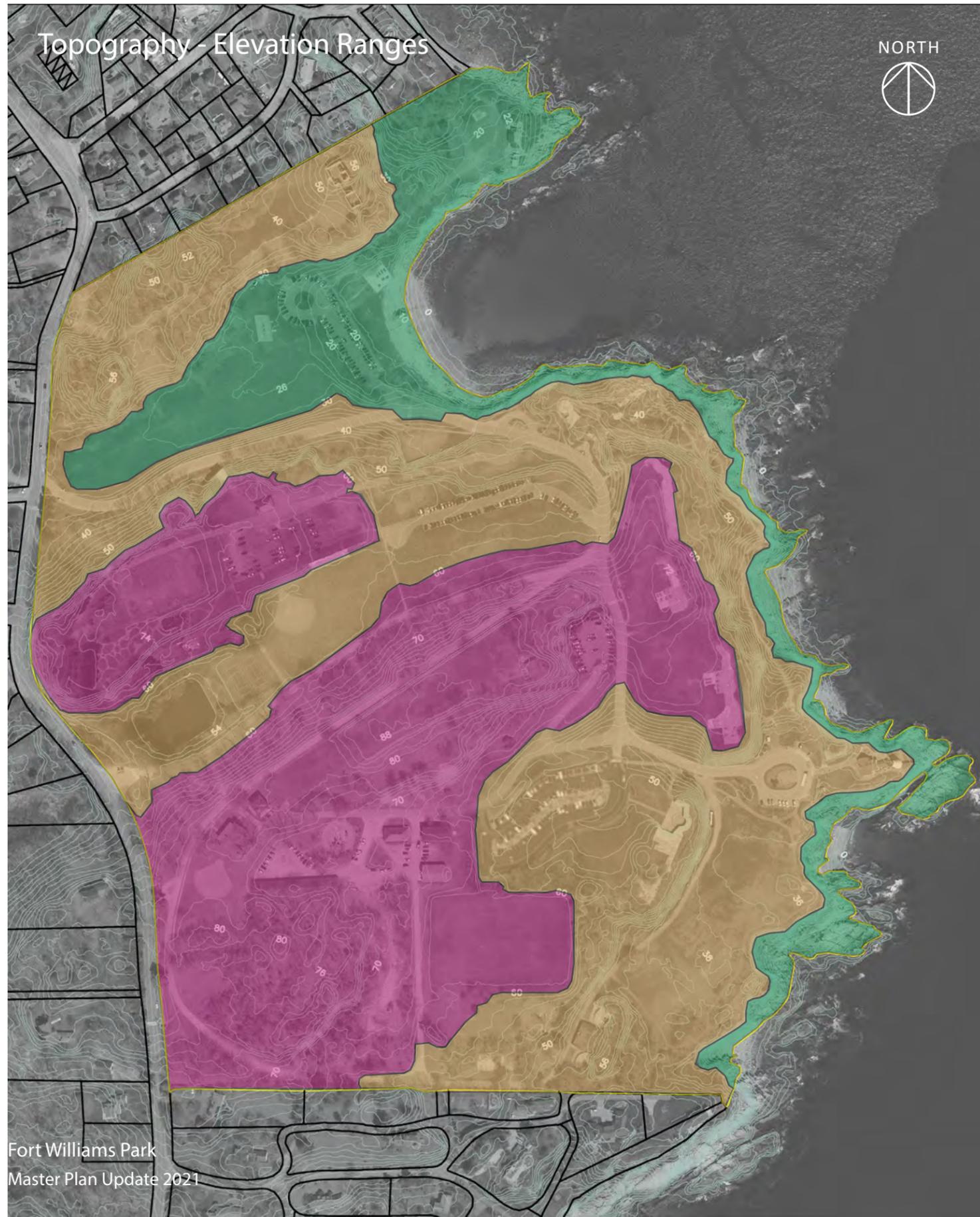
Slopes Table				
NO.	Min. Slope	Max. Slope	Area	Color
1	0.00%	5.00%	1767799.98	
2	5.00%	10.00%	780812.51	
3	10.00%	15.00%	391113.20	
4	15.00%	4267.98%	1019615.10	

Inventory Analysis

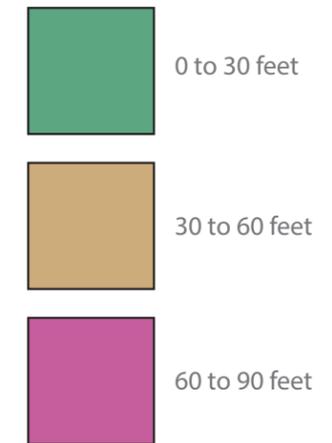
- The topography and slopes are generally steep and precipitous along the rocky shoreline except at Ship's Cove. The topography is generally oriented in long east/west fingers with flatter plateaus interspersed with steeper terrain. This makes traversing the site challenging in a north/south direction except for along the main road. Most other roads/sidewalks/pathways extend in an east/west direction from Shore Road towards the coastline.

Assessment

- The steep, rocky coastline creates the spectacular views and is an iconic feature of the Maine coast.
- Shallow bedrock throughout the site also creates challenges with constructing new roads, amenities, and utility infrastructure.



Legend



Inventory Analysis

- There are three elevation tiers or plateaus across the park as shown in this figure. Each zone offers unique experiences and opportunities
- The 0 to 30 foot elevation zone offers desirable water access and spectacular ocean views. This zone is generally highly visited by tourists and locals.
- The 30 to 60 foot elevation zone also offers spectacular coastal views. This zone is also highly used by both tourists and locals.
- The 60 to 90 foot elevation zone includes some of the more private areas of the park that are relished by locals. This zone appears to be used and visited primarily by locals except for the portion closest to the coast.



Fort Williams Park
Master Plan Update 2021

Legend

- Parking Lot
- Overflow Parking

Inventory Analysis

Total Parking	
• Pay & Display spaces =	232
• Free parking spaces =	83
• ADA Pay & Display spaces =	16
• ADA Free parking spaces =	5
• PHL staff parking spaces =	6±
• Subtotal =	342±
• Overflow parking spaces =	259±
• Bus parking spaces =	8±
• Total parking spaces =	609±

Assessment

- Parking spaces appear to be well distributed throughout the park and convenient to key location
- Central parking area near Portland Headlight was recently reconstructed in 2019
- Picnic shelter parking spaces have gravel surface which can be difficult to manage and park efficiently due to lack of striping
- Heavy use parking areas are designated as pay & park display for tourist season
- Overflow parking spaces are located on grass surface which is beneficial from minimizing impervious surface but more difficult to manage and park efficiently due to lack of striping
- Parking at Ship Cove is close to the ocean which may have environmental impacts
- Parking at the Maintenance building and playground is inefficient
- All the parking lots feel exposed and unscreened. Parking lots have limited vegetation and landscape plantings around their edges
- Parking at Portland Head Light (PHL) adds to visual cluttering of the foreground that is key to iconic Head Light and water views, and also adds to vehicle dropoff and pedestrian congestion in the busiest area of the park



Photo 1 Ship's Cove parking lot - note lack of vegetation and proximity to water



Photo 2 Central parking lot - note lack of plantings/screening



Photo 3 Picnic Shelter parking lot - gravel surface results in inefficient parking and requires more maintenance



Photo 4 Central Parking Lot - newly constructed in 2019



Photo 5 Portland Head Light parking area 1 - staff and ADA parking



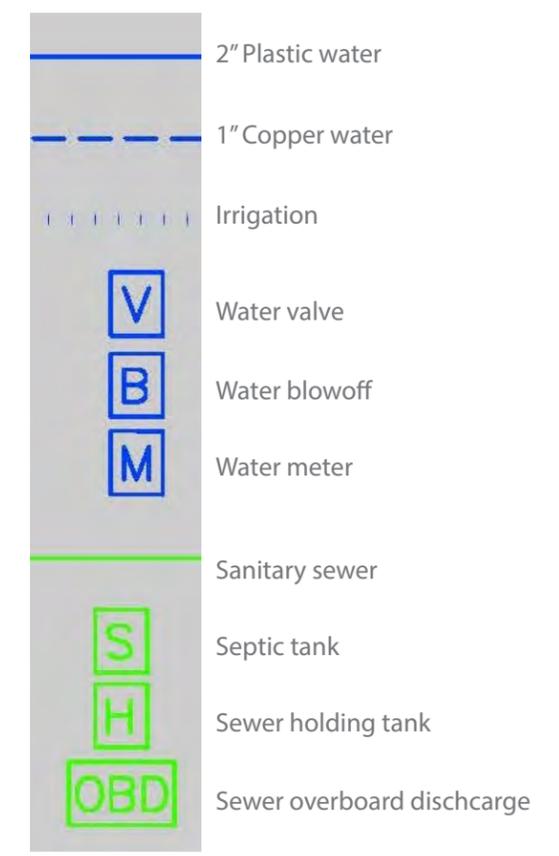
Photo 6 Portland Head Light parking area 2 - staff parking conflicting with iconic water and light house views



Utilities - Water & Sewer



Legend



Inventory Analysis

- Water - There is a 2-inch plastic water service from a meter pit in Shore Road that extends into the site. This provides service to the public works buildings and to the Portland Headlight.
- Sewer - Sanitary sewer service is limited. There is a holding tank at the Public Works Building. Sewerage from the staff restroom at Portland Head Light flows to a couple tanks then discharges to Casco Bay. There is an overboard discharge permit from Maine DEP for this sewer discharge

Assessment

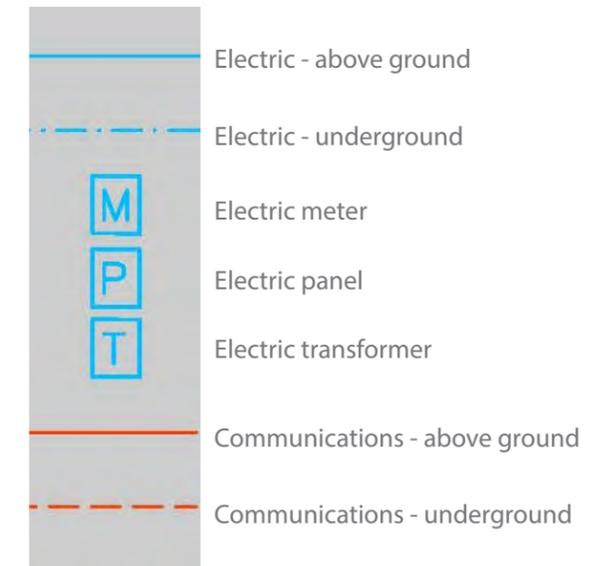
- Water - The existing water service appears adequate for the current water service needs. If additional water use is proposed, the service will likely need to be upgraded. There is also no fire service or hydrants located within the park.
- Sewer - There are no permanent public restroom facilities within the park. Portable toilets are used for all public use. If permanent facilities are desired for future development, then sewer system upgrades will be required. The Town would like to eliminate the overboard discharge permit. We recommend exploring a low pressure sewer system to replace the overboard discharge.



Utilities - Electric & Communications



Legend



Inventory Analysis

- Power - Electric service parameters, such as voltage, size, and age have not been confirmed
- Communications - Telephone and internet service parameters have not been confirmed. We understand that cellular phone service within the park is limited and poor.

Assessment

- Power - We recommend further study, including contacting Central Maine Power Company to determine the basic specifications for the existing primary electric service to the park.
- Power - Northern section of park has no service
- Power - Vendor area near Parade Grounds experiences voltage drop and power issues
- Communications - We recommend further study, including contacting the telephone and internet utility companies to determine the specifications for the existing services to the park.
- Combination of above ground and underground power and communications. Consider changing to all underground for aesthetics



Legend

- High use road
- High use road with pedestrian conflict
- Medium use road
- Low use/maintenance/service road

Inventory Analysis

- High use roads - the high use roads consist of the main park road to the main parking area, Ship's Cove parking road, Parade Ground parking road, Central parking road, Portland Headlight access road and dropoff
- Medium use road include the overflow parking access road, picnic shelter parking road, and roads to the Public Works and Officers Quarters rental buildings
- Low use/maintenance/service roads include all other roads that are generally not open for public vehicle use during normal park operations. These roads are used by park staff for operation and maintenance use and also double as walking paths for visitors.

Assessment

- High use roads appear to be in good condition and see significant bus and vehicular traffic in a normal year. There are several potential vehicle/pedestrian conflict points along the Main Park road that should be reviewed.
- Medium use roads provide access to areas of the park most frequented by local residents. These roads vary in condition, with the poorest condition roads located near the Public Works buildings and playground.
- Low use roads are generally in good condition; however there are several that are in poor condition, including Chapel Road and the perimeter road around the Southwest Preserve.
- Powers and Ocean Roads are the only roads to reach the parking lots. There is no secondary exit for vehicles to leave the park which increases volume, demand, congestion, and potential for pedestrian / vehicular conflict along these primary roads.



Photo 1 Goddard Mansion access road



Photo 2 Main access road and sidewalk



Photo 3 Main access road near Ship's Cove



Photo 4 Main access road near central parking area



Photo 5 Main access road near main parking area



Photo 6 Main access road to Portland Headlight

Inventory Analysis

Add text_What is There

Assesment

add text_What does it Mean



Fort Williams Park
Master Plan Update 2021

Legend

- High use sidewalk
- - - Medium use sidewalk
- High use path on road
- - - Medium use path on road
- ⋯ Low use path on road
- High use path
- ⋯ Low use path
- Garden area - multiple paths

Inventory Analysis

- High use sidewalks include the paved sidewalks along the main entrance road, Ship's Cove parking area, main parking area and down to Portland Headlight.
- Medium use sidewalks include the sidewalk along the Officer's Row road from the Old Main Entrance and the southern pedestrian entrance.
- Low use sidewalks - none identified.
- High use paths include the Cliff Walk and path around the coastal edge of the easterly meadow area
- Medium use paths
- Low use paths

Assessment

- Pedestrian amenities throughout the park are extensive and offer a variety of experiences, from paved sidewalks, wide paved roads with limited vehicle use, gravel paths, dirt paths, and natural surfaces with no defined paths.
- North-south paths are not ADA accessible due to steep slopes between the plateau areas. These paths are continuous connectors across much of the Park.
- Paths, except for the Cliff Walk, are generally following the 1965 Fort Williams circulation system
- Many paths and walking routes follow old roads that are closed off to vehicle traffic. These path widths are often excessive resulting in unnecessary impervious surface and increased stormwater runoff
- Harrison Road acts as a pedestrian path, however it also has a narrow bituminous sidewalk which appears to receive limited use.
- Sidewalks along roads are not well separated from vehicles. Cross slopes need to be improved along Ocean Road.
- Sidewalks may need to be widened in heavy pedestrian use areas such as along Ocean Road and in the vicinity of Ship Cove parking entrance.



Photo 1 Sidewalk along main entrance road



Photo 2 Sidewalk along main entrance road at Ship's Cove



Photo 3 Sidewalk along main entrance headed toward central parking area



Photo 4 Sidewalk along main entrance near top of hill



Photo 5 Sidewalk along main entrance headed towards main parking area



Photo 6 Sidewalk along main road to Portland Headlight

Inventory Analysis

Add text_What is There

Assesment

add text_What does it Mean

Drainage & Erosion



Legend

-  Drainage deficiency (D)
-  Erosion deficiency (E1-E8)

Inventory Analysis

- Drainage issues appear to be relatively minimal throughout the park. One area was identified at the intersection of Harrison Road and Blake Road.
- There are several erosion areas. Most of the erosion appears to be caused by high pedestrian traffic and steep slopes.

Assessment

- The main drainage concern is located at the intersection of Harrison and Blake Roads, which is primarily accessed by pedestrians. This area is a low spot with now apparent drainage system to relieve accumulating water.
- Erosion (E1) Behind Goddard Mansion - Informal trails with bare soil appear to be eroding.
- Erosion (E2) Battery Keyes - Informal trails at the top of the Battery and down to the rocky cliffs are eroding due to high use and steep terrain.
- Erosion (E3) Path behind Power Station - path is gravel/dirt with timber steps.
- Erosion (E4) Gravel area near loop - Bare gravel adjacent to pavement. Appears to be an area where vehicle pull off pavement
- Erosion (E5) Path steps at Farnsworth Road - Road runoff appears to be flowing around edges of the steps causing erosion; possibly aggravated by pedestrians bypassing the steps
- Erosion (E6) Cliffwalk - Many areas of erosion along this gravel path primarily caused by heavy foot traffic and steep cliffside
- Erosion (E7) Battery Blare - erosion along top of Battery caused by heavy foot traffic
- Erosion (E8) Pond - bare soil at west end of pond



Photo 1 Low area at intersection of Blake and Harrison Roads (D). No apparent drainage relief



Photo 2 Goddard Mansion (E1) high use area



Photo 3 Goddard Mansion (E1) high use area



Photo 4 Goddard Mansion (E1) high use area



Photo 5 Battery Keys (E2) high use and bare ground



Photo 6 Battery Keys (E2) bare ground



Photo 7 Battery Keys (E2) eroded bank/path to cliffs



Photo 8 Battery Keys (E2) eroded bank near cliffs

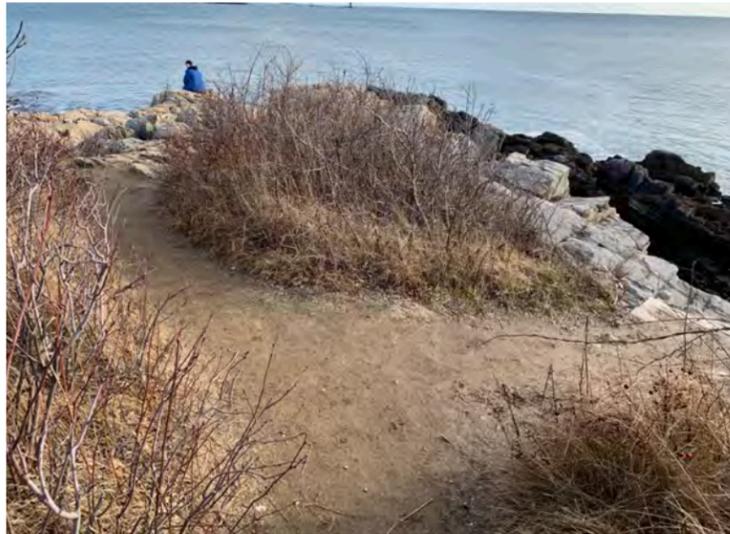


Photo 9 Battery Keyes (E2) eroded use paths



Photo 10 Central Power Station (E3) steep gravel path



Photo 11 Central Power Station (E3) steep gravel path



Photo 12 Turning Loop (E4) bare gravel



Photo 13 Farnsworth Road - bare soil where pedestrians bypass chain gate



Photo 14 Path at Harrison Road (E5) erosion from runoff and pedestrian use around stairs



Photo 15 Cliff Walk (E6) erosion from runoff and pedestrian use



Photo 16 Cliff Walk (E6) erosion from runoff and high use



Photo 17 Cliff Walk (E6) erosion from runoff and high use



Photo 18 Battery Blair (E7) eroded from high use



Photo 10 Battery Blair (E7) eroded use trails



Photo 12 Pond (E8) erosion/bare soil from high use



Photo 13 Pond (E8) erosion/bare soil from high use



Legend

— Storm drain pipe

Inventory Analysis

- Storm drainage pipes and outfall locations. The conditions, sizes, pipe materials of storm drain pipes have not been identified or observed.

Assessment

- Further study, including closed circuit television (CCTV) of the pipes to determine condition and specifications for existing pipe.



Drinking Fountain



Picnic Table



Grill



Grill and Picnic Table at Ship Cove



Bench with no Arm Rest on Concrete Footing



Bench on Significantly Raised Concrete Footing



Stone Bench at Cliff Walk



Bench with Arm Rest



Lack of Bicycle Parking

Site Amenities Objective Analysis and Assessment

Throughout Fort Williams Park there are amenities such as water fountains, picnic tables, grills, and benches. As we will discuss further during this analysis, there are no unified design standards throughout the park. Style, quality, and materials of amenities are not often cohesive.

