

COMPREHENSIVE PLAN FOR THE TOWN OF VIENNA MAINE

MARCH 1984

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COMPREHENSIVE PLAN FOR THE TOWN OF VIENNA MAINE
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INTRODUCTION

Most of our state statutes concerning local planning, land use regulation and subdivision controls were revised or eliminated during past legislative sessions. Municipalities may now by virtue of "Home Rule Establishing Provisions" (30 M.R.S.A. *1917) establish Planning Boards by ordinance.

Vienna chose, in 1973, to establish a Planning Board. One of the tasks of Vienna's early Planning Board was to prepare a Comprehensive Plan which was approved by the townspeople in March 1974. Several Ordinances have since then been submitted by the Planning Board, in keeping with the Comprehensive Plan, to the townspeople for consideration. Specifically, the following ordinances have been adopted:

Shoreline Zoning Ordinance
Flood Control Regulations
Subdivision Regulations
Notification of Construction Regulation

A proposed Building Code and a proposed Site Plan Review Ordinance were also submitted to the townspeople but, not approved.

State law requires that the Planning Board maintain and update the Comprehensive Plan. Indeed, the Comprehensive Plan is not a one time effort. It is an ever changing guideline adopted and updated by the town to bring about the changes we anticipate in an orderly way to the benefit of us all. Accordingly, the Comprehensive Plan was updated in March 1979 and is again being updated with this writing. This plan does not differ greatly in philosophy from the earlier versions but sections have been rewritten and expanded.

It should be noted that the Comprehensive Plan is a guide to the townspeople and Planning Board, not a law that we must live by. If conditions arise that need to be resolved, they should be resolved in accordance with the philosophies set for in this Comprehensive Plan. The elected officials can only implement and enforce established ordinances. If the people or the Planning Board believe new ordinances or regulations are necessary they must first be submitted to the townspeople for consideration. Public hearings must be held and public records must be kept so that we all can help in guiding the future of our Town.

The Town Planning Board cannot arbitrarily dictate its will on the citizens and/or fail to give the individual the opportunity to appeal where regulations may foster hardship. State laws exist governing variances and exceptions to make the application of our regulations and ordinances fair.

A SHORT HISTORY OF VIENNA, MAINE

Vienna, the most northwesterly town of Kennebec County, is surrounded by Chesterville, Fayette, Mount Vernon, Rome, and New Sharon. Approximately six miles long and six miles wide, the area was purchased in 1782 from the Commonwealth of Massachusetts by a well-known surveyor, Jedidiah Prescott, and his brother-in-law, Nathaniel Whittier. The Prescotts and the Whittiers had come from New Hampshire and settled in East Readfield, near Winthrop. Before 1782, Vienna had been a part of the Wyman Plantation, called Goshen. The date of incorporation was February 20, 1802, although settlement had begun in the early 1780's and Prescott had surveyed it in 1792. Vienna was the 132nd town to incorporate into the Province of Maine. The name 'Vienna' was given in honor of one of the oldest cities of Europe, the capital of the former Austrian Empire. It was chosen by Daniel Morrill of Salisbury, Massachusetts, who had been designated to make the choice.

The early town meetings were held in homes and schoolhouses until, in 1855, a new Town House was built in the area then known as the "Upper Village." The new building was given to his native town by Joseph Whittier of Boston. Part of the lumber for the structure was taken from the 'old Yellow meeting house' that stood on the east side of the Franklin Cemetery.

The shape of Vienna has changed somewhat since the original survey map. A large portion of the land around Parker Pond, originally in the Wyman Plantation, was lost to Fayette, Mount Vernon and Chesterville, between 1802 and 1814. Vienna has been enlarged by two strips of territory taken from Rome in 1814 and from Mount Vernon in 1833.

