

LYNDON TOWN PLAN

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ACKNOWLEDGMENTS

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The Lyndon Town Planning Commission thanks Justin Smith, Lyndon Zoning Administrator, Laurie Zilbauer, Planning Consultant with the Northeastern Vermont Development Association (NVDA), and fifty-one citizens of Lyndon and neighboring towns who served on our focus committees for their assistance in writing this document. The contributions of all were invaluable.

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Our heartfelt thanks to all.

The Lyndon Town Planning Commission,
Timothy Miles Sturm, Chair
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Post Script. We note with sadness the passing of Harriet Fisher and George Hopkins (Community Character focus committee) and Tom Winans (Housing and Transportation focus committee). They were good neighbors, and they helped to make our revised Town Plan a useful guide to the future. Their lives exemplify an active and selfless citizenship upon which all who live in Lyndon depend.

For the Town of Lyndon Planning Commission,
Timothy Miles Sturm,
December, 2008

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*Appendices and The Official Town Plan Maps are available for reference at the Lyndon Municipal Offices.

PREAMBLE

The citizens of Lyndon reaffirm their historic support for and continuing endorsement of the concepts of freedom, liberty and individual rights. As we plan for the future of our town we endeavor to keep these concepts in mind in our analysis of community needs. Minimizing the effect of bylaws and regulations on individual rights is one of our goals. As Vermont's own Calvin Coolidge once said, "Ultimately, property rights and personal rights are the same thing. The one cannot be preserved if the other be violated." (Jan 7, 1914 from a speech delivered to the Massachusetts Senate when he became its president.)

INTRODUCTION AND DEMOGRAPHIC OVERVIEW

Located in the Northeast Kingdom of Vermont, the Town of Lyndon was founded by settlers from Rhode Island in 1791, the same year that Vermont was accepted as the fourteenth state in the Union. Lyndon developed as a regional center for farming, railroading, education, manufacturing, commerce and retail operations. In 1866, fire destroyed much of St. Johnsbury's railroad yard enabling Lyndon to evolve as a regional center for passenger and freight trains. The Village of Lyndon(ville) became the town's population center, having the distinction of being Vermont's only railroad built community. Although farming and railroading remain an integral part of Lyndon's image, today's economy and identity are largely based in manufacturing, education, commercial and retail operations, recreation and tourism.

Lyndon is easily accessible, being served by two exits from Interstate 91, by Vermont routes 5, 114 and 122, by Caledonia County State Airport, and by Canadian Pacific Railroad. Lyndon is home to over 5,000 people, employing over 1300.

As of the 2000 census, the average age of Lyndon's residents is 35. The 2005 median adjusted family income for each of its over 1,300 families averaged \$41,110 per year. Over 82 % of its people aged 25 and older have completed their high school education and roughly 30% of the high school graduates also have college degrees. Close to 12% of Lyndon's workforce is employed in manufacturing, 11% in the retail trades and over 10 % in the field of education. Over 2% of the workforce is employed in forestry or farming. Almost 30% of the workforce is employed as professionals or managers, 16% in clerical or administrative positions.

Approximately 8% of the Town's 23,061 acres are being used for agricultural purposes and 17% are forested. Lyndon's citizens live in house sites, which range in size from less than one acre to over 100 acres. From 1997 through 2006, 255 new single-family homes were built, a 13% increase in the number of residences. In the same period, there have been 131 new commercial developments. A large portion of the Town's population lives in one of its three villages: Lyndon Center, Lyndon Corner and Lyndonville. Lyndonville is the hub of activities for the area, serves as the home to most of the Town's churches, its municipal offices, most of its retail and commercial operations and some of its manufacturing businesses as well.

Lyndon's attractive surroundings, easy accessibility and well-trained population all suggest that Lyndon will grow. In fact, the Town's estimate for the year 2000 was 6000 people, and while the actual 2000 population was under that amount (5,448), if you add in the college population (1,200) Lyndon exceeds it. To preserve its heritage and maintain its appeal as a place to reside, earn a living, and raise a family, the Town must anticipate future needs and plan for meeting these needs in an orderly and well thought through manner.

PURPOSE OF TOWN PLAN

The State of Vermont encourages municipalities to develop Town Plans and the legislature has further established a specific list of topics to cover. If a plan is implemented, the state requires those plans to be reviewed periodically in order to enable adjustments that may be necessary as communities change over time. The intent of a Town Plan is to develop a coordinated, comprehensive policy framework that

relates to the public aspects of a community. Citizen participation is encouraged in all parts of the plan in an attempt to provide a balanced document that reflects the community's values. A plan that reflects the broad consensus of the community can be an effective guide for future decisions.

The basis of a Town Plan is an inventory of existing conditions. This is followed by a review of current concerns as expressed by residents. Suggested means of resolving community concerns follow with specific recommendations that may be explored for future action. A Town Plan serves as a general guide to governmental and non-governmental bodies; it does not by itself require a specific path forward or set of actions. Upon further examination in the months and years following adoption of a Town Plan, some recommendations may prove unworkable or no longer viable and it is also likely that others will yield benefits. One of the functions of a Town Plan is to encourage collaboration over time and between various interest groups in order to develop the best solutions that meet the needs of the community.

TOWN PLAN PROCESS

The Lyndon Town Planning Commission came into existence in 2006, when it and the Development Review Board were formed out of the old Zoning and Planning Commission. A Town Planning Commission oversees and periodically reviews and revises the Town Plan and Zoning By-Laws. These documents inform decisions of the Town Selectboard, Town Development Review Board and regional and state agencies and planners. The current Town Plan has not been significantly revised since 1993, so the newly formed Commission got right to work.

The Town Planning Commission solicited opinions and involved interested citizens in a variety of ways. First, the Commission held two public "kick off" meetings in March 2007 to hear citizen's concerns. Second, the Commission developed, disseminated and analyzed a questionnaire that was distributed via paper and electronic media. Finally, the Commission formed focus committees comprised of Town citizens and neighbors with expertise in specific areas.

The committees addressed a number of specific issues:

- Business and Economy
- Community Character
- Education
- Energy: Resources and Conservation
- Housing
- Public Facilities
- Recreation
- Resources and Conservation
- Special Populations
- Surrounding Communities & the Region
- Transportation
- Working Landscape
- Health and Emergency Services

Each committee, appropriate to its own needs, identified the current status of the Town regarding demographics, land use, facilities, utilities, special resources, etc. Each developed recommendations to meet the Town's anticipated needs.

A final draft of the Planning Commission's work on the Town Plan was presented at a public hearing in July, 2008. Based on comments received, the Planning Commission modified the document and passed it on to the Selectboard on August 4. According to the process outlined in the enabling legislation, the Selectboard solicited public feedback by various means including a minimum of two public hearings. At each juncture suggested revisions to the projected plan were made available to the citizens for review. The final document as adopted by the Selectboard on December 22, 2008 incorporates several changes made during this iterative process.

A major issue expressed by the Selectboard, and endorsed by the Planning Commission, concerns our community's desire to maintain an appropriate balance between governmental regulation of community affairs and private property rights of individuals. We strive to ensure that bylaws and regulations we enact serve the public good while at the same time minimize the impact on individual rights. Freedom to utilize one's own property within the construct of a publicly approved broad community plan is important for all.

EMERGING THEMES

Some overriding themes emerged from the public meetings, survey work and especially from the work of the focus committees. These include:

ADJUSTING TO CHANGING DEMOGRAPHICS

Lyndon's population is changing more rapidly than in past decades. First, the population, while slowly increasing, might be on the verge of a rapid increase. Second, the population is getting older, with fewer families of school-aged children represented. Third, the population is becoming more diverse, with more foreign-born persons working and living in the area. Like the rest of the United States and world, Lyndon would be well advised to develop a more global perspective in order to keep its young citizens from moving away and to encourage others to settle here.

ADDRESSING DEVELOPMENT PRESSURES

Lyndon, which sits between I-91 and Burke Mountain, is part of the relatively pristine Northeast Kingdom. More people are traveling to, and moving to this area and should current plans succeed in turning Burke Mountain into an all-season recreation attraction, we stand to experience considerable growth, in particular along the Route 5, Route 114 and Route 122 corridors.

PRESERVING COMMUNITY CHARACTER

Lyndon is an old town by American standards and much of its attractiveness derives from its citizens' commitment to preserving that which is good in its social and physical environment. Many people hope that Lyndon maintains its community spirit and preserves its unique beauty for the benefit of many generations to come. There is concern about our ability to preserve our community character in the face of rapid change.

MAINTAINING A VIABLE ECONOMIC BASE

A local economy based on seasonal labor and service jobs is not a strong economy. Many citizens are concerned that well-paying jobs and opportunities for technical and professional advancement are diminishing in this region. Many young people are moving away in search of a better life.

PRESERVING THE LAND - ADDRESSING AESTHETIC & ENVIRONMENTAL CONCERNS

Concern over the future of our relatively pristine rural landscape is widespread. Many citizens are attempting to use their land in ways that both preserve it and pay for it. We hope the Town will help its citizens keep large tracts of land open even as we work to attract business, residents and tourists, and to develop the 21st century infrastructure that can make it all happen.

CONTROLLING FLOODING

Parts of Lyndon sit in a flat river valley surrounded by steep terrain. The Passumpsic River drops only a few feet from its northern most point to its southern most point in town. In recent years, it has frequently flooded parts of town, at least once to devastating effect. The floodplain both in town and north of town must be protected through management practices and bylaws that are in compliance with the National Flood Insurance Program.

PRIORITIES

This plan recommends actions to be considered by the Selectboard, Trustees, Planning Commission, Zoning Board and/or other entities. Some of these recommendations call for immediate consideration or action; some suggest actions to be taken as future milestones in the Town's development are reached; still others relate to the overall enhancement of the Town with no specific time requirements. In almost every instance the recommendations involve some level of cost and this consideration will, necessarily, be a major determinant as to if and when the recommendations will be implemented.

1. Revise the Zoning Bylaws to come into compliance with VSA Title 24 Chp. 117 and reflect the strategies of this Town Plan.

2. Develop a Capital Budget Improvement Plan to address essential upgrades to the public infrastructure and other anticipated municipal projects, with priority given to a redesign and replacement of the Wastewater Treatment Plant, old water mains (circa 1895), and undersized stormwater mains.
3. Work with the federal government, state and neighboring communities to develop more coordinated and effective flood mitigation procedures.
4. Work with local property owners and developers to make affordable housing more widely available to persons and families of all ages and abilities.
5. Conduct an audit of existing available commercial and industrial properties and facilities.
6. Work with the Vermont Agency of Transportation to finalize and implement a redesign of Broad Street.
7. Further study downtown traffic circulation and parking in order to develop a workable plan.
8. Consider the creation of a Town Recreation Coordinator (perhaps volunteer) to oversee and manage activities, events and leagues and to schedule and oversee maintenance of playing fields and facilities and manage fundraising efforts.
9. Work with cell phone and broadband providers to determine coverage gaps and identify the best (and fewest) siting locations to improve service.
10. Expand and enhance the Town of Lyndon website to provide vital and timely information on activities, events, programs, services and emergency services to citizens and visitors. Publish in different languages where feasible.

CURRENT & FUTURE LAND USE

Identifying how the land in Town is to be used in ways that respect individual and communal rights and protect the environment for future generations is fundamental to any Town Plan. The introduction to Lyndon's current Zoning By-Laws provides a perspective that is as timely as when it was first published.

"provide for the orderly development of the Town of Lyndon in accordance with and to carry out the Lyndon Town Plan; to regulate the subdivision and uses of land and buildings in the town; to preserve and conserve the natural environment within the Town of Lyndon; to mitigate the burden of property taxes on agricultural, forest and other open lands; to protect residential, agricultural and other areas from undue concentrations of population and buildings and overcrowding of land, from traffic congestion, and from the loss of peace, quiet and privacy that presently characterizes the town; to maintain the historic settlement pattern within the town, and to promote the growth of the town consistent with that traditional settlement pattern; to foster a strong and diverse economy providing satisfying and rewarding job opportunities and to expand economic opportunities within the town while at the same time maintaining high environmental standards; to maintain and enhance the recreational opportunities within the town; to encourage and strengthen agricultural and forest industries and related businesses; and to promote the availability of safe, sanitary, decent and affordable housing for all residents of the town."

Some residents see zoning as a necessary or even desirable part of the town of Lyndon. Others disagree with the idea of forced zoning feeling it puts an unreasonable amount of power and control in the hands of people who have no ownership of the property. The existence of these two views has the potential to promote conflicts. Balancing the two perspectives will be a continuing challenge for the residents of Lyndon.

The current zoning by-law has ten districts (See the Existing Zoning Map). This fundamental model has been used since the inception of zoning in the early 1970's (A thorough review and revision by the Town Planning Commission is necessary).

OVERALL RECOMMENDATIONS

- Revise the Zoning By-Laws so that they reflect the Town Plan and comply with VSA Title 24, Chapter 117.

- Study the creation of fewer, more distinct types of zones within the Town. Revise boundaries, if needed, to complement Town Plan.
- Clarify and specify “permitted” and “conditional” uses for each zone.
- Address issues of flooding and flood mitigation in all affected districts.

Italicized texts below are the district objectives as provided in the current zoning bylaws. The recommendations which follow each section represent the work of the Planning Commission with some modifications by the Selectboard after public hearings. If a change in the bylaws is required to implement any of these recommendations, a thorough public review will be held when the change is proposed. .

RURAL RESIDENTIAL DISTRICTS

**The Rural Residential District contains land that has and should retain a low density of use, and which should be primarily restricted to agricultural, forestry, outdoor recreational and residential use. The Rural Residential District is characterized by the lack of a network of improved roads, municipal services such as water supply and sewage treatment and disposal, and the remoteness of the district from commercial centers. This district encompasses all outlying areas of town.*

RECOMMENDATIONS:

- More precisely define the vague “other uses” designation so as to more specifically describe permitted and conditional uses.
- Utilize an Overlay model to assist in preserving the district’s rural character.

RESIDENTIAL NEIGHBORHOOD DISTRICTS

**The Residential Neighborhood Districts consist of land presently developed primarily for single family dwellings, and the surrounding areas. Future residential development in the Town should be encouraged and can be expected to occur in the residential neighborhoods that presently exist. The maximum residential development in any one neighborhood should not exceed the capacities of sewage disposal and water systems as they exist from time to time, police protection services, fire department services, utilities, and present or planned municipal facilities. The Residential Neighborhood Districts are shown as such on the existing zoning map with the designation "RNH" and include all medium-to-high density neighborhood areas adjacent to the village.*

RECOMMENDATIONS:

- Allow for smaller lot sizes and higher population densities in certain residential neighborhoods.
- Encourage development in areas with existing water and sewer service or the potential for easy expansion of these services.

VILLAGE COMMERCIAL DISTRICT

**The Village Commercial District serves as the commercial center of the Town of Lyndon. It is presently characterized by retail stores, offices and apartments. Future growth in retail establishments and professional offices should be encouraged in the Village Commercial District. The village district currently includes only downtown Lyndonville.*

RECOMMENDATIONS:

- Development of housing for people with special needs, such as the infirm, elderly and others should take place in or near the Village Commercial District so that the commercial facilities will be available them.

- **PARK DISTRICT**

**The Park District is the area surrounding the Village Green and extending southerly on Park Avenue from Maple Street to Center Street. The Park District is of vital historical and architectural importance to the Town of Lyndon, and must be counted as one of the major assets of the Town and the Northeast Kingdom. The physical appearance of the Park District should be preserved. The present buildings in the Park District were originally constructed as single family dwellings, but these buildings have, with the passage of time, become inefficient and expensive to occupy and maintain. Other uses that will enable the owners of property in the Park District to earn income from these buildings, but are compatible with the present appearance of and uses in the Park District, should be allowed so that the Town will not cast an unfair economic burden on the owners of property in the Park District if those owners are going to be obligated to help preserve the Park District's present appearance.*

RECOMMENDATIONS:

- When authorizing a use other than a single family dwelling in the Park District, the Board should give primary consideration to the preservation of the architectural features and the population density of the Park District in its present form. The Planning Commission recommends that all structures in the Park District have not less than two stories of living or other usable space at and above street level.

INDUSTRIAL DISTRICTS

**The Industrial Districts are designed to provide locations for establishing new industry in the town, and permitting the growth of existing industry in the town in areas appropriate to such land use. Land in the Industrial Districts (a) must have good access to transportation facilities, (b) must not interfere with surrounding land uses, (c) must be near readily available utilities, and (d) have feasible access to municipal sewage disposal and water facilities. Industrial districts currently include areas located between Pudding Hill and Route 5, areas along the railroad in Lyndonville, and the St. Johnsbury-Lyndon Industrial Park. The Town should maintain these districts for industrial uses in the future.*

RECOMMENDATIONS:

- Encourage manufacturers and high volume distributors to locate in the Industrial Park.

COMMERCIAL DISTRICTS

**The Commercial District contains land where commercial development should be encouraged in addition to the Village Commercial District, where commercial uses will not interfere with surrounding land uses. The Commercial District has access to good roads, sewage disposal and water supplies, utilities, parking and other facilities necessary to sustain commercial activity. The current district spreads out in a linear fashion along Route 5.*

RECOMMENDATIONS:

- Future commercial development should concentrate on areas along Route 5 south of downtown Lyndonville, Hill Street and along portions of Route 122.
- Increase density of commercial development on Broad Street and Hill Street and Route 122.

LYNDON CORNER INDUSTRIAL DISTRICT

**The Lyndon Corner Industrial District is located at the west end of York Street in Lyndon Corner. It is occupied by a successful furniture manufacturing company providing substantial employment. It is bordered on the south and west by rural land, and on the north and east by a residential area. The purpose of the zone is to minimize the adverse effects of a manufacturing facility in a residential and rural area, to protect the capital investment in the property and the employment opportunities it provides to the community, and to control the growth of the industrial use of the property.*

RECOMMENDATIONS:

- None at this time.

MAIN STREET DISTRICT

**U. S. Route # 5, known locally as North Main Street, is the only means of access to and from the heart of the Town of Lyndon from the north. All persons traveling through Lyndonville must travel on North Main Street, and their impression of the Town of Lyndon will be affected by the land uses on and appearance of Main Street. It was the first section of Lyndonville to be developed, and contains many buildings having historical, architectural and social importance. It is characterized by a mixture of industrial, commercial and residential uses. It should be used for purposes that are compatible in a mixed use area, with an emphasis on providing incentives to the owners of land and buildings in the District to improve North Main Street's appearance and to keep commercial activity concentrated in or near the Village Commercial District.*

It is desirable that new buildings constructed in the North Main Street District, whether on vacant land or to replace existing structures, have design features and be constructed with materials that are similar to and compatible with the design and construction materials of the majority of the existing structures in the district. All structures in the Main Street District shall have not less than two stories of living or other usable space at and above street level.

RECOMMENDATIONS:

- Consider a mechanism for allowing the construction of single story buildings on lots in this district which are not encumbered by a deed restriction stipulating two story construction.

