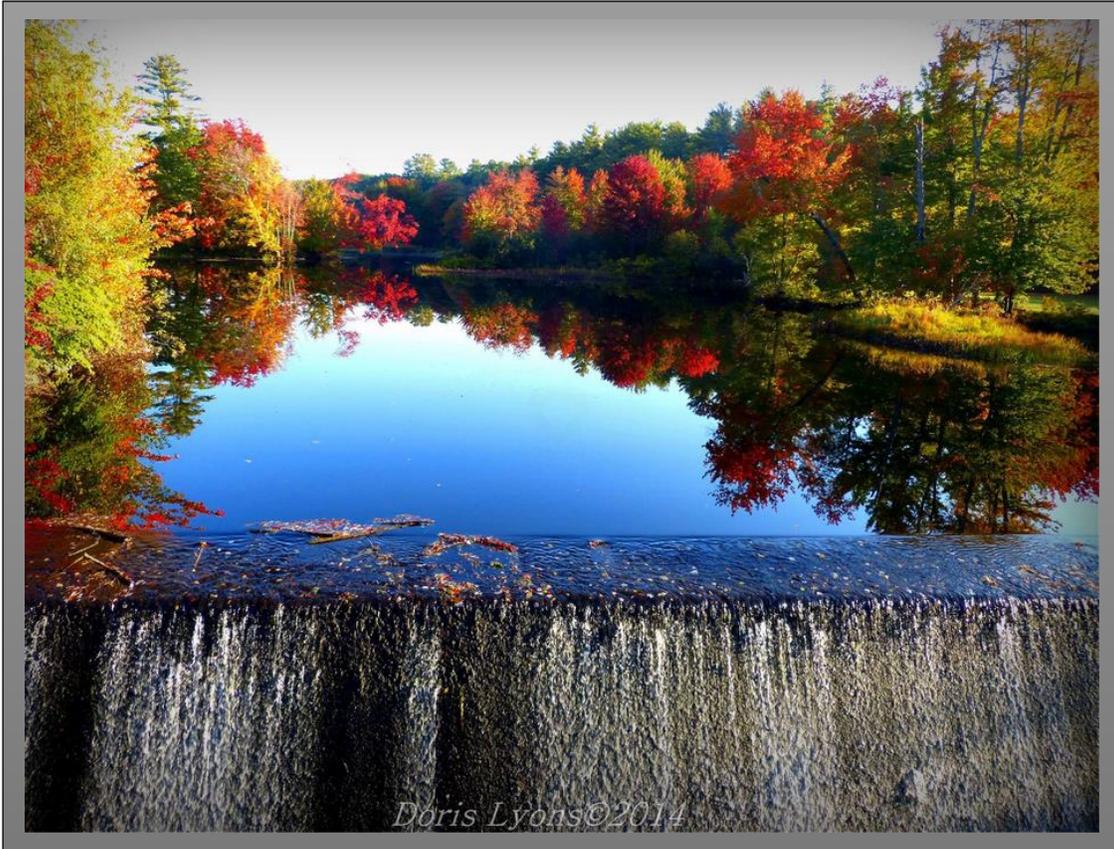


Town of Paris

Strategic Plan for Market Square



Paris, Maine

December 2014

*Coming together is a beginning;
Keeping together is progress;
Working together is success.*

Henry Ford

Development Director

Sandy Swett

Town Manager

Amy Bernard

Selectmen

Samuel Elliott

Janet Jamison

Ryan Lorrain

Robert Wessels

.

Special Thanks To:

John S. Jenness, Jr. for Property Photography

Ben Church for Aerial Drone Photography

Jeanie Stone for her initiative to develop a Revitalization Project

South Paris Revitalization Forum for continued support

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Introduction

Initially settled in 1779, the Town of Paris was incorporated on June 20, 1793. Upon the establishment of Oxford County in 1805, Paris was designated the County Seat. Paris became known as South Paris due to the separation of postal offices in the primary town area and the historic Paris Hill region. The town encompasses a total of 40.97 square miles and is bounded by Norway, West Paris, Buckfield, Hebron and Oxford. The 51.4 mile Little Androscoggin River flowing through Paris is the largest body of water. Town population has slowly but steadily grown from 4,801 in 2000 to 5,183 2010. Factories were the mainstay of employment opportunities.

As a result of the doors closing on those factories, the Town faces a significantly different economic challenge. Residents commute to jobs outside of the area. The lower number of local businesses results in lower tax revenues and concomitant limits to our financial resources. Box stores have shut down the corner store and left vacancies in our historic buildings. Our economic future must include a plan for stability and diversity to meet the growing needs of our changing world.

In the fall of 2013, a group of concerned citizens and business owners formed and became the South Paris Revitalization Forum (hereinafter referred to as “the Forum”). After several meetings, the Forum decided that long range planning was needed for the town to set goals to spark economic stimulus. The plan design would focus on a plan to attract and retain businesses in the historic Market Square. While incorporating a philosophy of maximum utilization of our natural resources, the strategic plan should include steps for future growth. The Town must foster a community infrastructure to entice families to establish Paris as a lifetime homestead, providing a continuum of services for its youth, working population, and seniors.

Two interactive public planning meetings were conducted on August 19, 2014 and September 24, 2014 to solicit input from the community. The overriding consensus included exploration of three areas: development of innovative resources and programs to attract new business, establishment of a long term plan to provide a continuum of resources and programs for the benefit of community families, and development of green space. After countless hours of interviews of a cross-section of the community and analysis of information to form viable ideology to invigorate enthusiasm to structure a plan for the future of Paris, a framework was established to capture the unique qualities of the Town and to build on that foundation. Future planning to accomplish this goal must expand beyond the Market Square area targeted by this project, and incorporate expansion of business opportunities to bring economic growth.

Mission Statement

To provide the framework for the Town of Paris to stimulate the economic community through promotion and enhancement of community resources, thereby enhancing the quality of life for citizens and business alike.



Figure 1: Ben Church aerial photography, October 2014

Vision

The Town of Paris must focus its energies to implement a comprehensive strategic plan (hereinafter referred to as “the Plan”) to attract commercial ventures to invest in the quality of life offered to its business and residential community, thereby expanding the tax base.

The Plan shall encompass the following areas:

Commercial growth: Identify the current barriers to commercial growth, including but not limited to roadway access, property utilization, and economic incentives for commercial enterprises.

Community growth: Develop partnerships with existing community organizations to attract new families to seek out lifetime living and employment opportunities within the Town of Paris, including but not limited to youth programs, cultural opportunities and services for our seniors.

Area beautification: Identify and enhance the natural and manmade environment assets of the Town, including but not limited to development of green space for walking trails and utilization of existing waterways to provide expansive recreational activities for families.

Process

In the fall of 2013, a group of concerned citizens and business owners met to brainstorm ideas to increase the current tax base. After several meetings, the group petitioned the Town to retain the services of a strategic planner (hereinafter referred to as the “Planner”). The rationale for the request to develop the Plan centered on the stark fiscal reality that outside resources for funding would be essential to implement any major improvements within the Town. Unless the Town had a formal “plan,” success to obtain outside funding would be unlikely.

In June 2014, the Town entered into a formal contract with the Planner to draft and process a strategic plan for Market Square.

The contracted services required the Planner to:

- Meet and involve all civic organizations in the Oxford Hills region for input on what should be promoted in Market Square;
- Conduct site visits to all locations within the defined area of Market Square to determine and define the current status and use of the buildings;
- Solicit input from business owners to gain insight regarding improvements to the area;
- Conduct at least one public hearing for residents to provide input regarding improvements to Market Square;
- Inventory each building within the target area to determine current condition, current use, occupancy, and building size. *(Note: As a town-wide revaluation of property was recently initiated, after conferring with the Town Manager, this particular task was not required).*
- Provide demographic information on the Town of Paris and Market Square, to include:
 - o Traffic study by Department of Transportation (DOT)
 - o Population
 - o Median income

- Housing costs
- Recreational opportunities
- Mission statement
- Formal plan to promote Market Square derived from the inventory of the buildings and input from the public
- Suggestions to implement the plan

The initial task was to gather demographic data of factual information from the 2012 United States Census. Characteristics of the town’s population, age distribution, education levels, household types, household income, home values, monthly rents and employment were accessed and are included in the Demographics section of this Plan.

Two public meetings were conducted generate ideas for direction. In addition to soliciting input from the business community, the meetings clearly revealed public support for the arts, and development of green space as tools for revitalization. Development of the waterways, potential uses for existing structures, and efforts to build a senior center created additional excitement and support from the various community and civic organizations, as well as from individual members of the community.

This project is limited in scope to the Market Square area. The information and recommendations contained herein are not a panacea to cure the current economic challenges of the Town, but are designed to provide an outline for future town-wide planning and development to bring Paris a solid foundation for future economic development.

Study Area

The boundaries of the study include an area referred to as “downtown Paris.” This target area includes the historic buildings, town hall, and areas for green space to embrace the feeling of a “town square.”

The specific boundaries commence at Main Street (Route 26/117) by the railroad tracks at the intersection of Western Avenue, and continue to the Market Square intersection of Main Street, East Main Street, and Park Street. The study area branches north at Market Square down Park Street (Route 26) to the base of Paris Hill, and in the opposite direction (Route 117/119) to the bridge at the Billings Dam site.

This area includes seventy-eight (78) parcels of land, including thirty-four (34) businesses, twenty-three (23) residential and rental units, three (3) churches, and two (2) town properties.

The Existing Conditions Survey section of this report contains sixty-four (64) pictures of these properties, to illustrate the properties’ current condition, use, and number of units to

determine occupancy. Actual usage of each property is difficult to quantify, as a number of units are vacant or in disrepair.

In addition to the downtown study area, one parcel of land (the former Paris Farmers Union business) is in close proximity to the target area and has been added. Incorporation of this important building site into the Plan provides yet another potential avenue for business growth to augment the revitalization effort.

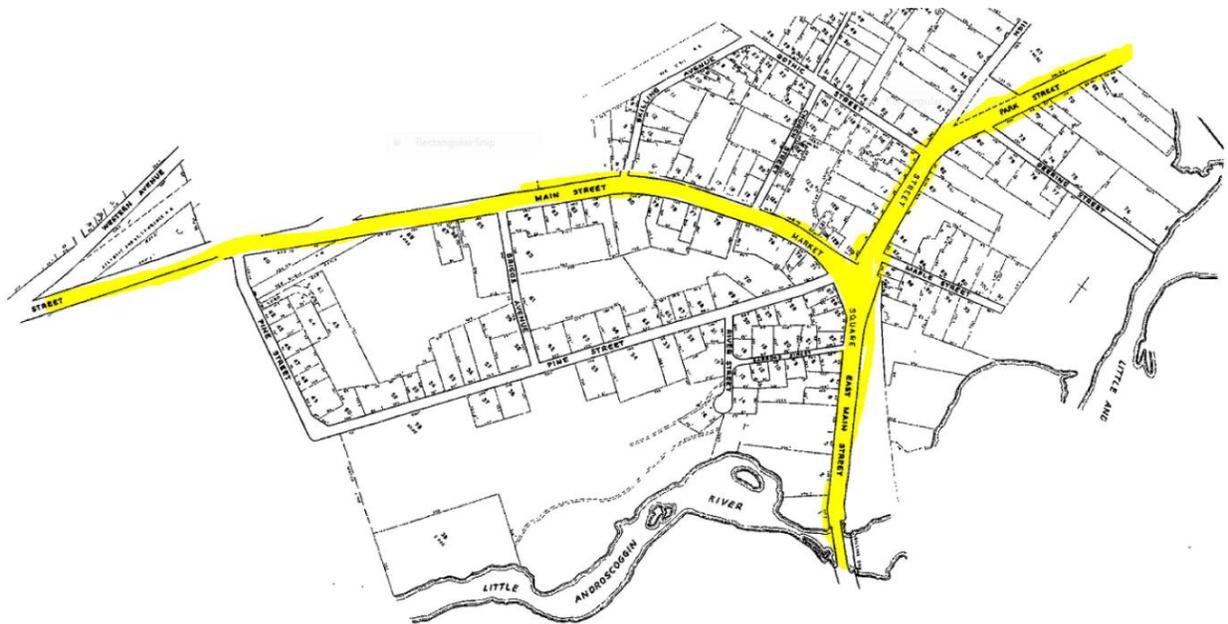


Figure 2: Town Map Market Square Area



Figure 3 (above): Ben Church aerial photography, Downtown Market Square Area, October 2014

Figure 4 (below): Ben Church aerial photography, Route 26 at Ripley & Fletcher Ford to Market Square, October 2014



Purpose of the Strategic Plan for Market Square

Downtown is the heart and soul of a community. With a quick snapshot or drive through, one should be able to visualize the character, pride and heritage of the Town. As the Town's historic core, the Market Square area should maintain a certain quaintness of a small New England town as well as impress with the vibrant offerings of the community.

The downtown area is limited in the type of development due to the heavy traffic pattern as three state roads converge and the lack of a straight road to facilitate business access on both sides of the street. The intent of this Plan is to identify the specific assets, limitations and opportunities facing downtown Paris, and use that knowledge to create a strategy to address the limitations, expand the opportunities, and capitalize on available natural resources.