Unlike many Maine towns and villages, Vienna has not become the quiet shadow of a formerly busy industrial area. It has always been a "country town." However, there had been a constant decline in the population of Vienna over the past years until 1960. This had been due primarily to under-development of the general area and a consequent lack of employment opportunities. This in turn resulted in a lower tax base during the 1900's as compared to other Maine localities. Population statistics from census figures since 1850 are

census figures since 1850 are			as follows:
1850-871	1890-495	1930-318	1970-205
1860-878	1900-406	1940-301	1980-454
1870-740	1910-403	1950-231	
1880-644	1920-366	1960-160	

The people of Vienna did not differ greatly from the people of the rest of the state. There was some influx of other nationalities, yet the occupations of most residents were connected to their land, farming and lumbering being the major ones, tourist guides for hunting and fishing, mill work on textiles and footwear in nearby towns. Vienna itself had at one time four mills: a fulling and a carding mill, a grist mill, and a saw mill.

In the mid 1800's, Vienna had one distinguishing feature from other area towns. It had its own newspaper, "The Glenwood Valley Times," with Rufus N. Mansur its editor and proprietor. Subscriptions, in 1850, were 25 cents a year paid in advance or 37 1/2 cents a year if paid within six months. The latest issue

on record (on microfilm at the University of Maine at Farmington library) is dated 1857. Dorothy Waugh, the Town Treasurer, has original copies of the newspaper at her home.

According to the census a hundred years ago, there were three carriage-makers, a general store, three blacksmiths, a wheelwright, a cooperage, a brick kiln, a granite quarry and a cattle broker doing business within the town limits of Vienna. Their standard of living was the average for the State of Maine in general, but the steadfast endurance of the people of the area has maintained them through good times and bad ever since the act of incorporation.

The rise evident in the population figures from 1960-80 is attributable to people "from away," the reflection of a trend in migration from the more developed areas where the jobs are, to rural areas where the quality of living is finer and the pace slower. Modern automobiles and highway improvements have bridged the two and Vienna has become, to an extent, a commuter community. However, its traditionally rural character which has been preserved through the past century is still in existence.

The increase in population has necessitated increased service, including a Town Volunteer Fire Department. In 1973, the town's first fire truck was purchased and subsequently a two-bay firehouse was built. Presently, the town owns two trucks, a Seagrave 1954 and an International 1963, both in good condition. Much of the money for these ventures has been raised by the Volunteer Fire Department and its Auxiliary. In 1983, the department started a free chimney cleaning project which will become an annual fire prevention service to the community.

The Village Extension is another group active in the community. Known as Farm Bureau in an earlier day, the statewide Extension Service provides informal education in the areas of agriculture, family living and community development. Recently the Vienna group has contributed funds toward microfilming town records and for kitchen equipment in the firehouse.

