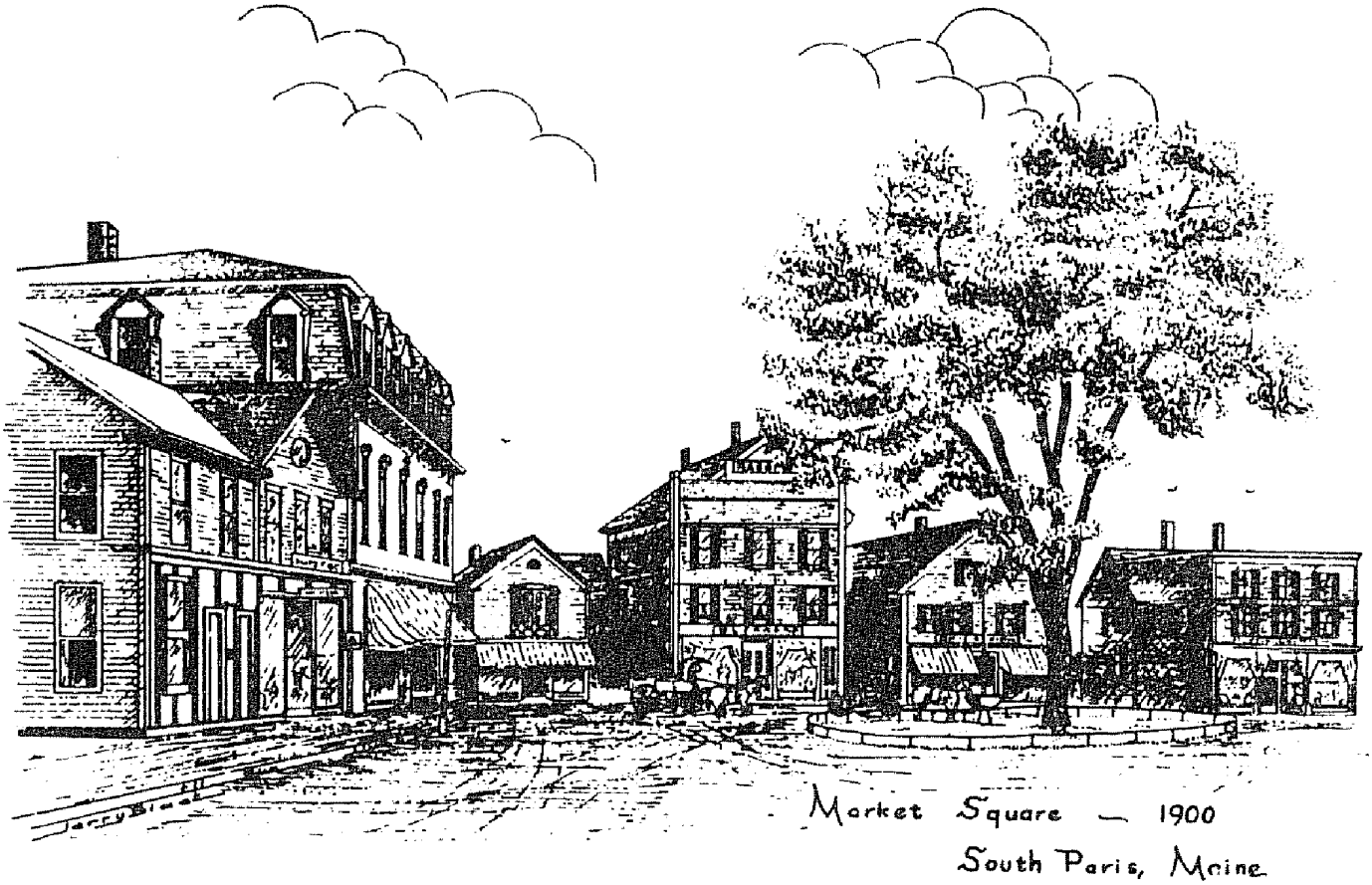
PARIS COMPREHENSIVE PLAN



Adopted May 11, 2007
Amended June 9, 2015

PARIS
COMPREHENSIVE PLAN
SECTION I

Goals, Policies, Strategies
Future Land Use Plan
Regional Coordination Program
Capital Investment Plan

PARIS COMPREHENSIVE PLAN
SECTION I-GOALS, POLICIES, STRATEGIES
FUTURE LAND USE PLAN
REGIONAL COORDINATION PROGRAM
CAPITAL INVESTMENT PLAN

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Introduction

The most important elements of a Comprehensive Plan are the policies and strategies adopted by the community. They present the direction Paris will take to address issues identified in the Inventory and Analysis section of the Plan. Policies are statements of direction the community desires to take, and strategies define actions the Town should undertake in order to carry out the policies. Strategies ***are not meant to be mandatory*** actions, but steps that the town can take to achieve the broad goals and policies of this Plan.

The Comprehensive Plan, presented in two sections--Goals, Policies, & Strategies and the Inventory and Analysis--serves as a guide for the community and town officials as they make decisions about the future of Paris. The goals, policies and strategies are presented in a number of planning topics that correspond to the State of Maine planning goals. The Plan suggests general directions, recognizing that specific details will require further efforts. The Plan should be considered a living document, meaning that it will require review and revision as Paris changes over time.

The Plan is intended to guide future changes in the town's land use regulations so that these will reflect the goals and polices of this Plan. Similarly, the discussions of capital needs and spending priorities are intended as general guides, not specific proposals.

Strategies or actions to carry out the Plan have been identified as short-, mid- or long-term. This refers to the time frame that the Plan recommends actions to occur. Short-term actions should occur within one to two years of Plan adoption, mid-term three to five years from Plan adoption and long-term six to ten years from Plan adoption. Those who should be responsible for undertaking the strategies are also identified.

The Paris Comprehensive Plan Committee has thoroughly considered each and every one of the policies and strategies and assessed its implications during Plan development. In addition, it relied heavily on what the citizens of Paris told the committee at visioning sessions held in the summer of 2006. Although the committee was not in unanimously agree on all elements we believe that the following presents a realistic direction for Paris over the next 10 years.

PLANNING TOPIC

Historic, Archaeological & Cultural Resources

State of Maine goal that needs to be addressed:

To preserve the State's historic and archaeological resources**.**

Overview

Paris is rich in historic sites, some of which date back to the late 1700's. These sites have been, and continue to be, pressured by destruction and incompatible development. While no prehistoric or historic archaeological sites have been documented in Paris, such areas may exist adjacent to water bodies and former or early roads. To assure that future generations are enriched by our heritage, it is imperative that we take steps to protect these most valuable resources.

There are cultural resources in Paris to serve local residents and visitors.

Town Goal

To protect and conserve our historical and archaeological resources.

Policy

Protect the Paris Hill Historic District from incompatible development or redevelopment.

Encourage preservation of historical and noteworthy sites outside of the Paris Hill Historic District.

Maintain the values of archaeological resources.

Maintain and increase cultural resources.

Strategies

Develop ordinance standards regulating land use and exterior building characteristics within and adjacent to the Paris Hill Historic District that are consistent with its historic significance.

Responsibility/Time Frame: Planning Board & Paris Hill Historical Society/Short.

Develop and deliver an educational program for owners of historically significant properties in programs and techniques designed to maintain historic character.

Responsibility/Time Frame Historical Societies/Ongoing

Develop ordinance standards for subdivisions and non-residential development projects that require the identification and protection of known and potential archaeological resource locations as determined by the Maine Historic Preservation Commission.

Responsibility/Time Frame Planning Board/Short

Support both public and private cultural activities.

Responsibility/Time Frame Selectmen/Ongoing

PLANNING TOPIC

Housing/Affordable Housing

State of Maine goals that need to be addressed:

To encourage and promote affordable, decent housing opportunities for all Maine citizens.

To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl.

Overview

According to the 2000 U.S. Census, the total number of housing units in Paris has increased by 197 or 10% between 1990 and 2000. During the first half of the 2000-2010 decade, there were 179 new housing starts, only about 20 less than occurred in the 10 years between 1990 and 2000. This level of housing starts can be attributed, in part to, historically low interest rates, land availability, affordability, movement out of larger cities and the attractiveness of Paris.

Information provided by the Maine State Housing Authority identifies 289 federally-assisted housing units in Paris. This number represents approximately 14% of all housing units. In 2002 the Maine State Housing Authority estimated a need for 12 additional assisted units.

Essential to community growth and development is the availability of affordable housing, both renter and owner-occupied. The median home price was $73,300 in 2000. The annual number of homes sold remained constant over the five year period from 1998-2002 with the exception of a spike in sales in 2000. Between 1998 and 2002, the median sale price increased by 18%. It is expected that an even greater percentage increase in sale prices occurred between 2002 and 2005.

The United States Department of Housing and Urban Development (HUD) has established guidelines for computing general income guidelines to determine housing affordability. The income levels which are a primary concern with respect to affordability are moderate, low, and very low. These are 150%, 80%, and 50% of median household income respectively. In 2000, the median household income in Paris was $33,625. A household that earned no more than $15,047 would be considered as a very

low income household, no more than $24,074 a low income household and no more than $45,140 a moderate income household. Affordable housing opportunities exist in Paris.

Those knowledgeable about the current housing market in Paris have noted that there is a market for homes under $150,000, and new 26x42= ranch type homes are in the $140,000 price range. There also is an unmet need for low and moderate income housing opportunities.

Town Goal

To assure that all of our residents are provided with safe, decent, sanitary and affordable housing.

Policies

Seek to achieve over a ten year period a level of at least 10% of new residential development meeting the definition of affordable housing.

Allow mobile home park development and expansions within appropriate areas.

Reinvest housing rehabilitation program funds from the Community Development Block Grant Program

Allow up to a 10% density bonus in residential development proposals when lots or dwellings are, and will remain, affordable.

Allow alternative housing types and options to meet the demands of a changing housing market.

Ensure that new construction and major renovations comply with minimum construction and safety standards.

Strategies

Amend the Subdivision and Building Ordinances to provide a density bonus of up to 10% of the total lots or units in multi-family development if the applicant agrees to market such lots or units within defined affordability guidelines. In addition, provisions must be included in an agreement that maintains the affordability for future purchasers or renters.

Responsibility/Time Frame Planning Board/Short

Every two years, on or before April 1, prepare a report to the Planning Board and Selectmen on the number of units placed or constructed, in the pervious two years, which meet the affordable housing definition.

Responsibility/Time Frame Code Enforcement Officer/Ongoing

If affordable housing policy is not being met, based upon affordable housing reports presented by the Code Enforcement Officer, develop appropriate strategies to achieve the stated policy.

Responsibility/Time Frame Planning Board/Short

Use housing rehabilitation funds in the Community Development Block Grant for housing rehabilitation.

Responsibility/Time Frame Town Manager/Ongoing

Develop ordinance standards that direct mobile home park development and expansions to growth areas.

Responsibility/Time Frame Planning Board/Short

Amend ordinances to allow for the creation of accessory apartments.

Responsibility/Time Frame Planning Board/Short

Review and propose for adoption the Maine Model Building Code.

Responsibility/Time Frame Selectmen & Code Enforcement Officer/Mid

Propose for adoption a Rental Housing Code

Responsibility/Time Frame Selectmen & Code Enforcement Officer/Mid

PLANNING TOPIC

Economic Development/Business Growth

State of Maine goal that needs to be addressed:

To promote an economic climate which increases job opportunities and overall economic well-being.

Overview

The Oxford Hills area saw tremendous growth and transformation from a natural resource-based economy to a growing regional retail center and extended housing market for the Greater Portland area in the 1980s. Incomes rose slowly because economic growth and diversification did not change the predominately low wage scales. The area also lost an extremely high percentage of manufacturing jobs through the 1980's

For many years the economy of Paris was based on manufacturing or the production of goods. This manufacturing base supported service-based businesses in Paris and surrounding communities. In the 20 years from 1980 to 2000 the number of workers employed in manufacturing decreased from 40% to 19%. Those employed in service related jobs increased from 49% to 66%. This trend is not unique to Paris but has occurred throughout much of the region and State. Paris has been designated one of Maine=s 63 Regional Service Centers.

In 2000, about a third of the workers living in Paris worked in Paris. This was significantly less than the 50% that lived and worked in Paris in 1980. More workers traveled to Oxford for work in 2000 than did in 1980, reflecting manufacturing and sales jobs available in neighboring Oxford. Fewer Paris workers are employed in Norway. This is the result of the loss of manufacturing jobs in that Town. Over the past 20 years workers are traveling greater distances to reach their work location. These include places such as Auburn, Lewiston, Portland and Rumford.

Between 2000 and 2005, consumer retail sales increased by 12% compared to the overall State increase of 4%. Sales of automobiles and related products account for almost one half of the total consumer sales followed by restaurant sales at approximately 13%.

Town Goal

To create a business climate conducive to retaining, expanding and attracting environmentally friendly economic growth**.**

Policies

Direct commercial and industrial/manufacturing development to suitable locations that includes water, sewer and transportation systems.

Seek grants and utilize innovative taxation programs that encourage economic development to minimize the impact on residential property tax rates for infrastructure improvements.

Encourage small business development.

Ensure the work force has the education and skills needed by today and tomorrows businesses.

Allow appropriate home occupations and cottage industries.

Enhance the appeal of South Paris Village.

Enhance Paris' role as a regional service center.

Utilize information technology to market Paris.

Improve traffic flow and business access on Main Street.

Diversify the local and regional economies.

Work with local and regional economic/business development organizations.

Strategies

Designate in land use ordinances the areas most suitable for future commercial and manufacturing/industrial development.

Responsibility/Time Frame Planning Board/Mid

Form and fund an Economic Development Committee that would include business people, municipal officials and county and regional economic development professionals to develop an economic development strategy and carry out its implementation.

Responsibility/Time Frame Selectmen/Short

Develop a South Paris Village enhancement plan.

Responsibility/Time Frame Economic Development Committee/Mid

Encourage the educational community, including Oxford Hills Comprehensive High School and the Community College, to provide opportunities that meet the needs of current and prospective businesses.

Responsibility/Time Frame Economic Development Committee/Ongoing

Review, and amend as necessary, land use ordinance standards for home occupations and cottage industries.

Responsibility/Time Frame Ordinance Committee/Short

Participate in local and regional economic/business development organizations so that the economic development priorities of Paris are addressed.

Responsibility/Time Frame Selectmen/Ongoing

Develop and maintain a Paris Business Attraction and Economic Development Opportunity Window on the Town of Paris web site.

Responsibility/Time Frame Town Manager/Short Ongoing

Seek funding from the Maine Department of Transportation to undertake a Main/Park Street Corridor Study to assess options and costs to improve traffic flow and parking.

Responsibility/Time Frame Selectmen/Short

PLANNING TOPIC

Public Facilities/Services

State of Maine goals that need to be addressed:

> To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services and preventing development sprawl; and
>
> To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Overview

Paris was incorporated as a town in 1793. Present town services include administration, police protection, fire protection, public works, general assistance, assessing, and code enforcement. Several municipal services are performed by other entities to which the town or its citizens contribute financially. These are: water and sewer (Paris Utility District), solid waste (Norway/Paris Solid Waste, Inc.), education (School Administrative District #17), ambulance (PACE Paramedic Service), and libraries (Paris Public Library and Hamlin Memorial Library). Future demands upon the Town's services must be assessed based upon projected growth in population and the need for new or expanded municipal services.

Town Goal

Provide necessary municipal services which are responsive to local needs in a manner that will not overburden the community's fiscal resources.

Policies

Ensure that new growth and development does not exceed municipal services and facilities capacities.

Maintain police and fire departments of sufficient manpower and equipment to provide adequate coverage.

Provide an education system responsive to changing education demands of all ages.

Anticipate major capital needs through capital improvement planning.

Continue the removal of storm water infiltration and inflow from the sewer system.

Extend public water and sewer systems to appropriate locations.

Coordinate with the PUD sewer and water system improvements and extensions to implement the comprehensive plan.

Maintain and improve public recreational facilities

Assess opportunities for additional/expanded regional municipal service delivery.

Strategies

Develop ordinance provisions that provide for the assessment of the capacity of public facilities and services to serve major new developments or redevelopment projects.

Responsibility/Time Frame Planning Board/Short

Include in ordinances provisions for developers to extend water and/or sewer systems to serve developments.

Responsibility/Time Frame Planning Board/Short

Include in the subdivision ordinance a recreation land set-a-side or payment in lieu of a set-a-side.

Responsibility/Time Frame Planning Board/Short

Require, through ordinances, that when sewer lines are improved, individual private stormwater connections are removed.

Responsibility/Time Frame PUD/Ongoing

Maintain a capital improvement program.

Responsibility/Time Frame Town Manager, Department Heads & Selectmen/Ongoing

Include the Fire Department's needed major expenditures in the Capital Improvement Program.

Responsibility/Time Frame Fire Department/Ongoing

Develop in conjunction with the PUD a long term plan and funding program for the removal of storm water infiltration and inflow from the sewer system.

Responsibility/Time Frame — Highway Department & PUD/Ongoing

Participate in regional discussions and analysis of joint municipal service delivery.

Responsibility/Time Frame — Town Manager, Department Heads & Selectmen/Ongoing

PLANNING TOPIC

Transportation System

State of Maine goals that need to be addressed:

> To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl.
>
> To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Overview

Paris= transportation system includes highways, rails, bridges, sidewalks and trails. The transportation system is extremely important to community development. Expenditures for road maintenance and reconstruction are commonly the second greatest in town budgets.

There are approximately 79 miles of public roads in Paris 59 of which are town roads. Although the physical condition of the majority of public roads in Paris, in acceptable condition, to maintain them an ongoing program is required. Capacity of the existing roadway system is a planning concern, particularly Route 26. Route 26 is the major transportation corridor through Paris and carries a high volume of commercial and tourist traffic traveling between Canada, western Maine and points south. The intersection of Routes 26 and 117 at Market Square is often a bottleneck.

Town Goal

Maintain and improve our transportation system

Policies

Provide an adequate road network to support economic development and residential needs.

Maintain the traffic-carrying functions of major highways (Routes 26, 117 and 119).

Improve traffic movement through Market Square.

Improve traffic flow along Main Street.

Discourage through traffic in residential areas.

Improve and expand the sidewalk system.

Increase parking availability in Market Square.

Seek alternatives to private automobiles for people movement.

New development and redevelopment projects should not exceed existing public road and intersection capacities.

Require new and reconstructed public and private roads serving residential and commercial developments conform to acceptable construction standards that assure durability, safe access and movement of people and motor vehicles.

Strategies

Maintain a multi-year road, bridge and sidewalk improvement program and include costs in the Capital Improvement Program.

Responsibility/Time Frame	Highway Foreman, Town Manager, Road Committee & Selectmen/Ongoing

Review the Maine Department of Transportation Driveway and Entrance Rules, and if necessary, amend local ordinances to include access management standards.

Responsibility/Time Frame	Planning Board/Short

Seek funding from the Maine Department of Transportation to undertake a Main/Park Street Corridor Study to assess options and costs to improve traffic flow, including a bypass and parking.

Responsibility/Time Frame	Selectmen/Short

Work with the Police Department to enforce speed limits in residential areas.

Responsibility/Time Frame	Town Manager/Ongoing

Review and amend, if necessary, construction standards for public and privately owned streets.

Responsibility/Time Frame — Highway Foreman, Town Manager & Selectmen/Short

Participate in regional efforts to provide transit services.

Responsibility/Time Frame — Selectmen/Ongoing

Amend Ordinances to require sidewalks in developments that abut existing areas served by sidewalks or developments that will generate significant pedestrian traffic.

Responsibility/Time Frame — Planning Board/Short

Amend Ordinances to require developers to assist in improvements when new or redevelopment projects exceed acceptable road and/or intersection capacities.

Responsibility/Time Frame — Planning Board/Short

PLANNING TOPIC

Outdoor Recreation

State of Maine goal that needs to addressed:

To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

Overview

Recreation opportunities both organized and unstructured are important elements of Paris' quality of life. Paris provides quality outdoor recreation opportunities. There are a variety of recreation areas that range from private, municipal, and school owned. They include hiking/walking trails, sports fields/courts, parks, nature preserve areas, and a public golf course.

Town Goal

To expand recreational opportunities for our citizens with minimal impact upon property taxes.

Policies

Recreational areas and/or open space areas be provided by new residential development.

Maintain/upgrade existing outdoor recreation facilities to meet current and future needs.

Maintain, expand and promote trails for snowmobiling, ATVing, bicycling and walking.

Recognize traditional outdoor recreation activities such as fishing, hunting and hiking and encourage education, safety and respect for private property.

Provide public access to surface waters.

Encourage large landowners to continue to allow the public to use their land for hunting, hiking and other passive recreation activities.

Provide outdoor recreation opportunities for changing population characteristic and ages.

Strategies

Include in land use ordinance standards provisions for recreational facilities or payments in lieu of providing facilities for residential development.

Responsibility/Time Frame Planning Board/Short

Prepare a plan defining the schedule and costs for maintaining, improving and expanding outdoor recreational opportunities for all of our citizens.

Responsibility/Time Frame Parks and Recreation Department
Short & Ongoing

Support efforts of the snowmobile and ATV clubs to maintain and expand trail systems and to carry out landowner relations.

Responsibility/Time Frame Selectmen/Ongoing

Seek easements, or purchase important access sites, to surface waters and other key recreation areas.

Responsibility/Time Frame Selectmen /Ongoing

Publicize the Maine Department of Inland Fisheries and Wildlife's Land Owner Relations Program.

Responsibility/Time Frame Selectmen/Ongoing

Include in the capital investment plan needed public outdoor recreation facilities.

Responsibility/Time Frame Selectmen /Ongoing

PLANNING TOPIC

Groundwater Protection

State of Maine goals that need to be addressed:

> To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds and rivers.

Overview

The water consumed throughout the Town of Paris is drawn from the ground. In our rural areas, private dug and drilled wells are in use. In our urban area, water is supplied by the Paris Utility District (PUD) from wells tapping the sand and gravel aquifer running beside and beneath the Little Androscoggin River. The public water supply for Norway and Oxford is also obtained from the Little Androscoggin Aquifer. Protection of our groundwater is of prime importance to the health and safety of our citizens, and is an important regional issue as it affects two neighboring towns which are down gradient from Paris along the aquifer.

Town Goal

Provide the maximum possible protection for the long term quality and quantity of groundwater.

Policies

Protect the Paris Utility District's (PUD) water supply.

Encourage business and industrial growth (other than in-home non-manufacturing businesses) to those areas of town which are serviced with water and sewer by the PUD.

Encourage the use of "Best Management Practices" for control and containment of potentially harmful contaminates.

Encourage residential housing growth within the PUD service area.

Require lots outside the PUD service area to be of such size as to protect groundwater resources.

Include in long range fiscal planning the expansion of the PUD service area within the recharge zones of the Paris and Norway wellheads.

Encourage municipal officials and planning board members to participate in the Nonpoint Educational for Municipal Officials Program.

Minimize threats from hazardous materials carried by rail and truck.

Strategies

Review and amend as necessary the Wellhead Protection Ordinance to provide the maximum level of the protection to the PUD water supply.

Responsibility/Time Frame PUD & Planning Board/Short

Include in the Capital Improvement Program the need for extending town sewer and water to encourage business development and to protect the aquifer.

Responsibility/Time Frame PUD & Selectmen/Ongoing

Development a ground water protection education program for businesses.

Responsibility/Time Frame PUD /Short

Amend the Site Plan Review Ordinance to require new and/or redeveloped commercial uses to employ "Best Management Practices" and "Low Impact Development Practices" to protect groundwater.

Responsibility/Time Frame Planning Board/Short

Amend the Subdivision Ordinance to require lots in subdivisions outside of the PUD service area to be of a size to protect groundwater.

Responsibility/Time Frame Planning Board/Short

Continue to train fire fighters to respond to hazardous material spills.

Responsibility/Time Frame Fire Department/Ongoing

PLANNING TOPIC

Surface Water Protection

State of Maine goal that needs to be addressed:

> To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds and rivers.

Overview

The Town of Paris is blessed with an abundance of water resources. The surface runoff provides stream habitat for game fish and delights the spirit of our residents as they view our many waterways.

Paris has three relatively small ponds, Hall's, Mud and Paine. The 48 acre Hall's Pond is widely used for recreation and is the source of water for the Hebron Water Company that serves Hebron Academy.

One major river traverses Paris. The Little Androscoggin River flows in a southerly direction out of West Paris, through Paris, and continues into Norway and Oxford. This river drains an area of some 354 square miles with its beginnings in the Town of Greenwood. The Little Androscoggin River above the railroad bridge in South Paris has been assigned an A water quality classification. This is the second highest classification of fresh surface waters. Below the bridge to its confluence with the Androscoggin River in Auburn it is Class C.

Our major brooks include Moody, Cole, Stony, Twitchell, and Dunham. These brooks, with the exception of Dunham, flow into the Little Androscoggin River within the boundaries of Paris. Dunham Brook flows southward into Hebron. These brooks also support local fish and wildlife and provide recreation for our citizens.

It is extremely important that our surface waters be protected from unplanned growth.

Town Goal

To protect surface waters from pollution.

Policies

Minimize phosphorus export to Hall's, Marshall and Mud Ponds.

Minimize non-point and point pollution to surface waters.

Enact and enforce shoreland zoning standards.

Strategies

Develop shoreland zoning standards that comply with, Guidelines for Municipal Shoreland Zoning Ordinances, for local adoption.

Responsibility/Time Frame — Planning Board/Short

Amend the Subdivision and Site Plan Review Ordinances to include phosphorus export standards for Halls, Marshall and Mud Ponds.

Responsibility/Time Frame — Planning Board/Short

Amend the Subdivision, Site Plan Review and Minimum Road Standards Ordinances to include erosion and sediment control plans that are reviewed by the Soil and Water Conservation District.

Responsibility/Time Frame — Planning Board/Short

Amend the land use ordinances to require "Best Management Practices" and "Low Impact Development Practices" to protect surface water.

Responsibility/Time Frame — Planning Board/Short

Encourage agricultural land users to prepare and carry out a conservation plan.

Responsibility/Time Frame — Soil and Water Conservation District/Ongoing

Seek grants to correct point and non-point pollution discharges to surface waters.

Responsibility/Time Frame — Selectmen & PUD/Ongoing

PLANNING TOPIC

Agricultural & Forest Resources

State of Maine goal that needs to be addressed:

To safeguard the State's agricultural and forest resources from development which threaten those resources**.**

Overview

As with the majority of communities in Maine, Paris is covered primarily by forest land. It has been estimated that there are some 17,500 acres of forest land. The forests of Paris are mostly hardwood types with the softwood areas restricted to dry ridge tops and wet seeps and low lands with high water tables. Large areas of forest land are found from the Mount Mica Road north to the West Paris town line, from the Buckfield road east and south to the Hebron town line.

Land used for agricultural purposes in Paris includes pasture, hay, blueberries, Christmas trees and sap. Livestock raised include beef, dairy, goats, horses, sheep and alpaca. Major areas of land use for agriculture are found along the East Oxford Road, King Hill Road, Elm Hill Road, Mount Mica Road and Streaked Mtn. Road. The use of land for active agriculture has declined in Paris as it has throughout the region.

Town Goal

Support the continued viability of agricultural and forestry businesses and land uses.

Policies

Conserve forest resources to maintain commercial values.

Encourage the continuation of agriculture.

Strategies

Identify parcels of 25 or more acres of forest land that are not enrolled in current use taxation programs and encourage owners to enroll in such programs.

Responsibility/Time Frame Conservation Commission/Mid

Encourage forest land owners to participate in programs offered by the Soil and Water Conservation District and Small Woodlot Owners Association.

Responsibility/Time Frame Conservation Commission/Ongoing

Encourage agricultural land owners to enroll in current use tax programs.

Responsibility/Time Frame Conservation Commission/Mid

Develop amendments to the subdivision ordinance that require an applicant to provide, at the sketch plan phase of subdivision review, a plan of both a traditional subdivision and an open space/creative design subdivision. Supportive information of the advantages and disadvantages of both designs as they relate to conserving agricultural and/or forest land will be provided. Based on the land characteristics and the policies contained in the comprehensive plan, the planning board should recommend the most appropriate subdivision type for the parcel.

Responsibility/Time Frame: Planning Board/Short

Amend land use regulations to include provisions for residential lot size reductions if new development is clustered away from agricultural land.

Responsibility/Time Frame: Planning Board/Short

PLANNING TOPIC

Wildlife & Fisheries Protection

State of Maine goal that needs to be addressed:

> To protect the States other critical natural resources, including but not limited to, wetlands, wildlife and fisheries habitat, shorelands, scenic vistas and unique natural areas.

Overview

Paris and its surrounding communities support a large and varied wildlife population. Wildlife should be considered a natural resource similar to surface waters or forest land. Our wildlife species are a product of the land and, thus, are directly dependent on the land base for habitat. Although there are many types of habitats important to our numerous species, there are three which are considered critical; water resources and riparian habitats, essential and significant wildlife habitats, and large undeveloped habitat blocks.

The Maine Department of Inland Fisheries and Wildlife have identified two species of special concern found in Paris. These are species that do not meet the criteria endangered or threatened but are particularly vulnerable and could easily become threatened or endangered. The two species are the Creeper, a fresh water clam, and the Spring Salamander.

Most brooks and streams provide habitat for cold water fish species. The Little Androscoggin River is stocked with both Brook and Brown Trout. Halls Pond receives stocking of Brook Trout. Threats to maintaining a cold water fishery include the siltation of water from erosion and increased water temperature.

Town Goal

To protect and conserve our wildlife and fishery resources.

Policy

Maintain wildlife resources through habitat preservation and/or enhancement.

Protect deer wintering areas and wildlife travel corridors.

Encourage the preservation of forested areas.

Encourage the preservation of open space.

Maintain a sport fishery.

Maintain habitats for species of special concern.

Strategies

Develop ordinance standards that conserve significant wildlife and fisheries habitats, including deer wintering areas and travel corridors and habitats for species of special concern that include consultation with the Maine Department of Inland Fisheries and Wildlife to minimize negative impacts on those habitats.

Responsibility/Time Frame Planning Board/Short

Provide information to forestland owners about land grants, the tree growth program and conservation easements.

Responsibility/Time Frame Conservation Commission/Ongoing

Amend ordinances to encourage the preservation of open space by lot size reductions and/or density bonuses for developers willing to cluster buildings around the edge of fields, rather than in the center, and continued use of fields for agricultural purposes.

Responsibility/Time Frame Planning Board/Short

Strictly administer and enforce shoreland zoning standards.