Overall, the water fountains and picnic tables are in good shape. Placement of amenities in some instances seems haphazard and random and the amenities do not often feel integrated into the surroundings.

Multiple benches can be found throughout the park. There are various bench styles- per-fabricated and granite slab - and their overall conditions range from good to poor.

Functionality of some benches is questionable- some are too high; in some locations along the Cliff Walk the heights of the benches do not meet standard seating heights.

The grills are standard park grills in generally good condition. Because of the "Carry In, Carry Out" policy, there is no disposal for hot coals. The grills were not in use due to the pandemic. As such, the design team did not observe how the coals are disposed.

Overall, there is a lack of sufficient bicycle parking facilities throughout the park. Due to this, people chain their bikes to signs and other stationary objects.

Signs (Policy)



Combination of Place Identification / Policy /Regulation

Signs (Directional)



New Directional Sign (Installed 2021)

Signs (Interpretation/ Informational)



Historical Interpretation



Ecology Park Markers_ Future Site Sign with QR Codes

Signs (Entrance)



Signs

Objective Analysis and Assessment
Throughout Fort Williams Park there are a variety of sign types and styles:

- Entrance Signs
- Place Markers
- Policy and Regulation Signs
- Directional Signs / Maps
- Historical / Interpretation Signs

Overall, the signs lack continuity and cohesiveness with no one design standard throughout the park. They use varying materials - bronze, wood, metal and plastic. They also use various font styles, and the use of upper and lower case lettering. Heights of signs are not unified, and may not be ADA accessible. In some cases the information, such as the maps on the Off-leash Dog Area sign is difficult to understand.

A large majority of the signs are anchored on posts surrounded by lawn and do not feel integrated into the overall landscape. The entrance sign could command more presence. A place with such a rich history, it is well represented through its interpretive signs as represented at Battery Blaire. Other locations could match this.

The wording of any sign should be easily read and concise. The use of multilingual and interpretive signs should be encouraged.



Welcome / Policy (Painted)



Off- Leash Dog Area (Difficult to Understand)



Dog Policy_ Metal

Signs (Conditions)



Uneven Signs Sign Placement



Deteriorated Signs

Physical Site Attributes_ Signs

Steps



Wood Steps_ Not Level (Officer's ROW)

Hand Rail



Stainless Steel Hand Rail (Cliff Walk)

Steps in Poor Condition



Crumbling Condition

Steps and Hand Rails
Objective Analysis and Assessment

The various topography changes throughout the park require stairs to navigate.

There is a lack of consistency and unified standards for the stairs as they incorporate a variety of materials and styles.

The more recently installed stairs appear to be in good shape with sufficient treads and handrail. However, there are numerous places throughout the park where the steps are in poor condition, lack handrails, and may be considered hazardous for the users.



Granite Steps (Parking Lot Below Picnic Shelter)



Painted Aluminum Hand Rail (Parking Lot Below Picnic Shelter)



Uneven Riser Dimension/ Multiple Materials



Wood Steps



Wood Hand Rail



No Stable Surface at Landing



Crumbling Condition/ No Hand Rail



Wood Square Posts/ Rail



Painted Aluminum_ Vertical, Spiked Pickets



Cable System (Cliff Walk)



Stone Pillar and Aluminum Fence (Front Entrance)



Cable System (Cliff Walk)



Exposed Footing (Cliff Walk)



Pipe Fitting (Batter Keyes)ery Keyes)



Chain Link Fence (Battery Keyes)



Fences Objective Analysis and Assesment

Fences are a necessary amenity in the park. They designate areas of use and accessibility; areas of safety or unsafe conditions; separate activities from each other; and act as gates and thresholds.

There is no one standard for fencing – in both height, materials or application– that is observed throughout the park. The fence along Shore Road is the first fence and impression that visitors to Fort Williams Park. This fence is likely to set a visitor’s design expectation. However, once within the park, the design vocabulary quickly changes and is not cohesive.

The materials used vary greatly form fence to fence and include metal post, chain-link, metal and steel cabling, wood beams, wood slat, concrete block and concrete cast.

Places where there is a long stretch of fencing without break - such as along Powers Road - result in pedestrian circulation obstructions

Generally , the conditions of the fences overall are good, with some exceptions.



Chain Link_ Restriction of Access (Goddard Mansion)



Chain Link_ Restriction of Access (Goddard Mansion)



Chain Link_ Safety from Falling Stones (Goddard Mansion)



Wood Screening (Porta Potty)

Fences Objective Analysis and Assesment

A major use of the fencing throughout the park is for safety.

The use of fencing at areas such as Goddard Mansion, for instance, provides a physical barrier between hazards and visitors. This is an effective, low-tech solution for significantly reducing the risk of injury and the costly lawsuits that could result from these accidents.

However, these fences can also be unsightly- limiting views and affecting the overall beauty of the relics and park.

The fencing which screens the porta potties lacks design sophistication.

Walls in Poor Condition



Walls in Good Condition



Walls Objective Analysis and Assesment

Throughout the park, there are many walls. Walls throughout the park do much of the same work as the fences and act as barriers, borders and space designators. They also have the additional task of land retention where it is necessary due to topography.

Some walls are relics from the fort era, while others appear to be more recent additions.

These walls are in various conditions-with various aesthetics. In some cases they are in disrepair. The crumbling walls not only unsafe, but degrade the park visually.

The walls are of varying styles and materials :

- Concrete
- Concrete block
- Dry laid field stone wall
- Mortared stone walls

Stone walls are all of different stone sources, as well.

Overall, there is no design standard for both materials or application of walls in the park.



Relics of the Past
Objective Analysis and Assessment

Curiosities of Fort Williams Park includes relics of the past – such as fire hydrants that are no longer used do not add any value to the park, other than visual clutter.





The architectural analysis has identified the built structures on the Fort Williams Park Campus. Each building is keyed with a number, as indicated in the legend below. Basic observations, referred to as "Field Notes", and historical information, as applicable, is listed in the following pages.

This information was derived from informational signage and plaques within the Park, as well as data retrieved from the Fort Williams Park website. Structural analysis was not part of the scope of this work, and any observations of structural integrity are simply observations of apparent qualities of the buildings in question.

For further analysis on historical structures or ruins, and how these might be secured for visitor safety, a structural engineer would need to be consulted.

The structures on the campus were analyzed on the basis of the following four categories:

- Purpose
- Significance
- Condition
- Location

Key

- 1 Central Powerhouse
- 2 Goddard Mansion
- 3 Battery Keyes
- 4 Mining Casemate
- 5 Battery Hobart
- 6 Fire Station
- 7 Bleachers
- 8 Battery Sullivan, Harbor Defense Command Post
- 9 Storehouse
- 10 Bandstand
- 11 Pavilion
- 12 Battery DeHart
- 13 Battery Sullivan, Antiaircraft Command Post
- 14 Bachelor Officers' Quarters
- 15 Field Officers' Quarters
- 16 Officers' Garage
- 17 Militia Storehouse
- 18 Artillery Engineer Storehouse
- 19 Gun Shed
- 20 Portland Head Light and Associated Outbuildings
- 21 Battery Blair
- 22 Parking Lot Outbuilding
- 23 Battery Garesche
- 24 Restrooms (temporary toilets, 4 locations)
- 25 Vendor Outbuilding near Head Light



Photo 1_ Goddard Mansion



Photo 2_ Battery Keys



Photo 3_ Battery Keys



Photo 4_ Battery Keys



Photo 5_ Central Powerhouse



Photo 6_ Central Powerhouse

Inventory Analysis

Built Infrastructure:

Goddard Mansion
Battery Keys
Central Powerhouse

Field Notes

Goddard Mansion (Photo1)

The mansion predated the fort, and was built in 1858. Designed by New York Architect Charles A. Alexander for local businessman John Goddard, who was briefly a volunteer army colonel at the start of the Civil War in 1861. The mansion was used as Non Commissioned Officers' (NCO) Quarters and later the NCO Club. The town acquired the mansion in 1962, at which time had seriously deteriorated. The interior was burned in a controlled fire in the 1980s, and the fencing was put up in 2009. The site is rented for events and weddings for a nominal fee.

Battery Keys (Photos 2, 3, 4)

Completed in 1906, and named after a Maine resident and graduate of the US Military Academy. The battery mounted two three-inch rapid-fire guns to protect the mine field that was laid in the main channel during wartime, and had a range of four and a half miles. A searchlight was located to the left of the battery to provide illumination at night. The building in the center of the battery housed two mine control stations. During World War II Battery Keys was the "alert" battery, and it was manned and prepared to fire on any vessel that failed to identify itself properly. The views and vista from atop this location are expansive, and given the pathways around it, very well trafficked. There are some areas blocked off from entry, but for all intents and purposes the small rooms are open to the public at their own risk. There are several safety risks with this structure, and it is showing signs of age, erosion, and some vandalism. The access road to the Battery is long and does not allow for visibility or supervision at many points.

Central Powerhouse (Photos 5,6)

The Central Powerhouse is the first built structure a visitor encounters visually upon entrance into the park. The building was completed in 1905 and originally was the location where coal-fired boilers produced steam to turn generators to meet the electrical needs of the fort. Later on when this technology was superseded the building was maintained as an emergency power plant. The small brick building adjacent to the powerhouse was built to house the electrical transformers. The building is not actively used currently, but the structure is open, allowing unsupervised access to the shell. Inside the structure, there are uneven ground surfaces and eroded debris.



- Coastal Fortifications, Defense
- Historic Buildings- Utilitarian Structures, not currently "in use"
- Historic Buildings- Utilitarian Structures, adaptive reuse
- Non-Historic Buildings- Currently "in use"
- Highly visited Batteries

PURPOSE

Coastal Fortifications and Batteries- Defense

- Battery Keyes
- Mining Casemate
- Battery Hobart Remnants
- Battery Sullivan Remnants
- Battery Blair
- Battery DeHart Remnants
- Battery Garesche

Historic Buildings- Utilitarian Structures: Not currently "in use"

- Goddard Mansion
- Central Powerhouse

Historic Buildings - Utilitarian Structures: Adaptive Reuse for Town, Park, or Rental Operations

- Portland Headlight and associated outbuildings (adaptive Reuse)
- Bachelor Officers' Quarters (adaptive Reuse)
- Field Officers' Quarters (adaptive Reuse)
- Fire Station (adaptive Reuse)
- Militia Storehouse (adaptive Reuse)
- Artillery Engineer Storehouse (adaptive Reuse)
- Gun Shed (adaptive Reuse)
- Bandstand
- Bleachers
- Storehouse
- Officers' Garage

Non-Historic, Currently "in use"

- Temporary Restrooms (3 locations)
- Vendor Outbuilding near Head Light
- Parking Lot Outbuilding
- Pavilion



Photo 7_ Fire Station



Photo 8_ Bleachers



Photo 9_ Bandstand



Photo 10_ Field Officers' Quarters



Photo 11_ Bachelor Officers' Quarters



Photo 12_ Mining Casemate

Inventory Analysis

Built Infrastructure:

- Fire Station
- Bleachers
- Bandstand
- Field Officers' Quarters
- Bachelor Officers' Quarters

Field Notes

Fire Station (adaptive reuse) (Photo 7)

Building is currently used as storage for Park Maintenance, and was built in 1911. The structure has two garage doors with a paved driveway. It is located in a less-traveled area of the park, adjacent to overflow parking field near the entrance to the Children's garden. There is a small overgrown path down to the Central Powerhouse from the Fire Station.

Bleachers (Photo 8)

Open to the elements, the bleachers present uneven surfaces and unequal riser heights. They are showing signs of age and disrepair including some crumbling retaining wall at the ends and settlement issues at the upper tier. Current use includes local platform for graduation events.

Bandstand (Photo 9)

A small gem of the park, the bleachers are in good condition and appear to be well maintained.

Field Officers' Quarters (adaptive Reuse) (Photo 10)

The building is currently leased by an outside business (unrelated to Park functions). Only observed from the exterior. Appears to have some peeling paint on wooden ramp and porch trim and railings. Building was completed in 1911 and is a modified colonial revival style. It was originally intended as living quarters for officers and their families. It was occupied by Coast Artillery officers during the two World Wars.

Bachelor Officers' Quarters (adaptive Reuse) (Photo 11)

The building is currently leased by an outside business (unrelated to Park functions). Only observed from the exterior. Appears to have some peeling paint on extensive wooden porches and balconies. Building was completed in 1909 for use by unmarried officers of the Coast Artillery Corps stationed at Fort Williams. In addition to living quarters, the building housed the Officer's Mess for the Fort. It was occupied by Coast Artillery officers during the two World Wars.

Mining Casemate (Photo 12)

Historic Remnants, built into the side of the granite cliff on the south side of Ship's Cove circa 1891, and rebuilt in 1903. The function of the casemate was to control the minefield in the main channel. The officers in the casemate would fire the mines, floating eight to forty feet below the surface. After the town's acquisition, the mining casemate was long used as the control base for the town's civil defense quarters. The casemate is not easily or safely accessible to the public.



■ High
 ■ Medium
 ■ Low

SIGNIFICANCE

Contribution to the aesthetic character of the park. This takes into account the location, prominence, frequency and volume of visitors, and importance in the overall park experience, outlined in categories High, Medium, and Low.

High Significance

A building that contributes to the character of the park. Often highly visible, this is a structure of distinct context to Fort Williams Park that receives a high volume of visitors and contributes to the Park's identity.

- Goddard Mansion
- Battery Blair
- Portland Head Light and associated outbuildings

Medium Significance

These structures may have historic importance but are not located in easily visible locations or are not visited as often in relation to the most popular park structures. It is important to note that Battery Keyes receives a steady volume of visitors, but it is just beyond the typical route of a visitor on a short-stop tourist bus. Given the duration of the visit, most tourists dropped off near the Head Light Bus loop do not have sufficient time to visit the Head Light, Battery Blair, and then still have time to make it to Battery Keyes and back with such a narrow window of time.

- Battery Keyes
- Battery Hobart Remnants
- Central Powerhouse
- Bandstand
- Bachelor Officers' Quarters
- Field Officers' Quarters
- Pavilion

Low Significance

These structures are not crucial visual contributors to the park's aesthetic experience. In some cases, these structures are remnants of old batteries, structures that have been re-purposed for park maintenance and support, and off the beaten path. While they can be listed in the "low" category, they may still be purposeful from an operations standpoint.

- Mining Casemate
- Battery DeHart remnants
- Battery Sullivan remnants
- Battery Garesche
- Bleachers
- Fire Station
- Militia Storehouse
- Artillery Engineer Storehouse
- Gun Shed
- Storehouse
- Officers' Garage
- Restrooms
- Vendor Outbuilding
- Parking Lot Out Building



Photo 13_ Militia Storehouse



Photo 14_ Artillery Engineer Storehouse



Photo 15_ Gun Shed



Photo 16_ Battery Garesche



Photo 17_ Officers' Garage

Inventory Analysis

Built Infrastructure:

- Militia Storehouse
- Artillery Engineer Storehouse
- Gun Shed
- Battery Garesche
- Officers' Garage

Field Notes:

Militia Storehouse (adaptive reuse) (Photo 13)
Built in 1915 to serve as storage of tents, bunks, and other equipment. Currently used as storage for the Park.

Artillery Engineer Storehouse (adaptive reuse) (Photo 14)
Built in 1914, this building housed the tools, equipment, and supplies used by the artillery engineer in maintaining and repairing the large communications system which linked Fort Williams with the other forts guarding Portland Harbor. Current use is by the Parks Department.

Gun Shed (adaptive reuse) (Photo 15)
Completed in 1934, this shed was used to house two of the regiments four mobile guns and large Holt crawler tractor to haul heavy pieces. Currently used for storage.

Battery Garesche (Photo 16)
Battery Garesche is located in a more secluded area of the Fort, just beyond Battery Blair, and is in fair condition. It was named after a U.S. Army general who was killed during the Civil War. This was a single story battery with the guns located on raised platforms. Construction was completed in 1906, and deactivated in 1917. The openings to the battery have been fenced in, prohibiting access by the public. This is not an easily visible location to the public.

Officers' Garage (Photo 17)
The former garage serves as additional storage for the Park. Adjacent to the playground, it is a long narrow building with individual bays. These bays used by many organizations and groups in the town and serves as valuable storage space.



■ Good
 ■ Fair
 ■ Poor

CONDITION

Never designed to be a park, Fort Williams has many physical buildings across its campus in various states of age. As part of the analysis, classification of apparent condition was taken, ranging from good to poor. It is important to note that no building was analyzed for structural integrity, but for external visual appearance only. Any observations of age are simply visual indicators. Further analysis for structural assessment should be done in the future if change of use is proposed to any structures.

GOOD

Visually appealing, frequent upkeep has been maintained. Does not present immediate safety concerns to park visitors.

Portland Head Light and its outbuildings, Battery Blair, the bandstand, and the Pavilion are all structures that are in good condition and are well taken care of. Battery Blair and the Head Light are two of the most highly visited places in the Park, drawing a high volume of visitors.

FAIR

Structures have been maintained reasonably well, may have some deferred maintenance to be addressed. Not crumbling or in urgent need of repair or stabilization. Areas designated in green represent the fair condition. It is important to note that most green structures do not experience high volumes of visitors, they are off the beaten path for the most part.

POOR

From visual observation seems to require some stabilization. Erosion may be present. In the case of Battery remnants, these surfaces are rough and uneven, some have loose debris on the ground, and may present safety hazards to visitors.

At the Goddard Mansion, some fencing is in place to prohibit visitors from entering the ruins, but most batteries (aside from the fenced areas at Battery Garesche) are open and accessible ("at your own risk") by members of the public who are feeling adventurous. Erosion of the hillside behind Goddard Mansion, and at a number of locations around Battery Keyes should be monitored.