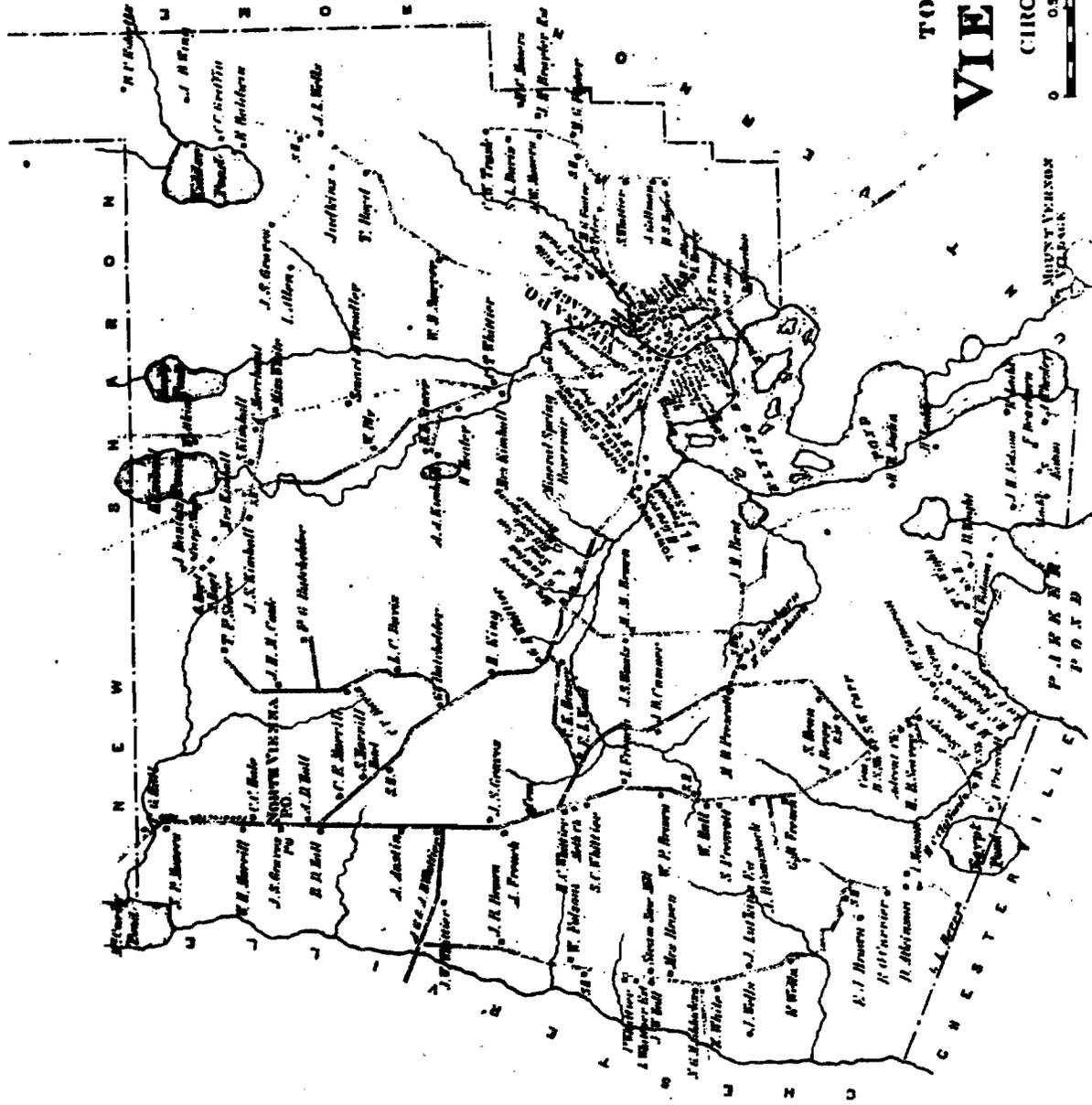
The Mill Stream Grange, formed in 1947, is indicative of the continuing rural atmosphere of the town. The Grange continues to attract new members. In 1966, the village schoolhouse was purchased and later a kitchen wing was added. The Grange carries on many charitable activities. The organization also makes the hail available for various community events.

In 1981, the Vienna Historical Society was formed and has become an active force in the community. Through its efforts, the Town House has been placed on the National Record of Historic Places. A Town House sign and a monument to Civil War veterans were donated in the name of the society. The Historical Society has also located the old animal "pound" and the land owner has given permission for the society to restore the site. Recently the society's first publication has been completed—a 1984 calendar edited by Lillian Brown. It contains 14 photographs of historical significance. Work on other publications is in progress.

Though there were undeniably silent years, Vienna's two churches have survived population fluctuation and economic change. Today, the Vienna Baptist and North Vienna Methodist churches have regular pastors and growing congregations.

TOWN OF VIENNA

CIRCA 1850



VIENNA TODAY

Vienna is bounded by similar small towns: New Sharon, Rome, Mt. Vernon, Fayette, and Chesterville. Augusta, Winthrop, Farmington, Skowhegan, and Waterville are all within commuting distance. Vienna sits in the foothills of the Western Maine mountains. It is heavily forested and difficult to farm. Its many ponds ultimately drain into the Sandy and Androscoggin Rivers. It encompasses about 25 square miles, making it just a bit larger than Manhattan island.

Vienna remains rural. The Town maintains about 23 miles of road, both paved and unpaved. The State of Maine maintains about 5 miles of Route 41 within the Town. Public buildings include a Baptist church, a Methodist church, a small post office, the Town House, and a fire station. Recreational buildings include the Mill Stream Grange Hall, the Union Hall, and the Historical Society Building.