Responsibility/Time Frame Code Enforcement Officer & Planning Board/Ongoing

PLANNING TOPIC

Preservation of Scenic Vistas

State of Maine goal that needs to be addressed:

> To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas.

Overview

Paris has many areas which afford breathtaking views of the Oxford Hills and of the White Mountains. In addition, many areas provide pastoral scenes of quiet elegance. These need to be conserved for current and future generations.

Town Goal

Protect scenic vistas.

Policy

Maintain the scenic vistas of Oxford Hills and the White Mountains.

Strategies

Seek conservation easements, development rights or similar methods to maintain significant scenic areas.

Responsibility/Time Frame Conservation Commission/Ongoing

Amend the Subdivision and Site Plan Review Ordinances to provide the Planning Board the authority to consider development impacts on identified scenic vistas.

Responsibility/Time Frame Planning Board/Short

PLANNING TOPIC

Land Use & Development Patterns

State of Maine goals that need to be addressed:

To encourage orderly growth and development in appropriate areas of each community while protecting the State=s rural character making efficient use of public services and preventing development sprawl.

To safeguard the State=s agricultural and forest resources from development which threatens those resources.

Overview

A major element of a comprehensive plan is the analysis of the use of land and existing development patterns. Current land use patterns and expected future development trends are cornerstones in the development of recommendations and actions that will shape future land utilization characteristics.

Paris contains a land area of approximately 35 square miles. Other than the valley associated with the Little Androscoggin River, the town's hilly landscape was, where suitable, utilized for agriculture during the early to mid 1800's. The construction of the railroad through Paris in 1850 resulted in industrialization and commercialization in and around the Village of South Paris. Many of the early development patterns are still evident today.

As with the majority of communities in Maine, Paris is covered primarily by forest land. It has been estimated that there are some 17,500 acres of forest land. Since 1988 there has been a decrease of approximately 520 acres in the Tree Growth Tax Law program. The use of land for active agriculture has declined in Paris as it has throughout the region. In 1991, it was estimated that approximately 1,450 acres of land was actively farmed. Since 1991 there has been an additional decline in land use for active agriculture. In some cases this land has been converted to residential use or left to revert to woody vegetation.

In 2000, there were 2,140 residential dwelling units in Paris. Since 2000, 180 additional new dwelling units were added. The earliest village and residential area is situated on top of Paris Hill (originally called Jackson's Hill) and is a historic district listed in the National Register of Historic Places. The most significant concentration of traditional residential development is

located in South Paris. Scattered residential development in rural areas is found along public roads. In more recent times these areas have been the choice of new residential development. The majority of new subdivisions have been located in the rural areas of the town and outside of the service areas of public water and sewer. Current land use ordinances require the State minimum lot area, 20,000 square feet, for lots not served by public sewer. This has allowed for some dense development to take place in rural locations.

The Route 26 corridor from the Norway town line to Market Square is the primary location of commercial land use. This commercial area is highway associated with restaurants including fast food, gasoline stations with convenience stores, automobile sales and other services. Market Square includes a number of small businesses, many located on the first floor of multi-floored structures. Off street parking is limited here. The Route 26 corridor north of its crossing of the Little Androscoggin River has been the location of newer highway commercial land use. Other commercial uses are scattered adjacent to Route 26 to the West Paris town line.

Town Goal

To manage land use and development to maintain community character.

Policies

Maintain tracts of land that are usable for agriculture and forestry.

Encourage residential development in rural locations to conserve agricultural and commercial forest lands.

Direct industrial growth to areas that are served by adequate transportation, sewer and water systems or that could be served by them.

Maintain South Paris Village as the primary location, and focal point, of commercial activity.

Maintain the visual and social character of the Paris Hill Historic District.

Manage development adjacent to Route 26 to minimize traffic congestion and to maintain and improve visual qualities.

Assure that the location, design, scale (size) and advertising features of commercial development complements town character.

Direct commercial development so that it does not conflict with predominantly residential neighborhoods.
Encourage residential development to locate in areas that are served or could be served by public water and sewer.

Encourage the majority of new development over the 10-year planning period to locate in Growth Areas identified in the Future Land Use Plan.

Ensure that mobile home parks are located in areas that are served or could be served by public water and sewer.

Ensure that mobile homes will be located in all areas that single family homes are located in, except in the Paris Hill Historic District.

Ensure that all types of new development are sited in areas that minimize the need for improved and/or new public services.

Ensure that new residential development is accessed by roads suited to the level of use.

Ensure that new subdivision development is accessed from public roads.

Strategies

Develop amendments to the subdivision ordinance that require an applicant to provide at the sketch plan phase of subdivision review a plan of both a traditional subdivision and open space/creative design subdivision with supportive information of the advantages and disadvantages of both designs as they relate conserving agricultural and/or forest land. Based on the land characteristics and the policies contained in the comprehensive plan, the planning board should recommend the most appropriate subdivision type for the parcel.

Responsibility/Time Frame: Planning Board/Short

Amend/develop new land use regulation standards to include siting requirements for industrial/manufacturing uses so that they are served by adequate transportation, sewer and water systems or that can be served by them.

Responsibility/Time Frame: Planning Board/Short

Review the existing land use regulations and amend, if necessary, to allow for current patterns of development to occur in South Paris Village.

Responsibility/Time Frame: Planning Board/Short

Review and amend land use regulations, if needed, to assure that the location, design, and scale for commercial uses and buildings and their advertising features are compatible with Paris.

Responsibility/Time Frame: Planning Board/Short

Develop ordinance standards regulating land use and exterior building characteristics within and adjacent to the Paris Hill Historic District to maintain its historic character.

Responsibility/Time Frame: Planning Board & Paris Hill Historical Society/Short.

Review the Maine Department of Transportation Driveway and Entrance Rules and if necessary amend local ordinances to include access management standards.

Responsibility/Time Frame Planning Board/Short

Amend land use regulations to provide protection of residential neighborhoods when commercial type uses are proposed.

Responsibility/Time Frame: Planning Board/Short

Develop land use regulations that allow for smaller lot sizes and lesser street frontages for residential development in those areas served, or that can be served, by public water and/or sewer.

Responsibility/Time Frame: Planning Board/Short

Amend/develop land use regulations to encourage new development to locate in areas best provided with municipal services.

Responsibility/Time Frame: Planning Board/Short

Amend/develop land use regulations to require an assessment of the suitability of road access to development sites.

Responsibility/Time Frame: Planning Board/Short

Amend/develop land use regulations to require access to parcels to be subdivided to be accessed by public maintained roads.

Responsibility/Time Frame: Planning Board/Short

In January of each year, assess the location of new development in relation to growth and rural areas. Should the majority of new growth not take place in growth areas, propose ordinance amendments to encourage more development in growth areas.

Responsibility/Time Frame: Code Enforcement Officer/Planning Board/Ongoing

PLANNING TOPIC

Future Land Use Plan

Overview

One of the most significant purposes of the comprehensive plan is to establish a guide for future growth and development. The plan establishes the foundation for land use decisions, defines various development areas within the community, and identifies future capital improvement needs. It is, therefore, important that the comprehensive plan sets forth a realistic development guide so that the community can prosper and at the same time maintain the various identified valued characteristics.

The Future Land Use Plan identifies desired future development patterns and characteristics. The Future Land Use Map synthesizes the statement of policies presented in the various policies contained in the comprehensive plan. It must be realized that as demands dictate the Future Land Use Plan and Map will require revisions. Principals which guided the development of the Future Land Use Plan and Map include the following:

1. The desire to encourage economic development including retail, commercial and industrial, that is suitable for the community in appropriate areas.

2. The desire to maintain and enhance South Paris Village areas.

3. The desire to maintain the historic value of Paris Hill.

4. To balance the development along Route 26 with the desire to minimize the future development of a commercial strip between Market Square and the Paris/West Paris line.

5. The desire to provide residential development at varying densities.

6. The desire to direct new development to areas that are or can be served by public infrastructure including water and sewer.

7. The need and desire to protect ground water quality and quantity.

8. The desire to protect surface waters.
9. The desire to maintain agriculture, woodland, open space and wildlife habitats.

10. The type and density of development should be matched as closely as possible with the natural constraints of the land to absorb development. Water quality, soils, slope and the presence of unique natural features are key factors.

The following presents a description of the major land use categories included in the Future Land Use Plan and Map.

1. **Special Protection Areas:** Certain areas within Paris warrant special protection due to the likelihood of degradation as the result of various land use and development activities. Land use activities within these areas require stricter regulations than in other locations.

   Ground Water/Sand and Gravel Aquifers: The public water supply is drawn from sand and gravel aquifers. These areas, because of the potential for degradation and/or contamination, require development or redevelopment to take safeguards to minimize the potential of degradation. The Well Protection Ordinance needs to be strictly administered and enforced. In addition the land use ordinances would be amended to contain generally accepted practices known to protect ground water resources.

   100-year Floodplains. These areas should prohibit structural development except in existing developed areas where flood protection measures contained in the Floodplain Management Ordinance should be enforced.

   W**etlands:** Open freshwater wetlands of 10 acres and more, as mapped by the United States Department of the Interior, and the areas within 250 feet of their upland edge that are identified as having high and moderate wildlife values would be designated as resource protection under shoreland zoning that prohibit most structure development. Areas within 250 feet of the upland edge of other freshwater wetlands of 10 acres and more and not identified as having high and moderate wildlife values would be designated limited recreational under shoreland zoning. Other wetlands, through standards contained in the land use ordinances, would be conserved to maintain their resource values and functions. Development in these areas should be regulated to protect wetlands values.

   Steep Slopes: Development, including new roads that would serve structures should avoid areas of two or more contiguous acres with sustained slopes of 15 % or greater. Standards in land use ordinances would be added that requires such development to take place away from these steep slopes or undertake engineering to minimize negative results from development on these slopes.

   Watersheds: Activities in watersheds can have a significant impact on water quality. This is particularly true in pond watersheds. Activities within the watersheds of Hall, Marshall and Mud Ponds require management to minimize water quality degradation. Development and redevelopment will be required to meet phosphorous export standards.

   Significant Wildlife Habitats: Wildlife, both game and non-game, are valued by residents of Paris. Suitable habitats are critical to their health and survival. Deer wintering areas, waterfowl habitat, riparian areas, travel corridors and large blocks of undeveloped land are critical habitats. These areas would be conserved through shoreland zoning and land use ordinance standards that conserve their resource values.

Scenic View Locations & Road Corridors: Scenic views and view locations help define the character of Paris and the region. Their permanent loss would alter community character. Development standards in land use ordinances will seek to minimize the impact of development on these locations.

For the purposes of the Growth Management Law Special Protection Areas may be located in both Growth and Rural Areas.

1. **Growth Area:** The Growth Area includes those locations that the majority of new growth including commercial and residential will be directed over the planning period (2007-2017). This area is served by public infrastructure, water, sewer and streets that are sufficient to serve the new growth. Land use ordinances will be revised to manage new development and redevelopment so that conflicts between incompatible land uses are minimized. These will include standards for commercial/industrial uses in and adjacent to residential locations. A wide mixture of land uses will be permitted including residential, multi-family, mobile home parks, public, and semi-public, commercial, industrial and institutional. Densities for residential uses in areas served by water and sewer would be a minimum of 10,000 square feet per dwelling unit. In areas not served by public water and sewer the density would be a minimum of 20,000 to 40,000 square feet depending on soil characteristic and the ability to place wells and septic systems. Lot requirements for non residential development would be based on the characteristics of the use and the amount of the lot covered by buildings, parking and outdoor storage. Such lot coverage would not exceed 75% of the lot.

For the purposes of the Growth Management Law the Growth is a Growth Area.

2. **Rural Area:** Paris contains areas of agricultural land and commercial forest land. These rural areas help define the character of Paris. These areas are not served by public water and sewer and roads are not as good as in other locations. Over the planning period (2007-2017) it is not expected that public infrastructure will be extended to these locations. For the planning period, these areas should be maintained primarily as rural and low density residential. Commercial uses related to agricultural, forestry and recreation products and home occupations are appropriate, as are public and semi-public uses. Residential subdivision development that occurs should be encouraged to be of cluster or open space design with the resulting open space permanently reserved as open space. Residential densities should not be less than one unit per a one acre lot with minimum street frontages of 150 feet. Frontage requirements would be waived for cluster development.

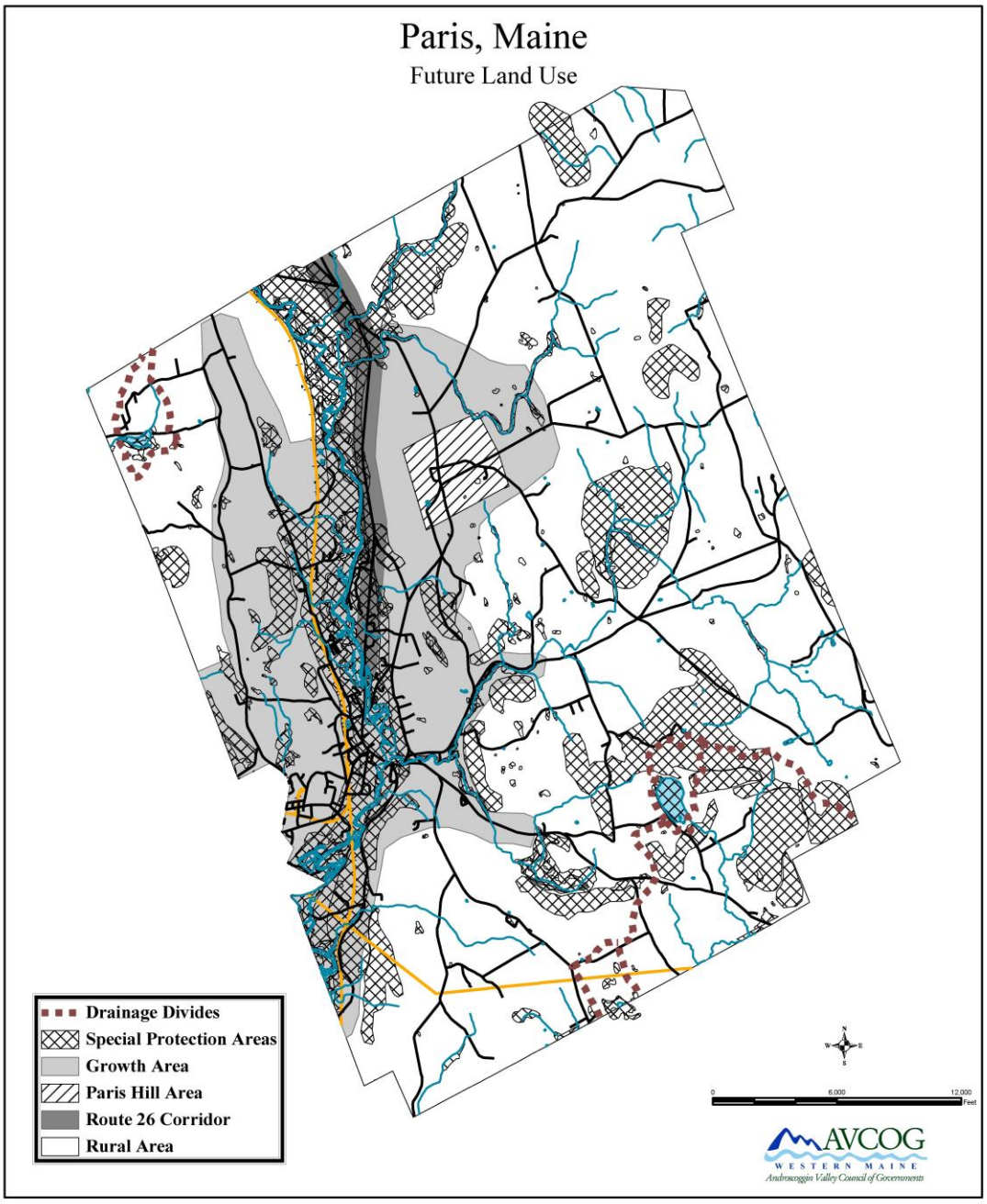
For the purposes of the Growth Management Law the Rural Area is a Rural Area.

3. **Paris Hill Historic Area:** This area is defined as the Paris Hill Historic District and a buffer area. It is the intent of the area to manage new development and redevelopment in such a manner as to maintain current land use and structural characteristics. Residential, public and semi public will be the primary uses in this area.

For the purposes of the Growth Management Law the Paris Hill Historic Area is a Growth Area

4. **Route 26 Corridor Area**: This area, approximately 500 feet deep along Route 26, is an important element of the future land use plan. Because of its major traffic carrying function, land use should not aggravate existing traffic conditions or create new traffic congestion. In addition, it serves as the primary gateway to the community. It is intended that new development be managed to avoid the detrimental effects of commercial strip development. Limiting the number of curb cuts per use is a primary technique as well as site review standards relating to signage, landscaping and building design.

For the purposes of the Growth Management Law the Route 26 Corridor Area is a Growth Area.


Paris, Maine
Future Land Use
Drainage Divides
Special Protection Areas
Growth Area
Paris Hill Area
Route 26 Corridor
Rural Area
0
6,000
12,000
Feet
AVCOG
WESTERN MAINE
Androscoggin Valley Council of Governments

PLANNING TOPIC

Regional Coordination

Overview

Paris shares several significant natural resources with adjacent and surrounding communities. It is recognized that to maintain the value of such natural resources, joint action and coordination is necessary. In addition to natural resources, other programs such as affordable housing, delivery of municipal services, and economic development may have inter-local approaches.

Based upon the inventory and analysis of the Comprehensive Plan, discussion with adjacent communities and policies contained in this Plan, the following regional issues are included in the Regional Coordination Program.

Surface Water Resources

- Little Androscoggin River

Ground Water Resources

- Sand and Gravel Aquifer
- Wellhead Protection Areas

Public Facilities Sources

- Transportation Corridors
- Recreation Facilities
- Shared Municipal Services/Education

Land Use/Development

- Affordable Housing Delivery
- Compatibility of land uses ordinances along municipal boundaries
- Economic Development

Town Goal

To develop and participate in regional programs to achieve common desires.

Policies

Maintain and seek improvements to the Little Androscoggin River's water quality.

Manage land use activities within the Norway wellhead protection area that is located in Paris.

With adjacent communities, develop strategies for aquifer and wellhead protection measures.

Seek improvements to the Route 26 corridor.

Assess the feasibility of sharing the acquisition, operation and maintenance of recreation facilities.

Assess the advantages of joint municipal service delivery.

Coordinate and/or work jointly with adjacent communities to provide affordable housing.

Coordinate with adjacent communities in land use district designations.

Participate with regional organizations and programs to retain existing businesses and attract appropriate new economic growth.

Strategies

Coordinate with other Little Androscoggin River corridor communities to assess ordinance provisions that impact water quality, including Low Impact Development Practices.

Responsibility/Time Frame Planning Board/Mid

Coordinate with the Town of Norway and the Norway Water District to determine if the Wellhead Protection Ordinance is in need of updating.

Responsibility/Time Frame Planning Board & Code Enforcement Officer/Short

Create an Aquifer Advisory Committee (AAC) with the Towns of Norway and Oxford. The role of ACC would be to provide input to development reviews that are proposed for the aquifer and wellhead areas.

Responsibility/Time Frame Selectmen/Mid

Participate in corridor planning for Route 26.

Responsibility/Time Frame Selectmen/Ongoing

Coordinate with neighboring communities to assess common recreation deficiencies and discuss the potential to expand and/or develop joint facilities.

Responsibility/Time Frame Recreation Department/Short & Ongoing

Investigate with the neighboring communities the types of personnel, specialized equipment and programs that could be shared.

Responsibility/Time Frame Selectmen & Town Manager/Ongoing

Assess the level of interest with neighboring communities and regional housing agencies to develop a multi-community affordable housing delivery system.

Responsibility/Time Frame Selectmen/Mid

Prior to any public hearing on a proposed land use ordinance or any amendments thereto that abuts or is in proximity to an adjacent town's border, the Planning Board should provide a copy of the proposed ordinance or amendments to the appropriate community and request their analysis of impacts if adopted.

Responsibility/Time Frame Planning Board/Ongoing

Support local and regional economic development and examine joint efforts to maintain and attract businesses.

Responsibility/Time Frame Selectmen & Economic Development Committee/Ongoing

PLANNING TOPIC

Capital Investment Plan

Introduction

Over the 10-year planning period public facilities and equipment will require replacement and upgrading. Capital investments as contained in the Capital Investment Plan are expenditures greater than **$25,000** that do not recur annually, have a useful life of greater than three years, and result in fixed assets. They include new or expanded physical facilities, rehabilitation or replacement of existing facilities, major pieces of equipment which are expensive and have a relatively long period of usefulness. Capital investments or improvements usually require the expenditure of public funds, town, state, federal or some combination thereof. Funding limitations will make it impossible to pay for or implement all needed major public improvements at any one time or even over a multi-year period.

Listed below are the significant capital investments which are expected over the next ten years identified during the comprehensive planning process. Individual items represent necessary equipment replacement/upgrading, facility improvements and investments necessitated by projected growth. The amounts of the identified expenditures may change after further study and town meeting action.

CAPITAL INVESTMENT NEEDS
2007-2017

ITEM	YEAR	PRIORITY	ESTIMATED COST	PROBABLE FUNDING SOURCE
Housing Rehabilitation		Medium	TBD	G
Main/Park Street Study	2009	High	$25,000	G
Water Access Sites		Low	TBD	RF/G
Storm Water Removal/Sewer System		High	TBD	RF/G
Elimination of Non Point and Point Discharges		Low	TBD	G
Scenic View Easements		Medium	TBD	D/G
Police Garage	2008-09	High	$60,000	CR
Gravel/Sand Screen	2009-10	Medium/High	$65,000	CR/LL
Sand Stacker	2009-10	Medium/High	$40,000	CR/LL
Street Sweeper	2009-10	Medium/Low	$125,000	CR/LL

ITEM	YEAR	PRIORITY	ESTIMATED COST	PROBABLE FUNDING SOURCE
Truck	2009-10	Medium	$50,000	CR/LL
Bucket Loader	2010-11	High	$125,000	CR/LL
Backhoe Loader	2011-12	High	$68,000	CR/LL
Dump Truck/Gear	2012-13	High	$100,000	CR/LL
Dump Truck/Gear	2013-14	High	$100,000	CR/LL
1 Ton Diesel 4x4 Chassis w/custom built box	2015-16	Low	$185,000	RF/LL/G
Chassis & Tank New (Fire)	2016-17	Low	$286,000	RF/LL/G

NOTES:

CR:	Current Revenues	UF:	User Fees	TBD:	To Be Determined
B:	Bonding	G:	Grants		
RF:	Reserve Funds	TP:	Time Phased		
LL:	Low Interest Loans	D:	Donations		

Capital Improvements Financing

Capital improvements, as they are prioritized and scheduled for implementation through a multi-year Capital Improvement Program, require a funding source or means of financing. A variety of techniques for financing capital improvements exist and are outlined below. State laws usually govern which techniques are authorized and how they are to be carried out.

CURRENT REVENUES (Pay-As-You-Go)- The most fundamental and simplest means of paying for capital improvements is on a pay-as-you-go basis: funding capital improvements from current revenues. This has the advantage of avoiding bonding and its interest costs. Its disadvantage is that large scale capital improvements may require a similarly large amount of money to finance them. That would create an inordinate tax burden for the implementation period and extreme fluctuations in the tax rate. Spreading these costs over a longer period reduces such sudden impacts and rate swings.

BONDING- Borrowing against future taxes (general obligation bonds) or future service charges or fees (revenue bonds) to finance long-term public improvements is widely practiced and makes good sense from the standpoint of "paying-as-you-use." Bonding evens out the tax impact over time and allows the municipality to obtain vital improvements earlier in time than current revenue or reserve fund arrangements would permit. As a general rule, no improvement or equipment should be bonded beyond its service life and, thus, violate the pay-as-you-use rule. The chief disadvantage of bonding is the payment of interest on the borrowed money. The fact that purchasers of municipal bonds are usually exempt from payment of taxes on interest received causes the interest rate on such bonds to fall below market rates.

RESERVE FUND- A reserve fund is analogous to a family savings account for a future big ticket purchase (car, appliance, etc.). Reserve funds are often used to replace equipment with a known service life whose cost and date of replacement are fairly accurately known and can be planned for. The full replacement cost thus becomes available at the time when replacement is

necessary without the necessity of bonding or suffering a sudden impact on the tax rate. Other advantages are that reserve funds may be invested to collect interest on their principal, thus reducing the tax revenue contribution required. Reserve funds, like bonding, even out the flow of revenues required for capital improvements.

TIME-PHASED PROJECTS -Some very large scale projects can be broken up into time-phased increments, and thus, paid for over a period of several years through annual bonding or pay-as-you-go arrangements. This, again, avoids sudden tax increases.

GRANTS AND COST SHARING- A number of state and federal grant-in-aid programs exist to share the cost of certain categorical public improvements. Full advantage should be taken of these cost-sharing programs to maximize the benefits to the community, recapture an equitable share of locally generated taxes and secure vitally needed public improvements. Cost sharing grant programs exist in a wide variety of areas such as highways and streets, water quality, sewers, energy co-generation, parks, community development, conservation, school construction and bike paths.

LOW-INTEREST LOANS- In some cases, the federal and state governments have developed special low-interest loan programs to support certain categories of public improvements. These should be investigated as possible funding mechanisms for capital improvements falling within those categories.

Capital Investment Plan Implementation

To implement the Capital Investment Plan, the Town of Paris should develop a formal Capital Improvement Program.

The Capital Improvement Program provides a mechanism for estimating capital requirements; scheduling all projects over a fixed period with appropriate planning and implementation; budgeting high-priority projects and developing a project revenue policy for proposed improvements; coordinating the activities of various departments in meeting project schedules; monitoring and evaluating the progress of capital projects; and informing the public of projected capital improvements.

In its most basic form, the Capital Improvement Program is no more than a schedule listing capital improvements, in order of priority, together with cost estimates and the proposed method of financing. Each year, the Capital Improvement Program should be reviewed and updated to reflect changing community priorities, unexpected emergencies or events, unique opportunities, cost changes or alternate financing strategies. The Capital Improvement Program consists of three elements:

a) inventory and facility maintenance plan;
b) capital improvements budget (first year); and
c) long-term CIP (5 years).

PARIS
COMPREHENSIVE PLAN
SECTION II

INVENTORY & ANALYSIS

PARIS COMPREHENSIVE PLAN
SECTION II-INVENTORY & ANALYSIS

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INTRODUCTION

The comprehensive planning process needs to be based on an accurate and comprehensive understanding of the community. In planning terms, the "community" means its people, infrastructure, services, and natural features. To provide that factual informational base, the Comprehensive Plan Committee, with assistance from Androscoggin Valley Council of Governments, collected, organized, and analyzed information about Paris. Areas considered in the inventory and analysis elements related to population, economy, housing, transportation, natural resources, historic, cultural, and, archaeological resources, land use and development patterns, outdoor recreation, public facilities, and fiscal capacity.

The information to prepare the inventory and analysis came from a number of sources. Individual committee members collected information only available in Paris. Such information included scenic locations, outdoor recreation facilities and recent development trends. Other information came from state and federal sources. State agencies provided information on the location of wildlife habitat, traffic volumes, traffic accidents and lake and pond phosphorous loads. Most of the characteristics about population were from the 1990 and 2000 Censuses.

The inventory and analysis also made several forecasts for the 10-year planning period. These included year-round population growth and year-round housing demand. Such forecasts were based on past trends and acceptable forecasting techniques.

The inventory and analysis is intended to be a snapshot of Paris based on the best information available in 2005-06. Communities are dynamic places and thus the inventory and analysis may not reflect all community characteristics at the time of the adoption of the plan or five years from adoption. However, it presented a reliable picture of Paris and provided the necessary direction for the Comprehensive Plan Committee to identify issues and implications and formulate town goals and recommendations.

ARCHEOLOGICAL, HISTORICAL AND CULTURAL RESOURCES

Findings and Implications

- **The Town of Paris has a rich history dating back to the late 1700's.**
- **Paris Hill is a Historic District listed on the National Register of Historic Places but it does not offer the village any level of protection from incompatible development unless undertaken with State or Federal funds.**
- **There are more than 60 rural homes and/or home sites which are considered to be important to the early history of Paris.**

Historic Background

The Town of Paris was first settled in December, 1779 by Lemuel Jackson Jr. and his son-in law, Deacon John Willis. By 1792, the town had grown in population to between 300 and 400 individuals. A request for incorporation was granted by the Great and General Court of Massachusetts in 1793 and the Town of Paris was formed. The first settlers engaged in agriculture, and soon developed businesses based upon the regions abundant forest resources and water power from the Little Androscoggin River and Stony Brook.

The earliest village was situated on top of Paris Hill (originally called Jackson's Hill) and is a Historic District listed on the National Register of Historic Places. Although such designation carries with it a degree of prestige, it does not offer the village any level of protection from incompatible development unless undertaken with State or Federal funds. The village has been home to four Maine Governors, three Speakers of the Maine House, three Presidents of the Maine Senate, twelve United States Representatives, and two United States Senators. In addition, the village was home to Hannibal Hamlin, who served as Vice President during the first term of Abraham Lincoln. The architecture of the village is a unique, monumental, and timeless example of an early New England Village.

Paris is blessed with two very active historical societies. The Paris Hill Historical Society is engaged in the research and preservation of the history and buildings of the original village. It was this group that was instrumental in gaining national recognition of Paris Hill as a National Historic Site. The Paris Cape Historical Society has been active in the research and preservation of the town's history, concentrating primarily on South Paris.

One very interesting activity of this society has been the preservation of our history through an Oral History Project which taped the memories of some of our older residents. Both historical groups maintain museums full of artifacts surrounding our past. The Paris Hill Historical Society Museum is located on Tremont Street in the Paris Hill Village. The Paris Cape

Historical Society Museum is located on High Street in South Paris. In addition, the Hamlin Memorial Library and Museum, located in the old jail on Paris Hill, has a fine collection of artifacts associated with the early days in Paris Hill Village. Additionally, the Paris Hill Community Club has some interesting early flags and other items.