Photo 18_ Portland Head Light



Photo 19_ Vendor Building



Photo 20_ Portland Head Light Shed



Photo 21_ Battery Blair



Photo 22_ Parking Lot Outbuilding



Photo 23_ Temporary Toilet Screening

Inventory Analysis

Built Infrastructure:

- Portland Head Light
- Vendor Building
- Portland Head Light Shed
- Battery Blair
- Parking Lot Outbuilding
- Temporary Toilet Screening

Field Notes

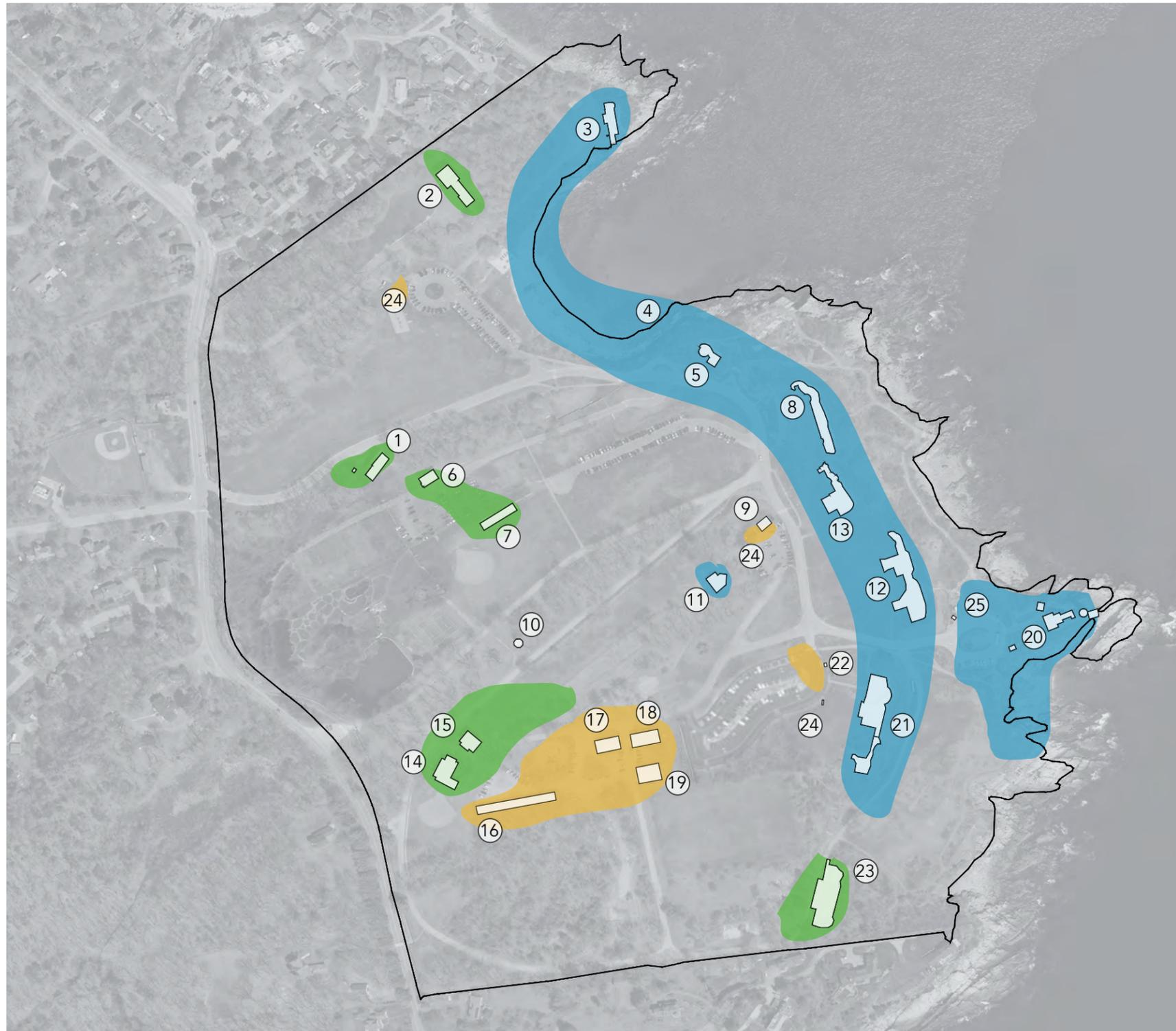
Portland Headlight and associated outbuildings (Photos 18, 20)
Completed in 1791, Portland Head Light is the oldest lighthouse in Maine and was constructed at the directive of George Washington. It is on the National Register of Historic Places. The lighthouse and associated buildings are well maintained, in good condition, located in a highly visible and visited portion of the park. This is the most visited attraction in the park, and most highly recognizable feature of the park. Many visitors come only to visit the Head Light.

Vendor Outbuilding near Head Light (Photo 19)
This small building is rented to vendors on a seasonal basis. Not a significant visual or historic structure, but does make attempt to identify with the Head Light, using the same materials and color palette as the nearby lighthouse structures.

Battery Blair (Photo 21)
Constructed in 1903, Battery Blair was in the largest class of gun batteries available in the nation's arsenal. It boasted two Breechloading Rifles, each capable of firing a 12-inch diameter shell up to eight miles. The guns became technically obsolete by World War I. After a practice firing on the day after the bombing of Pearl Harbor, a resulting concussion blew out the ends of the wooden garages. Since it was obsolete the battery was never fired again. The town filled in the battery after its acquisition, it now serves as a memorial. Battery Blair is one of the more intact batteries at the Fort. Panoramic views can be seen from the top.

Parking Lot Outbuilding (Photo 22)
The outbuilding is a small enclosed structure adjacent to the most recently updated parking lot.

Temporary Restrooms (Photo 23)
There are several locations throughout the park that have temporary toilets with stockade fence screening. These locations are: near the swing sets near Ships's Cove and Goddard Mansion, at the base of the Pavilion, and near the parking lot adjacent to Battery Blair.



■ Coastal View
 ■ Inland
 ■ Back of House/Support

LOCATION

Each location has been classified by its primary view. While some buildings may have a combination of inland and obscured coastal views, classification is based on the primary view and vantage points. For example, at the Central Powerhouse you can get glimpses of the coast, but the primary viewpoint is not a sweeping coastal vista.

In many cases, the location is a factor in the use and visitor-ship of each structure. The coastal view buildings or remnants appear to get greater use than the back of house support buildings from a tourist perspective. The Goddard Mansion is one exception to this observation, although it does not have expansive views of the coast, it receives a fair number of visitors.

COASTAL VIEW

Prime views and unobscured vantage points to the water, whether from a distance or immediately coastal adjacent.

- Battery Keys
- Mining Casemate
- Battery Hobart
- Battery Sullivan, Harbor Defense Command Post
- Battery Sullivan, Antiaircraft Command Post
- Battery DeHart
- Pavilion
- Portland Head Light and Associated Outbuildings
- Battery Blair

INLAND

Interior views, or obscured views to the coast.

- Central Powerhouse
- Goddard Mansion
- Fire Station
- Bleachers
- Bandstand
- Bachelor Officers' Quarters
- Field Officers' Quarters
- Battery Garesche

"BACK OF HOUSE"/ SUPPORT

Inward facing views of interior park context.

- Storehouse
- Officers' Garage
- Militia Storehouse
- Artillery Engineer Storehouse
- Gun Shed
- Parking Lot Outbuilding
- Restrooms (temporary toilets, 4 locations)
- Vendor Outbuilding near Head Light



Photo 24_ Battery Dehart Remnants



Photo 25_ Battery Sullivan Remnants



Photo 26_ Storehouse



Photo 27_ Pavilion



Photo 28_ Battery Sullivan Remnants



Photo 29_ Battery Hobart

Inventory Analysis

Built Infrastructure:

Battery DeHart Remnants
 Battery Sullivan Remnants, Antiaircraft Command Post
 Storehouse
 Pavilion
 Battery Sullivan Remnants, Harbor Defense Command Post
 Battery Hobart

Field Notes

Battery DeHart Remnants (Photo 24)
 Completed in 1903, Battery DeHart featured two 10-inch gun batteries, both mounted on disappearing carriages. Remnants appear to be limited to pavement associated with original construction of Battery. Public should take caution when walking atop, as surfaces are uneven.

Battery Sullivan Remnants, Antiaircraft Command Post (Photo 25)
 Completed in 1903, Battery DeHart featured two 10-inch gun batteries, both mounted on disappearing carriages. Remnants appear to be limited to pavement associated with original construction of Battery. Public should take caution when walking atop, as surfaces are uneven.

Storehouse (Photo 26)
 The second storage building is a shallow gabled masonry building at the base of the Pavilion parking lot. This is park storage. The building does not contribute to the character of the park, but does provide useful storage.

Pavilion (Photo 27)
 The pavilion is a covered open-air structure, available for group rentals. The building is not historical, but appears to be in good condition. The view and vantage point to the coast and the Head Light is very attractive. The pavilion also looks out onto a vast green space. Park staff noted that this field can be used as another overflow lot. There is a driveway leading up to the pavilion, typically closed to vehicular traffic. Portable toilets are located in the parking area below this overlook.

Battery Sullivan Remnants, Harbor Defense Command Post (Photo 28)
 Completed in 1903, Battery DeHart featured two 10-inch gun batteries, both mounted on disappearing carriages. Remnants appear to be limited to pavement associated with original construction of Battery. Public should take caution when walking atop, as surfaces are uneven.

Battery Hobart Remnants (photo 29)
 Construction was completed in 1898. Currently overgrown. Remnants can be seen at the start of the Cliff Walk approach. Still visible is the gun emplacement and magazine. This battery was designed to help protect the mine field. It was manned during the Spanish-American War, but made redundant upon the completion of Battery Keyes in 1905. The gun was removed in 1913, but the magazine was still used for storage until 1929.



Portland Head Light



Vendor Building



Portland Head Light Shed



Field Officers' Quarters



Parking Lot Outbuilding



Pavilion



Artillery Engineer Storehouse



Goddard Mansion



Gun Shed

ARCHITECTURAL LANGUAGE

Structures in the park date from the late 1800s to present-day, and range in purpose- from military fortifications to officer housing at the turn of the 20th century, to vendor outbuildings that have been erected since the campus has been utilized as a Park. Given this, the style of built structures varies, and should be a consideration for any proposed buildings or renovations or rehabilitations to existing buildings.

In the area of the Portland Head Light, some consideration was taken to visually unite the outbuildings- sheds, carriage house, museum (Lighthouse Keeper's house), and vendor building with a similar material and color palette- the green and white painted clapboards and similar colored roof shingles.

Just a short distance away, in the newest parking lot, there is a small outbuilding at the entrance to the lot, which is similar in style to the vendor outbuilding, with a small low-pitched gable with a shallow entry porch. This structure is painted red, seemingly to match the nearby support buildings on the opposite end of the parking lot.

Another observation is the siting of the buildings. The vendor outbuilding near the headlight has a small paved apron that continues up to the porch, giving visitors context clues about how to approach the building and establishing a sense of place and permanence with signage, seating, and other markers in the landscape.

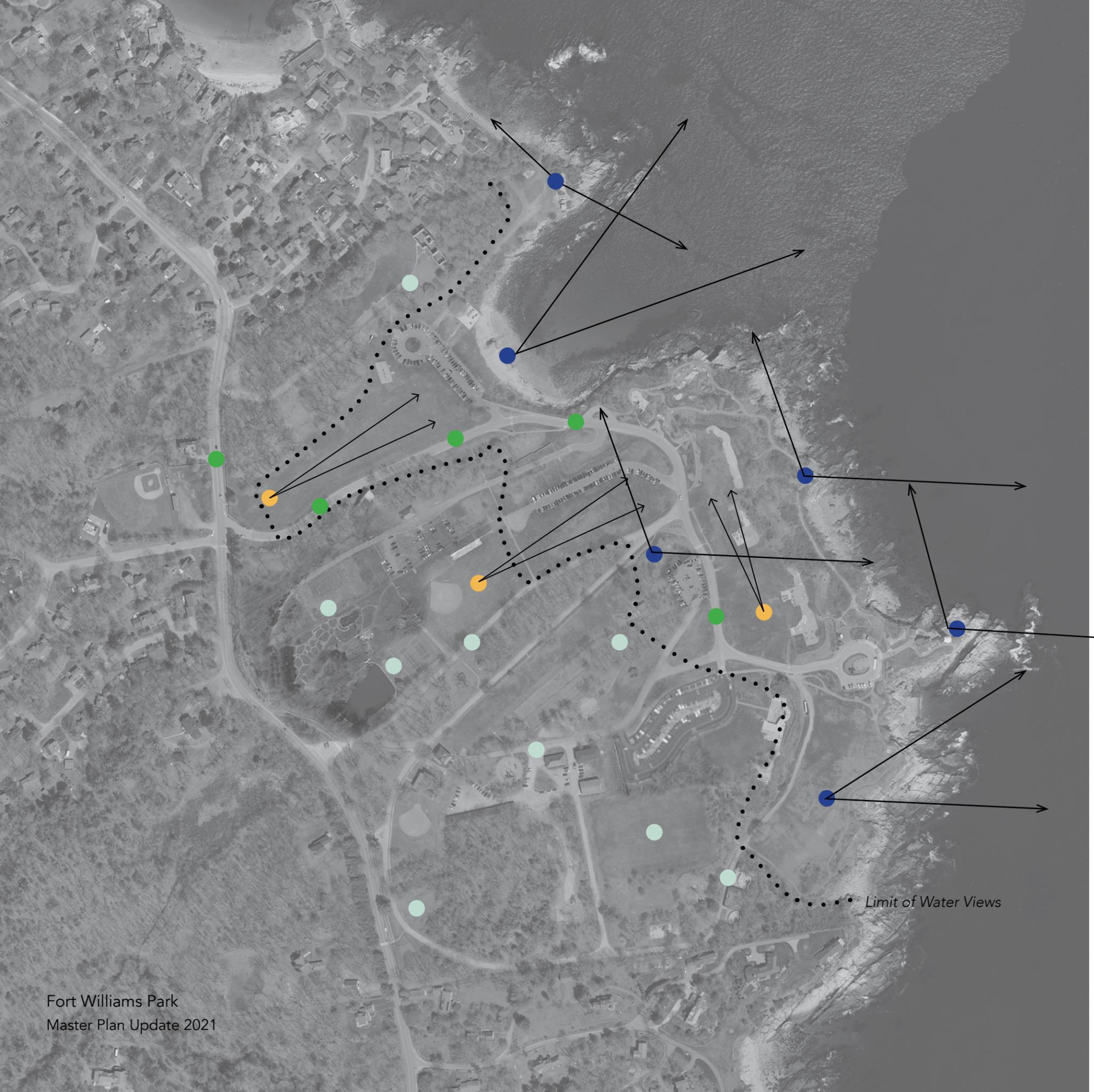
Alternatively, the parking outbuilding of similar size and scale has a boundary of crushed rock around its perimeter, presumably for the drainage of surface rain on the sloped sides, but the front area for the porch does not give an appearance of siting that considers this a long term location for the shed.

There are a number of roof forms and roof pitches throughout the park; traditional gables, hip and shed roofs, dormers, and eyebrow windows on the Head Light house all contribute to a wide variety of styles- from Italianate at the Goddard Mansion to Colonial Revival at the former residential quarters. The Pavilion, one of the newer structures on the campus, does not appear to adhere any previous style on the campus, and utilizes an exposed open web steel truss, painted in blue. The pavilion also makes use of solid partition walls at the four corners, and openings along the front, back and just one short end.

For future buildings, consideration should be made to the scale, siting, roof forms, materials palette and overall architectural style that will complement the existing architecture. That is not to say future structures should match historic buildings, but should be thoughtful to fitting in with the overall Park context.



05 Site Views and Landscape Assessment



Views- Summary

Without a doubt, one of the most stunning features of Fort Williams Park is its views. The panoramas offered by the elevated topography which rises above the expanse of rocky Maine coast are breathtaking and vast, offering broad views of a vibrant sky meeting water and drawing visitors from far and wide. Trails, overlooks and beaches take advantage of the majestic vistas, perhaps most notably on the Cliff Walk, which winds along scenic cliffs and historic remains. Overall, along the shoreline the un-encumbered views of Casco Bay and the islands beyond make Fort Williams Park a truly special place.

Perhaps the highlight of these views is the historic Portland Head Light against the backdrop of the Maine coastline. But, the beauty doesn't stop at the coast. As you move away from the shore, the views of the water become more filtered, with expansive sky and greenery coming into the play. Unfortunately, parking and cars can begin to dominate the foreground to the water, compromising the views.

Within the park, the views become more varied and shift from location to location. The more intimate scenes around important historic relics and buildings, the pond, the children's garden and other isolated locations can seemingly transport you to places that look and feel nothing like the grand vistas at the shore. The long views across the fields and tree canopies, give a vastness to the landscape.

One of the most common answers we found when surveying visitors about what people "loved" the most about this park was "the views". Maintaining and enhancing these views is key to the beauty of this place.

Legend

● Significant Views of Water Front/ Coast Line

1. Battery Keyes
2. Shipcove Beach
3. Interpretative Panels_ Below Picnic Shelter
3. Along the Cliff Walk
4. Portland Head Light
5. The Green

● Entry Sequence Views

- ### ● Long Views
1. Entrance Field
 2. Parade Grounds
 3. Battery Grounds

● Internal Park Views

1. Goddard Mansion
2. Children's Garden
3. Pond/ Tennis Court
4. Picnic Shelter
5. Pickle Ball Court/ Playground
6. Sports Fields
7. Battery Garesche
8. Southwest Preserve

..... Limit Line of Water Views

● Signifant Views of Water Front/ Coast Line



1. A Panaramic View from Battery Keys



2. View from Ship Cove



3. View from Ship Cove



4. View from Ship Cove



5. View across Battery Knoll



6. View to Water from Powers Road.



7. A Filter View Form the Picnic Shelter



8. A View from Cliff Walk

● Entry Sequence Views



1. Park Entrance



2. View to the Water when Entering Park



3. View to Ship Cove Parking Lot and Goddard Mansion



4. Views along Powers Road

● Long Views



1. The Meadow



2. The Meadow in Winter



3. Across the East end of the Parade Ground



4. A long View from the Picnic Shelter



5. A long View across the The Green



6. A long View across the Parade Ground

● Internal Park Views



1. Pond



2. Field Officer's Buildings



3. Maintenance Building



4. Goddard Mansion



5. Tennis Court



6. Playground at the Maintenance Buildings



7. Picnic Shelter



Larger Ecosystem throughout Area

Slope along Entrance Road

Chapel Road Preserve

Southwest Preserve

Chapel Road Preserve

Officer's Row

Fort Williams Park; Predominately Lawn and Open

Cliffside / Cliffwalk

Park's Ecosystem / Vegetation

The Google Earth Aerial on this page show cases how Fort Williams Park is part of a larger ecosystem. The park includes bands of vegetation crossing Shore Road that influence The Southwest Preserve, Officer's Row, and the Chapel Road Preserve. While the Friends of FWP is actively trying to revive the park's native plant and animal community through their Ecology projects, a majority of the park is lacking habitat diversity. A large percentage of the park is simple grass and mature trees and lacks any significant shrub or secondary tree plantings.

The mature trees that do exist within the park are dominated by red oaks which are in decline, particularly in the Officer's Row. This is noted by Mike Duddy, Cape Elizabeth Tree Warden in "Officer's Row Preserve: Sustainability Plan and Planting Program, 2016". He notes that these trees are susceptible to attacks by Winter Moth, making them a venerable species with the park.



Picnic Shelter- Open Lawn



Pond_ Pond filling in along Edges



Officer's Row- Trees and Grass



Children's Garden



Water Side of Goddard Mansion_
Lack of Understory Vegetation



Entrance



Picnic Shelter_ Mature Tree



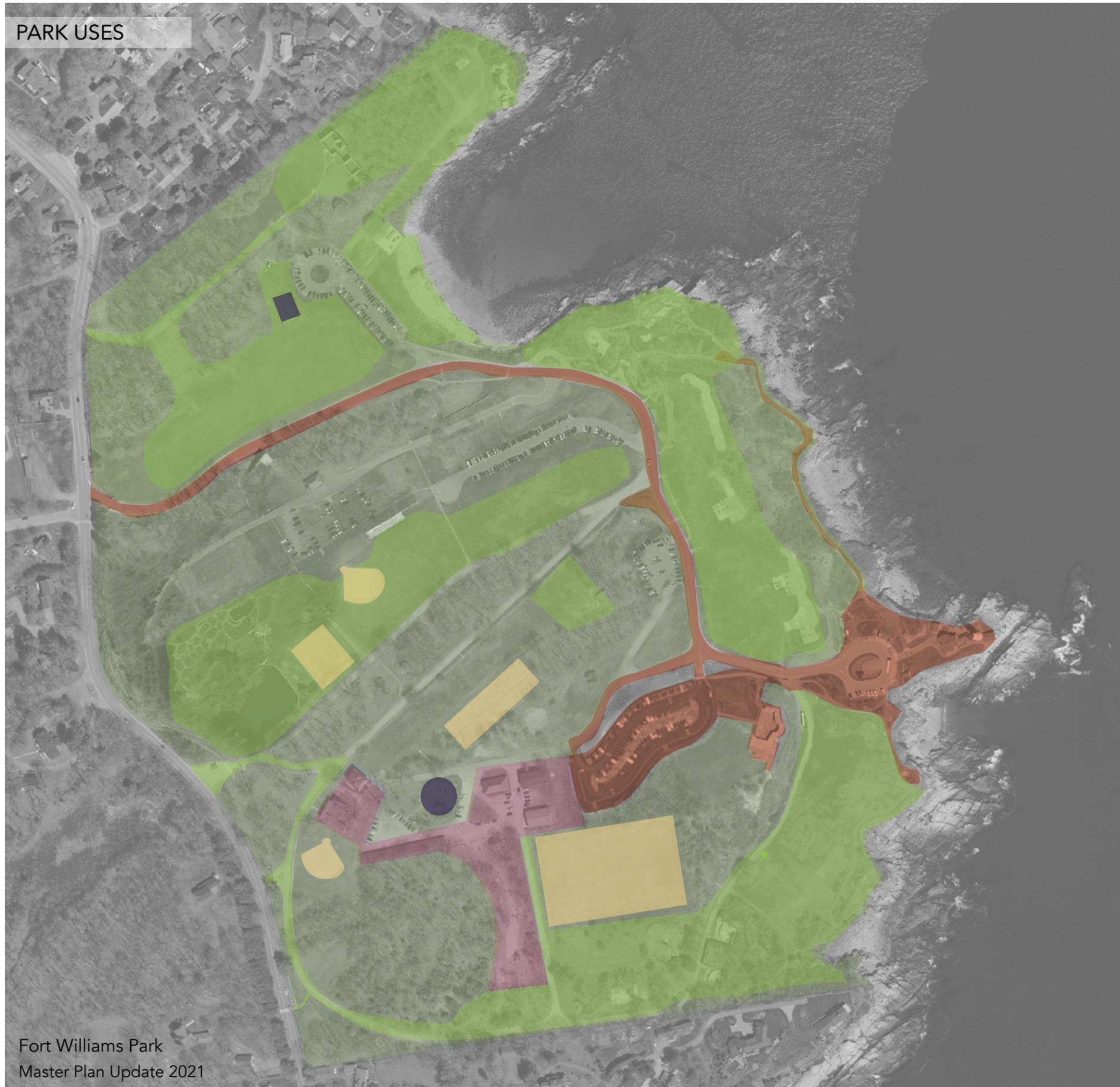
Southwest Preserve- Unmanged



Cliff Walk- A coastal Eco System



PARK USES



Fort Williams Park
Master Plan Update 2021

Overall Park Use

Fort Williams Park is used by many people for various reasons. People come from as near as the house next door to as far away as other countries. For some, this park is a community park where families raise their kids and for others it is an opportunity to see a lighthouse.