Vienna's population grew faster than any other town's in Kennebec County from 1970 to 1980, with a 121% increase (from 205 to 454 people). This trend seems to have levelled off. Some of the adults are retired or semi-retired. Most of the others commute to the larger towns or cities, though some work locally at farming, lumbering, blueberrying, and other small-scale enterprises. S.A.D. #9 reports that 86 Vienna children attend either New Sharon Elementary School, Mt. Blue Junior High or Mt. Blue High School.

Three selectmen and several other officials administer the Town's daily affairs.. Major decisions and appropriations are made at Town Meetings, which are usually well attended.

The Town has pursued a middle-of-the-road approach to ordinances and regulations, protecting itself from exploitation and abuse while avoiding regulatory overkill.

Town ordinances include:

1. Notification of Construction Ordinance - - requires a permit for most substantial construction projects. There is no building code, but proof of compliance with the State plumbing permit requirements is necessary. \$3 fee (\$15 in Shoreline Zone).
2. Road Ordinance - - provides procedures and standards for submission of certain roads to the Town by the Selectmen for acceptance. Administered by the Selectmen.
3. Shoreline Zoning Ordinance - - regulates land use within 250 feet of the shores of lakes of 10 acres or more and of McGurdy Stream. \$15 fee, plus possible professional fees.
4. Subdivision Regulations - - provides procedures and standards for review and approval of subdivisions (as defined by state law). \$25 fee per lot.
5. Hazardous Waste Ordinance - - prohibits storage and/or disposal of certain hazardous wastes. Huge fines possible. Enforced by Code Enforcement Officer.

6. Flood Hazard Building Permit System - - This ordinance was enacted in 1976 in accordance with the National Flood Insurance Program. It requires a permit for construction within designated flood areas, and requires certain practices which resist or minimize flood damage..

These ordinances are administered by the Planning Board unless noted otherwise. Land use and development in Vienna are also subject to all pertinent state and federal regulations and to any Town ordinances not listed above. Certain utility companies may have additional requirements of their own.

The problems of the larger towns have begun to find their way to Vienna. Water quality in Flying Pond may be deteriorating. The Town's tax burden has increased dramatically over the past ten years as shown by the expenditure table below. State legislation may force the elimination of constable services. Concern over even larger issues was evident in the Town's passage of a Hazardous Waste Ordinance in 1981 and in its 1982 Town Meeting participation in the national debate concerning a nuclear freeze.

	Expenditures					
	Amount		%	Percent		Increase
				Amount	%	
Schools	\$ 36,186	61.5		\$ 92,333	47.4	155
Roads	14,604	24.8		75,540	38.8	417
Administration	4,003	6.8		12,786	6.6	219
County Tax	1,224	2.1		5,862	3.0	379
Fire Department	399	0.7		3,500*	1.8	777
Dump	1,011	1.7		1,474	0.8	46
Other	1,435	2.4		3,094	1.6	116
Total	58,863			194,589		231

*Includes \$2500 expenditure for fire truck. Without this expenditure the Fire Department increase would have been 151%.

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GROWTH AND DEVELOPMENT

Recent Changes

The increase in population in Vienna has been accompanied by the construction of many new houses. This development involves a number of other changes, including an increase in the demand for local services. Examples include increases in the number of children attending school, requests for the acceptance of additional roads as town ways and increased appropriations for the Fire Department.

Whether or not such changes raise the concerns of local residents depends in part upon how the changes occur. Physical changes often take place slowly and are hardly noticed, such as a single house being built on a back road. Other changes happen more quickly and draw a lot of attention, such as when a developer subdivides a parcel of land into several lots, constructs a new road, and builds and offers for sale a number of new houses. Development in Vienna over the past several years has not reached the scale of the latter example. The subdivision of land, though, has occurred to a significant extent for a town of Vienna's size.

Subdivisions

Several parcels of land were subdivided in the seventies and early eighties. Vienna is a town where a limited amount of land appears on the real estate market, so a new subdivision often offers people the chance they've wanted to buy land and build in town.