In addition to removing barriers to business growth, the Town should infuse a perception of a cohesive community collaboration to move forward in the arts, incorporate more open green space, facilitate access to activities that promote healthy lifestyles, and create more community events.

As barriers are removed and economic opportunities expand, the Town must be prepared to deliver a "continuum of care" for its residents, from birth to old age. These efforts will require aggressive initiatives to involve innumerable organizations and resources to join in this revitalization effort.

Demographics

Population:

Information cited by State of Maine Office of Policy and Management (available through <http://www.maine.gov/economist/census/>):

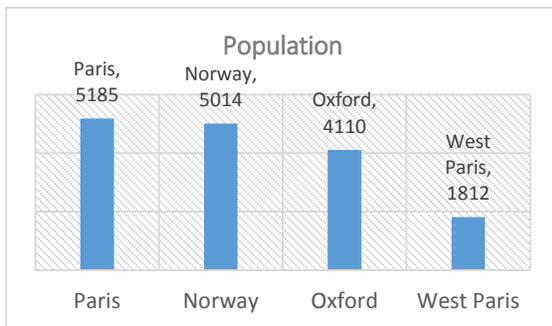


Figure 5: United States Census Bureau, 2010

Population in Paris, according to the US Census in 2010 was 5,183, and mirrored the population of Norway at 5,014. However, the population of Norway is projected to decline as Paris slowly continues to grow.

Maine.gov Population Projections

	1990	2000	2010	2015	2020	2025	2030
Paris	4477	4801	5175	5234	5275	5308	5324
Norway	4829	4616	5006	4842	4756	4664	4558

Total percentage changes form 2010-2030:

Paris +2.9 Norway -8.9

Paris is the 61st most populated town in the State of Maine out of 488 towns.

	Paris	Norway
1990-2000	7.2	-4.4
2000-2010	7.8	8.4
2010-2015	1.1	-3.3
2015-2020	0.8	-1.8
2020-2025	0.6	-1.9
2025-2030	0.3	-2.3

Age Distribution:

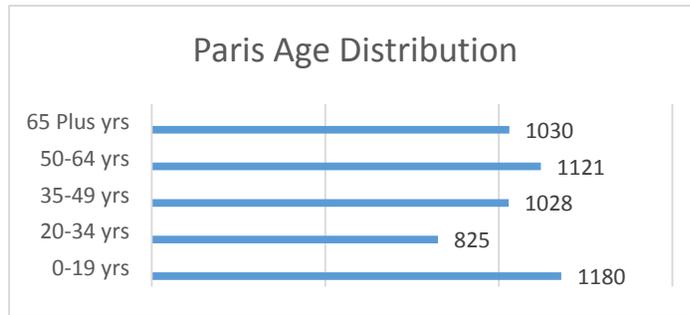
For the purpose of this study, population data has been broken into 5 age sensitive user groups.

- | | |
|------------------|---|
| 1. 0-19 yrs. | Babies, preschool, primary and secondary school |
| 2. 20-34 yrs. | College age and starting new families and careers |
| 3. 35-49 yrs. | Adults with families and careers |
| 4. 50-64 yrs. | Adults with established careers and empty nest |
| 5. 65 and older. | Retirement age |

As described by the Pew Research Center, “as the year 2011 began on Jan. 1, the oldest members of the Baby Boom generation celebrated their 65th birthday. In fact, on that day, today, and for every day for the next 19 years, 10,000 baby boomers will reach age 65. The aging of this huge cohort of Americans (26% of the total U.S. population are Baby Boomers) will dramatically change the composition of the country.”

(Reference: <http://www.pewresearch.org/daily-number/baby-boomers-retire>)

Recreation centers, senior centers and senior programs can be a significant link in the health care system. This group ranges from healthy, active seniors to more physically inactive seniors.



United States Census Bureau profile of general population and housing characteristics: 2010 demographic profile data

In Paris, the “college to young adult” group shows a significant downturn, yet increases in the next category of 35-49 years of age category. Our youth leave the community, but return with established families.

Education Levels:

10.9% of adults in Paris do not have a high school diploma or GED. Interestingly, in 2009 Maine ranked 10th in the country at 90.2% having a high school diploma or equivalent. The national percentage is 85.2% as of 2005, but that figure is projected to rise annually.

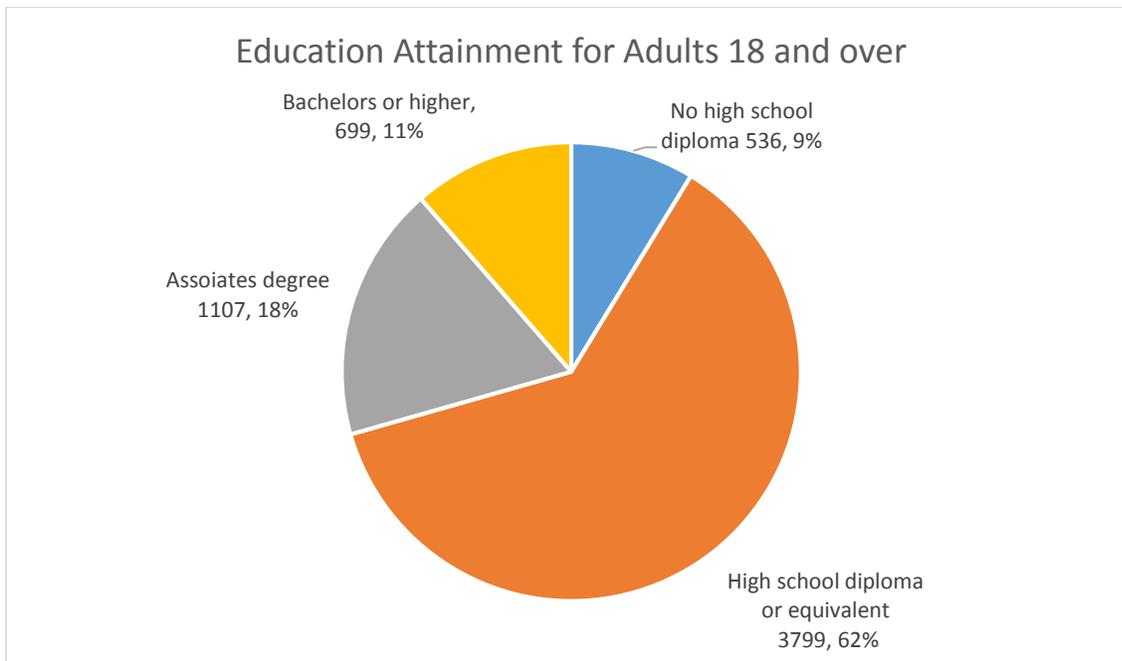


Figure 6: United States Census educational attainment, 2008-2012 American community survey 5-year estimates

Household Types:

The United States Census Bureau classifies household types into two categories, family and non-family. A family denotes a household with one or more related people, by birth, marriage or adoption. A non-family household denotes a person living alone or two or more unrelated people living together.

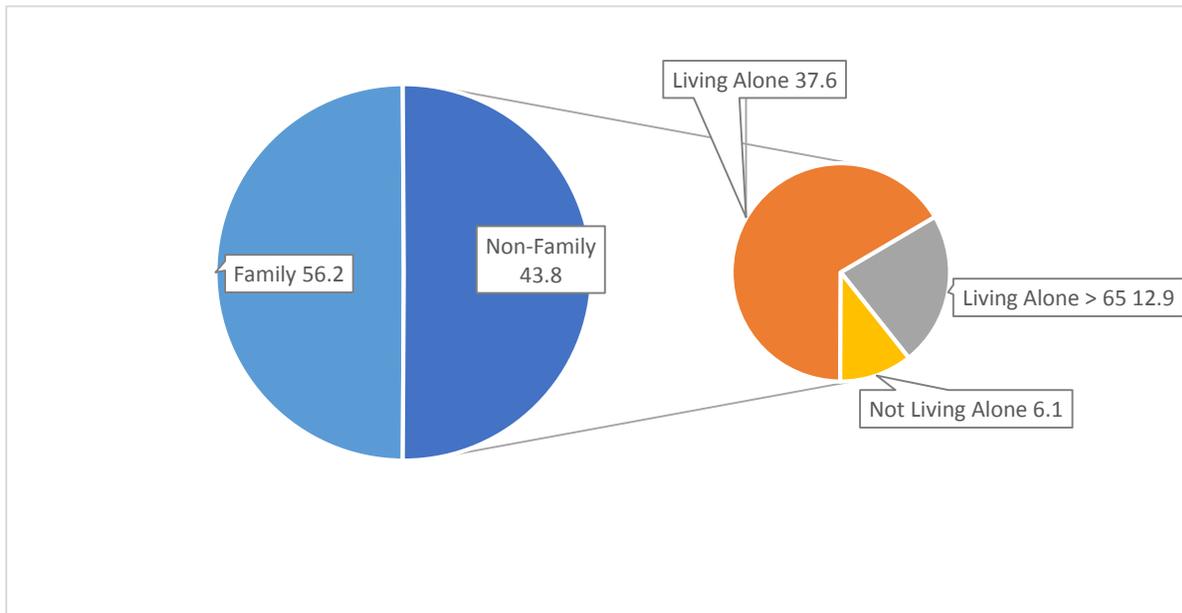


Figure 7: United States Census Bureau Occupancy Characteristics, 2008 – 2012 American Community Survey 5 Year Estimates

- Most family households in Paris have 1 or 2 persons.
- In the non-family category, 37.6% are living alone.
- 12.9% of households include persons 65 years or older.

Paris household sizes:

1 person household	868
2 person household	877
3 person household	275
4+ person household	290

Paris has a total of 2,419 housing units, but only 2,187 are occupied.

Household Income:

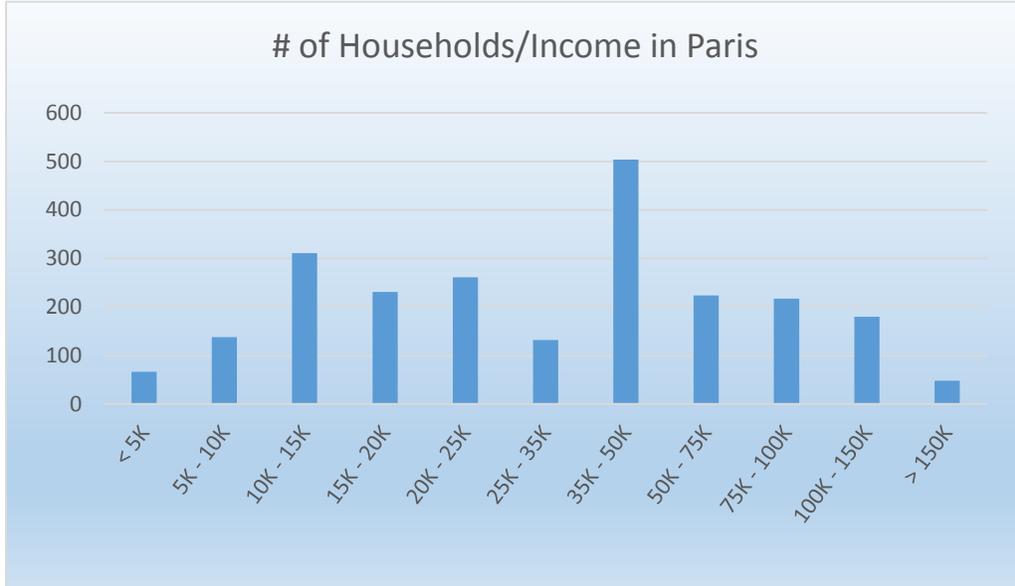


Figure 8: United States Census Bureau Financial Characteristics, 2008 – 2012 American Community Survey 5 Year Estimates

The median household income in Paris is \$35,483, with about one half of the total households earning less and the other half earning more. 17.2% of Paris residents live in poverty.