Paris Hill Village

Paris Hill Village is one of four nationally recognized historic districts in Oxford County. The village contains some 70 historic homes, buildings, and sites. Eighty-one percent of the buildings were built in the nineteenth century or earlier, and many are of fine architectural quality (Federal and Greek Revival). The map of Paris Hill Village (refer to Appendix B) shows the location of historic sites with a corresponding table (refer to Appendix C) providing site identification numbers, parcel numbers, and property descriptions. Of particular historic interest are the following buildings:

The Lemuel Jackson House built in 1789, #18 on the 1976 map.
The original Oxford County Courthouse #43 (built in 1814), Records Office #50 (built in 1826), and Jail (built in 1822), #45 on the map. This is now the location of the Hamlin Memorial Library and Museum
The Cyrus Hamlin House, #46 on the map, also the home of Hannibal Hamlin
The Baptist Church built in 1838, #10 on the map
The office of the Oxford County Democrat newspaper which published on Paris Hill from 1833 to 1895, #7 on the map.
The Albion K. Parris Law Office, #27a, built in 1809.

On occasion, many of the historic homes and gardens of Paris Hill Village are opened to the public for their viewing. Each summer, Founders Day is observed with food, antiques, and crafts on the common. This day also provides the opportunity to view the classic antique car collection belonging to Mr. and Mrs. Robert Bahre. The proceeds from Founders Day are used to support the Hamlin Memorial Library and Museum. Paris Hill's elevated setting, overlooking surrounding fields to the backdrop of the White Mountains, plus the extraordinary number of early houses that remain, give the village a most unusual quality, seldom found in Maine or nationally.

Historic Homes

There are more than 69 rural homes and 74 South Paris homes and business sites which are considered to be important to the early history of Paris. The majority of the homes are standing today and give a vivid picture of what rural life was like in the early days of Paris. Several home sites have been lost to fire or development. Due to the lack of water power, Paris Hill Village was not viable to support significant industry or manufacturing. For this reason, there was a major shift of the town's center to the convergence of Stony Brook and the Little Androscoggin River. It was in this area to the south of Paris Hill that the town continued to flourish. In 1783/1784, the first sawmill and gristmill were built along Stony Brook. In 1895, the County Seat was transferred from Paris Hill to the new center of Paris.

A few notable remnants of our early history include:

1. The original railroad station located on Main Street
2. The Gothic House located on High Street
3. The Masonic Block located at Market Square
4. The Oxford County Courthouse located on Western Avenue
5. The McLaughlin House and Garden which has recently been listed on the National Register of Historic Places
6. The George King House 1817

Other Historic Sites

Other points of historical significance in our town include are one room schoolhouses, sites of business and industry, mining operations, and ancient Indian trails and lookout points. In addition, other historical sites needing to be preserved include the Robinson-Parsons farm (National Register) on Parsons Road, The Elisha F. Stone house (National Register) on Gothic Street, the Paris Public Library (National Register) on Main Street, and the Hersey Plow Company Building (National Register) on Hill Street.

Cemeteries

There are 28 cemeteries, tombs, or individual graves scattered throughout the Town of Paris. These areas provide a rich source of data to the historian interested in expanding upon our towns past.

Archaeological Resources

Archeological resources are physical remains of the past, most commonly buried in the ground or very difficult to see on the surface. Archeological sites are defined as prehistoric or historic. Prehistoric sites are those areas where remains are found that were deposited thousands of years before written records began in the United States. These sites are the only source of information about prehistory. More recent archaeological sites are those sites which occurred after written records began. In Maine, archaeological sites are most commonly found within 25 yards of an existing or former shoreline and former and early roads.

The Maine Historic Preservation Commission reports no known prehistoric archaeological sites in Paris. They report the entire Little Androscoggin River valley to be extremely sensitive for prehistoric sites and potential Indian trails should be surveyed. There are no known historic archaeological sites. Future fieldwork could focus on sites relating to the earliest European settlement of the town beginning in the late 18th century.

POPULATION CHARACTERISTICS

Findings and Conclusions

- **From 2000 to 2004 Paris has had an increase in population of 200 or 4%.**
- **The largest population group in Paris is between the ages of 18 to 44 at 35%, followed by the ages of 45 to 64 at 23%.**
- **Compared to Oxford County, Paris has a slightly higher percentage of people seeking or having higher education.**
- **The sales and production sectors employ a large percentage (42%) of residents.**
- **Population is projected to reach approximately 5,400 by the year 2017.**

Introduction

Population trends and forecasts provide for the foundation for understanding the anticipated growth that will occur over the next 10-year planning period. By examining population characteristics, trends and forecasts, Paris can plan for future demands on community services as the result of population change.

Population Trends

U.S. Census data show that Paris has had slow growth over the past three decades, and experienced less growth from 1990 to 2000 than it had from 1980 to 1990. The surrounding rural communities of Buckfield and Hebron are growing faster than Paris, Norway, and Oxford. Looking at the most recent population trends from 2000 to 2004 Paris has had an increase in population of 4% which shows a greater population growth than Norway, Oxford, Sumner, and West Paris, which can be attributed to in-migration.

	1980	1990	2000	1980-1990 Percent Change	1990-2000 Percent Change
Paris	**4,168**	**4,492**	**4,793**	**7.8**	**6.7**
Buckfield	1,333	1,566	1,723	17.5	10.0
Hebron	665	878	1,053	32.0	19.9
Norway	4,042	4,754	4,611	17.6	-3.0
Oxford	3,143	3,705	3,960	17.9	6.9
Sumner	613	761	854	24.1	12.2
West Paris	1,390	1,514	1,722	8.9	13.7
Oxford County	48,968	52,602	54,755	7.4	4.1

Source: U.S. Census 1980, 1990, 2000

	2000	2004	Numerical Change	Percent Change
Paris	**4,793**	**4,994**	**201**	**4.2**
Buckfield	1,723	1,869	146	8.5
Hebron	1,053	1,116	63	6.0
Norway	4,611	4,791	180	3.9
Oxford	3,960	3,978	18	0.5
Sumner	854	856	2	0.2
West Paris	1,722	1,723	1	
Oxford County	54,755	56,614	1,859	3.4

Source: http://www.maine.gov/spo/

From 1990 to 2000 the town of Paris had a negative natural increase (births vs. deaths). From zero growth in 1993 the natural increase for Paris has fluctuated within negative numbers. Oxford County as a whole had a small natural increase with several years of negative natural increase. Natural increase within Paris from 1990-2000 indicates an older population and small family size.

	Paris			Oxford County		
Year	**Births**	**Deaths**	**Natural Increase**	**Births**	**Deaths**	**Natural Increase**
1990	83	59	24	758	537	221
1991	53	48	5	660	540	120
1992	51	56	-5	674	494	180
1993	58	58	0	596	537	59
1994	43	63	-20	577	576	1
1995	42	60	-18	557	554	3
1996	51	90	-39	552	607	-55
1997	56	71	-15	576	575	1
1998	49	76	-27	555	593	-38
1999	46	83	-37	538	601	-63
2000	57	75	-18	517	558	-41
Total	589	739	-150	6,560	6,172	388

Source: Office of Vital Records

Births and Deaths 2000-2004			
	Paris		
Year	Births	Deaths	Natural Increase
*2000	54	85	-31
*2001	44	74	-30
*2002	52	83	-31
*2003	57	70	-13
**2004	57	54	3

Source: Town of Paris
*As of June 30
**As of July 1, 2003-June 30, 2004

Seasonal Population

Seasonal population is a measure of the number of people in a community who are not year round residents. This includes individuals staying for extended periods in second homes, persons staying in transient accommodations such as motels and bed and breakfasts. To estimate seasonal population in Paris two factors were considered; the number of seasonal residences/second homes and transient accommodations. In 2000 the Census reported 60 seasonal homes and three of the five lodging businesses in Paris could accommodate at least 80 people. Based on this information, seasonal population could reach 300. Seasonal population is not a significant factor in the town=s overall population characteristics and will not be in the 10-year planning period.

Age Distribution

Based on the 2000 census, the largest population group in Paris is between the ages of 18 to 44 at 35%, followed by the ages of 45 to 64 at 23%. Compared to Oxford County as a whole their largest population group was between the ages of 18 to 44 in 2000 following a similar trend to Paris. Overall, in Paris and Oxford County there is an evident decrease in the number of school age children, and an increase in the population over 45.The growth within the aging population of ages 65 or more may be explained by the veteran population and/or the high number of elderly housing and nursing homes that are available.

Population Distribution by Age 2000-2006											
	Paris										
Year	Less than 5	% of Pop.	Ages 5-17	% of Pop.	Ages 18-44	% of Pop.	Ages 45-64	% of pop.	Ages 65+	% of Pop.	Total
2000	251	5	784	16	1,683	35	1,110	23	963	20	4,793
2003	241	5	744	15	1,690	34	1,258	26	989	20	4,922
2006	244	5	708	14	1,680	33	1,397	28	1,024	20	5,052
	Oxford County										
Year	Less than 5	% of Pop.	Ages 5-17	% of Pop.	Ages 18-44	% of Pop.	Ages 45-64	% of Pop.	Ages 65+	% of Pop.	Total
2000	2,836	5	10,127	19	18,465	34	13,847	26	8,839	16	54,100
2003	2,707	5	9,679	18	18,439	33	15,502	28	8,965	16	55,288
2006	2,727	5	9,276	16	18,247	32	17,043	30	9,200	16	56,475

Source: http://www.maine.gov/spo/

Educational Attainment

Paris is comparative to Oxford County=s overall educational trends. There is a higher percentage of people in Paris that have obtained a college degree than in Oxford County as a whole. Overall, the percentage of difference in educational attainment is not significant between Paris and Oxford County. There is also no significant difference in educational attainment compared at the State level.

Educational Attainment 2000 (persons 25 years and older)						
	Paris		Oxford County		Maine	
	Number	Percent	Number	Percent	Number	Percent
Less than 9th grade	262	7.8	2,185	5.8	47,183	5.4
9th to 12th grades no diploma	399	11.8	4,508	11.9	80,105	9.2
High School Graduate or Equivalency	1,364	40.4	16,317	43.0	314,600	36.2
Some College, no degree	600	17.8	6,705	17.7	165,111	19.0
College Degree	753	22.3	8,214	21.6	262,894	30.1
Total persons 25 years & older	3,378	100.0	37,929	100.0	869,893	100.0

Source:http://factfinder.census.gov/

2000 Paris Population Educational Attainment by Age Group					
	18-24	25-34	35-44	45-64	65+
less than 9th grade	4	10	6	58	188
9-12th, no diploma	88	71	84	61	183
High School graduate or equivalency	148	243	276	462	383
Some College, no degree	126	89	183	229	99
College Degree	14	168	166	324	95
Total	380	581	715	1,134	948

Source: http://factfinder.census.gov/

The 65 and older age group born in 1941 or earlier have the highest occurrence of people not completing a high school education. Consideration of these numbers can be explained through historic circumstances such as the depression era or the world wars. The 45-64 age group born between 1942-1961 is part of the baby boomer generation which explains the greatest population numbers. Paris=s population has high numbers of baby boomers that have obtained post high school degrees.

Occupation of Residents

Nearly 73% of residents fall under non-management, professional, and related occupations. The sales and production sectors employ a large percentage (42%) of residents. Paris indicates an overall similar trend compared to Oxford County as a whole.

Employment by Occupation 2000				
	Paris		Oxford County	
Occupation	# of workers	% of Total Employed Labor Force	# of workers	% of Total Employed Labor Force
Management, professional, and related occupations	626	27.1	6,835	26.6
Service occupations	426	18.4	4,509	17.6
Sales and office occupations	487	21.1	5,459	21.3
Farming, fishing, and forestry occupations	10	0.4	403	1.6
Construction, extraction, and maintenance occupations	270	11.7	3,323	12.9
Production, transportation, and material moving occupations	491	21.3	5,157	20.1
Employed civilian population 16 years and over	2,310	100.0	25,686	100.0

Source: http://factfinder.census.gov/

Income

The median household income for Paris is similar to Oxford County, being only slightly higher. Compared to the surrounding communities Paris has a greater median household income compared to Norway and West Paris. Hebron indicates the highest median household income followed by Buckfield and Oxford.

Median Household Income 2000	
Paris	$33,625
Buckfield	$36,821
Hebron	$45,417
Norway	$28,497
Oxford	$36,670
West Paris	$30,000
Oxford County	$33,435

Source: http://factfinder.census.gov/

Paris has the same trend as Oxford County in having the greatest percentage of household income distribution between $35,000 and $49,000, followed by $50,000-$74,999 and $15,000-$24,999. Paris has the greatest distribution of households with $35,000 to $49,999 at 21% followed by 21% between $15,000 and $24,999 and 17% between $50,000 and $74,999. Further inventory and analysis will be discussed in the upcoming housing chapter.

Distribution of Households by Income 2000			
Paris	**Count of Households**	**Percent of Households**	**Oxford County % of Households**
Less than $10,000	207	10.4	10.9
$10,000 to $14,999	204	10.3	8.4
$15,000 to $24,999	411	20.7	17
$25,000 to $34,999	222	11.2	15.6
$35,000 to $49,999	420	21.1	19
$50,000 to $74,999	331	16.6	17.8
$75,000 to $99,999	126	6.3	7.0
$100,000 to $149,000	43	2.2	2.9
$150,000 to $199,999	18	0.9	0.6
$200,000 or more	7	0.4	0.7
Total Households	1,989	100	x

Source: http://factfinder.census.gov/

Population Projections

Anticipating population change is an integral part of the comprehensive planning process. Depending on future population characteristics, various community needs and facilities can be identified as well as providing an indication of future housing demand. It should be understood, however, that predicting population with great accuracy at the single community level is difficult.

Year-round population change is the result of two primary factors, natural increase and migration. Natural increase is derived from the number of births minus the number of deaths over a specific period. Migration is the number of persons moving into or out of a community over a period of time.

Population projections for Paris indicate a 2017 population of approximately 5,400. This represents a 13% increase, which may be caused by migration. Based on the estimated population distribution for Paris by 2017 the greatest age group will still be within ages 18 to 44 at 31% followed by ages 45 to 64 at 29%. Based on estimation there will be an increase in the aging population with an increase of ages 65 or more from 20% in 2000 to 24% in 2017. Estimates for Oxford County in 2017 indicate a different trend than Paris with a greater population grouping from ages 45 to 64, followed by ages 18 to 44.

Population Distribution by Age 2006-2017											
Paris											
Year	**Less than 5**	**% of pop.**	**Ages 5-17**	**% of Pop.**	**Ages 18-44**	**% of Pop.**	**Ages 45-64**	**% of Pop.**	**Ages 65+**	**% of Pop.**	**Total**
2006	244	5	708	14	1,680	33	1,397	28	1,024	20	5,052
2009	252	5	671	13	1,668	32	1,489	29	1,083	21	5,160
2012	260	5	654	12	1,660	32	1,533	29	1,158	22	5,262
2015	263	5	656	12	1,646	31	1,528	29	1,261	24	5,352
2017	260	5	662	12	1,637	31	1,516	29	1,331	24	5,403
	Oxford County										
Year	**Less than 5**	**% of Pop.**	**Ages 5-17**	**% of Pop.**	**Ages 18-44**	**% of Pop.**	**Ages 45-64**	**% of Pop.**	**Ages 65+**	**% of Pop.**	**Total**
2000	2,836	5	10,127	19	18,465	34	13,847	26	8,839	16	54,100
2003	2,707	5	9,679	18	18,439	33	15,502	28	8,965	16	55,288
2006	2,727	5	9,276	16	18,247	32	17,043	30	9,200	16	56,475
2009	2,803	5	8,868	15	18,023	31	18,042	31	9,703	17	57,408
2012	2,889	5	8,674	15	17,845	31	18,503	32	10,384	18	58,259
2015	2,899	5	8,699	15	17,617	30	18,414	31	11,377	19	58,973
2017	2,868	5	8,752	15	17,466	29	18,252	31	12,037	20	59,344

Source: http://www.maine.gov/spo/

Population Projections 2017				
	2000	**2017**	**2000-2017 # Change**	**2000-2017 Percent Change**
Paris	4,793	5,403	610	12.7
Buckfield	1,723	2,145	422	24.5
Hebron	1,053	1,417	364	34.6
Norway	4,611	5,161	550	11.9
Oxford	3,960	5,066	1,106	27.9
West Paris	1,722	2,064	342	19.9

Source: http://www.maine.gov/spo/

HOUSING/AFFORDABLE HOUSING

Findings and Conclusions

- **The number of total housing units in Paris between 1990 and 2000 increased by 197 or 10%.**
- **During the first half of the 2000-2010 decade, there were 179 new housing starts.**
- **There is an unmet need for low and moderate income housing opportunities.**
- **There will be a demand for 200 new housing units over the 10 year planning period (2007-2017).**

Introduction

Local housing characteristics are an essential part of a comprehensive plan. An understanding of housing supply, trends, availability, conditions, and affordability is important in the overall planning process.

Thirty percent of the dwelling units in Paris were constructed before 1940 as primarily owner occupied single family structures. High density residential areas and well designed neighborhoods are around the village areas of South, and North Paris, and Paris Hill. This design reflects Paris=s early industrial/commercial growth as well as the presence of the Grand Trunk Railroad. Housing issues during the planning period will include location, structural conditions, affordability and type.

Housing Trends

According to the 2000 U.S. Census, the number of total housing units in Paris between 1990 and 2000 increased by 197 or 10%. This rate of growth was fairly similar to that of the surrounding communities except for being well below Hebron and well above Norway.

New housing starts between 2000 and 2005 nearly matched the rate of housing growth from what had occurred between the 1990 and 2000 Census. During the first half of the 2000-2010 decade, there were 179 new housing starts, only about 20 less than occurred in the 10 years between 1990 and 2000. This level of housing starts can be attributed, in part, to historically low interest rates, land availability, affordability, movement out of larger cities, and the attractiveness of Paris.

Number of Housing Units 1990-2000				
	1990	**2000**	**# Change 1990-2000**	**Percent Change**
Paris	**1,945**	**2,142**	**197**	**10.1%**
Buckfield	681	715	34	5.0%
Hebron	333	410	77	23.1%
Norway	2,440	2,551	111	4.6%
Oxford	1,781	1,926	145	8.1%
Sumner	425	488	63	14.8%
West Paris	619	720	101	16.3%
Oxford County	29,698	32,295	2,597	8.7%

Source: U.S. Census 1990, 2000

Paris Housing Starts			
Year	**Homes**	**Mobile Homes**	**Total**
2000/01	10	6	16
2001/02	14	12	26
2002/03	34	7	41
2003/04	31	13	44
2004/05	44	8	52
Total	**133**	**46**	**179**

Source: Town of Paris, 2006

Type of Dwelling Unit

Nearly 60% of the total dwelling units in Paris are single family structures. Dwellings in multi-family structures approach 25% of the total dwelling units. Manufactured homes/mobile homes comprised 16% of the total housing stock.

The higher percentage of multi-family dwellings reflects early industrial development and more recently assisted multi-family housing development. Between 1990 and 2000 there was an increase of 103 single family homes, 62 mobile/manufactured homes and a loss of 21 multi-family units.

While seasonal or second homes are an important component of Oxford County=s housing mix, the same is not true in Paris. The 2000 Census reported only 60 units held for seasonal use.

Distribution of Housing Units by Type 2000				
	Paris		Oxford County	
	Number	Percent	Number	Percent
Total	2,142		32,295	
Single-family	1,268	59.2%	23,481	72.7%
Multi-family	520	24.3%	4,688	14.5%
Mobile home	343	16.0%	4,009	12.4%
Vacant, seasonal, & recreational units	167	7.8%	18,145	55.4%
Owner Occupied	1,330	67.3%	17,172	53.2%
Renter Occupied	645	32.7%	5,142	15.9%

Source: U.S. Census 2000

Owner/Renter Patterns

In 2000 the majority of occupied dwelling units (67.3%) in Paris were owner occupied. The remainder of occupied dwelling units (32.7%) in Paris were renter occupied.

Average Household Size

The number of persons per dwelling unit decreased slightly between 1990 and 2000 from 2.47 to 2.31. This reflects the trend of smaller household size in all surrounding communities.

Average Persons Per Dwelling Unit			
	1990	2000	% Change 90-00
Paris	2.47	2.31	-0.06%
Buckfield	3.03	2.58	-0.15 %
Hebron	2.90	2.71	-0.07%
Norway	2.34	2.29	-0.02 %
Oxford	2.84	2.66	-0.06 %
West Paris	2.58	2.50	-0.03 %
Oxford County	2.58	2.42	-0.06 %

Source: U.S. Census 1990, 2000

Vacancy Rates

While vacancy rates fluctuate based on housing demand and economic conditions, vacant housing units are needed to provide housing opportunities within a community. Based on the 1990 Census, Paris had a rental vacancy rate of 8.8 percent and a homeowner vacancy of 1.8%. The 2000 Census for Paris indicated 7.6% rental vacancy rate and 1.0% homeowner vacancy.

Since the time of the 1990 Census, vacancy rates for rentals and homeowners have decreased slightly. This reduction in numbers may indicate a need for availability of adequate unit vacancy.

Housing Conditions

The condition of a town's housing stock is an indicator of its economic vitality and importance to the perception of community character. Analysis of Census information, questionnaires, and physical inspections are all methods used to assess housing conditions. Each method has its advantages and disadvantages with physical inspection of each housing unit being the best.

The age of the town's housing stock is one indicator of housing conditions. General assumptions can be made that the older the structure, the more likely it is to have structural, electrical, or insulation deficiencies. Half of Paris=s housing stock (50.7%) was built before 1970 with 30.0% having been constructed in 1939 or earlier; some of these may require upgrades. For assessing purposes in 2006 there were 15 residential structures in poor condition and 74 in fair condition.

Age of Housing Stock/Year Structure Built 2000				
	Paris		Oxford County	
	Number	Percent	Number	Percent
1999- March 2000	19	0.9%	817	2.5%
1995-1998	183	8.5%	1,918	5.9%
1990-1994	193	9.0%	2,448	7.6%
1980-1989	269	12.6%	5,346	16.6%
1970-1979	391	18.3%	4,838	15.0%
1960-1969	198	9.2%	2,686	8.3%
1940-1959	247	11.5%	4,403	13.6%
1939 or earlier	642	30.0%	9,839	30.5%
Total	2,142	100.0%	32,295	100.0%

Source: U.S. Census 2000

Housing Assistance Programs

Information provided by the Maine State Housing Authority identifies 289 federally-assisted housing units in Paris. This number represents approximately 14% of all housing units. In 2002 the Maine State Housing Authority estimated a need for 12 additional assisted units. There is no plan to meet the need for additional assisted living units.

Federally Assisted Housing Development (As of June 03, 2003)					
	Units Assisted	**Family**	**Family Assisted**	**Elderly**	**Elderly Assisted**
Sponsor					
HUD	6	0	0	0	0
HUD/MSHA	18	8	8	10	10
HUD/MSHA/RD	64	0	0	64	64
MSHA	72	64	64	0	0
RD	129	34	16	100	100
Total Units	289	106	88	174	174

HUD=Housing and Urban Development
MSHA=Maine State Housing Authority
RD=Rural Development
Source: Maine State Housing Authority

Affordability of Housing

Essential to community growth and development is the availability of affordable housing, both renter and owner-occupied. The 2000 Census provides information relating to gross rent paid for renter occupied dwelling units.

The majority of Paris resident=s (38.5%) paid less than $500 per month for rent; which may reflect in part the number of assisted housing units. In Oxford County, 36.6% of the residents paid less than $500. In 2000, Paris=s housing rental prices were comparable to that of Oxford County.

Gross Rent Specified Renter Occupied Housing Units 2000				
	Paris # Units	**Paris % Total**	**Oxford County # Units**	**Oxford County % Total**
Less than $299	182	28.9%	1,776	35.9%
$300-$499	243	38.5%	1,810	36.6%
$500-$749	184	29.2%	1,079	21.8%
More than $750	22	3.5%	280	5.7%
Total	631	100.1%	4,945	100.0%

Source: U.S. Census 2000

One bedroom rental rates in Paris have largely remained in the less than $500 per month range since the early 2000s. The median home price was $73,300 in 2000. The annual number of homes sold remained constant over the five-year period from 1998-2002 with the exception of a spike in sales in 2000. Between 1998 and 2002 the median sale price increased by 18%. It is expected that and even greater percent increase in sale prices occurred between 2002 and 2005.

Median Home Price (Dollars)			
	Paris	Oxford County	Maine
2005	$129,450	$129,900	$184,000

Source: Maine State Housing Authority; U.S. Census 2000

Median Home Sale Prices Paris 1998-2005		
Year	**Median Price**	**# of Sales**
1998	$73,500	39
1999	$70,250	32
2000	$73,700	50
2001	$83,200	33
2002	$86,950	38
2003	$98,500	
2004	$122,000	
2005	$129,450	

Source: Maine State Housing Authority

The United States Department of Housing and Urban Development (HUD) has established guidelines for computing general income guidelines for determining housing affordability. The income levels which are a primary concern with respect to affordability are moderate, low, and very low. These are 150%, 80%, and 50% of median household income respectively. In 2000, the median household income in Paris was $33,625. As shown in the table below, a household that earned no more than $15,047 would be considered as a very low income household, no more than $24,074 a low income household and no more than $45,140 a moderate income household.

Moderate, Low-Income, and Very Low-Income Households As A Proportion of Total Households Paris, 2002		
Household Income Level	**Income Amount**	**Approximate Percentage of Total Households**
Moderate	$45,140	68.3%
Low	$24,074	39.4%
Very Low	$15,047	21.6%

Source: Maine State Housing Authority

Affordability of Housing in Paris						
Year	**Index**	**Paris Median Income**	**Norway/Paris Housing Market Median Income**	**Median Home**	**Median Income Can Afford**	**Income Needed**
2000	1.24	$33,625		$73,700	$91,024	$27,225
2001	1.19	$36,204		$83,200	$98,934	$30,446
2002	1.07	$33,314	$38,805	$86,950	$93,271	$31,056
2003	1.05	$35,667		$98,500	$103,372	$33,986
2004	0.87	$36,622		$122,000	$106,284	$42,037
2005	0.86	$37,708		$129,450	$111,818	$43,654

Source: Maine State Housing Authority

Based upon an income index of over one for affordability, affordable housing opportunities exist in Paris. However, the affordability index in the preceding table indicates that affordability of housing is declining along with the median income while the median home price is increasing. Since the gap between median income and necessary income has lessened the available housing stock that will meet affordability may be expected to have problems such as electrical and/or insulation upgrading.

Those knowledgeable in the current housing market in Paris have said that there is a market for homes under $175,000, and new 26x42= ranch type homes are in the $140,000 price range. There is also an unmet need for low and moderate income housing opportunities.

Paris data indicate a declining median income, and an increasing median home price, raising affordability issues.

Future Housing Demand

Future population and the characteristics of the existing housing stock are major factors in identifying future housing demands. Adequate housing is very important in supporting economic growth. This element of the comprehensive plan identifies the need for additional housing over the next ten years. As with any forecast, unforeseen influences can greatly impact its validity.

Paris' housing trends indicate a continuation in housing growth. Most of the housing stock is being purchased as single family owner-occupied dwellings. Although Paris has a relatively low housing vacancy rate, the fact that new housing starts are available indicates no substantial need for housing.

The State Planning Office has developed a forecast of a demand for approximately 2,300 dwelling units in Paris in 2017. Based on information from the 2000 Census and housing starts from 2000 through 2005 there are more than the 2,300 dwelling units today. Based on housing start trends over the past six years and the assumption that housing starts will slow over the next 10 years the plan projects that there will be a demand for 200 new housing units over the planning period.

ECONOMY

Findings and Conclusions

- **Paris has been designated one of Maine=s 63 Regional Service Centers**.
- **The regional economy has changed from goods producing to service providing.**
- **Since 2000, Paris= labor force has increased by 5.4%**
- **In 2005 there were retail sales in excess of $49,331,000 in Paris.**

Regional Economy

The Norway/Paris Labor Market Area (LMA) was redefined based on the 2000 census to the Bridgton-Paris LMA. For purposes of looking at the non-farm wage and salary employment the data is still presented as the Norway-Paris LMA as previously defined. Unemployment information however, is reported for the Bridgton-Paris LMA (see below for definition of the LMA).

The Oxford Hills area saw tremendous growth and transformation from a natural resource-based economy to a growing regional retail center and extended housing market for the Greater Portland area in the 1980s. Incomes rose more slowly in this LMA than elsewhere in the region, because economic growth and diversification did not change the predominately low wage scales. This LMA also lost an extremely high percentage of manufacturing jobs through the 1980s, and 1990s. The table below reports the employment by industry sector breakdown for the Norway/Paris LMA in 2003.

* Total employment in the LMA was 8,210 down about .37% from 8,240 in 2001, 20% were goods producing jobs, 62% service providing jobs and 18% government jobs.
* Manufacturing accounts for 13% of jobs.
* Retail trade made up 16% of all service producing jobs in the LMA.
* Transportation and utilities make up 19% of service jobs, education and health services 19%, information jobs 11%, leisure and hospitality 6%, professional and business services 6% and finance, insurance and real estate 4%. (*totals do not equal 100% because some categories are subcategories of a larger sector)

Norway-Paris LMA Non-Farm Wage & Salary Employment				
	2001	**2002**	**2003**	**% Change 01-03**
Total All Industries	**8,240**	**8,070**	**8,210**	-0.37%
Goods Producing	**1,960**	**1,710**	**1,650**	**-18.79%**
Construction	620	570	590	-5.08%
Manufacturing	1,320	1,110	1,040	-26.92%
Service Providing	**4,850**	**4,940**	**5,120**	**5.27%**
Transportation/Utilities	1,550	1500	1,550	0.00%
- Wholesale Trade	50	60	50	0.00%
- Retail Trade	1,270	1,220	1,290	1.55%
Information	160	170	180	11.11%
Finance, Insurance, Real Estate	300	290	300	0.00%
Professional and Business	440	510	490	10.20%
Education and Health Services	1,380	1,440	1,540	10.39%
Leisure and Hospitality	530	510	520	-1.92%
Government	**1,430**	**1,420**	**1,440**	**0.69%**

The Bridgton-Paris LMA includes the communities of Bridgton, Harrison, Norway, Otisfield, Oxford, Paris, So. Oxford Unorganized, Stoneham, Waterford, and West Paris. Although the Bridgton-Paris LMA unemployment rate follows the same general trends of the State of Maine the Bridgton-Paris unemployment rate was significantly above the state=s rate for most months from January 2004 to March 2005. The unemployment rate was highest in February 2004 at 7% and was lowest in October 2004 at 5%. From January 2004 to March 2005 the unemployment rate was 1% or higher than the state=s rate in 9 of the 15 months. As of March 2005 the Bridgton-Paris rate was 6.6% while Maine was 5.5% and US at 5.4%.