The following table lists the subdivision applications which were reviewed from 1968 through 1983:

VIENNA SUBDIVISIONS			
Name or Owner	Year	Location	Number of Lots
E.Farrington Abbott, Jr.	1968	Flying Pond	16
E.Farrington Abbott, Jr.	1969	near Flying Pond	15
Eugene Herrin	1969	Flying Pond	15
Vienna Shores	1973	Flying Pond	14
North Woods Shores	1970	Flying Pond	17
Vienna Shores	1971	Flying Pond	3
Eugene Herrin	1971	Flying Pond	7
Black Woods Shores	1972	Black Pond	4
Patten Realty	1981	Kimball Pond Road 11	
Alvin & Mary Hastings	1983	Davis Road	5

Subdivisions prior to 1981 involved lots of relatively small size compared to the 1981 and 1983 subdivisions.

New Construction

Concurrent with the increase in population from 1970 to 1983, came a substantial increase in the number of homes as shown in the following table:

VIENNA HOUSING
1970-1983

Type of House	1970	1980	1983	% change
Year-round	78	185	202	159
-Conventional		77	175	190 147
-Mobile Home	1	10	12	1,100
Seasonal	109	93	99	-9
TOTAL	187	278	301	61

Source: 1970, 1980 U.S. Census; 1980-1983; records of notification of construction permits.

Vienna in the Future

Prospects for future growth and development are difficult to predict, especially, for a small, outlying town. Many factors influence peoples' decisions to settle or start a business in a particular location.

Vienna certainly provides a desirable rural setting, with its many ponds, forested hills, scenic village and sparse development. The Town does not, however, offer many local job opportunities. Therefore, most people must travel elsewhere to work, involving considerable time and travel expenses. Nor does the Town have a large population to support local business enterprises, or convenient access to major transportation routes or product markets for manufacturing firms.

Development in Vienna over the past two decades has been dominated by residential construction. That pattern will probably continue. It is in the Town's interests, though, to consider what the impacts upon the Town may be if such settlement continues and what the benefits or drawbacks of trying to guide such development through various land use controls are. The same applies to the occasional commercial or industrial concerns which may locate in Town.

It is important to keep in mind, when considering the enactment of land use controls, that once a substantial development proposal is made, it is too late to pass an ordinance and review that development under the new ordinance. It is also too late, once strip development occurs along Route 41, to then try to remove the offensive land uses. Land use regulations work primarily to control development in the future.

Land Use Controls

Vienna can select from several methods those controls most appropriate for guiding growth and land use in town. Often, a combination of controls is necessary in order to effectively handle development. Brief descriptions of various ordinances are presented below. Three of them, Road Ordinance, Shoreline Zoning Ordinance and Subdivision Regulations, are already in effect. Whether or not more regulations are desirable is a matter for the Townspeople to decide.

Road Construction Ordinance

The building of roads involves the issues of public safety and public maintenance costs. Following education, highway expenses are the second largest item in the town budget. Since requests to the town to accept roads as public ways can result in high improvement and maintenance costs, it is in the town's interest to set standards for the construction of roads when they are first laid out and built in order to avoid later costs to the town. Vienna's present ordinance sets forth the procedures for accepting certain roads but does not mandate that all roads meet the standards before acceptance.

Subdivision Regulations

The State Subdivision Law gives towns the responsibility for reviewing the division of land parcels into lots. The law authorizes the review of subdivisions' impacts upon air and water quality, soil erosion, floodplains, traffic and unique historic and natural areas.

The actual regulations which the Planning Board follows establish the procedure for reviewing subdivision proposals and include standards for lot layout. The basic purpose for reviewing new subdivisions of land is to ensure that the soils are suited to development and that the plan provides for safe and adequate improvements, such as roads, drainage and utilities. Vienna revised its subdivision regulations in 1982.

Zoning Ordinance

Zoning is one of the most controversial land use controls. Vienna, under a mandate by the State, enacted a Shoreline Zoning Ordinance in the early 70's. It applies only to land within 250 feet of the shores of lakes of 10 acres or more and of McGurdy Stream. The town has revised the Ordinance twice since it was first passed, most recently in 1982.