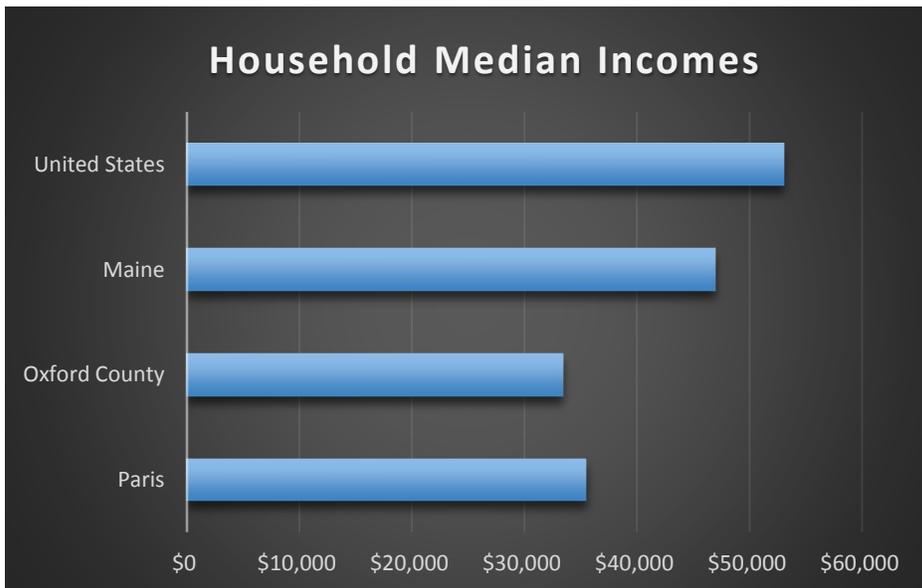


Figure 9: Wikipedia.org

Housing:

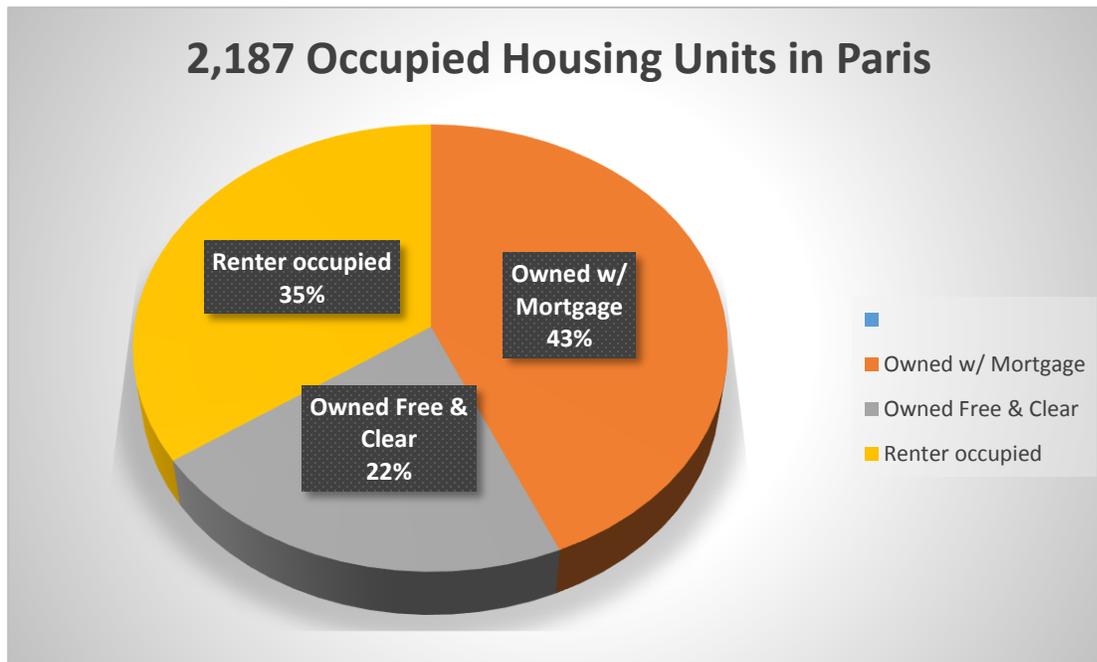
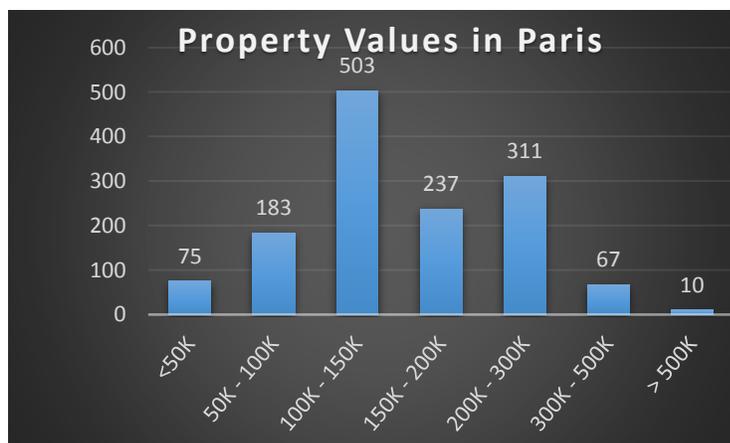


Figure 10: United States Census Bureau Occupancy Characteristics, 2008-2012 American Community Survey 5-year Estimates

Paris has a total of 2,187 occupied housing units. 1,429 are owner occupied while 758 are occupied by renters. There are 232 vacant housing units but that figure represents 45 for rent, 1 rented by not occupied, 30 for sale, 4 sold but not occupied, 85 for seasonal, recreational, or occasional use and 67 labeled as "other vacant".

Property Values and Rent:

In 2010, the median home value in Paris was \$138,300, while in Oxford County the value was slightly higher at \$141,600. The median price of homes currently listed in Zillow for the United



States is \$221,800, for Maine is \$199,900, and for South Paris is \$145,000.

(Note: "Zillow" is an online real estate database that was founded in 2005 and created by [Rich Barton](#) and Lloyd Frink.

Figure 11: United States Census Bureau, Selected Housing Characteristics, 2008-2012 American Community Survey 5-year Estimates

The town currently has 924 rental units. The median monthly rent is \$549, substantially lower than the state median monthly rent of \$1,100.



Figure 12: United States Census Bureau, Selected Housing Characteristics, 2008 – 2012 American Community Survey 5-year estimates

Economic Census:

Trades and # of Employer Establishments in Paris

Wholesale Trade	4
Retail Trade	25
Information	4
Professional, Scientific, Technical	20
Administrative, Waste Management	1
Educational Services	4
Health Care, Social Services	46
Arts, Entertainment, Recreation	8
Accommodation, Food	11
Other Services	24

Figure 13: United States Census Bureau, All Sectors: Geographic Area Series, economy-wide key statistics: 2007

Employment Status:

Employment

Population 16 years and over	4,418
In Labor Force	2,420
Not in Labor Force	1,998
Employed	2,113
Unemployed	307

Figure 14: United States Census Bureau Selected Economic Characteristics 2008 – 2012 American Community Survey 5-year Estimates

Additional Considerations:

As the Town goes forward with this strategic plan, due consideration must be given to the composition of our work force, and the financial burden placed on them to support the non-work force. Based on the employment statistics above, almost 55% of the population is in the labor force. However, only 48% of the population is employed.

Recognizing the need to provide opportunities and growth for our youth, and to establish the town as their lifetime home, the Plan must include programs to support our youth and foster a sense of stability for families.

In preparation of this Plan, some interesting, yet troubling, facts came to light to illustrate the need for the Town to be responsive in its support of the youth in the community:

- Harvest for Hunger Program through the South Paris Extension Service handed out 1,300 pounds of free food one day a week from July through September 2014.
- 50% of the Town's school children receive free lunch.
- On an average, 60 free lunches are served in Moore Park five days a week through the summer lunch program.
- The State posits that only 16% of eligible children are receiving summer lunches.
- According to John Woods, 2012 Share Our Strength Advocate of the year, 69, 000 children struggle with hunger in the State of Maine.

Town Government

Town Manager:

Amy Bernard

Board of Selectmen:

Ryan Lorrain, Chair

Samuel Elliott

Janet Jamison

Robert Wessels

Selectman meet the 2nd and 4th Monday of each month at 7 p.m. at the Town Office.

*Boards and Committees**

Committee	Date	Time
Appeals Board	As needed	TBD
Budget Committee	Weekly March through May	TBD
NPC-TV Board	3 rd Tuesday	7:00 p.m. (at TV station)
Norway/Paris Solid Waste	1 st and 3 rd Wednesday	5:15 p.m.
Paris Cemetery	3 rd Wednesday	7:00 p.m.
Recreation Department	1 st Monday	6:30 p.m.
Planning Board	2 nd and 4 th Tuesday	7:00 p.m.
Policies and Procedures	1 st Wednesday	7:00 .m.

*All meetings are at the Paris Town Hall unless otherwise specified.

Town Departments



Figure 15: Paris Police car, Paris.org

Police Department

Michael Madden, Police Chief

8 Fulltime Officers

Police Department is located in a building adjacent to the Town Hall parking lot.



Figure 16: Paris Fire Department, Paris.org

Fire Department

Brad Frost, Fire Chief

39 firefighters on the roster

All are paid on call.

The 5 bay fire barn on Western Avenue was built in 2000.

Assessor

- Jerry Sampson, part time

Code Enforcement

- Fred Collins, full time

Highway Department

- James Hutchinson, full time

Recreation Department

Emergency Services

- E911
- Stephens Memorial Hospital

Infrastructure

Roadways

The roadway system in our study area is made up of state highway Route 26, Route 117 and Route 119. Route 26 serves as a corridor for substantial traffic from the Portland area through to the Town of Bethel, and continues into New Hampshire. Route 119 brings traffic into Paris from Auburn/Lewiston and the smaller towns of Hebron and Buckfield. These roads intersect at the core of Market Square.

Utilities and Public Services

Electricity	Central Maine Power
Water/Sewage	Paris Utility District
Internet	Fairpoint Oxford Networks Time Warner U.S. Cellular
Mobile internet	U.S. Cellular Verizon

Recommendations

Overview:

The term “community character” refers to those things that are important to residents and that most define Paris. While public perception of community character may vary, some common elements relate to physical character and community spirit. In surveys and public forums to develop the Plan, residents consistently indicated that the Town of Paris should continue to be concerned about community character, with a goal to specifically clean up our existing environment and develop the area to be a source of pride. Community spirit can be raised by hosting special programs or events, making Paris a special place to live and work. The Town hosts a variety of community service and volunteer organizations which can band together to drive these improvements.

Objectives:

As identified in the Vision section of this Plan, each recommendation must fill a need in one of three areas:

- Commercial growth
- Community growth
- Area beautification

Each recommendation is identified as pertinent to a need in one or more of these three areas. The Town may elect to adopt some, none, or all of the recommendations, as each can be pursued as an individual project or as part of a larger, more comprehensive project to achieve a certain goal.

Some needs have been identified that are beyond the limited scope of this Plan and will require focus groups to work independently and with other federal and state agencies to determine responsibility and funding to complete individual tasks.

Some of these future projects include:

Commercial growth:

- Identify tax incentives to entice new and established business enterprises to establish within the town limits;
- Work with State officials to become a model “Open for Business town”;
- Conduct a study of other business property along the Route 26 North corridor and identify funding sources (e.g. grants) to improve undeveloped areas into prime commercial property.

Community growth:

- Develop partnerships with existing community organizations to attract new families to seek out lifetime living and employment opportunities within the Town of Paris;
- Establish a focus group to identify the rationale for the relatively low Zillow rating for schools within the Town, and partner with the SAD 17 school committee to establish programs to increase the rating;
- Increase presence within the Oxford Hills Chamber of Commerce network to publicize the unique quality of life offered within the Town;
- Establish a Senior Center within the Town core to provide professional and social services for the aging population.

Area Beautification:

- In addition to the suggestion in the following pages, solicit the assistance of the myriad of organizations within the Town of Paris to adopt an area and/or a project for the greater benefit of all.

Roadways & Traffic Pattern (Commercial Growth):



Figure 17: Ben Church aerial photography, Market Square area, October 2014

Main Street at Market Square: First and foremost, the traffic pattern here must change. In October of 2014, the Maine State Department of Transportation released the 2013 traffic counts for this area, which are included in the following pages. The actual counts were from 2011, the process requires two years to verify the figures to be included into a report and another year for its release. The 2011 figures shows an average of 16,120 cars a day traveling toward Market Square just before Church Street. The Town must be consistently proactive to maintain contact with the State’s engineering and planning boards to address traffic congestion and safety. Development of a roundabout would maintain the flow of traffic in one direction and alleviate the confusion in the Square. The number of cars is increasing and the accident reports confirm that it is considered a “high accident” intersection.

With reconstruction of the roadway of the Square, improvement of the sidewalks to make them pedestrian and handicapped friendly could be achieved through grants from the Maine Development Block Grant. This comprehensive process would form the foundation for rebuilding the foot traffic and “town square” feeling to the town’s center.

The following chart shows the latest figures (2013) from the MDOT on traffic counts in the Market Square area.