INSTITUTIONAL CONTROL AREA

**The Institutional Control Area is the area tentatively identified in the document titled "Proposed Plan, Superfund Program, Parker Landfill Site, Lyndon, Vermont" dated June, 1994 prepared by the Environmental Protection Agency of the United States of America, as the former Municipal and Industrial Waste Landfill located on the southeastern side of Lily Pond Road. It is to be more particularly identified by the Environmental Protection Agency of the United States of America upon its completion of certain studies of the former Municipal and Industrial Waste Landfill it has undertaken. Upon receipt of information from the Environmental Protection Agency of the United States of America that will enable the Planning Commission to define the boundaries of the Institutional Control Area with specificity, the Planning Commission shall, after notice and hearing, recommend boundary lines for the Institutional Control Area to the Selectboard. If the Selectboard adopt boundary lines for an Institutional Control Area, land development in the Institutional Control Area shall be controlled by the District in which it is located, and also by the restrictions set forth in paragraph 3.9.1 through 3.9.4 (of the zoning bylaw). This district is intended solely to prohibit (a) land development in any Solid Waste Disposal Area, and (b) the use of ground water taken from the Institutional Control Area, pursuant to the recommendations made in the Proposed Plan identified in Section 3.9 (of the zoning bylaw).*

RECOMMENDATIONS:

- Update description based on latest EPA information.

INDUSTRIAL/COMMERCIAL DISTRICT

**The Industrial/Commercial District is one suitable for the location of industry and the development of commercial enterprises because this District satisfies the criteria set forth in Sections 3.5 and 3.6.(of the zoning bylaw). Lot size and setback requirements for land development in this District shall be the same as those for either the Industrial or Commercial Districts dependent on the category of development proposed. Currently this district resides along Route 122, just east of Interstate Exit 24.*

RECOMMENDATIONS:

- Encourage commercial or industrial businesses in this district as there is adequate access to the interstate, an established history of these uses and municipal infrastructure available.

**Italicized text includes the district objectives as provided in the current zoning bylaws*

GOVERNMENT

GOALS

- Define a government structure that is responsive to citizen concerns.
- Elect and appoint officers and committee members that have a broad interest in the community and are willing to learn from and cooperate with their fellow citizens.
- Make information regarding actions of local government readily available.
- Carry out legitimate functions of municipal government while mindful of financial resources required.



Municipal Offices, Park Avenue

TOWN OF LYNDON

Municipal affairs of the Town of Lyndon are entrusted principally to an elected Selectboard, an elected Town Clerk and an elected Town Treasurer. The Selectboard has three members, each serving three year terms with rotating expiration dates. The Town Clerk and the Town Treasurer are each elected for a term of three years. Other officers elected by Australian ballot at Town Meeting are Moderator, School District Treasurer, Grand Jurors (2), Constables (2), Listers (3), Town Agent, Collector of Delinquent Taxes and School Directors (5). Powers and duties of all these officers are outlined in Vermont statutes. Also at Town Meeting we elect Sanborn School Fund Trustees(3) and Cobleigh Library Trustees (5). Justices of the Peace (15) are elected at the General Election.

The Selectboard appoints persons to fill many functions, some of which are Municipal Administrator, Police Chief, Fire Chief, Road Foreman, Zoning Administrator, Animal Control Officer, Health Officer, Energy Coordinator, Cemetery Sexton, Planning Commission (7), Development Review Board (7), representatives to NVDA (2) and representatives to NEKWMD (3). In addition, advisory committees are

appointed as seen necessary from time to time. The Town Clerk and the Town Treasurer appoint assistants to fulfill the functions of those offices.

The activities undertaken by all the individuals mentioned above, except the Road Foreman, apply to all the lands and citizens of the Town of Lyndon. The Road Foreman's activities apply only to those portions of the Town which are outside the Village of Lyndonville.

Financial resources needed to operate most municipal services in the Town of Lyndon (as approved by voters) are obtained by applying a tax to the Grand List of all taxable properties in the Town of Lyndon. The two services which are funded by user fees rather than property taxes are the wastewater system and the solid waste (sanitation) system. The financial resources needed to provide road services in the Town of Lyndon outside the Village of Lyndonville (as approved by voters) are obtained by applying a tax to the Grand List of all taxable properties in the Town of Lyndon minus the taxable properties in the Village of Lyndonville.

VILLAGE OF LYNDONVILLE

The Village of Lyndonville is a separate, chartered municipality located totally within the Town of Lyndon. It has a small geographic area and can be described by what most people refer to as "downtown Lyndonville". Familiar boundary points at the north, east, south, and west are the car wash on North Main Street, Skyline Drive on the east, Bob's Welding south on Broad Street and the Passumpsic River on the west. According to the 2000 census, the population of the Village of Lyndonville was 1227 (this number is included in the population of the Town of Lyndon of 5,448.)

The municipal affairs of the Village of Lyndonville are entrusted principally to an elected Board of Trustees, an elected Village Clerk and an elected Village Treasurer. The Board of Trustees has five members, each elected for five year terms on rotating expiration dates. The Village Clerk and Village Treasurer are elected for one year terms. Other elected officials of the Village are the Village Agent and the Delinquent Tax Collector. The Board of Trustees appoints persons to fill the following functions: Municipal Administrator, Village Street and Water Superintendent and Electric Department Manager. Occasionally, advisory committees of citizens are appointed for specific purposes.

The activities undertaken by the Village officials apply not only to lands and citizens within the Village, but also to certain assets owned by the Village which are beyond its geographic boundaries. The assets outside the village relate to the water system and to Lyndonville Electric Department.

Financial resources needed to operate most municipal services in the Village of Lyndonville (as approved by voters) are obtained by applying a tax to the Grand List of all taxable properties in the Village of Lyndonville. The two services which are funded by user fees rather than property taxes are the water system and the Lyndonville Electric department.

COORDINATION BETWEEN VILLAGE AND TOWN GOVERNMENTS

Currently, the Municipal Administrator for the Town is the same person who serves in that capacity for the Village. In a similar manner, the current Town Clerk is also the Village Clerk and the Town Treasurer is also the Village Treasurer. Further, the person holding the Clerk positions is the same person who holds the Treasurer positions. It must be noted, however, that there is no statutory basis for ensuring this type of coordination.

The Water department which is owned and operated by the Village of Lyndonville has lines that extend beyond the village limits. The wastewater department which is owned by the Town parallels, in most cases, the water lines and thus serves village residents and some, but not all, residents outside the village. Although the Town has a contracted operator for the wastewater plant, it also depends on the expertise of the village water superintendent for oversight of the wastewater plant.

In daily activities, the two governments often coordinate purchasing of office supplies or construction supplies. Although staffs of the two governments are totally separate, there has also been an effort to coordinate personnel policies.

A merger between the Town and Village has been discussed seriously on various occasions in recent years, most recently in 2006. At that time a complete merger was proposed in which the Village entity would be dissolved and merged into the Town. An elected governing board of five selectmen and an appointed Board of Lyndonville Electric of three trustees was proposed. All assets and liabilities would be merged. One single budget process would be involved to be funded by one single tax base. That proposal was approved by voters by Australian ballot 927 to 838 on November 7, 2006, but overturned by a revote of 695 to 435 on January 16, 2007.

MUNICIPAL SERVICES

Most of our municipal services, whether undertaken by Town or Village are discussed in other parts of this plan (parks, roads, public parking, schools, electricity, water system, wastewater system, fire department and police department). There are relevant issues and concerns and strategies associated with each of these functions.

Two other important functions need to be mentioned separately and they are the Planning Commission and the Development Review Board. The duties, responsibilities and powers of both of these bodies are defined by Vermont statute. Each is made up of seven appointed members with rotating three year terms. Each can play an important part in assessing the needs of the community, facilitating open discussion regarding those needs and helping to come to a consensus regarding future development. The Planning Commission's role is to develop a basic town plan (this document is principally their work) and then to define which, if any, regulations or zoning bylaws would be advisable to help implement the general vision. The Development Review Board's role is to make decisions regarding certain (not all) development applications. Their decisions must be based on relevant zoning bylaws that are enacted by the Town.

ISSUES & CONCERNS

- Many citizens are confused regarding our two part government and feel they are getting the “run around” when they approach one board regarding a problem but are referred to another board for resolution.
- Many administrative activities of the Town and Village are duplicated (processes related to payroll, accounts payable, accounts receivable, reconciliation of bank accounts, etc.)
- Sometimes competing priorities on the time of the Municipal Administrator impede progress on important tasks.
- Often the number of citizens attending public hearings on topics of municipal interest that are hosted by the Selectmen or Trustees is low.
- Most officer elections in recent years have been uncontested.
- The smaller tax base in the Village that supports village municipal services requires a tax rate for village residents that is higher than the tax rate for residents outside the village. Some feel this is unfair because they believe village residents are carrying the burden of services that also benefit residents outside the village.
- Some residents feel isolated from the actions of the Development Review Board because the board usually considers its decisions in “deliberative” session. The decisions of the board are

published and are substantiated by written findings of fact, however many residents believe that the opportunity to observe their discussion period would be in the public's best interest.

STRATEGIES

1. Continue to investigate ways to coordinate Town and Village services while still maintaining separate governmental bodies.
2. Review possibilities for reducing redundancy in administrative functions.
3. Develop a mechanism for Trustees and Selectmen to jointly prioritize tasks required of the Municipal Administrator.
4. If public interest warrants, initiate study of merger again. Review past efforts in order to better understand the obstacles.
5. Request that all elected and appointed municipal boards and advisory committees annually review their internal organizational structure and standing policies and procedures in order to ensure that their activities comply with legislative requirements and are as effective and transparent as possible.
6. Utilize the town website to publicize meetings of the Selectboard, ongoing programs, requests for volunteer assistance with Town initiatives, etc.
7. Announce openings in elected or appointed positions with sufficient time to give interested citizens a chance to consider application.

COMMUNITY CHARACTER

GOALS

- Protect and promote local arts, culture and events that advance the vision of Lyndon as the best place to live, work and play in northeastern Vermont.
- Uphold the town qualities valued by our community and support town characteristics that make Lyndon unique.
- Protect and promote history and historical resources so that the very best of Lyndon's past becomes part of its future.



A view along Park Avenue

OVERVIEW

Since being chartered in 1780, Lyndon has enjoyed a lively mix of cultural activities that give the community a unique flavor and a history that generates pride of place among its citizens.

The characteristics that make Lyndon unique are cited frequently by its citizens, some of them include:

- It's a very walkable town and there is a culture of walking in the late afternoon/evening.
- There is a strongly-held sentiment that Lyndon's natural beauty should be preserved.
- Citizens value the 'small town charm' that Lyndon possesses and they want that charm to be preserved and to increase.
- Based on those interested in moving to the community, "we have what people want."
- "People feel comfortable here."

LOCAL ARTS, CULTURE & EVENTS

A list of the many events and resources that add to Lyndon's community character are provided below along with some of the issues facing these resources. The locations of these events and resources are identified on the Lyndon Base Map (available at the Municipal Offices).

RESOURCE	DESCRIPTION	ISSUES
Bandstand Park concerts	Concerts offered weekly during the summer in the town center.	Not as well-attended as in the past.
Burklyn Arts Council	Biannual Craft Fairs held as fundraising events for ongoing arts programs in schools and communities.	Programs not fully utilized.
Caledonia County Fair	County Fairgrounds	Fairgrounds are not used as often as they could be.
Cobleigh Library	Local public library	
Darling Inn	Hosts activities, social events and educational sessions for seniors.	
Events sponsored by Lyndon Institute and Lyndon State College	Events offered by two educational organizations bring national and international speakers and performers.	Local population often unaware of the high quality and availability of these events.
Fenton Chester Arena	Skating rink and hosts the Home Show.	
Freighthouse	Restaurant and train museum; showcases Lyndon's railroad heritage.	
Lyndon Outing Club	Municipal downhill skiing hill.	Severely dwindling volunteers.
Powers Park	Main public park that host a number of recreational facilities.	
Stars & Stripes parade	Parade, food and crafts held around Bandstand Park.	
Steven's Loop	A popular walking loop.	
Village Improvement Society	Management entity for Powers Park and other village facilities.	
Recycling Center	A local chatting spot.	
Shores Museum	Museum of historic local artifacts.	Does not have regular open hours

Some of the biggest community events include the Stars & Stripes Parade, held every July, the Caledonia County Fair, which draws approximately 30,000 people from all over Caledonia County, the BurkLyn Arts Weekends and the summer events hosted by Lyndon State College, which last summer received over 10,000 attendees.

Local athletic events are also a particular draw for the community. In addition, youth and adult league sports provide free local entertainment on spring/summer evenings.

These events and activities give Lyndon residents many opportunities to come together in common interest, whether it is to support the same team, enjoy the same music or cheer at the same parade. They are the glue that binds the community together and deserve to be supported and sustained in a way that makes them available to all residents.

At the same time, there are more subtle community characteristics, many of which we need to preserve and retain and a few that citizens have identified as opportunities for change. Lyndon is a small town in a beautiful setting, but some express concern that parts of Routes 5, 114 and 122 detract from its appeal.

CHURCH COMMUNITY

In Lyndon, spirituality is supported by numerous churches located all around town. Local churches of many denominations have active congregations engaged in projects that benefit the whole community. Lyndon's churches include:

- Lyndon Full Gospel Assembly of God
- Lyndon Center Baptist Church
- Lyndon Bible Church
- Church of Jesus Christ of Latter-Day Saints
- Lyndonville First Congregational Church
- St. Peter's Episcopal Church
- Lyndonville United Methodist Church
- St. Elizabeth's Church
- Calvary Chapel Northeast Kingdom

HISTORIC FEATURES

Lyndon has a number of historic resources that also add to its local character. Some of the historic resources identified below are registered on the National Register of Historic Places. It's important to note that Lyndon may have additional historically significant buildings and sites beyond this list that should be identified for future preservation, such as the Shores Museum and Bandstand Park.

NAME	LOCATION DESCRIPTION	TOWN AREA	DATE REGISTERED
Millers Run (Bradley) Covered Bridge	On VT Route 122 over Millers Run River	Lyndon	6/13/1977
Burrington (Randall) Covered Bridge	Off VT Route 114 over the East Branch of the Passumpsic River.	Lyndon	6/13/1974
Center (Sanborn) Covered Bridge	Off U.S. Route 5 over the Passumpsic River.	Lyndon	6/20/1974
Chamberlain Mill Covered Bridge	West of VT Route 5 over Branch Brook of the Passumpsic River.	Lyndon	7/30/1974
District 6 School House	73 Cemetery Circle, Lyndon	Lyndon	2/1/2006
Mathewson Block	Junction of Main St. and Maple St., Lyndonville	Lyndonville	5/20/1999
Old Schoolhouse Bridge	On South Wheelock Rd. over the Branch Brook.	Lyndon	3/31/1971
Darling Inn	On Depot St.	Lyndonville	11/24/1980
Riverside	On Lily Pond Rd. South of Lyndonville	Lyndonville	6/17/1993
Bandstand Park	The "Village Green" located within the Streets of Main S, Maple, Park and Middle.	Lyndonville	Not Registered
Shores Museum	Center Street in Lyndon Center	Lyndon Center	Not Registered
Former Darling estates	Darling Hill Area located on Darling Hill Road.	Lyndon/Burke	Not Registered

Lyndon also has two historic markers. One, on Vail Drive near the bridge over Miller's Run marks the location of the first town meeting held in Lyndon on July 4, 1791. Another historic marker is

on the Lyndon State College campus and marks the homestead of Theodore N. Vail who was a pioneer in creating the telephone industry

Most importantly, Lyndon and Lyndonville have neighborhoods that may be considered of historic importance. The stately homes surrounding Bandstand Park were developed by the railroad when Lyndonville was built and many were designed by the architect Lambert Packard. The Darling Hill area also has a number of potentially historic farms and estates that are important to the Town's past. These historic areas should be maintained to preserve the historic image of the town and village.

ISSUES & CONCERNS

- There is strong sentiment that we need to protect Lyndon as a “walking” town and keep the town walkable and safe for pedestrians and recreational walkers.
- We should strive to preserve the town's beautiful views.
- The town has a rich history that is slipping from the awareness of the young. New arrivals do not have easily available resources, such as a web site, to promote town history.
- Some residents believe some sections of Route 5 need significant visual improvement, while others see no need for change.
- We need to define, maintain and increase our small town charm; this is our biggest selling point for population growth (“people want what we have”).
- As a small town in a wired world, Lyndon cannot meet all of the cultural/entertainment needs of its citizens; our interdependence with surrounding towns and their cultural offerings should be acknowledged and supported.

STRATEGIES

1. Promote the development of a Farmer's Market in Bandstand Park or other public space. This strategy aligns with the agricultural heritage of the past, the current and future interest in healthy foods grown locally, supports the local economy and encourages the development of small businesses.
2. Expand content of Town of Lyndon website to include information or links to other sites regarding local cultural events, historical information and volunteer opportunities.
3. Capitalize on the White Market as a distributor of information about local activities: distribute flyers in grocery bags for community events and volunteer needs.
4. Promote the arts an important element for a healthy youth culture.
5. Improve Rte. 5 as the “gateway” to Lyndon through visual coherence and consistent decisions regarding traffic flow, appearance and signage.
6. Plans for development along Routes 5, 122, and 114 might include underground electric, phone, and other cabling for new construction and phase-in for existing buildings, controls for signage and adding trees.
7. Look for ways to keep the Shores museum open with posted hours, perhaps as a volunteer opportunity promoted on the website.
8. Look for ways to expand the use of underutilized resources in the area, such as the Caledonia County Fairgrounds.
9. Address town aesthetics through consideration of planned unit development, underground utilities, signage, lighting, landscaping, ingress & egress and green space.
10. Consider the “village designation” program from the State of Vermont as a vehicle for securing additional funding for needed improvements.

11. Research the need to create an overlay district to preserve historic neighborhoods in town.
12. Develop ordinances that address making the town walkable and safe for pedestrians and recreational walkers.

BUSINESS & ECONOMY

GOALS

- Enhance telecommunications technology to include broadband access and cell phone coverage.
- Improve the traffic flow on major routes including access and egress from parking areas and side roads.
- Preserve rail access and maintain commercial transportation access within the town.
- Enhance the relationship among the town, village and the academic institutions.
- Support the development of retail offerings that are attractive and provide a diverse array of goods and services.
- Identify and support the infrastructure needed for economic growth.
- Identify and enhance a workforce development climate to support area business and encourage investment in the region.



Charles E. Carter Business Resource Center at the Industrial Park

The current status of the Lyndon economy is one of health and strong employment. The town has a mix of light and heavy manufacturing, agriculture, forestry, extraction of earth resources, retail, hospitality, service businesses and education as its economic base. It serves as a retail center for the northern half of Caledonia County. Lyndon is located within 40 miles of the Canadian border and many businesses in the region enjoy patronage from our northern neighbors. Several organizations within the community do business internationally including Bag Balm, Lyndon Furniture, NSA, Lyndon Institute (LI) and Lyndon State College (LSC).

The beauty of the community can be seen from the center of town and Lyndon Center which are nestled in the Passumpsic River valley and surrounded by the many hills that comprise the town. Lyndon enjoys the benefits of tourism associated with traffic to various regional destination attractions such as area

lakes, the inns and bed and breakfasts, the Burke Mountain Ski Resort and Kingdom Trails in East Burke. Lyndon State College brings thousands of visitors to the region, both during the academic year and the summer months, when as many as ten thousand visitors participate in a wide variety of programs at the college. Transportation to the region includes good connection to Interstates 91 and 93, which serve as a gateway to southern New England and Canada, as well as easy access to Route 2, the major secondary east/west route across northern New England.