Generally, zoning specifies the density of development and location of various land uses. Lot sizes which vary by district determine the density of development. Specification of allowed uses by district determines the locations of different types of development. A zoning map delineates the districts so landowners know which regulations pertain to their property.

Site Plan Review Ordinance

The purpose of a site plan review is to ensure that large development proposals are well designed and meet minimum standards of quality. It usually applies to activities not subject to Subdivision Regulations, such as an industrial plant or retail store. The site plan review does not address whether a proposed use is allowed in a particular area, such as with zoning districts, but does concern itself with the specifics of the development of the site.

The Site Plan Review Ordinance sets up a procedure for reviewing commercial and industrial development proposals. It lists detailed information which the developer must provide, and establishes the guidelines by which the Planning Board evaluates the site plan. The guidelines usually set standards which pertain to the development's impact upon surrounding areas,

public services, traffic safety and parking. Such-an ordinance was proposed in 1981, but was voted down.

Minimum Lot Size Ordinance

Minimum lot size regulations serve a couple of purposes. One of the most common is to protect public health and safety by insuring that development (primarily residential in Vienna) takes place on lots large enough to safely accommodate subsurface waste disposal systems at the required distances from individual water supplies (wells or springs) on the new lots and on adjacent lots. Another purpose widely cited is to protect the rural character of a town by requiring lot sizes that are at least one acre, and quite often two acres, in size, thus resulting in more distance between houses on adjacent lots.

Vienna does not currently have a minimum lot size which applies throughout town. The Shoreline Zoning Ordinance does set a 1/2 acre minimum which applies only in shoreland areas. The Subdivision Regulations require a minimum lot size of 2 acres for new lots in subdivisions.

Road Maintenance Plan

One of the major expenses to face the town of Vienna in the future is the maintenance of the town's roads. This is evidenced by the over \$75,000 expenditure for roads in 1983, an increase of about 400% over 1973's level. Proper maintenance of the roads is necessary to:

- Insure Safe Transportation
- Allow for Emergency Vehicle Movement
- Protect Property Value
- Prevent Wasted Tax Dollars

The town is responsible for maintenance of 22.7 miles of roads as shown on the map on page 12. Of these, 13.4 miles are paved and 18.4 are plowed. Within the past six years about 2.7 miles of these paved roads have been repaved with rolled, hot paving. Maintenance of our roads requires adequate ditching and culverts, patching of broken pavement, repaving, bushcutting and roadside mowing, grading unpaved roads, road improvement and emergency repair, and snowplowing and sanding. Expenditures for these various categories in 1983 were as follows:

Summary of 1983 Road Maintenance Expenditures	
Ditching and Culverts	\$2,864
Patching of Broken Pavement	3,455
Repaving	29,503
Bushcutting & Roadside Mowing	117
Grading, Improvements & Repair	13,381
Snowplowing & Sanding	26,220
Total	\$ 75,540 or \$3200 per mile

Whether or not this expenditure level is adequate to properly maintain and improve Vienna's roads is debatable. A road maintenance plan should be developed to aid the Selectmen, Road Commissioner, and townspeople in determining an appropriate road maintenance program and expenditure level to support that program. The plan should provide guidelines for road maintenance which would provide continuity from one administration (Board of Selectmen and Road Commissioner) to the next.

This plan should provide guidelines for the frequency of repaving roads and grading unpaved roads. It should describe necessary ditching and grading and cite specific troublespots in the town. Tradeoffs between more frequent repaving and patching could be discussed. Methods for good "preventative" road maintenance should be presented.

The plan could be so detailed as to describe a five-year plan of specific maintenance and improvement projects with accompanying budget estimates. Such a five-year plan would be a guideline to follow, but flexible enough to be altered in response to emergency conditions or changing needs.

The potential of individual efforts or organized volunteer work groups could be pursued. Voluntary projects could include bushcutting, roadside mowing, or simply getting out with a hoe or shovel to cut small diversion ditches from the roadbed to major ditches and cleaning out obstructed culverts.