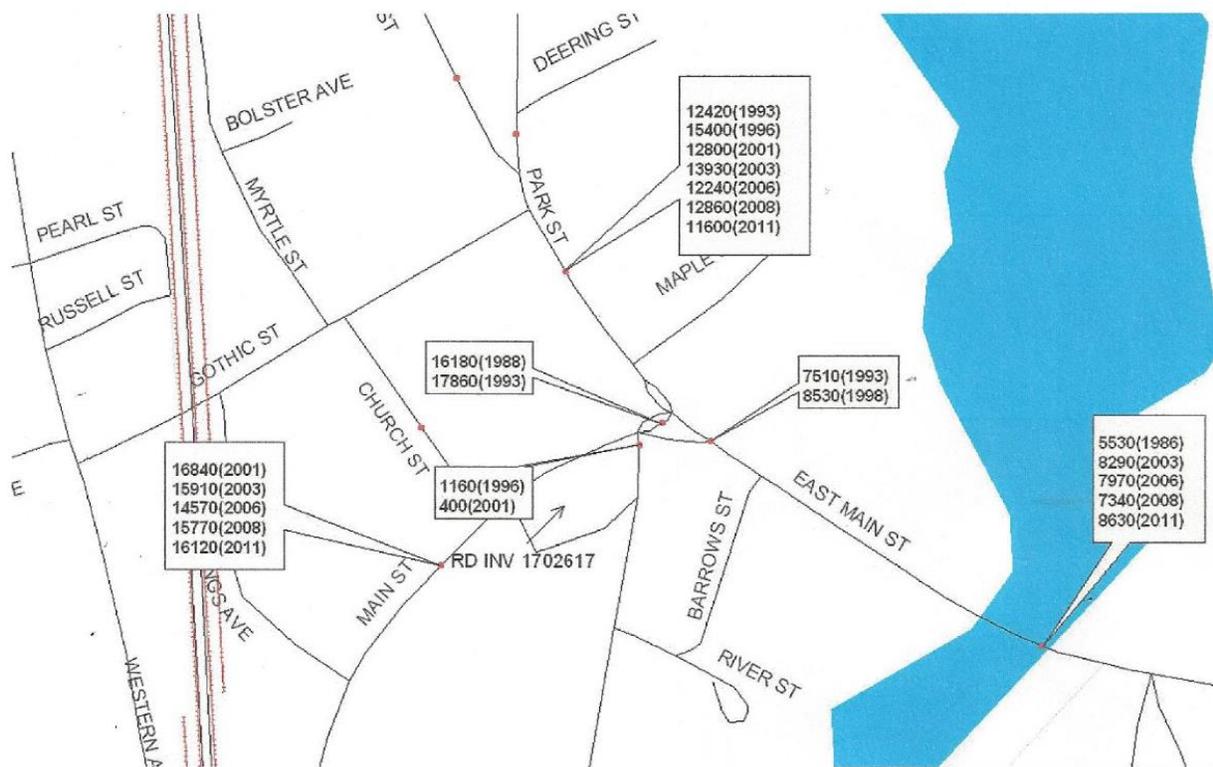


Figure 18: 2013 traffic counts for Market Square Area released in 2014 by Maine Department of Transportation (MDOT)

The charts on the next pages illustrate the crash records for the Market Square intersection from the period 2011 through 2013:

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I - Single Node
 Section Detail
 Crash Summary II
 1320 Public
 1320 Private
 1320 Summary

REPORT DESCRIPTION

Pine_26

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0026S** Start Node: **35263** Start Offset: **0** Exclude First Node
 End Node: **35263** End Offset: **0** Exclude Last Node

Crash Summary I

Nodes															
Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes				Percent Annual M		Crash Rate	Critical Rate	CRF		
					K	A	B	C	PD	Injury	Ent-Veh				
P35263	0026S - 0.02	Int of E MAIN ST MAIN ST PARK ST	1	11	0	0	0	5	6	45.5	7.089	0.52	0.23	2.21	
												Statewide Crash Rate: 0.09			
Study Years: 3.00				NODE TOTALS:	11	0	0	0	5	6	45.5	7.089	0.52	0.23	2.21

Crash Summary II - Characteristics

Most Harmful Event				Injury Data		
Most Harmful Event	Total	Most Harmful Event	Total	Severity Code	Injury Crashes	Number Of Injuries
1-Overtum / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0	K	0	0
2-Fire / Explosion	0	39-Unknown	2	A	0	0
3-Immersion	0	40-Gate or Cable	0	B	0	0
4-Jackknife	0	41-Pressure Ridge	0	C	5	6
5-Cargo / Equipment Loss Or Shift	0	Total	20	PD	6	0
6-Fell / Jumped from Motor Vehicle	0			Total	11	6
7-Thrown or Falling Object	0					
8-Other Non-Collision	0					
9-Pedestrian	0					
10-Pedalcycle	0					
11-Railway Vehicle - Train, Engine	0					
12-Animal	0					
13-Motor Vehicle in Transport	18					
14-Parked Motor Vehicle	0					
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0					
16-Work Zone / Maintenance Equipment	0					
17-Other Non-Fixed Object	0					
18-Impact Attenuator / Crash Cushion	0					
19-Bridge Overhead Structure	0					
20-Bridge Pier or Support	0					
21-Bridge Rail	0					
22-Cable Barrier	0					
23-Culvert	0					
24-Curb	0					
25-Ditch	0					
26-Embankment	0					
27-Guardrail Face	0					
28-Guardrail End	0					
29-Concrete Traffic Barrier	0					
30-Other Traffic Barrier	0					
31-Tree (Standing)	0					
32-Utility Pole / Light Support	0					
33-Traffic Sign Support	0					
34-Traffic Signal Support	0					
35-Fence	0					
36-Mailbox	0					
37-Other Post Pole or Support	0					

Road Character		
Road Grade		Total
1-Level		7
2-On Grade		4
3-Top of Hill		0
4-Bottom of Hill		0
5-Other		0
Total		11

Traffic Control Devices		
Traffic Control Device		Total
1-Traffic Signals (Stop & Go)		1
2-Traffic Signals (Flashing)		0
3-Advisory/Warning Sign		0
4-Stop Signs - All Approaches		0
5-Stop Signs - Other		9
6-Yield Sign		0
7-Curve Warning Sign		0
8-Officer, Flagman, School Patrol		0
9-School Bus Stop Arm		0
10-School Zone Sign		0
11-R.R. Crossing Device		0
12-No Passing Zone		0
13-None		1
14-Other		0
Total		11

Light		
Light Condition		Total
1-Daylight		9
2-Dawn		0
3-Dusk		2
4-Dark - Lighted		0
5-Dark - Not Lighted		0
6-Dark - Unknown Lighting		0
7-Unknown		0
Total		11

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	1	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	6	0	0	0	0	0	0	0	0	0	0	6
Dusk	0	0	0	0	0	0	0	1	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash							
Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	4	6	0	0	0	0	10
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	3	2	0	0	0	0	5
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	1	2	0	0	0	0	3
Total	10	10	0	0	0	0	20

Crashes by Apparent Physical Condition And Driver							
Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	11	0	0	0	0	21
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	11	11	0	0	0	0	22

Driver Age by Unit Type						
Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	3	0	0	0	0	3
25-29	2	0	0	0	0	2
30-39	3	0	0	0	0	3
40-49	4	0	0	0	0	4
50-59	4	0	0	0	0	4
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	1	0	0	0	0	1
Unknown	0	0	0	0	0	0
Total	22	0	0	0	0	22

Crashes by Weather, Light Condition and Road Surface												
Weather Light	Dry	Ice/Frost	Mud, Dirt, gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	7	0	0	0	0	0	1	2	0	0	0	11

Crash Summary II - Characteristics

Crashes by Year and Month				
Month	2011	2012	2013	Total
JANUARY	0	0	0	0
FEBRUARY	0	1	2	3
MARCH	1	0	0	1
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	1	0	0	1
JULY	1	0	0	1
AUGUST	0	0	1	1
SEPTEMBER	0	0	1	1
OCTOBER	0	1	0	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	1	1
Total	3	2	6	11

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location														
Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	0	0	8	0	0	0	0	0	0	0	0	0	0	8
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	11	0	0	0	0	0	0	0	0	0	0	11

Crash Summary II - Characteristics

Crashes by Day and Hour																										
Day Of Week	AM											PM											Un	Tot		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9			10	11
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	4
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	1	0	0	0	1	0	1	0	1	3	3	1	0	0	0	0	0	0	11						

Vehicle Counts by Type			
Unit Type	Total	Unit Type	Total
1-Passenger Car	11	23-Bicyclist	0
2-(Sport) Utility Vehicle	5	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	Total	22
5-Pickup	5		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	1		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		



Figure 19: Intersection of Pine Street and Route 26 at Big Apple Store, October 2014

Pine Street and Route 26: The area of the Pine Street intersection at the traffic light has also been reviewed by the MDOT state engineering department as a dangerous section of road. Tractor trailers that are entering Pine Street to go to the New England Warehouse from the Norway side cannot make the turn without encroaching into the oncoming lane of traffic, both on Route 26 and Pine Street. The problem is exacerbated by the fact that the traffic on Pine Street is often required to back up to accommodate the turning tractor trailer. When this situation occurs at the beginning or ending of the school day at Oxford Hills Middle School, the long line of vehicles brings traffic to a standstill. The telephone pole next to Rainbow Credit Union sustained damage due to the short turning radius. At the Big Apple, on the other side of the corner from the credit union, two lanes of traffic create the illusion of becoming part of the parking lot. The base of the roadway at Pine Street is poorly maintained.

Road crossings: Road crossings in the downtown area are poorly marked, and of concern to many town residents and downtown business owner. Painting crosswalks red or in high contrast slows approaching traffic.



Figure 20: Google free clip art

Revitalization using the Arts (Community Growth):

The Market Square area is our town square. In the center stand many historically significant buildings that represent tangible links to the past. Historic preservation of this area should be a high priority. Sustainability is the key factor to the framework of making this area viable. In making these old buildings and the town center attractive and inviting, the center could become an incubator for the arts. Artists like to be with other artists, where they can collaborate, exchange ideas, develop techniques and critique each other's work.

Art comes in many forms; paintings, drawing, sculpture, theater, photography, music, the art of handcrafting, cooking, woodwork, metalwork, writing and even festivals. Antique stores could even fall into that category and blend well. It is a rule of thumb that five antique stores can do better than one. With five, a destination has been created a destination to attract more people. As a location that advocates and supports artists of all media and skill levels, the Town will attract visitors to experience the vibrant Town center, serving to draw those from "away" into the fold.

The existing buildings at the Market Square corner are ill-suited for large commercial enterprise, but are ideally suited for creation of a quaint shopping mecca that serves to showcase the unique talents of local artisans. A new dimension to the summer season could be to add art markets, workshops and new events to draw visitors to the area.

The building which houses Community Concepts should be eyed for future use. The theater on the second floor is intact, and could be renovated for cultural events. The current tenant is evaluating alternatives to the mirrored windows, and plans exist to add awnings to keep with the historic look of the building. As the roadway is improved, sidewalk landscaping would be added to enhance the beautification of the corner.



Figure 21: Community Concepts building, October 2014

Streetscapes (Beautification):

The Forum plans to continue the beautification of Market Square with the placement of flower pots in the spring and summer. With sixteen pots in the current inventory, the group will continue to solicit funding from businesses and citizens of the community to strengthen efforts to beautify the Square. In 2014, the flowers were generously donated by Young's Greenhouse, and it is hoped that additional businesses will contribute to this project in future seasons.



Initiatives as simple as the addition of benches and trash receptacles and cleaning the sidewalks from growth of weeds and grass shall spotlight a community moving forward with pride in the community.

Figure 22:
Sidewalk picture
in front of Deering
Memorial church
to Paris Town Hall,
October 2014



Figure 23: Google free clip art



The library bench that sits in the middle of the parking lot of the library and town hall was given as a memorial to the clients of the Progress Center. It is an example of a poorly maintained public place. Areas such as this one should be monitored regularly and maintained to reflect the positive appeal of the downtown area.

Figure 24: Memorial bench
area behind Paris Public
Library, October 2014



Figure 25: Google free clip art

square. With these projects completed, the character in the square is improved to be more of a desirable place for foot traffic and eclectic shops.

Funds should become available within the next two years from an estate. The funds are earmarked for beautification of the Square, such as the addition of Victorian Lamp Posts.

Also, a project to add seasonal banners to the CMP utility posts, with prior permission, would enhance the beauty of the town



Figure 26: Swett Signs, Inc. 2014

Node Concept:

Paris should strive to develop a community structure in the targeted study area that has a “sense of place.” People feel more comfortable when they are in areas developed as “nodes” with identifiable focal points, defined edges, and strong structures. Nodes tend to be compact areas with mixed uses where pedestrian traffic and multi-purpose trips are encouraged and buildings are a prominent feature. Nodes enhance community character, promote economic development and help unite the community whereas strips tend to be shallow, linear development oriented towards the roadway and parking areas. Nodal developments are walkable areas that contain a mix of residential, commercial and service elements. As a result, the area lends itself to social, health and economic benefits. The node developments encourage pedestrian traffic and slows vehicle traffic down.



Figure 27: Google free clip art

Parking:

In 2013, the Board of Selectman voted to designate the lower lot, behind Market Square Restaurant, as a public parking area. Currently, that area serves as the town’s snow dumping lot. A request for a clean fill area was received by the town code enforcement officer, Fred Collins, for land on Wheeler Street. This area could become the new dumping site for the town’s snow removal, which would allow the current lower lot behind Market Square Restaurant to be paved and improved for additional public parking.



Figure 28: Ben Church aerial photography, October 2014

It has been suggested that the lower parking lot could set the stage for a natural amphitheater. Ironically, that was the area for public festivals

Figure 29: Google free clip art



known as Brigg’s Grove prior to the 1927 fire that burned that side of the street, from the Market Square Restaurant’s parking lot to Portland Glass and up onto Pine Street. Bringing festivals to Paris would help to build community character and build a “sense of place” to Market Square.



Wayfinding signs for two public parking areas, one behind the Paris Town Hall and the other behind the Market Square Restaurant, should be in place on Route 26. A total of three signs would be needed, one to indicate the municipal parking lot behind the Paris Town Hall, one at the corner of Pine Street in Market Square pointing towards the third sign at the corner of the street (street is not named) leading to the parking lot behind Market Square Restaurant. If this parking lot and street were developed, it would open up the possibility for additional business locations in the bottom of the Market Square Restaurant and the adjacent brick building.

Figure 30: Swett Signs, Inc. Design, October 2014

Understandably, there are buildings within the confines of Market Square that do not have adequate parking facilities. Every opportunity should be taken to assist these building owners find parking.

