

Ferry Village
Neighborhood Plan

Final Report & Recommendations

FVNCA Master Plan Committee
October, 2002

Table of Contents

	Page
Introduction	1
Vision Statement	2
Prioritized Goals	3
Recommendations	
Background Information	4-11
Matrix	12-28

Introduction

The Ferry Village Neighborhood Conservation Association (FVNCA), representing the residents and property owners of Ferry Village, is pleased to present this Neighborhood Plan Initial Report to the Planning Board and City Council. The FVNCA is also pleased to be the first neighborhood group in South Portland to proceed along the path envisioned and supported by the Project PLAN Committee's 1999 report. We look forward to continuing this planning process with the Planning Department, the Planning Board, the City Council, City staff, and the City's consultant.

Following the suggested process for developing a neighborhood plan, the FVNCA appointed a Master Plan Committee to spearhead the work. Committee members are Jan Grieco, Larry Albert, Aileen Martello, and Carol Campbell. In the fall of 2000, this Committee conducted the needs/assets assessment, involving 125 residents of the neighborhood. Based on the results of the assessment, the Committee drafted a Vision Statement to synthesize and summarize the information and to give direction to future neighborhood planning work for Ferry Village. The elements of our plan flow from the guidance provided by the Vision Statement.

Working with the City Planning Department and consultant Janet McLaughlin, we sponsored a kick-off meeting and 4 topic-specific workshops in May 2001. At the kick-off meeting, Beth DellaValle from the State Planning Office presented information about "The Great American Neighborhood" and discussed ways in which the state encourages and supports planning efforts that promote these tenets. The ensuing discussion focused on what we do and do not like about our neighborhood, and what we want it to be.

Our workshops focused on the following topics: land use and neighborhood center; the waterfront; private and municipal services; and economic development. We appreciate the attendance and information provided by Planning Director Tex Haeuser, Waterfront and Bus Director Tom Meyers, Police Lt. Amy Berry, Police Officer Todd Barlow, and the neighborhood residents and business owners who participated.

Subsequently, the city's consultant has met with additional city staff to discuss the issues presented at the workshops and to determine the existing policies and ordinances which might impact those issues. We thank Public Works Director Steve Johnson, Code Enforcement Officer Patricia Doucette, Police Chief Ed Googins, and Parks and Recreation Director Dana Anderson for their assistance.

The following goals and proposed actions follow from our work to date. We look forward to continued collaboration between the Ferry Village residents and business owners, and City leaders and staff as we bring these to fruition and continue to see improvements in our traditional neighborhood. We present the recommendations under the headings of Traffic, Recreation, Open Space/Shoreline, Zoning Amendments, and Miscellaneous. Some of these coincide with areas of concern identified in the Project PLAN report, while others are specific to our neighborhood.

Ferry Village Neighborhood Conservation Association

Neighborhood Master Plan 2002

Vision Statement

In the future, Ferry Village will continue to be a safe, comfortable neighborhood of individuals and families who celebrate the socio-economic diversity that this area has long enjoyed. The residents will continue the neighborhood improvement that has been seen over the past three decades and that has contributed significantly to the character, charm and cohesiveness of this traditional neighborhood. More people becoming invested in both their homes and the neighborhood will help preserve a solid mixed-housing stock of single and multi-family residences, combined with business and service enterprises.

This diversity will reflect and encourage what has been a harmonious mix of uses that will lend vitality to the residential core while preserving the quiet residential streets. Residents will work collaboratively with developers in responding to increased housing demand and commercial and business interests to insure that the nature and character of the neighborhood remains intact while the economic base is broadened.

Residents support preservation of the working waterfront from both an economic and historical perspective, and encourage expansion of public access opportunities along the shore.

The sidewalks, walkways and bikeways, along with the tree-lined streets, provide ample access to all parts of the neighborhood. The playgrounds, ball fields and Bug Light Park are valuable resources, and residents are committed to encouraging additional options for preserving open space, such as the cooperative efforts at Old Joe's Pond.

Ferry Village will maintain and build upon its strong history as the oldest neighborhood in the city by encouraging preservation of historical structures and emphasizing its historic character. Efforts at beautification, including installation of trash cans along the greenbelt walkway and an annual neighborhood-wide clean up effort, will continue and be expanded.

Critical services, as identified in the resources and needs assessment of 2000, will be developed, and Ferry Village will continue to be a diverse neighborhood, offering a variety of services, while expanding the employment and economic opportunities for residents.

Residents will feel increasingly safe as the neighborhood becomes more connected, and will continue a long tradition of involvement in both the neighborhood organization and in other volunteer options that are available. They will continue to celebrate the character and comfort of the village both in individual events and in neighborhood celebrations while working to contribute to the overall improvement of the city.

Prioritized Goals

The Master Plan Committee has prioritized the goals presented in this report to assist both the neighborhood and the City in focusing their time, energy, and resources. Each prioritized goal is supplemented with the corresponding goals (in random order) from the list of overall recommendations. We suggest that the FVNCA and the City pursue the appropriate actions listed with each goal in the Recommendations section within the noted timeframes.