There are three distinct groups who utilize the park in very different capacities: Cape Elizabeth residents and residents from nearby towns, tourists, and the Town's parks and public works facility department.

Tourists, the largest population of the park users, come to visit Portland Head Light which has a very small footprint within the park (see the brown tone on the plan). The Cape Elizabeth residents and residents from nearby towns come to enjoy the ocean, walk their dog, or for a myriad of other recreational activities, using a very large portion of the park (shown in the green tone on the plan).

The town occupies a very small portion of the park for the up-keep of the park and other facilities throughout the town (shown in the mauve tone).

This plan also shows within the park a heavier leveraging of area to accommodate passive recreation (shown in green) as opposed to areas designated for active recreation opportunities such as the pickleball court, tennis court, sports field, and little league diamonds (shown in yellow tone). The findings of the questionnaire support this notion and show that a large portion of the respondents use the park in a very passive manner: walking, sight-seeing, bird watching (see the Questionnaire and appendix for a full list of uses).

LEGEND

-  Areas Primarily Used by Cape Elizabeth Residents and Surrounding Community
-  Areas Primarily Used by Tourists/ Non- Cape Elizabeth Residents
-  Areas Used for Town/ Park Operations
-  Active Recreation (Tennis and Pickle Ball Courts / Sports Fields/ Diamonds)
-  Playgrounds

PARK BY ZONES



Zones

(Zones Identified by Distinct Zones through Site Characteristics (either by Topography, Vegetation, or other Features) and by how it is Used)

Areas

(Grouping of Zones into Distinct and Identifiable Areas)



North Section of Park

- 1. The Meadow
- 2. Field Ship Cove
- 3. Goddard Mansion / Chapel Road Preserve
- 4. Battery Keys



Mid-Plateau Section of Park

- 5. Overflow Parking
- 6. Parade's Ground / Parking
- 7. Children's Garden
- 8. Officer's Row



Central Section of Park

- 9. Picnic Shelter
- 10. Picnic Table Area
- 11. Pickle Ball Courts



Back Section/ South Section of Park

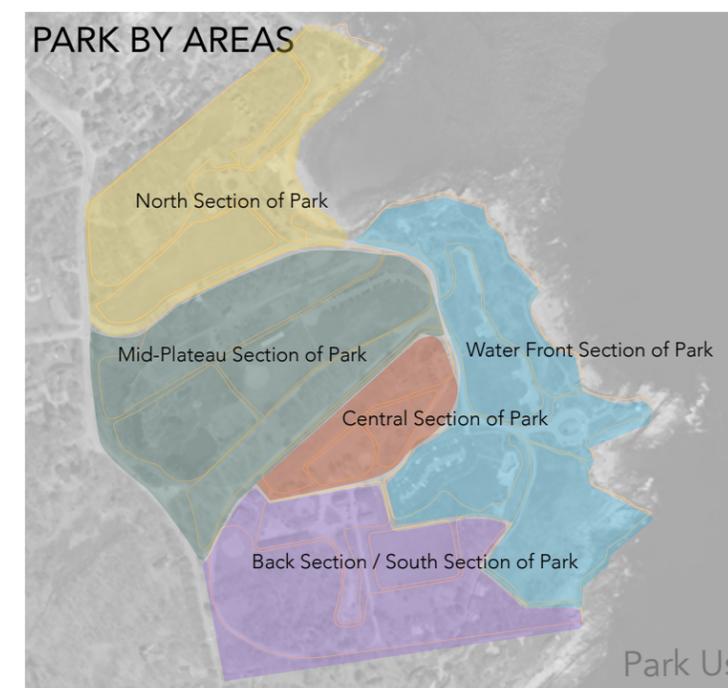
- 12. Offices/ Town Buildings/ Playground
- 13. Athletic Fields
- 14. Southwest Preserve/ Battery Gareche



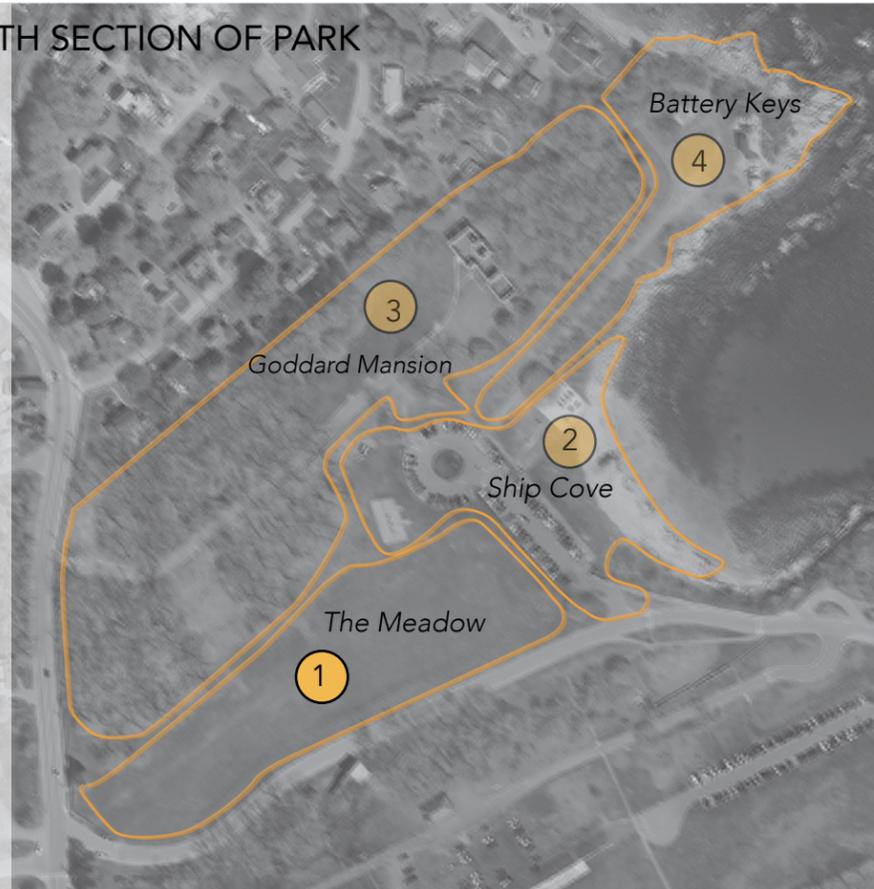
Water Front Section of Park

- 15. Water Front_ Greens at Former Barracks
- 16. Battery Knoll Lawn
- 17. Cliff Walk/ Cliffside
- 18. Central Parking Lot/ Battery Blaire/ Portland Head Light

PARK BY AREAS



NORTH SECTION OF PARK



1 The Meadow

The Meadow is a lawn area that greets people as they enter the park. It stretches from the park's entrance to the parking lot at Ship Cove. It is defined on its edges by the Powers Road and the Chapel Road Preserve.

The large open space in this zone is a great asset to the park as it is used informally as both a passive and active recreation area in all four seasons.

The side slopes are used for sledding in the winter and the level lawn areas are used informally by others. The top soil is shallow in this location because of the existing ledge conditions, so no active sports are played on in this area.

The continuous and linear nature of the guard rails along Powers Road and the fence along Shore Road makes access to this area cumbersome and limited to the Ship Cove parking lot or from Chapel Road Preserve.

The long view to the water from this zone is spectacular, but is interrupted by the presence of cars in the parking lot at Ship Cove.



Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale

Parking; Water front Posit_ Fore Ground to the Long View Environmentally, Not in the Best Location.

Meadow_ Lawn in General OK to Poor. Condition Because of the Shallow Soil Depths

Side Slopes Valuable for Winter Sledding

Path From Overflow Parking_ Hidden and Unsafe

Guard Rail at Edge of Road- Not Integrated with Any Vegetation. Acts as Barrier to Pedestrian Movement into the Meadow From the Southern Section of the park.



1. Arrival- A long view down the Meadow captures the Ocean view, but also the parking lot at Ship Cove.



2. Leaving the park-



3. Leaving the Park- Lots of Visual Clutter



4. Access- The guard rail while necessary for safety along the road Obstructs pedestrian access into the Meadow.



5. Edges/ Boundaries- The woods and the guard rail defines the Meadow. Invasive have overgrown the ledge conditions that are visible from the Meadow.



6. Guardrails - A good sitting area, but some possible vehicle/ sledding activities conflict may exist.



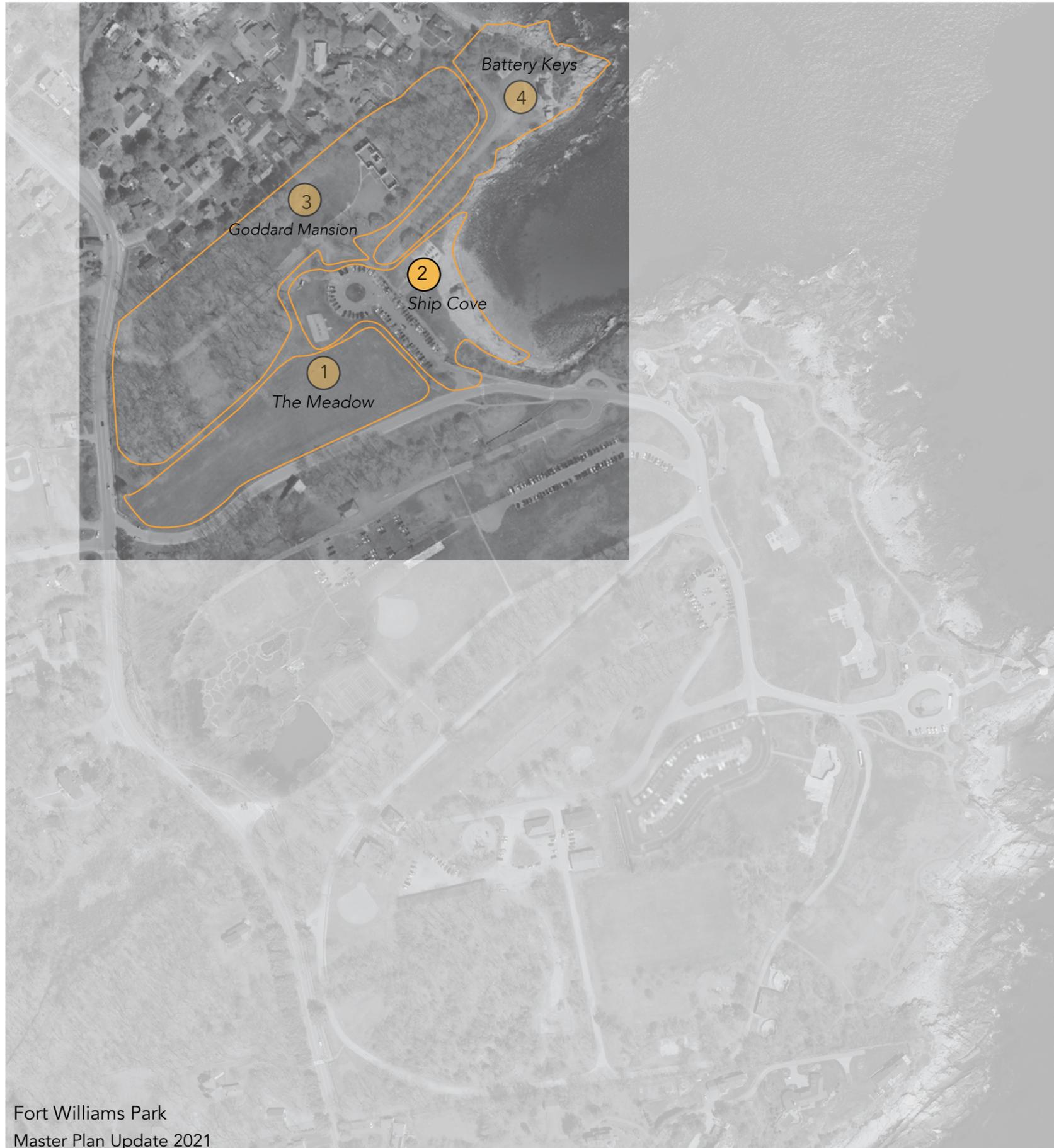
7. Expansive Area The Meadow's orientation to the water makes for an amazing opens space, but its relationship to the parking lot at Ship Cove is compromised.



8. Transition- The lawn area of the Meadow abuts the Ship Cove parking lot with no visual transition.



9. Winter Use- Winter sledding on the side slopes.



2 Ship Cove

Ship Cove is a special place in the park. It is the only place in the park with sandy beach access making it a prime location for Cape Elizabeth residents to recreate, gather for family picnics, and enjoy all the attributes which come along with being on the ocean.

The parking lot at Ship Cove provides easy and close access to load and unload items for one's stay but its close proximity to the water compromises views, the aesthetics of the place, and likely has environmental impacts to the natural resources. There is not plant material around the parking lot to provide any visual buffer.

The Ship Cove platform, a relic from Fort Williams, is a good facility to rent, but it is exposed visually on the back side of the platform because of a lack of any significant vegetation.

The swing set has value as a source of play for older children, but its location within this area is questionable as it is not rooted in sense of place.

There is a lack of any identification or signage at the entrance off Powers Road, as well as a lack of wayfinding signs directing people to Battery Keys and Goddard Mansion.



1/2. Place_Ship Cove; a place defined by beach access and ocean views.



Entrance to Ship Cove Lacks any Sense of Arrival; No Entry Sign/ Marker

Parking; On Waterfront- Provides Easy Access to Water, but Environmentally and Visually there are Issues with this Location.

Existing Swing Set_ Placement Lacks any Integration with its Surroundings. The Age Appropriate to Play on the Swings is for Very Narrow Age Group.

Porta Potties

(4) Paths - Varying Widths and Materials in Close Proximity to Each Other.

Path to Battery Keyes; Wide, Lacks Identification

Ship Cove Platform- Upgraded Since 2011 Master Plan. Back side of Platform Lacks Integration and a Sense of Privacy or Separation.

Sidewalk Close to Water's Edge and Immediately Adjacent to Road.

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



3. Parking_ The parking lot is located on prime water front real estate; Not the best land use value.



4. Parking_ Views to water interrupted by the parking lot. There is no vegetation buffering the views of the vehicles.



5. Views from Goddard Mansion Path is dominated by the vehicles- Lacks any trees or shrubs to break up sight lines to the cars.



6. Transitions_ Other than lawn, there is no vegetated transition that separates the parking lot from lawn/ park space and the water's edge.



7/8. Ship Cove Platform - There is no "sense of place" due to the lack of vegetation cover. The proximity of the bench to the picnic tables is tight and not conducive to both begin used at the same time;



9. Path System "Clutter"- Multiple paths and materials



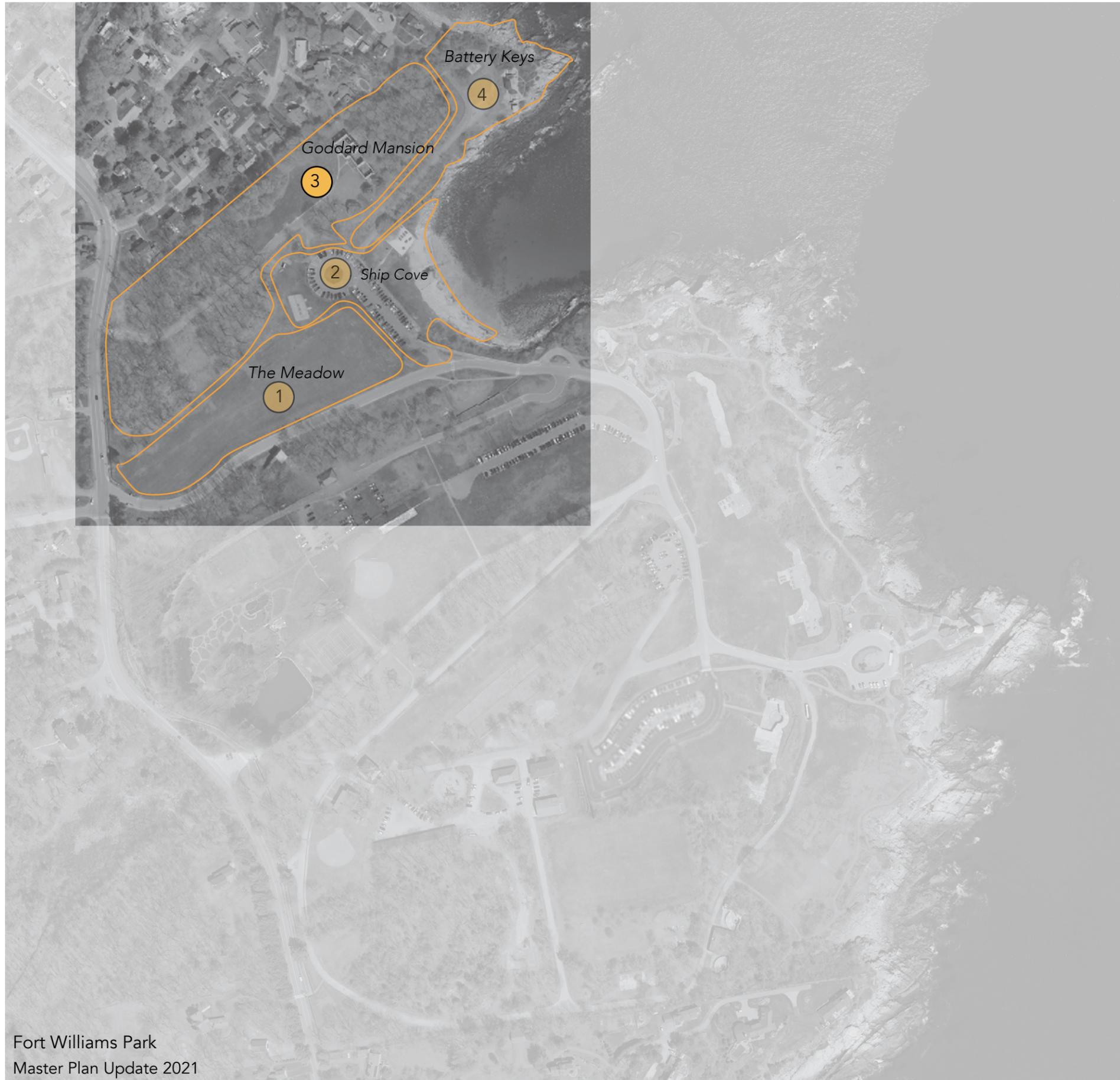
10. Vehicular Access- Entrance Lacks Identity



11. Sidewalk to Ship Cove- On the Edge of the Road and Planted Embankment.



12. Swing Set_ The value of play is understandable, but it is the swing set lacks a sense of a place and belonging.



3 Goddard Mansion / Chapel Road Preserve

Goddard Mansion is an iconic building within the park for many Cape Elizabeth residences. In 2004, OEST- Associates, an engineering and architecture firm was retained by the Town of Cape Elizabeth to assess the deteriorating structure, citing many recommendations to make it safe. In spite of its condition, the mansion and its surrounding land remains a destination for residents and visitors, as well as place to host weddings.