The Paris retail sales area includes Albany Township, Buckfield, Greenwood, Hartford, Hebron, Norway, Otisfield, Oxford, Paris, Sumner, Waterford, West Paris, and Woodstock. From 2001to 2004 retail sales in the Paris area grew 14% overall. The greatest increase was in building supply sales 37%, followed by general merchandise 21%, food stores 15%, other retail 14%, and restaurants and lodging 12%, while automobile sales decreased 7%.

Paris= Economy

For many years the economy of Paris was based on manufacturing or the production of goods. This manufacturing base supported service-based businesses in Paris and surrounding communities. In Paris there was Paris Manufacturing, A.C. Lawrence Tannery, Cornwall Wood Products, and A. L. Stewart Cannery and in Norway C. B. Cummings and Wilner Wood Products. These businesses provided many stable manufacturing jobs. Today, none of these businesses remains and the economic base has shifted to service providing. In the 20 years from 1980 to 2000, the percentage of workers employed in manufacturing decreased from 40 to 19. Those employed in service-related jobs increased for 49% t0 66%. This trend is not unique to Paris, but has occurred throughout much of the region and State.

Paris has been designated one of Maine=s 63 Regional Service Centers. A Regional Service Center is designated based on four criteria including level of retail sales, jobs-to-workers ratio, the amount of federally assisted housing, and the volume of service sector jobs. Paris exceeded the required index of 1.0 in all of the criteria except the jobs-to-workers ratio that was 0.962.

Major employers in Paris include:

Maine Machine Products
CN Brown
Bancroft Contracting Corporation
Ripley & Fletcher Ford Sales
SAD # 17
New England Public Warehouse
KBS Building Systems
Maine Veteran=s Home
Bessey Motor Sales
Community Concepts
Paris Farmers Union

Labor Force

Since 2000, Paris= labor force has increased by 5.4%. This rate of growth in labor force has been above that of Oxford County (4.4%) and just below that of the State (5.8%). The annual average unemployment rates in Paris have been above both that of the State but below that of Oxford County. This is due in part to the seasonal nature of many jobs in the county.

Average Annual Labor Force 2000-2005

	Town of Paris		Oxford County	Maine
	Labor Force	Unemployment Rate %	Unemployment Rate %	Unemployment Rate%
2000	2,513	3.5	4.0	3.3
2002	2,524	4.8	5.4	4.4
2003	2,576	4.7	5.8	5.5
2004	2,610	5.4	5.6	4.6
2005	2,649	4.9	5.7	4.8

Source: Maine Department of Labor

In 2000, the greatest percentage of workers were employed in education, health and social services (27.9%) followed by manufacturing (19.6%) and retail trade (14.8%). Comparing employment types over the past 20 years, importance of jobs in manufacturing declined from 40% to 19.8 %. Jobs in retail business remained about the same, and jobs in education, health and social services increased from 20.6% to 27.9%.

Distribution of Labor Force by Industry 2000				
Industry	**Paris**		**Oxford County**	
	# of workers	**% of Total Employed Labor Force**	**# of Workers**	**% of Total Employed Labor Force**
Agriculture, Forestry	32	1.4%	771	3.0%
Construction	182	7.9%	2,365	9.2%
Manufacturing	452	19.6%	5,160	20.1%
Wholesale Trade	51	2.2%	557	2.2%
Retail Trade	341	14.8%	3,126	12.2%
Transportation and warehousing and utilities	64	2.8%	410	1.6%
Information	30	1.3%	410	1.6%
Finance, insurance and real estate	96	4.2%	1,040	4.0%
Professional, scientific, management and administrative	142	6.1%	1,246	4.9%
Education, health and social services	645	27.9%	5,847	22.8%
Arts, entertainment, recreation and food services.	127	5.5%	2,310	9.0%
Other services	100	4.3%	1,073	4.2%
Public administration	48	2.1%	855	3.3%
Total	2,310		25,686	

Source: 2000 U.S. Census

Work Location: Paris Residents

In 2000 about a third of the workers living in Paris worked in Paris. This was significantly less than the 50% that lived and worked in Paris in 1980. More workers traveled to Oxford for work in 2000 than did in 1980. This relates to the number of manufacturing and sales jobs available there. Fewer Paris workers work in Norway. This is the result of Norway's loss of

manufacturing jobs. Over the past 20 years, workers are traveling greater distances to reach their work location. These include places such as Auburn, Lewiston, Portland and Rumford.

Paris Resident Work Locations 1980-2000

Where Paris Residents Worked	# of Paris Residents Working at the Location-1980	Percentage of Total Resident Workers-1980	# of Paris Residents Working at the Location-2000	Percentage of Total Resident Workers-2000
Paris	**867**	**50.1%**	**654**	**28.6%**
Oxford	208	12.0%	383	16.7%
Norway	386	22.3%	273	11.9%
Auburn	30	1.7%	176	7.7%
Lewiston	33	1.9%	120	5.2%
West Paris	32	1.9%	107	4.6%
Bath	-	-	40	1.8%
Bethel	-	-	39	1.7%
Portland	17	1.0%	39	1.7%
Rumford	11	0.6%	39	1.7%
Other	131	7.6%	391	17.1%
Total	1729		2290	

Source: 1980 & 2000 U.S. Census

Commuting Patterns: Entire Paris Workforce

According to the 2000 Census, 2,215 persons worked in Paris (a combination of residents and non-residents). This was an increase of approximately 30 above the number that worked in Paris in 1980. Approximately 40% of the people working in Paris lived in Paris. Of those who commuted to Paris, most came from the neighboring communities of Norway, Oxford and West Paris.

Paris Workforce 1980-2000

Location Where Paris Work force Lived	# of Paris Workers Residing at the Location-1980	Percentage of Total # Working in Paris 1980	# of Paris Workers Residing at the Location-2000	Percentage of Total # Working in Paris 2000
Paris	**867**	**41.5`%**	**654**	**30.9%**
Norway	306	14.7%	307	14.5%
Oxford	245	11.7%	251	11.9%
West Paris	117	5.6%	124	5.9%
Otisfield	49	2.4%	76	3.6%
Harrison	60	2.9%	54	2.6%
Waterford	46	2.2%	53	2.5%
Buckfield	49	2.4%	48	2.3%
Woodstock	64	3.1%	46	2.2%
Bethel	8	0.4%	43	2.0%
Hebron	14	0.7%	35	1.7%
Other	262	12.6%	424	20.0%

Total	2,087	2,115

Source: 1980 & 2000 Census

Retail Sales

The Maine State Planning Office tracks data on taxable retail sales derived from sales tax collections. Consumer retail sales data do not include business operating purchases and thus provide a reasonably accurate picture of retail store sales. In 2005, there were retail sales in excess of $49,331,000 in Paris. Between 2000 and 2005 consumer retail sales increased by 12% compared to the overall increase of 4%.

Paris Consumer Retail Sales 2000-2005

Year	Consumer Sales	Percent Change
2000	$43,915,500	
2001	$46,010,500	4.8%
2002	$44,199,500	-3.9%
2003	$45,577,600	3.1%
2004	$51,559,700	13.1%
2005	$49,331,700	-4.3%

Source: Maine Revenue Services

The amount of retail sales are fairly evenly distributed over the four quarters of the year, although sales in the second and third quarters are frequently higher. This is consistent with the service center nature of the town. It also indicates that tourism-related sales are not a significant factor.

Sales of automobiles and related products account for almost one half of the total consumer sales, followed by restaurant sales at approximately 13%. In 2004 and 2005 sales of building supplies increased significantly.

Assessing total consumer sales data is not enough to form the basis of an area=s economic performance. To further evaluate economic activity, it is important to assess other trends. One of the best ways to identify retail sales trends is by analyzing the Apull factor.@ This is calculated by dividing a community=s per capita sales (retail sales divided by the population) by the state average per capita sales. This factor provides a measurement of purchases by residents and nonresidents. As the name suggests, the pull factor measures the retail drawing power of a community.

The magnitude of the pull factor indicates whether a community is attracting business or losing it to other communities. A pull factor less than 1.00 suggests the community is losing retail business. A pull factor of 1.00 indicates there is a balance of sales equal to the average for the

state. A pull factor greater than 1.00 indicates the community is attracting business from other areas.

Consumer retail sales and year round population was used for the year 2004. The following indicates that in 2004 Paris had a pull factor for consumer sales about average for the state.

Pull Factor for Consumer Retail Sales
2004

	Sales in $000	Year Round Population	Per Capita Sales	Pull Factor
Paris	**$51,559,700**	**4,977**	**$10,359**	**0.95**
Maine	$14,200,882,000	1,315,209	$10,797	

PUBLIC FACILITIES & SERVICES

Findings and Implications

Fire departments have to rely on mutual aid towns for manpower during the daytime.

The safe yield of the PUD operating wells is a million gallons per day and the current usage is 300,000 gallons per day.

The wastewater treatment plant is undergoing a major upgrade to improve the safety and reliability of its collection system, pumping stations and the existing treatment wastewater facility.

Paris is one of the eight towns that comprise School Administrative District #17. The other towns in the district are: Harrison, Hebron, Norway, Otisfield, Oxford, Waterford, and West Paris.

Introduction

Paris was incorporated as a town in 1793. Present town services include administration, police protection, fire protection, public works, general assistance, assessing, and code enforcement. Several municipal services are performed by other entities to which the town or its citizens contribute financially. These are: water and sewer (Paris Utility District), solid waste (Norway/Paris Solid Waste, Inc.), education (School Administrative District #17), ambulance (PACE Paramedic Service), and libraries (Paris Public Library and Hamlin Memorial Library).

PUBLIC SERVICES AND FACILITIES

Services	Personnel	Equipment	Facilities
Administration General Assistance Code Enforcement Assessing Community Development	7 full time	Office Equipment	Town Office 3,712 square feet Town mortgage
Fire Protection	42 paid on call	8 Trucks Fire Alarm System	Fire Station Town mortgage 19,248 square feet
Police Protection	7 full time 4 part time	Office Equipment 4 Cruisers	Police Station 1,850 square feet Town owned
Public Works	7 full time	8 Trucks	Garage

	1 part time	2 Loaders 1 Grader 1 Backhoe 1 Small Tractor 2 pickups 1 chipper 1 conveyor 1 screen 1 FMC Street Sweeper 3 trailers	7,200 square feet Sand Storage 10,560 square feet(town owned) Storage Building (Paris Hill) 2 small wooden storage buildings

Town Government

Form of Government

Paris town government is organized according to the general laws of the State of Maine as contained in Title 30-A of the Maine Revised Statutes Annotated. The town is governed by its citizens assembled at the annual town meeting and periodically at special town meetings. These meetings provide the citizens the opportunity to elect officials, to discuss local issues, and vote on items of town business such as the budget, ordinances, and bylaws. As part of the annual town meeting, the voters elect Selectmen. In 1960, the town adopted the town manager plan. The voters also elect members of the School Administrative District #17 Board of Directors and Trustees of the Paris Utility District.

Selectmen

There are five Selectmen who serve three year terms. They are elected on a rotating basis. They meet twice a month to enact policies, approve payments, review town services, and give direction to the Town Manager. The Selectmen appoint the Fire Chief, Planning Board members, Board of Appeals members, Recreation Commission members, Conservation Commission members, and Directors of Norway/Paris Solid Waste, Inc.

Town Manager

The town manager is hired by the Board of Selectmen. The town manager performs duties as specified in Title 30-A M.R.S.A., Section 2631-2639. The town manager is a full time employee who administers the day-to-day operations of town government and also serves as Tax Collector, Treasurer, General Assistance (Welfare) Administrator, and Road Commissioner. The manager is responsible for personnel matters and fiscal matters of the town, and responds to the concerns and inquiries of citizens. The manager appoints the police chief, highway foreman, and town clerk subject to confirmation by the Board of Selectmen.

Planning Board

The Planning Board is appointed by the Selectmen. It consists of five regular and two alternate members who serve five-year terms. The board also has both land use planning and regulatory functions. It proposes to the town meeting land use ordinances. The Planning Board administers the town=s current site plan review, subdivision, and back lot ordinances, and plays a role in the administration of the building code, shoreland zoning, and flood plain ordinances. The board meets twice a month.

Code Enforcement Officer

The code enforcement officer is hired by the town manager and is a full-time salaried employee. The CEO functions in the role of building and plumbing inspector, and E-911 Coordinator. This employee is charged with enforcing and administering local land use ordinances and related state laws.

Board of Appeals

The Board of Appeals is appointed by the selectmen. It consists of five regular members and two alternate members who serve five year terms. The Board hears and rules on appeals of the decisions of the code enforcement officer and the planning board. It also reviews and rules on requests for variances from local land use ordinances. Citizens who wish to appeal decisions or request variances may do so by making written application. This board meets on an as-needed basis. Citizens not satisfied by the ruling of this board may file further appeals in Superior Court.

Administration

The administrative functions housed in the municipal offices include tax collection, accounting, general administration, licensing, vital records, voter registration, and motor vehicle registration. The staff of the office includes seven full-time employees. The records of the assessors, code enforcement officer, planning board, and appeals board are found in the municipal offices.

Fire Protection

Paris, like its neighbors, is served by a paid on-call fire department. While the bulk of its funding comes from the town=s operating budget, fundraising and grants constitute an important source of capital requirements. Currently, the department has 42 members and operates out of a single fire station located on Western Avenue in South Paris. The department is dispatched by the Oxford County dispatch center and has mutual aid agreements with neighboring communities.

The fire station is new and has been occupied for four years. The station is a single story facility with five drive through apparatus bays. The apparatus side has radiant heat in the floor which helps in keeping the trucks dry and prevents freeze up of equipment. The other side of the building is made up into offices, bunk rooms, dispatch, showers, kitchen, and a large meeting room that is used for a training facility, public meetings, and events. The room is rented to the

public with the funds generated and used to help cover operating costs. At the current time, the Town of Paris Fire Department does not meet the current NPFA and ISO standards and guidelines for the type and amount of vehicles needed to provide proper fire protection.

The current fire-fighting fleet is listed in the following table. The department owns a jaws-of-life, air bags and stabilizing bars which is used to assist in the removal of persons trapped in motor vehicles as the result of traffic accidents.

The town rents 124 fire hydrants from the Paris Utility District in South Paris and Paris Hill. Additional hydrants which supplement the towns are rented by local industries and apartment complexes.

PARIS FIRE DEPARTMENT VEHICLES

Year	Make	Model	Type	Condition
2006	International	4400		
2000	Freightliner	FL80	Pumper 1250/1250	Excellent
1994	Freightliner	FL 80	Pumper 1000/1250	Good
1993	E-One Quint Cyclone II		Ladder	
1990	Ford	F384	Squad Truck	Good
1985	Mack		Tanker 2250	Fair
1953	Jeep		4WD	Poor
1985	6x6		Military/Forestry	Fair

Staffing of the department has increased by five from 1985 to 2006. Paid on call department members are paid an hourly rate for each fire fought. The chief, his assistants, and captains and Lieutenants are paid token annual salaries. In addition to the firefighters, the department has a Aladies@ auxiliary which performs the following functions: feeding firefighters at fire, fund raising for equipment, and maintaining a relief fund for assisting firefighters, their families, and needy community members.

PARIS FIRE DEPARTMENT STAFFING 1985 AND 2006

	1985	2006
Chief Engineer	1	1
Assistant Chief Engineers	2	2
Captains	4	4
Lieutenants	4	4
Firefighters	26	31
Total	37	42

A major problem facing the department, and other volunteer departments in the region, is the ability to attract new volunteers. While the number of volunteers appears to have decreased only slightly, it should be noted that the average age of members has increased and since most firefighters now work outside the immediate village area, the number who can answer a daytime call is limited. Departments have to rely on mutual aid towns for manpower during the daytime.

Police Protection

Currently, the police department has a full-time staff of seven including a chief, patrol sergeant, a detective lieutenant, school resource officer, and four reserve officers. The Police Department building is located at 35 Market Square and is owned by the town. Currently, the department provides 24-hour patrol coverage throughout the town.

The Police Department is dedicated to providing professional, community-oriented law enforcement services to citizens. The ultimate goal is to ensure the safety of all the citizens and the security of their property, working toward more community involvement with crime prevention, a D.A.R.E program, preventive and deterrent police patrols and investigation techniques to prevent and combat crime.

Public Works

The Town=s streets, roads, bridges, and sidewalks are maintained by the Paris Highway Department.

The department is headquartered at the garage on Hathaway road. The garage is a steel building that was built in 1988. Interior space is sufficient to store the equipment currently used by the department. The building also includes an office, locker/shower room, parts storage area, and a workshop area. The department has a small secondary garage on Tremont Street in Paris Hill which is used for storing seasonal equipment. This garage is of wood frame construction. In 1989, the Town constructed a building for the storage of winter sand/salt. The building is a wood arch type with steel sheathing and a concrete floor and a capacity to store 5,000 cubic yards of sand/salt; however, with current equipment, only approximately 4,000 cubic yards can be loaded into the building.

The Town has a crew of seven-full-time employees in the department and supplements the crew with part-time workers in the winter. The foreman of the department supervises departmental operations, but the Town Manager holds the title of road commissioner.

Over the years, the Town has periodically replaced items of major equipment.

HIGHWAY DEPARTMENT EQUIPMENT 2006

1995 Ford Pickup	ser: # 2FTHF26H9SCA56220
1970 / 930 Cat Loader	ser:# 71R484 mod:# 6A9903
1993 / 544 JD Loader	ser:# DW544GB541299
1997 / 580 SL Case Hoe	ser:# JJG0203133
2006/Dodge Pickup	ser# 1D7HU16N95J636004
2001 / 9700 Holder	ser:# 52400669H
2006 Case 845 Grader	ser# NGAF03217
1987/ 3287H FMC Sweeper	ser:# 1014
1997 / 2100 D Morbark Chipper	ser:# 22295
1990 /2200 M Sicard Blower	ser:# 3388

1959 Kolman Screen	ser:# 527451 mod: # 513-70
2006 Sterling SL8500	ser:# 2FZAAWDC06AW42534
1989 Rawson Conveyor	ser:# 109889
1987 /200 LE Miller welder/gen	ser:# JJ 454490
1993 / 4205A Alkota Steamer	ser:# 402000
1998 / LX173 JD Mower	ser:#
1998/10T252ADMT Custom Trl	ser:# 1KX261864W1001743
1990 Hurst Trailer	ser:# 1H9T31624L1057010
1997 Home made Trailer	none
1988 Ford F9000	ser:# 1FDYK90X7JVA23211
2003 Freightliner FL80	ser:# 1FVABXAK03HL78109
2006 Sterling SL8500	ser:# 2FZAAWDC26AW30661
1997 Ford LN 8000	ser:# 1FDYN80E7V VA31556
1995 Ford F8000	ser:# 1FDPF80C1SVA35444
2000 Freightliner FL80	ser:# 1FV6JJBB2YHG08716
1986 Ford LT 8000	ser:# 1FDZY80U6GVA38326

Solid Waste

In 1981, the Town of Paris and the Town of Norway formed a quasi-municipal corporation, Norway/Paris Solid Waste, Inc. (NPSW), to oversee the disposal of waste. NPSW operates two facilities, a solid waste transfer station on Brown Street in Norway and the Frost Hill construction and demolition waste landfill on the Route 117 in Norway. The transfer station was opened in 1983 and the landfill was opened in 1994. The residential and commercial waste collected at the transfer station is disposed of at the Mid-Maine Waste Action Corporation, a municipal incinerator facility in Auburn. The Frost Hill facility disposes of non-organic construction wastes in a small landfill. Operating costs include tipping fees, transportation costs, landfill covering, repair / maintenance, labor, and administrative costs. For FY 2006, the budget for both facilities was $626,780. Paris and Norway each contributed $288,795 and the balance was funded by selling metals and user fees.

In addition to municipal solid waste and construction / demolition waste, certain items are separated from the waste stream for recycling. This reduces the volume of material that is incinerated or landfilled, thus avoiding disposal costs and using landfill space. At the transfer station, tires are stockpiled for recycling, white goods (appliances) and metals are placed in containers and recycled via commercial metal vendors, and brown goods (furniture) are stripped and the metal and wood recycled. The Frost Hill site separates wood to be ground for biomass boiler fuel and yard waste for composting. NPSW also operates a universal waste collection shed for the safe disposal of fluorescent bulbs, other mercury containing items and PCB ballast, and holds an annual Household Hazardous Waste day for the proper disposal of flammable paints, pesticides, herbicides and other toxic household chemicals.

A mandatory residential recycling program was instituted via Town Meeting vote in 1992 to reduce the amount of solid waste which must be incinerated. This program is operated by an inter-local agreement with 21 other towns, d.b.a. Oxford County Regional Solid Waste, located at the transfer station in Norway. This separate municipal corporation funds itself via the sale of

recycled commodities and an annual membership fee assessed to the towns based on population. OCRSW has a recycling building (rented from NPSW), a horizontal baler, a truck and loading equipment. The equipment was purchased using a state grant and a 25 percent local contribution, and is maintained and renewed by reserve accounts funded by the sale of recycled commodities. Residents bring materials to the recycling center where they are stored or baled and sold through a brokerage. Currently, four grades of paper, #2 plastic, tin, aluminum and glass are recycled, along with televisions, computer monitors and universal wastes.

Water and Sewer

The public water and sewer systems are owned and operated by the Paris Utility District, a quasi-municipality district. The district employs eight people, full-time. Its offices are located on One Paris Hill Road in South Paris.

The water system services the villages of South Paris and Paris Hill. The wells that are used to supply the system are located on the Hathaway Road in South Paris. The wells draw from sand and gravel aquifer located along the Little Androscoggin River. The Town of Paris adopted its Wellhead Protection Ordinance in 1994, which is for the future protection of its wells. The safe yield of the operating wells is million gallons per day and the current usage is 300,000 gallons per day. At this time, the District is replacing its 100-year-old Clark Hill reservoir with a new concrete tank. Water usage would be governed by the capacity of the sewerage treatment plant.

The sewer system covers most of the area served by the water system. The existing treatment plant was constructed in 1975. The plant is located on the Little Androscoggin River in South Paris. Currently, the plant treats 350,000 gallons per day out of a permitted capacity of 650,000 gallons per day. The wastewater treatment plant presently is undergoing a major upgrade to improve the safety and reliability of its collection system pumping stations and the existing wastewater treatment facility. This upgrade will be a three-phase project, which will expand over the next few years.

The unused capacity of both systems will provide for the additional demands of residential, commercial, and industrial growth through the current decade.

Education

Paris is one of the eight towns that comprise School Administrative District #17. The other towns in the district are: Harrison, Hebron, Norway, Otisfield, Oxford, Waterford, and West Paris.

In February 2007, all students in grades K - 6 began attending the new Paris Elementary School located between Hathaway Road and Meadow lane on the east side of High Street. The reuse of the vacated Mildred Fox School on East Main Street has not been determined. All middle school (grades 7 and 8) students attend Oxford Hills Middle School located on Pine Street in South Paris, and all of the high school students attend Oxford Hills High School on Main Street in South Paris. The Superintendent=s Office and District Administration Offices are housed in

leased facilities located at the Oxford Plaza in Oxford. In addition, the bus garage, where the majority of school buses, maintenance vehicles, and heavy equipment are stored and maintained, is in Norway.

The school district is a major employer, employing approximately 650 people district wide.

PARIS STUDENT ENROLLMENTS
KINDERGARTEN THROUGH GRADE 12

Year	K-8	9-12	TOTAL
1996-97	514	241	755
1997-98	487	235	722
1998-99	481	230	711
1999-2000	479	225	704
2000-01	507	233	740
2001-02	524	257	781
2002-03	513	227	740
2003-04	500	264	764
2004-05	473	265	738
2005-06	450	268	718

PARIS STUDENT ENROLLMENT PROJECTIONS

Year	K-8	9-12	TOTAL
2007-08	492	293	785
2008-09	505	301	806
2009-10	523	312	835
2010-11	503	315	818

Ambulance/Medical

Pace Medical Service, a licensed paramedic service is on call 24 hours a day. The service is a department of Stephens Memorial Hospital. Stephens Memorial Hospital, located in Norway, is approximately one mile from the center of South Paris village. Stephens is a full-service community hospital with a 24-hour-a-day emergency room. The hospital also operates Worksafe, a division which provides employee and pre-employment health screening and consultation services to businesses.

Libraries

The town of Paris is one of twenty municipalities in the state served by two public libraries. The Paris Public Library, also known as the South Paris Public Library, was founded in 1885. The library moved around the South Paris village until 1926 when a fundraising drive finally collected enough funds to construct a permanent facility. An expansion of the library was completed in 1998, and named the Jeannette Merrill Soule Addition, in honor of the late wife of the addition's major contributor, Albert B. Soule.

In the fall of 2006, the Paris Public Library, a nonprofit private corporation overseen by eleven trustees, held a collection of over 35,000 items and loaned more materials annually, over 90,000, than any other public library in Oxford County.

The Hamlin Memorial Library and Museum on Paris Hill was founded in 1902. Augustus Hamlin donated the county's old granite jail, constructed in 1822, to the Ladies of the Paris Hill Library Association to serve as a public library and as a museum. A small public library has operated on the first floor of the unique structure since. The museum, now on the second floor, has collected materials related to the Hamlin family and also holds artifacts and documents on the town's other famous citizens and events. The unique building and collection regularly attracts visitors from around the country and the world. In the fall of 2006, the Hamlin Memorial Library and Museum, another nonprofit private corporation, overseen by seven trustees, held a collection of over 5,000 items and annually loaned almost 2,000 materials.

TRANSPORTATION INVENTORY

Introduction

The location of transportation routes is important to a community's development pattern and its overall economic well-being. Expenditures for roads are generally the second highest expenditure in town budgets. These two issues demonstrate the importance of inventorying and analyzing transportation facilities for a community. This section examines the transportation systems in Paris.

A town's transportation system typically consists of its roadway, bridge and sidewalk network, rail and transit systems. The transportation system is extremely important to existing and future development characteristics of the town.

Highway Classification

There are approximately 79 miles of public roads and approximately 10.7 miles of private roads in Paris. The breakdown of road mileage, by ownership and pavement status is detailed in the following chart.

Road Ownership	Mileage
Paved Local Roads	51.739
Unpaved Local Roads	7.617
Total Local Road Miles	***59.356***
Paved State Roads	19.723
Total Public Roads	*79.079*
Paved Private Roads	0.293
Unpaved Private Roads	10.378
Total Private Roads	***10.671***

The Maine Department of Transportation (MDOT) has classified public highways based on functions within Paris as Arterial, Major Collector, Minor Collector or local. Brief definitions of the highway functional classifications, as used by MDOT, are as follows:

Arterial Highways: The most important travel routes in the state. These roads carry high speed, long distance traffic and attract a significant amount of federal funding. The state is responsible for road repair, resurfacing and winter maintenance on arterial highways. They usually carry interstate or U.S. Route number designations. Routes 26, 26/117 and 117, west of Route 26, are the arterial highways in Paris.

Major Collector Highways: Serve as important intracounty travel corridors which connect nearby larger towns or arterial highways. The state is responsible for road repair,

resurfacing and winter maintenance on these roads. Route 117, east of Route 26, is the only major collector highway in Paris.

Minor Collector Highways: Distribute traffic to local roads and neighborhoods. The town shares the cost of road repairs with the MDOT and is responsible for winter maintenance on these roads. Route 119 and High Street are the minor collector highways in Paris.

Local Roads: Local roads are designed primarily to serve adjacent land areas and usually carry low volumes of traffic. The town is responsible for both summer and winter maintenance of local roads.

Private Roads: There are 49 private roads, comprising approximately 10.7 miles, in Paris. Owners of property fronting private roads are responsible for the road maintenance. Typically, public services such as school bus pickup and mail delivery are not available to residents on private roads.

Road Conditions

Examination of local highway conditions is important for several reasons. Road conditions can help direct future development and suggest the need for capital expenditures for reconstruction. The town has established a multi-year road and bridge improvement program that establishes maintenance, reconstruction and paving priorities.

Two projects have been included in the MDOT 2004-2009 Six-Year Plan in Paris. They include reconstruction of Route 117, from Route 26 in Paris to Upper Street in Turner, and rehabilitation of the Saw Mill Bridge (bridge # 2745) on Route 26 over Cole Brook. Currently, it is MDOT policy to draw from the list of projects in the Six-Year Plan for development and preparation of each biennial Capital Work Program.

Motor Vehicle Crash Data

The Maine Department of Transportation (MDOT) maintains records of all reportable crashes involving at least $1,000 damage or personal injury. A report entitled "Maine Accident Report Summary" provides information relating to the location and nature of motor vehicle crashes. One element of the summary report is the identification of "Critical Rate Factor" (CRF), which is a statistical comparison to similar locations in the state. Locations with CRFs of 1.0 or greater and with more than eight crashes within a three-year period are classified as "High Crash Locations" (HCLs).

Based upon information provided by MDOT for the period January 1, 2003 to December 31, 2005, there are eight locations in Paris with a CRF greater than 1.00 and eight or more crashes.

Motor Vehicle Crash Summary Data – 1/1/03 through 12/31/05		
High Crash Location		
Crash Location	**# of Crashes**	**CRF**
Intersection of Route 26 & Route 117 (Market Square)	10	1.55
Route 119, Hall's Pond Road	11	1.06
Alpine Street* (Elm Street), High Street	9	1.01
Route 26/Alpine Street at Norway/Paris townline	13	3.88
Route 26, Charles Street	15	1.85
Route 26, Railroad Crossing #170291	11	1.33
Route 26, Oak Avenue	13	2.01
Route 26, Skillings Avenue	12	2.67

**MDOT's reference to the Alpine Street/High Street crash location is the intersection of Elm Hill Road and High Street. Road name difference may be due to Enhanced-911 road name changes.*

Highway Capacities

MDOT maintains traffic volume data for several roadways in Paris. MDOT has conducted annual average daily traffic (AADT) counts for a select number of locations in Paris. The following table presents this information for selected locations:

Location	1998	2001	2003
Route 26/117 (Main Street) southwest of Gary Street	20,220	20,350	18,050
Route 26/117 (Main Street) south of Pine Street	20,580	19,980	18,030
Route 26 north of Porter at Little Androscoggin River	---	7,050	7,680
Route 26 (Park Street) northwest of Maple Street	---	12,800	13,930
Route 26/117 (Main Street) southwest of Church Street	---	16,840	15,910
Route 26 northwest of IR 526 at West Paris townline	5,750	5,510	6,270
Oxford Street southeast of Route 117/119 (Main Street)	2,360	2,470	2,460
Route 117 (Buckfield Road) northeast of Route 119 (Hebron Street)	3,790	3,760	3,430
Route 117 southwest of Streaked Mountain (westerly junction)		1,640	1,550
Route 117 northeast of Hooper Ledge Road	2,280	2,090	2,240
Route 117 southwest of Hooper Ledge Road	2,380	2,210	---
Route 119 (Hebron Street) east of Route 117 (Buckfield Road)	3,970	4,310	4,410
Paris Hill Road northeast of Route 26 (Park Street) at bridge	2,700	2,660	2,650
Paris Hill Road north of Hill Street	---	11,440	---

Bridge Network

The bridge inventory and classification system of public bridges in Paris has been established by MDOT. The following information has been provided by MDOT, however it should be noted that the data are from 2003 and may not accurately reflect the current condition of the public bridges in Paris. Updated bridge information will be posted to the MDOT website (http://www.maine.gov/mdot/brmgmt/counties/oxford2.pdf) at a later date.