1 Promote pedestrian movement and safety

Encourage the use of collector and arterial streets, as opposed to local roads, for traffic traveling through the neighborhood

Increase Broadway vehicular and pedestrian safety

Promote pedestrian safety and access throughout the neighborhood

Maintain/improve pedestrian access from Ferry Village to Knightville/other parts of the city

2. Reduce traffic speed on residential streets

Ensure safe traffic flow on residential streets

3. Foster neighborhood livability

Foster neighborhood livability

Continue to develop long-term vision for the neighborhood

Develop a neighborhood center

4. Increase access to shoreline

Increase recreational access to shoreline

Provide additional safe access points to shore

Extend recreational uses of Greenbelt

5. Explore opportunities for compatible business development

Ensure that neighborhood has adequate amount of property zoned for business development

Ensure that existing permitted uses in Limited Business District LB are sufficiently comprehensive

Encourage development in Shipyard District S to be compatible with the neighborhood

6. Expand use of Greenbelt and accessibility to the Greenbelt

Promote pedestrian safety and access throughout the neighborhood

Maintain and improve pedestrian access from Ferry Village to Knightville and other parts of the city

Extend recreational uses of Greenbelt

7. Increase year-round recreational activities for all residents

Augment winter recreational opportunities

Augment recreational activities for youth

Augment recreational opportunities for seniors

Extend recreational uses of Greenbelt

8. Encourage preservation & augmentation of scenic vistas and open space

Seek to preserve and augment scenic vistas and open space within the neighborhood

Recommendations

Background information

By the conclusion of our workshop meetings, we had identified three primary areas of focus: Traffic, both pedestrian and vehicular; Recreation; and Open Space and Shoreline. Within each of these, as well as the areas of Zoning and Miscellaneous, there are numerous items on which the neighborhood would like to work with the City.

Traffic/circulation/access/Greenbelt

Keep increased traffic out of residential parts of the neighborhood

The mixed uses found in Ferry Village are part of its strength. However, the sometimes resulting traffic in the residential sections is an impediment to our safety and well being.

We support keeping the business trucks and traffic on Broadway and Sawyer Street. An attractive sign system will help business and visiting traffic find its way to our restaurants and commercial enterprises without having to traverse our neighborhood streets. It is appropriate and desirable to have design standards for these signs.

Improve Broadway to be safe for pedestrians and vehicles

All of our children who walk to school must cross Broadway at some point. We must be assured that they will be safe.

The long-term solution appears to be a dedicated crossing cycle on the traffic signals. We urge the City Council to fund these improvements to the traffic signals as soon as possible. The advantage of this approach is that the cycle will always be available, as opposed to the short hours of attendance of the crossing guard. All Ferry Village residents will be able to cross Broadway safely for any reason at all times. If the rate of pedestrian crossing does increase, we may ask for additional safety measures in the future.

In the interim, we encourage the City Council to extend the hours of the crossing guard to include the times when Middle School students are leaving school and walking home.

A number of infrastructure improvements on Broadway are expected to improve the safety of vehicle travel and turning maneuvers on this busy arterial. We understand that some of these - repaving, sidewalk improvements, traffic signal cycles - are included in the forthcoming agreement with the State. Please keep us informed on the status of this work.

Infrastructure improvements not associated with this agreement need serious consideration from the City as soon as possible. These include curbing at business driveways, installation of a traffic signal at the Sawyer Street intersection, and a realignment of the angles of the Sawyer Street intersection. The curbing will provide definition of access points and prevent the wide open situation that now exists at some of the businesses. The City has started an escrow account for the Sawyer Street intersection; we encourage that City money also be used for this account to

hasten the necessary work at this location. We note that the establishment of this escrow account is supported in the Project PLAN Report.

Promote pedestrian safety and access throughout the neighborhood

We have the advantage of being a well-defined geographic neighborhood. It is a neighborhood where residents are generally comfortable walking from street to street. This is an important component of our livability and one we will work hard to maintain. We must also ensure that all pedestrians are safe throughout the neighborhood and have appropriate access.

Living in such proximity to the public space at Bug Light Park, we very much want to have safe access to that space. A sidewalk along Madison Street will serve us well, and we want the City to pursue this vigorously.

A number of our existing sidewalks are in need of repair, and there are a number of places where we think new sidewalks would be of significant benefit. We propose to work with the Public Works Director to identify these locations and will encourage him and the City Council to see that they receive funding.

The City plows the Sawyer Street sidewalk. In the winter of 2000-2001 the City also plowed the sidewalk on High Street. We would like to have the sidewalks along the residential streets plowed, too. We are interested in working with the City Council and Public Works Director to find a way to make this happen.

Another advantage we have is our proximity to the Greenbelt - and we do use it! There is a safety concern, however, particularly where the Greenbelt crosses Mussey Street. The visibility is not optimal and vehicles tend to be passing by quickly, with little notice of the Greenbelt and pedestrians trying to cross. We request an immediate step be taken to identify this crossing with painted stripes on Mussey Street, with additional measures to be taken in the near future. Similar striping at the Sawyer and Sanford Street crossings would also be appropriate. A pedestrian crossing cone is also needed on this crosswalk.