The Lyndon economic and business environment benefits from the attributes of the town and the region. The St. Johnsbury-Lyndon Industrial Park has approximately 60 acres remaining on the Lyndon side, 30 acres of which are developable. Almost the entire portion of the St. Johnsbury side of the park is built out leaving the Lyndon side most poised for new industry in town. The infrastructure within the park includes water, sewer and electricity, Internet access, a 24 hour day-care, a UPS ground-shipping facility and convenient access to the interstate highway and rail systems. Other major industrial areas include sections of VT Route 122 and U.S. Route 5. Other transportation modes in town include air at the Caledonia County State Airport for small aircraft and rail. Additional areas capable of sustaining commercial and industrial development can be found along VT Routes 122, 114 and U.S. Route 5 North.

The town's educational facilities provide employers with the ability to offer their employees good quality education from kindergarten through college. Health facilities are within a reasonable commute for immediate care, with good access via Interstate highway or air for critical care. Arts in the community are available locally and regionally with world-class artists performing within an hour of the town. The quality of life is enhanced with year round outdoor recreation including skiing, hiking, fishing, hunting, kayaking, skating, cycling, mountain biking, snowmobiling and other outdoor activities. The community has a strong network of volunteer organizations enhancing the social climate of the region with youth and adult recreation and volunteer services. Lyndon is a community that is welcoming and inclusive.

CENTRAL BUSINESS DISTRICT

Lyndon's central business district acts as the major regional service center for northern Caledonia County. It is located along Route 5, locally designated as Memorial Drive from the Back Center Road to the railroad tracks at Agway, at which it becomes Broad St. and then joins Depot Street in downtown Lyndonville. This section of Route 5 features a mixture of commercial, retail, services, financial, manufacturing, restaurants and public uses. Businesses along Memorial Drive and Broad Street include stand-alone retail businesses as well as service and professional businesses. Parking is available in private lots for most businesses along Memorial Drive and Broad Street. Depot Street presents a typical downtown business district with a selection of retail and service business with on-street public parking. Parking in the Depot St. area is limited as many of the spaces are shared with apartment residents as well. Traffic along both routes has increased steadily over the years and now, at times, presents an ingress-egress problem to area businesses.

Residents have a good selection of reasonably priced goods in terms of food, pharmacy, technology, furniture and hardware as well as restaurants for a variety of tastes. There is also selection in terms of financial, legal, medical, personal appearance, real estate, vehicle maintenance, plumbing and electrical services. There remains an opportunity for a retailer or several retailers to offer a broader range of clothing, general household goods or dry goods. Consumers often leave the town in order to satisfy these needs. This opportunity may become more viable if the price of fuel increases and traveling to reach national retail establishments becomes increasingly expensive.

EMPLOYMENT & WAGES

The 2006 Total Labor Force (16 yrs+) for Town of Lyndon including Lyndonville is 3,100. According to the 2000 Census, 42% work in town, 11% in the county and 5% out of state. The educational attainment in Lyndon is broken down as follows: 5.5% less than 9th grade education; 10.7% 9-12th grade education, no diploma; 33.8% high school or equivalency; 24.9% some college, no degree; 5.0% associate's degree; 14.2% bachelor's degree; and 5.6% graduate or professional degree (based on total population 18 yrs

and older). Lyndon's education attainment figures suggest a very diverse population and that the town can provide jobs for workers within all dimensions of the workforce.

LYNDON & CALEDONIA COUNTY UNEMPLOYMENT 1996-2006

Year	Lyndon (includes Lyndonville)			Caledonia County		
	Labor Force	Unemployed Population	Rate	Labor Force	Unemployed Population	Rate
2006	3,100	80	2.7%	17,200	700	4.0%
2005	3,020	90	2.8%	16,600	650	3.8%
2004	2,970	90	3.1%	16,550	700	4.3%
2003	2,960	130	4.2%	16,450	850	5.2%
2002	2,880	120	4.1%	16,050	800	5.0%
2001	2,860	100	3.5%	15,850	600	3.9%
2000	2,810	90	3.1%	15,500	500	3.2%
1999	3,070	130	4.3%	15,200	600	3.9%
1998	3,040	140	4.7%	15,050	650	4.4%
1997	3,060	190	6.0%	15,300	800	5.4%
1996	3,010	210	6.9%	15,100	950	6.3%
1995	2,930	190	6.3%	14,800	900	6.1%
1994	3,070	210	7.0%	14,800	900	6.2%
1993	3,070	220	7.3%	14,850	1050	7.1%
1992	3,100	220	7.2%	15,200	1100	7.3%
1991	2,920	240	8.1%	14,600	1150	7.7%
1990	2,880	200	6.9%	14,450	850	6.0%

*Not Seasonally Adjusted

Source: VT Dept. of Labor, Economic & Labor Market Information (U.S. Bureau of Labor Statistics)

The labor force in Caledonia County has grown by 19% over the past 17 years, 7.6% of which has occurred within the town of Lyndon. At the same time, unemployment has declined to an all time low of 2.7% in Lyndon and 4% in Caledonia County, suggesting the growth of industry has been faster than the growth of the labor force. In recent years, Lyndon has maintained similar unemployment rates to that of the State, suggesting that the town is breaking from the economic trend of Caledonia County, which historically has held the third highest county unemployment rate in the state.

In 2006, the Leading Industry Sectors based on employment include manufacturing, retail trade, education & health services, leisure & hospitality, construction and transportation & warehousing. (VT Dept. of Labor, USBLs - Quarterly Census of Employment & Wages). Total employment provided by these industry sectors is 2,060 jobs. Lyndon's businesses provide for a regional workforce as well, especially in the sectors of Manufacturing, Leisure & Hospitality and Education & Health Services. For example, 30% of the Manufacturing establishments in the County are located in Lyndon and these same establishments provide 43% of the county's total manufacturing jobs.

LEADING INDUSTRY SECTORS & EMPLOYMENT FIGURES 2006

NAICS Code	Industry	Lyndon (includes Lyndonville)		
		Total Establishments	Employment	Average Wage
23	Construction	17	159	NA
31-33	Manufacturing	17	766	\$ 36,864
44	Retail Trade	38	388	\$ 22,988
48-49	Transportation & Warehousing	4	96	\$ 34,650
61-62	Education & Health Services	20	358	\$ 29,373
71-72	Leisure & Hospitality	19	293	\$ 11,965

Employment in manufacturing, transportation, warehousing and retail trade industries offer wages that are higher than the county average, although wages in the education, health services and hospitality sector fall below the county and state averages. In general average wages in Northeast Kingdom Counties tend to be 30% lower than the State's average wages in key industry sectors, such as manufacturing. Lyndon's wages may be slightly better than the county's but they are still lower than the state's average wages.

NAICS Code	Industry	Caledonia County		
		Total Establishments	Employment	Average Wage
23	Construction	152	716	\$ 32,943
31-33	Manufacturing	57	1,793	\$ 36,448
44	Retail Trade	168	1,637	\$ 22,507
48-49	Transportation & Warehousing	32	349	\$ 28,124
61-62	Education & Health Services	99	2,128	\$ 31,966
71-72	Leisure & Hospitality	75	1,040	\$ 14,759

*figures based on reported amounts

Source: VT Dept. of Labor - Quarterly Census of Employment & Wages.

The median adjusted gross income per Lyndon family in 2005 was \$ 41,110.00, compared to the County's

\$40,834.50 and the state's \$52,682.00 (Vermont Indicators Online). Lyndon's overall annual average wage in 2006 was \$29,637, nearly the same as the County's \$30,301 (VT Indicators Online).

MAJOR BUSINESSES

Major employers in the region include several manufacturers, the largest of which is NSA, followed by Kennametal, Vermont Aerospace and Lyndon Furniture (formerly Lyndon Woodworking). The first three companies are involved in machining and fabrication of metals. Lyndon Furniture designs and manufactures quality wood furniture for the home. The second largest employment sector is education, serving students from the town, region and the country, from kindergarten through graduate school. In addition to local contractors, Lyndon also has two contracting firms experienced in large state and federal construction projects.

ECONOMIC OPPORTUNITIES

- Lyndon has seen the most consistent growth of any town in the region over the past 10 years. The number of single-family housing permits granted has demonstrated a consistent willingness to invest in the town. The increase in residences represents an increase in households requiring goods and services.
- Visitors to the region represent a significant opportunity to the town. The Canadian Looney has now surpassed the U.S. dollar, encouraging traffic from Quebec. Lyndon is close enough to the Province that appropriate development of retail offerings could result in Canadians traveling to the region for shopping.
- There are currently expansion plans at Burke Mountain which include increased housing, a hotel, restaurant and golf course. The expansion will represent both an opportunity and a challenge to Lyndon. Attracting dollars from second homeowners and visitors will require a greater understanding of their needs and their tastes.
- Students and conference attendees at Lyndon State College and LI represent a significant opportunity for Lyndon businesses. LSC enrolled students number in excess of 1200 and conference attendees during the summer months in 2007 numbered 10,000. The student population and summer visitors to the college present a significant opportunity for area businesses.
- Providing students with a richer experience while here in Lyndon has the added benefit of increasing the number of students who choose to settle in the town. The need for qualified workers to replace the aging workforce in the area is important.

MAJOR BUSINESSES & EMPLOYMENT 2007

Business	Employed
Lyndon Woodworking, Inc.*	74
Calkins Sand & Gravel, Inc.	25
Kennametal	260
Lyndon Bank	72
Lyndon Institute	111
Lyndon State College	185
NSA Industries, Inc.*	270
Municipal Government (Town + Village)	29
LED	16
JA McDonald, Inc.	35
VT Aerospace*	130
Precision Composites of Vermont, LLC.	12
Northeast Agricultural Sales, Inc.	14
NE Home Crafters & Beans Mobile Homes, Inc.	18
Lyndon Town School	103
White's Market	84
The Pines Residential Care Center	82
Northern Gas Transport (trucking)	44
Winterset, Inc.	85
Total	1649

*Businesses physically located in St. Johnsbury but counted in Industry Information for Lyndon based on Zip Code.

Source: Businesses & 2007-2008 VT Business Directory

ECONOMIC CHALLENGES

Lyndon faces some challenges that, when resolved, will have a significant impact on the town's ability to grow economically.

TECHNOLOGY

In order to be competitive regionally, nationally and internationally, Lyndon needs to be able to offer high quality cell phone service and broadband access. Both technologies are critically important not only to existing businesses, but businesses seeking to relocate and to visitors choosing a location in which to recreate. The availability of sufficient cell phone signal availability cannot be underestimated. The lack of cell phone signals in the area has been a deterrent to businesses considering the region for their operations.

Broadband access within our town is not only a means to attract new businesses to the region, but also enhances the ability of existing businesses to compete at a global level. The Internet offers significant sales and exposure opportunity for businesses of all sizes. A slow Internet speed hampers the ability of area businesses to operate as efficiently as their urban competitors.

TRANSPORTATION - TRAFFIC

The consistent growth in the town, region and business environment has resulted in an increase in traffic through the business district on U.S. Route 5. Access to and egress from businesses along the route has become difficult during peak travel times. Those times include drive time in the mornings and evenings during the week and Saturdays and Sundays from mid-morning to early afternoon. Heavy traffic may impede business as consumers avoid the business district rather than contend with the congestion. Route 5 is a state highway and as such requires remedy from the State of Vermont.

TRANSPORTATION - SHIPPING

The region is served by both long haul shipping and rapid transport services. FedEx, UPS and DHL serve the region on a daily basis. Additionally, Burlington Land Air, Carpenter Freight and Yellow Freight are carriers that come in regularly to serve the manufacturing community.

TRANSPORTATION - AIR

Air travel for business is limited to small aircraft. The Caledonia County State Airport is currently installing up-to-date technology in terms of lighting. The FAA is currently working on upgrading the air traffic control system that will enable the use of Global Positioning Systems.

Commercial air travel is available from the cities of Burlington, VT, Lebanon and Manchester, NH, the closest of which is within 75 minutes of Lyndon. Burlington and Manchester both offer daily flights at competitive prices to major metropolitan cities such as New York, Boston, Washington, D.C., Chicago, Miami and points west.

Businesses requiring express shipment of goods to or from the area can access the services of UPS, FedEx and DHL, all of which have air service from Barre, VT providing shipments within 24 hours.

TRANSPORTATION - RAIL

Rising energy costs have resulted in the growth of rail business throughout the state. The use of the existing rail line for business represents a significant benefit as the costs of fuel continue to rise. The use of rail for the shipment of goods has the potential of keeping Lyndon manufacturing competitive in the future. Currently the State Department of Transportation is in the process of divesting itself of portions of Lyndon's railyard. Some sidings will still be available for commercial traffic. Another siding is available for commercial traffic at Calkins Rock Products.

LYNDON STATE COLLEGE & LYNDON INSTITUTE

The college represents a significant opportunity for the economy of Lyndon that has not been fully realized. The student body has grown over the years, but there is not a significant commercial relationship between the students and the community. Lyndon Institute boarding students represent another opportunity for businesses in Lyndon. There are two obstacles to students patronizing Lyndon retail businesses. The first is transportation; a regular shuttle service from the LSC and LI campuses to the town's commercial districts would significantly improve the situation. The second obstacle is in the variety of products and services available in Lyndon. An analysis of the goods and services sought by the students could result in a product/service mix that more closely approximates the needs of the students.

Training presents an additional area of opportunity between the town and the two institutions. A strong channel of communication between the business community and the schools would significantly enhance the ability for the all organizations to provide a better living experience and presents the opportunity to enhance curriculum offerings to more closely align them with employment opportunities in the region.

RETAIL

Competition from the Littleton shopping district, which includes nationally known chains such as Wal-Mart, Lowe's, Staples and Home Depot, has some impact on area business, however the continued success of several retail establishments that compete directly with the nationally recognized stores proves that there is a market for locally available products. In order to serve the region better, Lyndon needs to recover the retail offering of a good selection of dry goods. If the price of fuel continues to climb, the need for local dry goods will become that much more valuable to people of the region.

REGULATIONS

Regulations can become a deterrent to businesses. It is important that local regulatory boards keep the overall goals of the community and needs of the applicant in mind when making decisions. Those goals and needs should be reflected within the construct of our town's planning and zoning regulations in a manner that enables businesses to determine whether or not they would be able to expect to secure necessary permits.

At times, businesses need to bring consultants or experts to boards at their expense. Lyndon boards should be sensitive to the costs and availability of consultants and provide a mechanism to insure that consultants are heard in a timely manner that does not require unreasonable expense for the applicant.

INFRASTRUCTURE

As the region continues to grow, there is a need to plan effectively for the growth of the area's infrastructure. This includes water, sewer, electricity and emergency services. Expansion plans at Burke Mountain pose a potentially significant challenge to our community in terms of their requirements for electricity and labor.

WORKFORCE

The ability of the region to grow in terms of new businesses will be strongly impacted by the availability of a stable, trained workforce. As already indicated, unemployment in the region is low.

As the population ages, employers will look to younger workers to fill positions. There are younger citizens who seek opportunities beyond the state's borders. Lyndon is no different in that those students who leave to attend college or pursue other opportunities out of the area are less

likely to return, and while they may not be leaving the state, they are moving to more urban areas such as Burlington where there are more opportunities and higher wages.

Whether recruiting high school and college graduates, or drawing workers from outside the region, Lyndon's ability to attract a high quality workforce will be impacted by the availability of affordable housing and competitive wages. While wages within the manufacturing sector are somewhat higher than the average for the county, they remain 23% lower than the statewide average. Wages in the hospitality sector are 19% below the average for the county and 28% below those for the state. Wages offered by the retail and transportation sectors of the economy are close to the statewide average and education wages are 23% below the average for the state. Bringing wages closer to the statewide averages may provide employers with a more qualified selection of workers from which to choose.

STRATEGIES

1. Direct new industrial development in and around existing industrial areas, where supporting infrastructure is already located, such as the St. Johnsbury-Lyndon Industrial Park, portions of VT Route 122, U.S. Route 5 and Commercial Lane.
2. Encourage mixed use development in areas with existing infrastructure (such as Lyndonville, Lyndon Center and Lyndon Corner) by perhaps considering Planned Unit Development, adaptive reuse of existing structures and adequate public parking facilities.
3. Conduct an audit of the existing commercial and office space throughout town to determine if there is an appropriate amount of space to meet demand.
4. Support the ongoing maintenance of Lyndon's shipping infrastructure.
5. Facilitate discussions with LSC on how to better involve college students in the community, with possible mentorships, business internships and student-led initiatives or community projects.
6. Encourage LSC's Ski Resort Management students to assist the Lyndon Outing Club.
7. Work with the Vermont Telecommunications Authority to identify appropriate siting areas to serve the portions of town that are lacking high speed internet and cell service.
8. Involve local employers in communicating with local high school students on the key career skills that employers are looking for, the variety of local career options available and the possible career paths to get there.
9. Be a tourist friendly community by providing the tourist amenities, publicizing community events and attracting travel groups/organizations.
10. Encourage local businesses to work with LSC on providing special after hour events and local activities geared to summer conference/workshop attendees.
11. Facilitate traffic flow through downtown Lyndonville to allow downtown businesses to be seen, provide efficient ingress-egress and provide for pedestrian safety.
12. Encourage business signage to relate to the size and scale of the neighborhood and speed of the roadway in order to promote the business district.
13. Encourage the redevelopment of the former rail yard with a rail-supported use.
14. Investigate the possible transportation options for LSC and LI students to better access downtown Lyndonville businesses and services.
15. Create a local permitting process that is sensitive to the time and expense input of the applicant and clearly identifies applicant expectations. Consider simplification of current regulations.
16. Focus on attracting a qualified workforce with Lyndon's quality of life.
17. Ask the State to keep the Town informed of any changes considered for the existing rail spurs.

THE WORKING LANDSCAPE

GOALS

- Increase public awareness of the values, both socially and economically, of Lyndon's agricultural and forestry industries while maintaining a responsible approach to growth and development.
- Preserve a viable agricultural land base that maintains Lyndon's agricultural industries.
- Encourage development in a manner that is sustainable and supportive of the natural environment and working landscape.
- Protect and manage Lyndon's natural resources and biodiversity for the benefit of current and future generations.



Steven and Leslie Brown Farm, Mt. Hunger Road

LANDSCAPE

Open land and wooded land continue to be the largest portion of the land base in the Town of Lyndon. Lyndon contains 23,061 acres, most of which is under private ownership with the exception of about 330 acres under municipal ownership and 382 acres in State ownership (both excluding roads).

Approximately 15000 acres are forested and nearly 5100 acres are used for agricultural purposes, leaving approximately 3000 acres of land that can be considered already developed.