Paris Bridge Inventory and Classification										
Bridge Name	**Capital/ Maintenance Responsibility**	**FSR %***	**Location**	**Structure Class**	**Length (Feet)**	**Sub-structure Condition**	**Super-structure Condition**	**Deck Condition**	**Wearing Surface**	**Paint**
Billings	MDOT	47.9	Route 117&119 over the Little Androscoggin River	State Highway	165	Good	Satisfactory	Fair	Satisfactory	<10% Failed
Bretts*	**MDOT**	**19.2**	**Brett Hill Rd. over Stony Brk.**	**Town Way/State Aid Rd.**	**36**	**Fair**	**Serious**	**Poor**	**Good**	**91-100% Failed**
Hammond	Municipal	94.5	Byerson Hill over Cole Brk.	Town Way	15	Very Good	Very Good	Very Good	Very Good	N/A
Little Andro-scoggin	MDOT	66.2	Route 26 over the Little Androscoggin River	State Highway	150	Very Good	Good	Satisfactory	Satisfactory	Touch Up
Park Street	MDOT	65.5	Park St. over the Little Androscoogin River	Town Way/State Aid Rd.	98	Fair	Satisfactory	Satisfactory	Very Good	N/A
Saw Mill	MDOT	47.9	Route 26 over Cole Brk.	State Highway	12	N/A	N/A	N/A	N/A	N/A
Stock Farm	MDOT	65.1	Route 117 over Stoney Brook	State Highway	29	Good	Satisfactory	Satisfactory	Very Good	N/A
Stones	MDOT	76.2	Route 26 over Moody Brk.	State Highway	24	Very Good	Very Good	N/A	N/A	N/A
Stoney Brook #2	Municipal	80.4	Resovoir Rd. over Stoney Brk.	Town Way	12	Very Good	Good	N/A	N/A	N/A
Stoney Brook #3	MDOT	80.4	Route 117 over Stoney Brook	State Highway	28	Good	Satisfactory	Satisfactory	Good	N/A
Stony Brk	MDOT	98	T.W. Christian Ridge Rd. over Stony Brk.	Town Way/State Aid Rd.	24	N/A	N/A	N/A	N/A	N/A
Stony Brook	MDOT	97.2	Route 117 over Stony Brook	State Highway	67	Very Good	Very Good	Very Good	Good	Weathered Steel

**FSR=Federal Sufficiency Rate*

****The above rating for the Bretts Bridge on Brett Hill Road is inaccurate; the bridge has recently been replaced and is in very good condition.***

MDOT defines the Sufficiency Rating of a bridge as "a numeric indicator of the overall value of the sufficiency of the bridge. A rating will be from 0 to 100 (100 = best, 0 = worst). Federal Sufficiency Rating is computed with a federally supplied formula using an array of condition and inventory data. The formula is used to identify bridges eligible for federal funding. Federal sufficiency rating includes both structural deficiencies as well as functional obsolescence. This rating gives an overall value of the sufficiency of the bridge. Since functional obsolescence (too narrow or low weight capacity) may account for a large portion of the rating, do not assume that a low sufficiency rating means the bridge could fail".

The Saw Mill Bridge is listed for rehabilitation in the MDOT's 2004-2009 6-Year Plan for capital improvements. None of the other bridges in Paris have been scheduled for rehabilitation or replacement.

Sidewalk System

Pedestrian traffic remains important in Paris for shopping, going to schools, and for some individuals going to work. There are sidewalks along many streets in the village of South Paris.

In December 1997, students in the Teen Impact Service-learning class at Oxford Hills Comprehensive High School completed the Norway/Paris Sidewalk Inventory. The inventory rated 125 sections of sidewalk in the two communities and analyzed sidewalk length, and such sidewalk features as esplanades, handicap accessibility, crosswalks and curbs.

The inventory specifies that sidewalk sections in Paris that are in need of repair include:
Park Street, from Deering to Porter
Maple Street
Gothic Street
Pine Street, from East Main to River
East Main Street, from Hill to Maple
Main Street, from Pine to Briggs

A new sidewalk is being planned to serve the new High Street elementary school. It is anticipated that construction of this sidewalk will be completed in 2007.

Additional walking opportunities exist for residents on the Viking Trail. For more information refer to the Recreation section of this plan.

Access Management

In 2000, the Maine legislature adopted LD 2550, An Act to Ensure Cost Effective & Safe Highways in Maine. The purpose of this act is to assure the safety of the traveling public, protect highways against negative impacts on highway drainage systems, preserve mobility and productivity, and avoid long-term costs associated with constructing new highway capacity. The act is intended to conserve state highway investment, enhance productivity, manage highway capacity, maintain rural arterial speed, promote safety, and conserve air, water and land resources.

The rules established as a result of this Act, apply to new or modified curb openings (driveways and entrances) on rural state and state-aid highways which have 5,000 average annual daily traffic (AADT) for at least 50% of its length. The standards regulate corner clearances, drainage, driveway spacing, driveway widths, parking, shared driveways and sight distance. The rules define certain arterial highways according to such characteristics as posted speeds, traffic volume, crash rates, etc.

A "Mobility Arterial" is defined as a non-urban compact arterial that has a posted speed limit of 40 m.p.h. or more and is part of an arterial corridor located between urban compact areas or "service centers" that has 5,000 average annual daily traffic, for at least 50% of its length.

A "Retrograde Arterials" as mobility arterials where the access-related crash-per-mile rate exceeds the 1999 statewide average for arterials of the same posted speed limit. In addition to meeting the standards for mobility arterials, mitigation measures will be required along retrograde arterials before new curb openings will be permitted by MDOT. MDOT has identified Routes 26, 26/117 and 117 as retrograde arterials.

Park & Ride Facilities

There are no MDOT park & ride facilities in Paris. Nor are there any MDOT park & ride facilities on Route 26, north of Gray. In January 2004, the Maine Department of Transportation and Maine Turnpike Authority jointly published a report (*Maine's Park & Ride lots: Evaluation and Strengthening the System*) which recommends that MDOT "consider creating new Park & Ride lots on Route 26 between Gray and Bethel."

Rail Lines

The St. Lawrence & Atlantic Railroad runs through the center of town, generally parallel to Route 26. There is one active rail siding in Paris, including one to the New England Public Warehouse facility off Route 26 and Pine Street.

Public Transit

Existing Service: Western Maine Transportation Services, Inc. (WMTS) provides "paratransit" and fixed-route transportation services to residents of Androscoggin, Franklin and Oxford Counties. Door-to-door (a.k.a. "paratransit") and fixed-route services are available to the general public. WMTS also provides human service transportation, including MaineCare (Medicaid) trips, to all destinations.

Paris is the number one point for rides in Oxford County; 21% of the rides in Oxford County in 2006 were by Paris residents. Norway is number two (19%) and Rumford is number three (9%). WMTS operates two paratransit buses in Paris daily, between 8:00 am to 4:00 pm. A third bus makes two runs per day between Paris and Lewiston/Auburn. There is no evening or weekend service in Paris.

WMTS buses come to Paris weekly from Rumford, Bethel, Greenwood, Woodstock and West Paris on Mondays; and from Buckfield, Sumner, part of Hartford and West Paris on Wednesdays. WMTS utilizes 12-passenger mini buses with a wheelchair lift to serve the area.

In 2006, nearly 70% of all rides provided by WMTS in Paris were done by agency vehicles. The remaining trips provided by WMTS were done by volunteer drivers using private vehicles. Volunteer drivers primarily provide MaineCare rides. Volunteer drivers are reimbursed $0.44 per mile for each trip provided.

The types/purposes of rides provided by WMTS vary depending upon the rider's needs. The greatest number of rides are for medical appointments and pre-school developmental services (e.g. speech therapy, occupational therapy, etc.). Other trip purposes include shopping, employment, visiting friends or relatives, getting to the senior meal site in Norway and for personal reasons (e.g. hairdresser, etc.).

The fare for the WMTS "green buses" are $1.00 for a local trip and $2.00-$4.00 for out-of-town trips.

Aviation

There are no public airports in Paris. But there is a public general aviation airport on Route 26 in Oxford that is owned by Oxford County. The Oxford County Regional Airport has a lighted 3,000-foot runway. Fuel is available, but repairs are not. Currently, there is no scheduled air service or charter air service available. The airport is the location of an airplane refurbishing business.

FISCAL CAPACITY

Findings & Conclusions

- **Property taxes are the largest source of town revenues. Property tax collection increased by approximately $854,500 from 2000 to 2005.**

- **Total municipal expenditures increased by approximately $1.7 million or 48% in the six-year period between 2000 and 2005.**

- **Presently, Paris has an outstanding municipal debt of approximately $2,409,000. Paris has significant borrowing power should it be needed, based on its state valuation, to fund major capital projects.**

Introduction

Fiscal capacity refers to a community=s ability to meet current and future needs through public expenditures. Over the next ten years, there will be demands to improve and/or expand various municipal services, facilities and equipment. Demands may include new or improved roads, public facilities, major rolling equipment and/or recreation areas. The comprehensive plan will make various recommendations requiring public investment. These recommendations must be considered in light of Paris' fiscal capacity - its ability to finance such improvements.

Valuation and Mil Rate

Between fiscal years 1991 and 2000, the local assessed valuation increased slowly at an annual average rate of about 1% and state valuation at about 1.2% annual rate. From 2000 to 2003 local assessed valuation increased by 8.9 million, an annual average rate of 1.7%. This growth rate was below the rate of inflation which resulted in the need to increase the mil rate to provide the necessary municipal services. Over the same time period, state valuation increased by approximately $29.3 million.

The revaluation in 2004 increased the local assessed valuation by 69% or $97.7 million. This allowed the mil rate to drop to 14.9.

Valuation and Mil Rate
Fiscal Years 1991-2005

Fiscal Year/ April 1	Assessed Valuation/Land, Buildings, Utility& Transmission	Assessed Valuation/ Personal Property	Total	State Valuation	Mil Rate
1991	125,186,400		125,186,400	154,900,000	17.00
2000	128,679,360	6,620,300	135,299,660	172,150,000	20.10
2001	137,250,550	7,093,430	144,343,980	180,550,000	20.88
2002	132,402,470	6,588,410	138,990,880	189,750,000	21.95
2003	138,090,340	6,138,900	144,228,240	201,400,000	23.27
2004[1]			239,963,260	214,650,000	14.96
2005					

1. Revaluation completed
Source: Town of Paris Annual Reports

Revenue

The largest source of revenue for the town is property taxes. Property tax collection increased by approximately $854,500 from 2000 to 2005.

Other major consistent sources of revenues are excise and non-property taxes and intergovernmental funds. Excise taxes collected increased from $567,700 in 2000 to $707,100 in 2004. Intergovernmental revenues are primarily comprised of state revenue sharing dollars local road assistance and general assistance reimbursement. The largest is from state revenue sharing.

Municipal Revenues

Fiscal Year	2000	2001	2002	2003	2004	2005
Property Taxes	$2,612,980	$2,922,160	$3,099,310	$3,189,730	$3,295,190	$3,467,420
Excise Taxes	$567,700	$598,800	$608,490	$655,510	$707,100	$590,020
Intergovernmental Revenues	$601,270	$445,070	$441,380	$784,200	$506,420	$597,250
Misc.	$162,120	$152,130	$155,850	$129,280	$309,930	$119,600
TOTAL	$3,953,070	$4,118,160	$4,305,850	$4,758,730	$4,818,620	$4,774,280

SOURCE: Town of Paris

Expenditures

Total municipal expenditures increased by approximately $1.7 million or 48% in the six-year period between 2000 and 2005. Expenditures for education accounted for about a third of the increase of expenditure or $551,300. Other categories that have increased significantly included public safety, public works and debt service. Considering the Consumer Price Index for adjusting dollars for inflation, municipal expenditures have increased considerably faster than the rate of inflation.

Expenditures

Category	2000	2001	2002	2003	2004	2005
General Government	$246,860	$260,980	$263,550	$290,490	$263,790	$367,310
Public Safety	$610,490	$615,390	$638,840	$544,410	$757,200	$844,470
Health & Welfare	$9,260	$27,110	$26,190	$15,550	$14,940	$12,730
Recreation & Culture	$121,860	$106,570	$105,800	$140,890	$131,120	$146,210
Education	$1,711,230	$1,881,520	$2,099,100	$2,160,810	$2,228,170	$2,262,550
Public Works	$286,460	$357,070	$407,110	$405,630	$422,270	$438,510
Solid Waste	$223,020	$244,570	$228,450	$256,550	$296,380	$298,770
County Tax	$118,470	$123,260	$134,510	$149,900	$163,850	$166,980
Unclassified	$59,490	$62,350	$80,830	$267,210[1]	$374,860[1]	$349,600[1]
Debt Service	$88,500	$86,880	$85,490	$122,670	$335,980	$263,364
TOTAL	$3,475,660	$3,765,700	$4,069,860	$4,354,110	$4,988,560	$5,150,500

1. Accounting methods changed that placed more accounts in the unclassified category.
Source: Town of Paris Annual Reports

Capital Projects Fund

The town maintains a capital projects fund used for the construction or acquisition of significant capital facilities and equipment, which on June 30, 2005, totaled approximately $562,000. Capital project funds have been set aside for highway construction and equipment, sidewalks, and protection equipment.

Municipal Debt

As of June 30, 2005 the town of Paris had an outstanding long-term debt of approximately $2,409,000. The largest portion of that amount was the $2,420,000 bond issued in 2003 for the

new fire station that will mature in 2023. Other significant items in the municipal debt are the town office and fire truck lease that will mature in 2011 and 2009 respectively. In addition to notes and bonds on the municipal side, the town is contingently responsible for $4,443,000 of the SAD # 17 net outstanding debt.

How much debt allowed a municipality is governed by state law; the law limits a town's outstanding debt to 15 percent of the town's last full state valuation. This limit is reduced to 7.5 percent if the debt for schools, sewer, airport, water and special-district purposes are excluded. Based upon Paris' state valuation, the maximum debt under state law, including debt associated with special districts, Paris could carry approximately $35,000,000. Presently, Paris has an outstanding municipal debt of approximately $2,409,000. Paris has significant borrowing power should it be needed, based on its state valuation to fund major capital projects.

Fiscal Capacity

A community's fiscal capacity is based upon the ability to pay normal municipal operating costs, including education, public works, public safety and finance major capital expenditures compared with the ability of the tax base to support such costs. Paris does have significant borrowing power based on the maximums established in state law. Future borrowing for capital expenditures should be based upon projected valuation increases and their impact upon individual taxpayers.

OUTDOOR RECREATION RESOURCES

Findings

- **Many types of outdoor recreation facilities and activities are available in Paris.**
-
- **The McLaughlin Foundation Gardens & Horticultural Center is a well known non-profit public garden that offers diverse flora.**

Introduction

Recreation opportunities both organized and unstructured are important elements of Paris' quality of life. Paris provides quality outdoor recreation opportunities. There are a variety of recreation areas that range from private, municipal, and school-owned. They include hiking/walking trails, sports fields/courts, parks, nature preserve areas, and a country club.

Public Recreation Facilities

The town owns and maintains several recreation areas. The Billings Dam Park is a 0.1 acre area that is used as a launch for small boats. There are two parks, 6 acre Moore Park which has a free community playground as well as a space that is used for an ice skating rink in the winter and the 1.75 acre Willard Park, along with the 1 acre stony brook nature area. Willard Park has a full sized softball field and a three-quarter-sized basketball court. Stony Brook Nature Area along Stony Brook provides for water access.

School Owned Facilities

The Mildred Fox Elementary School has 1.25 acres that includes a playground. The Oxford Hills High School has seven acres available for baseball, football, field hockey, soccer, multi purpose activities, a 1,320 ft. running track and tennis courts. The Oxford Hills Middle School has six fields for baseball, softball, and football. A new skate park is located on Charles Street.

Privately Owned Facilities

Privately owned areas also offer a variety of recreation. The Crocker Hill Trail offers a 1 acre area for nature walking. The Oxford Street Fields consist of 10 acres with a baseball field, little league field, and 2 softball fields. The Paris Hill Country Club is a 35 acre, 9 hole golf course on

Paris Hill with an additional tennis court. The golf course also hosts an Annual Golf Classic. The Paris Hill Common offers a 3 acre green space in the heart of Paris Hill.

Walking and Hiking Trails

Downtown trails are available for hiking and walking. The Singe pole, located 2 miles east on Route117 off the Brett Hill Road, is a 1.3 mile trail that offers views over Hall Pond. Streaked Mountain Trail is 3 miles east on Route 117 off the Streaked Mountain Road, and is a ½ mile trail with views of the Oxford Hills area to the Presidentials. The Cornwall Nature Preserve has approximately 147 acres for hiking, cross country skiing, and snowshoeing; located 2 miles up the Paris Hill Road it offers an area for easy walking. The Stony Brook Nature area also offers 5 miles of nature trails.

Hunting and Fishing

Residents and non residents seek game animals in many of rural areas of Paris. Game animals include deer, bear, upland birds and turkey. Halls Pond, the Little Androscoggin River and other brooks and streams are used for fishing.

Unique Resources and Events

The McLaughlin Foundation Gardens and Horticultural Center offers a wide variety of tree and plant species. The garden is open to the public May 1st through November 1st. The house and barn is open year round and is the location of exhibits, classes and a gift shop.

The National Trails Day in South Paris is the 1st Saturday of June. Volunteers participate in trail cleanups and sign installation on a few trails in town. National Trails Day is sponsored by the Healthy Oxford Hills group which improves trails to encourage people to walk for better health.

Open Farms Day farms with participating farmers occurs July 23rd among over 95 farms throughout Maine that opens to the public and offers activities, demonstrations, tours, displays, and product sales. The farms that participate in Paris are the Mountain Brook Alpaca Farm and the Stoneheart Sheep Farm. Mountain Brook Farm is located in South Paris; take Route 117 north about 6 miles to the Lovejoy Road Streaked Mountain Road intersection and take a right for 1 mile on the right. The Stoneheart Farm is located in South Paris at 285 Streaked Mountain Road off of Route 117.

Snowmobile & ATV Clubs

The Snow Hoppers Snowmobile Club maintains local trails and works with land owners to maintain the trail system. The South Paris X-tra Mile ATV Club has 62 members and 13 miles of trails.

Shooting Range/Norway/Paris Fish and Game Club

The Norway-Paris Fish and Game is known for its professional trap shooting. Weekly trap shooting is offered at the range in the afternoons. The shooting range is located on the Buckfield Road off Route 117 in South Paris. The club also offers gun safety programs.

Recreation Facility Needs Analysis

Current outdoor recreation facilities have been assessed based on recognized facility standards. These standards should be used as a guide to currently needed facilities. This analysis is based on facilities owned by the Town of Paris and SAD # 17 in Paris.

Outdoor Recreation Facilities and Needs

Type of Facility	Recommended Standards per 1000 pop.	Existing Facilities	Current Surplus/(Deficiency) [A]
Neighborhood Playground	B	1	0
Community Recreation Area (12-25 acres)	B	1	0
Community Park (100+ acres)	B	1	0
Baseball Diamond (90 ft. base paths)	0.16	1	0
Softball/Little League Diamond*	0.75	5	1
Basketball Court*	0.50	1	(3)
Tennis Court*	0.67	2	(1)
Multi purpose Field (Football, Soccer, Field Hockey)*	0.50	5	3
Swimming Area (square feet)	3,200	0	(15,000)
Ice Skating Area* (square feet)	5,000	1 (Moore Park)	0
Picnic Table	2	3	(6)
Nature Study Area	1	1	0

[A] Based on a 2004 population of: 4,994

[B] Standards are as follows:

Neighborhood playgrounds, for towns with a population greater than 1,000, should be within ½ mile of housing concentrations of 50 or more homes and include playgrounds, basketball courts, play fields, etc.;
Community recreation area, 12-25 acres, for towns with a population greater than 5,000, developed with ballfields, tennis courts, swimming facilities, ice skating, etc.;
Community park, 100+ acres, for towns with a population greater than 5,000, largely undeveloped for walking, cross country skiing, nature study, etc.;
* Minimum one per Town.

CRITICAL NATURAL RESOURCES

Findings and Conclusions

- **Paris has about 1,990 acres of soils best suited to support agricultural activities.**
- **Groundwater is one of our most important natural resources**.
- **The hilly terrain of Paris has given us spectacular views of the Oxford Hills and of the White Mountains to our west.**

General

The Town of Paris is located in the southern portion of Oxford County. It is bounded by the towns of Buckfield, Hebron, Norway, Oxford, and West Paris. The town encompasses an area of 26,230 acres or just under 41 square miles. The countryside is, in general, hilly with the highest point being Little Singe pole Mountain at an elevation above sea level of 1381 feet, and the lowest point being the area along the Little Androscoggin River with a elevation of about 325 feet.

Our town is rich in natural resources. We have two small ponds and are crossed by one major river and five significant brooks. The cumulative drainage area of these waterways is 34,250 acres or 54 square miles. Approximately 84% of the town is wooded. Paris along with its neighboring communities is rich in mineral deposits and has several active mining operations. We enjoy significant wildlife and have several major deer wintering areas.

The following sections address, in detail, the natural resources of our town.

Soils

Soils constitute one of the most important resources of any locale. Soil types define the ability of man to effectively use land for agriculture, road, and building purposes. Any land use which is incompatible with the underlying soil properties leads to environmental degradation and increased costs of development and maintenance.

Soils in Paris are the result of glacial actions during the Pleistocene epoch when ice emanating from the Labrador Center moved across our landscape. The majority of the soils left behind by the receding ice cap in Paris are on a Dense Basal Till amounting to 16,380 acres or some 62% of the total land area. In addition, 3,780 acres or about 14% of the land has relative thin soils with bedrock less than 20 inches from the surface of the ground. About 4,700 acres or 18% of our land is outwash, floodplain, and hydric soils. Soil types are directly related to the best use of our soil resources.

Paris has about 1,990 acres of soils best suited to support agricultural activities. These soils are classed as "Prime Farmland" and cover only 7.6% of the area of our town. The pockets of prime farmland soils are scattered throughout the town with the larger areas concentrated in the southwest and northeast areas. As one would expect, these larger expanses of prime farmland are the areas which our earlier settlers picked for their farming pursuits and which to this day continue to be used for that purpose.

Nearly 67% or 17,530 acres have soils with high to very high "Forestland Productive" characteristics. These forest resources supported the local historic wood products industry provide habitats for wildlife, and add to the character of the Town.

To facilitate land use planning, in rural areas, a system to rank the soils potential for low density residential development has been created. The soils potentials are developed by considering the type of corrective measures needed to overcome soil limitations for single-family homes with subsurface waste disposal and paved roads in a typical subdivision development and the local costs associated with corrective measures (such as fill, site preparation, blasting, etc.) Each soil has been given its own potential, but to simplify planning, soils are identified within a three category classification system (very high to high potential, medium potential, and low to very low potential). Only a small portion, approximately 10%, of the land area has a very high-high rating, about 40% has a medium rating and 50% a low to very low rating.

Due to the hilly nature of our town, we also have large areas of steep slopes. In general, these areas are characterized by thin soils. These areas of town are not conducive to agriculture nor to residential or commercial development. They do, however, support recreational activities.

Wetlands

Wetlands are an extremely important natural resource. Such areas provide temporary storage of large quantities of storm water runoff helping to reduce flooding and erosion; purify water by filtration and chemical/biological reactions; and provide habitats for wildlife (mammals, fish, birds, reptiles, and amphibians), insects, and plants. The need to protect these areas cannot be compromised because even the slightest alteration of wetlands can seriously affect their natural functions.

The United States Department of Interior has published a series of National Freshwater Wetlands Maps which identify wetlands as small as two acres in size. Major wetland areas in Paris are generally associated with the Little Androscoggin River and Cole and Twitchell Brooks. Smaller wetland areas are scattered across the town in lower flat locations.

Floodplains

Every year, floods destroy millions of dollars worth of property throughout America. Flooding problems also occur in Paris, especially along the Little Androscoggin River and Stony Brook. Proper planning and construction are needed to insure that property is not destroyed and in particular floods are not made more severe due to construction and filling of floodplains.

For planning purposes, the 100-year floodplain is most commonly used. The 100-year floodplain includes land adjacent to a watercourse which is subject to inundation from a flood having at least a 1% chance of occurring in any one year. Stated another way, these lands have a 100 percent chance of flooding within a 100-year period. (It should be noted that the 100-year flood can certainly occur more than once in a 100-year period.)

The most notable floods on the Little Androscoggin River in the recent past occurred in March 1936, March 1953, and April 1987. The 1936, 1953, and 1987 floods have been estimated at 50, 100 and greater than 100 years, respectively, in Paris.

Paris participates in the National Flood Insurance Program. In 2005, there were four flood insurance policies issued with an insured value of $624,000. Since 1978 there have been three pay outs to flood insurance policy holders in Paris for a total of $1,860.

Surface Water Resources

The Town of Paris is blessed with an abundance of water resources. We receive approximately 44 inches of precipitation in an average year. This moisture is dissipated through surface runoff, absorption into the ground, and evaporation. The surface runoff provides stream habitat for game fish and delights the spirit of our residents as they view our many waterways.

Paris has two relatively small ponds which are Hall and Paine. In addition, a very small pond named Mud Pond is on the southern boundary of town and is shared with the Town of Oxford. The 48-acre Halls Pond is widely used for recreation and is the source of the Hebron Water Company that serves Hebron Academy located in the center of the Town of Hebron. Paine Pond located in the northwest corner of Paris has a surface area of 13 acres. Based on the review of aerial photographs the actual area of surface water may be less. Wetland areas surround the pond.

One major river traverses Paris. The Little Androscoggin River flows in a southerly direction out of West Paris, through Paris, and continues into Norway and Oxford Towns. This river drains an area of some 354 square miles with its beginnings in the Town of Greenwood. The Little Androscoggin River above the railroad bridge in South Paris has been assigned an A water quality classification. This is the second highest classification of fresh surface waters. Below the Bridge to its confluence with the Androscoggin River it is Class C. The Little Androscoggin is approximately 46 miles long, eventually joining the Androscoggin River in the City of Auburn. This waterway serves as habitat for fish, waterfowl, and wading birds as well as canoeing

recreation for our residents. This river is fed not only by runoff from a wide region to our north, but also by a major sand and gravel aquifer stretching along its shores.

Our major brooks include Moody, Cole, Stony, Twitchell, and Dunham. These brooks, with the exception of Dunham, exit into the Little Androscoggin River within the boundaries of Paris. Dunham Brook flows southward into Hebron. These brooks also support local fish and wildlife and provide recreation for our citizens.

It is extremely important that our surface waters be protected from unplanned growth. At the present time, only the Little Androscoggin River, Paine Pond, and Halls Pond have any protection by ordinance (Shoreland Zoning). Consideration must be given to extending this protection to other waterways in Paris.

The land area that contributes water to a particular stream, river, pond, or lake is known as its watershed. Watershed boundaries are identified by connecting points of highest elevation around a body of water--that is, all the land within the watershed drains to the body of water, and all the land outside the watershed drain somewhere else. Rain and snow falling within this area eventually flow by gravity in surface runoff, streams, and ground water to the lake, pond, stream, or river which is the lowest point in the watershed.

Paris' land surfaces contribute to a number of drainage systems. The Little Androscoggin River, either directly or through its feeder streams and tributaries, drains most of the town's land area. Approximately 2,060 acres drain to one of four ponds. These are Halls, Mud, Paine and Marshall.

Development activities, such as house and road construction, timber harvesting, and agricultural practices, disturb the land that is drained to ponds streams and ground water--in other words, the watershed. The disturbed and developed land contributes pollutants and other substances to the pond; in turn, lake water quality is degraded. Activity anywhere in the watershed, even miles away, has the potential to impact lake water quality. Of the myriad of substances that can be carried to the lake from its watershed, phosphorus is of primary concern. Phosphorus is a natural element that clings to soil particles and organic matter. All ponds have the ability to absorb some phosphorus before there is an adverse impact on the quality of the lake. However, when the phosphorus load to the lake becomes too great, the phosphorus acts as a fertilizer and causes algae to flourish. An abundance of algae turns the lake green and blocks sunlight to deeper levels.

Using monitoring data, the Maine Department of Environmental Protection has calculated the amount of additional phosphorus that would produce a 1 part per billion (1 ppb) increases in each pond's phosphorous concentration.

Phosphorus Allocation

Lake Name	Water Quality Category[1]	Direct Drainage Area (Acres in Paris)	%	Lake Load Allocation to Town=s Share of Watershed (lbs/ppb/yr)[2]	Pounds Per Acre Phosphorus Allocation
Hall Pond	Moderate / Sensitive	148	100	1.94	0.045
Marshall Pond	Moderate / Sensitive	1,561	31	10.73	0.032
Mud Pond	Moderate / Sensitive	138	33	0.83	0.032
Paine Pond	Moderate / Sensitive	212	98	1.76	0.046

Source: Maine Department of Environmental Protection (DEP), Watershed Division, 1998 data.

[1] Water quality category is an assessment by the Maine Department of Environmental Protection of the water quality of a lake.

Moderate/Sensitive- Average water quality, but high potential for phosphorus recycling from lake bottom sediments.

[2] Lake Watershed Load Allocation represents pounds (lbs) phosphorus allocated to Paris= share of watershed per parts per billion (ppb).

The majority of the land in the Halls Pond's watershed is under control of the Hebron Water Company either by ownership or a conservation easement granted by Hebron Academy. Public access is allowed for fishing and boating.

Groundwater Resources

Groundwater in Paris is one of our most important natural resources. In the rural areas our residents enjoy pure water drawn from their private dug and/or drilled wells. In the urban area including Paris Hill, water is supplied by the Paris Utility District (PUD). The district water is obtained from the pristine sand and gravel aquifer bordering the Little Androscoggin River. The district has four pumping stations drawing from the aquifer, with a safe pumping rate of 1.6 to 2.5 million gallons per day. Our major aquifer is that which borders the Little Androscoggin River. This aquifer covers an area of approximately 15 square miles and has a depth to bedrock varying from 13 to 115 feet.