ENVIRONMENTAL CONCERNS

Water Quality

The town of Vienna lies on the divide between the Androscoggin River basin and the Kennebec River basin. Vienna's surface waters flow in three general directions. The extreme eastern portion of Vienna, mostly to the east of McGaffey Mountain* and Vienna Mountain, drains into the Belgrade Lakes chain via Long Pond, eventually flowing into the Kennebec River at Waterville. The western and northwestern portions of Vienna drain into McGurdy Stream which forms the boundary between Vienna and Chesterville. McGurdy Stream empties into the Sandy River which, in turn, flows into the Kennebec River at Norridgewock. The central and southern areas of town flow into the Dead River, reaching the Androscoggin River at Leeds.

The town of Vienna is blessed with ample quantities of high quality fresh water. Flying Pond (360 acres), located wholly within the town of Vienna, is its largest water body and supports a healthy population of brown trout as well as bass, pickerel, brook trout, salmon, smelt and perch. Other ponds in Vienna include: Egypt Pond (41 acres in Vienna out of 70 acres total), Kimball Pond (48 acres in Vienna out of 55 acres total), Kidder Pond (19 acres), Davis Pond (18 acres), Boody Pond (11 acres), Black Pond (37 acres), Crowell Pond (30 acres in Vienna out of 211 acres total), Mill Pond (3 acres), Parker Pond (131 acres in Vienna out of a total of 1,513 acres), and Whittier Pond (41 acres). In addition, there are several small unnamed ponds and beaver bogs.

Vienna has fourteen brooks and streams greater than one mile in length, including McGurdy Stream, Mill Stream, and 12 unnamed streams or brooks. According to the latest U.S. GB 124:000 scale maps, Vienna has a great many very small streams - roughly half of the town's 47 miles of identifiable streams and brooks are less than 1 mile in length.

In general, Vienna's water quality is excellent. The fact that Vienna's population is small and widely dispersed has much to do with this situation. Roughly, 4% of the total surface area of Vienna is open land" including residential and agricultural areas. Another 4% or so is surface waters with the remaining 92% being forested lands. Undisturbed forest land is about the least polluting form of land cover in terms of nutrients and sediments lost to surface waters.

Despite the fact that Vienna's waters are of excellent quality, the town cannot afford to take its good fortune for granted. Data collected by a citizen volunteer water quality monitor, in cooperation with the Maine Department of Environmental Protection revealed a significant, but temporary, decline in water clarity during 1981. No clear downward trend in water quality has emerged yet and the decline may simply have been a natural fluctuation. DEP's lake biologists intend to watch Flying Pond closely for any further signs of deterioration. Meanwhile, there is some evidence of local activities which have

*highest peak in Kennebec County

the potential, at least, to increase the level of nutrients (primarily phosphorus) in Flying Pond, thus increasing the risk of unpleasant summertime algae blooms. Careless logging practices on the steeply sloping west face of McGaffey Mountain and Vienna Mountain resulted in severe erosion during spring runoff in 1982 and 1983. Also, during the 1983 January thaw, a private road on the side of McGaffey Mountain washed out, possibly due to poorly sized or installed drainage culverts. The resulting eroded sediments were carried through the largely filled-in Mill Pond and deposited in Flying Pond via Mill Stream. Until the disturbed soils at these locations are stabilized, and similar occurrences are prevented, sedimentation will continue to be a chronic problem in Mill Pond, lower Mill Stream, and Flying Pond.

Another factor with the potential for affecting water quality is sewage treatment. Vienna has no public wastewater treatment facility. Homeowners rely on backyard treatment systems such as septic tank/leach field systems to adequately treat household sewage and gray water. Even if the septic system is properly designed and installed, it must be maintained in order to provide good service to the homeowner while protecting groundwater and surface waters. A typical 1,000 gallon septic tank should be checked (and pumped, if necessary) at least once every three years or else solids can float out of the tank and into the leach field rendering it useless for the purpose of wastewater treatment.

Many of the houses in Vienna are old. Some have "septic systems consisting of little more than a hole in the ground filled with crushed stone to receive household sewage. A wastewater system built before 1974, when Maine enacted a modern Plumbing Code, need not be replaced unless the system "malfunctions." Too often the only indication of a malfunction is when the soils around such a system become clogged to the point that sewage backs up into the house causing immediate distress to its occupants and neighbors. In fact, the system may have been malfunctioning for quite awhile in the sense that it has been injecting untreated sewage into the groundwater and any surface waters into which the groundwater discharges.