Lyndon is predominately rural in nature. Agricultural and forestland represent an important part of the heritage of the Town of Lyndon. They are also immeasurable resources for the future. They provide social and economic benefits for everyone. Traditional uses of land should not disappear or be displaced; farms and forestland should remain viable and productive. While dairy farming continues to decline, many other types of agricultural enterprises are active. Other significant benefits that agricultural lands contribute to a community include tourism, health and recreational benefits to both residents and visitors

AGRICULTURE

According to the Agricultural Census, Lyndon currently has 48 operating farms, 10 of which are dairy farms. The Department of Agriculture defines an 'operating farm' as an enterprise that receives 51% of the total family income from farming operations. Over the last few decades agricultural lands have been fragmented by development and are now scattered around town. The largest concentrations of prime agricultural lands and working farms exist on Pudding Hill, Darling Hill, Vail Hill, along Route 122, and the Mount Hunger Road area.

County figures from the agricultural census show that the number of farms is decreasing in Caledonia County. Lyndon is experiencing the same trend, especially with dairy farms. As a regional center, Lyndon experiences additional pressure to subdivide and develop on prime agricultural lands. Caledonia County has also seen a 12% decrease in the Gross Market Value of Production per farm. This decrease has caused farmers to diversify their production or adopt new practices, such as going organic.

Farm Change Statistics: Caledonia County (1997-2002)

Topic	1997	2002	% Change
# of Farms	550	505	-8%
Land in Farm Use	99,488 acres	84,318 acres	-15%
Average Farm Size	181 acres	167 acres	-8%
Gross Market Value of Production (per farm)	\$53,334	\$47,107	-12%

Source: USDA 2002 Agricultural Census

Currently, Lyndon has two certified organic farms and one more is in the process of being certified. A growing number of farms are instituting organic farming practices. Other practices that support working farms

include Community Supported Agriculture and farmers markets. Community Supported Agriculture (CSA) is a way for the public to create a relationship with a farm and to receive a weekly basket of produce. This enables a local financial commitment to a farm; essentially the people become "members" (or "shareholders," or "subscribers") to the farm, thus maintaining a locally grown food source and support for agricultural land use in the community. Farmer's markets also provide a better connection between the community and locally grown food. At this time, Lyndon has no CSA farms, but has started a farmer's market.

In addition to traditional agricultural farms, Lyndon has productive forests that provide maple sugar and local wood resources. Lyndon currently has 14 working maple sugar farms and 48 wood lots (registered with management plans) that provide hardwoods, softwoods, bole wood chips and cord wood. According to Matt Langlais, the county forester, forest land is increasingly being subdivided and fragmented for residential development. Property under twelve acres in size is no longer profitable for loggers to harvest. Therefore, the subdivision of forestland into smaller residential parcels is also limiting the amount of productive forest land available in Lyndon. A majority of Lyndon's viable forest lands and sugar lots exist in the southwestern portion of town and along the town's outskirts and borders with Kirby, Sutton, Burke, St. Johnsbury and Wheelock.

PROPERTY IN LAND TRUST & CURRENT USE

One strategy to maintain the natural landscape and restrict development on property is to utilize conservation easements or Vermont's Current Use Program. The Vermont Land Trust uses conservation

easements as a way to preserve prime agricultural lands, protect natural areas and limit the amount of subdivision that can occur on a parcel. Conservation easements may be placed on a property title when the property owner requests to conserve an area or sells the development rights to a land trust. Conservation easements, once executed, are a permanent element within a property's title and are maintained through property transfer. They may only be removed through the permission of the land trust, which usually requires swapping for other land and a detailed case as to why the property now needs to allow development. The majority of Lyndon's conserved land is scattered throughout town and makes up a small percentage of the town's total acreage.

Current use restrictions, unlike conservation easements, can be removed from a property at any time. Current Use restrictions allow property owners to reduce their property taxes by enrolling in the Vermont Current Use Program. The program allows property owners to pay property taxes based on a reduced per acre amount set by the state for agricultural or forestry use. The State reimburses the Town for a portion of the taxes not paid by participants. If the property is ever taken out of current use or developed, then the property owner must pay a Land Use Change Tax, which is 20% of the fair market value of the property. In most cases this is a hefty sum, which ultimately encourages land to maintain its current use. This program helps to subsidize farmland and forestland in the state and reduces the loss of these valuable lands to residential development.

LYNDON PROPERTIES IN CURRENT USE

Classification	Acres Enrolled	Total % of Lyndon
Agricultural	1,749	7.6%
Productive Forest	3,776	16.4%
Non-productive Forest	65	0.3%
Total	5,590	24.2%

Source: VT Tax Department, December 2007

SOILS

Soils play a major role in ecology. The quality and the sustainability of our present standard of living can be attributed, in part, to the quality of our soil. The soil influences the quality of the water we drink for contaminated soil will contaminate ground water. The soil also has a direct effect on the nutritional value as well as the yield of food we gain from the land.

Lyndon contains a complex array of soils due to its location along the Passumpsic River basin. The Natural Resources Map shows patterns of these soil associations. This map can be used for a general idea of the soils which exist in a region or to compare different acres on large-scale basis. Large areas can be located on this map for a broad land use, but an accurate soil assessment for a small tract cannot be gleaned from this map.

WATERSHED

Lyndon is part of the Connecticut River Watershed through the Passumpsic River sub-basin. The main stem of the Passumpsic River is fed by the East and West Branches of the Passumpsic River, Calendar Brook, Millers Run and Sleepers River. Lyndonville is located where several of the Passumpsic River tributaries meet, creating issues during the spring and during times of heavy rain. This collection of waterways accounts for Lyndonville's significant flood zone and numerous seasonal wetlands.

Almost all brooks, streams and rivers within Lyndon are classified by the state as Class B waterways, indicating that they are suitable for boating, swimming and drinking with treatment. These waters also consistently exhibit good aesthetic value and high quality habitat for aquatic biota, fish and wildlife. They can also be used for irrigation and other agricultural uses. There are three Class A2 designated reservoirs in Lyndon; these include the Mathewson, Copeland and Woodworth Reservoirs. Class A waterways have special protections placed upon them; in this case the Class A2 designation protects public drinking water supplies.

WETLANDS

Wetlands have traditionally been viewed as wastelands - areas with no inherent value which require large amounts of work to become "valuable" land which can be used for development or agriculture. However, current ecological studies have shown that these wet meadows, marshes, swamps and bogs have important environmental functions for members of the communities which surround them. Wetlands have been found to be significant in control of flooding, reduction of erosion, protection of public and private water supply, protection of ground water, pollution control, control of insect populations and protection of fisheries and wildlife. Recent studies also show that these wetlands can be "put to work" by utilizing them to process human waste, to produce food and conserve wildlife. Utilization rather than destruction of wetlands appears to be their most beneficial use in the future.

The town of Lyndon contains over 118 wetlands as mapped on the National Wetlands Inventory prepared by the United States Fish and Wildlife Survey. Many of these wetlands associated with the Passumpsic River and its tributaries are considered seasonal; meaning the level of water varies depending on the time of the year. The water level in wetlands helps define what plants and animals will be found in the area. The Vermont Significant Wetlands Inventory, developed by the VT Agency of Natural Resources, has mapped a significant number of Class II wetlands throughout the town. Class II wetlands, including a 50-foot protective buffer, are protected under the Vermont Wetland Rules. Any intrusion into the identified wetland or its protective buffer requires a Conditional Use Determination from the Water Quality Division of the Dept. of Environmental Conservation.

GROUND WATER & WELL PROTECTION AREAS

The only municipal water system in Lyndon is owned and operated by the Village of Lyndonville. The water system serves the village plus areas adjacent to the village. The Village water system and the Lyn Haven water system are protected by Ground Water Source Protection Areas and well head protection areas. These areas provide a designated buffer area that needs to remain free of adverse impacts and land uses that could potentially affect water quality. The protection areas are located around the well heads and, for the municipal system, along the East Branch of the Passumpsic River. Each of these wells has a three-zone source protection area delineated.

SPECIAL FLOOD HAZARD AREAS

Lyndon and Lyndonville have a number of Special Flood Hazard Areas, flood prone streets and properties that repeatedly flood. Flooding is a major concern for the village area, with the last major flood occurring in June 2002. The town has had four FEMA disaster declarations in the past and has received a total of \$233,904.51 in public assistance damages for flood related and severe storm events. The 2002 flooding raised water levels beyond the 100 year flood-plain in areas around the intersection of Routes 5, 114 and 122, and around the Village Sport Shop area of Broad Street. A map of Lyndon's flood hazard areas can be found at the Municipal Offices.

Lyndon's flood prone streets (as designated by FEMA) include portions of:

- | | | |
|-----------------------|--------------------------|----------------------|
| ◦ Broad Street | ◦ Fall Brook Road | ◦ Cold Hill Road |
| ◦ S. Wheelock Road | ◦ Hubbard Hill Road | ◦ York Street |
| ◦ Red Village Road | ◦ Vail Drive | ◦ Elliott Street |
| ◦ Center Street | ◦ Urie Drive | ◦ Boston Street |
| ◦ Calendar Brook Road | ◦ Lily Pond Road | ◦ Brown Farm Road |
| ◦ Severance Hill Road | ◦ Burrington Bridge Road | ◦ New Boston Road |
| ◦ Mathewson Hill Road | ◦ Sugar Maple Road | ◦ Sheldon Brook Road |
| ◦ Back Center Road | | |

In November 2006, the Town completed a Flood Mitigation Study for the Passumpsic River and its tributaries within Lyndon. The study presented flood mitigation options and then evaluated their cost-benefit ratio in order to determine some of the best solutions to limit flooding incidents in the future. The most promising recommendations from the study include replacing the Main Street Bridge with a dry

bridge, restoring river channels and 100-yr floodplain storage and by limiting encroachment into the floodplain with conservation easements. The study notes “without conservation of floodplains, over time flood conditions in Lyndon will only worsen.” In addition, in various earlier public meetings, there has been local support for dredging the river channels.

ISSUES & CONCERNS

- Because of economic conditions in the agricultural industry and development pressures, escalating property values and property taxes, fragmentation of agricultural land is occurring and probably will continue to occur.
- There is no documentation or data base which provides the criteria for objectively evaluating economic, social and environmental values of forest and agricultural lands in Lyndon.
- There is a need to find a way to help agricultural and forest landowners hold onto their land, as current use does not subsidize taxes enough to keep pace with rising land values and development pressures.
- There is a need to establish a balance between responsible zoning and free enterprise.
- Prime agricultural and forest land is also prime development land.
- Repeated flooding is a major issue for the town, as Lyndon has had two “100-year” flooding events since 2000. “100-year” flood plains are meant to delineate severe flooding that will occur once in 100 years. The increased occurrence and extent of these events may be reflective of development patterns that are either not effectively managing stormwater runoff or are limiting the storage capacity of existing 100-yr flood plains.

STRATEGIES

1. Work to establish documentation or a data base which provides the criteria for objectively evaluating economic, social or environmental values of forest or agricultural land in Lyndon. This would contribute to improving the potential of forest and agricultural land and educating the public about these resources.
2. Owners of forest lands are encouraged to develop forest management plans to secure the best long term use of forest land.
3. In areas that have prime agricultural land, promote land uses that are not in direct conflict with existing agricultural uses.
4. The agricultural community should work to become proactive to prosper from foreseen development. i.e., this means that a larger population may equal a larger market for local agricultural products and support future farmer’s markets.
5. Encourage the development and support of agricultural processing facilities.
6. Educate and remind landowners about the added benefits of keeping their land open and undeveloped. These benefits include aesthetics, healthy local food supplies, ecosystems, erosion control, etc.
7. Continue to provide property tax incentives to single ownership of contiguous tracts of agricultural and forest land.
8. Additional growth in the St. Johnsbury/Lyndon Industrial Park and the Pudding Hill Industrial Park should be encouraged.

9. The Town should assist forest land owners in obtaining information about, and support for, proper management practices and use of renewable energy resources.
10. To aid planning efforts, Lyndon should encourage FEMA to update existing flood plain maps.
11. Consult guidelines of FEMA and/or Army Corps of Engineers regarding development in floodplains.
12. Maintain good water quality by evaluating development in and near ground water source protection areas for potential impacts to the drinking water supplies.
13. Maintain appropriate culvert sizes.
14. Encourage water quality and watershed health through the implementation of wooded vegetative buffers along rivers, brooks and streams.
15. Explore dredging of the rivers to mitigate flooding.
16. Review conclusions of the 2006 Flood Mitigation Study to determine which, if any, suggestions are feasible and cost effective for near term implementation.
17. Explore and encourage a working partnership with upstream towns that addresses state regulatory gaps in controlling on-site stormwater runoff.

EDUCATION

GOALS

- Support lifelong learning for Lyndon residents.
- Create a community for learning in our schools where staff, parents, teachers and students work together to achieve excellence for all. Meeting and exceeding standards should be a goal.
- Help each child to succeed in ways that reflect his or her unique aptitudes and interests.
- Support and encourage collaboration with Lyndon State College and Lyndon Institute.
- Enhance the ability of Lyndon learners to have access to technology.
- Make community facilities available for a greater array of learning and teaching opportunities.



Lyndon Institute, Lyndon Center

BACKGROUND

One of Lyndon's strongest attributes is its long tradition of quality educational programming. A dynamic and healthy cycle leading to our high literacy rate begins with Pre-K and extends to K through Grade 8, to secondary, to post-secondary, to work and back to Pre-K as former students are involved with their own children in the school system. A strong public/private bond exists within the community beginning with available preschool and childcare services. Lyndon residents have long supported the inclusion of the Fine Arts programs found in both the Lyndon Town School's curriculum and Lyndon Institute's. There is an excellent and diverse teaching corps across the spectrum giving both student and adult learners opportunities beyond the scope of a traditional basic education.

School Enrollment (2000)

Population 3 years and over enrolled in school	1789
Preschool and nursery school	33
Kindergarten	80
Elementary school (grades 1-8)	610
High school (grades 9-12)	345
College or graduate school	721

Source: 2000 Census Data, Profile DP-2.

The Caledonia North Supervisory Union has received a Safe Schools Healthy Student Grant with the following vision: "To promote a physically and emotionally safe school climate that provides all students, families, staff, and community members with the opportunity to work toward academic success through

healthy choices.” CNSU will realize the vision by addressing the individual student, the school as a whole, the family as a unit and the community as the foundation.

Alternative and additional support programs including those found at the Cobleigh Library are available in the community for lifelong learning beginning with our Pre-K population and extending through to our senior citizens.

LYNDON TOWN SCHOOL

Lyndon Town School is a comprehensive, K-8 school of 512 students, of which 30 students come from out of district. It also houses a Caledonia North Supervisory Union sponsored preschool. The school building was built in 1991 with 40 classrooms and also features a gymnasium, cafetorium, library, computer labs, technology room, home education room, reading rooms, art room, tiered choral and band rooms and special resource rooms. Overall the school has ample capacity to meet the needs of Lyndon's student population, as the school was originally built to accommodate between 800 and 1,000 students. At the time of construction, the current enrollment was 780 students, however, over time, Lyndon's student population has decreased considerably.

LYNDON'S SCHOOL AGE POPULATION

Population under 18 (2000)	1256
Population under 18 (1990)	1327
Absolute change (1990-2000)	-71
Percent change (1990-2000)	-5%

School	Grades	Capacity*		Current enrollment	Total School Enrollment (as of Oct. 1)			
					2006-07	2005-06	2004-05	2003-04
Lyndon Institute	9-12			653	649	655	592	611
Lyndon Town School	K-8	60%	850	512	494	532	561	579

The additional classroom space created from a decreasing school age population has proven to be a bonus for the school, as the additional space is being utilized to better accommodate children with special needs. In recent years, the school is seeing an increase in students diagnosed with special needs. An increasing number of special needs students are being diagnosed with autism spectrum disorders (currently at 12 students). Lyndon Town School serves this population through the district's Autism Collaborative, located at the school. This population requires a lot of specialized assistance.

Lyndon also serves children with advanced abilities through a number of enrichment and accelerated programs, including programs that enable elementary students to enroll in high school courses and high school students to enroll in advanced placement (AP) courses and college courses.

Lyndon Town School students currently work with over 50 faculty members in a wide array of programs. On average, the student-teacher ratio is 11-12 students/teacher, which is rather low for a school of this size. However, low class sizes allow the additional student attention required for children with special needs.

PUPIL/TEACHER RATIO (2004-2007)

School	2006-07	2005-06	2004-05	2003-04
Lyndon Institute	11.89	12.07	11.36	11.86
Lyndon Town School	10.67	11.57	11.94	14.23

To provide professional development for staff, the Lyndon School District works closely with Lyndon State College, the University of Vermont and the New England League of Middle Schools. The Northeast Kingdom Professional Development Center provides support for the professional development of the teachers in the district.

LYNDON INSTITUTE

Lyndon Institute, a Vermont Approved Independent School that provides the primary high school education for Lyndon, offers a quality education that is appropriate, relevant for all, inclusive, stimulating, academically excellent, rigorous, with developing diversity. In recent years, Lyndon Institute (LI) has begun to accept boarding students. The school's student body is approximately 75% local (in district)

students and approximately 25% boarding and out-of-district students from the U.S. and several foreign countries.

The LI Faculty consists of 60+ educators that provide an extensive program list that includes basic and advanced study courses in the subjects of math, English, science and fine arts. In addition, students can round out their education with foreign languages, business, computer science, culinary arts, family and consumer sciences, human services and a variety of technical skills.

Lyndon Institute is located in Lyndon Center, clustered around the intersections of Center Street, College Road, Matty House Road and King Drive. The LI campus is a major part of Lyndon Center's streetscape. The campus consists of 15 classroom buildings, four administration/office buildings and four dormitories on three campuses (the Darling Campus, Harris Campus and the Vail Campus). The campus also hosts an extensive Library and Media center, two gymnasiums, a 650 seat auditorium, performing arts space, a dining hall and numerous sports facilities.

LYNDON STATE COLLEGE

Lyndon State College (LSC) is a four year college offering graduate and undergraduate degrees to day and resident students. It also provides advanced learning programs for qualified secondary students as well as educational, cultural and entertainment programs which are open to local residents as well as its students. LSC currently has 1,200 full-time undergraduates enrolled with approximately 60% in-state students. Fifty percent of the student population lives on campus. The college offers 24 undergraduate degree programs, 8 associate degree programs, with awarding A.A., A.S., B.S., B.A., M.Ed., and M.S.T programs. The most popular undergraduate programs include Business, Meteorology, Television Studies and Education.

In addition to degree programs, LSC is an NCAA Division III college with 12 intercollegiate sports and 30 intramural/club sports. There are over 20 student clubs and organizations, including academic organizations, service oriented clubs, a campus radio station, newspaper and leadership opportunities.

The student body is supported by 59 full-time faculty members and approximately 95 part-time faculty members on the 175 acre campus. The campus, located on Vail Hill, also includes 10 residence halls, 14 computer labs, 6 science labs and a library boasting 110,000 volumes, 545 periodical subscriptions, 677 CD-ROM Titles and 4,500 audiovisual items. LSC's average class size is 13 students, creating an excellent student-teacher ratio.

The *Lyndon State College Strategic Plan 2008-2013* calls for increasing enrollment to 1,600 students; increasing the student retention rate; effectively engaging students and building relationships; upgrading IT infrastructure; expanding athletic and recreation facilities; and increasing the college's presence as an intellectual, cultural, economic and technological center for the Northeast Kingdom.