There are other small pockets of potential sand and gravel aquifers scattered throughout town. The most significant of these are located along Cole and Stony Brooks. Should the need arise; these two small aquifers could be tapped to service our community.

Over the past years there has been considerable development along the Little Androscoggin Aquifer. This development has resulted in many potential non point sources of pollution to our surface and groundwater supplies. Sources of pollution can include effluent from business and industry as well as septic systems; home heating oil tanks; road salting; accidental railroad or

roadway spills; fertilizer, pesticide, and herbicide application, sewer system leaks, cemeteries, and non-gated gravel pits.

A prime consideration in our future land use planning must be the protection of the aquifer. Of particular concern must be those areas of the aquifer which are within the wellhead protection zones for the Paris and Norway wells. Toward this end, we should prohibit activities within the protection zones which are incompatible with maintaining aquifer purity. In addition, we should make every effort to clean up known sources of pollution which could adversely affect water quality.

Fisheries and Wildlife

Paris and its surrounding communities support a large and varied wildlife population. Included are three big game species (white tailed deer, moose, and black bear); four upland small game species (snowshoe hare, woodcock, ruffled grouse, and turkey); several migratory waterfowl species (including black duck, wood duck, eider duck, and Canadian geese); and several furbearers (including beaver, fisher, fox, and raccoon).

Wildlife should be considered a natural resource similar to surface waters or forest land. Our wildlife species are a product of the land and, thus, are directly dependent on the land base for habitat. Therefore, if a habitat does not exist or an existing habitat is lost, various types of species will not be present. Although there are many types of habitats important to our numerous species, there are three which are considered critical; water resources and riparian habitats, essential and significant wildlife habitats, and large undeveloped habitat blocks.

In addition to providing nesting and feeding habitat for waterfowl and other birds, wetlands are used in varying degrees by fish, beaver, muskrats, mink, otter, raccoon, deer and moose. Each wetland type consists of plant, fish and wildlife associations specific to it. Whether an individual wetland is a highly productive waterfowl marsh or a low value area capable of producing just one brood of ducks, it is still valuable. The Maine Department of Inland Fisheries and Wildlife has identified five wetland areas in Paris that have significant waterfowl and wading bird habitat value.

A riparian habitat is the transitional zone between open water or wetlands and the dry or upland habitats. It includes the banks and shores of streams, rivers, and ponds and the upland edge of wetlands. Land adjacent to these areas provides travel lanes for numerous wildlife species. Buffer strips along waterways provide adequate cover for wildlife movements, as well as maintenance of water temperatures critical to fish survival.

While deer range freely over most of their habitat during spring, summer and fall, deep snow (over 18 inches) forces them to seek out areas which provide protection from deep snow and wind. These areas, commonly known as deer yards or wintering areas, represent a small portion (10-20%) of their normal summer range. Wintering areas provide the food and cover necessary to sustain deer during the critical winter months. The Maine Department of Inland Fisheries and Wildlife has mapped seven deer wintering areas in Paris.

Large undeveloped habitat blocks are relatively unbroken areas that include forest, grassland/agricultural land and wetlands. Unbroken means that the habitat is crossed by few roads and has relatively little development and human habitation. These undeveloped habitat blocks are needed by animals that have large home ranges such as bear, bobcat, fisher and moose. There are several of these large unbroken areas ranging from 8,200 acres in the Little Singe pole Mountain, Mount Marie area, and 3,600 acres in the Crocker and Ryerson Hill area**.**

Most brooks and streams provide habitat for cold water fish species. The Little Androscoggin River is stocked with both Brook and Brown Trout. Halls Pond receives stocking of Brook Trout. Threats to maintaining a cold water fishery include the siltation of water from erosion and increased water temperature.

Forest Resources

As with the majority of communities in Maine, Paris is covered primarily by forest land. It has been estimated that there are some 17,500 acres of forest land. The forests of Paris are mostly hardwood types with the softwood areas restricted to dry ridge tops and wet seeps and low lands with high water tables.

There are some 8,700 acres classified under the Tree Growth Tax Law. Of the total 8,700 acres 1,200 acres are softwood, 4,000 acres mixed-wood and 3,550 hardwood. Since 1988 there has been a decrease of approximately 520 acres in the Tree Growth Tax Law program. The Maine Forest Service reports that between 1991 and 2002 there were 382 timber harvests totally 12,000 acres in Paris.

The greatest threat to the commercial forest land in Paris is the breaking up of larger parcels for residential development. Once this occurs, these parcels are of insufficient size to be managed as commercial forest land.

Rare & Endangered Species

Two endangered plant species have been identified in the western Maine region surrounding Paris. It is probable that these plants also exist within the borders of Paris, and would be discovered if a detailed survey were conducted.

The endangered plants in our region are:

1) Asarum canadense (Wild Ginger) last documented in 1987.
2) Dryopteris goldiana (Goldie's Wood Fern) last documented 1983.

The Maine Department of Inland Fisheries and Wildlife have identified two species of special concern found in Paris. These are species that do not meet the criteria endangered or threatened but are particularly vulnerable and could easily become threatened or endangered. The two species are the Creeper, a fresh water clam, and the Spring Salamander.

Locally Significant Natural Features and Areas

Western Maine is renowned for the abundance of mineral deposits. In Fact, Paris lies in the very heart of the world=s largest known source of semi-precious gem stones. Of major significance is Maine Tourmaline which is actively mined throughout the area. In addition to gems, our area also is abundant in mica and feldspar. The Mount Mica mine is still active while others still provided recreation to Arock hounds@. These include Mine Rock, Whispering Pines Mine, Slattery Quarry, Hooper Ledge Mine and Singe pole Mines.

Scenic View Sheds

The hilly terrain of Paris has given us spectacular views of the Oxford Hills and of the White Mountains to our west. Our residents as well as visitors from neighboring towns frequently visit these sites to enjoy the scenic beauty of Western Maine. In the fall, when our woods are at their peak of color, visitors flock to our community to view the vistas to the north and west. We tend to take for granted the beauty which surrounds us here in western Maine. We must make provision to protect our scenic areas from incompatible growth which may deprive future generations of the joy of looking out over a long vista.

The Comprehensive Plan has identified a number scenic areas and views. While there are many scenic areas, those identified are believed to be the most noteworthy areas. To quantify these views, a rating system was employed to rank each scenic view. The system considered three variables and a scoring system described below:

> Distance of Vista or View Shed: This variable considers how long a distance a vista can be viewed. It assumes that a view or vista which is blocked only a few hundred feet from the observer have relatively lesser value than a view that can be seen for miles.
>
> Uniqueness: Although not always impressive, the features in the landscape which are rare contribute "something special" to that landscape.
>
> Accessibility: Given scenery has lesser importance if there is no public access to it or access is difficult.

A scale of one to three was used to score each variable with one being the lowest and three the highest. The criterion was as follows:

Distance of Vista:

1 Point - immediate foreground

2 Points - up to one mile

3 Points - more than one mile

Uniqueness:

1 Point - contains no unique qualities

2 Points - contains some characteristic

3 Points - contains impressive/unique qualities such as mountains, views of water, etc.

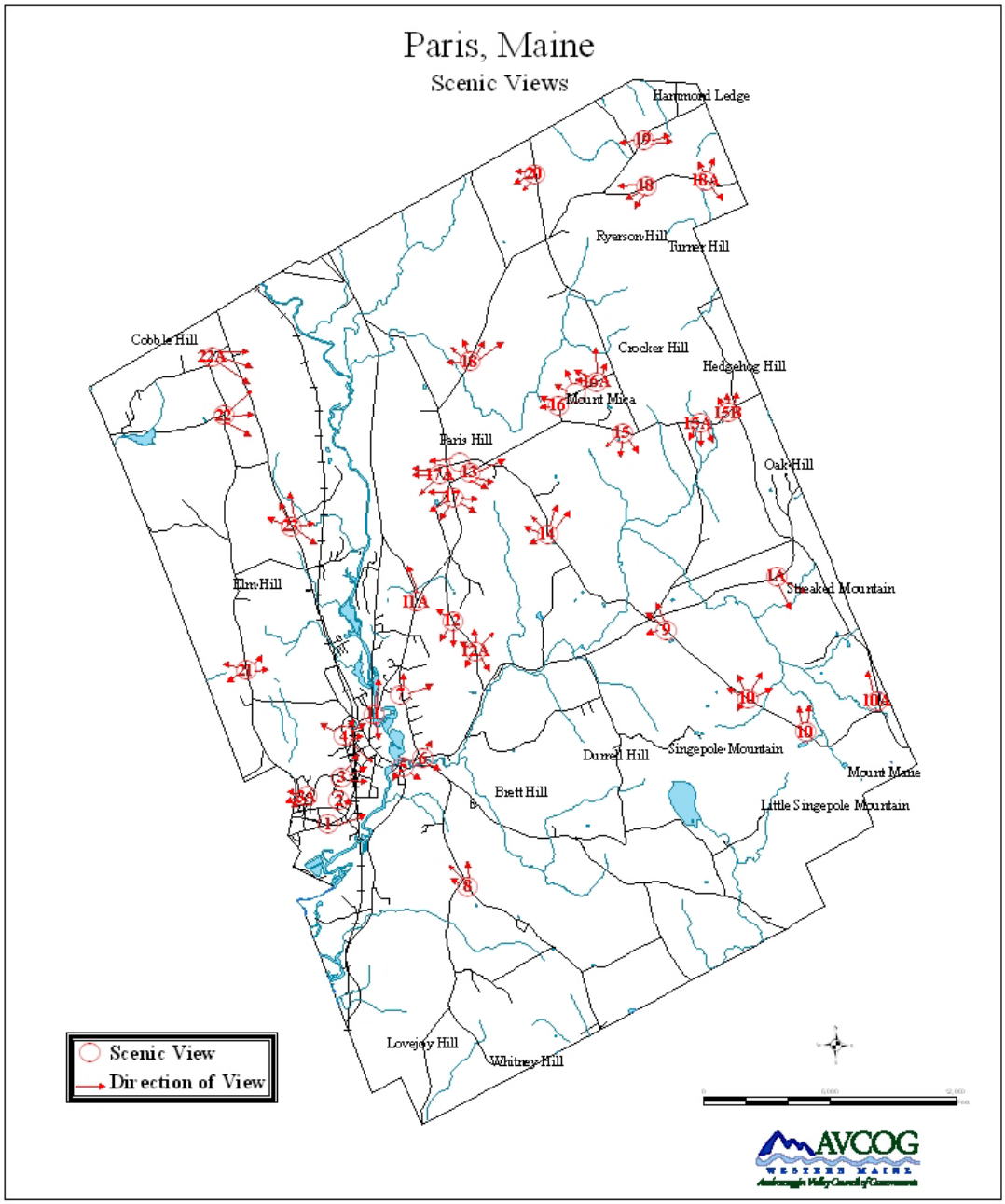
Accessibility:

1 Point - view access difficult such as only traveling on road

2 Points- view access via shoulder on road or walking

3 Points – view access via scenic turnout or similar area

Map Number	Distance of View Points	Unique Feature Points	Accessibility Points	Total Points
1	3	3	2	8
1-A	3	3	2	8
2	1	3	2	6
3 &3-A	3	3	2	8
4	3	3	2	8
5	2	3	3	8
6	1	3	3	7
7	2	3	2	7
8	3	3	2	8
9	3	3	2	8
10	3	3	2	8
10-A	1	3	2	6
11	3	3	2	8
11-A	1	3	2	6
11-B	3	3	2	8
12	3	3	2	8
12-A	3	3	1	7
13 &13-A	3	3	2	8
14	3	3	2	8
15	3	3	2	8
15-A	1	3	2	6
15-B	3	3	2	8
16	3	3	2	8
16-A	3	3	2	8
16-B	3	3	2	8
17	3	3	2	8
17-A	3	3	2	8
18	3	3	2	8
18-A	3	3	2	8
19	3	3	2	8
20	3	3	2	8
21	3	3	2	8
22	3	3	2	8
22-A	3	3	2	8
23	3	3	2	8


Paris, Maine
Scenic Views
Harmond Ledge
Ryerson Hill
Turner Hill
Cobble Hill
Crocker Hill
Hedgehog Hill
Mount Mica
Paris Hill
Oak Hill
Elm Hill
Streaked Mountain
Dunn Hill
Singepole Mountain
Mount Marie
Brett Hill
Little Singepole Mountain
Lovejoy Hill
Whitney Hill
Scenic View
Direction of View
AVCOG
WESTERN MAINE

Index of Scenic Landscapes and Vistas Locations

Map #	
#1	View from Route 26/Route 117 North, View, Streaked Mountain, Stone Mountain, Singepole Mountain, looking north/northeast
#1A	Streaked Mountain Trails, Route 117, north/east to the top, entrances to trail on the right side of the road, approximately 10 miles north from Market Square. At top of mountain, a 360° view of the surrounding mountains and the Presidential Range in the horizon.
#2	The McLaughlin Foundation Garden. At the Junction of Route 26 North/South, and Western Avenue. The garden faces west, 4.1 acres of many varied native plants, seasonal flowers, and flowering trees from early spring to late autumn.
#3	Vistas from Western Promenade, 1st left onto Western Avenue, looking east and southeast, view of Streaked Mountain, eastern slopes of hills, and spectacular colorful sunrises.
#3A	On western end, overlooking playing fields, beautiful sunsets.
#4	Vistas from Western Avenue, looking east, and northeast, views of hills, slopes, granite outcrop on top of Streaked Mountain, unusual cloud formations, and rainbows that occur in the valley.
#5	Billings Dam Park, and Dam. Route 117, northwest on the left. View at bridge of the dam, park, the Little Androscoggin and Stony Brook combined to form a small lake, beautiful in all seasons.
#6	Stony Brook Falls. Route 117, north, on the left after the 2nd bridge. View of rampant waters over boulders in all seasons.
#7	Hill Street. Off Route 117, northwest. View of distant hills to the west, older homes, and unbelievable foliage.
#8	East Oxford Road. Off Route 119, southeast. Vistas of rolling hills, farms, and old growth forests, looking west a magnificent view of the Presidential Range on the horizon, and in the near distance on the southwest Pike Hill, Horse Hill and Crockett Ridge.
#9	King Hill Road. Off Route 117, north. Driving down hill westerly, magnificent sunsets and panoramas on the horizon.
#10	King Hill Road. Off Route 117, north/northeast and northwest.
#10A	Views of Presidential Range (west), view of Streaked Mountain off King Hill Road to the left near intersection (northeast). View of Streaked Mountain (facing southeast) at start of loop to unpaved road down hill to Streaked Mountain Road. Two early settler's cemeteries are also located on King Hill. Streaked Mountain Road. View northwest, Crocker Hill, Oak Hill, the south side of Mount Mica, south side of Ryerson Hill. Road ends at junction of Route 117 north.
#11	Paris Hill Road Bridge. Off Route 26 north. View of Little Androscoggin River, all season foliage reflecting in its waters. North/northwest in the distance, panoramic view of Stern Hill.

Map #	
#11A	Hillside Cemetery. Off Paris Hill Road (north) on the left. Old burial grounds of early settlers and Town Fathers of Paris and their families. Summer and fall, lovely blooming trees of pink and white hydrangeas. Currently, still in use.
#11B	Cornwall Nature Preserve. Off Paris Hill Road, north, on the left. Donated to Paris residents to be preserved for the use and retention in its natural state for hiking, cross country skiing, wetlands, bogs, brooks, small lake, pines, birch and maple trees, minerals, stones, plus a variety of wild animals – deer, moose, bear, owls, falcons, and many other varieties of seasonal birds. All are welcome free, leave the preserve as you found it.
#12	Hooper Ledge Road. Off Paris Hill Road, southeast, intersection at Twitchell Road. Panoramic views of northwest hills. Elm Hill, Crockett Ridge, southwest – the Presidential Range, closer – Pike Hill, Horse Hill.
#12A	The Roger P. Twitchell Observatory (private). Off the right side of Hooper Ledge Road, northeast direction. View at top of knoll, a 360° vista of all the surrounding mountains and hills.
#13	Lincoln Street. Off Paris Hill Road, northeast direction. View of Streaked Mountain from golf course.
#13A	Tremont Street. Off Paris Hill Road at intersections of Mount Mica Road, Lincoln Street, Christian Ridge Road, street loops westward. View of horizon, toward Presidential Range; unbelievable breath-taking sunsets.
#14	Christian Ridge Road. North. View of Mount Mica, Ryerson Hill, Crocker Hill. Southwest, Hooper Ledge, Elm Hill, Crockett Hill, Pike Hill. On the horizon vistas of Presidential range.
#15	Mount Mica Road. Northeast. Rolling mountain road with old wood forests, fields and farms, and moss covered fieldstones, walls, and brooks. Views of northeast side of Streaked Mountain, Singepole Mountains and King Hill. Northeast, Mount Mica; north side, Crocker Hill, Ryerson Hill, Turner Hill.
#15A	Cooper Spring. On Mount Mica Road, east, on the left side across from the Colby Farm lands. Fresh, pure water spring on the location of the defunct homestead of Fred and Estelle Cooper, 1881.
#15B	Colby Cattle Farm. View of forests, brooks, open fields upward toward distant view of north sides, Streaked Mountain, and Singpole Mountains, Mount Marie. Pastoral scene of cattle grazing and drinking at the brooks.
#16	Thayer Road. View of fields, fieldstone walls, new and old homesteads on the western slopes, northwest views of Stearns Hill, Elm Hill, and Cobble Hill.
#16A	Upper Thayer Road. Off Mount Mica Road, northwest. View of 190° panorama of the nearby hills, eastern side of Ryerson Hill, and the mountains and hills of West Paris.
#16B	Upper Thayer Road. Unpaved dirt road; a marvelous view of untouched landscapes, wildflower-covered fields, slopes filled with wild blueberry and raspberry bushes, slopes of forested land, and far off an open horizon view of the whole Presidential Range; Mount Washington is very visible.
#17	Paris Hill Road, Paris Hill Village. View of Presidential Range, Elm Hill, Cobble Hill, Crockett Ledge and Pike Hill from the side of the Hannibal

Map #	
	Hamlin Museum/Library.
#17A	Paris Hill Common Green, Historical District homes and churches. Spectacular views of the horizon, mountains and beautiful sunsets.
#18	Ryerson Road. Off Paris Hill Road. Northeast direction. Lower section on the left, views of far off Stearns Hill, Cobble Hill, Elm Hill and other hills in West Paris. Upper section of Ryerson Hill Road has 180° vistas of the western and southwestern mountains and hill, including the horizon skyline of the Presidential Range. Breath-taking sunsets and multicolored foliage in all seasons.
#18A	Upper Ryerson Road partially unpaved, some unusual homesteads, old farms, a horse racing farm, and some unusual birch trees garden. Turner Hill is visible.
#19.	Sumner Road. Off Ryerson Road, unpaved north view of Hammond Ledge, west view of Sterns Hill, Cobble Hill and the western hills of South Paris and Bethel.
#20	Ellingwood Road. Off Ryerson Road on the left, northwest view of Ryerson Hill to the northeast, southwest, Stearns Hill, Cobble Hill, Elm Hill, and in the horizon, the Presidential Range.
#21	Elm Hill Road. On Elm Hill northwest, lower Helm Hill Road clear view of Crockett Ridge and Western Hills, open fields, some orchards, old growth forests, and panoramic sunsets.
#22	Elm Hill Road. Off Route 26, north, middle section upper Elm Hill, view to the east and northeast of Paris Hill, Ryerson Hill, Crocker Hill, Mount Mica, and Christian Ridge.
#22A	Elm Hill Street. Off Helm Hill Road, northwest to High Street, extensive vistas of farm lands, forests, rolling landscapes to the foothills of Ryerson Hill, Mount Mica, Paris Hill and the Paris Hill Village skyline, and the northwest side of Streaked Mountain and the Singpole Mountains.
#23	High Street. Off Route 26, north, heading northwest, views of Elm Hill, Stearns Hill, the West Paris Valley. In the fall, this road is one of the most magnificent ones in the state for colorful varied foliage. Going south, the views of Pike Hill, Lovejoy Hill and Streaked Mountain to the east and rolling farm lands.

LAND USE & DEVELOPMENT PATTERNS

Findings and Conclusions

- **It is estimated that there are some 17,500 acres of forest land in Paris.**
- **The use of land for active agriculture has declined in Paris.**
- **The majority of new subdivisions have been located in the rural areas of the town and outside of the service areas of public water and sewer.**
- **The Route 26 corridor from the Norway town line to Market Square is the primary location of commercial land use.**

Introduction

Paris contains a land area of approximately 35 square miles. Other than the valley associated with the Little Androscoggin River, the town's hilly landscape was, where suitable, utilized for agriculture during the early to mid 1800's. The construction of the railroad through Paris in 1850 resulted in industrialization and commercialization in and around the Village of South Paris. Housing for the workers was developed in proximity to factories and businesses. Many of the early development patterns are still evident today.

With the greater use of the private automobile over the last 50 years and the loss of many of the traditional industries the traditional land use and development patterns have changed.

Forest Land Use

As with the majority of communities in Maine, Paris is covered primarily by forest land. It has been estimated that there are some 17,500 acres of forest land. The forests of Paris are mostly hardwood types with the softwood areas restricted to dry ridge tops and wet seeps and low lands with high water tables. There are some 8,700 acres classified under the Tree Growth Tax Law. Of the total 8,700 acres 1,200 acres are softwood, 4,000 acres mixed-wood and 3,550 hardwood. Since 1988 there has been a decrease of approximately 520 acres in the Tree Growth Tax Law program.

Large areas of forest land are found from the Mount Mica Road north to the West Paris town line, from the Buckfield road east and south to the Hebron town line.

Agricultural Land Use

Land used for agricultural purposes in Paris includes pasture, hay, blueberries, Christmas trees and sap. Livestock raised include beef, dairy, goats, horses, sheep and alpaca. Major areas of land use for agriculture are found along the East Oxford Road, King Hill Road, Elm Hill Road, Streaked Mtn. Road.

The use of land for active agriculture has declined in Paris as it has throughout the region. In 1991 it was estimated that approximately 1,450 acres of land was actively farmed. Since 1991 there has been an additional decline in land use for active agriculture. In some cases this land has be converted to residential use or left to revert to woody vegetation.

Public and Semi Public Land Use

Public and semi public land uses are primarily centered in South Paris Village. The Oxford County Courthouse, Oxford County Jail and county offices are located on Western Avenue. A portion of the Oxford Hills Area High School is located in South Paris along with the Oxford Hills Middle School and elementary school. The Maine's Veteran's Home is located on High Street and a new elementary school is to be constructed on High Street as well. The Western Maine University and Community College Center opened its doors in 2005.

Residential Land Use/Development Patterns

Residential development patterns, which refer to the location, density and type of residential land use, have significant impacts upon community character and the cost of the delivery of various municipal services. In 2000 there were 2,140 residential dwelling units in Paris. Since 2000, 180 additional new dwelling units were added.

Paris' most significant concentration of traditional residential development is located in South Paris. Current day development patterns include older residential neighborhoods along with new residential areas on the fringe of the historic residential neighborhoods. This area consists of older residential dwellings primarily single-family but with an intermixing of multi-family units. The traditional residential area of South Paris was developed with lot sizes ranging from 5,000 to 10,000 square feet. This area is served by public sewer and water.

The earliest village and residential area is situated on top of Paris Hill (originally called Jackson's Hill) and is a Historic District listed on the National Register of Historic Places.

Scattered residential development in rural areas is found along public roads. In more recent times these areas have been the choice of new residential development. The majority of new subdivisions have been located in the rural areas of the town and outside of the service areas of public water and sewer. Current land use ordinances require the State minimum lot area, 20,000 square feet, for lots not served by public sewer. This has allowed for some dense development to take place in rural locations.

Commercial Land Use

The Route 26 corridor from the Norway town line to Market Square is the primary location of commercial land use. This commercial area is associated with restaurants including fast food, gasoline stations with convenience stores, automobile sales and other services. This approximately 7,000 foot corridor provides off street parking for customers and many different architectural styles. There is no un-developed vacant land in this corridor.

Market Square includes a number of small businesses, many located on the first floor of multi floored structures. Off street parking is limited here.

The Route 26 corridor north of it crossing of the Little Androscoggin River to Industry Drive has been the location of newer highway commercial land use. Other commercial uses are scattered adjacent to Route 26 to the West Paris town line.

It is expected in the years ahead that the northern Route 26 corridor will see commercial development. This is because of limited other suitable locations for commercial growth and the traffic volumes on Route 26.

Industrial/Manufacturing Land Use

The Little Androscoggin River was a major factor in early industrial development. It provided a source of water power and a place to disposal of industrial wastes. The traditional wood and leather industries are no longer found in Paris. Some of the former industrial sites have been reused and other reclaimed to remove pollutants. In South Paris the former AC Lawrence Tannery is the site of the New England Public Warehouse. Other major industrial sites are the Maine Machine Products on High Street and KBS Building Systems on Park Street (Route 26).

Land Use Ordinances

The Town of Paris has adopted a Subdivision Ordinance, Site Plan Review Ordinance, Minimum Road Standards Ordinance, Wellhead Protection Ordinance, Floodplain Management Ordinance and Building Code. The building code establishes a minimum lot area requirement of 20,000 square feet. A Shoreland Zoning ordinance was imposed by the Board of Environmental Protection.

Most land use ordinances have not been reviewed or revised for at least 10 to 15 years. As more development has been proposed in recent years, the effectiveness of these ordinances has been called into question. In addition existing ordinances have had little impact on directing land use activities to the most appropriate locations of the community.

Appendix A

South Paris Historic Structures

A good number of the structures discussed in this report, the reports on the Paris Hill Historic District, and the listing of historic structures and sites in rural Paris are referenced in Randall Bennett's book, Oxford County, Maine, A Guide To Its Historic Architecture. Additionally, local historian Ben Conant, has been of great help as has Kevin McGillicuddy, Assessor for the Town of Paris.

Market Square District

Market Square contains several significant civic and commercial structures. The town's original water power site, the Little Androscoggin, is a short distance down a hill from the square. Roads lead out from the square to adjacent towns. The square (unlike the commercial strip leading to Norway) still contains a number of traditional buildings which give, as Randall Bennett suggests, "identity" to the village. The center of Market Square used to be the site of the obelisk commemorating Civil War veterans , which is now in Moore Park.

Parcel and/or Address	Name of Structure	Description
U-8-98	Masonic Block	Built in 1867.
U-8-97	Billings Block	Built in 1895 and of Victorian commercial style. It opened the year the county seat moved to South Paris and it housed the "Oxford Democrat" newspaper from 1895 to 1933.
U-8-100	N. D. Bolster's	Built in 1852 and once a prosperous general merchandise store. It features a large central staircase.
U-8-130	Association Building	Built in 1922 and of commercial classic style.
U-8-129	David N. True Block	Built in the 1860s and a wooden commercial building. It was once the local post for the Grand Army of the Republic and later used as a drug store.
U-7-27	Pythian Block	Dates from the 1900s and of Romanesque Revival style. It has three stories, rounded arched windows and an unsympathetic modern treatment to the ground floor.
U-7-71	Portland Glass	A hip-roofed early filling station from the 1920s, and is an early example of a building for this purpose.

U-7-7	Odd Fellows Building	Built is 1921 and was the site of the Strand movie house. It exhibits examples of Neoclassical design.
U-8-124 124 Market Square	South Paris Public Library	Built in 1926 and of Colonial Revival style by noted architects John Calvin Stevens and John Howard Stevens. Georgian and Federal elements are incorporated in the structure.
U-7-70 Pine Street	South Paris Fire House	Built in 1918. It is a hip-roofed wooden building with the only remaining "hose tower" in Oxford County.
East Main Street		
U-7-5 11 E. Main Street	Haskell House	Built c. 1830 and a late Federal style Residence. It was at one time a dormitory for the Oxford Normal Institute which was across the street.
U-7-3 27 E. Main Street	First Congregational Church	Built in 1818. It was moved to this site and a belfry was added in 1835 by George King, The original carpenter. Later additions include Victorian window hoods in 1878and pressed metal walls and ceilings in 1925.
U-8-106 E. Main Street	Beaman-Elder House	Built c. 1845, possibly earlier. A gable to street house with Gothic revival detailing.
West Main Street		
U-8-19 39 Main Street	Deering Memorial Methodist Church	Dedicated in 1911 and one of the most important twentieth century churches in western Maine, in the opinion of Randall Bennett . Its form is reminiscent of English parish churches. The building was largely given by William Deering, a wealthy Chicago manufacturer, in memory of his parents.
U-8-17 41 Main Street	Shurtleff House	Built c. 1855 and of Italianate style. It was the home and office of Dr. Delbert Stewart.
U-8-15 45 Main Street	Arba Thayer House	Built c. 1845-50 and of Greek Revival style with applied pilasters.
U-8-14 Corner Skillings and Main Street	Skillings House	Built in 1834.
U-8-2 59 Main Street	Bolster House	Built 1834-58. It is the former home of Morton Bolster.
U-5-1.1 65 Main Street	Grand Trunk Railroad Station	Built in 1889 and of Victorian style with large brackets supporting the roof. It is the

		Only remaining Grand Trunk station in Oxford County and the finest ever built on this line in western Maine.
U-5-8 97 Main Street	Tribou - McLaughlin House	Built 1840. The house was modified in 1880 by architect John Calvin Stevens. The house is listed on the National Register of Historic Houses and the garden is listed as a National Cultural Landscape, the first such designation in Maine.
U-5-7 103 Main St.	Curtis House	Built pre-1830 and moved from Turkey Hill.
U-5-6 109 Main St.	McCardle-Noyes House	Built mid-1800s.
Main Street Near Norway Town line	Exhibition Hall	Built c. 1870. This was the exhibit building for the old Oxford County Fairgrounds, and a good example of Oxford County vernacular architecture
Gothic Street		
U-8-115 2 Gothic Street	Elisha F. Stone House	Built 1854-55. Randall Bennett refers to this as "the finest Gothic Revival house in Oxford County". Stone was the South Paris Postmaster from 1862-82.
High Street		
U-8-83 21 High Street	Knight House	Built first half of nineteenth century.
U-8-114 20 High Street	Dunn-Stevens House	Built first half of nineteenth century and moved to this location.
U-8-56 32 High Street	James Deering House	Built in 1856 and of Greek Revival design.
U-8-57 36 High Street	Captain Horace N. Bolster House	Built 1888. Its tower was a tall spire originally.
U-9-85 72 High Street	Porter House	Built c. 1830s. It is currently the Paris Cape Historical Society
U-9-48 97 High Street		Built in 1880 and a farm style house.
U-9-47 Street		Built 1890-1900. This was the Baptist and later the Lutheran parsonage. 101 High
U-9-46 105 High Street	Kenney-Glover House	Built 1885 by James E. Kenney with an addition in 1935.
U-9-45 111 High Street		Built in 1890 and a farm style house.