Such a situation may explain the excessively high levels of fecal coliform bacteria that have been detected in Mill Stream, between the Mill Pond Darn and the inlet to Flying Pond. Bacteria levels in violation of Class C standards (1,000 col./100 mil.) have been recorded on this part of Mill Stream. The presence of fecal coliform at the concentrations found is a rather good indication, though not proof, of the presence of human sewage in Mill Stream. Similarly high levels of bacteria might also be found at other locations in Vienna where there is a likelihood that untreated sewage from substandard wastewater systems is entering surface waters (for example, along the shoreline of Flying Pond).

Any homeowner who has reason to believe that his or her wastewater treatment system is malfunctioning should be aware that the Maine DEP administers a state-funded program to provide 90% of the cost of wastewater treatment systems to replace systems that are polluting surface water. These funds are

distributed according to a water quality priority point system that is used to rank the seriousness of pollution from sub-standard systems in different towns. Income level of the homeowner is a factor in distributing these funds, thus, the funds are potentially available to anyone needing such a system.

There are many preventive measures that property owners in Vienna can take to insure that Vienna will continue to have high quality water in its lakes and streams. Simple actions such as using non-phosphate detergents and reducing the use of lawn fertilizer can help protect water quality. Proper farming and forestry practices are essential to high water quality. The active effort of a local organization, such as a Pond Association or Conservation Commission, to educate property owners about the impact of their actions on water quality is needed. Many of the legal tools necessary to protect water quality already exist in town ordinances and state laws. If people can be educated about the connection between what happens on land and how it affects a lake, stream, or well, then perhaps it will be easier for them to accept these laws and ordinances, provided that they are equitably enforced.

Beautifications and Esthetics

Vienna has always been a town proud of its appearance. In fact, in a Maine Times article in 1980, it was stated that Vienna is a gem" and is "perfectly groomed." Recently, there has been an even increased level of interest in the appearance of the town, as evidenced by beautification efforts at the town house and concern about the appearance of the Mill Pond in Vienna Village.

Perhaps there needs to be a coordinated effort to make decisions about what to do. A beautification committee could be created. This committee could be part of, or affiliated with, one of the existing organizations in town, such as the Historical Society or Grange, which would be the parent group, able to supply manpower or other help.

Projects which could be undertaken include, but need not be limited to, painting, flower planting, erecting roadside signs, maintaining waterways, and cleaning roadsides. Although not under their control, these efforts should be coordinated with the Selectmen. An article could be entered in a Town Meeting Warrant requesting funds for a specific project or projects. The combination of contributions of time and money and some town funds should help preserve and enhance the appealing esthetic characteristics of our town.

CONCLUSION

Vienna has been, is now and holds the promise of continuing to be a pleasant, rural community with high esthetic qualities. To help ensure this continued quality the Planning Board recommends that:

- 1) The townspeople and Planning Board monitor closely the growth and development which takes place in town and, when appropriate, consider additional land use regulations such as a Site Plan Review Ordinance or Minimum Lot Size Regulation.
- 2) The Selectmen appoint a Road Committee to develop a road maintenance plan to set guidelines to be used for road maintenance and establish a specific five-year road maintenance plan.
- 3) The Town should be aware of the possible future need of public recreational facilities, such as a public beach, outdoor ballfield, scenic or historical areas or cross-country skiing area. Every opportunity to acquire property for such facilities should be seriously considered.
- 4) The Town may want to consider regulations for trailer parks, junk yards, or camping grounds or some other special regulations before such time as some form of Land Use Regulations may be adopted.
- 5) An existing organization, such as the Flying Pond Improvement Association, or a new organization, such as a local Conservation Commission, should undertake to educate property owners in actions that can be taken to protect water quality.
- 6) One or more of the existing organizations in Town, either individually or jointly, should consider creating a Beautification Committee concerned with the appearance of the town.