Ensure safe traffic flow on residential streets

We know that the behavior of both vehicle drivers and pedestrian contributes to having a safe situation for all users of our residential streets. In order to reduce the speed at which some vehicles use these streets, we would like to work with the Police Chief to create a plan for additional locations for speed limit and stop signs.

We are intrigued by the recently initiated system in Portland whereby each district of the city has a set amount of funds allocated to pursue traffic calming measures. We would like to obtain more information about this effort and then, if appropriate, will encourage our City Council to institute something similar for South Portland. By working with the Police Chief and interested City Councilors, we hope to develop a process that is useful for and can be adopted by all neighborhoods.

Two other issues we want to delve into further with City staff are the potential reduction of pavement widths and the locations for on-street parking. These are necessarily co-dependent and need to be evaluated together. Typically, both these measures result in reduced vehicle speed, based on the reality and perception of a more narrow travel aisle.

Maintain and improve pedestrian access from Ferry Village to Knightville and other parts of the city

Our recommendations under this heading deal with the City's Greenbelt. We are most fortunate to have part of this linear park traverse our neighborhood and want to ensure that it remains usable and safe year round. We appreciate the seasonal maintenance on the Greenbelt and encourage the City Council to continue to include funding for this maintenance.

We look forward to working with the Parks and Recreation Director, the Land Trust, and any other interested parties in developing a master plan for landscaping and the placement of benches and signs and possibly a gazebo along the section of the Greenbelt in Ferry Village. We expect that such a master plan can be adopted and individualized for the Greenbelt in other neighborhoods.

We believe we can successfully work with City staff and the Land Trust to create an effective plan for dealing with trash on the Greenbelt. This may be through stewardship of specific trash receptacles, totally removing the receptacles, or other approaches that the interested parties develop.

The underlying concerns about security along the Greenbelt need a multi-faceted approach. We'd like to look into the advantages and disadvantages of having lights installed. We also support the existing level of police patrol along the Greenbelt and the enforcement of the City's new ordinance relative to dogs in our parks. An additional strategy is to encourage more use of the Greenbelt, and we anticipate finding ways to have our neighborhood plan events that encompass using the Greenbelt.

The addition of an access point to the Greenbelt from Broadway at the Grover parcel appears to be desirable. This will add convenience and is a potential location for a Ferry Village identification sign.

Recreation

Extend recreational uses of Greenbelt

City staff indicates that the site plan review for any proposed development at the Rockwood parcel will include a shoreline spur of the Greenbelt. We strongly encourage and appreciate this spur and look forward to its development.

We believe there's a fairly natural location - at the Grover parcel on Mill Cove - to develop a drop off area for canoes and kayaks from the Greenbelt. While this would need to be a carry-in, carry-out access and would be dependent on the tide, it could offer an additional access for those vessels.

Increased recreational access to shoreline

In addition to the canoe and kayak access noted above, we would like to determine if there could be access to the small beach at Dock Street. If an access easement is necessary, we would help in working to obtain that.

We also will work to secure safe access to both the Portland Street pier and the pier between the city boat ramp and Bug Light for fishing.

Augment winter recreational opportunities

The fields on Pine Street are extensively used for seasonal ball playing. We would like to explore how this established recreation area could be used during the winter months as well. In addition, we envision this area as the potential location for a neighborhood winter festival.

Since Old Joe's Pond is not a reliable skating location due to variations in water level, we need to determine if there is another alternative to create a skating area. In addition to a location, we need to establish if there is enough support and commitment to undertake the ongoing maintenance of such a facility.

Augment recreational activities for youth

For the older youth in the neighborhood, we'd like to have another outdoor basketball court and a skateboard park. We will work with neighboring property owners and the City to evaluate the feasibility of creating and locating these recreational opportunities within Ferry Village.

We also find there is a desire for more small playgrounds throughout the neighborhood for younger children. We need to work with PROP and the Parks and Recreation Department to develop a master plan for locating these playgrounds, as well as identifying how they will be equipped and maintained.

A major neighborhood asset is the Boys Club on Broadway. It is prudent for the neighborhood, and the city, to talk with the Boys Club about its needs and plans in order to see how we can work together. If there is a way to have extended hours of activity for the older youth, we will enthusiastically work to make this happen.

With the recently opened community center by the high school, we want young people in our neighborhood to have convenient access to the recreation opportunities located there. We will work with the Waterfront and Bus Director and the Parks and Recreation Department to evaluate how the bus schedule can fit the needs of our youth who want transportation to the Community Center and to be sure it coordinates with the hours that their programs are offered. Project PLAN supports this concept when it recommends increasing bus ridership within the city.

Augment recreational opportunities for seniors

A primary goal of the Ferry Village neighborhood is to create a neighborhood center, preferably located near the juncture of Sawyer and High Streets. We envision having this center include a drop in center for our seniors. With the ongoing maintenance of the sidewalks and the creation of new sidewalks, the seniors should have convenient and safe access to such a center.