OTHER INDEPENDENT & RECOGNIZED SCHOOLS

Lyndon has a number of students who attend other independent and recognized schools, such as the Lyndon Educational Alternative Resources Network (LEARN), the Riverside School and the Cornerstone Christian School.

School	Grades	Current enrollment
LEARN	8-12	14
Riverside School	4-8	29
Cornerstone Christian School	7-12	19

LEARN is an alternative day school for students with emotional, behavioral and academic challenges (includes an autism program). LEARN currently has 14 students enrolled and serves grades 8-12. The Riverside School is an independent day school that serves grades 4-8. The school focuses on challenging students and encouraging independent learning. Riverside currently has 29 students enrolled from Lyndon and surrounding towns. Riverside's tuition is often supported by school-choice towns. The Cornerstone Christian School is a private religious day school serving grades 7-12. Cornerstone's current enrollment is 19 students.

Other independent schools in the immediate area available to Lyndon residents include Burke Mountain Academy, Caledonia School, East Burke School, Good Shepherd School and Union Baptist Christian School. It should also be noted that a number of Lyndon children are home schooled and may avail themselves of extra-curricular programs offered at LTS.

AREA DAY CARE & PRE-SCHOOL PROGRAMS

There are currently 8 In-Home Registered day cares throughout the Town and Village. In-Home Registered facilities are allowed to care for up to 4 school age children (part-time) in addition to 6 children below school age. The definition “of school age” includes children from kindergarten up to the age of twelve, when typically they no longer require child care services. In the summer months, these facilities are allowed two additional school age children. In-Home registered facilities are also limited in the amount of infant care they can provide. Infant care includes children under the age of two and each facility can only have two children meeting this definition.

Lyndon also has a number of Licensed Providers, which can include day care, specialty care, pre-school, kindergarten, summer school and after-school programs. The allowed maximum capacity for Licensed Providers is dependent upon the facility design (size, number of bathrooms, size of kitchen, etc.) and the amount of staff, plus their experience level. Lyndon currently has 3 Licensed Providers (solely day care for non school age children). A breakdown of the Town’s day care offerings is provided below:

Licensed Day Care Facility Capacity in Lyndon & Lyndonville

Licensed Provider	Program Offerings	Capacity Allowed	Infants
Kingdom Montessori School	Morning/Afternoon Pre-school & Kindergarten. Afternoon Daycare offered to morning students.	20 Students	No
Lyndon Children's Center	Day Care - Children ages 3-5	15 Children/day	No
Lyndon Children's Center School-Age Summer Program	Day Care - Children ages 6-12	30 Children/day	No
Play & Learn Daycare and Preschool Center	Day Care - Children ages newborn to 12 Preschool - Children ages 3-5	43 Children/day	8 max
Lyndonville Head Start	Day Care - Children ages 3-5	33 Children/day	No
Lyndon Town School After School Program	After School Program - K thru 8	20 - K thru 1st grade 50 - grades 2 thru 8	No
8 Registered In-Home Day Cares	Day Care Only	48 Children/day	8 max
Little Dippers Doodle Children's Center (Industrial Park)	24/hr. Day Care facility Mon-Friday Pre-school - Children ages 3-5	150 Children/day 60 - Preschool	24 max

There are only 40 infant day care spots available in town by Licensed Providers or In-Home Registered facilities. Births in Lyndon in 2006 and 2007 were 51 and 49 respectively, which combined put 100 kids in the infant category for care. Some facilities have found that parents start trying to secure a spot for their child as soon as they find out they’re pregnant.

It is difficult to assess the number of children that do not require day care services because of parent, relative or guardian care and children that receive care in adjacent communities. However, we should recognize that there is a shortage of local day care services, especially infant care.

COBLEIGH LIBRARY

The Cobleigh Library is an inviting community center which provides programs, services, books and materials, public space and information to all residents in the Lyndon area. The library connects people of all ages with opportunities to explore personal growth and develop a lifelong love of reading.

We recognize that all members of the community are lifelong learners. These facilities are widely available to all the people of Lyndon providing a wide array of learning and teaching opportunities.

Other communities have successfully expanded the local library's use as a welcome center and information technology access point for travelers. Lyndon should consider utilizing the library for this dual purpose in order to receive additional funds for the library and provide better amenities for area tourism.

ISSUES & CONCERNS

- Some families need encouragement to build relationships of trust and support that are crucial to student success. It is best to begin at the earliest possible age and continue throughout the student's educational experience.
- There is a need for greater outreach to the community in order to increase and strengthen parent and community involvement in schools. Community service and outreach programs in schools would build a greater sense of "School as Center of the Community." Community outreach programs provide enrichment for all students and all members of the community.
- Day Care supply is too close to demand. If some of the facilities should close, this would greatly affect the availability of daycare and perhaps the area workforce. It is unknown if day care facilities in surrounding towns can absorb additional children, should facilities close.
- There is a lack of available day care for infants in town, which may deter young families from locating in Lyndon.
- A large percentage of Lyndon Town School's additional space is being utilized for alternative classroom layouts to better accommodate children with special needs. If the number of children with special needs continues to increase, the school should evaluate how it's utilizing space in case overall enrollment grows again.
- Education funding is a major concern for the town, from federal, state and local levels. The costs of educating children continue to climb and Lyndon needs to maintain a diversified tax base in order to offset these costs.
- While the Town will receive benefits from LSC's future plans, the increased student population may be a challenge for the Town, especially in the local rental market. Lyndon should work with the college to determine the best housing options for the additional student population, if additional student housing is not realistic on campus.
- The public and private school facilities may not be used to their full potential. Sports programs and other organizations fight for space at popular facilities that are considered more accessible while other facilities remain empty and unused.
- Use of tax funds to support student attendance in schools other than Lyndon Town School and Lyndon Institute has been a discussion point at recent annual school meetings. This topic needs continued study.

STRATEGIES

1. In line with the Safe Schools/Healthy Students Grant, support the development of comfortable and confidential community meeting and resource rooms at LTS and CNSU. This will support the involvement of parents and community members in school settings.
2. Consider the creation of a recreation coordinator to assist in better utilizing existing education and public facilities to the benefit of all members of the community through sharing of our current resources. With better coordination we could open the facilities for family events, opportunities for inexpensive family fun, as well as opportunities for our elders.

3. Support access to quality preschool programs as well as improved collaboration and support among childcare providers and other early educators. These efforts may improve transitions for all preschool children in their various settings to Kindergarten at the Lyndon Town School.
4. Consider ways to improve transitions for all students entering Lyndon Institute from sending schools. Increased recreation and community outreach programs would help facilitate these transitions.
5. Support increased access to needed resources such as mental health services, preschool programming and infant care.
6. The Cobleigh Library provides continuous programs and opportunities for all members of the community. We recognize the value of the library and the Bookmobile and encourage their continued support from the community to help with its strong and continuous growth.
7. School zones should be established as a conditional use in the residential neighborhoods in which Lyndon Town School and Lyndon Institute are located in order to ease the process of additional construction if future growth occurs. Schools should be designated as “conditional use” in an additional one or two specified areas of town in which the population is expanding.
8. Encourage our local school board to review its options relating to expanding opportunities for students to attend schools other than Lyndon Town School and Lyndon Institute.

SPECIAL POPULATIONS

GOALS

- Encourage tolerance, acceptance and inclusion of all citizens. Work for the fair and equitable treatment of all irrespective of age, race, ethnicity, culture, interests, gender or sexual orientation (cohesion through diversity).
- Work to ensure accessibility to essential services and programs for all of Lyndon's citizens.
- Support a high quality of life and independent living for Lyndon's elders, persons with disabilities, persons living in poverty, English language learners and others who require special services or consideration.
 - basic education, vocational education and continuing education.
 - social services
 - health services
 - recreational opportunities
 - transportation options
- Help find ways for persons who are elderly or who have disabilities are able to live in their own homes or with their families for as long as possible.
- Support assisted living and nursing home options for those in need.
- Support emergency/temporary housing and services for the homeless.



Riverside Life Enrichment Center, Route 114

BACKGROUND

In the best small town tradition, the citizens of Lyndon look after their own; and as our population has grown and become more diverse, our concerns for those in need have also grown and changed. To our concerns for the elderly, persons with disabilities and the working poor, we now add concerns for persons who speak a language other than English (English language learners or ELL) and persons who are homeless.

PERSONS WHO ARE ELDERLY

Elders are valuable members of any community. They are generous with their time and money, contributing untold hours to local organizations and projects; they tend to spend their incomes locally; and, they vote.

United States census data for 2000 indicated 790 persons living in Lyndon were 65 or older. This is approximately 14.2% of the total population. National trends show that older Americans comprise a rapidly expanding proportion of our population, so it is reasonable to assume the percentage is higher today.

Lyndon serves its senior citizens well and is considered a great place to live. In the downtown area, seniors have access to affordable housing, meal programs and social activities. The Darling Inn and the Mathewson Building are two of the most popular senior housing facilities in Lyndonville. Both are within walking distance to village amenities, such as the U.S. Post Office, Community National Bank, Union Bank, the Senior Action Center, the Retired Senior Volunteer Program (RSVP) and the Cobleigh Library. Village shops and services also include a pharmacy, beauty parlor, barbershop, and The White Market, a grocery store that provides free deliveries to the homebound.

Lyndon hosts a variety of housing options for seniors (see table below for details). Throughout town there are currently 107 housing units reserved for seniors, a majority of which are subsidized apartments. The Darling Inn is the largest senior housing complex in the Lyndon Area. It houses 28 apartments in the historic building. The building is handicapped accessible with one-third of the apartments handicapped equipped. The building also houses the Senior Meal Site which provides nutritional meals Monday through Friday for a donation.

SPECIALTY HOUSING UNITS IN LYNDON & LYNDONVILLE

Facility	Facility Type	# of Apartments/ Beds	Handicapped Accessible	Subsidized	Waiting List
The Pines Health & Rehabilitation Center	Skilled & Intermediate Nursing Care	60	Yes	NA	Yes
The Pines Health & Rehabilitation Center	Level III Residential Care	10	Yes	NA	Yes
Lyndon Women's Home	Level III Residential Care	4	Yes	NA	No
Specialized Care Total		74			
The Darling Inn	Elderly & Disabled Apartments	28	3	Yes	Yes
Lyndon Terrace	Elderly & Disabled Apartments	21	2	Yes	Yes
Mathewson Building	Elderly & Disabled Apartments	6	2	Yes	Yes
Marigold Apartments	Elderly & Disabled Apartments	6	6	Yes	NA
The Cardinal's Nest	Senior Apartments (62+ yrs.)	12	12	No	Yes
Tute Hill Trailer Park	Senior Housing (55+ yrs.)	34	NA	No	NA
Elderly & Disabled Total		107	25		
Lyndon Meadows	Family Apartments (no age limits)	17	0	Yes	Yes
Raymond Street	Family Apartments (no age limits)	3	1	Yes	Yes
Raymond Street	Family Apartments (no age limits)	3	0	Yes	Yes
Family Apartment Total		23	1		

Source: Vermont Housing Data Online (<http://www.housingdata.org>), retrieved on: January 14, 2008

From the research into the facilities noted above, it seems several entities need to maintain a waiting list, especially the most popular housing facilities (all of which are located in the village). Even for private entities, like the Cardinal's Nest Apartments and the Tute Hill Trailer Park, there is considerable demand. Representatives from Gilman Housing and NCMC commented that although the waiting list changes frequently, there is still a significant demand level that remains constant.

Beyond the immediate downtown district, Lyndon has the Pines Nursing Home and the Life Enrichment Center for adult day care. Meals on Wheels are distributed from the Darling Inn and Strong Living classes are scheduled at several sites. The Senior Action Center, located on Church Street in Lyndonville, provides entertainment and social activities for seniors. The facility hosts card games, senior exercise

classes, bingo, parties and offers occasional dinners and refreshments. Other resources in town essential to successful aging include Corner Medical, Physical Therapy, Alcoholics Anonymous, a number of churches as well as educational and cultural opportunities at Lyndon Institute and Lyndon State College. A variety of good restaurants add to the Town's and area's attractiveness.

Regionally, Lyndon elders are served by the Northeastern Vermont Regional Hospital including the Norris Cotton Cancer Center, Caledonia Home Health, Hospice, Department of Mental Health and the Department of Vocational Rehabilitation in St. Johnsbury. The Northeast Kingdom Area Agency on Aging provides a wide range of services to all older people and their families including help with legal issues, home-based services, prescription drugs, nutrition and tax assistance. Mature driving classes, Catamount Arts programs and Osher Life-long Learning lectures enrich the lives of seniors as do such organizations such as veterans' groups, AARP and Vermont Retired Teachers Association.

PERSONS WITH DISABILITIES

The 2000 census indicated that 395 of our citizens under the age of 65 and 290 of our citizens 65 or older have disabilities. In terms of total percentages, 7.5% of our population is young and disabled and 5.5% is elderly and disabled for a total of 13% of our overall population.

BREAKDOWN OF DISABLED POPULATIONS

Population with a Disability...	Lyndonville	Lyndon
16 to 20 years	15	46
21 to 64 years	132	349
65+ years	115	290
Total	262	685
Percentage of disability type (total):		
Sensory	16.3%	
Physical	25.6%*	
Mental	20.2%	
Self-care	5.8%	
Go-outside-home	17.6%*	

*majority are elderly

It is safe to say that the Town addresses their needs comprehensively. The Caledonia North Supervisory Union conducts an annual "Child Find" screening that provides an array of educational and support services to children with disabilities and their families as soon as they are identified, often at birth. Services are provided as needed through age twenty-one beginning with the Family, Infant and Toddler program, Early Essential Education for children aged three to five, and special education services at Lyndon Town School and Lyndon Institute. High school students with disabilities are assisted in making the transition to the world of work and life outside of school. In some instances of intense need, the Town pays schools and services outside of the area to serve students.

Children with disabilities, their families and teachers have access to support services through the Northeastern Vermont Regional Hospital, Hitchcock Medical Center in West Lebanon, New Hampshire and Fanny Allen Hospital at the University of Vermont. They also have access to specialty services such as those provided by the Stern Center for Language and Learning in Burlington, Vermont.

Adults with disabilities are served by the above-named hospitals as well as the Department of Mental Health, Department of Social Services and Department of Vocational Rehabilitation. The Riverside Life Enrichment Center provides much needed day services for adults with severe or profound disabilities. In addition, area churches, Lyndon Food Shelf and Rural Community Transportation (RCT) provide ancillary services to this population.

ENGLISH LANGUAGE LEARNERS (ELL)

Persons who speak a language other than English comprise a growing population who often exist on the margins of our community awareness. Yet, they often have special needs that must be addressed. Most are here to attend Lyndon Institute or Lyndon State College. Together, the high school and college serve ELL students from many countries

The largest identified ELL population attends Lyndon Institute, which actively recruits boarding students and plan to expand their numbers in the future. There are currently 73 boarding students at LI, fifty-nine who are residents of foreign countries, particularly Korea and Taiwan, but LI serves Spanish-speaking

students and other ELL students as well. A few of the fifty out-of-district “day” students also attend specifically because it provides services for ELL students.

Lyndon State College has served foreign students but does not actively recruit in other countries. The number of ELL students is considerably smaller and fluctuates, so that there is no long term pattern in students’ country of origin. Also, the college doesn’t require ELL students to identify themselves as such. Students either “self identify,” or are referred for academic or social assistance by faculty or staff, because of their English language deficiencies. At present, between 10 and 20 ELL students are attending LSC. Lyndon Town School serves a small, but growing, number of ELL students.

Farm laborers, restaurant workers, construction workers and other groups of migrant or permanent laborers who work in low paying “blue collar” occupations comprise a less visible ELL population. For many, their immigration status may force them to exist on the community’s margins. They often need social, medical, legal and other services, but do not have access to them. This population will grow as the local economy generates a greater need for these workers.

Overall, Lyndon welcomes those who speak a language other than English. Residents are friendly and accommodating and get along with their neighbors. There have been no recorded events involving significant racial/ethnic animosity, prejudice towards, or mistreatment of, ELL persons. Nor have ELL persons disrupted community life by “carrying over” ethnic, political or religious tensions from their homelands. In fact, our positive community attitude and the rural nature of the area combine to create a mostly accurate perception of safety. Parents of foreign students appreciate this fact. And as the numbers of ELL persons from specific countries grows, particularly in the student sector, a “critical mass” is created that enhances their sense of security.

Lyndon’s compact business area makes it easier for ELL students, in particular, to get what they need, as many do not own cars. And the numbers of ELL shoppers has caused some businesses to begin catering to them (i.e. specialty foods). The pedestrian bridge over the Passumpsic River provides easy access to the business area and is heavily used by LI students, including ELL students.

RCT is used by ELL residents, including students. The Burke Mountain Ski area is a real draw for ELL students. And most important, the LSC, LI and Cobleigh libraries provide access to information, including Internet language translation programs.

While residents from other countries are in the process of learning English, Lyndon should encourage ELL persons to use available translation services such as Verizon’s translation service and a local program funded through a Governor’s Success by Six grant that provides translators to parents of young children who are attempting to obtain education, medical or social services for their children or themselves. Persons who move here and don’t speak English are encouraged to learn it.

PERSONS WHO ARE POOR & THE WORKING POOR

The U.S. 2000 census and 2001 Current Population Survey provide some general information about the status of the poor and working poor, and by logical extension, their status in the Northeast Kingdom. A Census Dept. formula was used to determine that in 2000, 11.3% of the U.S. population lived at or below the poverty level and approximately 4.7 % of all persons in the labor force qualified as “working poor.” Nationally, about 5.5 % of women and 4.0% of men in the labor force are classified as working poor.

As the Northeast Kingdom grows as a tourist and vacation destination, Lyndon will likely experience an increase in the numbers of poor families and individuals who are drawn to the area by demand for low-skilled and semi-skilled workers in the construction and service industries. It is reasonable to assume that Lyndon’s municipal services, schools, social services and local charities should plan for increased demand for their services including the need for support for food and energy. Families should be encouraged to participate in voluntary programs, such as the Cobleigh Library’s Baby and Toddler sessions, which enhance children’s language development and literacy.

PERSONS WHO ARE HOMELESS

The homeless are the least visible group of all, due in part to their apparent small numbers. Lyndon Institute often coordinates its work with Northeast Kingdom Community Action Youth Services to serve high school students who are without permanent homes. Area churches and social agencies do the best they can to serve individuals and families, but often must extend their efforts beyond the scope of their “job description.” Overall, the Town has no coordinated and comprehensive approach to dealing with the homeless.

ISSUES & CONCERNS

- The population of Lyndon is growing older, as the numbers of young adults and young families with children is decreasing.
- The Lyndon Municipal Building and CNSU Central Office are not fully accessible.
- More specialty housing is needed.
- Information on existing services that are available is incomplete and scattered.
- Traffic through the center of town presents unique challenges for persons who are elderly or who have disabilities.
- The lack of public transportation and extensive pedestrian walkways or bicycle routes adversely affects special populations.
- More non-English speaking persons are settling in Lyndon. Non-English speakers seek affordable opportunities to learn English.