There is excessive pavement in poor condition in front of the mansion that does not add value to place as a whole. The sidewalk along the existing driveway is in disrepair and not used, as people walk in Chapel Road instead.

The woods on either side of chapel road are unmanaged, but there is a distinct character to this area. While there are Fort relics in the woods, they are not easily accessible. The woods are a visual buffer only as there are no trails through these wooded areas. Invasive species exist throughout this area imparting a shrouded and "dark" feeling.

The woods on the water side of the mansion are thin, allowing for some water views when the leaves from the deciduous trees have fallen. The slopes are steep and the paths seem make-shift and unplanned. Erosion, compaction by people walking through this area, and the lack of any understory planting is adding to the feeling of disrepair in this zone.

The mansion's proximity to Ship Cove parking lot makes it easy to access, but at times feels visually exposed to the parking lot.



Chapel Preserve_ The Woods Define this Area of the Park, but they are Unmanaged and have Invasive Plant Species throughout.

Sidewalk In Disrepair

Edges along the Property Line are Visually Porous; Able to See the Abutting Houses

Entrance from Ship Cove Parking Lot is Porous and Lacks Definition.

Excessive Pavement

Slope/ Woods_ Paths are Haphazardly Defined, Erosion is Present Due to Lack of Understory Cover and Over-Use. Invasive Species Present.

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



Park Uses_ Goddard Mansion / Chapel Road Preserve



Pours Views to Ship Cove



Crumbling Sidewalks and Views to Abutting Houses



Views to Abutting Houses



Crumbling Sidewalks



Excessive Pavement





Paths- Poorly Defined by Path System



Slope Condition- Erosion_ Root Exposure

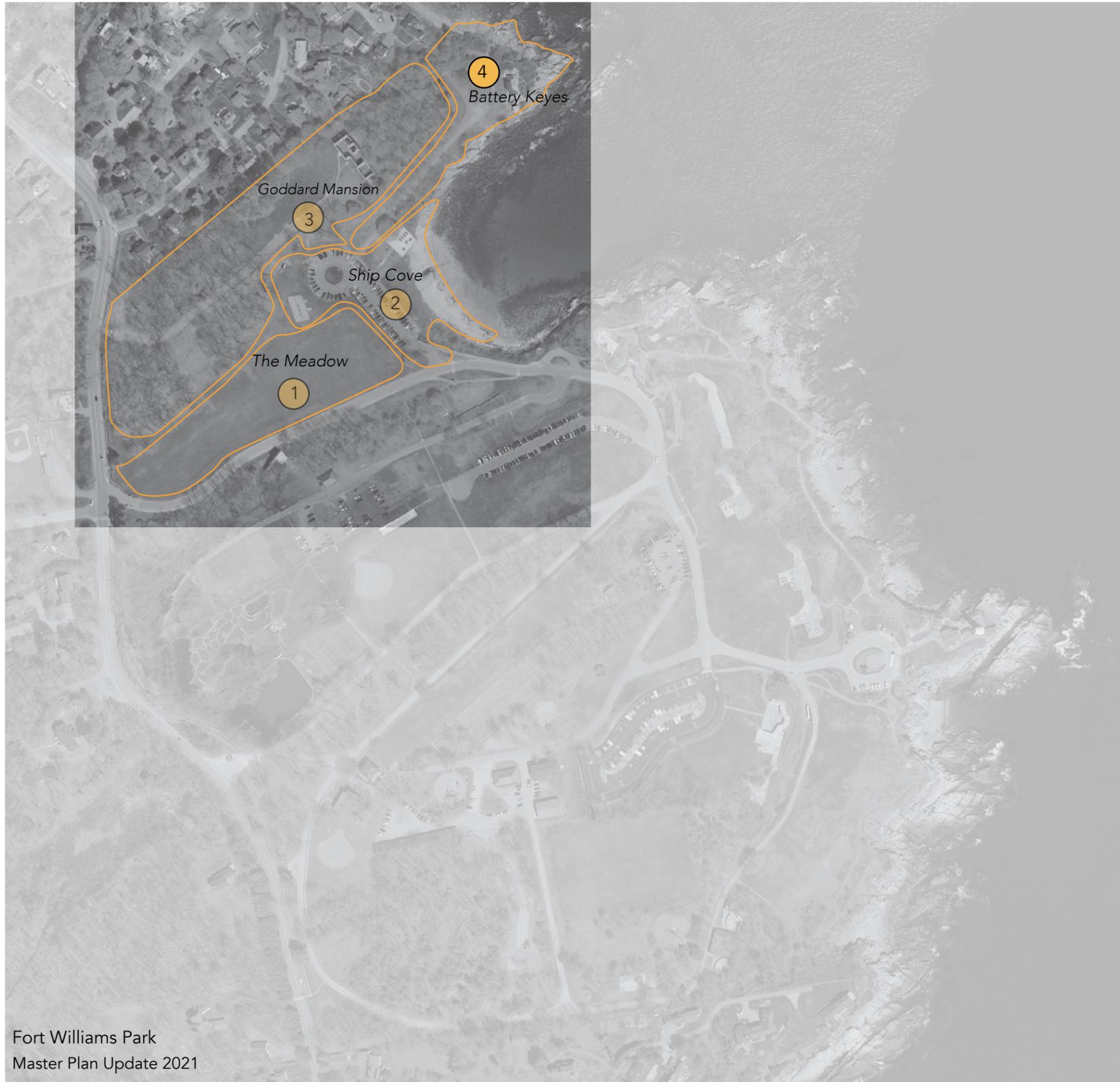


Woods- View to Mansion Shrouded by Woods and Under-story Vegetation



Woods Fall/Winter and Summer





4 Battery Keyes

Battery Keyes has some of the most spectacular views in the park; a panoramic view from Portland to beyond PHL. Everything about the Battery Keyes, other than the views, is less than desirable and left over from the Fort Williams era. The approach to the battery is a road, and the entire front side of the battery is an excessively open, under-utilized area that is either asphalt, gravel, or scruffy grass.

There are multiple paths though the coastal vegetation down to the rocky shore. Erosion is occurring due to unmanaged foot paths.

The old fort road allows people to walk from the Ship Cove parking lot. The width served the fort's function, but the width is not needed for the park's function as pedestrian path. There is no identification, signage, or marker identifying the path.



Road to Battery - Not Pedestrian Scale

Memorial Bench With Views - Open and Isolated

Road Spur- Not Serving any Apparent Park Function

Multiple Access Points- Cause for Erosion

Excessive Gravel/ Scruffy Lawn - Providing No Apparent Park Use

Multiple Access Points- Cause for Erosion



Excessive Paving/ Gravel- Under Utilized Space



Under Utilized Space



View to Ship Cove Parking- Wide Road / Access



View to Battery - Wide Road / Access

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



Access to Battery - No Identification / Signs



Panoramic View

MID-PLATEAU SECTION OF PARK



5 Overflow Parking

The overflow parking lot functions well as overflow parking, accommodating a lot of cars when needed to so. Its location next to the children's garden and parade ground provide easy access to these immediate areas. The north-south paths that cross this area allows for some access further into the park, but in places these paths are in poor condition or abruptly stop.

There are Fort Williams' relics, concrete pads, and walls throughout this zone that do not add value to the park.



Hair Pin Turn - An Improvement, but Still Feels Tight and a "Problem Solving" Condition.

A Left Over Relic of Fort Williams (Hospital_1901) - No Clear Use for the Park. A Number of Walls, Steps and Paths Run Through this Area with Very Little Park Use.

Path_ Runs Across the Park, But Fails to Reach the Sidewalk

Overflow Parking; Poor Quality Grass

Path Through the Woods; Poor Condition..

Misc. Concrete Relics; Providing No Really Historical or Park Value

Transition between the Children's Garden and the Overflow Parking is Abrupt

Road Ends_ A Carry Over from the Fort Williams Era (Band Barracks). It Provides No Value to the Current Park's Needs.



Over Flow Parking - Valuable Parking Space - Lacks Spatial Definition - No Paths / Sidewalks to or From this Space



Road- Access to Over Flow Parking - No Sidewalk



Road- Access to Over Flow Parking - No Sidewalk



Steep Slide Slope - Lacks Vegetation



Unnecessary Pavement



Unnecessary Pavement



Unnecessary Fort Remnants - Adding a Visual Clutter



Bench Location in the Overflow Parking Area- Location is Random.



A foundation / Wall / Stairs System from Fort Era- Value to the Park is Questionable



Circulation Seems Confused



Stairs/ Path from Overflow Parking Area Down the Slope to Powers Road - in Poor Condition



MID-PLATEAU SECTION OF PARK



6 Parade Ground

The parade ground has a long history of assembling lots of people in it, such as troops when it was a fort and High School seniors in commencement ceremonies as a park. Like so much of this park's aesthetics, the bleachers feel exposed with the lack of any vegetation surrounding them. The bleachers certainly utilize the side slope well, but their orientation lacks any connection to the water. There are ADA issues as well.

The little league diamond is well used and anchored in one corner of this area. Its proximity to the overflow parking area makes it easy to access.

The open lawn is in poor condition, not lending itself to any recreational opportunities.

The parking lot location on the east end of this zone allows for convenient access to other park areas, but its position in the landscape makes it in the foreground to the long views to the water. In addition, there is no plant material that breaks up the long line of cars or acts as a visual buffer.



View to Ocean

Walk-ability - There is no Sidewalk/ Paths from the Parking Lot. People Either have to Walk Down the Middle of the Parking Lot or Across the Grass to Reach a Sidewalk.

Parking Lot- In a Historical Footprint of a Parking Area for Fort Williams- It's Current Location Takes up Valuable Park Space and Compromises the Views, Uses and Experience of the Parade Ground

Lawn; In Places the Lawn is OK, Other Locations it is in Poor Condition. This limits the Use of this Area.

Cross Walk Connection Between Powers Road (Entry Road) and Harrison Road (Upper Part of Officer's Row)

Bleachers; A Historic Relic from the Fort and an Institutional Tradition that Involves High School Graduation. They are in OK/ Poor Condition. They are not ADA accessible. They Face the Officer's Row Tree Line, which is a Nice View, but They do not Capitalize on the Iconic Ocean Water Views.

Ball Diamond: Good Shape



Overall View- Lack of definition between the Over Flow Parking Area and the Parade Ground



A long Veiw do



Concrete Bleachers - Slope / Transition from Top of Concrete Bleachers to the Parade Ground is Not Managed Well - Not ADA Accessible



Parking Lot- In a Historical Footprint of a Parking Area for Fort Williams- It's Current Location Takes up Valuable Park Space and Compromises the Views, Uses and Experience of the Parade Ground

MID-PLATEAU SECTION OF PARK



7 Children's Garden / Pond / Tennis Court

The children's garden is unique part of the park in that it provides a more quiet and intimate feeling to the park, which is otherwise wide open. The Children's garden, a 1-1/2 acre garden designed and implemented by many people in the area, is a product of the Friends of the Fort Williams Park.

The "...Garden features include paths leading to a variety of opportunities for creative play: a small, diverse woodland full of birdsong, a meadow-inspired garden alive with native wildflowers and pollinating insects, a small pond promising frogs and dragonflies, water flowing through a series of cascades into the skating pond below, a "gopher tunnel", a tree lookout fort, a sliding stone, and picnic areas for rest and regrouping." (Excerpt from Friends of Fort Williams Park web site)

The pond adds to the character of this area, but the surrounding vegetation on the north side of the pond is beginning to encroach into the pond. It is understood that the people skate on the pond when it freezes, but that was not observed at the time of this report.

The focus of this area is more family centric than recreational. In this light, the role the tennis courts play does not add to the value of this area. The user group interviews identified the tennis courts are in "OK" condition, but there are some drainage issues resulting in some ponding of water on the courts.



An Under Utilized Part of the Children's Garden Site

Children's Garden by Friends of Fort Williams Garden

Stone Pavilion; In Good Condition (Formerly a Band Stand in Fort Williams. It's Location next to the Tennis Court is Compromised.

Pond; A Valuable Asset, Needs Work

Tennis Court; While Fort Williams Had a Tennis Court in this Location, the Current Tennis Court does Not Add to the Children's Garden or Pond's Experience.

Road- Part of the Former Fort- The Need for a Vehicular Width Road is Questionable.



Concrete Slide_ Side Slopes



Pond- Not Well Managed

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



Children's Garden



Park Uses_ Children's Garden / Pond/ Tennis Court



Road Wide Next to Pond



Pond Edge



Plants Invading into Pond



Active Recreation in this Area are out of Place in this Zone that has More Passive Uses.

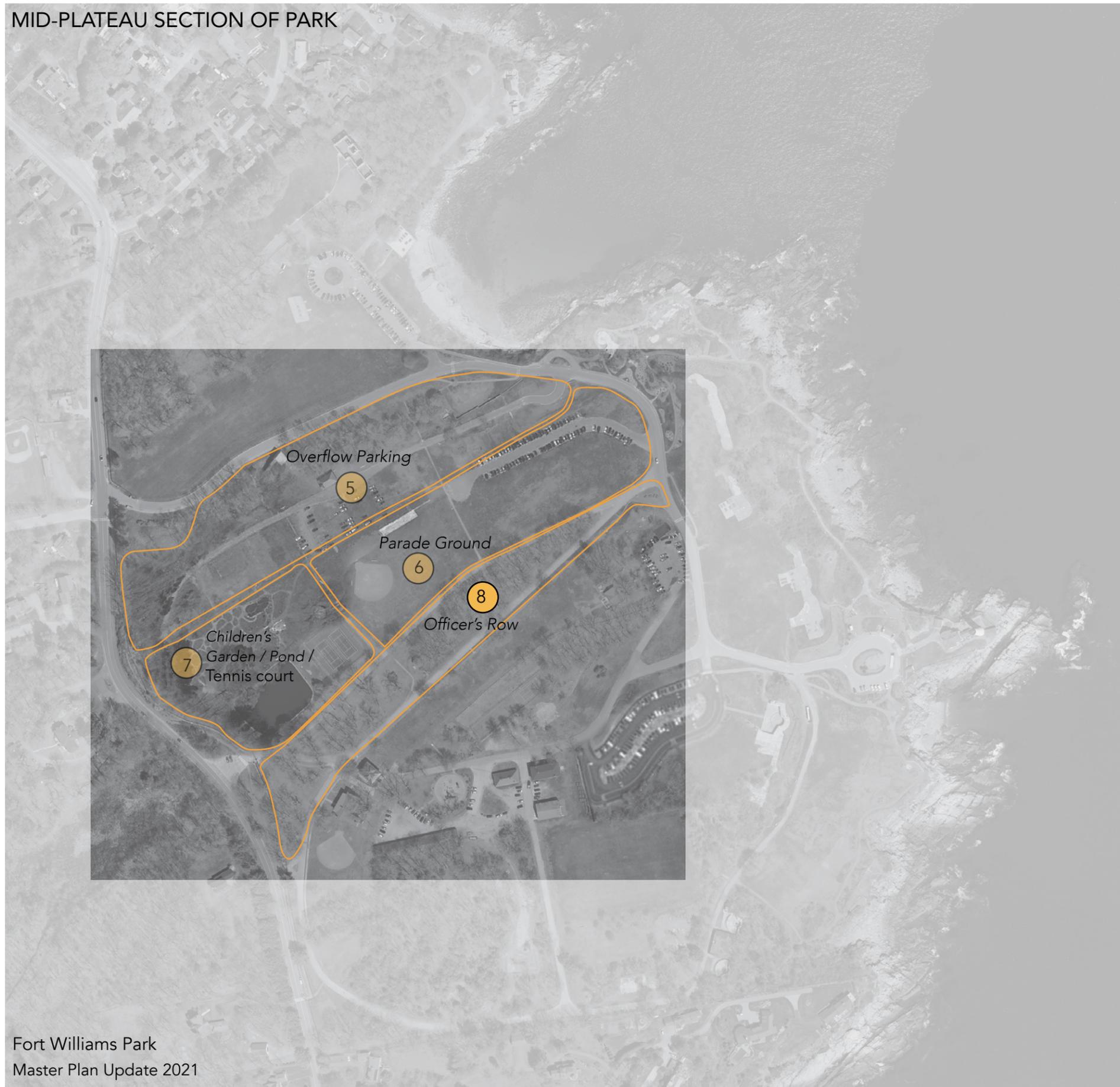


Historic Band Stand / Pavilion - An Interesting Relic of the Fort Re-purposed for the Park Use.



Blank

MID-PLATEAU SECTION OF PARK



8 Officer's Row

In 2016, Mike Duddy Tree Warden, Town of Cape Elizabeth developed a report declaring this area as "one of the most important features of Fort Williams Park". He goes on to state, "Many of the trees in the Preserve, however are showing decline." The predominate tree in the preserve is a Red Oak which is susceptible to Winter Moth. The trees are fully mature and no secondary tree growth planting has been started. Lawn runs throughout this area, uninterrupted. There is a lack of shrubs and understory layer, making it feel open.

The band shell, a great rent-able space, sits isolated in the lawn area with no vegetation around to make it feel anchored to the land nor particularly special.

The views on east end of Officer's Row captures the water views but is spoiled by the parking on parade ground in the foreground.



Path- Cross Park Circulation; Ending at Upper Level of Officer's ROW. - Not ADA accessible

Band Stand; The Lack of Vegetation Around the Band Stand Makes it Feel like an "Object" in the Landscape, Rather Than an Integrated Feature.

Trees are Old Growth with Only Lawn Below. _ Feels Unnecessarily "Park Like". The Slope and Trees Potential increase Maintenance and Long term Care for this Area.

Path- Cross Park Circulation; Ending at Upper Level of Officer's ROW. - Not ADA accessible

View to Ocean

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



Mature Trees in a field of Grass- No Significant Tree Growth- A Nice Place for Picnic



Band Shell Lacks planting Planting Around the Base to "Anchor it"



Views to the Ocean from the End of Officer's Row- Parking in the Foreground.

Park Uses_ Officer's Row

CENTRAL SECTION OF PARK



9 Picnic Shelter

The picnic shelter is perched high in the park - a great reserve-able space. There is a small paved area for outdoor gatherings and events. This space adds value and flexibility to groups planning events.

Views to the ocean from the shelter are filtered because of some tree cover but are also impacted by the parking immediately below the shelter.

A long, linear lawn space stretches between the picnic shelter and offices in the historic building, making a great place for events or for a few people to spread a blanket down and have lunch.

Larger mature trees flank the edge of the lawn area (along Harrison Road) but lack any understory vegetation or secondary growth trees.



Terminus of Lawn Area Drops in Grade- Visually Separate from the Picnic Shelter- A Potential Benefit for an Future Improvements in this Area.