Open Space/Shoreline

Provide additional safe access points to the shore

In addition to discussions above that cover this item, we would very much like to develop a plan that provides and promotes safe and convenient access to the Portland Street pier for neighborhood residents. A number of these residents remember being able to fish from the pier as children, and would like to have that same opportunity for their children and grandchildren. This is one of the few locations in the neighborhood where fishing is easily accessed and a prime reminder to us that we are a waterfront neighborhood. In addition, we want to work with the Waterfront Director to determine the feasibility of rehabbing the pier between the boat ramp and Pub Light Park so it, too, is available for fishing.

There has been some discussion about at least seasonal ferry service from Ferry Village to Portland. This would be a long-term project, involving a financial feasibility study, determining a location for the service and for the associated parking.

Preserve and augment scenic vistas and open space

Access to the open space parcels along paper streets can be explored. These may best remain as undeveloped open space, or it may be appropriate to have informal trails along them to increase access throughout the neighborhood. In the process, we need to be sensitive to the concerns of property owners who abut the paper streets.

We enthusiastically support efforts of the City and the South Portland Land Trust to purchase parcels and obtain scenic and access easements on other parcels with the intent of obtaining open space and scenic vistas. The Open Space Strategic Plan, 2001 includes numerous recommendations regarding funding open space acquisitions that will benefit Ferry Village and the city as a whole along these lines. We urge the City Council to initiate these recommendations as soon as possible. The Project PLAN Report suggestion of establishing and using an open space fund is also a reasonable approach to fund these acquisitions.

Noted parcels located within Ferry Village include a privately owned lot at the corner of Henley and Knight Streets, part of the Cacoulidis property, and Old Joe's Pond. The first would be a good open space buffer between the residential and nearby industrial uses. The second would allow an expansion of the city boat ramp facilities and Bug Light Park. This parcel could also successfully be developed to include open space and shore access components. Any parcels the City can gain title or easements to around Old Joe's Pond can provide for access to this resource and help preserve the existing wetlands and health of the pond.

Preserve existing open space within neighborhood

We are fortunate to have City ownership of Bug Light Park, the city boat ramp, Portland Street pier, the Pine Street ball fields, the High/Sawyer Street basketball court, and the School Street playground. These parcels provide opportunities for both open space enjoyment and for more active recreational uses. We will support the City in resisting any change to the ownership of these parcels.

The Project PLAN Report encourages the stewardship of open space through a cooperative effort between the City and private interests. We are willing to explore this concept with the City, particularly as it relates to the Greenbelt. If additional public open space is created in Ferry Village, we will work with the City regarding its continued stewardship.

As noted above, we would like the City to take any appropriate measures to maintain the integrity of the water quality and level of Old Joe's Pond.

Zoning amendments/map changes

Ensure that neighborhood has adequate amount of property zoned for business development.

Existing businesses in the Limited Business Districts on Sawyer Street and Broadway serve numerous needs of the neighborhood residents. There are additional service businesses that we would like to encourage to locate here, including cafes and coffee shops and small neighborhood stores. Some mixed-use buildings, having a store or office on the first floor, with residential units above, could add to the traditional existing mix of residential and commercial properties here in Ferry Village.

We want to work with property owners and City staff to determine the level of support for expansion of the LB District, or the creation of a new Ferry Village Neighborhood District, and for the inclusion of mixed-use buildings within that district. If there is sufficient support, we will work with the City to develop a neighborhood zoning master plan that reflects the needs of the neighborhood and the wishes of the property owners. This is what the Project PLAN Report encourages, the creation of zoning regulations that preserve and restore elements of traditional neighborhoods like Ferry Village.

Ensure that existing permitted uses in Limited Business District LB are sufficiently comprehensive

Addressing this goal will also involve working with City staff and property owners. If it is determined that additional uses need to be added to the LB District, we may need to have a Ferry Village LB so we are not imposing additional uses on other LB Districts in the City where they may not be appropriate.

Encourage development in the Shipyard District S to be compatible with the neighborhood

The permitted uses in this zoning district reasonably reflect its location and the existing size of the lots. We do think it may be appropriate to include having mixed residential and commercial uses on some parcels and encourage the City to revisit this zoning district language to determine if there is support for mixed uses here. Such a mix would be in keeping based on this district's proximity to a well established residential neighborhood and could become a continuation of some of the smaller scale uses found in Ferry Village.

Design standards, also known as visual performance standards, that give some guidance to a development's aesthetics can help the City and the neighborhood encourage a project that "fits" visually into its surroundings. Such standards have proven successful elsewhere and give a good early notice to developers of what the City is looking for regarding appearances and, to some

extent, functionality. We would very much like to work with the Planning Board and City staff to encourage the support of requiring design standards in the Shipyard District and then to develop the specific standards. This approach is supported in the Project PLAN Report.

Development on large lots can sometimes result in a swarth of pavement for parking. We encourage the City to evaluate its existing parking requirements and determine if revisions are appropriate. We especially are interested in how the parking requirements can be reduced or mitigated on large lots and encourage the inclusion of shared parking and maximum impervious ratios.