This is the proposed diagram for the lower parking lot behind Market Square Restaurant. The town roadway starts at the Pine Street entrance and goes through the parking lot and exits on Route 26. Thirty-eight (38) cars would fit into the configuration without interference with the right of way that passes through the parking lot.

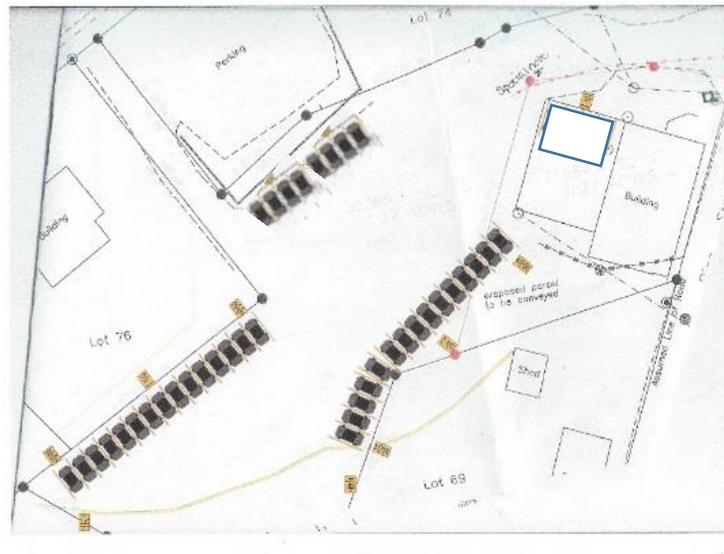


Figure 31: Swett Signs, Inc. Design, Proposed parking for lot behind Market Square Restaurant



Figure 32: Lower Parking lot behind Market Square Restaurant

The municipal parking lot that includes the Paris Public Library, Paris Town Hall and Paris Police Department holds a total of sixty-two (62) vehicles. No commercial vehicles can park in this lot and no overnight parking is allowed in either parking lot.

Street Parking:

There are unmarked breakdown lanes that run .25 miles from the railroad track at Ripley & Fletcher to the Market Square Restaurant. In front of the Market Square Restaurant to D&L Treasures (20-24 Market Square), there are seven (7) marked parking spaces. From the Day Spa to the next building (4-8 Market Square), there are three (3) marked parking spaces. One space is in front of SCORE (2 Market Square). The Lodge building that also houses Ocean Breeze (27 East Main Street) has three (3) marked spaces. The First Congregational Church and vestry have four (4) spaces. From the First Congregational Church to the bridge at the Handy Store (now Doughboys), there are unmarked breakdown lanes. Across the street at the bridge and leading back to the Market Square Nursing Home, there also are unmarked breakdown lanes. Market Square Nursing Home (3 Market Square), has four (4) marked spaces. Bolsters Decorating (9 Market Square), 11 Market Square and Wheelers Insurance (15 Market Square), each have three (3) vertical spaces. From the Market Square Intersection to the Paris Hill intersection, .3 miles, there is no parking on either side of the street. The Community Concepts Building (19 Market Square) to the Computer Store (25 Market Square), there are eleven (11) vertical parking spaces. The Paris Town Hall has three (3) curbside spaces and the Paris Library has no street spaces.



Street parking was taken out in front of the Deering Church when the old fire barn building was in existence and the fire trucks had to make the swing onto Route 26. Now that the fire barn has moved, the Town should return the parking spaces to that location.

Figure 33: Street view in front of Deering Memorial Church, October 2014

Bike Lanes and Racks (Community Growth):

The design of the town’s center requires successful integration of cars, pedestrians, and bicycles. The local organization of ACE (Active Community Environments) is working to develop walking and biking trails in Norway. Paris should join in this partnership to bring this healthy living concept into Town. The feasibility of adding bike lanes in Paris to existing plans should be explored. Designs are being discussed to add bike lanes along Route 26 to Hannaford and potentially to Walmart.



Figure 34: Google free clip art

To start, bike racks should be added to the Market Square study area. CEBE (Center for an Ecology Based Economy) is currently working on a new innovative public bike share program where a customer can borrow a bike at “Point A” and return it to “Point B.” At this time, approximately twenty-five (25) bicycles have been procured from donations or police departments. Initially, the program will be offered only to adults that borrow them from CEBE

on Main Street and return them, it is hoped that the program will expand in the near future to allow the rider the opportunity to pick up at any of its self-serve bike racks and return to any other participating bike station. Paris could assist in this endeavor by joining the program and placing the first bike rack in front of the Community Concepts building.



Figure 35: Community Concepts Building with Google free clip art

Healthy Oxford Hills recently concluded a two-year, \$180,000 grant to improve biking and walking across Oxford County. The project was funded by the federal government and was aimed at making it easier for people to stay healthy by walking and riding bikes. Since 2012, when they received their first funding from the federal Transformation Grant for Small Communities, Healthy Oxford Hills has been working on an

initiative called Oxford County Moves, promoting walking and biking in our community. The project is happening, it's funded, and Paris should take advantage of the benefits offered by this program.

Signage Project for Historic Market Square (Commercial Growth – Community Growth – Beautification):

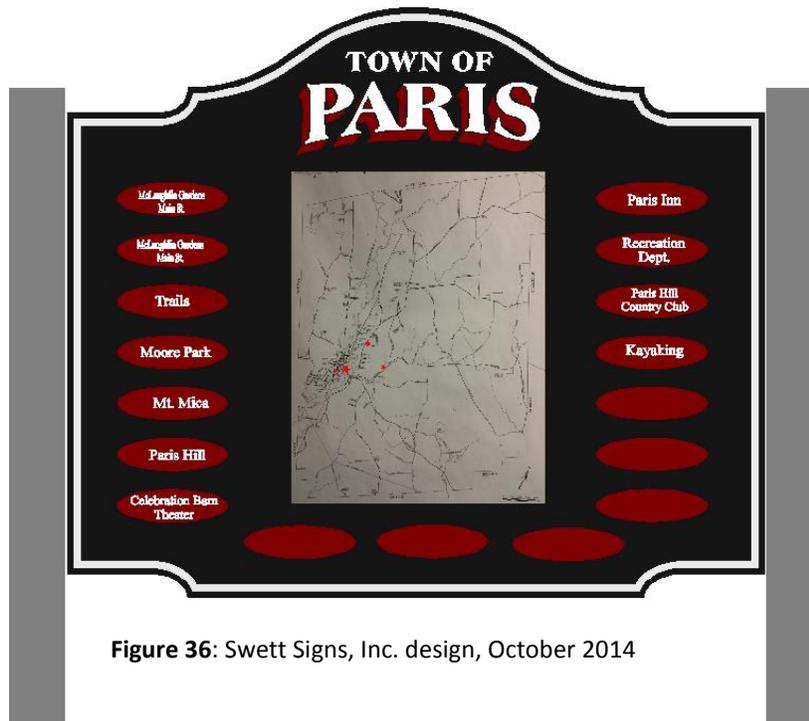


Figure 36: Swett Signs, Inc. design, October 2014

Based on an interest in preserving our historic district and cultural heritage, Paris should erect a sign near the town hall with the map of Paris pointing out the public parking, police station, American Legion Post, Moore Park, and popular non-profit attractions such as McLaughlin Gardens and Celebration Barn Theater. As new innovations are developed, the names would be easily added. A project could be put in place that would continue through Market Square and plaque all the antique buildings for age and original use. Implementing this signage project would increase the foot traffic and visitors to the square.

Signs not only identify businesses, services and direction in Town, but they also display pride and heritage in the community. A positive message, in contrast to large “No Parking” signs, would invite rather than deter visitors. Aesthetically, a row of rocks or posts with a large rope draped through at Moore Park portrays the image of a “friendly village” to attract new families and businesses and prevent negative vibes.

Development of the Little Androscoggin (Community Growth – Beautification):



Figure 37: Old PUD Building at the foot of Paris Hill, October 2014

The Little Androscoggin River spans 51.4 miles and flows from Bryant Pond in Woodstock to its confluence with the Androscoggin in Auburn. Paris has never developed any of its river frontage to be openly enjoyed by the public. One of the most important issues when polled by the citizens of Paris was to have more green space for public use.

It is the recommendation of the Plan to negotiate with the Paris Water and Sewer District to obtain use of the now vacant building at the foot of Paris Hill for a public boat launch and park. Community members are uniformly anxious to help shape the vision of the public boating and recreational area on the Little Androscoggin River.

The old PUD could transform into the new home of the Paris Recreation Department. Paris is in need of a stronger presence of the recreation department that services children's programs. The garage portion of this building could be utilized by a seasonal business that rents Kayaks and paddle boats for families to enjoy the Little Androscoggin's beauty and wildlife habitats.



Figure 38: Google Free clip art

Figure 39: Little Androscoggin River behind the old PUD Building, October 2014



Figure 40: Little Androscoggin River 2.5 miles north of Paris Hill Bridge overlooking snow mobile bridge, October 2014



Figure 41: Little Androscoggin River behind the riverside cemetery, October 2014



To keep this property a four season facility, it can be used during the winter months as a warming hut for ice skating. Family ice skating could be offered based on a model program at the old town hall in Bridgton. The Bridgton recreation department collected skates and keeps them sharpened for anyone to use. The program is staffed by volunteers. This would be a major step to help families of Paris be able to offer their children free activities in the winter.

The park portion of the seven and one half acre property could have picnic tables, both covered and uncovered with barbecuing equipment. By investing in river town parks, trails and open spaces, we create healthier, greener communities, which in turn attract business investment and improve the economic potential for tourism. The essentials needed for community living are within walking distance so that our home, work and play are conveniently woven together. People choose to visit and live in communities with memorable town centers for social activity and recreation. The river property is an asset for the town and success is built from the work of partners that recognize the inextricable links between the environment, the economy and the quality of life that Paris has to offer.



Figure 42: View behind the old PUD building, October 2014

Figure 43: Ben Church aerial photography, view behind old PUD building, October 2014





Figure 44: Ben Church aerial photography, view behind old PUD building, October 2014



Figure 45: Ben Church aerial photography, view behind old PUD building, October

Since this is a river development, the entire watershed area and beyond have to be considered. Care needs to be taken to contact the proper authorities to go through the planning process to insure the sustainability of the ecosystem. The Maine Department of Agriculture, Conservation and Forestry, Bureau of Parks and Public Lands offered a grant in 2014 to develop public boat access to Maine waterways. This grant opportunity is supposed to be duplicated for the upcoming year so that would be a major source of funding for the project. Close attention should be made to the wording of the grant opportunity. Last year, it was up to \$150,000 with a 50% cash or in-kind match. It might be possible that a donation of the building or land would qualify for that requirement. At the same time, the Land and Water Conservation Fund program that funds the development of public recreational areas should be considered for the park portion of the project.

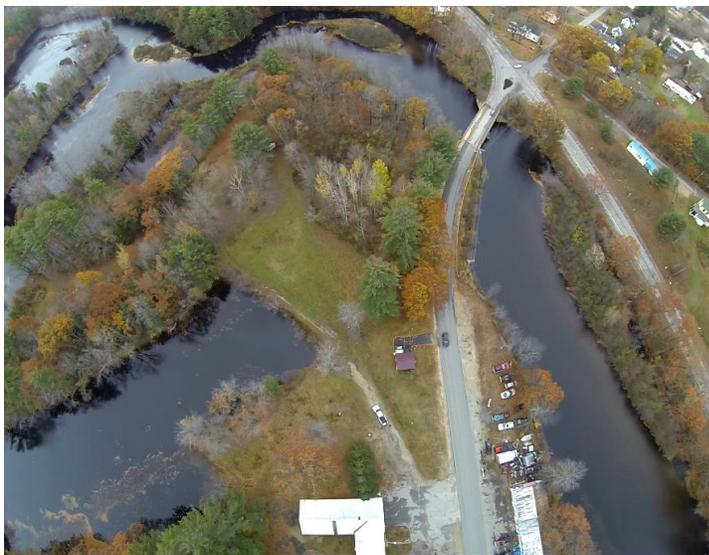


Figure 46: Ben Church aerial photography, view of old PUD area, October 2014

Development of Trails (Community Growth – Beautification):



Figure 47: Google free clip art

Paris' best kept secret is the walking trail along the Little Androscoggin that spans from the Oxford Hills High School to the First Congregational Church. Several years ago, the trail from the Oxford Hills Comprehensive High School to the Oxford Hills Middle School was widened and a footing of stone dust was laid. Viking Trail, as it was named, was built by the Healthy Oxford Hills Trail group and New Balance. Presently, school age children use the trail but very few adults do. The main reason for this is that there are no signs that direct people to the trails.

As a result of working with Healthy Oxford Hills, Western Foothills Land Trust and ACE, collaboration with these organizations will help develop walking trails. Partnering with nearby communities to have a recognizable brand and installing wayfinding signs to designate the location will assist in the promotion of the trail system.

The trail from the Oxford Hills Middle School to the First Congregational Church on East Main Street should be upgraded. To accomplish this, Paris should work with the Western Foothills Land Trust to gain right-of-ways and, and work with Healthy Oxford Hills and ACE for biking.