U-9-43 117 High Street		Built c. 1900 and a farm style house.
U-10-71 165 High Street	Curtis House	Built in 1885 and a farm style house.
U-10-70 175 High Street	John Tucker House	Built c. 1890-1900 and a farm style house.
U-10-68 183 High Street		Built 1890-1900.

Maxim Avenue

U-9-58 7 Maxim Avenue	Hammond House	Built 1855.

Park Street

U-8-80 1 Park Street	South Paris Baptist Church	Built in 1885 by Silas Maxim. This church is a combination of Victorian style with a Gothic tower.
U-9-82 39 Park Street	Willis-Andres House	Built 1898 and Stick style.

Porter Street

U-9-82 4 Porter Street	Henry W. Morton House	Built in 1904 and of Colonial Revival style.
U-9-54 7 Porter Street	Robinson-Forbes House	Built in the 1880s.
U-9-53 11 Porter Street	Smith House	Built in 1877and farm style.
U-9-52 13 Porter Street	Porter Street School	Built in 1817.

Pine Street

U-7-63 65 Pine Street	Plummer House	Built 1910 and named "Oak Acorn". It is Colonial Revival style with beautiful Palladian windows in the dormers. It is the former house of operatic diva Mlle. Minnie Scalar, wife of C. A. Stephens.
U-7-62 69 Pine Street	Stanley House	Former home of Roland French ("Pokey" French).
U-7-31 40 Pine Street	First Universalist Church	Completed in 1903 and of Victorian style. It was designed by Silas P. Maxim and contains a stage curtain painted by W. P. Morton.

Briggs Avenue

U-7-60 6 Briggs Avenue	The Stella Burnham House	Built pre-1900. It is a vernacular frame house with Queen Anne shingles. The Enterpean Club sometimes gathered here.

Western Avenue

U-5-9 4 Western Avenue	Eastman Building	Built in 1889.
U-6-22 39 Western Avenue		Site of the Pickle Shop, built early 1900s.
U-6-29 62 Western Avenue	Hayden-Cummings House	Built c. 1895 and of Queen Anne style.
U-06-49 108 Western Avenue		Built in 1902 and is of farm style.

Hillside Avenue

U-6-31 6 Hillside Avenue		Built 1870 and Victorian in style.
U-6-33 20 Hillside Avenue	Ames-Damon House	Built c. 1900. It is a square house with a prominent square window with side-lights.

Freeway Street

U-9-9 7 Freeway Street	George Morton House	Built in 1901 and of Colonial Revival style with a Palladian window.
U-9-10 1 Freeway Street	Morton House	Built in 1886 and of Stick style (which links Gothic Revival with Queen Anne). It has a tall square tower.

Lower East Main Street

U-11-4 58 E. Main Street	Shurtleff School	Built 1890s. The first school with indoor plumbing. It was the I.O.O.F. Hall, and now is the V.F.W. Hall.
U-11-10 114 E. Main Street	The Prentiss-Kenniston House	Built before 1805 and moved here from the E. Oxford Rd. Deacon Caleb Prentiss was the first postmaster of Paris and this was the first post office in town.

Highland Avenue

U-11-54 3 Highland Avenue	Silas Maxim House	Built 1874.

Oxford Street (once a toll road)

U-11-37 51 Oxford Street	Morse House	Built 1830s. It is a brick cape with later additions.

	The Old Cheese Factory	Built in the 1870s.
Hill Street		
U-11-8 Hill Street and East Main Street	Hersey Plow Company was a Grange Hall.	Built 1847/48. Bennett cites this brick structure as one of the county's finest commercial buildings. In its earlier days it
U-12-2 22 Hill Street	Sturtevant House	Built of brick in the 1830.
U-12-8 48 Hill Street	Whitley House	Built 1795. It contains an old brick oven.
U-12-35 41 Hill Street	Bennett House	Built 1800. The original building was made into two capes.
U-12-34 51 Hill Street	King-Durgin House	Built 1817 by Capt. George King. It is hip-roofed and of Federal style.
U-12-10 60 Hill Street	Miller House	Built in 1871 and is a farm style structure.
U-12-11 66 Hill Street	Miller House	Built in 1806 and is a farm style structure.
U-12-12 78 Hill Street		Built in 1819 and of cape style with a glass porch added later.
U-16-60.1 155 Hill Street	Card House (formerly the Morton House)	Built c. 1870. Nathan Perry (mineralogist), named it "Drift Rock Farm".
Cross Street		
U-12-37 15 Cross Street	Edwards-Huotari House	Built in 1856.
Route 117		
U-12-38 16 Buckfield Road	Hersey-Downing House	Built 1840 and of Greek Revival and Italianate style with a cupola.
U-22-03 34 Buckfield Road	Trinity Lutheran Church	Built 1917 and moved in the 1950s to this site from King Hill.

Footnotes

1. Bennett, Randall H. ,Oxford County, Maine, A Guide To Its Historic Architecture.(Bethel, Maine:Oxford County Historic Resource Survey, 1984), p. 375.
2. Ibid., p. 378.
3. Ibid., p. 387.
4. Ibid., p. 380.
5. Ibid., p. 370.

Appendix B

Paris Hill Historic District Map

Appendix C

Paris Hill Historic District

The Paris Hill Historic District was placed on the National Register of Historic Places by the National Park Service in April 1973, shortly after being recommended for such by the then recently established Maine Historic Preservation Commission.

Eighty-one per cent of the buildings listed were built in the nineteenth century or earlier, and many are of fine architectural quality (Federal and Greek Revival). Paris Hill's elevated setting, overlooking surrounding fields to the backdrop of the White Mountains, plus the extraordinary number of early houses that remain, give the village a most unusual quality, seldom found in Maine or nationally.

A good number of the structures discussed in this report are referenced in Randall Bennett's book, Oxford County, Maine, A Guide To Its Historic Architecture. Additionally, local historian Ben Conant has been of great help as has Kevin McGillicuddy, Assessor for the Town of Paris

The structures on the following list are included in the District:

Paris Hill Road:

Parcel	Description
1. U-19-22	House built in 1954. Only back part of parcel in District.
2. U-19-23	House built in 1973.
3. U-19-24	House built in 1973.
4. U-19-25	Built in 1853 by Jairus K. Hammond. The Hammond family lived here until the early 1900's.
5. U-19-26	Built c. 1836
6. U-19-27	Parking lot.
7. U-21-02	Built on the site of an earlier building by Moses Hammond and known as "The Old Printing Office". It was the home of "The Oxford Democrat" newspaper, and the first Seventh-Day Adventist Journal was printed here. Later it served as the Post Office and telegraph station.
8. U-21-12	Built in 1953/4. This is on the site of the local store which had been there many years, but burned in 1952. The fire damaged the Universalist Church which was then torn down. The present building served as a store owned by Merton Rawson, Sr. In the 1960s it was sold and converted into a home.
9. U-21-13	Built in 1802 by Nathan Woodbury. Jonathan Bemis bought it in 1806 and opened the first hotel in the village. His sons, Augustus and Jonathan, Jr. made clocks in the house. It is called "The Mallow", and for many years was the annex of the Hubbard House.

10. U-21-14 — Built in 1838 by John Porter, and a fine Greek Revival temple-like edifice. The First Baptist Church replaced an earlier meetinghouse built in 1803. It houses a Revere Foundry bell cast in 1821 (which called citizens to church, court and Paris Town Meetings) and the town clock given by Hannibal Hamlin in 1883.

11. U-21-15 — Built as a store in 1807 by Simeon Cummings. Later it was the home of Adm. Henry W. Lyon and his son Capt. Harry Lyon, who was the navigator on the flight of the "Southern Cross", the first plane to fly across the Pacific Ocean in 1928. It is called "Lyonsden".

12. U-21-16 — Built c.1816 by Jonas Cummings. It is called "The Anchorage" and is of Federal style.

13. U-21-17 — Built c. 1835-40 by Simon H. Cummings.

14. U-21-18 — Parcel of vacant land

15. U-21-19 — Built c. 1857 by Emerson Colburn and was the home of two generations of the Colburn family in the early nineteenth century. It was moved from the corner of Lincoln and Tremont Streets. It was or is named the "Hitching Post" and is the former home of Jean McKinney.

The Pioneer Cemetery (before 1802) is the burial plot of many of the town's earliest settlers. The Knoll Cemetery is adjacent.

16. U-21-20 — Begun in 1818 by George Ryerson and of Federal style. It was long the home of Virgil D. Parris, congressman and acting governor of Maine (1844). The house is called "The Parris House". The family name has no relationship to the town's name.

There are several parcels adjacent to the above and the following parcel that are in tree growth or have no structures on them, but are within the Historic District, and belong to Marjorie Crabb, John Alexander, John Bucher, Douglas and Pauline Mercer, the Rawson Trust, Nancy Boyles the heirs of Frances Alexander, and others.

17. R-9-27 — Built in 1813 by Capt. Samuel Rawson and is the finest Federal style brick house in Oxford County. It became the home of Gen. William King Kimball who, it is believed, entertained Jefferson Davis here. Davis later became the President of the Confederacy. His son, William Wirt Kimball led the Nicaraguan Expedition during the Spanish-American War and convinced the Navy to build submarines. Charles Deering, who with his father founded Deering Farm Machinery, grew up in this house with the Kimballs. It is still owned and occupied by Rawson descendants. It is made of bricks made on the site, and it is named "old Brick".

18. R-9-25 — Built in 1789 by Lemuel Jackson, Jr. It is called the "Old House", as it is the first frame house built in Paris, and is now the oldest house in the town. In 1805 it was purchased by Capt. Samuel Rawson and it became the residence of his daughter and her husband, Congressman Timothy Jarvis Carter, whose descendants now occupy the house.

19. U-21-21 — Built in 1812 by Amos Armsby. Deacon Joseph Lindsey resided here from 1815 to 1825, then Congressman Rufus K. Goodenow. Owners include Simeon Walton and Samuel Rawson Carter. It was later the home of Charles Case, president of the American division of the London Assurance Co.

20. U-21-22 — Built in 1837, by the Hon. R.K. Goodenow. Later owners include Joseph H. King, Eliza Butterfield, Miss S. Benson and Prentiss Cummings, a prominent Massachusetts state senator. It is called "Seven Hearths".

21. U-21-23	Built in the 1850s by Charles Cummings. It became the home of Prentiss Cummings and later Mary Davies. It is called "Owl's Nest".
22. U-21-24	Built in 1830's by Charles F. Cummings. It was the home of Harriette Winslow for many years.
23. U-21-25	Built in 1937 by Mrs. Albert Awde.
24. U-21-26	Built in 1900 by George Atwood, and of Colonial Revival style.
25. U-21-27	Originally part of U-21-13 ("The Mallow") and moved to this site.
26. U-21-47	Built in 1854 by Benjamin Bates and Alfred Andrews. It was given to the Baptist Church by Anna Hamlin Brown and served as the parsonage for many years.
27. U-21-48 27a.	Built in 1807 by General Levi Hubbard and his son, Russell. As well as being a home, the second floor served as the first Masonic Hall in the town and the site of the first meeting of the Oxford Lodge on November 12, 1807. A third floor was added in 1860 by Hiram Hubbard and, in 1868, he opened a hotel called "The Hubbard House." The hotel closed in 1938 and was purchased by Mrs. B. C. Peabody in 1940. Mrs. Peabody had stayed at the hotel as a summer guest for a number of years. It became the home of her daughter and son-in-law, Rear Admiral and Mrs. Richard M. Ross, and now is the home of their daughter and son-in-law, Cynthia and William Burmeister. Also included in this property is the Albion K. Parris Law Office, Built in 1811. Mr. Parris was a congressman and governor of Maine. Later, it served as the law office of Enoch Lincoln, also a congressman and governor of Maine. Subsequently, it became the office of other lawyers and also in later years was a candy store. During the Civil War, local citizens would gather in the building to hear news of the fighting. It is the only intact example of its type in Oxford County
28. U-21-49	Built in 1808 by Jacob Daniels and is of Federal style. From 1809 to 1819 was the home of Gov. Albion K. Parris (Maine's second governor), who erected the law office next door. Gov. Parris was a notable citizen and a leader in the movement to separate Maine from Massachusetts. It was made into an inn called "The Union House" in 1832 by Nathan Marble and continued, as such, by Horace Cummings and his son Wallace H. Cummings.
29. U-21-50	Built c. 1810 by Benjamin Hammond and moved to this site in 1834 by Asa Robinson. Simeon Cummings had a potash business in 1815.
30. U-21-51	Built in 1855 and was the home of Job Rawson who later operated a livery stable. It is called "Seven Gables".
31. U-20-1	Built c. 1808 by Thomas Crocker and a fine example of Federal architecture. It is called "The Crocker House" and also "The Snow House" for a Mrs. Snow who lived here.
32. U-20-30	Built by Jesse Scott in 1950. A home built in 1806 on this site burned in 1878, and a second house burned in 1915.
33. U-20-31	Built c. 1850. Built as the home of Henry Howe who sold it to James T. Clark, it is a Greek Revival structure with an inset porch featuring Doric columns. The stable (now removed) was where Elder James Hooper, first pastor of the First Baptist Church was ordained. The Country Club was organized in 1899.
34. U-19-30	Built in the 1830s by Alvah Shurtleff who ran a shoe store here. Subsequent owners include Eliza Giles, Job Rawson, and Sara E. Nieman who called it "The Playhouse".

35. U-19-31 Built in the early nineteenth century by Micah Allen and known as the "Micah Allen House".

36. U-19-32 This house was built in the 1790s and was moved to its present location by Henry Howe from the Pray Place on Ryerson Hill Road in 1845-46; this may be the second oldest house in the village. It served for some time as the Baptist Church Parsonage. It is known as "The Pray Home".

37. U-19-33 Built in the late 1860s by Edward Chase. Its former barn was the site of a slaughter house supplying a meat market at this location.

Academy Street:

38. U-19-28 Built c. 1853 by Moses Hammond and known as "the Hammond House".

39. U-19-29 Built in 1856 as The Paris Hill Academy. It is built in the Italianate style. Seventy-eight students were enrolled in its first year, 1857. Its bell was given in 1892 by the Hon. Edward L. Parris. It closed in 1901 and students then attended Paris High School in South Paris. It is now owned by the Paris Hill Community Club which maintains it as a community hall.

40. U-21-01 Built in the late 1790s by Isaac Fuller, and sold to Enoch Burnham, a clock maker.

Hannibal Hamlin Drive:

41. U-21-03 Built in 1818 and called "Cross Roads". Hannibal Hamlin was married twice in this house, both times to daughters of Judge Stephen Emery who lived here.

42. U-21-04 Back portion of this parcel

43. U-21-04 Built in 1814 as the Oxford County Courthouse and used as such until 1896 when the county government was moved to South Paris.

44. U-21-05 Built c. 1857 and replaced an earlier house on this site. It served as the jailer's house.

45. U-21-06 Built in 1822 as the Oxford County Jail and served as such until 1896. In 1902 Dr. Augustus Choate Hamlin, a nephew of Hannibal Hamlin, purchased it, renovated it, and gave it to the Ladies Association of Paris Hill to serve as a library and museum. It was renovated again in the late 1950s and early 1960s and still serves as a public library and museum.

46. U-21-07 Begun in 1807 by Dr. Cyrus Hamlin, Oxford County's first Clerk of Courts. Hannibal Hamlin, who served as Vice President from 1861-1865, was born here August 27,1809. Subsequent owners were William Chase and later, Kimball Atwood ,a developer of the Florida grapefruit industry. Atwood renovated the house substantially c. 1922. It is known as "Northlands". The view to the west is one of Oxford County's finest.

47. U-21-08 Built in 1810 by Deacon John Willis whose wife was a daughter of original settler Lemuel Jackson, Sr. It is a hip-roofed Federal style building. It was the summer home of Miss Emily Bissell, founder of the U.S. Christmas Seal program from 1920 to 1947. It is named "Williscroft".

48. U-21-09 Built in 1870's, and the former home of Benjamin S. Doe. It is distinctive for its mansard roof.

49. U-21-10 Built c. 1818 by Simeon Cummings, Sr. for his daughter, Anna. It is called "The Little White House" and for many years was the summer home of the Misses Dodd of the Dodd-Mead Publishing family. Subsequent owners were Mr. and Mrs. Herbert Somers.

50. U-21-11 Built in 1826 and called "The Registry", it housed the offices of the Recorder of Deeds and the Register of Wills as well as other county offices.

Tremont Street:

51. U-21-28 Built in 1810 by Nathaniel Howe. It was a store for many years and later served as the Post Office until 1951.

52. U-21-29 Built in 1854 by Benjamin Bates. It was for many years the home of the Hiram Heald family.

53. U-21-30 Built in 1850. It was called the "Old Sam York House". In back of the house is a large parcel of land which used to be an apple orchard. Much of this land is in the Historic District.

54. U-21-31 Built c. 1870 by Hiram Hubbard.

55. U-21-32 Date unknown, but the original house was built by Hiram Hubbard. It burned in 1935 and rebuilt by the Eastman family who were living in it.

56. U-21-33 Timothy Willard Ball Park. Once the property of Hiram Heald, and sold to the town by Miss Jeannie Hubbard.

57. U-21-34 A new building completed in 1993. This is on the site of the old Paris Hill Fire Department building.

58. U-21-35 Built in 1871. It was the home of Silas Maxim, co-author of The History of Paris, Maine (1884). It was then sold to Henry Morton of the Paris Manufacturing Co.

59. U-21-36 Built in 1829 by George Ryerson and moved here from Main Street (Paris Hill Road) in the 1880's. This was the site of several businesses including the Paris Manufacturing Company from 1869 until 1883 when it moved to South Paris. It was once called "The John Demming House".

Mount Mica Road (around the corner from Tremont Street):

60. U-20-11 A vacant parcel of land which is virtually all within the Historic District.

61. U-20-11.1 A new house.

62. U-20-11.2 A new house, built to replace the original one, built in the 1850's, which burned in 2001.

63. U-20-12 PUD Water Tower

Christian Ridge Road:

64. U-20-15 Built in 1879 by Olban Maxim.

65. U-20-18 — No date, but early. Built by Judge Potter and maintained for him by Jarvis Thayer on land which was originally part of the Joseph Jackson farm. It is the only working farm left in the village. After Thayer subsequent owners were the Curtis family, Clarks, and Starbirds.

66. U-20-17 — Built in 1885 by George B. Shaw. It was known as "The Birches" and was for many years the summer home of Miss Mary Burchfield.

Tremont Street Continued:

67. U-21-38 — Built in the late nineteenth century by Gilman B. Garland.

68. U-21-39 — Built in the 1870's and formerly known as the "Austin Partridge Stand". It was the former home of the Robert Dennison's and served as the Post Office until 1951 when the current Post Office was moved to its current site.

69. U-21-40 — The current Paris Hill Post Office.

70. U-21-42 — A vacant parcel.

71. U-21-42 — Built in the mid-nineteenth century; it was once connected to the building to the west by a barn. It was built by George B. Shaw, a shoemaker, and eventually became the home of Eleanor and Ruby Shaw.

72. U-21-44 — Built in the mid-1800's.

73. U-21-45 — No date, but was built in mid-nineteenth century by Hiram Hubbard. Subsequent owners include Dr. Miranda Houghton and the Clyde Shaws.

74. U-21-46 — Built in 1961.

Lincoln Street:

75. U-20-02 — Built c. 1845 by Judge Joseph G. Cole and of Greek Revival style. The ell and stable were parts of an earlier building (1790). It is known as "The Gov. Perham House" because Gov. Sidney Perham lived here in the last years of his life.

76. U-20-03 — Built in 1825. In the late nineteenth century it was owned by several Oxford County Registers of Deeds.

77. U-20-04 — A home built in the 1950's.

78. U-20-05
78a. — Built in 1825 by Nathan Ryerson and called "Hearthside". It was the home of Dr. Asaph Kittredge. There is a small building, flush-boarded and c. 1810, located at the corner of the property on Lincoln Street which was once the shop of Enoch Burnham, clockmaker, and also the office of Dr. Kittredge in the 1800's.

79. U-20-06 — Built in 1880 by Jarvis Marble and called "Cotswold". It is of Italianate style; it was the summer home of Judge William P. Potter, Chief Justice of the Pennsylvania Supreme Court. Later, it was the summer home of Professor Walter Everett of Brown University, and later of his son-in- law C. Douglas Mercer.

80. U-20-07 — A parcel of land, adjacent to the Villedrouin house.

81. U-20-08 — Built in 1834 by Issac Harlow. Originally there was a potash field here. Later, Nathaniel Butler, a son-in-law of Judge Stephen Emery (as was Hannibal Hamlin) lived here.

82.	U-20-09	A new house built in 2002.
83.	U-20-10	Built in the mid-1800's for Mrs. Angeline Andrews Mason on the site of an earlier home which was that of Emerson Colburn.
84.	U-20-19	Built c. 1826 by Joseph Jackson, the grandson of Lemuel Jackson, Jr. It is called "The Orchard" and is a house which has never been sold outside the family.
85.	U-20-20	Built in 1821 by Ransom Dunham, a blacksmith, whose forge was across the street. Later it became the home of Congressman Charles Andrews.
86.	U-20-21	Built by Jarvis Marble in 1879 for his daughter, Mrs. Orlando Thayer. It is known as "The Thayer House".
87.	U-20-22	Built c. 1840 by Jarvis Carter Marble and called "The Marble Farmstead". It was once the home of Mary Pierce.
88.	U-20-23	Built in 1976.
89.	U-20-24	A vacant parcel.
90.	U-20-25	No date. It was moved to this location from across the street.
91.	U-20-26	A vacant parcel.
92.	U-20-27	Built in the last part of the nineteenth century by William G. Hammond and of vernacular Queen Anne style.
93.	U-20-28	Built in 1970 by Mrs. Hamilton Cornwall. It stands on the site of the Lincoln School, a two story wooden school built in 1895 to replace an earlier brick schoolhouse.
94.	U-20-29	A vacant parcel

Appendix D

Historic Houses in Paris - Rural

East Oxford Road

U-25-7 94 E. Oxford Road	Stowell-Walker House	Built in 1810 for Daniel Stowell and of Federal style, with a hip roof and fan doorway. Reverend Joseph Walker (Congregational Church, Paris) lived here.
. 348 E. Oxford Road R-6-2	W. Matthews House	Built in 1890. This area is called Stowell Hill.
486 E. Oxford Road R-6-7	John Penley House	Built c. 1800. Now named Rosebeck Farm.
495 E. Oxford Road	Sanders-Babineau House	Built in the 1850s. Only the back part of the house (the ell) is original. Bolster Tavern, built in the 1800s, was moved from across the road and added on to the structure.

Parsons Road

57 Parsons Road R-2-57	Bolster School building.	Built in 1861. There is an extensive addition.
257 Parsons Road R-1-30	Robinson-Parsons House	Built c. 1787 by Stephen Robinson and the earliest of three brick-ended Federal style houses remaining in Oxford County. The rear wooden ell is the earliest part of the house with the distinctive front part of the residence built in 1803 and of high architectural quality and featuring a fine classical front entrance. Randall Bennett cites its very fine interior.

Brett Hill Road

79 Brett Hill Road R-7-4.1	W. D. Brett House	Built c. 1830s.
297 Brett Hill Road R-7-9	J. K. Clifford House	Built 1850.
306 Brett Hill Road R-8-85	C. H. Clifford House	Built 1858.
363 Brett Hill Road R-8-84	G. W. Stevens House	Built pre-1858.

King Hill Road

4 King Hill Road R-13-2	King Hill Schoolhouse	Built 1874.
56 King Hill Road R-13-4	W. O. King House	The original house built in 1797 burned in the 1850s. It was rebuilt shortly after this. This is the birthplace of Horatio King, U.S. Postmaster General.
398 King Hill Road R-12-15	Tubbs Schoolhouse	Built 1905
407 King Hill Road R-11-14	W. McKenney House	Built 1830s.
419 King Hill Road R-11-15	A. Tribou House	Built 1840.

Streaked Mountain Road

126 Streaked Mt. Road R-13-38	Caleb Prentiss-Beckler House	Barn built 1860. House built 1900.
219 Streaked Mt. Road R-12-22	J. Faunce-Maxim House	Built 1850. This is a cape with much alteration.
222 Streaked Mt. Road R-12-23	The Harlow House	Built in 1860 and a farm style residence.
285 Streaked Mt. Road R-12-20	Bessey House	Built pre-1857. It is a cape with modifications.

Lovejoy Road

61 Lovejoy Road	Silas Maxim House	Built in 1792. This is the original house of Silas Maxim built in a cape style. R-13-43

Buckfield Road (Route 117)

628 Buckfield Road R-13-9.2	N. Chase House	Built c. 1850s.
625 Buckfield Road	A. Chase House	Built in 1838. The old Sturtevant brick yard is located close-by. R-13-10

Christian Ridge Road

R-9-43		Site of the Hammond Home This building was burned in 2006, but was the home of Benjamin, Henry E. and Henry D. Hammond.
126 Christian Ridge Rd.	H. Howe House	This was the site of the home of H. Howe from 1858 until 1880 and the site of The Beeches Sanatorium (Dr. Charlotte R-9-46

		Hammond) from 1895 until the 1950s. It was demolished after this.
110 Christian Ridge Rd. R-9-45	Rawding House	Built in 1890.
138 Christian Ridge Rd. R-9-48	Happel House	Built 1927 and of the Bungalow style with modifications.
150 Christian Ridge Rd. R-9-50	May-Doore House	Built in 1906 for Eleanor May.
178 Christian Ridge Rd. R-9-52	M. Bradbury House	Built pre-1870. A cape.
203 Christian Ridge Rd. R-8-83.1	Sewall Rowe House	Built 1792 and a farmstead.
228 Christian Ridge Rd. R-8-82	J. Daniels House	Built c. 1820-30.
309 Christian Ridge Rd. R-8-71	J. Bradbury House	Built 1900 with later modifications.
445 Christian Ridge Rd. R-8-62	Alonso King House	Built in 1850 and is farm house style. The Samuel King Mill was located on the near-by brook.
Stock Farm Road		
156 Stock Farm Road R-8-44	J. C. Holt-Briggs House	Built pre-1857 and is a cape.
190 Stock Farm Road R-8-46	D. R. Ripley-Howland Stock Farm	Built c. 1880. This is now The Celebration Barn Theater.
Hooper Ledge Road		
15 Hooper Ledge Road R-8-10	H. Forbes House	Built in 1850.
99 Hooper Ledge Road R-8-15.1	Elder Hooper House	Built c. 1797. It is a hip-roofed two story house with an asymmetrical, four-bayed façade. Hooper was the town's first settled minister, serving at the Paris Hill meeting-house. In back of the house is the site of the Indian Rock, which said to have been used by local Indians to grind food.
40 Hooper Ledge Road R-8-11	Reuben Hubbard-George Hooper House	Built c. 1730. The first Paris Town Meeting was held here in 1773. This house was taken apart and rebuilt on the same road a few hundred feet north.
191 Hooper Ledge Road R-8-23	Dr. Cyprian Stevens House	Built in 1795 and one of the town's oldest capes. It displays an unusual three-bay façade. It has the first framed barn in town.

Thayer Road

75 Thayer Road R-15-3	Maxim-Wright House	A nineteenth century vernacular farmstead known as "Windy Ledge". Much of Silas Maxim's History of Paris (1884) was written here.
84 Thayer Road R-15-4	Asa Perry-Thayer House	Built in 1801, to replace an earlier (1797) log house. Once part of a large farmstead, it is now a cape which was moved up nearer the road.

Dean Road

223 Dean Rd. R-15-11	Uriah Ripley House	Built c. 1814. This is a central-chimneyed hip-roofed Federal house with a commanding view to the western mountains.

Mount Mica Road

281 Mt. Mica Rd. R-14-3	J. Daniels House	Built pre-1857. It is hip-roofed and Federal styled.
337 Mt. Mica Rd. R-14-7	J. Whittemore House	Built in 1860 and a farm style house.
338 Mt. Mica Rd. R-14-8	Heikkinen House	Built 1820. Farmstead style.
358 Mt. Mica Rd. R-14-10	Whittemore District School	Built 1870.

Paris Hill Road

316 Paris Hill Road U-18-18	Heald Orchard Barn	Built c. 1900. It was modified in 1952 and is now a home.
421 Paris Hill Road U-19-34	Crocker Store	Built in 1792. This was the Thomas Crocker Store which was located in Oxford and moved here by Benjamin S. Doe. Subsequent owners were R. S. Stevens, Jacob Daniels, Mary Daniels and Bruce Hanley.
668 Paris Hill Road 10-62	Cyrus Ripley Farm or "Long Look Farm"	The ell to the house was built 1802. Barn built 1901. R-
734 Paris Hill Road R-10-54	Emerson House	Built in 1927.
783 Paris Hill Road R-10-52	Thomas M. Crocker, Jr.	House built pre-1800. Thomas Crocker, Jr. was the son of Thomas Crocker, Sr. who was married to a daughter of William Stowell.
843 Paris Hill Road R-10-48	L. Stone House	Only the barn (built in 1840) remains of the original buildings.

Stearns Hill Road

10 Stearns Hill Road R-10-27	Hungry Hollow School	Built c. 1840. Bennett cites this as the least-altered of the few remaining one-room schoolhouses in Paris. It was also the last to close its doors in 1958.

Ryerson Hill Road

72 Ryerson Hill Road R-10-69	Caleb Cushman-Lord House	Built in 1850. The Town Pound is on the eastern edge of the property.
108 Ryerson Hill Road R-10-70	H. Davis House	Built in 1840 and of farmstead style.
125 Ryerson Hill Road R-10-71	Gen. Levi Hubbard House	The house was rebuilt in 1902 after a lightning strike.
397 Ryerson Hill Road R-16-7	Carpenter-E.E. Hanson-Fields House	Built in c. 1800. This was originally a hip-roofed structure.
417 Ryerson Hill Road R-16-26	Austin Partridge House	Built in 1795 with an addition in 1820.
480 Ryerson Hill Road R-17-01	Partridge School	Built in 1838 with modern additions.