Open Lawn Area; OK Condition, with Some Bar Spots.

Vehicular Access In Good Condition. The Side Slope is steep and may have Maintenance Implications as Lawn.

Picnic Shelter;;
In Perched Location- Views to the Ocean are filtered through Trees, but has the Parking Lot in the Fore Ground

Pedestrian Path is Steep and Not ADA Accessible; Limits Access and Experiences for People that have Mobility Issues.

Parking Lot Upgrades- Part of 2011 Master Plan. The Location of this Lot Impacts the Visual Experience from the Picnic Shelter

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



View to Picnic Shelter: Fire A Hydrant and Drinking Fountain "Float" in the Open Landscape. This Area Lacks any Vegetation to Assist with the "Softening" of the Edges or Transitions between Paved Spaces and Lawn Spaces.



Grass Rolls down the Slope- Likely a Maintenance Issue.



Grass Rolls down the Slope- Likely a Maintenance Issue.



A Gravel Parking Lot Bleeds into a Gravel Path with Not Transition/ Edge/ or Definition.



Grass in Poor Condition



End of Lawn Space Lacks and Defined Edge other than a Building.



Parking Below the Picnic Shelter - No Cross walk Between the Battery Knoll to the Parking Lot.



View to Water - Over Parking .



Gravel Parking Surface-



CENTRAL SECTION OF PARK



10 Picnic Table Area

This area feels left over and forgotten. It is on the edge, or "toe", of a tree lined slope and the roads approaching the central parking lot. A single tree next to a cluster of picnic tables helps to provide some sense of scale and belonging, but it is a less than desirable space to have lunch as it overlooks the central parking lot.



Pickle Ball Courts (Not Tennis Courts As Shown in this 2018 Google Earth Aerial)

A Well Defined Grove of Trees on a Slope: Defines the Back Edge for the Picnic Area

Picnic Table Area; Access to this area is Unclear. The Area is Not Well Defined- Not a High Quality Picnic Area.

No Definition in Terms of Planting Separating the Road from the Picnic Area

A Nondescript, Left Over Green Space Defined by Roads; Not Well Used

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



CENTRAL SECTION OF PARK



11 Pickleball Court

The pickleball courts are a big success since their installation in 2020. The only negative comment provided to the consultants during the User Group interviews is the current east-west orientation of the courts is not ideal for play because of the sun / court relationship.



The majority of Pickle Ball users who need to park use the parking at the maintenance building lot; A short walk to the courts.

Pickle Ball Courts have an East-West Orientation. A North-South Orientation is Preferred for Court Sports. The Slope on the North side of the court will require some further investigation to better understand the viability of re-orienting the courts.

There is no Level Area at Gate. This not conducive to waiting or transitions from existing and entering the courts

Slope: Retaining Wall in Good Condition

Note: The Pickle Ball Courts have been Updated Since the 2018 Google Earth Mapping. What is shown in the Google Earth Aerial is not accurate. The Pickle ball courts now replace the tennis court and basketball court showing this aerial

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



Pickle Ball Court



There is no Level Area at Gate. This not conducive to waiting or transitions from existing and entering the courts

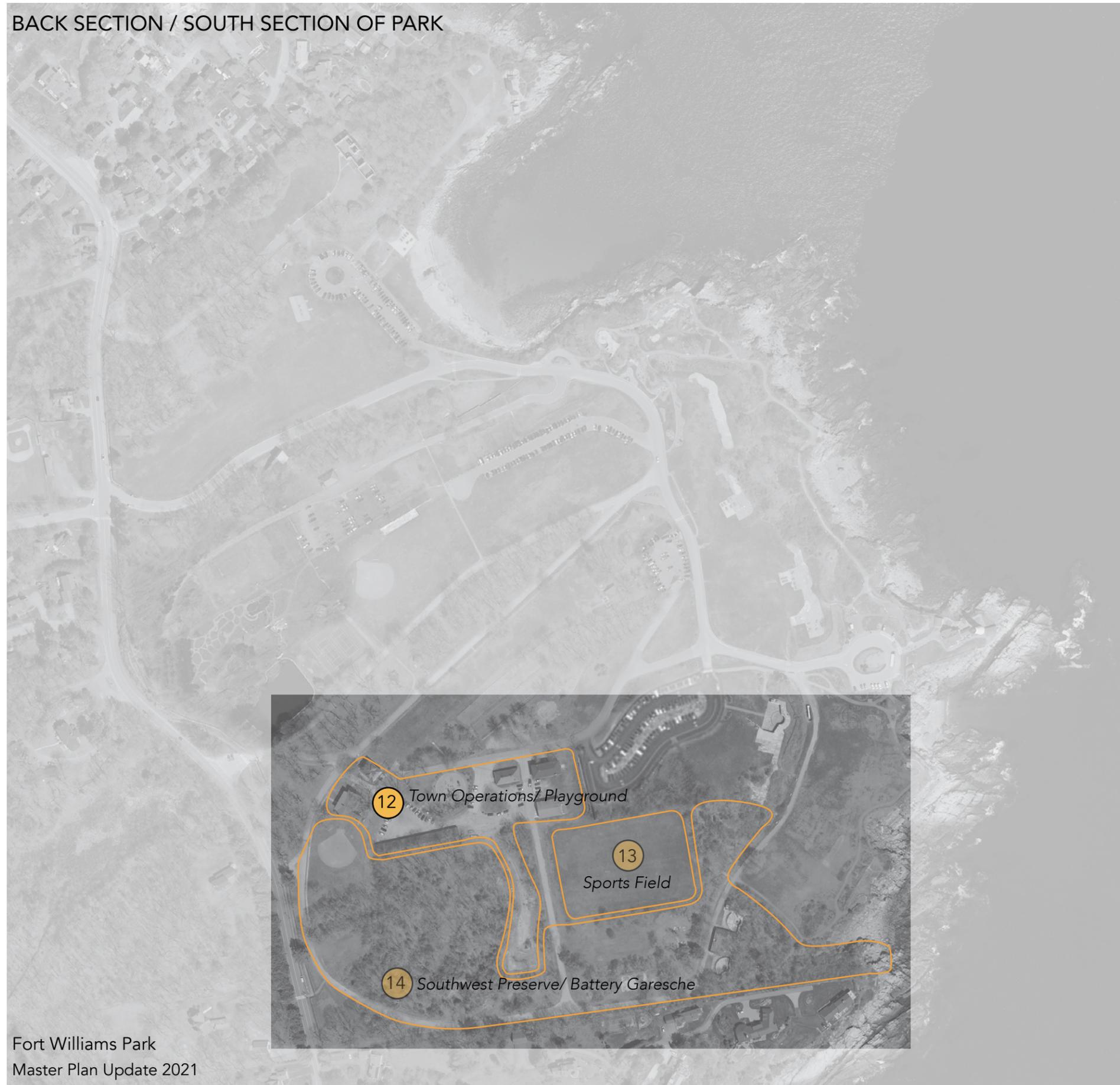


Grades- North Side



Grades -East Side of Court

BACK SECTION / SOUTH SECTION OF PARK



12 Town's Operation / Playground

This area is generally confused, a mix of incongruent uses: Town maintenance buildings, lay-down areas, stock piles, random parking, and a playground for early aged children.

For further investigation, the Consultants question the role of the playground in this area.



Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale

- Lay Down Area for Town/ Park
- Storage Garage_ Used for Storage by Many Organizations.
- Existing Parking Unorganized and not Efficient
- Existing Playground; Aged for Younger Children- Location within a Parking Lot is Not Conducive to Play
- Bus/ Trolley Temporary Parking
- Existing Parking Show in this 2018 Google Earth has be Altered, but It Still Remains In-efficient.
- Wall in Poor Condition



Parking Not Defined Well.



Lay Down Area/ Garage

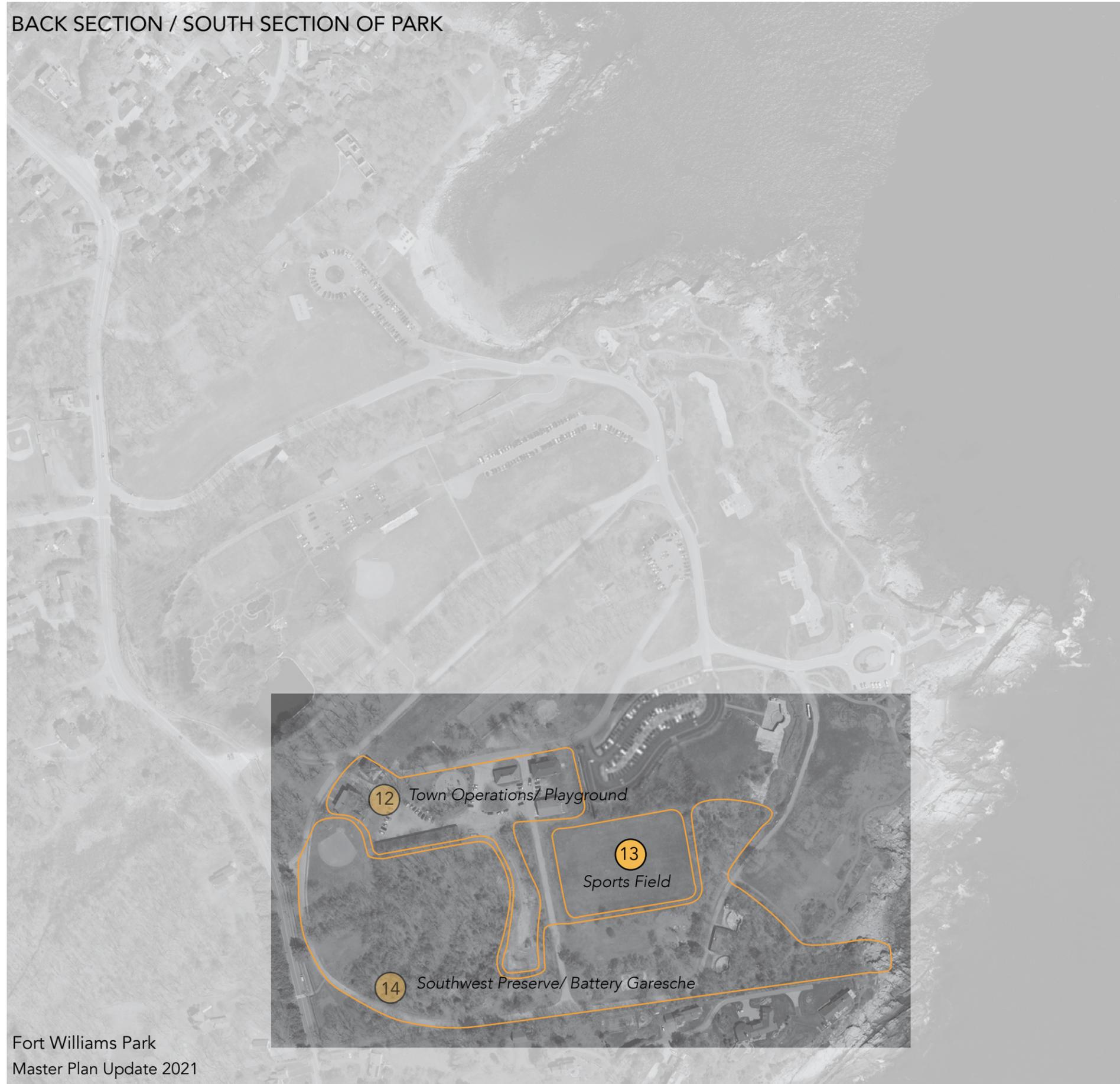


A Playground in the Parking Lot Area



Garage- Valuable Storage Space.

BACK SECTION / SOUTH SECTION OF PARK



13 Sports Field

The sports field is a well maintained recreation field within the park for organized sports. From the User Group interviews and the questionnaire responses, the biggest issue in this area is between dogs and their owners and people using the sports field - this is understood by Consultant team from interviews and the questionnaire (not observed because of CoVid).

As this field is only used for sports, the following questions were raised by the consultants during the User Group interviews: a) if this field is the best use for the park, and b) if there are other fields elsewhere within Cape Elizabeth that could be used.



Wide Road- Feels Like a Wide Access Road Rather than a Pedestrian Scale Path.
No Separation Between Road and Field- Resulting in Dog/ Sports Conflicts

Under Utilized Space

Existing Sports Field (In Good Condition)

Aerial View_ Source: Google Earth, 5/14/2018
Not to Scale



Open Field - No Separation between Road and Field.

BACK SECTION / SOUTH SECTION OF PARK



14 Southwest Preserve / Battery Garesche

The Southwest Preserve is an untapped resource within the park. The wooded areas are unmanaged with invasive plant species throughout.

Through a user group conversation with the Friends of FWP, It is understood by the Consultants that the Friends of FWP are reluctant to remove the invasive plants because this area is not protected as part of the Town's open space policy.

The "forested" canopy in the Southwest Preserve is distinct from the more open lawn areas found throughout the park.

The "path" running through the preserve is used by many, but it is a road from the fort era that feels more like a road than a walking path.

For further investigation, the Consultants are interested in how to preserve what makes this part of the park special, but to enhance it's experience.



Open Lawn Area- Use Unclear

Under Utilized Area of the South West Preserve

Snow Dump/ Lay Down Area

Extra Wide Walking Path (Former Road from Fort Williams)
Feels Like a Road and Not a Walking Path

Ex. Sports Field

Presence of Abutting Neighbor

View

Ex. Batteries

Views to Abutting Neighbor

Under Utilized Area of the Park

Ex. Foot Path Long Property Line and Through Forest Remnants

The Green

Aerial View_ Source: Google Earth, 5/14/2018



Path along Property Line - Nice Walk in Woods.



Direct View to Abutting Neighbor- Very or No Evergreen Screening

WATER FRONT SECTION OF PARK



15 The Green

"The Green", the open lawn area southwest of Portland Head Light, is a major venue for events such as the "Beach to Beacon". This space provides passive and informal active recreation use. The southern third of this area is used as an off-leash dog area.

This informal open space offers significant views to Casco Bay and Ram Island, as well as the Portland Head Light. The overlook behind the historic target pit has some particularly amazing views of the water, coast, and beyond.

The west edge of this area is bounded by a significant slope on which Battery Blaire perches. The slope is both a distinct edge to the Green and a Perch for the Battery. The Consultant team is curious about other potential attributes this slope may bring to this area.



Aerial View_ Source: Google Earth, 5/14/2018

Open Lawn Area;
Used by Beach to Beacon as Finish Line
Grass in Poor Condition

Existing Slope Defines Edge of Green - An
Unrealized Opportunity

Access to Rocky Coast; Safety and Erosion
Control Issues

Ex. Overlook/ (Former Fort Williams Target Pit)
Amazing Ocean Views/ PHL Views

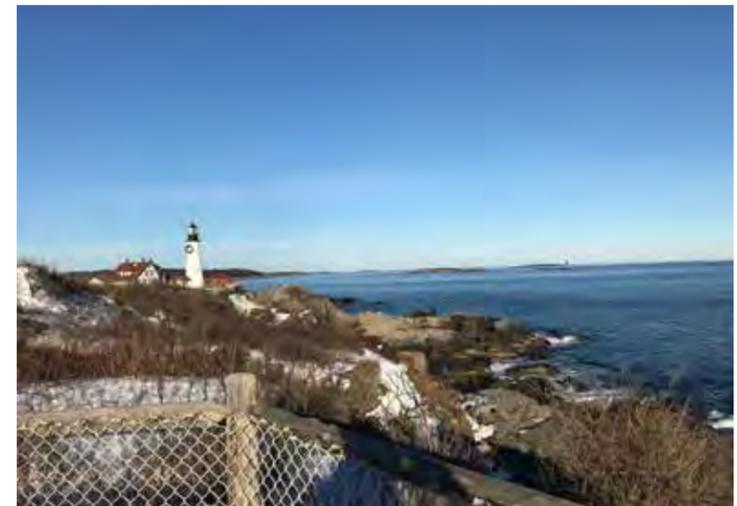
Road/ Path_ Feels like a Road on the Edge of
the Green rather than Pedestrian Scale Walking
Path- Feels Exposed



Panoramic View Towards PHL



View South into the Green



View from Overlook / Target Pit

WATER FRONT SECTION OF PARK



16 Battery Knoll

The landscape for the Battery Knoll is expressed by an open lawn area, concrete tops of the past batteries (Williams, Sullivan, DeHart), and a flag pole. This area has been filled 70's by the Town of Cape Elizabeth, leaving the concrete tops of the Batteries.

Ocean Road is very present and visible from the Knoll as there is no plant material along the road, only a split rail fence that runs the length of the road with some breaks for access.

This area is used informally for passive recreation, kite flying, picnics, and small gatherings. The area is across from the vendor space, so many people cross Ocean Road from Battery Knoll.



No Sense of Edge-
No Planted Buffer
Between the Lawn
Area and Road.

Split Rail Fence is the
Only Sense of Separation
Along Ocean Road- No
Vegetated Buffer Present
to Provide a Additional
Sense of Separation and
to Break up the Monoto-
ny of Grass and Fence.

Sidewalk on Road
Side_ Poor Separation
Between Cars/ Buses
and Pedestrians.

Opening In Fence_ No Cross
Walk to Vendor Location;
Potential Pedestrian /
Traffic Conflicts as People
Cross Ocean Road.



Battery Knoll- A Great Place for Kit Flying or Walking.

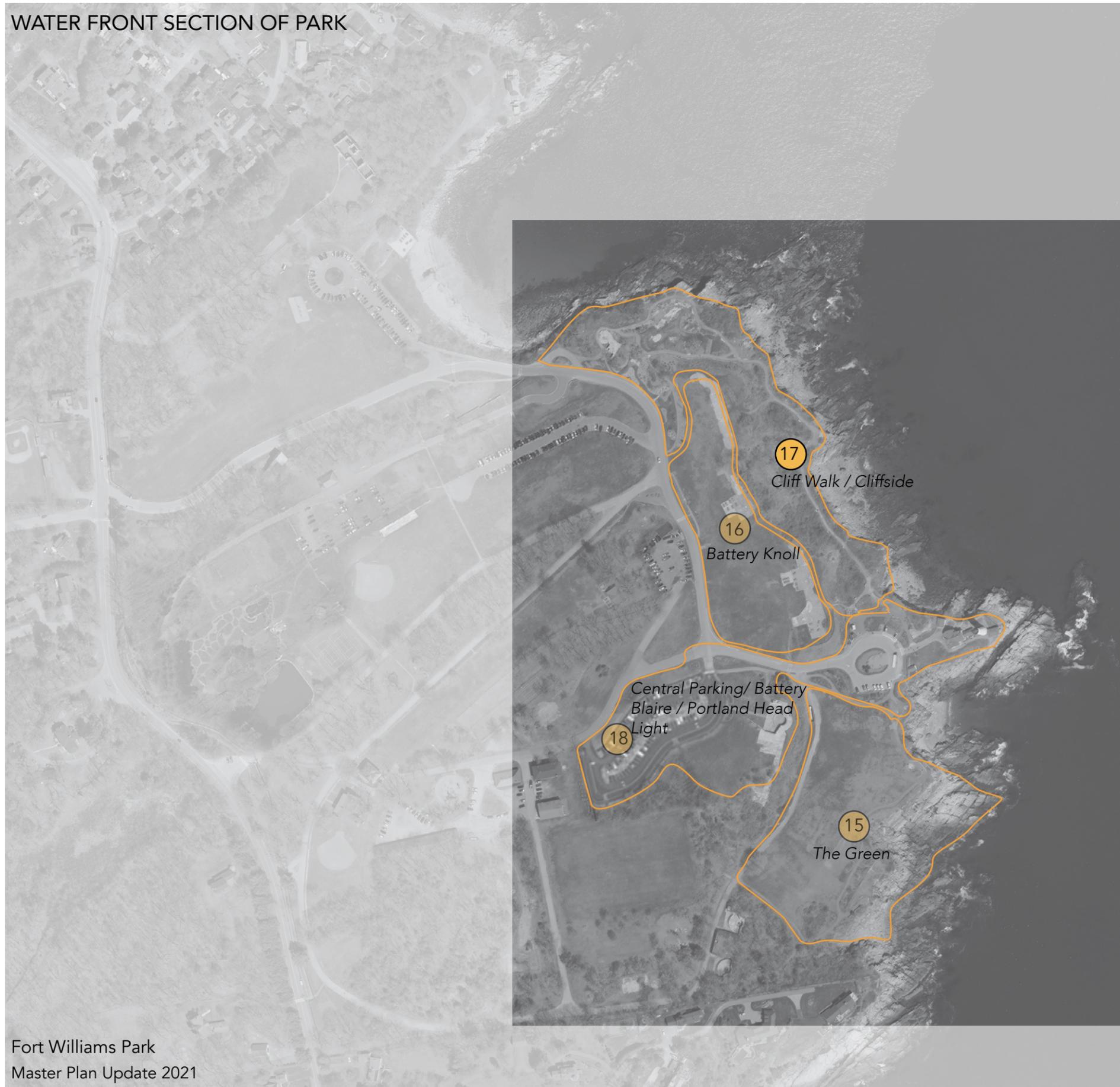


Path on Outside of Fence- Lacks any Clear Edge or Separation from the Road.