STRATEGIES

1. Encourage activities that allow the English speaking community to learn more about their ELL neighbors and vice versa. Examples could be neighborhood picnics or similar functions.
2. Support the efforts of the Cobleigh Library and other services to expand cultural programs for Lyndon's special populations.
3. Support an oral history project that collects and preserves memories of the NEK's elderly.
4. Develop an information/resource clearinghouse as part of a Town website that promotes greater awareness of, and access to, the many services that exist. This information service should include a list of bilingual persons who can work as interpreters.
5. Consider the unique aspects of neighborhoods and the needs of persons who are elderly or who have disabilities when addressing growth, road/street construction and zoning.
6. Make accessible to the extent possible, recreational facilities and parks to all. This includes providing access to persons and families who cannot afford user fees.
7. Consider what actions are necessary to make the Town Municipal Building more handicapped accessible.
8. Consider the need for space that is readily available for large meetings, educational, recreational and service activities.
9. Work with the Cobleigh Library, Lyndon Institute and Lyndon State College to develop adult basic education opportunities for the small but growing ELL population who are not high school or college students
10. Consider the needs and capabilities of the persons who are elderly or who have disabilities when designing changes to traffic patterns through Town (i.e. one way streets, stop signs or “roundabouts”).

11. Include to the extent possible the construction of a safe, handicapped accessible and expanded sidewalk system as plans for reconstruction of Broad Street progress.
12. Support the construction of safer crosswalks in the center of town.
13. Investigate the construction of bike lanes that can accommodate three-wheeled bikes on major streets through Town. This includes Route 5 (Broad St., Depot St. and Main St.) for its entire length through Town
14. Encourage use of the Rural Community Transportation Program and other forms of public transportation.
15. Encourage development of homes for persons who are elderly, who have a disability or who are homeless, in areas in where necessary services and access to transportation already exist.
16. Continue to work with existing agencies so that special populations have access to a range of affordable housing, including apartments and homes as well as specialty housing (i.e. independent assisted living units, housekeeping units and nursing homes).
17. Consider the needs of persons who are elderly and persons with disabilities when addressing zoning issues such as setbacks, parking, etc.
18. Encourage implementation of a plan to provide adequate and safe temporary shelter and services for those in need.
19. Support access to healthy living programs (nutrition, recreation, intellectual stimulation) for the elderly and other populations for whom a need exists.
20. Support continuance and expansion of existing programs that provide clothing, sports equipment and household goods to those in need.

HOUSING

GOALS

- When planning for new housing options, consider the existing rural small town character of the Village and Town.
- Increase options for housing where town services, in particular water and waste water services, either exist or can be expanded cost effectively.
- Encourage housing development using practices that preserve open landscape and farms.
- Encourage housing development that conserves energy and natural resources.
- Support appropriate housing for Lyndon residents at all stages of their life span including affordable first homes, “move up” larger homes, apartments, duplexes, condominiums, independent living facilities and special care facilities (e.g. nursing homes).
- Encourage mixed use development of affordable housing and affordable rental properties.



A view along South Street, Lyndonville

POPULATION

Over the last several decades the Town of Lyndon's population has grown each decade. Lyndonville's population, on the other hand, has decreased since 1980, but now remains relatively constant. This is attributed to village build-out, a decrease in the average household size and the turnover of housing units to commercial and office space in some areas of the village.

POPULATIONS 1960 - 2000

	1960	1970	1980	1990	2000	2006*
Lyndon	3,425	3,705	4,924	5,371	5,448	5,709
Lyndonville	na	na	1,401	1,255	1,227	1,236
Caledonia County	22,786	22,789	25,818	27,846	29,702	30,842
Vermont	389,881	444,731	511,466	562,758	608,827	623,908

*Estimated Population: U.S. Census Bureau

Source: Vermont Indicators Online based on U.S. Census 1960 - 2000

PRESENT HOUSING STATUS

Lyndon hosts some of the most diverse housing stock in the county. There is a mixture of older Victorian homes, large old historic farm houses with accompanying barns, small New England style capes, village apartment houses with wraparound porches, brick apartment buildings, mobile homes, senior apartments and more modern ranches and modular homes. Lyndon's housing stock can currently accommodate every stage of life; this is something only a few towns in the county can declare.

In 2000, Lyndon had a total of 2,190 housing units with 159 units identified as vacant (Census 2000). Of the 2,190 units, 68.5% were owner-occupied units and 31.5% were renter-occupied units. Lyndon traditionally has had a small number of seasonal or second homes and the Census 2000 figures may not have taken into account the student population (approximately 30% of the vacant units were considered "for rent" units in the 2000 Census).

2000 Housing Stock - Town of Lyndon & Village of Lyndonville

	Town of Lyndon			Village of Lyndonville		
	Owner occupied	Renter occupied	Vacant units*	Owner occupied	Renter occupied	Vacant units*
Total	1390	641	159	231	360	48
Buildings with 1 unit	1068	123	72	177	40	12
Buildings with 2 units	100	99	40	43	69	13
Buildings with 3+ units	13	357	47	7	251	23
Mobile homes	209	62	0	4	0	0
Boats, RVs, vans or other	0	0	0	0	0	0

*A housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant.

Source: Vermont Housing Data: Main Housing Data Profile Online at www.housingdata.org

It is also important to note that in 2000, Lyndon had 271 mobile homes, only 12.3% of the overall housing stock. This is a low figure considering the amount of low-to-moderate income population in Lyndon. Mobile homes are often the first home for low-to-moderate income populations.

HOUSING CONDITIONS

On average, Lyndon's housing stock is in relatively good condition. Lyndon saw a considerable housing boom in the 1970's and 80's with over 810 homes built in this timeframe. Because of this, the town has almost equal amounts of housing units built before 1969 to those built after 1970. Most of the homes that are considered "sub-standard" are located outside of Lyndonville. All of the Lyndonville homes that are considered "sub-standard" were built prior to 1940.

LYNDON & LYNDONVILLE'S SUBSTANDARD HOUSING 2000

	Town of Lyndon			Village of Lyndonville		
	Total*	Owner Occupied	Renter Occupied	Total*	Owner Occupied	Renter Occupied
Housing units lacking complete plumbing facilities	48	5	8	0	0	0
Housing units lacking complete kitchen facilities	48	0	13	5	0	5
No telephone service available (occupied)	22	15	7	9	2	7
Median year structure built	1968	1975	1946	before 1940	before 1940	before 1940

*Occupied & Vacant

Source: VT Housing Data: Directory of Affordable Rental Housing - Special Needs Data Profile Online at www.housingdata.org

Lyndon also has very few single-family homes that are over 4,000 sq. ft. A majority of Lyndon's homes have 3 bedrooms and most of the new homes are built in the 1,800 to 2,000 sq. ft. range.

PRICE OF HOMES

A few years ago The Vermont Housing Council and the Vermont Housing Awareness Campaign's annual report began to focus on the upward spiral of housing costs in comparison to the average wages in Vermont. According to *Between a Rock and a Hard Place: Housing and Wages in Vermont 2008 Update*, Vermont's median purchase price for a new home rose to \$210,000 in 2007 (a 101 percent increase since 1996). The average Vermonter would need an annual income of \$65,000 as well as \$14,000 in cash (for closing costs and a 5 percent down payment) to afford the median purchase price. Vermont's average Fair Market Rent rate rose as well, to \$836 for a modest two-bedroom apartment. A Vermonter would need to earn \$16.07 per hour or \$33,342 annually to afford that rent.

The same affordable housing issue is visible in Lyndon as well. The data presented below shows Lyndon's rising housing values from 1988 to 2000. In just five years ('01-'06) the average sale price of a single-family home in Lyndon grew by 66% and the average sale price of a mobile home with land grew by roughly 20%. On average, Lyndon has maintained a slightly lower average sale price of single-family homes than Caledonia County.

Compared to Vermont's average sale price of single-family homes, the price gap between the State and Lyndon seems to be growing. In 1988, there was a \$34,000 difference between single family home sale prices in Lyndon and the rest of the State. In 2006, the difference had increased to \$92,000 difference.

NUMBER OF PRIMARY RESIDENCE SALES AND AVERAGE PRICE OF PRIMARY RESIDENCE SOLD (1988-2006)

Single Family Homes							Mobile Homes with Land						
Year	Lyndon		Caledonia Co.		Vermont			Lyndon		Caledonia Co.		Vermont	
	# Sold		# Sold		# Sold			# Sold		# Sold		# Sold	
1988	61	\$72,222	306	\$72,505	6,283	\$106,150		6	\$35,633	28	\$31,154	279	\$37,544
1989	52	\$77,678	246	\$80,962	5,201	\$116,045		0	—	19	\$34,837	229	\$42,076
1990	35	\$83,628	176	\$87,357	4,051	\$117,170		4	\$44,750	28	\$34,694	214	\$43,004
1991	30	\$82,820	152	\$83,099	3,796	\$114,107		4	\$45,358	18	\$41,741	183	\$46,415
1992	25	\$80,262	152	\$81,184	3,916	\$113,201		3	\$32,667	17	\$36,747	172	\$44,904
1993	33	\$78,433	195	\$85,088	5,026	\$113,465		1	\$38,500	14	\$33,457	154	\$46,607
1994	29	\$86,278	199	\$81,269	5,868	\$117,813		6	\$34,250	21	\$38,468	258	\$42,996
1995	34	\$75,756	196	\$81,599	4,702	\$119,745		3	\$45,667	20	\$46,368	226	\$46,566
1996	37	\$83,234	204	\$86,048	4,863	\$120,781		8	\$37,675	17	\$34,977	172	\$41,803
1997	15	\$75,994	138	\$85,739	4,277	\$128,940		1	\$29,000	13	\$38,808	130	\$46,944
1998	24	\$76,592	184	\$99,343	5,628	\$132,332		7	\$41,586	17	\$40,344	157	\$51,431
1999	49	\$158,308	295	\$102,518	6,646	\$135,743		3	\$33,850	21	\$39,105	198	\$46,520
2000	36	\$83,681	269	\$97,049	6,929	\$144,372		2	\$48,250	22	\$37,975	200	\$47,069
2001	44	\$87,970	307	\$104,252	6,792	\$154,100		7	\$50,729	24	\$50,480	224	\$55,356
2002	45	\$105,060	306	\$112,371	6,874	\$167,561		10	\$39,960	29	\$41,276	302	\$58,631
2003	47	\$109,901	315	\$114,841	7,419	\$183,370		8	\$68,300	32	\$57,479	309	\$64,254
2004	50	\$116,225	354	\$119,971	7,899	\$199,729		3	\$59,833	33	\$49,582	343	\$72,882
2005	53	\$137,889	349	\$145,118	7,404	\$231,678		5	\$59,588	27	\$64,146	347	\$75,594
2006	52	\$146,008	282	\$155,233	6,046	\$238,719		0	—	2	\$21,000	270	\$92,907

Source: Vermont Housing Data Online (www.housingdata.org), retrieved on: October 10, 2007

The Vermont Housing Finance Agency also analyzed the affordability index of each County in the state. An Affordability Index of 100% means the purchase price of the home estimated to be affordable for the median income household in an area is equal to the median purchase price in that area. Caledonia, Orleans and Essex Counties had Affordability Indexes of 88%, 87%, and 110% respectively.

ADDRESSING AFFORDABLE HOUSING

Affordable housing, as defined in Title 24 V.S.A. Chapter 117, §4303(1) is:

- housing that is owned by its inhabitants whose gross household incomes does not exceed 80% of the county median income, as defined by the U.S. Department of Housing & Urban Development, and the total annual cost of the housing, including principal, interest, taxes,

insurance, and condominium association fees is not more than 30% of the household's gross income; OR,

- b) housing that is rented by its inhabitants whose gross annual household income does not exceed 80% of the county median income, as defined by the U.S. Department of Housing & Urban Development, and the total annual cost of the housing; including rent, utilities, and condominium association fees is not more than 30% of the household's gross annual income.

The following calculations detail one method for determining what would be considered "affordable housing" using the State of Vermont's definition for a family of four in Caledonia County.

TOWN OF LYNDON FY 2008 INCOME LIMITS SUMMARY

Median Income	FY 2008 Income Limit Category	Household Size							
		1	2	3	4	5	6	7	8
\$53,300	Very Low (50%) Income Limits	\$20,600	\$23,550	\$26,500	\$29,450	\$31,800	\$34,150	\$36,500	\$38,850
	Extremely Low (30%) Income Limits	\$12,350	\$14,100	\$15,900	\$17,650	\$19,050	\$20,450	\$21,900	\$23,300
	Low (80%) Income Limits	\$32,950	\$37,700	\$42,400	\$47,100	\$50,850	\$54,650	\$58,400	\$62,150

Source: HUD 2008 Income Limits (<http://www.huduser.org>)

AFFORDABLE CALCULATION (family of four):

\$ 47,100.00	Low Income Limit (80%) for a 4 person household (2008)
<u> /12 </u>	
\$ 3,925.00	Monthly Income
<u> x 30% </u>	
\$ 1,177.50	Amount Available for Monthly Housing Cost (no more than 30%)

Based on the calculations above, affordable rental housing for a family of four in Lyndon should require no more than **\$1,177.50** per month for rent, utilities and any association fees. For affordable homeownership, a Lyndon family of four should spend no more than **\$1,177.50** on their monthly utilities, taxes, insurance and mortgage payment, including principal and interest.

HOURLY WAGE NECESSARY FOR "AFFORDABLE" RENTAL UNIT* (2007)

	Lyndon & Lyndonville	Caledonia County	Vermont
0 bedroom unit	\$9.54	\$9.54	\$11.43
1 bedroom unit	\$9.92	\$9.92	\$13.12
2 bedroom unit	\$12.44	\$12.44	\$16.07
3 bedroom unit	\$15.75	\$15.75	\$20.91
4 bedroom unit	\$16.31	\$16.31	\$24.07

*Housing affordability is defined according to State Definition 24 V.S.A. Chapter 117 §4303(1)

Source: Vermont Housing Data: Main Housing Data Profile (www.housingdata.org)

The hourly wage necessary in order for a householder to rent "affordably" in Caledonia County is depicted below. For instance, if a householder is renting a one bedroom unit, the unit would meet the state's definition of "affordable" (see above) if the householder earned \$8.88 per hour. The Vermont Minimum Wage is currently set at \$7.68 per hour (and scheduled to go to \$8.02 in January, 2009), creating a substantial gap in affordability for households renting units with multiple bedrooms, for single parent households or for families with one primary earner.

From the 2000 Census, it seems that Lyndon has a significant number of renters that do not have "affordable" rents. In calculations on gross rent as a percentage of household income, it seems that 32% of Lyndon's renters spent more than 30% of their income on their housing costs. The percentage of people not meeting "affordable" rent definitions may have increased considerably beyond these figures since 2000, when you take into account the rise in the average value of homes.

Lyndon also has some areas, i.e. Lyn Haven on Route 5 and Maple Ridge that provide "starter" homes that allow residents to improve over time, or to live in economically, build equity and "move up." The area

is also conducive to the development of mobile/modular home development. In fact, Lyndon is being considered as the site of a business that constructs affordable modular homes. The Gilman Housing Trust also provides a "Revolving Loan Fund" for the rehabilitation of housing and Lyndon residents are the actual and potential recipients of such help.

HOUSING FOR SPECIALTY POPULATIONS (also discussed in the Special Populations section)

Lyndon has a variety of specialty housing geared towards the elderly, disabled and low-income populations. Combined, the facilities provide 130 housing units, 60 Nursing Care beds and 14 Level III Residential Care beds. For a breakdown of each facility, see the table below. Roughly 70% of the subsidized housing units available in Lyndon are reserved for either elderly and/or disabled persons.

Specialty Housing Availability in Lyndon, VT

Facility	Facility Type	# of Apartments/ Beds	Handicapped Accessible	Subsidized	Waiting List
The Pines Health & Rehabilitation Center	Skilled & Intermediate Nursing Care	60	Yes	NA	Yes
The Pines Health & Rehabilitation Center	Level III Residential Care	10	Yes	NA	Yes
Lyndon Women's Home	Level III Residential Care	4	Yes	NA	No
Specialized Care Total		74			
The Darling Inn	Elderly & Disabled Apartments	28	3	Yes	Yes
Lyndon Terrace	Elderly & Disabled Apartments	21	2	Yes	Yes
Mathewson Building	Elderly & Disabled Apartments	6	2	Yes	Yes
Marigold Apartments	Elderly & Disabled Apartments	6	6	Yes	NA
The Cardinal's Nest	Senior Apartments (62+ yrs.)	12	12	No	Yes
Tute Hill Trailer Park	Senior Housing (55+ yrs.)	34	NA	No	NA
Elderly & Disabled Total		107	25		
Lyndon Meadows	Family Apartments (no age limits)	17	0	Yes	Yes
Raymond Street	Family Apartments (no age limits)	3	1	Yes	Yes
Raymond Street	Family Apartments (no age limits)	3	0	Yes	Yes
Family Apartment Total		23	1		

Source: Vermont Housing Data Online (<http://www.housingdata.org>), retrieved on: January 14, 2008

The most popular housing facilities are located in downtown Lyndonville, within a close walking distance to village amenities. The managing entities for The Darling Inn and the Mathewson Building need to maintain waiting lists because of the popularity of the buildings. However, so do most of the other subsidized housing facilities located throughout the town and village. Even for non-subsidized private facilities, like the Cardinal's Nest Apartments and the Tute Hill Trailer Park there is a considerable amount of demand.

On top of the subsidized facilities, tenant-based assistance is also available through Vermont's Local and State Public Housing Authorities via Home Ownership Vouchers, Project-based Vouchers and Tenant-based Vouchers. According to the HUD Resident Characteristics Report (Sept. 2006 – Dec. 2007) 136 persons were provided housing vouchers in Lyndon.

SUBSIDIZED HOUSING VOUCHER RECIPIENTS (Sept. 06 - Dec. 07)

Type	# Elderly and/or Disabled	Total
Home Ownership Voucher	5	7
Project-based Voucher	7	11
Tenant-based Voucher	88	118
Total	100	136
% Elderly and/or Disabled		73.50%

Source: HUD Resident Characteristics Report (September 1, 2006 - December 31, 2007)

Student housing is also something that Lyndon and Lyndonville need to think about for the future. Lyndon Institute is expanding its residence programs and has built a new dorm to accommodate the new students. Lyndon State College, on the other hand is seeing increasing enrollments, has a lack of dorm facilities on campus and has a lack of suitable building sites on-campus as well. In recent years, LSC has had to prioritize which students receive on-campus dorm space to only those students who are truly out-

of-state, forcing in-state students from as far away as Barre to either become commuters or to find an apartment locally. This new demand has tightened Lyndonville's rental market considerably. LSC recently built a new dormitory but may in the future consider re-implementing a program used a few years ago of managed off campus apartment style housing in the Village or Town. LSC managed apartments are supported because it would help provide occupancy with more oversight and allow students more housing choice.

DEVELOPMENT TRENDS

Lyndon, like most towns in the Northeast Kingdom finds that it develops mostly through the subdivision of a large parcel into 1-2 acre building lots, which are then bought and built on by the purchaser. Lyndon has seen very few subdivisions where the homes are built by the same entity subdividing the land. In the late 90's Lyndon saw a lot of subdivision applications which explains the large amount of single-family building permits issued in the last several years. Today most of the 1-2 acre buildable lots have been purchased and Lyndon is again seeing more subdivision applications. At this time, Lyndon actually has a considerable number of large lots left.