For the Cacoulidis property, we urge the City to prepare a plan for a TIF District. The appropriate City needs to be addressed in such a plan can be developed now and be in place when the parcel comes forward for development. This preparation will give notice to the property owner that we want to work with him and what our expectations are. The Project PLAN report specifically notes the use of TIF districts being a tool the city may use so developers can assist in funding new infrastructure.

Miscellaneous

Foster neighborhood livability

Part of the long term vision for Ferry Village is that there be plenty of pedestrian access along tree-lined streets. We need to plan now for additional trees, what species they can be, and where they can be planted. We would like to have an on-going relationship with the City to develop a master plan for our street trees, including maintenance of existing public trees and planting public trees on private property.

On-street parking within the neighborhood can be both a boon and a bane. We need to maintain safe streets for vehicles, while our pedestrians also feel safe as they travel in close proximity to the streets. We need to work with the City to be sure that on-street parking happens where it is appropriate and can be curtailed where it creates safety and nuisance situations. Part of the equation may be to develop off-site parking for our some of our business neighbors. All these components can be included in a parking master plan for Ferry Village.

As discussed above under the recreational opportunities for seniors, the development of a neighborhood center for multi-generational users is of prime interest to the neighborhood. Such a center can house both public and private services, possibly combining City recreation activities with a café and non-profit service offerings. This is the time for us to start working in collaboration with a number of public and private entities to determine the feasibility of such a neighborhood center so we'll be prepared to take advantage of any suitable site that presents itself. As noted in the Project PLAN Report, there needs to be a collaborative effort between business and neighborhood groups and the City to accomplish such improvements in our neighborhoods

The elimination of heavy and large item pickup has been strongly felt in Ferry Village. Many of our seniors find this a significant loss of a city service. We need to inform residents of the current policy that does provide City pickup on a very limited basis, while at the same time finding a convenient solution for payment of the fee. We anticipate working with other

neighborhoods and civic groups to sponsor such pickups, while at the same time working to encourage the city to reinstitute this service, possibly through a contracted service.

A sense of security is essential in a thriving neighborhood. We generally enjoy such a sense here in Ferry Village and encourage continuation of City services that provide this. These include police patrols of both the neighborhood and the Greenbelt and our inclusion in the Crime Watch program. We need to maintain a level of activity within the neighborhood and on the Greenbelt that promotes this sense of security. We also support business property owners in their efforts to have adequate and appropriate security at their establishments.

Continue to develop a long-term vision for the neighborhood

We will continue to work with our residents, property and business owners and the City to have an on-going sense of what we want Ferry Village to be. We have recently created a Vision Statement that will serve as the backbone for these future efforts. Within the framework of that vision statement, we will explore a number of long-term goals outlined in these recommendations and develop more on-going and long-term goals.

Next steps

Neighborhood Plan

We will discuss this initial report with the Planning Board and the City Council in the spring of 2002. Then, in conjunction with the various City departments and other noted entities, we will work expeditiously to accomplish the “short term” actions.

At the same time, we need to be planning strategies and time lines for our mid-term and long-term goals and actions. Different subcommittees of the Ferry Village Neighborhood Conservation Association will be created to work on these.

Throughout this initial report we note the need to develop a number of master plans for different components of our neighborhood plan. These will deal with:

- ξ sidewalk locations,
- ξ speed limit and stop sign locations,
- ξ parking,
- ξ landscaping and lights along the Greenbelt,
- ξ potential locations for playgrounds and developed activity areas,
- ξ neighborhood zoning, and
- ξ street trees.

We need to initiate a number of these soon so we may address each of these areas of concern within the desired timeframes. We envision that these master plans will be included in the City’s Comprehensive Plan, as suggested in the Project PLAN Report.

We are convinced that by working together with the City’s elected and volunteer leaders and with City staff, we can make good progress on our recommended goals. When appropriate, we will be creative and entrepreneurial in approach. While recognizing and promoting the special uniqueness of Ferry Village, we also look forward to working with other neighborhood associations to foster the synergy that contributes to the City’s vitality.

Recommendations

<u>Goal</u>	<u>Action</u>	<u>How</u>	<u>When</u>	<u>Who</u>	
Traffic / circulation / access / Greenbelt	Encourage the use of collector & arterial streets, as opposed to local roads, for traffic traveling through the neighborhood	Install sign at Broadway/ Sawyer directing traffic to Ferry Village Business District	Install sign within Broadway / Sawyer Street ROW	ST, MT	CC; Public Works
			Off-premise signs may need ordinance text amendment, revision to CC policy; may need variance	ST	Code & Planning staff, PBd, CC Bd. of Appeals
		Create neighborhood logo for this sign & gateway sign	Neighborhood competition; engage local designer	ST	FVNCA subcomm.
		Develop standards for these types of sign	Work with City staff, sign designer, consultant	ST	Code, Planning, Public Works staff; designer, consultant
		Ensure maintenance \$ exists for signs	Through annual city budget	OG	Public Works, CC
Increase Broadway vehicular and pedestrian safety	Undertake infrastructure improvements	Install curbing at business driveways along Broadway	ST, MT	CC; Public Works	