A lot of Fence with in Grass- No Planted Buffer/ Transitions.

WATER FRONT SECTION OF PARK



17 Cliff Walk/ Cliffside

Cliffside was the premier project of the Ecology Project at Fort Williams Park. Its visibility along the north end of the Cliff Walk, exposure to on-shore winds and salt-spray, and extreme level of infestation by invasive plants made it an ideal location to demonstrate the vision of the Project. In fall, 2010, the initial clearing by volunteers of invasive vines and shrubs exposed beautiful native trees and ledge outcrops, and opened awe-inspiring views of Casco Bay.

After a more thorough removal of invasive plants in 2011, pathways and steps were added to improve access, boulders were installed to delineate gathering spaces and overlooks, stone walls were built to retain the hillside and provide seating, and the center of the site was gently terraced to provide an intimate grassy amphitheater with a flagstone stage. Dozens of species of native and other beneficial trees and shrubs were planted, showcasing their ornamental potential in the landscape while providing habitat for many species of pollinators and birds.

This site is a favorite with Park visitors, who use it for picnics, yoga, weddings, and native plant identification. Members of the public help Friends' staff keep weeds and invasive in check and native species healthy through the volunteer Adopt-a-Plot program.

Designed by Terrence J. DeWan & Associates in collaboration with Bruce John Riddell Landscape Architect (2011-12). Site work by L.P. Murray & Sons (2011). Construction, stonework and initial planting of trees & shrubs by Linkel Construction (2012). Additional shrubs were planted by Friends' staff and volunteers in 2013, with wildflowers added each year since.

Linking the first two completed Ecology Project sites at either end of the Cliff Walk are two acres of rugged and densely vegetated east-facing slopes exposed to open ocean and onshore winds. Invasive plants are at their most prolific here, dominating desirable vegetation and degrading wildlife habitat. Of all the Project sites, this one most dramatically demonstrates the problems the Ecology Project was designed to address.

Guided by a landscape management plan completed in June 2015 by landscape architect, Regina Leonard, the Friends of Fort Williams Park began implementing a multi-year ecological rehabilitation of this site in fall 2015. Work involves suppressing invasive plants while preserving and expanding existing native plant communities across the landscape. A key objective is to diversify the species, structure, and vertical layering of native plants to improve valuable food sources, cover, and nesting opportunities for birds.

This project also includes the light-handed improvement and expansion of a network of trails and overlooks – completed in 2018 by OBP Trailworks – to improve access, preserve view sheds, and offer more opportunities to appreciate the flora and fauna of this unique coastal site. (From Friends of FWP Web site)



Aerial View_ Source: Google Earth, 5/14/2018



Cliffside_ Completed by Friends of Fort Williams Park

Cliff Walk_ Completed by Friends of Fort Williams Park

Issues with Access and Erosion

Need for Drop Off is Unclear



Is There a Need for a Drop-Off?



Larger Stone Material Exposed in Walking Surface- A Potential Tripping Hazard

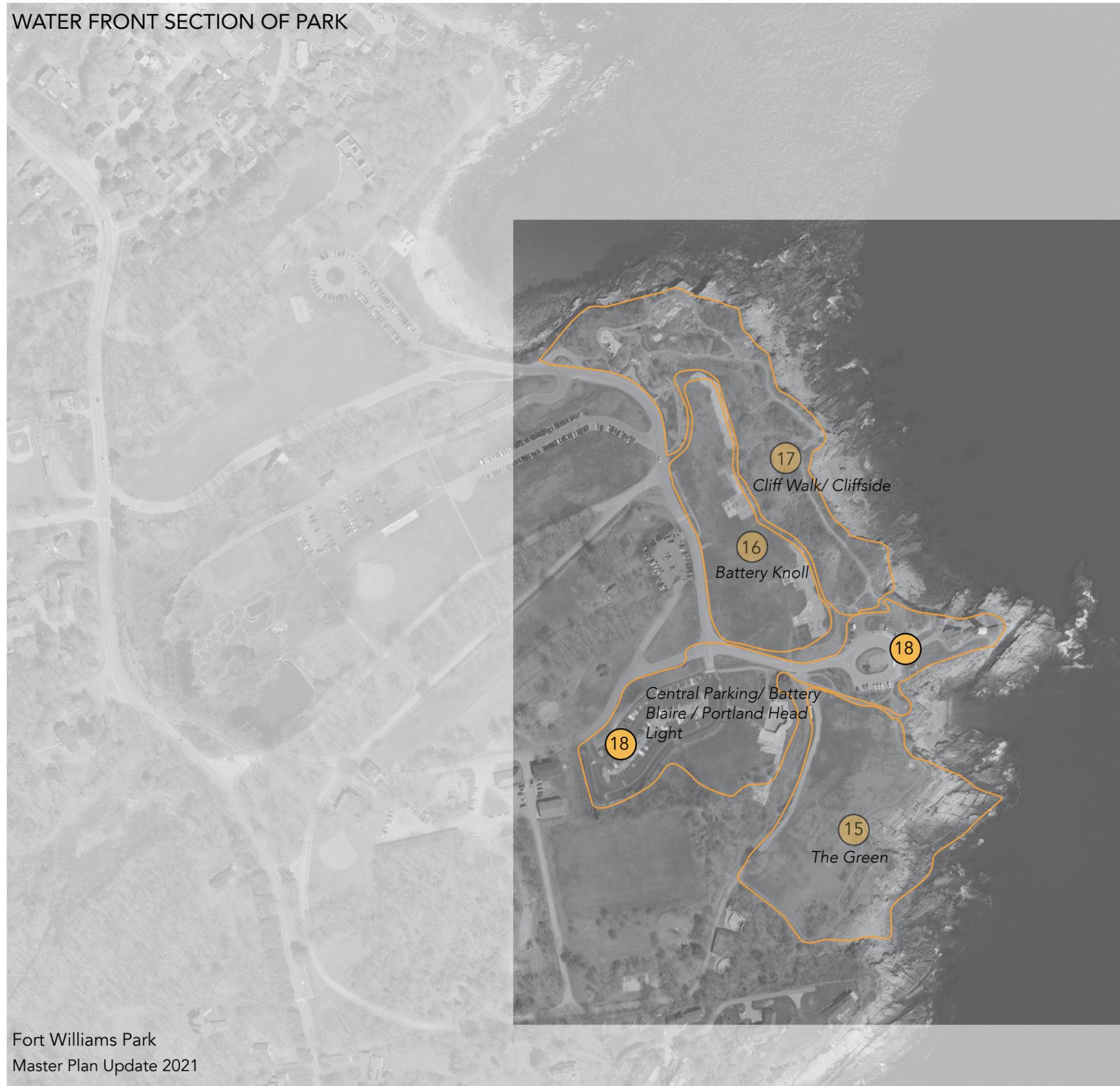


Bench Seems fairly Random and Under Scaled in this Large Landscape.



Erosion Issues/ Access Issues

WATER FRONT SECTION OF PARK



17 Central Parking Lot / Battery Blaire / Portland Head Light

This area is used predominantly by non-Cape Elizabeth residents coming to the park by car, van, or bus. The central parking lot has recently been modified with updated circulation and bus parking to improve circulation efficiencies. The parking lot edges have been planted with some small trees but lack understory plantings to add the next layer for a vegetated buffer.

Notably, people come to Fort Williams Park to see the Portland Head Light. The issue with this area is a large volume of people trying to reach a small area – the PHL from the Central Parking Lot. It is compounded by the movement of vehicles such as trolleys and PHL staff vehicles.

The landscape and all the elements such as Staff parking, shallow curb lines in some places, split rail fencing, exposed utilities, signage, haphazardly placed relic maritime artifacts, and overgrown plantings in the central island in the circular drive adds to the visual clutter and congestion of this area.

For further investigation, the Consultants question the role of vehicles (Staff, Trolleys, etc.) other than handicap parking stalls may play in this area.

Parking feels Exposed and Lacks any Vegetative Buffer

The Pedestrian Circulation is Confusing and Not Intuitive Resulting People Walking in the Street.

Vendor Location



Trolley Drop-Off- Resulting in Pedestrian / Vehicular Conflicts

Parking for Staff_ While Parking is Needed for Staff Members at Portland Head Light, The Question of Best Land Use Value Arises.

Eliminating Parking Would Reduce the Pedestrian / Vehicular Conflicts

Aerial View_ Source: Google Earth, 5/14/2018_ Aerial has been Manipulated to Include New Central Parking Lot (Low Resolution Aerial provide by the Town of Cape Elizabeth)



PHL Circle

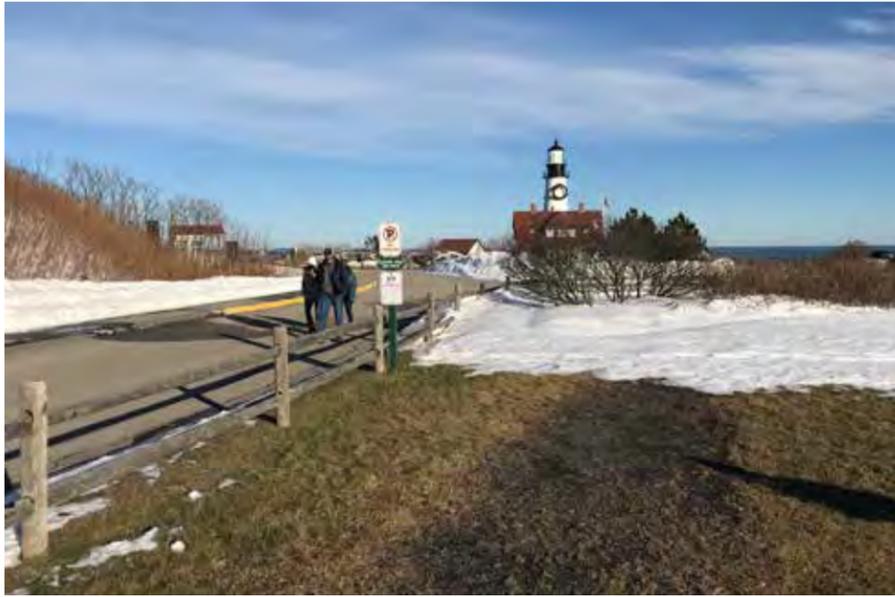


A lack of Bicycle Parking



Staff Parking





Road/ Fence / Sidewalk Condition - Not Conducive to Clear or Safe Pedestrian Circulation Patterns



Utilities - No Attempt of Screening



General Lack of Definition



General Lack of Planting / Screening or Buffering to Break up the Views of the Parking Lot.

Park Uses_ Central Parking Lot / Battery Blaire / Portland Head Light



Budget/ Finances / Roles and Responsibility

It is understood that the Town of Cape Elizabeth manages the finances of Fort Williams Park through its general fund and through a capital project fund. The maintenance and operation expense of Fort Williams Park is paid for through the general fund with income from property taxes and other miscellaneous revenues. In 2012, the general fund budget was \$250,317.00 (*Memo from M. McGovern, Aug. 15, 2012*) In 2021, the General fund budget from Fort Williams Park is xxxx.

The Fort Williams Park Capital funds receives all revenues generated within the park. These are from pay and display, entry fees, facility rentals, Officer Row Rentals, Vendors, Site Fees, Binocular Rentals, and Donation Boxes. In 2012, the capital funds amounted to \$147,695.00. (*Memo from M. McGovern, Aug. 15, 2012*). In 2012 the capital funds is \$472,000.00 (Kathy Kern, 2021).

1. Cape Elizabeth Public Works Department Responsible for the grounds (e.g. mowing, and plowing,)

Revenue from Town's General Fund

2. Cap Elizabeth Facilities Department Responsible for buildings and facilities within the park

Revenue from Town's General Fund

3. Fort Williams Park Committee Responsible for special projects

The Revue from Capital Funds
Pay and Display
Entry Fees for Tour Buses, Vans
Facility Rentals
Officer ROW Rentals
Vendors
Site Fees
Binocular Rentals
Donations Boxes

4. Portland Head Light Upkeep of the buildings and property

The Portland Head Light (PHL) property is separate from Fort Williams Park and acquired by the Town in 1994. PHL has its own 501c (3) not for profit corporation and all finances relating to the lighthouse property are separate from Fort Williams Park. The revenue for PHL is generated either from the sales at the gift shop or the entry fees to the museum. The revenue is carried from the following year.

From 2012 to 2021, PHL has supported a number of projects in Fort Williams Park which enhance to visitor's experience. These include landscape beds, expansion of the cliff walk, parking lot and pedestrian improvements a new fencing and stonework at the Shore Road entrance.

5. Friends of Fort Williams Park

Fort Williams Park also benefits from generous private support from the Friends of Fort Williams Park.

The Friends of Fort Williams Park (formerly, Fort Williams Park Foundation) was established in 2001 as an independent 501(c)3 non-profit organization whose mission is to preserve and enhance the natural resources and visitor experience of Fort Williams Park by providing planning and stewardship for projects that support the Park's ecology, accessibility, and open space. Our business operations and any work that we do in the Park is paid for by private donations, proceeds from events, and by grants from charitable foundations and the national government.

The Friends is governed by a Board of Directors comprised of a diverse group of professionals, business owners, community leaders and volunteers. Each board member serves on at least one of six committees (Education, Executive, Finance, Marketing, Resource Development and Volunteer).

The committee activities, business operations and work in the Park is coordinated and managed by a full-time Executive Director and a part-time Office and Development Administrator. Our landscape work is accomplished by two part-time seasonal landscape gardeners, hundreds of volunteers from throughout Greater Portland, and hired landscape contractors (*from FFWP Web site*).

The FFWP has successfully developed the on-going Ecology Projects (formerly the Arboretum) and are responsible the upkeep of the projects. A large focus is on removing the non-native invasive plant species within the park.

No municipal funds from either the capital fund or the general fund support the FFWP's efforts.

The success of the FFWP's past efforts have been on their ability to secure private donations. As the additional project begin to be realized additional funds will be needed for both the implementation and their long term upkeep.

6. Community Service Responsible for FWP Coordinator, Greeters and Rangers.

6. US Coast Guard Responsible for monitoring Tower, Whistle House, Light House

Summary:

While this report has not completed a full financial analysis, it is apparent that are many entities and groups that look after the park, each with a slightly different focus and with varying capital means.

The two largest revenue streams for the capital fund is the entry fees for the tour buses and vans and the recently approved pay and display. In order to increase the revenue in the capital requires a closer look at these fees.

What seems to be lacking is an endowment fund for the long term upkeep of the park's facilities.

Fort Williams Park like many other organization in 2019-2020 faced revenue stream losses due to Covid. How quickly the park gets back to pre-Covid financial levels is to be determined by many outstanding factors.

Policy Overview

The report for the Fort Williams Park Master Plan Update 2011 states the 1976 Statement of Policy for Fort Williams as set forth by the Cape Elizabeth Town Council. A excerpt from the policy states the following;

"Fort Williams is a unique community resource which has irreplaceable scenic, natural and historical qualities. As such, it should be dedicated to predominantly park, recreational, and cultural uses, which uses preserve or enhance, or are otherwise fully compatible with its unique qualities, and which uses are within the financial capabilities of the town."

The following policies are in place and the Consultants assume they are still appropriate for 2021.

Group Use Policy is in place that outlines the reservation process, guidelines for recommendations for requested events, alcohol use, insurance requirements, and fees. All of these policies are in good order.

Vending of Expressive Matter Policy

Food Vendors Policy and Regulations

Facility Rental Policy and Regulations

Ceremony Site Rental Policy and Regulations

Bus and Trolley Fee Policy

Pay and Display Policy

Carry in and Carry Out Policy

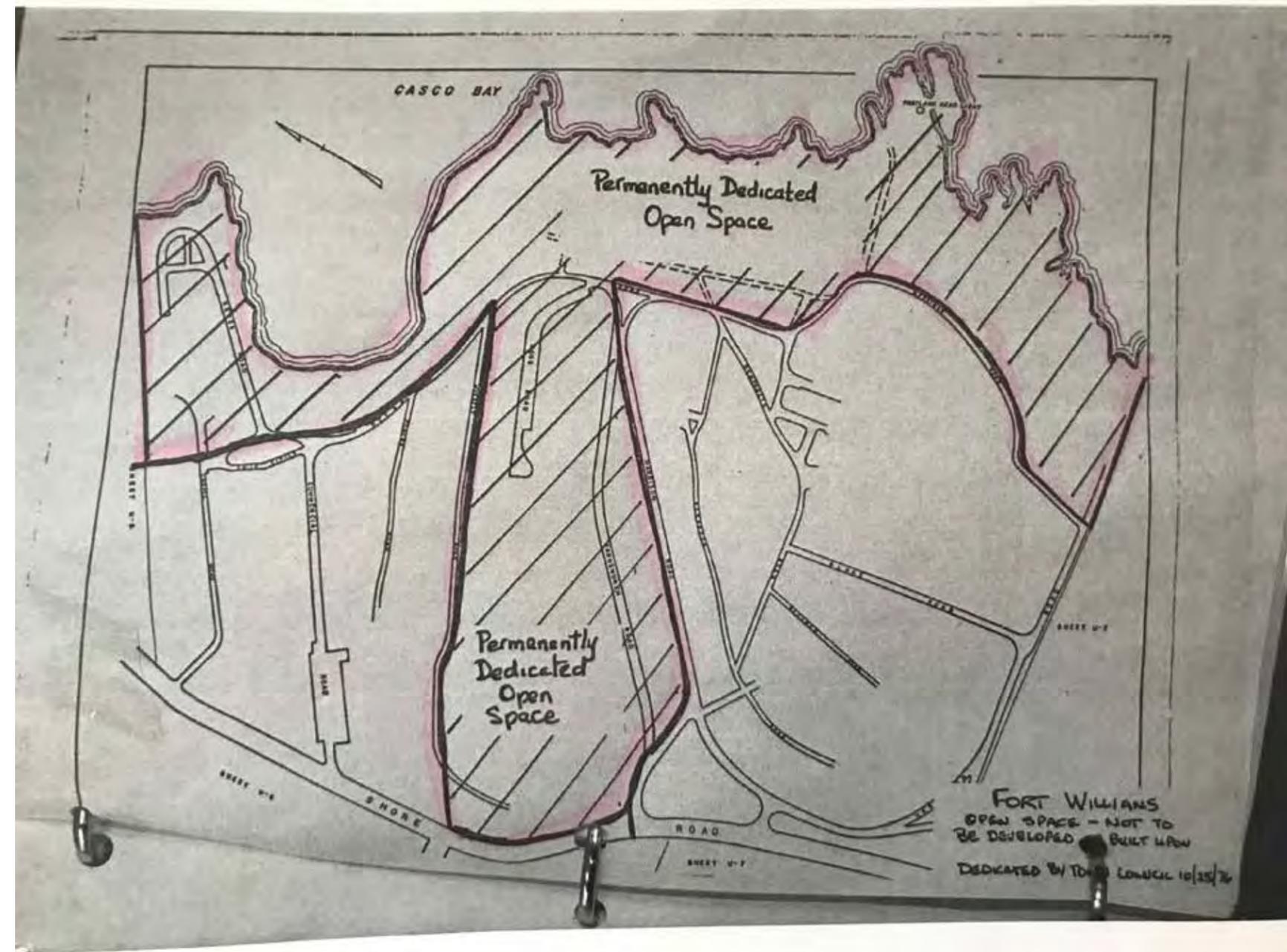
Off leash Dog Policy

The two policies that people commented on in the questionnaire and during the User Group discussion are the Carry in and Carry Out Policy and the Off leash dog policy. In terms of the dog policy, the comments focused on the enforcement of the policy.