The entire Village has water service, and sewer service is expanding into nearby areas of the Town. The Wastewater Treatment plant has been upgraded and is currently operating at considerably less than half of its capacity (300,000 gallons per day with a 750,000 gallon capacity). This means that expansion into new neighborhoods is possible.

ISSUES & CONCERNS

- Lyndon maintains over 75% of Caledonia County's Elderly & Disabled Subsidized Housing Units, approximately 95 units. However, compared to just the number of persons over 65 years of age (749), this amount of subsidized housing can only accommodate 12.6% of this population. Is this adequate for a growing aging population?
- A majority (80.5%) of the Subsidized Housing Units in Lyndon are only available for persons meeting Elderly & Disabled Criteria. This is good for the elderly and disabled, but not good for non-elderly & disabled low-income populations.
- Physical Disabilities are the largest disability type according to the 2000 Census. When compared to the number of physically disabled residents in Lyndon and Lyndonville, only 3.6% of the disabled population can currently be accommodated in specially retrofitted subsidized units. We do not have adequate income figures to substantiate the actual need for this type of housing.
- State Act 250 requirements and local bylaws do not necessarily coincide in land use regulations.
- On-site parking for rental housing in the Village is limited. This poses problems for the Village to provide enough public parking and for residents who can't park on the street in the winter months.
- Water and sewer systems are expanding slowly. Lack of this infrastructure impacts the construction of affordable housing, as the state has very costly permitting requirements for on-site septic systems.
- In real dollar terms (as a percentage of income), renting and owning housing in Lyndon is costly. The market for good affordable housing in the \$95,000 to \$110,000 range is very limited. (See related comment immediately above.)

STRATEGIES

1. Revise the zoning bylaws to allow for more compact development in specified areas of town (e.g. smaller lot size, multiple family dwellings, shared open space), especially where infrastructure is already available or can be easily extended.
2. Encourage development within and near existing residential and commercial areas to promote “walkable” communities.
3. Investigate construction of bike lanes and/or walking paths through and between new and existing neighborhood areas, especially through the Village.
4. Investigate a mechanism whereby developers could utilize smaller tracts of land than normally required near the village in order to provide affordable housing and in return for the smaller lot size be required to contribute towards the financial expense of expansion of village sewer services to those projects.
5. Work with area land trusts, property owners and developers to encourage preservation of land for neighborhood open space, pocket parks and greenways (where needed).
6. Encourage “infill” in the Village and adjacent Town neighborhoods. These might include allowance for denser populations in housing that mixes small lots and houses with bigger lots and houses; denser populations in apartment and condominium complexes that allows for a mix of smaller and larger units; allowing for less expensive alternatives to roads and walkways in developments (e.g. wider streets with pedestrian walkways instead of requiring sidewalks).
7. Work towards modifying local bylaws to better coordinate with state regulations.

RECREATION

GOALS

- Support recreation opportunities to meet present and future demands.
- Encourage maintenance and upgrading of recreational facilities, keeping ahead of health and safety issues.
- Maximize the impact of the rich variety of independently run recreational programs through coordination of times and locations.
- Continue promoting Lyndon as a walking community.
- Serve our current and projected demographics with an appropriate mix of recreational opportunities.
- Improve communications about and marketing of recreational opportunities.



Bandstand Park, Lyndonville

Lyndon is blessed with an impressive array of recreational activities and programs and many dedicated volunteers who provide leadership for these activities, particularly sports for children. Volunteers maintain the VAST network of snowmobile trails, organize and run the BurkLyn arts and crafts fairs, assist with programs in Powers Park, assist with productions of the Vermont Children's Theater, operate the Lyndon Outing Club and play in the Lyndonville Military Band.

PARKS & FACILITIES

Between the town and village there are six parks, several sport fields, seven gymnasiums, an ice arena, an outdoor swimming pool, a town forest and a winter recreation area. The following table lists the major public and private spaces and the facilities located at each.

PUBLIC SPACES**FACILITIES**

Powers Park	Outdoor swimming pool, lawn area, jungle gym, pavilion and tennis Court. Abuts River*
Mattocks Park	Lawn area with playground equipment
Bandstand Park	Lawn area with trees for shade, benches, fountain, and gazebo.
Veterans Park	Lawn area with benches and Veterans Memorial.
(South & Center) Park	Lawn area with benches.
Lyndon Town Forest	Forest area
Lyndon Outing Club	Winter recreation area for downhill skiing and snowboarding, includes rope tow and T-bar. outdoor ice rink and youth baseball field.
Lyndon Town School	Lawn area with playground equipment, youth baseball field and soccer field with bleachers, gymnasium.
Lyndon Institute	Lawn area with bleachers for track and center football field. Soccer/field hockey field, 2 gymnasiums.
Fisher Field	Softball field, baseball field and youth baseball field with bleachers and concessions.
Lyndon State College	Trails, frisbeegolf field, sports fields, pool, and two gymnasiums.
Norrie Park	Landscaped lawn area with a bench.

* Park does not have a designed river access.

The Town facilities also include the Fenton Chester Arena, an indoor ice rink which provides indoor public ice skating, figure skating and ice hockey programs. Fenton Chester Arena is a regionally significant facility, in that its use extends to clubs that encompass all of Caledonia County, the Northeast Kingdom and Littleton, New Hampshire. The Arena also provides instructional skate programs and serves as the ice arena for Lyndon State College, St. Johnsbury Academy and Lyndon Institute.

The Arena also hosts different events throughout the year, including the Home Show, a model train expo, a gun show and yard sales. The building itself is in very good condition. Major upgrades were recently completed, including new energy efficient lighting, a fresh coat of paint, energy efficient insulation, new bleachers, new flooring and locker rooms.

Most of the town's recreation facilities are in good condition, with the exception of some facilities at Powers Park. Powers Park hosts a tennis court, pool, baby's pool, bath house, basketball half-court and pavilion. Playground equipment was recently removed from the park for safety purposes, with the intention of replacing it in the future. The park also provides a number of summer programs including, swimming lessons, sports lessons and a children's free lunch program. The Village Improvement Society maintains Powers Park and has identified a number of improvements that need to be made to the facilities. These include recoating the pool surfaces, replacing the pool pump, replacing the bath house sinks, repairing the pavilion floor and structure and upgrading the basketball court. Besides some major facility repairs, the Village Improvement Society has a problem with vandalism and some of the facilities continually require repairs due to this issue. The Society is now working to improve supervision at the park and to change the layout of some facilities to eliminate misuse.

The Lyndon Outing Club is the oldest all-volunteer community ski slope in the nation. It offers programs for youth and adults as snow conditions permit. Supporting services for the Club such as snack bar, lift operation and maintenance and ski patrol are provided by local volunteers.

The Lyndon Town Forest is an underutilized local amenity at present. The forest is located off Severance Hill Road behind private property and requires passage along a right-of-way to get to it (See Town Plan Base Map). Unfortunately, it has no signage or trails, leaving residents to guess where it is.

SPORTS PROGRAMS & ACTIVITIES

Many organized sports programs are available to youth in this area including: baseball, figure skating, football, hockey, skiing, soccer, softball and swimming. Most involve competitions arranged according to age of participant, however some are recreational only.

In addition to these more formally organized activities, the faculty, staff and students of Lyndon State College, Lyndon Institute and Lyndon Town School assist in various projects, programs and activities. We are fortunate that some residents generously allow recreational activities on their private land. Burke Mountain provides free skiing to Lyndon Town School students in grades 3, 4 and 5, while the St. Johnsbury Country Club offers free golfing to the Lyndon Institute golf team and a low-cost summer youth program.

A majority of the sports programs and activities are run by non-profit volunteer organizations independent of the town, while a few are organized by the Lyndon Town School and Lyndon Institute. While extremely popular, many of these programs experience a lack of volunteers, a lack of funding and scheduling conflicts. This is due to many programs operating at the same time of year, forcing volunteers and participants to pick and choose one program or activity over another. Many of the organizations also find themselves competing for local financial support as well.

Lyndon has a long and proud heritage of hunting and firearms ownership. Some Lyndon families rely on the fall hunting season to provide a low-cost source of meat. Currently Lyndon has no shooting facilities, gun clubs, skeet or trap fields or any indoor or outdoor shooting ranges of any kind. Hunting and the shooting sports are safe, provide fun family times and engender a respect and appreciation for nature and the outdoors. Some also believe gun ownership provides a measure of protection and security that police cannot.

PATHS & TRAILS

Local paths and trails provide movement, interaction, and a connection to the environment. The Path Around Lyndon (PAL) group which was originally composed of individuals with an interest in a common walking path has now expanded to include an organization of over 30 member agencies, businesses and individuals who support the development of safe pathways in Lyndon.

The main PAL route is called the Little Stevens Loop, which follows Center Street, Stevens Loop Road, and Main Street. Longer variations of this route include Memorial Drive and Back Center Road (See Lyndon Base Map). The Little Stevens Loop is relatively safe for pedestrians and bicyclists, as there is a mixture of sidewalks and large roadway shoulders. PAL is working on improving safety and design of Big and Little Stevens Loops with the proposed development of raised sidewalks, especially along Memorial Drive and Back Center Road. Sections of Memorial Drive and Back Center Road have no shoulders and no sidewalks, plus the numerous curb cuts along Broad Street create safety issues with the ingress and egress of cars.

PAL's phased plan for improving Lyndon's pathways also includes developing a river walk trail along the Passumpsic River; extending sidewalks up College Road to Lyndon State College; replacing the temporary pedestrian bridge with a more permanent bridge design; and connecting existing pathways to the college's walking trails, Lyndon Institute's walking trails, the Kingdom Trails network to the north (Burke) and the Three Rivers Trail network to the South (St. Johnsbury). PAL has been working with the Vermont Agency of Transportation and other granting entities to complete these tasks.

Lyndon also hosts other major trail networks that provide for significant recreational tourism, such as the VAST network, Northeast Kingdom Cycling routes and the Kingdom Trails network. Kingdom Trails is a popular outdoor recreation network, with off-road mountain bike trails in Burke and surrounding towns. The trails attract over 30,000 users annually and have a network of 20 trails in Lyndon. Future long range plans for Kingdom Trails includes expanding the trail network in Lyndon and improving connections to

Lyndonville. Kingdom Trails also connects to Lyndon's on-road cycling routes as depicted on the Northeast Kingdom Cycling Map. All together there are approximately seven different on-road cycling routes that come through Lyndon and utilize VT Route 114, U.S. Route 5, Red Village Road, Elliott Road, York Street, Stark Road, South Wheelock Road, VT Route 122 and Darling Hill Road.

ISSUES & CONCERNS

- Viability of several sports programs is being questioned due to lack of volunteers. For example, the Lyndon Outing Club is being held together by a small group of people. Often youth sports programs rely on the same cadre of volunteers for several sports.
- Volunteers experience burn-out as a consequence of taking on numerous assignments and some drop out as a result.
- Lyndon has no Recreation Director or anyone to coordinate recreational efforts. Children and adolescents find that the schedules of some activities overlap and they must choose between two or three favorites. There is a lack of coordination of sport seasons and schedules both between and within sports (e.g. high school baseball and Babe Ruth baseball) overlap.
- Many activities require adult supervision (e.g. use of the Municipal Building gym), and often no one steps forward.
- Teens who do not participate in organized sports and the elderly are two groups who may be underserved.
- Some programs are costly and some families cannot participate for that reason.
- Lyndon's gyms, though numerous for a town this size, are overbooked for student use during fall, winter and spring. Non-student access to these facilities is difficult.
- Ice time during prime hours at the Fenton Chester Arena is scarce.
- The Municipal Center gym floor is old and may need to be replaced soon.
- The Powers Park Pool is in fair condition, but will need an overhaul in the next few years.
- Powers Park playground equipment was recently removed. Fund raising efforts are beginning in order to replace it.
- The long anticipated Lyndon Skateboard Park, for which some funds are available, has not been built.
- Public landings on the river are not easy to use; this restricts use to those who can manage the steep banks.
- The Lyndon Outing Club directors are considering snowmaking equipment in order to attract more skiers. Warm weather at the start of the last several seasons has driven local skiers to other venues.

STRATEGIES

1. Consider the creation of a recreation coordinator, possibly a volunteer who will take on the responsibility of coordinating the many independently run programs, or working with LSC to create a paid internship.
2. Continue to support Path Around Lyndon in their effort to develop safe, adequate and cost effective paths and trails in Lyndon. Efforts should be made to integrate PAL projects into planned highway or roadway funding projects as well.

3. Conduct a recreation audit and gap analysis of Lyndon's many programs. These will help to determine where season and scheduling problems exist and will also help to identify under- and over-served populations.
4. Develop a website that lists the many recreation and sports programs, activities and opportunities as well as important contact persons and relevant information.
5. The Town encourages Lyndon Outing Club to seek ski industry support.
6. Maintenance of public recreation facilities should be considered when developing the Municipal Capital Budget Improvement Plan.
7. The many recreation clubs and organizations might consider consolidating or forming a recreation cooperative in order to collectively fundraise and provide for planned facility maintenance and upgrades.
8. Consider construction of an outdoor skating rink somewhere in town.
9. Encourage land owners to keep land available to others for hunting and other forms of recreation.

TRANSPORTATION

GOALS

- Encourage development of “rail friendly” businesses along the rail spur that the State owns.
- Work to reduce traffic hazards and congestion through Lyndon.
- Provide for adequate parking in town.
- Improve pedestrian and bicyclist safety.
- Support air and train services appropriate to Lyndon’s development needs.



Millers Run Covered Bridge, Lyndon Center

ROAD NETWORK

Lyndon hosts a significant regional interconnection of state routes, a U.S. Highway and Interstate 91. It is this hub of transportation routes and networks that bring people into Lyndon from all directions. Interstate 91, a north-south highway, has two exits in town and provides connections to Massachusetts and Canada. U.S. Route 5, also a north-south route, runs directly through downtown Lyndonville and is the main truck route through town (trucks over 80,000 lbs. are not allowed on the interstate).

VT Route 114, VT Route 122, U.S. Route 5 and Red Village Road provide Lyndon with direct connections to all its surrounding towns. Because of these main roads, Lyndon has evolved into a regional center for more isolated towns in northern Caledonia County and Essex County. Other roads, such as Darling Hill Road and Diamond Hill Road, provide scenic views of the surrounding landscape.

The Town and the Village together have over 118 miles of roads and are only responsible for maintaining Class 2 and Class 3 roads (approximately 83.73 miles). Class 1 roads are considered extensions of the state highway system and a portion of the maintenance is provided for with state funds. Class 2 town highways are identified as the most important highways that fall under local jurisdiction. In Lyndon these include Darling Hill Road, Red Village Road, Calendar Brook Road, Back Center Road, College Road, Severance Hill Road, Center Street, Lower Campus Drive and S. Wheelock Road (see Town Base map). A majority of the remaining roads are classified as Class 3 roads. Generally unpaved, Class 3 roads include all other roads the town actively maintains. Class 4 roads receive little to no maintenance, as these roads are retained mostly as seasonal trails or private accesses to residences.

Road Classification Breakdown (mi.)

Class	Town	Village	Total
State Hwy	23.023	0.463	23.486
Class 1	0.689	1.337	2.026
Class 2	16.43	0	16.43
Class 3	62.05	5.25	67.3
Class 4	8.81	0.02	8.83
Total	111.002	7.07	118.072

Source: Lyndon Official Highway Map, AOT

Lyndon's road network has seen some improvements in the last few years. Two bridges located on Route 114 were replaced by the AOT in 2007, rail crossings were repaved by the Village in 2007, a traffic light was added to the intersection of Routes 5, 114, and 122 in 2005. Pinehurst (from High St. to Rt. 114) is currently undergoing complete reconstruction and repaving. Numerous improvements are still needed however, mostly to the state infrastructure. For example, the 2007 VTrans Pavement Management Report classified sections of Route 5, 122 and 114 in Lyndon as having "poor" or "very poor" conditions. Broad Street has also been targeted for a major redesign project by VTrans. Many of the state projects are several years out.

TRAFFIC FLOW

Some residents feel that Lyndon traffic flow has gotten considerably worse in the last several years. For certain major routes, traffic has increased in the last 10 years (Broad Street), while other routes have seen steady volumes (VT Route 122). According to 2006 Average Annual Daily Traffic (AADT), US Route 5 (Broad Street segment) is the most heavily traveled road in Lyndon and commonly sees over 14,000 vehicles per day. Most of these cars are coming from Interstate 91 Exit 23 and heading north. Other heavily traveled routes include VT Routes 114 and 122.

2006 Average Annual Daily Traffic (AADT)

Road	Segment	AADT
US Rt. 5	Red Village Rd. to Center St.	14,300
VT Rt. 122	US Rt. 5 to Center St.	3,400
VT Rt. 114	US Rt. 5 to Darling Hill Rd.	4,400
VT Rt. 114	Darling Hill Rd. to Brook Rd.	3,900
VT Rt. 114	Brook Rd. to Burke Town Line	3,400
I-91	Exiting from Exit 23	10,700

Source: Agency of Transportation, Policy & Planning Division

Poor circulation is commonly attributed to a number of factors including roadway design, land use, increased thru traffic, access management and road conditions. From public input sessions, Lyndon residents commonly mentioned the need to plan their shopping trips carefully in order to avoid making a left on Broad Street during peak volume hours. In addition, residents recognized an increase in traffic and at the same time, a lack of driver courtesy.

A majority of the issues mentioned are centered on the Broad Street area during peak volume times. The commercial makeup of the area has a diversity of parking lots, curb cuts, differing shoulder space, varying signage, railroad crossings and utility infrastructure. With the addition of pedestrians, bicyclists and truck traffic, consistent traffic flow is difficult. Many of the issues of Broad Street may be improved with a design that will improve visibility along the roadway. Some of these improvements may include:

- Simplifying signage. Limit multiple signs, maintain appropriate signage size for Broad Street's speed limit (35 mph) and make sure signage from one property doesn't obstruct neighboring property signage.
- Consolidating the ingress and egress points of several businesses or parking lots, especially where there isn't safe sight distance. Encourage designation of turning lanes at ingress and egress points. .

- Moving utility infrastructure underground or to the rear of the property when upgrades, replacement or new development allows for it. This will remove more visual clutter between the driver and their destination.
- Adding a center left-hand turning lane to improve traffic flow as described in VTrans Broad Street Project #STP 0113(57)SC.
- Developing clear visual edges of the roadway, such as curbs, green strips, or planters. Planters and green strips also provide a safety barrier for pedestrians and bicyclists.
- Maintaining setbacks consistent to surrounding buildings for new development or building additions.

Other problem areas for Lyndon and Lyndonville's transportation flow, as mentioned in the *Burke Mountain Area Transportation Infrastructure Study*, include the delays at the intersection of Red Village Road and Route 5; the delays at the intersection of Routes 5, 114 and 122; the general circulation of traffic in downtown Lyndonville (Main street, Depot Street, Broad Street, Center Street), and "Poor" or "Very Poor" pavement conditions on Route 114, 5, 122 and sections of Interstate 91.