Moody Brook Road

55 Moody Brook Road R-16-02	Lapham-Field-Kesseli House	Built in 1800 and a farmstead.
56 Moody Brook Road R-10-86	Rawson-Hammond House	Built in 1797.

High Street

306 High Street R-02-43	Otis Swift House	Built in 1826. Also known as Graydoc Farm.
643 High Street R-05-42	Stephen Packard, Jr.	Built in 1830. Across from this property although further up to the north is a site said to be where Indians camped.

Elm Hill Road

38 Elm Hill Road R-3-12	Churchill-Verrill House	Built pre-1858.
186 Elm Hill Road R-4-18	Fuller-DeCoster House	Built in 1790 and a cape.

Alpine Street

256 Alpine Street R-3-3	Bicknell House	Built pre-1858 and a farmstead. This area was known as Turkey Hill.

Nichol Street

109 Nichol Street R-03-20	Lazarus Hathaway House	Built in 1824.
213 Nichol Street R-3-8	H. R. Webber	Built in 1809 and Federal in style. The Webber Pottery House was across Elm Hill Road.

Upper Swallow Road

2 Upper Swallow Road R-4-25.3	E. Curtis House	Built in 1800 and a cape.
5 Upper Swallow Road R-4-23.1	Ansel G. Dudley House	Built c. 1850s. Dudley was a noted stonemason. At one point it is reported that Curtis and Dudley exchanged houses (totally furnished).

Footnotes

1. Bennett, Randall H.,Oxford County, Maine. A Guide to its Historic Architecture. (Bethel, Maine: Oxford County Historic Survey, 1984), p. 369.

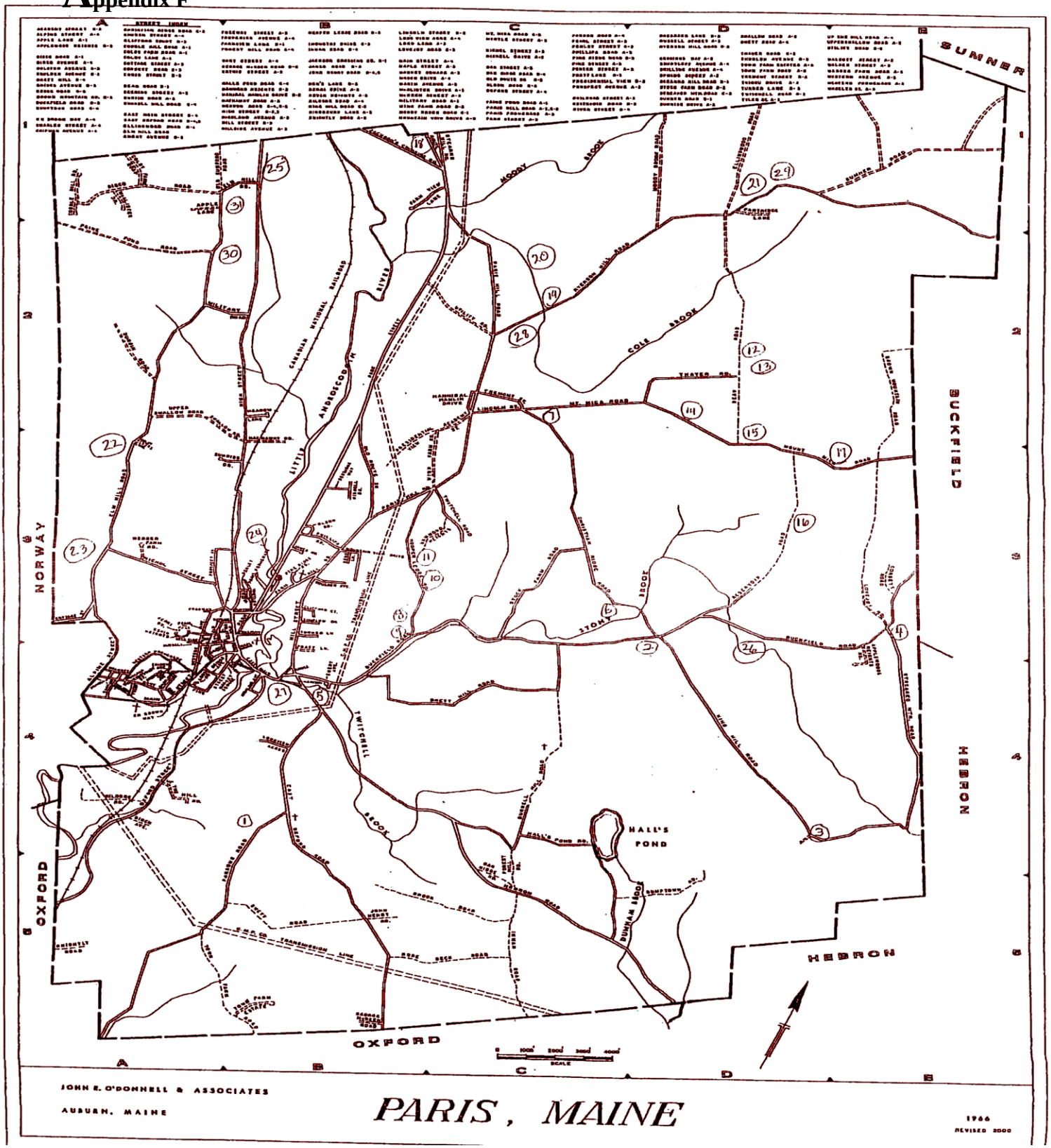
2. Ibid., p. 348.

Appendix E

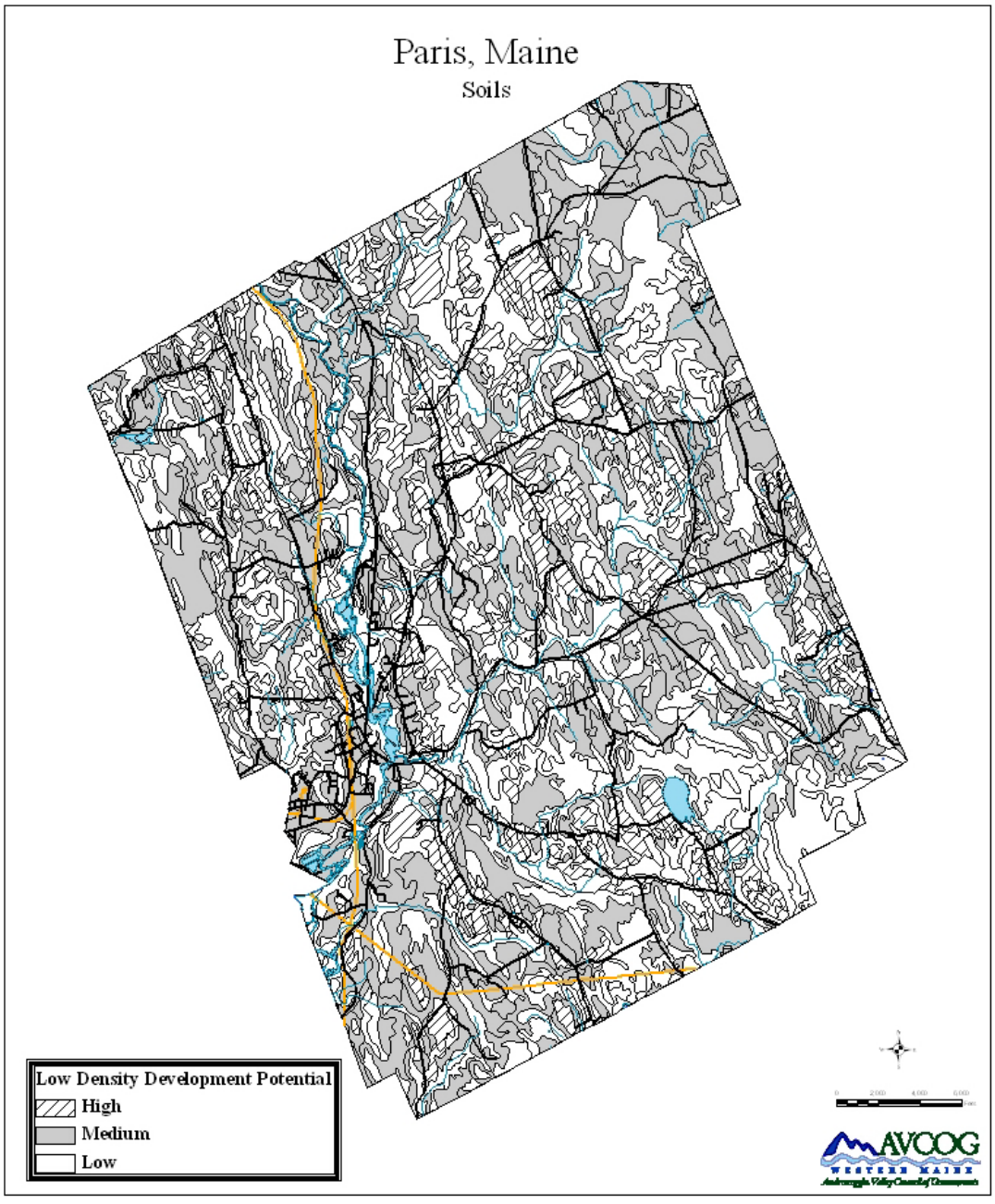
Other Historical Sites in Paris (Rural)

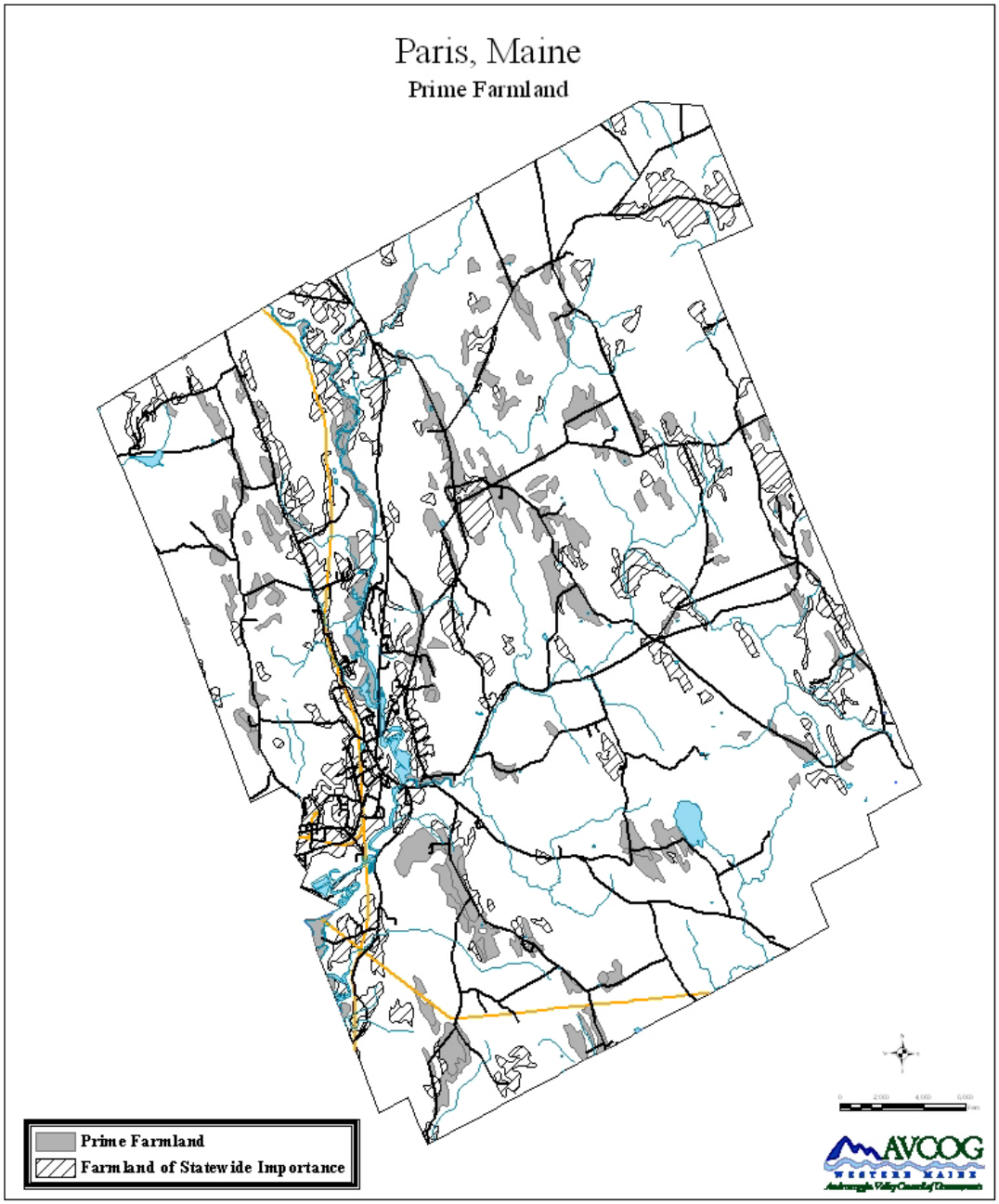
1. Bolster District Schoolhouse
2. King District Schoolhouse (1871)
3. Tubbs District Schoolhouse
4. Mountain District Schoolhouse, c. 1900
5. Site of Old Mill
6. A. King ("Dead Eye") Sawmill
7. Slattery Quarry
8. Shop of D. Forbes
9. Site of first Paris Town Meeting
10. Site of Indian Rock
11. Hooper Ledge Mine
12. Paris Hill Reservoir
13. Brown Mine
14. Mount Mica Mine
15. Whittemore District Schoolhous
16. Magnesia Spring
17. Cooper Spring
18. Hungry Hollow Schoolhouse
19. Site of Old Town Pound
20. Site of Simon Cummings Mill
21. Partridge District Schoolhouse
22. Webber or Whitehead District Schoolhouse
23. Site of Webber Pottery
24. Old Indian Trail
25. High Street Pottery
26. Cushman's Stony Brook Brickyard
27. Pooduck Brickyard
28. Ryerson Hill Brickyard
29. Ripley Brickyard (Ranson Ripley)
30. Elm Hill Foundry
31. Indian Campsite

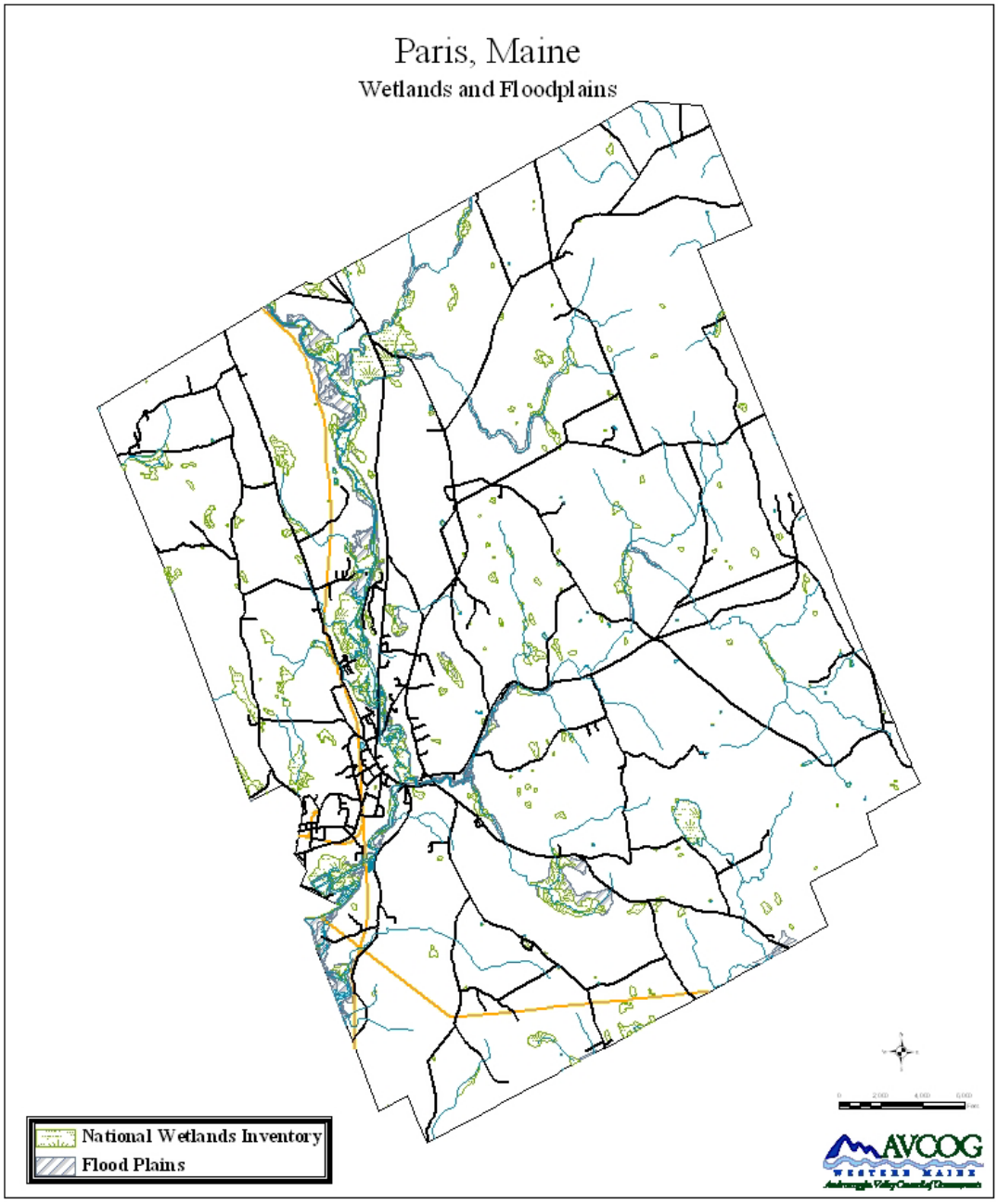
Appendix F

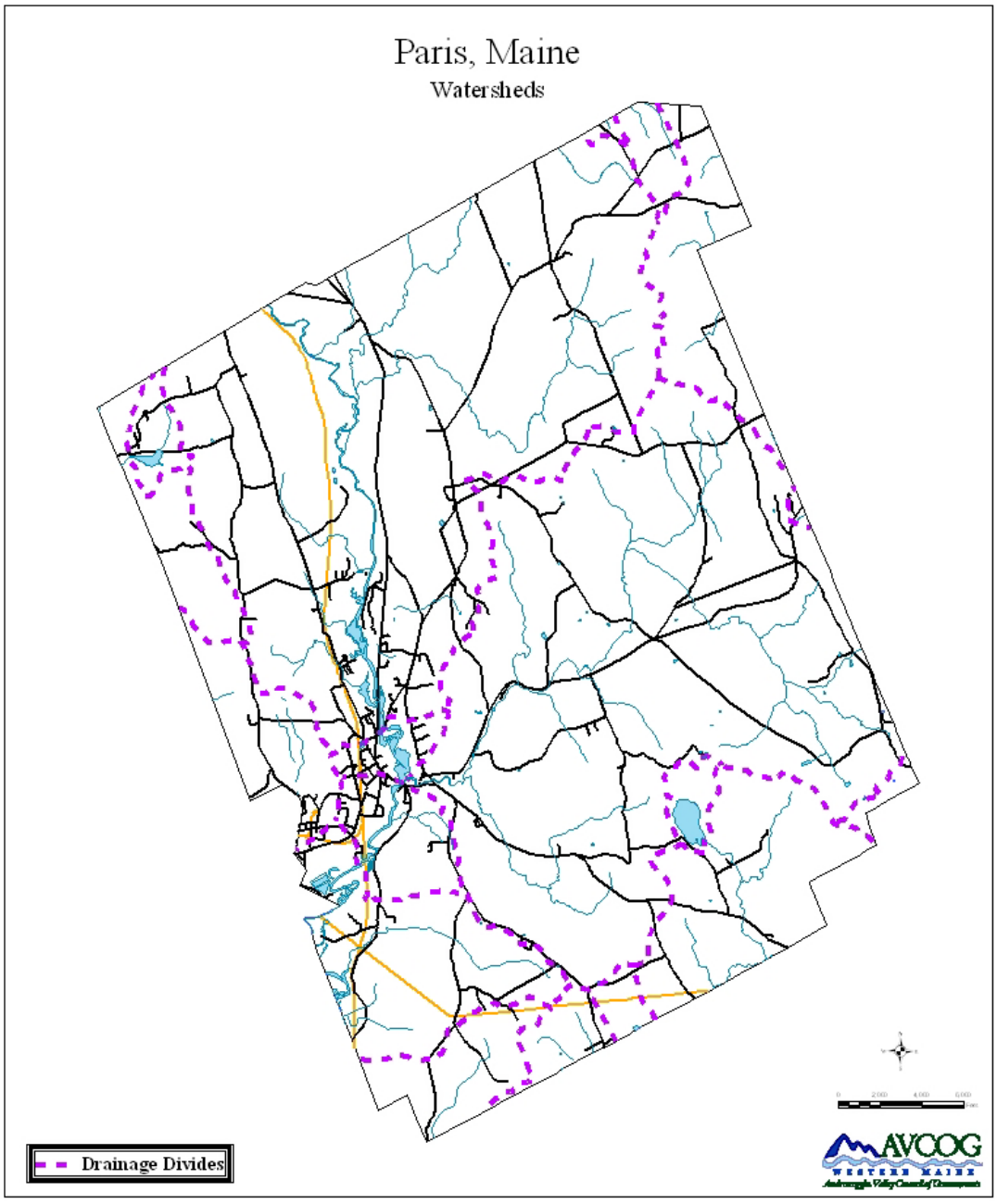

SUMNER
BUCKFIELD
NORWAY
OXFORD
HEBRON
HALL'S POND
MOODY BROOK
COLE BROOK
STONY BROOK
EAST BROOK
DUNHAM BROOK
ANDROSCOGGIN RIVER
CANADIAN NATIONAL RAILROAD
TWITCHELL
THAYER RD.
MT. MISA ROAD
BUCKFIELD ROAD
HIGH HILL ROAD
JOHN E. O'DONNELL & ASSOCIATES
AUBURN, MAINE
PARIS, MAINE
1966
REVISED 2000

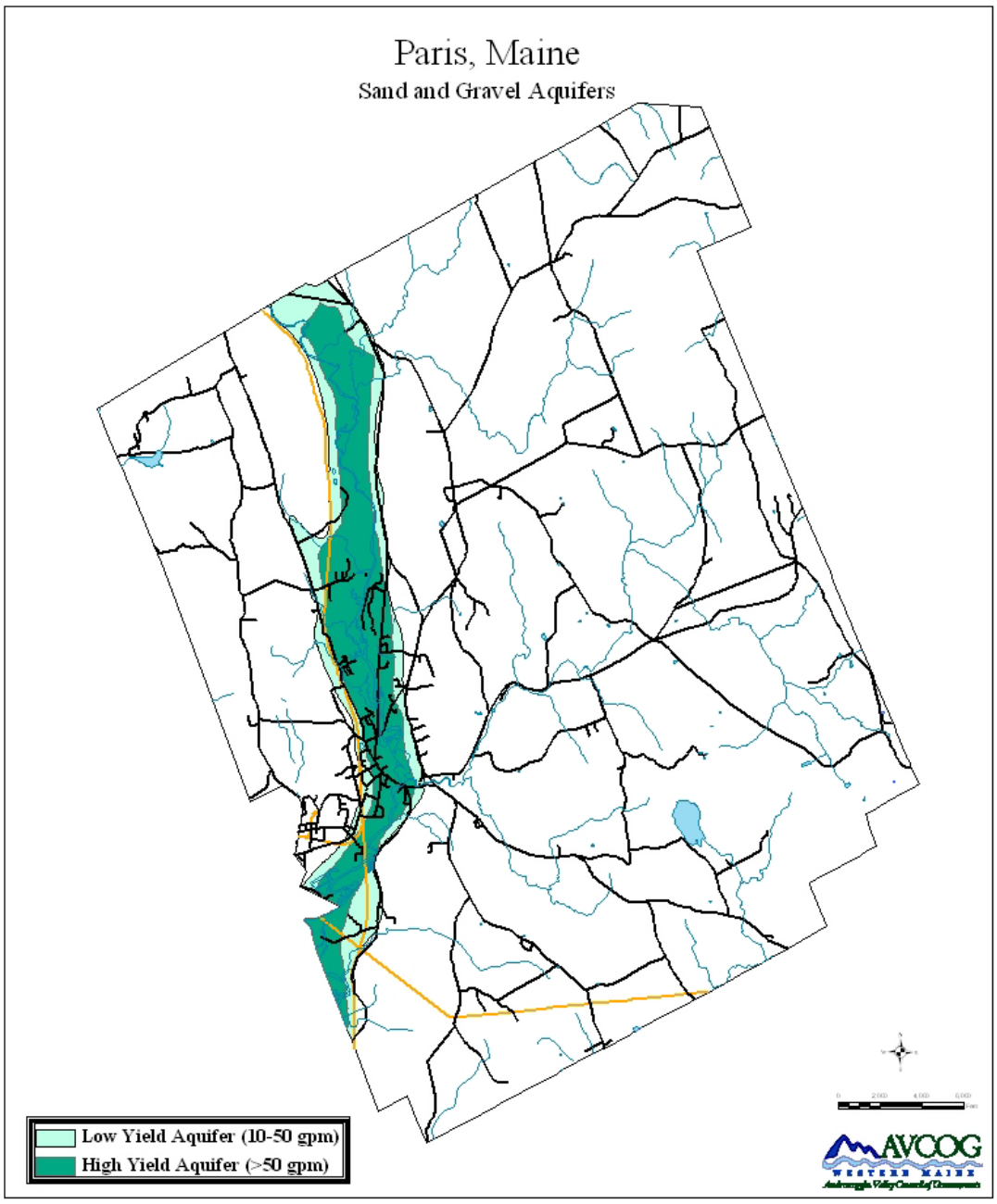
Appendix G

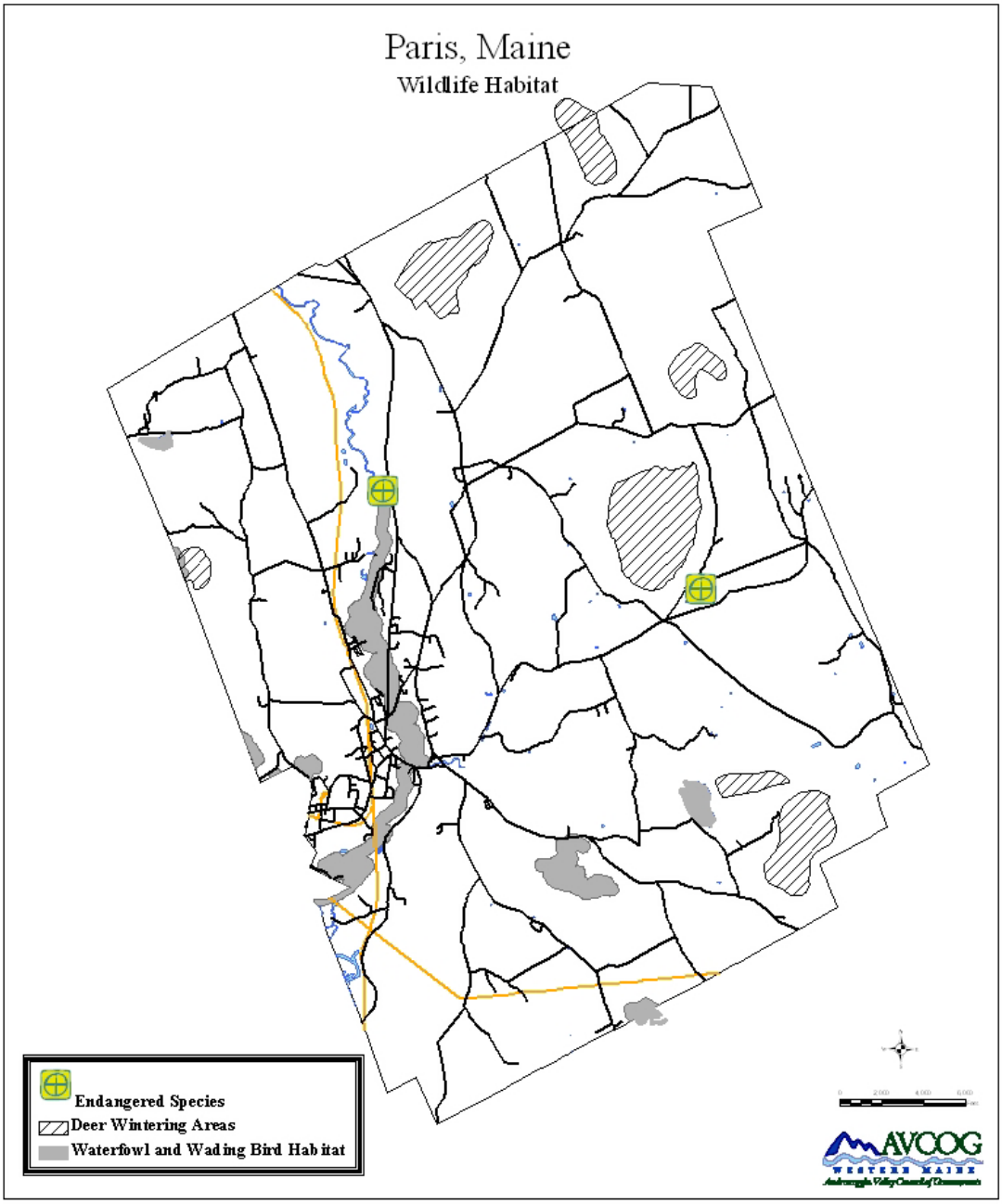

Paris, Maine
Soils
Low Density Development Potential
High
Medium
Low
AVCOG
WESTERN MAINE


Paris, Maine
Prime Farmland
Prime Farmland
Farmland of Statewide Importance
AVCOG
WESTERN MAINE


Paris, Maine
Wetlands and Floodplains
National Wetlands Inventory
Flood Plains
AVCOG
WESTERN MAINE


Paris, Maine
Watersheds
Drainage Divides
AVCOG
WESTERN MAINE


Paris, Maine
Sand and Gravel Aquifers
Low Yield Aquifer (10-50 gpm)
High Yield Aquifer (>50 gpm)
AVCOG
WESTERN MAINE


Paris, Maine
Wildlife Habitat
Endangered Species
Deer Wintering Areas
Waterfowl and Wading Bird Habitat
AVCOG
WESTERN MAINE