Improve Broadway to be safe for vehicles and pedestrians

	Install traffic signal at Sawyer Street intersection; City has started escrow account for that intersection; also part of Eastern Broadway bond in CIP	MT	Engineering, Planning, Police, Public Works
	Consider turning lane at Sawyer Street intersection; included in TY Lin Eastern Broadway Plan	MT	Police, Engineering, traffic consultant
	Realign geometrics at Sawyer Street intersection	MT, LT	Police, Engineering, traffic consultant
	Keep neighborhood informed re status of city-state agreement for Broadway improvements - state \$ for repaving, city \$ for sidewalk work	OG	Planning, Public Works
Have safe pedestrian crossing points	Revise hours of crossing guard to include Middle School dismissal time crossing guard hours	ST	Police Chief

	Install dedicated crosswalk cycle on traffic signals	Incorporate dedicated crossing cycle on traffic signals at Mussey and Sawyer; amend Eastern Broadway plan to include pedestrian phasing at Sawyer	MT	Police Chief
Promote pedestrian safety and access throughout the neighborhood	Develop pedestrian access from Preble Street to Bug Light Park	Investigate possibility of pedestrian access along Breakwater Drive – sidewalk or delineated shoulder	ST, MT	Planning
		Install sidewalk or 6-8' wide delineated shoulder on Madison Street	MT	Planning, Engineering
		Investigate possibility of access along waterfront of Cacoulidis parcel	ST, MT	Planning; FVNCA subcomm.
	Maintain and repair sidewalks (specifically in front of businesses and on Henley & Preble Streets)	Through budget process & Public Works priority list & schedule	ST, MT, LT	CC; Public Works
	Install new sidewalks (specifically on Margaret, Mussey, and Front Streets)	Work with Public Works to identify specific locations; present request to City Council to be incorporated	MT, LT	Public Works, FVNCA subcomm., CC

	into Public Works priority list		
Plow sidewalks	Need CC policy re plowing of residential sidewalks; need PW staff & equipment	LT	CC; Public Works
Install safety features at Greenbelt crossing at Mussey Street	CC funding for dedicated crosswalk cycle light (expensive)	LT	CC; Police
	Paint striping (6" neon green); "pedestrian crossing" cones	ST	Public Works
	"Caution" or "Stop" signs on Greenbelt	ST, MT	Public Works; Police
Continue with winter plowing & summer sweeping of Greenbelt	CC funding; Public Works staff & equipment	OG	CC; Public Works
Investigate new access points to Greenbelt	Potential via paper street: south end of North Marriner Street	ST, MT	Planning staff; FVNCA subcomm.
Maintain existing crosswalk markings; determine if new locations appropriate	Public Works schedule; with Police & Public Works re new locations	OG; ST	Public Works & Police; FVNCA subcommittee

Ensure safe traffic flow on residential streets

Reduce traffic speed on these streets

Install additional speed limit signs; work with Police to identify locations

ST, MT

Police, Public Works; FVNCA subcomm

Install additional stop signs at intersections; may lead to false security; work with Police to identify locations

ST, MT

CC, Police, Public Works; FVNCA subcomm.

Pursue traffic calming techniques, including neckdowns & roundabouts; may want to consider traffic calming ordinance; having set amount of \$ available per neighborhood or Council District with use to be determined by citizens in conjunction with City staff

ST, MT, LT

CC; Police; consultant; FVNCA subcomm.

Reduce street pavement width; work with City staff to determine feasibility of this in specific locations

MT, LT

Police, Fire, Public Works; FVNCA subcomm; consultant

Allow on-street parking; determine street widths to see if this is feasible in specific locations

MT, LT

Police, Public Works, Fire; FVNCA subcomm., consultant

Maintain and improve pedestrian access from Ferry Village to Knightville and other parts of the city

Keep the Greenbelt usable, safe, and attractive all year

Keep Greenbelt plowed in winter

OG

Public Works

Maintain or increase mowing schedule along Greenbelt

OG

Parks & Recreation

Develop a unified landscaping plan for along Greenbelt; include cutting back overgrown brush; implement in phases

ST, MT

FVNCA subcomm., Parks & Recreation; consultant; Land Trust

Develop a unified plan for locating benches and trash receptacles along Greenbelt; implement in phases; be consistent with existing

ST, MT

FVNCA subcomm.; Parks & Recreation; consultant

Create neighborhood plan for stewardship of trash receptacles

OG

FVNCA subcomm.; Land Trust

Enhance security along Greenbelt by increasing use; have neighborhood event(s) focus on Greenbelt

OG

FVNCA subcomm., Land

Trust; Parks &
Recreation

Install Ferry Village
neighborhood sign where
Greenbelt enters
neighborhood; include the
neighborhood logo

ST

FVNCA subcomm.,
Parks & Recreation,
Public Works; sign
designer

Erect a gazebo on City-
owned property (existing or
obtained in future) along
Greenbelt; determine
location in conjunction with
master plan for landscaping;
needs to be commercial
grade; who to maintain?