Figure 49: Google free clip art



Opening up this new trail to the public would gain passage from Norway through to Paris. Paris might want to consider continuing this trail system from Billings Dam to the old PUD that will hopefully be upgraded to a park and kayak facility and home to the Paris Recreation Department. This area would need extensive board walks due to the steep terrain and a bridge across an inlet of the river to the PUD land. The Cornwall Preserve would be within close walking distance from the foot of the Paris Hill Road and the Stoney Brook Trail is within walking distance to the Billings Dam portion of the trail. The completion of this trail system would benefit both Norway and Paris. The key to success would be to market the trail system to create a destination point for exercise and wildlife enjoyment.



Figure 48: Swett Signs, Inc. design, October 2014



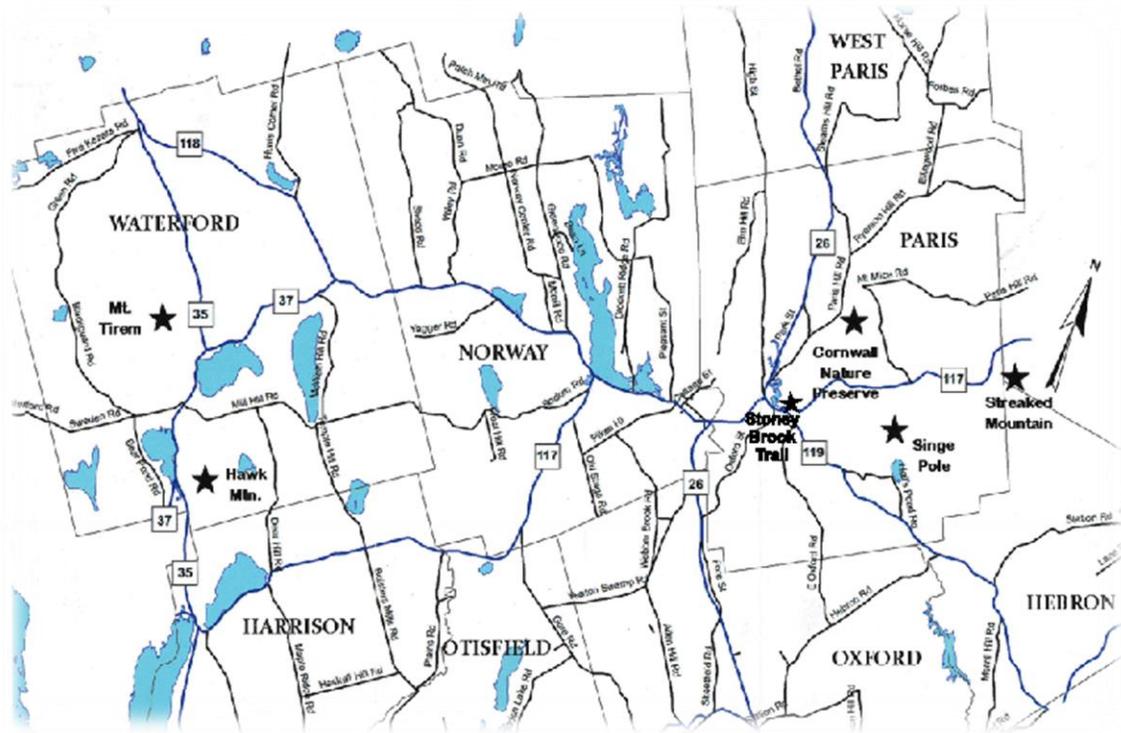
Figure 50: (left) Ben Church aerial photography, October 2014, views of bridge on Route 119 at Billings Dam & Little Androscoggin looking up towards Oxford Hills Comprehensive High School

Figure 51: (Right) Ben Church aerial photography, October 2014, views of the Little Androscoggin at the bridge on the foot of Paris Hill Rd looking up toward the Market Square



Figure 52: Ben Church aerial photography, October 2014, views of bridge on Route 119 at Billings Dam & Little Androscoggin River looking toward Market Square

Oxford Hills Hiking Map



Trails in Close Proximity to Downtown Norway-South Paris

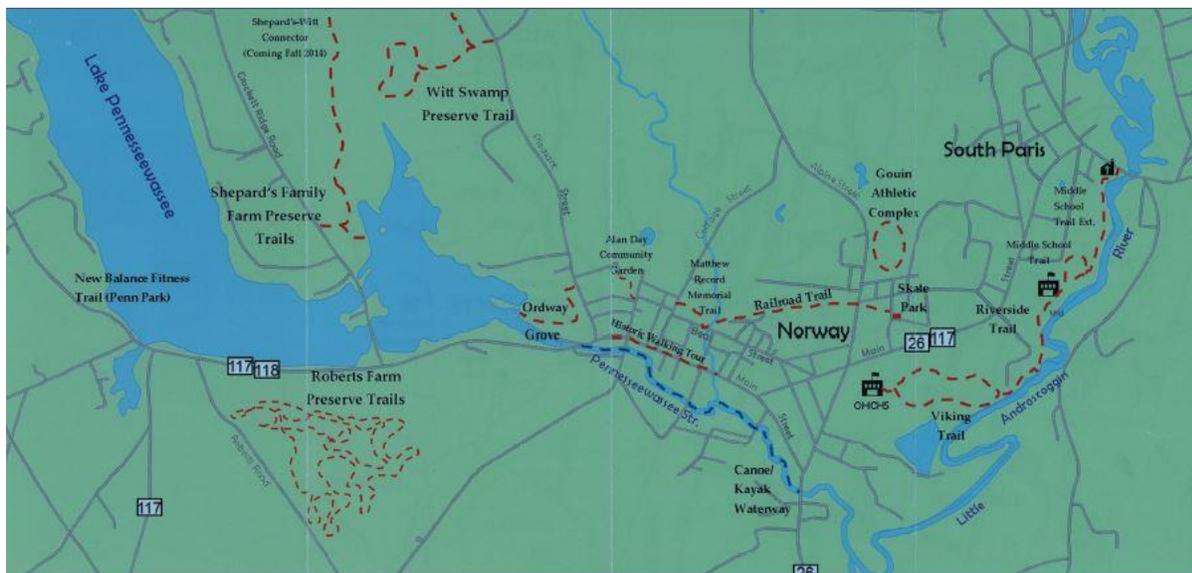


Figure 53: Healthy Oxford Hills, Oxford Hills Trails Maps, 4th edition, summer 2014

Mildred Fox School (Commercial Growth – Community Growth):

Currently owned by SAD 17 and leased primarily by the Oxford Hills Christian Academy, the Mildred Fox School will be offered to the Town of Paris once the District’s remaining classes are relocated.

The building could host a variety of services as a community center as well as a center for the arts. The center could bring a diverse array of events to the area. It could be the home for the local TV access, classes in art, crafts, health and wellness, music lessons, youth programming, theater and dance to name a few.

It is currently home to the Oxford Hills Christian Academy. The rent paid by the Academy has covered the heat and electric costs of the building.

The Academy is seeking an alternative site that can provide additional amenities such as a gym and library. Although the school district recently entered into another three year lease with the Academy, the lease may be terminated.



Figure 54: Mildred Fox School, October 2014

In addition to providing a facility to house the Norway-Paris Television station and the other potential uses listed above, the Fox School contains ample office space for additional ventures. Spaces in the building could be leased to new commercial enterprises as a “Business Incubation” site, allowing a new venture to become established with limited to no overhead costs, with the understanding that their business plan would include establishment as a commercial enterprise within the Town.

The Town of Belfast sports a model program at the Waterfall Arts, in operation since 2000. An old school was reclaimed, and is now host to a variety of classes, events, exhibitions, youth programs and rentals for art studios and events.

We can further gain support and direction from replicating initiatives undertaken by other organizations such as the Bethel Area Non-Profit Collaborative. The mission statement of the Collaborative includes all the goals of this Plan to make Paris a better place to live, work and play.

Center for Senior Citizens (Community Growth):



.Figure 55: Google free clip art

During the course of research for this project, citizens voiced a desire to have a center for senior services in Paris. Plans have been hatched to develop a non-profit organization to develop and build such a center. Suitable locations are being evaluated for this long range goal.

The senior population is going to explode over the next few years as the baby boomers reach retirement. Paris must retain this population within its borders by providing a physical resource where senior services can be housed under one roof.

Acquiring Property for Future Growth (Commercial Growth – Community Growth – Beautification):

As a result of surveying the general population of Paris, many people spoke about the town's acquisition of the old Paris Farmer's Union property on Skillings Avenue as a wise move. The reasons varied from green space, artisan's mall, preservation of the historic grain tower, to the hope of the passenger rail returning.

The potential uses should be studied and brought to the town warrant for a vote to see if the residents will support such an acquisition.



Figure 56: Site of the Old PFU on Route 26, Paris, October 2014



Figure 57: Ben Church aerial photography, view of the old PFU building area, October 2014

This location is the only viable spot for a train station in South Paris in the event that the passenger rail is restored. It would serve as a hub for Norway and South Paris. The old station is not a viable site as it is privately owned and the traffic on Route 26 could not be stopped to allow passenger boarding. The PFU property runs the length of Skillings Avenue adjacent to the track and has ample parking. In the meantime, it would serve the town as green space or as a development for business endeavors.

YMCA (Community Growth):

“Community leaders in the Oxford Hills area have been talking for the past twenty years about the need for a comprehensive wellness and recreation center to serve the towns and communities in the region. A study group was formed in 2000 to prepare a strategic study to determine if it made sense to have a YMCA serve Oxford County. That study found that there was strong support for a community recreation center because the region had few family-oriented indoor recreational facilities. A major theme throughout the study was the need for a swimming pool, youth programs, and after-school childcare, as well as adult and teen wellness and fitness programs.

In the winter of 2012, twelve students in a CAD and design course at Oxford Hills Comprehensive High School (OHCHS) took on the challenge of preparing designs for a recreation center to be attached to the school. As a result of the students’ interest and designs, a steering committee was put together with civic leaders from the Oxford Hills School District, and representatives from Western Maine Health and Stephens Memorial Hospital. The steering committee engaged the services of PDR Architects of Portland, Maine, who designed OHCHS and who have extensive experience designing educational, medical, and recreation facilities, both public and private.” (Oxford Hills Wellness and Recreation Center, 2013)

The Y’s focus is on *Youth Development, Healthy Living and Social Responsibility*. They are passionate about creating leadership and a strong, healthy community where everyone can learn, grow and thrive.



Figure 58: PDT Architects, view of proposed Wellness and Recreation Center for Paris, 2013

Twenty years in the thought process, this project requires town leaders to continue on this course of open communication to see if the Y is in the future of our area.

Architectural Review (Commercial Growth – Community Growth – Beautification):

Market Square contains historic buildings from the late eighteenth century, the era in which the neighborhood was founded. Victorian commercial buildings and early twentieth century buildings need historic preservation. Distinctive architecture is of vital importance to the economy and the historic character of the community.

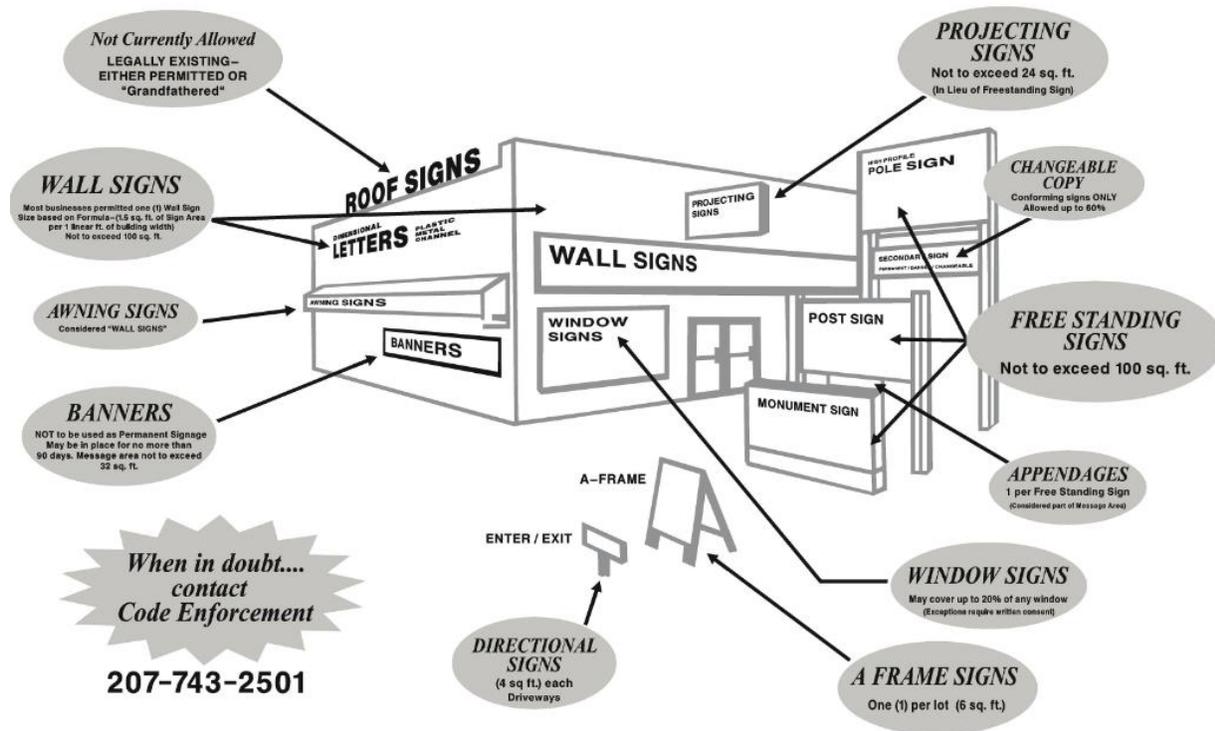
The Paris Planning Board needs to maintain historic preservation through architectural review to assist owners of landmarks and properties in the Market Square District through the review of designs for proposed exterior modifications, color changes, new construction and demolition. It is Planning Board's obligation to preserve the cultural importance of buildings and areas of natural beauty to insure that any changes are in good taste and design, and are harmonious with the surrounding area.