Dedicated Open Space Policy

As part of the statement of Policy for Fort Williams, 10/1976, The Town of Cape Elizabeth established a portion of the park as dedicated public open space (as shown on the plan on this page). This area is to be kept open and not developed or built upon without approvals from the City Council.

The 2021 questionnaire identified that about 85% of respondents supported the notion of extending the open space designation to the entire park.





Rental



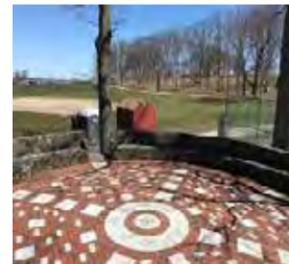
A. Ship Cove Platform



B. Picnic Shelter



C. Band Stand



D. Gazebo



E. Offices

Vendor Space



Vendor Space 1/2_ Portland Head Light (\$4,500) Min. Bid



Vendor Space3_ Channel Overlook (\$4,500) Min. Bid



Vendor Space4_ Ship Cove (\$2,000) Min. Bid_ No Electricity Available in this Location

- Wedding/ Ceremonies
- 1. Battery Knoll
- 2. Cliffside Plaza
- 3. Goddard Mansion
- 4. The Green

Vendors and Rental Spaces

General Overview:

There are numerous site facilities, vendor spaces, and ceremony locations that can be rented throughout Park. Each type of venue has its own fees, reservation and rules.

During the User Group discussions, Vendor Site #3 identified on the attached plan has some issues with power.

It is understood that Vendor Site #4, is often unoccupied and difficult to rent as there is no power in this area.

Vendors of Expressive Matter:

As stated on the Town's website, The 2021 Master Plan Update is responsible for finding a permanent location for the Vendors of Expressive Matter. See Below)

Vendors of expressive matter at Fort Williams Park will operate in a slightly different location when the park reopens this season.

The Town Council on April 13, 2020 voted to move the area designated for vending expressive matter away from the sidewalk and entrance to the new central parking lot.

"Vendors of expressive matter have been allowed to operate next to the central parking lot since 2013, when the existing policy was established. "Things have changed last time policy was reviewed," said Town Manager Matthew Sturgis, referring to last summer's improvements to the parking lot. (From Town Website)

The new spot is about 30 feet from where vendors had been allowed, leaving a buffer between them and the now more heavily traveled roadway and crosswalk. It also allows an unobstructed view for motorists leaving the lot, Sturgis said.

Councilors stressed that the move is temporary, and noted the intention of the Fort Williams Park Committee to safely accommodate free expression in the upcoming rewrite of the park's master plan. Councilor Jamie Garvin said he expects "substantial time and energy" to be invested in identifying a specific and dedicated space for the vending of expressive material." (Published on April 14, 2020_ Town Website)

Legend

- Vendors
- Rental Venues
- Vendors of Expressive Matter
- Wedding/ Ceremony Sites



Questionnaire Summary

Overview :

The design team , with input from the Fort William’s Park Committee and the Town of Cape Elizabeth, developed a 34 question “Survey Monkey” digital survey which was open and active from 11/16/2020 – 1/14/2021. This survey was available on the Cape Elizabeth website and sent via email to individuals who expressed interest in the project.

The survey received 637 responses.

The following is a summary of those responses. We have distilled the data to showcase the predominant answers, and high-level opinions and issues that have been shared by many.

The full collection of data is included in the appendix. A thorough read-through of this data and open-ended questions is encouraged, as all opinions may not be captured in this mile-high summary.

Demographic of Respondents:

Out of the 637 respondents, an overwhelming majority (523) are Cape Elizabeth residents. Predominantly, the age of the respondents is 51-64, however, it is important to note that Over 65 and 36-50 were highly represented , as well. Very few individuals under 25 (only 4) , are represented.

Predominant Park Use:

Respondents were asked what their predominant park use is. Respondents could select multiple uses.

Walking (556) and Dog Walking (340) were the most selected park uses of the responders. Sightseeing (323) and Passive Recreation (297) followed. When answering “Other”, a dominant answer is pickleball. There is , however, a wide variety.

Accessing the Park:

Most respondents accessed the park via automobile (428). Walking or running (280) was the next popular answer.

Use Frequency (Overall Park)

The most popular use frequency of respondents was “A Few Times A Week” (205).

The least popular answer was “Once a Year”(6).

Therefore, we can discern that respondents to this survey are regular park users.

Use Frequency (Specific Areas)

Users were asked how often they uses each specific area of the park.

For the majority of the areas “Sometimes” is the common answer for use frequency. While, The Cliff Walk , Cliff Side and Off Leash Dog Areas, and Portland Headlight received a lot of “Often” answers.

“Never” or the least used areas by the respondents are – The Ship Cove Beach Picnic Area, Swing Set, and Playground

Overall Park Safety

Overwhelmingly respondents (523) have no safety concerns.

Some respondents (110) that answered “Yes” , described their concerns. These range from issues with cars/ traffic, dogs, overlook safety, step and walkway safety, mask wearing during Covid.

See appendix for complete answers.

Most Liked

Respondents were asked an open-ended question: What do you like most about Fort Williams Park?

Predominant answers centered around these themes- park beauty ,location, and views and the dog and family friendly nature of the park. Many people responded with “everything”.

The most mentioned locations are The Cliff Walk, The Children’s Garden, Portland Head Light and The Off Leash Dog Area.

Additional answers included mention of:

The ocean, open spaces, trails, specific activities, diversity of activities, Cape Elizabeth pride, “accessibility”, free, the history, and the well maintained nature of the park.

See appendix for complete answers.

Least Liked

Respondents were asked an open-ended question: What do you like least about Fort Williams Park?

Predominant answers centered around these themes- crowding, over-use, traffic (in the Park and on Shore Road) and tourists.

Notably, many answered “nothing”.

Additional answers included mention of: Parking fees or charging

money in general, the invasive plants, the lack of bathrooms and state of restroom porta-potties, disrepair/ graffiti on buildings, parking issues, not enough handicap spots, that dogs are allowed off leash (for every one who loves them, many do not), too much development , too “manicured”,too commercial, trash and litter

Takeaway- dogs are a very polarizing issue among the respondents.

See appendix for complete answers.

Remain Unchanged.

Respondents were asked an open-ended question: What would you like to see remain unchanged about the park?

Many of these answers and common themes mirror the “What do you like answers”

Common areas mentioned included Portland Head Light, Off Leash Dog Areas, Children’s Garden and Cliff Walk. The history, open space, beauty , accessibility , and free to visitors also received many mentions.

“All” or “Everything” were common answers, as well.

See appendix for complete answers.

Most Important Change

Respondents were asked an open-ended question: What is the single most important change that you would like to see at the park?

As with the other open ended questions, there was a lot of variety to the answers. Many of the answers include themes mirrored in the previous questions.

Largely, many want to reduce crowds, cars, buses and general overuse of the park.

In addition, money is a common theme, and the issue is split. Some respondents would like to keep the park free, while others suggest charging fees. Often respondents mention that Cape Elizabeth residents access should be free.

Some other changes mentioned:

- Dogs on leash, dog rules better enforced
- More dog friendly spaces, more off leash
- Goddard Mansion/ Fort and Ruins Preservation
- Better bike lanes
- Permanent restroom facilities
- Better enforcement of rules – dogs / trash
- More signs

Increased food options
More kids play areas / playgrounds / update children's garden
Trash cans/ amenities
Better Fencing
Pickleball / Sports courts

See appendix for complete answers.

Parking

Respondents predominantly (534) have no issues finding parking.

Sidewalks

Most respondents (581) feel that the sidewalks and paths are adequate to get them to their final destinations.

The respondents that answered "No" discuss ADA accessibility and some specific locations where sidewalks may not connect.
See appendix for complete answers.

Funding for Future Improvements

Respondents were asked Assuming available funding, should the Town consider the following Future improvements?

Predominantly NO- Expand Children's Garden and Visitor Center
Predominantly YES – Restroom, Preserve Batteries, Preserve Goddard, Restore Pond, and Restore Parade Ground Bleachers.

Respondents were able to input additional improvements. Like many of the open- ended answers, these varied greatly. See appendix for complete answers.

Additional Activities:

Respondents were asked an open-ended question: What other type(s) of activities and/or resources would you like to see available at the park?

Many of these answers mirrored previous themes. Notably, many respondents say "None".

Some of the additional activities / amenities posed include (but are not limited to): tours , skateboard park, disc golf, winter sports, concerts / activities / events, dog agility, water sports, additional sports courts, trash cans, signs, more food options. See appendix for complete answers.

Quality of areas

Respondents were asked what their perception of the quality of conditions of the facilities and structures in the park are. The options included " Could be improved", "In Good Shape" or "Poor Condition"

Most responded that the following perceived to be "In Good Shape":

Shelters	(344)
Band Stand	(289)
Playground	(408)
Tennis/Pickleball	(348)
Portland Headlight	(563)
Beach Cove Picnic	(411)

The following "Could be Improved"

Parade Ground Bleachers	(274)
Buildings	(278)

No one location received predominantly "Poor Condition" as a response.

Quality of Grounds

Respondents were asked what their perception of the quality of conditions of the park's grounds. The options included " Could be improved", "In Good Shape" or "Poor Condition"

All of the locations were perceived to be predominantly "In Good Shape">

Recreation Fields	(509)
Lawns and Open Spaces	(525)
Cliff Walk	(508)
Officer's Row Preserve	(395)
Children's Garden	(466)
Southwest Woodland Pres	(369)

Invasive Plant Species

A majority of respondents (409) believe it is extremely important to continue the management of invasive species within the park.

Character of Trees and Planted Areas:

Respondents were asked an open-ended question: How do you feel about the character of the park's trees and planted areas?

Answers to this question were mostly positive. Most common themes: Gorgeous, lovely, beautiful, love. Many answered that they would want more natives and a more naturalized environment. Maintenance is mentioned.

See appendix for complete answers.

Conservation Easement/ Dedicated Open Space

A majority of respondents (513) say YES to a permanent conservation easement for Fort Williams Park.

Public Works

A majority of respondents (382) say NO to relocation of public works.

Military History

Respondents were asked - How important is it to you to celebrate or express the Maritime and Military History of the park?

The answers were split nearly evenly between "Extremely Important" (262) and "Somewhat Important" (266) , showing that they highly value the military history of this place.

Off Leash Dog Regulations

A majority of respondents (523) say YES to continuation of off leash dog regulations. Those that answer "No" cite the following –that there is a lack of enforcement of rules, that dogs should be leashed at all times, or that believe that dogs should not be allowed in the park at all.

See appendix for complete answers.

Off Leash Dog Area Location

A majority of respondents (485) say YES, that the location of the Off Leash Dog Area is correct. Those that responded no- some have similar responses as the previous, and believe dogs should not be allowed/ allowed off leash at all. Some believe it should be fenced. There are also opinions to expand and increase this area.

See appendix for complete answers.

Skating Pond

A majority of respondents (327) say YES to enhancements at the skating pond. Those that answer Yes- answers range and include expansion, maintenance, shelters or warming hut, and additional safety measures. See appendix for complete answers.

Town Funds

A majority of respondents (550) say YES to committing Town funds for improvements and general up keep.

A majority of respondents (407) say YES to town funding for ECOLOGICAL projects such as The Children’s Garden, Cliff Walk, Cliff Side, Lighthouse View, Battery Blaire Landscape and any future Ecological Projects in the park.

Usage Fees

Respondents were asked - Do you agree that the Town should increase park use fees to defray Costs to manage and maintain it?

The following received majority YES

- Increase special event rates- Weddings/ gatherings (490)
- Increase special event rates- Beach to Beacon (439)
- Increase Vendor Rates (325)
- Increase Tour Bus Rates (532)

The following received majority NO

- Increase Parking Fees (346)

Respondents were able to add to this- those answers really ranged. Do not charge Cape Elizabeth residents was common, most believe that some increase in fees would be plausible, but the opinions do vary.

See appendix for complete answers.

Expanding Opportunities

Respondents were asked - Should the Town consider expanding the opportunities to rent areas of the park for functions?

The responses were split fairly closely, but the majority (290) said NO.

Those that elaborated mostly talked about:

- Revenue
- Doing it thoughtfully
- Events, concerts
- Winter events

Final Comments

Overall themes generally mirror previous questions and issues brought forth throughout the survey. In addition, many respondents expressed their thanks and thoughts about the importance of this special place. A read through of these comments is encouraged. See appendix for complete answers.

Emails

We encouraged respondents to submit an email address. Many new email addresses were added to the list serve as a result.



09 Past Reports and Documents

The value of understanding the past efforts informs the current and on-going documentation of Fort Williams Park.

Fort Williams Park Master Plan Update 2011

The Fort Williams Park Master Plan Update 2011, completed by Mitchell & Associates is a comprehensive document that reaffirms the overall vision, goals and objectives for Fort Williams Park and provides suggested recommendations design concepts for various projects. The 2011 document identifies Six Goals as guiding principles for the recommendations. These goals will need to be updated to reflect 2021.

Goal 1: Promote safe access, circulation and easy way-finding for Park Visitors.

Goal 2: Enhance visitors' awareness and understanding of Park resources.

Goal 3: Preserve and protect the Park's natural resources.

Goal 4: Maintain and strengthen the Park's historic identity.

Goal 5: Facilitate implementation of compatible uses within the Park.

Goal 6: Establish a sustainability plan to maintain the quality and enjoyment of the Park.

The Fort Williams Park Committee and the Consultants will need to discuss and verify if these goals are still relevant of the 2021.

While the 2011 master plan recommendations outline numerous specific projects, it identifies 10 priority areas. All but a few have been completed; See Below.

Priority 1_Completed

Expand Ship Cove parking area and incorporate turn-around at the end.

Priority 2_Completed

Upgrade group picnic area slab at Ship Cove, including potential use of a canopy structure.

Priority 3_*Not Realized*

Review the feasibility of a group reception area located at the westerly end of the overflow parking area above the Parade Grounds.

Priority 4_ *Completed?*

Evaluate Cliff Walk safety along top of slope, identify safety improvements and or modifications to path location.

Priority 5_ Completed

Improve vehicular and pedestrian accessibility at the intersection of the main access road (Ocean Road) and the road (Wheatley Road) leading to the grass overflow parking area.

Priority 6_ *Completed?*

Review and repair Central Power Station to avoid structural and water damage. Remove vegetation from lower roof and evaluate use of bituminous sealant.

Priority 7_ Completed

Review the feasibility of improving the intersection of the main entrance road (Powers Road) and Ship Cove parking lot.

Widen sidewalk to six feet with a new curb along the northerly side of the main access road (Ocean Road) from Ship Cove parking lot to the pull-off. Repair stone wall along the sidewalk as required.

Priority 8_*Not Realized*

Reconfigure circulation and parking areas in the vicinity of the maintenance buildings to improve circulation, provide usable parking and maintain access to maintenance facilities.

Priority 9_*Not Realized*

Investigate potential for a second picnic shelter to be located west of Merriam Road in close proximity to the multi-purpose field and central parking area.

Priority 10_*Not Realized*

Reconfigure picnic shelter parking lot to provide more efficient use of space.

Other Reports and Studies

The Fort Williams Park Committee has provide the Consultants with past supporting plans, studies and documents. Many documents predated the 2011 master plan update and are still relevant, while others came after and in response to the 2011 Master Plan update.

Fort Williams Projects Final Report, Renner/ Woodworth, 2009

Proposed Planning Study for the Preservation and Interpretation of Battery Blaire, Renner/ Woodworth, 2009

Fort Williams Forestry and Arboriculture Assesment and Maintenance Program, OEST Associates, 2004

Condition Assessment and Analysis of the Goddard Mansion, OEST Associates, 2004

Concept Plan, Rest Facility Sketches, Terrien Architects, 1995

Officer's Row Preserve Sustainability Plan & Planting Program, Mike Duddy, Tree Warden, Town of Cape Elizabeth, 2016

Friends of Fort Williams Park Ecology Projects



Site Inventory, Analysis and Assessment- A Foundation for Recommendations

Understanding what Fort Williams Park is now is key to figuring out what Fort Williams Park can be. This inventory, analysis and assessment document includes gathering all the data we could about Fort Williams Park, then categorizing and organizing this data and finally- placing some general judgement on the data.

Our team's analysis includes the following key areas of interest at a high level: the physical site's quantitative and qualitative attributes, the park's uses and use trends, the park's overall cultural and historical aspects, and park policy.

Through this assessment we will begin to tell you "what" is there and start the discussion of the even more important questions of "why" and "how". The compilation of this data intends to encourage discussion about creating a set of new master plan recommendations for Fort Williams Park. This inventory, analysis, and assessment will identify opportunities, constraints, issues, and concerns – ultimately becoming the underpinnings for the master plan update and its recommendations.

Parks are complex elements of any municipality. They can have different uses, may be specialized in their function, or provide visual appeal for residents. However, the one thing they have in common is that they define the shape and feel of a municipality and its neighborhoods and also function as a conscious tool for revitalization and retention.

A single exceptional recreational space such as Fort Williams Park has helped to establish Cape Elizabeth as a desirable location for businesses and residents to relocate. It contributes to the economy of Cape Elizabeth by attracting tax-paying businesses, residents, and tourists.

Overall Issues:

Fort Williams Park is a special and meaningful place. The park has it all - beautiful open space, trails, views, history, a quintessential rocky Maine coastline, and the iconic Portland Head Light, to name just a few of its many attributes. Loved and enjoyed by many, here people come together and enjoy nature with each other or exercise and contemplate views in solitude. Runners, hikers, and dog walkers share roads and trails with cyclists, strollers, and amblers. Cars and tour buses bring out-of-town visitors in droves, while Cape Elizabeth residents arrive via bicycles and sidewalks. Kites are flown, picnic lunches eaten, weddings and events unfold on the lawns, and old forts are explored. In short, Fort Williams Park is doing many jobs for many people.

However, the 90 acres that this park encompasses were never designed for all of the jobs it currently assumes. Its origins as an army Fort and the rich history that comes with it make this park truly extraordinary, but also has limited its ability to operate in a fully efficient and cohesive manner. Pair this with increased use over the years and tension is created between the physical capabilities, the programming wants and needs, and the many users. As a result, Fort Williams Park feels "over-loved".

Throughout the analysis portion of this project the following overall issues have been illuminated:

- Creating a balance between the local and community visitors and tourists
- Traffic calming and circulation
- Balancing revenue and tourism
- Infrastructure challenges and inadequacies
- Amenities and programming upgrades

Ultimately, the goal will be to find the "sweet spot" to balance the needs of the many with those of the Town and the most important player- Fort Williams Park. The clear purpose of an updated master plan will be to promote a more livable community by creating a comprehensive, integrated, balanced, and connected recreational open space for the Town of Cape Elizabeth.