MT

FVNCA subcomm.;
Parks & Recreation; CC
\$

Explore pros and cons of
having lights along
Greenbelt; could they be
solar, on timers?; noise after
9 p.m., consider specific
locations based on security
need

ST, MT

Police, Parks &
Recreation,
FVNCA subcomm., CC

Support police patrols, both bikes & motorcycles, on Greenbelt	OG	Police, CC
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Review City policy re dogs on Greenbelt; support enforcement per new ordinance	ST	FVNCA subcomm., Parks & Recreation
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Recreation

Extend recreational uses of Greenbelt

Include shoreline spur of the Greenbelt in development of Rockwood parcel

Require as part of site plan approval; with connection to High Street; easement to City; encourage assistance with maintenance	ST, MT
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Planning staff, PBd

Provide access to Greenbelt from Broadway at City-owned parcel. (This could be location of neighborhood sign)

Joint City/neighborhood effort to develop safe access here	ST
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FVNCA subcomm., Planning, Parks & Recreation, Public Works; Land Trust

Develop drop off for canoes & kayaks from Greenbelt: carry-in, carry-out policy

Determine best location; joint effort of interested parties	ST
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FVNCA subcomm., Planning, Parks & Recreation, Public Works, other interested parties

Increase recreational access to shoreline

Develop access to small stretch of beach at Dock Street

Determine existing access status - obtain easement if	ST
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Planning staff, FVNCA subcomm.

		necessary; inform neighborhood of access status		
	Create additional shore access for fishing	See under "Shoreline"		
Augment winter recreational opportunities	Develop winter use of ball fields - winter festival, sledding; access over snow banks	Work with local Little League organization and City to make this happen; create a master plan of desired seasonal activities and structures, if any	ST, MT	FVNCA subcomm., Little League, Parks & Recreation
	Investigate creation of ice skating rink at Small School	Work with Willard neighborhood to determine support for this; create proposal to present to CC - include anticipated amount of use, responsibility for maintenance, etc. Is this best location?	MT	FVNCA subcomm., Willard neighborhood; Parks & Recreation, CC
Augment recreational activities for youth	Investigate creation of lighted outdoor basketball court	Work with city & area property owners to assess potential location; evaluate pros & cons	MT	FVNCA subcomm. (including youth), Parks & Recreation; area property owners
	Investigate feasibility of having neighborhood skateboard park	Work with City, area property owners, other neighborhoods to assess potential locations; evaluate pros & cons; consider support for larger skateboard park at old SPSHS	MT, LT	FVNCA subcomm. (including youth); area

property owners

	Develop more playgrounds throughout neighborhood for younger children	Develop master plan to locate small playgrounds throughout neighborhood; work with existing playground locations - PROP; identify potential partners for \$, maintenance, in-kind	MT, LT	FVNCA subcomm., Parks & Recreation; PROP; consultant
	Create/maintain positive relationship with Boys Club	Work with Boys Club to determine its future plans & needs and how those fit with the neighborhood's needs	ST, MT, LT & OG	FVNCA subcomm., Boys Club
	Offer access to City's Community Center	Explore existing bus schedule for this; work with other neighborhoods to consider a van service to the rec center	ST, MT	Bus Director, Parks & Recreation, FVNCA subcomm., representatives from other neighborhoods
Augment recreational opportunities for seniors	Offer neighborhood location for seniors' activities	Find suitable centrally located building for a neighborhood center and incorporate seniors' needs & activities; city/neighborhood/ private or non-profit partnership possibility.	MT	FVNCA subcomm. (include seniors); Parks & Recreation (Jen DeRice); private & non-profit entities that support seniors October 2002, Final Report - 21

Open Space / Shoreline

Provide additional safe access points to shore

See above re canoe & kayak drop off point; extending a Greenbelt spur along Rockwood parcel; Dock Street beach

Create safe & convenient access to Portland Street pier for neighborhood residents

Work with Waterfront Dir. and commercial fishermen to address concerns & obstacles; develop plan for desired uses and any needed physical improvements

MT

Waterfront Dir., commercial fishermen, FVNCA subcomm

Investigate possibility of public water transportation across harbor

Work with Waterfront Dir. to determine feasibility of ferry service and/or water taxi; consider need for & location of associated parking

LT

Waterfront Dir., Planning; FVNCA subcomm.; CC; other interested parties

Create additional shore access points for fishing

Investigate possibility of rehab of pier between Bug Light and boat ramp

MT, LT

Waterfront Dir., Parks & Recreation; Planning; FVNCA subcommittee Planning, FVNCA

Encourage preservation & augmentation of scenic vistas and open space	Explore creation of more trails and sidewalks within paper streets	Evaluate possibilities for public access along paper streets: Adams, James, Mariner, Roosevelt	MT, LT	
Encourage the preservation of existing open space within neighborhood	Secure voluntarily offered non-development rights for specific parcels	Work with City and Land Trust to encourage purchase, easements on parcels	OG	FVNCA subcomm., Land Trust, Planning, Conservation Commission
Encourage the preservation of existing open space within neighborhood	Seek to maintain integrity of Old Joe's Pond	Work with City and Land Trust to ensure appropriate water level and to prevent weed growth	OG	Engineering, Public Works, Land Trust, FVNCA subcomm., Conservation Cmsn.
Zoning amendments / map changes				
Ensure that neighborhood has adequate amount of property zoned for business development	Evaluate creation of business zoning on Sawyer Street	As part of a neighborhood zoning master plan, work with property owners, City staff to determine pros & cons, level of support	MT	Property owners, Planning, Code Enforcement, FVNCA subcommittee
Ensure that neighborhood has adequate amount of property zoned for business development	Evaluate possibility of creating Ferry Village Business District	As part of neighborhood zoning master plan; include mixed uses	MT	Property owners, Planning, Code Enforcement, FVNCA subcommittee October 2002, Final Report - 23