The Planning Board should develop a master plan for approving new construction, modification, signage, colors and landscaping in Market Square to ensure that our growth is moving forward in a positive fashion and complementing other efforts within the Town. Approval of any projects sets the precedent for future development.

A collaborative effort by the town officials and building owners in the Market Square area needs to coordinate building colors and roofing that are in keeping with the National Trust for Historic Preservation.

Signage (Commercial Growth – Beautification):

Town of Paris-Commercial Sign Regulations:



**Colored Scale Drawing Must Accompany Sign Permit Application*

Figure 59: Swett Signs, Inc design, 2014

The present sign ordinance states that all signs have to go through the Planning Board for approval. If the Town were to adopt this new diagram as a template for approval, an updated sign permit application could be streamlined to authorize the Code Enforcement Officer to approve the application, thereby saving time and money. The application would require additional scrutiny only if the application required a variance or appeal.

Existing Conditions Survey (Commercial Growth – Community Growth – Beautification):

The purpose of this section is to provide detail regarding the properties within the target area of this Plan. *Note: All property photography by John Jenness.*

 				Address	7 High Street		
				Owner	Norway Savings Bank		
				Map	U8		
				Lot	86		
							
					Business	Excellent	
				Ground Floor			
				Second Floor			
				Basement			
Parking							

 				Address	21 High Street		
				Owner	Nancy Wilkinson		
				Map	U8		
				Lot	83		
							
					864 Sq Ft	good	2 Family Home, Cape has 2 additions 1 addition has 588 sq ft w/ 1/4 basement 2nd addition has 412 sq ft
				Ground Floor			
				Second Floor	432 Sq Ft	good	
				Basement	no		
Parking	yes						



Address	1 Park Street
Owner	South Paris Baptist Church
Map	U8
Lot	80,81,82

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	Church	Excellent	3 Lots, Ample Parking on Lot 81, 82
Second Floor			
Basement			
Parking			



Address	13 Park Street
Owner	Resam Properties LLC
Map	U8
Lot	73

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	Commercial	Average	US Post Office
Second Floor			
Basement			
Parking			



Address	15 Park Street
Owner	Fredrick and Debra Johnson
Map	U8
Lot	72

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	780 sq ft	Average	Private Home Built in 1920
Second Floor	780 sq ft		
Basement	Damp		
Parking			



Address	19 Park Street
Owner	Ben Conant
Map	U8
Lot	71

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1152 sq ft	Good	Private Home 1998 Rebuilt after Fire
Second Floor	1152 sq ft		
Basement	Dry		
Parking			



Address	21 Park Street
Owner	Diane Christopher
Map	U8
Lot	70

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1206 sq ft	Good	2 Apartment Home Built in 1900
Second Floor	1206 sq ft		
Basement	Damp		
Parking			



Address	27 Park Street
Owner	James Palmer
Map	U8
Lot	69

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	(2) 956 sq ft	Average	3 Apartments Built in 1895 Palmer & Son Heating
Second Floor	956 sq ft	Average	
Basement	Dirt (full)		
Parking			



Address	31 Park Street
Owner	Steve & Carole Barrett
Map	U8
Lot	68

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	(3) 1080 sq ft	Average	6 Apartments Built in 1902
Second Floor	(3) 1080 sq ft	Average	
Basement	Dirt (full)		
Parking	yes		



Address	39 Park Street
Owner	Loulsa Andre
Map	U9
Lot	78

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	792	Average	Private Home Built in 1908 Remodeled In 1980
Second Floor	792	Average	
Basement	792 Wet		
Parking			



Address	43 Park Street
Owner	Beverly Cotton
Map	U9
Lot	77

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	588	Average	Private Home Built in 1920 Remodeled In 1963
Second Floor	588	Average	
Basement	588 Damp		
Parking			



Address	53 Park Street
Owner	Mecervier Perlene
Map	U9
Lot	76

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	360 Sq Ft	fair	1.5 Apartments Built in 1897 Remodeled in 1930
Second Floor	130 Sq Ft	fair	
Basement	130 Sq Ft Damp		
Parking			



Address	52 Park Street
Owner	Henry Morton
Map	U9
Lot	81

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1456 sq ft	Good	Private Home Built in 1905 Remodeled In 1961
Second Floor	1456 sq ft	Good	
Basement	1456 sq ft Damp		
Parking			



Address	42 Park Street
Owner	Paul & Martha Finnegan
Map	U9
Lot	80

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1404 sq ft	Average	6 Apts Built in 1870 Remodeled In 1950 3rd floor 702 sq ft
Second Floor	1404 sq ft	Average	
Basement	1404 sq ft Dry		
Parking	yes		



Address	34 Park Street
Owner	Kevin & Jane Billings
Map	U9
Lot	79

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	890 sq ft	Average	1st Floor State Farm Insurance 2nd Floor Residence .5 in Basement Built in 1891 Remodeled 1989
Second Floor	890 sq ft	Average	
Basement	445 sq ft Dry		
Parking	yes		



Address	Park Street
Owner	Town of Paris, Moore Park
Map	U9
Lot	67

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor			Town Park
Second Floor			
Basement			
Parking			



Address	14 High Street
Owner	Supportive Housing Associates
Map	U8
Lot	113

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1180 sq ft	Average	6 Apartment Building Built in 1845 Remodeled 1997 Addition has 644&140 sq ft
Second Floor	1180 sq ft	Average	
Basement	Partial		
Parking	yes		



Address	20 Park Street
Owner	Helga Z. Thurston
Map	U8
Lot	114

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1144 Sq Ft	good	Used as a Business Only Cape Paris Realty Built in 1820 Remodeled in 2003
Second Floor	1144 Sq Ft	good	
Basement	1/4 Dry		
Parking	yes		



Address	1 High Street & Maple Street
Owner	Murlel E. Dignan
Map	U8
Lot	87

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1400 sq ft	poor	1st Floor Residence 2 apt. need renovation before using Built in 1899 Remodeled 1956
Second Floor	1400 sq ft	poor	
Basement	Dry		
Parking	Limited		



Address	15 Market Square
Owner	W.J. Wheeler
Map	U8
Lot	97

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2596 sq ft	Average	1st Floor Wheeler Insurance 2nd Floor Rented to OHMPA Known as the Billings Block Built in 1895 Original home to the "Oxford Democrat"
Second Floor	2596 sq ft	Average	
Basement			
Parking	ample		



Address	11 Market Square
Owner	Pan Am R.E. Holdings, LLC
Map	U8
Lot	99

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1800 Sq Ft	average	1st Floor has 2 store fronts, 1 is empty & 1 has been turned into an apt. 2nd Floor has 3 apts, 3rd Floor has 3 apts Built in 1867 Known as the Masonic Block
Second Floor	1800 Sq Ft	average	
Third Floor	1800 Sq Ft		
Parking	not adequate	for # of Apts.	



Address	9 Market Square
Owner	Theodore Kurtz
Map	U8
Lot	100

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3069 sq ft	Average	1st Floor Bolster's Flooring 2nd Floor 1/3 empty law office 2/3 storage for Bolsters. 3rd fl empty Built in 1852 Originally a general store Features a large central staircase
Second Floor	3069 sq ft	Average	
Basement			
Parking	yes		



Address	3 Market Square
Owner	Andrews House, Western Maine Health Care
Map	U8
Lot	102

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	9948 sq ft	Excellent	1st Floor Nursing Home 2nd Floor Residential Care
Second Floor	7520 sq ft	Excellent	
Basement			
Parking	yes		



Address	10 East Main Street
Owner	SAD # 17
Map	U8
Lot	104

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	Classrooms	fair	SAD # 17 have vacated the building Building is being rented by Oxford Hills Christian Academy
Second Floor	Classrooms	fair	
Basement	Classrooms	fair	
Parking	yes		



Address	18 East Main Street
Owner	Raymond J. Gallant
Map	U8
Lot	106

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1278 sq ft	fair	Private Residence Built in 1907 Remodeled in 1999
Second Floor	1278 sq ft	fair	
Basement	No	fair	
Parking	yes		



Address	28 East Main Street
Owner	Stoney Brook Housing, Inc
Map	U8
Lot	108

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3 Apts	average	Stoney Brook Apartments (6) 876sq ft Apartments Built in 1902 Remodeled 2001
Second Floor	3 Apts	average	
Basement	Crawl		
Parking	yes		



Address	35 East Main Street
Owner	Thomas Hutchinsen
Map	U7
Lot	1

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	660 Sq Ft	average	Private Home Built in 1850
Second Floor	660 Sq Ft	average	
Basement	.5	Dry	
Parking	yes		



Address	29 East Main Street
Owner	Eleanor Zupokfska
Map	U7
Lot	2

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	768 Sq Ft	average	2 Apartment Building Farmhouse Built in 1850
Second Floor	768 Sq Ft	average	
Basement	n/a		
Parking	yes		



Address	27 East Main Street
Owner	1st Congregational Church
Map	U7
Lot	3

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2672 Sq Ft	average	Church Built in 1812 Parking behind and Verbal Agreement w/ Mildred Fox School to use theirs
Second Floor	1244 Sq Ft	average	
Basement			
Parking	yes		



Address	27 East Main Street
Owner	1st Congregational Church
Map	U7
Lot	3

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2252 Sq Ft	average	Parsonage for 1st Congo Church Built in 1886
Second Floor	2252 Sq Ft	average	
Basement			
Parking	yes		



Address	11 East Main Street
Owner	
Map	U7
Lot	5

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	780 Sq Ft	average	Private Residence
Second Floor	780 Sq Ft	average	
Basement			
Parking	yes		



Address	2 Market Square & Barrows Street
Owner	Sheklnah Realty
Map	U7
Lot	22

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1548 Sq Ft	average	Score on 1st Floor 2C Knights of Columbus Barrows St has apartment entrance
Second Floor	1518 Sq Ft	average	
Basement	1518		
Parking	yes		



Address	27 East Main Street
Owner	Paris Masonic Lodge #94
Map	U7
Lot	5

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2856 Sq Ft	average	Built in 1886 Tanning Salon on 1st Floor Masonic Lodge on 2nd Floor 3rd Floor has an empty apartment Parking Lot is in Lot 6 (21,960 sq ft)
Second Floor	1792 Sq Ft	average	
Basement	yes		
Parking	yes		



Address	4 Market Square & Barrows Street
Owner	Shekinah Realty
Map	U7
Lot	25

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2766 Sq Ft	average	Empty Store Front on 1st Floor 2nd Floor has 3 Apartments Business in the basement through rear entrance
Second Floor	2766 Sq Ft	average	
Basement	2766		
Parking	yes		



Address	8 Market Square
Owner	Jemm Properties, LLC
Map	U7
Lot	26

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	936 Sq Ft	average	Day Spa in 1st Floor 2nd Floor storage
Second Floor	936 Sq Ft	average	
Basement			
Parking	In rear		



Address	10 Market Square
Owner	Jemm Properties, LLC
Map	U7
Lot	27

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2520 Sq Ft	average	Smiling Moose Restaurant in 1st Floor 2nd Floor Offices & Software Company 3rd Floor Dental Offices Built in 1889
Second Floor	2520 Sq Ft	average	
Third Floor	2520 Sq Ft	average	
Parking	In rear		



Address	16 Market Square
Owner	Bergeron Properties, LLC
Map	U7
Lot	71

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	800 Sq Ft	average	Portland Glass 1,216 Sq Ft Garages
Second Floor			
Third Floor			
Parking	ample		



Address	20 Market Square
Owner	Bitlm enterprises, LLC
Map	U7
Lot	72

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2233 Sq Ft	fair	D&L Treasures on 1st Floor Front 2 Apartments behind Store 2 Apartments on 2nd Floor 2 Apartments in Basement
Second Floor	2233 Sq Ft	fair	
Basement	2233 Sq Ft	fair	
Parking	limited		



Address	24 Market Square
Owner	MSR Associates, LLC
Map	U7
Lot	74

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3000 Sq Ft	good	Kitchen for Market Square Restaurant on 1st Floor..buildings connected large office on 2nd Floor 1 Apartment in Basement All new remodels
Second Floor	1000 Sq Ft	good	
Basement	2233 Sq Ft	good	
Parking	yes		



Address	24 Market Square
Owner	MSR Associates, LLC
Map	U7
Lot	74

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3000 Sq Ft	good	Market Square Restaurant 1st Floor buildings connected Apartment on 2nd Floor vacant 1 Apartment in Basement vacant All new remodels
Second Floor	1000 Sq Ft	good	
Basement	2233 Sq Ft	good	
Parking	yes		