	Evaluate potential expansion of Business District on Broadway	As part of a neighborhood zoning master plan, work with property owners, City staff to determine pros & cons, level of support	MT	Property owners, Planning, Code Enforcement, FVNCA subcommittee
Ensure that existing permitted uses in Limited Business District LB are sufficiently comprehensive	Evaluate existing list of permitted and special exception uses to include everything neighborhood wants.	Work with Planning, Code Enforcement, property owners.	ST	Code Enforcement, Planning; FVNAC subcomm.
Encourage development in Shipyard District S to be compatible with the neighborhood	Explore having design standards in Shipyard District S	Work with Planning Board and staff, property owners and City Council to explain need and encourage support for design standards (also known as visual performance standards). If successful, proceed with creation of such standards.	ST, MT	Planning Board & staff, Code Enforcement, CC, FVNAC subcomm., property owners
	Encourage having mixed uses on large lots within the District	Work with Planning Board and staff and City Council to explain need and determine support for mixed uses. If successful, proceed with appropriate text amendment.	ST, MT	Planning Board & staff, Code Enforcement, CC, FVNCA subcomm.;

property owners

Explore suitability of City's current parking requirements, especially for uses permitted in Shipyard District S.

Work with Planning Board and staff and Code Officer to evaluate existing requirements. If revisions are warranted, proceed with text amendments.

ST, MT

Planning Board & staff, Code Enforcement, CC, FVNCA subcomm., consultant; property owners

Keep existing permitted uses for Shipyard District S

Consider TIF districts for the Cacoulidis parcel & Industrial Marine Railway

Develop plan of appropriate City needs to be addressed in this particular TIF district

ST, MT

Planning, Public Works, Parks & Recreation, Waterfront Director, property owner, FVNCA subcomm.

Miscellaneous

Foster neighborhood livability

Provide additional street trees

Work with City to develop master plan for tree types and locations

MT, LT, OG

Parks & Recreation; FVNCA subcomm., Land Trust

Apply for grants for street tree financing

MT, OG

Parks & Recreation; FVNCA subcomm., Land Trust

Investigate potential locations for additional on-street parking

Work with City to determine required & desired pavement widths for travel & parking

ST, MT,

Planning, Police, Public Works, Fire, FVNCA subcomm.

LT

Investigate potential locations for additional no-parking areas	Work with property owners, city, business owners if this is a real problem	ST, MT, LT	FVNCA subcomm., Police, CC, property owners
Investigate potential locations for off-site parking for existing and future businesses	Develop parking master plan for residential & business parking locations	MT	FVNCA subcomm., Police, Planning, Code Enf.,
Develop a neighborhood center for multi-generational users	Identify potential locations; develop needs assessment for uses & users; explore private entity partnerships & public entity partnerships; create a cooperative venture with variety of services	MT, LT	FVNCA subcomm.; Planning, Parks & Recreation; private & non-profit groups
Provide heavy and large item trash pickup	Inform residents of current policy (pay fee at transfer station, then call Public Works for specific pick up)	ST	FVNCA subcomm.
	Work with City to find convenient location for residents to pay fee	ST	FVNCA subcomm., Public Works, Finance

	Work with other neighborhoods, volunteer groups to sponsor heavy & large item pickups	MT	FVNCA subcomm., volunteer organizations
	Work with City to reinstate heavy & large item pickup	LT	CC; Public Works
	Encourage continuation of hazardous waste disposal	OG	
Retain and augment security, perceived and actual, within the neighborhood	Encourage increased use of Greenbelt	OG	
	Encourage at least existing level of police patrols	OG	
	Investigate Greenbelt lighting (see above)		
	Post additional Crime Watch signs (including along Greenbelt); actively participate in program	OG	Police, Northern Utilities
	Support property owners in efforts to maintain & install	OG	

		security measures		
Promote neighborhood identity	Neighborhood gateway sign	Incorporate neighborhood logo into gateway sign to be installed on Broadway before Mussey Street	ST	Code Enforcement, Planning, Public Works
Continue to develop long-term vision for the neighborhood	Consider what the residents & business owners want	Consider: Walkway from Willard Beach to Mill Cove, with access to shops, cafes, restaurants, scenic views	LT	Planning, FVNCA subcomm., reps from other neighborhoods; consultant; Waterfront Dir.

ST: short term, 1-12 months
 MT: mid term, 1-3 years
 LT: long term, 3+ years
 OG: on-going

CC: City Council
 FVNCA: Ferry Village
 Neighborhood Conservation
 Association