Address	32 Main Street
Owner	Irving Oil Corporation
Map	U7
Lot	76

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1382 Sq Ft	average	Circle K Store
Second Floor			
Basement			
Parking	yes		



Address	40 Main Street
Owner	Scott Everett & Elias McKeen
Map	U7
Lot	78

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	560 Sq Ft	good	Hair Salon on 1st Floor Apartment on 2nd
Second Floor	560 Sq Ft	good	
Basement	560 Sq Ft	good	
Parking	yes		



Address	42 Main Street
Owner	Janet Everett
Map	U7
Lot	79

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	884 Sq Ft	average	H&R Block Business 2nd Floor Apartment
Second Floor	884 Sq Ft	average	
Basement	yes	average	
Parking	yes		Built In 1931



Address	46 Main Street
Owner	Peter Marcluk
Map	U7
Lot	76

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1320 Sq Ft	average	5 Apartments
Second Floor	1320 Sq Ft	average	
Third Floor	.5 Apt	average	
Parking	yes		



Address	52 Main Street
Owner	Peter Marclnuk
Map	U7
Lot	81

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	800 Sq Ft per apt	average	4 Apartments Built in 1920
Second Floor	800 Sq Ft per apt	average	
Basement	yes	average	
Parking	yes		



Address	62 Main Street
Owner	Dana Hanley
Map	U7
Lot	84

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1061 Sq Ft	poor	only 1 small apt. in use House needs totally renovation
Second Floor	730 Sq Ft	poor	
Basement	yes	poor	
Parking	yes		



Address	70 Main Street
Owner	Jones of Maine
Map	U7
Lot	85

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3600 Sq Ft	fair	3 businesses
Second Floor			
Basement	slab		
Parking	yes		



Address	74 Main Street
Owner	Jennifer Gentempo
Map	U7
Lot	86

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	330 Sq Ft	fair	Massage Therapy Business
Second Floor			
Basement			
Parking	yes		



Address	76 Main Street
Owner	Jones of Maine
Map	U7
Lot	87

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1174 Sq Ft	fair	R.A.Johnson Insurance Company 2nd Floor Apartment
Second Floor	1174 Sq Ft	fair	
Basement	yes	fair	
Parking	yes		



Address	80 Main Street
Owner	Jones of Maine
Map	U7
Lot	88

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3000 Sq Ft	average	Ripley & Fletcher Ford Dealership Basement houses garages & Repair Large car lot around building
Second Floor			
Basement	3000 Sq Ft	average	
Parking	yes		



Address	65 Main Street
Owner	Jones of Maine
Map	U5
Lot	1.1

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1552 Sq Ft	fair	Norway Soft Serve
Second Floor			
Basement			
Parking	yes		



Address	61 Main Street
Owner	Conifer Industries
Map	U8
Lot	01

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	2432 Sq Ft	average	KFC Store
Second Floor			
Basement			
Parking	yes		



Address	59 Main Street
Owner	Bisco Properties, LLC
Map	U8
Lot	2

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1559 Sq Ft	average	4 Apartments
Second Floor	1559 Sq Ft	average	
Basement	Dry	average	
Parking	yes		



Address	32 Main Street
Owner	Perceptive Business, Inc.
Map	U8
Lot	3 & 4

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor		poor	Empty PFU
Second Floor		poor	
Basement			
Parking	yes		



Address	51 Main Street
Owner	Peter Chapman
Map	U8
Lot	14

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1778 Sq Ft	good	Chandler Funeral Home Offices
Second Floor			
Basement			
Parking	yes		



Address	45 Main Street
Owner	Weston-Chandler Funeral Home
Map	U8
Lot	16

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3676 Sq Ft	average	Chandler Funeral Home Built in 1902 Remodeled in 1993
Second Floor	1166 Sq Ft	average	
Basement	792 Sq Ft	average	
Parking	yes		



Address	43 Main Street
Owner	Dana C. Hanley
Map	U8
Lot	17

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1572 Sq Ft	average	Dana Hanley Law Office 1st Floor House Title Company in Remodeled Barn Built in 1670 Remodeled in 1987
Second Floor	990 Sq Ft	average	
Basement	720 Sq Ft Barn	average	



Address	41 Main Street
Owner	Glen H. & Alice M. Gruba
Map	U8
Lot	18

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1620 Sq Ft	average	Office Space 3 Apartments
Second Floor	1620 Sq Ft	average	
Basement			
Parking	yes		



Address	39 Main Street
Owner	Deering Memorial Methodist Church
Map	U8
Lot	19

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3184 Sq Ft	good	Deering Memorial Methodist Church Built in 1872 Remodeled in 1993
Second Floor			
Basement			
Parking	yes		



Address	37 Market Square
Owner	Paris Public Library
Map	U8
Lot	124

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1057 Sq Ft	good	Paris Public Library Built in 1902 Remodeled in 1998
Second Floor			
Basement	1618 Sq Ft	good	
Parking	yes		



Address	33 Market Square
Owner	Town of Paris
Map	U8
Lot	125

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3376 Sq Ft	good	Town Office Building Built in 1977 Remodeled in 1996
Second Floor			
Basement	no		
Parking	yes		



Address	29 Market Square
Owner	TWN Properties, LLC
Map	U8
Lot	126

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	1600 Sq Ft	fair	4 Apartments Built in 1864 Remodeled in 1985
Second Floor	1600 Sq Ft	fair	
Basement	yes	fair	
Parking	yes		



Address	27 Market Square
Owner	Ralph Stone
Map	U8
Lot	127

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	504 Sq Ft	poor	Residence with no plumbing/heating
Second Floor			
Basement			
Parking	yes		



Address	25 Market Square
Owner	Harold S Jones
Map	U8
Lot	128

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	932 Sq Ft	average	Computer Store 1st Floor Residence 2nd Floor Built in 1932 Remodeled in 1975
Second Floor	932 Sq Ft	average	
Basement	yes	average	
Parking	yes		



Address	23 Market Square
Owner	John S Jenness, Jr.
Map	U8
Lot	129

	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	3836 Sq Ft	average	Lawyers Office on 1st Floor Residence on 2nd floor Built in 1860 Remodeled in 1989
Second Floor	2302 Sq Ft	average	
Basement	2302 Sq Ft	average	
Parking	limited		

	Address 17 & 19 Market Square		
	Owner Community Concepts		
	Map U8		
	Lot 130		
	Current Use	Current Condition	Specialized or Historic Features
Ground Floor	5610 Sq Ft	average	3 Floors of Offices for Community Concepts Built in 1897 Remodeled in 2000
Second Floor	5610 Sq Ft	average	
Basement	5610 Sq Ft	average	
Parking	limited		

Implementation



A Strategic Plan is a roadmap for the future. To be truly successful, and not end up on a shelf collecting dust, the Plan needs to be adopted by the Town to ensure that the major objectives are actually implemented. The South Paris Revitalization Forum, elected officials, business community and residents all have to work together to move forward in a positive direction.

Building community and civic infrastructure is the key to a prosperous small town economy. Improving the quality of life in Paris and open communication can bring business retention, entrepreneurial development, tourism and new families to Paris. Successful development strategies depend on community leadership that is inclusive, collaborative, and connected. Local assets should be the main focus of the strategy, connecting with area towns, groups and organizations to help cultivate mutually beneficial goals. A sense of authenticity and charm, quality of life, community leadership and partnerships will ultimately make this community more attractive to both existing and potential residents and employers.

As detailed previously, the recommendations of this Plan are neither all-inclusive nor inter-dependent. The Town, either through the Board of Selectmen or through a town employee or through a volunteer board, should embrace the positive ideas that have been proposed by the citizenry and are included in this effort. Again, this Plan is not a panacea for the current economic woes of our rural community, but rather is intended to present ideas for innovation to take Paris into the future as a thriving, desirable destination for families and new commercial enterprises.

Project Title	Description	Potential Partners	Time Frame
Adoption of Strategic Plan	Plan to be formally adopted By Paris Selectmen	Town Manager Planning Board, South Paris Revitalization Forum	Short
Traffic Pattern	Market Square, End of Pine St. @ traffic light	MDOT	Short
Streetscapes	Beautification, Sidewalks, Lanterns, Banners, Benches, Trash Receptacles	So. Paris Revitalization Forum, McLaughlin Gardens, Community Development Block Grants, Co- Op, Gardeners	Short-Medium
Branding & Wayfinding Signs	Wayfinding Signs, Branding Trails & Arts	Town, Sign Professional, ACE, CEBE, Art Collaborative	Short
Paving Trails	Paving Additional Parking Areas	Town, Community Block Grant	Short-Medium
	Develop Trail System on the Little Androscoggin	CEBE, Rivers & Trails Conservation, Healthy Oxford Hills, Davis Conservation Foundation, ME Trails Advisory	Medium
Bikes Lanes & Racks	Add Racks & promote Lanes	CEBE, ACE	Short-Medium
Little Androscoggin Park	Develop Park & Recreation @ old PUD	Me. Dept. of Agriculture, Conservation & Forestry, Land & Water Conservation, Androscoggin Watershed, Davis Conservation, Healthy Oxford Hills	Short-Medium
Mildred Fox School	Develop Center for the Arts	Bethel Area Art Collaboration, Celebration Barn, Ford Foundation, ME Arts & Humanities, Libra, ME Community Foundation, Stephen King Foundation	Medium-Long
Special Events	Festivals, Parades, Music, Old Home Days, Triathlons	Town, Residents, Local Organizations, So Paris Revitalization Forum	Short-Medium
Architectural Review & Sign Ordinance	Architectural Plan for Future Growth, Adjust Sign Ordinance	Board of Selectmen, Planning Board, Town Code Enforcement	Short
Senior Center	Build a Senior Center	Senior Services, Healthy Oxford Hills, Hospital, Residents, Churches Local Organizations	Medium-Long

Input on Promoting Market Square

Churches, civic organizations, groups, citizens, stakeholders, businesses and interested individuals that collaborated for the input on promoting Market Square.

1. South Paris Revitalization Forum
2. D&L Treasures
3. MER Caretaking & Property Management
4. Community Concepts
5. Bolsters Decorating
6. Wheelers Insurance
7. Smiling Moose
8. South Paris United States Post Office
9. South Paris Library
10. Norway Soft Serve
11. Ripley & Fletcher
12. Coughs & Sniffles
13. Market Square Restaurant
14. Chandler Funeral Homes
15. Crossway Family Dental
16. Peter Herley (artist)
17. Bethel Area Nonprofit Collaborative
18. Speedway, Inc.
19. TeaBerry Arts
20. Waterfall Arts
21. Healthy Oxford Hills
22. Progress Center
23. Wellness Collaborative
24. CEBE
25. Urban Environmental Program (Kristine Kane, Tufts University)
26. Rivers & Trails Conservation Assistance
27. Dana Hanley, Esq.
28. Rawn Phinney
29. ACE
30. AARP, Pat Pulkkinen
31. Zolton Matolscsy
32. Finnish American Club, Dale Piirainen
33. Aranka Matolscsy
34. John Williams/Oxford Hills Chamber of Commerce
35. MDOT Dennis Emidy Engineer/Dwayne Scot Planning

36. Department of Conservation, Mick Rogers
37. Susan Jennings, University of Maine
38. Barbara Murphy, So Paris Extension Office
39. John Woods, Harvest for Hunger
40. Darian Keaton, New Balance
41. Ted Moccia, Principal OHCHS
42. Kathleen Chase, Maine Senate
43. Western Maine Transportation, Sandy Buchanen
44. Tom Winsor, State Representative
45. Ben Tucker
46. Ben Conant
47. Governor LePage
48. Maine Preservation Group
49. SCORE
50. John Jenness, Esq.
51. VFW
52. AMVETS
53. South Paris American Legion
54. Dennise Whitley
55. Barry Masaglia
56. Ronald Fitch
57. CCI Housing Improvement Services, Sandy Albert
58. Celebration Barn Theater, Amanda Houtari
59. Hartley Mowatt
60. Dave Knightly
61. Paul Tangway, RR
62. Jason Burkle, RR
63. Oxford Hills Rotary, Glen Huntress
64. Norway- Paris Kiwanis
65. Senator District 13 Jim Hamper
66. George Schwanke, Golden Eagle Railway
67. Rick Bennett, Night Train
68. NEPRA, Patricia Quinn
69. Pat Carson, YMCA
70. Terry Ann Holden, Development Program Manager
71. Jaclyn Lynch, Artist
72. Dan Stewart, DOT sidewalk planner
73. Michael Madden, Police Chief of Paris
74. AVCOG
75. Bisco Property Management

76. Kings Hill Inn
77. Sam Small
78. Brad Frost, Paris FD
79. Paris Utilities Department
80. Paris Inn
81. Paris Masonic Lodge #94
82. First Congregational Church
83. Project Zero, Harvard University
84. Anita Hazelhurst
85. John Andrews
86. Sue Stoh
87. Jack Higgins
88. Strong Towns, Charles Marohn
89. Norway Main Street
90. The Path Less Pedaled, Laura Crawford & Russ Roca
91. Children's Museum of Art, Roxanne Paget
92. Sarah Glynn
93. Mark Bancroft
94. Neil Sampson
95. Michelle Barrett
96. Western Foothills Land Trust
97. McLaughlin Gardens
98. SBA