PUBLIC PARKING

Lyndonville currently has a perceived lack of public parking. The current public parking set-up accommodates 166 cars along Main Street, Elm Street, Broad Street, Depot Street and Center Street. Spaces are meant to serve local merchants, their employees and upper floor residents. The current amount of parking may not be meeting these demands and business owners feel the lack of parking may be impacting their business. Parking usage, locations and availability should be studied further.

TRUCK TRAFFIC

Lyndon's major truck routes are U.S. Route 5 and VT Routes 114 and 122. According to the *Burke Mountain Area Transportation Infrastructure Study*, portions of these routes (especially VT Route 114 and Broad Street) have a higher than average truck traffic percentages compared to similar routes around the state. This is most likely due to the traffic funneling that occurs from VT Routes 114 and 122 into U.S. Route 5. Once on U.S. Route 5 most truck traffic either heads south onto Interstate 91 or continues on U.S. 5.

VT Route 114 and U.S. Route 5 are very important trucking routes regionally. VT 114 is the fastest connection for shipping to and from northern Essex County. U.S. 5 is also the primary truck route for north-south goods, as the interstate has weight limits. It is important to keep these routes open for safe and efficient means of travel for the town and region.

Lyndonville does see a considerable amount of truck traffic, especially since there is only one main truck route through the village. This can add to Lyndonville's congestion, noise and pollution and complicate the access to on-street parking. While there are a considerable number of trucks within weight limits for the interstate, some truckers prefer to go through the village because some businesses cater to truckers.

PEDESTRIAN & BICYCLE FACILITIES

Walking and biking are excellent alternative modes of transportation that also provide for healthier citizens. Lyndon is already a strong walking and biking community (as mentioned under the Community Character and Recreation Sections). Many people utilize the sidewalks and common walking loops for exercise, interaction, or to get to a specific place. Strategically placed sidewalks and trails can provide a completely separate transportation network, other than automobiles on roadways. Sidewalks and trails also provide important connections that improve the accessibility for area residents; this is especially true for children and the elderly. For these populations, being able to ride a bike to a park or walk to the drug store makes a big difference.

Currently, most of the pedestrian infrastructure, such as sidewalks and crosswalks, is concentrated in the Village of Lyndonville and Lyndon Center. There are some areas in town where new sidewalks or safe pathways would provide alternative connections back to the villages. For medium-density residential areas such as the neighborhood clusters around the Town School, Lyndon State College, Lyndon Corner, and portions of Back Center Road, developing sidewalks might make sense.

AIR

The Caledonia County State Airport is located on Pudding Hill in Lyndon. The airport serves mostly private pilots with small engine planes due to the limitations of the runway. A runway expansion and lighting upgrades may accommodate air freight delivery and private jets, but an expansion is considered unlikely due to the existing residential development surrounding the airport. The state will continue to maintain the airport with regards to airport safety. Recent safety improvements include the installation of automated weather equipment and upgraded runway lighting. The FAA is also working on technological upgrades to enable use of Global Positioning Systems (Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)) throughout the national air space. These will enable better navigation and improve safety.

RAIL

Lyndon has a north-south rail line, operated by Washington County Railroad that runs through downtown Lyndonville. Currently two trains per day use this section, one in each direction. Lyndonville's tracks were removed a number of years ago, but a siding and right-of-way still exist and the yard itself is still undeveloped. Rail shipping is anticipated to become more popular in the future and the former yard is expected to be targeted for redevelopment, as this is the last sizable village property eligible for development (not in the floodplain). Noting the significance an operating rail connection will have on Lyndonville's future, and the historical importance of the railroad, the Planning Commission suggests redevelopment to utilize the railroad in some fashion.

PUBLIC TRANSPORTATION

Rural Community Transport (RCT) is the public transportation provider for the Northeast Kingdom. RCT provides door-to-door and bus route transportation in and around the Lyndon area utilizing buses, cars, taxis, volunteer drivers, van pools and rideshares. Most of the transportation is provided with little or no cost to the passenger due to supplements from public programs or local organizations, such as Medicaid, the Area Agency on Aging and Northeast Kingdom Human Services. RCT's regular public bus route serving Lyndon is called the Jay-Lyn Jumper and currently runs every weekday between 6:30 AM and 5:30 PM. The Jay-Lyn Jumper route begins in downtown St. Johnsbury and runs north along Route 5 to downtown Lyndonville and Lyndon State College. Along Route 5 the bus also stops at major employers and essential services, such as Price Chopper, NVRH, the Green Mountain Mall, Lydall, the St. Johnsbury-Lyndon Industrial Park & Health Clinic and the Darling Inn. The bus route is underutilized and can accommodate additional passengers.

ISSUES & CONCERNS

- During morning and evening hours, traffic is congested from Exit 23 off I-91 to the junction of Rte. 5 and Rte. 114. Heavy traffic bound for Lyndon Institute and the college creates congestion between the intersection of Rte. 5 and Back Center Road and the Miller's Run bridge in Lyndon Center.
- Truck traffic through town is exacerbated by the State's more restrictive weight limits on I-91. (Trucks over 80,000 lbs. are not allowed). This restriction forces many truckers onto Routes 5, 122 and 114 and adds to the congestion, noise and pollution in the downtown area.
- There is a mismatch between the RCT and LSC students' schedules and destinations. LSC is considering developing a shuttle service of its own to address its students' needs.

- Expansion and improvements at the Caledonia County Airport is limited because it is hemmed in by private property,
- As the Burke Mountain Resort grows, Lyndon and Lyndonville can expect to see additional traffic, more congested roadways and increased intersection delays. More traffic will heighten existing problem areas. The Town and Village need to review transportation infrastructure issues as development plans unfold.

STRATEGIES

1. Require that development projects meet Town standards for road construction. Encourage paved roads where common sense dictates paving them.
2. Further study Lyndon and Lyndonville's public and private parking facilities to better understand amount, usage and availability arrangements.
3. Examine existing studies, such as the Burke Mountain Area Transportation Infrastructure Study and the Corridor Management Plan to determine their impact on the Town Plan and Capital Budget Improvement Plan.
4. Encourage use of more mass transportation (e.g. RCT). Support more usable (user friendly) schedules and routes.
5. Create a safe intersection that allows for reinstatement of two-way traffic on the Charles St. extension.
6. Pursue support and funding for improvements that are consistent with other aspects of the Town Plan for Route 5 from I-91 to the intersections of Routes 114 and 122.
7. Pursue support and funding for improvements that are consistent with other aspects of the Town Plan for Routes 114 and 122.
8. Support proposed safety improvements to the Caledonia County State Airport.
9. Encourage the development of "rail friendly" businesses along the existing rail spur.
10. Petition the State to raise weight limits on Interstate 91.

ENERGY: RESOURCES AND CONSERVATION

GOALS

- Maintain adequate energy at reasonable costs for the Town of Lyndon's residential and commercial customers.
- Encourage residents and businesses to conserve energy resources and manage natural resources responsibly. Use of alternate, sustainable and renewable sources of energy could be considered where feasible.
- Encourage LED to develop a long term energy plan for future growth based on the principles of cost efficiency, sustainability and self sufficiency.



Vail Dam, Lyndonville Electric Department, Passumpsic River

Lyndon's energy needs are currently supplied by the Lyndonville Electric Department (LED), a public utility owned by The Village of Lyndonville and several private dealers of fuel oil, propane, coal, gasoline, diesel fuel and wood.

ELECTRICITY

The Lyndonville Electric Department currently services approximately 250 square miles, with 400 miles of transmission line and 5 substations. LED's service territory includes the towns of Lyndon and Burke, plus portions of Newark, East Haven, Victory, Kirby, St. Johnsbury, Sheffield and Sutton. LED currently employs 17 people and operates on a \$10 million budget.

As a municipal utility, LED belongs to VPPSA (Vermont Public Power Supply Authority) which represents a network of public utilities when purchasing power on the ISO (Independent System Operator) -New England electricity market. LED currently produces 7-8% of the electrical needs of its customers. This power is produced by its two hydro plants, known as the Great Falls and Vail Stations. The balance of the

power supply is purchased (known as “market power”) through contracts with different power suppliers, such as Hydro-Quebec, Vermont Yankee and other power-generating utilities. The chart below identifies where LED’s power currently comes from.

LED Existing Energy Sources for 2008

Source	Type of Fuel	% of Annual Usage
McNeil Wood Chip	Wood Chips	10
Hydro Quebec	Water	29
Small Power (VEPPI)	Water & Wood Chips	6
NYPA	Water	5
LED Hydro	Water	7
Market Contracts	Natural Gas, Nuclear, Wind, Etc.	42
Stony Brook	Oil/Gas	1

Source: Village of Lyndonville Annual Report 2007

Hydro Quebec and Vermont Yankee contracts currently provide the largest portion of the power that LED sells. LED’s current system load is 14.5 MW and the average sale price per/kWh is 13.3 cents. When compared to other utilities, LED’s residential rates are the lowest of all the regional utilities.

LED has also recently upgraded its Service Quality Reliability Plan (SQRP) to provide better customer service and minimize service

interruptions. In 2007, a majority of its service interruptions were caused by trees (47%), most notably from the April 16th storm that brought high-winds for several hours. The other categories for outages are weather (16%), equipment failure (13%), animals (12%) and 9% attributed to unknowns.

FUTURE GROWTH & TRENDS

The largest users in LED’s service territory include the St. Johnsbury-Lyndon Industrial Park and the Burke Mountain Ski Resort. The industrial park currently consumes 6 MW of power and still has several undeveloped parcels in Lyndon. It is estimated another 2.5 MW of power will be required to serve new development within the park. The Burke Mountain Ski Resort currently consumes 4 MW of power and future development plans estimate the power requirement will increase to 10-12 MW when fully built out, a process that may take 10 to 20 years.

To accommodate this additional consumption of power at Burke Mountain, LED has been conducting engineering studies on how best to upgrade their current infrastructure. In the end the Burke Mountain Resort will be required to pay for the infrastructure upgrades that directly serve the resort. LED has presented two options for serving additional power to the Burke Mountain Resort development. The first option would be to add an additional sub-station behind the existing one on Hill Street in order to meet the increased capacity. The second option would be to run a second trio of lines from the sub-station on Higgins Hill in St. Johnsbury to the sub-station at Hill Street which would include the necessary purchase of additional rights-of-way.

LED’s regular growth has easily been met with the purchase of market power, through the New England power grid. However, there is a new trend towards shorter contract terms for the purchase of electricity from other suppliers. This trend is expected to significantly affect the price/kWh for LED customers since the utility has a limited generation capacity and already relies heavily on contracts with Vermont Yankee and Hydro Quebec. Both Vermont Yankee and Hydro Quebec’s (30 year) contracts have rolling expiration dates which begin in 2012 and end in 2015. New contracts with these suppliers are expected, but for only 1-2 year terms at much higher rates.

In addition to contract changes, Vermont may also see mandatory Renewable Energy Portfolio Standards in place by 2013. Vermont’s current Renewable Portfolio Goal requires utilities to meet their growth in electric demand from 2005 to 2012 with new renewable resources (capped at 10%). If unmet, the state legislature plans to make the goal mandatory, which in turn would require utilities to either build new renewable generation facilities or purchase Renewable Energy Credits, which may increase the cost of electric rates. Currently all the states surrounding Vermont have mandatory Renewable Portfolio Standards and the sale of Renewable Energy Credits are seen as an extra incentive for the development of renewable facilities.

HEATING

Lyndon's primary residential heating source is fuel oil. All of the municipally owned buildings, except the Village Maintenance Building, are heated with fuel oil. Wood fuel and liquefied natural gas/propane also seem to be strong heating resources in Lyndon. There are also a significant number of homes in the town and village that still use electric heat, which is not as economical as it once was.

Lyndon Housing Units by Heat Source 1990 & 2000

Heat Source	1990	2000
Heated with Utility Gas	17	28
Heated with Bottled/Tank/LP Gas	340	265
Heated with Electricity	66	75
Heated with Fuel Oil/Kerosene	1,079	1,488
Heated with Coal/Coke	34	0
Heated with Wood	357	171
Heated with Solar Energy	0	0
Heated with Other Type of Fuel	0	4
That are not Heated	6	0

Source: U.S. Census Bureau - 1990 Census & 2000 Census, Summary File 3

The historic data shows that fuel oil has consistently been a strong resource, while wood heating usage has decreased dramatically since 1990. Heating resource figures tend to fluctuate with the price point of their resources.

The good news is that in the past at least 357 homes in Lyndon did utilize wood and may be able to do so again, or at least supplement another system to keep their heating costs down.

There are some concerns for homes that shift back to wood heating. These include the health and safety effects of utilizing an older inefficient wood stove. Older systems may not meet new safety requirements or lead to house fires and poor air emissions. Newer systems should be encouraged to limit health, safety and environmental effects.

COMPARING THE COST OF HEATING FUELS (JAN 2001,2006, 2008)

Type of Energy	BTU/Unit	Adj. Effic	January 2001		January 2006		January 2008		2001-2008 % Change*
			\$/Unit	\$/MMBtu	\$/Unit	\$/MMBtu	\$/Unit	\$/MMBtu	
Fuel Oil (gallon)	138,200	80%	\$1.49	\$13.54	\$2.45	\$22.14	\$3.30	\$29.85	84%
Kerosene (gallon)	136,600	80%	\$1.70	\$15.60	\$2.81	\$25.73	\$3.71	\$33.90	82%
Propane (gallon)	91,600	80%	\$1.69	\$23.10	\$2.30	\$31.41	\$2.96	\$40.42	46%
Natural Gas (therm)	100,000	80%	\$0.86	\$10.85	\$1.36	\$17.00	\$1.71	\$21.38	65%
Electricity (kWh)	3,412	100%	\$0.14	\$41.39	\$0.13	\$37.51	\$0.13	\$39.01	-21%
Wood (cord - green)	22,000,000	60%	\$125.00	\$9.47	\$170.00	\$12.88	\$180.00	\$13.64	20%
Coal (ton)	24,000,000	60%	\$182.00	\$12.64	\$242.50	\$16.84	\$285.00	\$19.79	31%
Pellets (ton)	16,000,000	80%	\$181.00	\$15.08	\$210.00	\$16.01	\$257.00	\$19.59	9%

*Adjusted for Inflation (Source: Vermont Fuel Price Report, January 2001, January 2006 & January 2008, Department of Public Service)

RENEWABLE RESOURCES

Lyndon has an opportunity to support renewable energy development through agricultural crops, low-grade wood harvesting, small-scale wind and solar or geothermal hot water heating systems. Lyndon's local farms have the potential to grow crops commonly used for biofuels, such as corn, rapeseed and soybeans. The development of biodiesel from rapeseed and soybeans is most beneficial, as biodiesel can be a replacement resource for local heating and transportation needs. Some local farms are experimenting with growing switch grass for use as a pellet heating fuel. None of Lyndon's operating farms is large enough to support cow power (at least 500 cows are required to economically fuel a manure-methane digester for electricity production).

As mentioned previously, the demand for wood fuel resources has increased as a less-expensive fuel. New and improved technology is making it feasible to use every part of a tree for heating and electricity generation. Low-grade wood, bole wood and tree limbs which were left to rot on the forest floor in the past can now be turned into wood-chips for use in school heating systems or wood chip generation plants. The Vermont Department of Forests, Parks and Recreation encourages the harvesting of this low-grade wood

for wood chips because its removal supports overall forest health. Lyndon's 3,672 acres of managed forest land may provide a significant source for low-grade wood fuel.

According to the Vermont Environmental Research Associates' Wind Resource Maps, there are no suitable areas for commercial-scale wind development in Lyndon, but the neighboring towns of Sheffield, Sutton, and Wheelock contain sites with classifications of three and four (with 7 being the greatest potential). Small-scale owner-consumption towers may still be a feasible source of wind energy in town. Currently Lyndon does not have any small-scale wind towers; however a few small scale wind systems have been successfully used as a supplemental electricity resource for farms, homesteads and schools in other areas of the county.

Lyndon currently has residential and commercial properties successfully employing solar technology for hot water and heating needs. Simply capturing passive solar through better building and site design is another method to reduce a building's energy footprint. With the increasing trend of rising heating oil and electric costs, solar power has a strong potential as a supplemental fuel source and should be considered viable as a renewable energy source for Lyndon.

Geothermal technology is also beginning to be employed in Lyndon. Geothermal technology utilizes existing well water temperatures as a pre-heater for household hot water needs. Unfortunately geothermal technology can be expensive to install on pre-existing wells, but is cost effective to install during the development of a well. Lyndon should encourage builders to consider this technology in the development of new housing.

NET-METERING

Lyndonville Electric Department may be able to receive a minor amount of new power through the development of local net-metered systems. Net-metering allows customers to reduce their electric bills by generating their own power using small-scale renewable energy systems. The excess power generated by net-metered systems can be fed back to the utility, actually running the electric meter backwards.

Systems that are net-metered (or connected to the grid) must go through the VT Department of Public Service permit process. Non net-metered systems (or owner consumption systems) may be regulated by local zoning bylaws (except for farms which are exempt from local zoning authority). According to the Public Service Board, allowable systems for net-metering include photovoltaic, wind, fuel cell and biogasification facilities that generate 15kW or less. Larger scale farm methane net-metered systems, which can generate up to 150 kW and multiple-farmer grouped systems are also allowed by the Public Service Board.

CONSERVATION

There are an infinite number of ways to conserve our natural resources both locally and globally. Energy efficiency and conservation can significantly reduce the energy being used in local homes and businesses. Through the use of energy saving products, such as insulation, efficient appliances and winter weatherization products, energy consumption can be significantly reduced. In addition, conservation can include shutting off lights when leaving the room, turning the thermostat down at night and utilizing low-flow water fixtures.

The place to start is with education. Any conservation effort should be approached with an educational aspect in mind and to demonstrate to the general public the personal, financial, local, global and perpetual benefits of such conservation practices.

Efficiency Vermont, the state's energy efficiency utility, offers technical assistance and financial incentives to help Vermonters identify and pay for cost-effective approaches to energy-efficient building design, construction, renovation, equipment, lighting and appliances. They also provide technical and financial assistance to dairy farmers. Efficiency Vermont also provides tactics to reduce monthly energy costs.

New construction and renovation are commonly the optimum times to upgrade facilities with designs that maximize energy usage. Green building design principles provide simple building designs that can both reduce energy needs and maximize usage.

ISSUES & CONCERNS

- The current and future cost of energy resources might have a significant adverse affect on local citizens and businesses.
- Increasing transportation costs may provide an opportunity for Lyndon businesses to supply more goods and services locally.
- Lyndon may wish to encourage the development of small-scale renewable systems for homes and businesses. Supporting small-scale renewable (off-the-grid) energy development will also require Lyndon to revise its zoning bylaws.

STRATEGIES

1. New or remodeled construction (whether residential or commercial) should take advantage of energy efficiency standards which have been developed for building materials, insulation, heating/cooling, lighting, etc. When planning construction or building upgrade the Leadership in Energy and Environmental Design (LEED) Green Building Rating System should be incorporated into the construction/upgrade plan. The utilization of all available information on energy efficient construction and efficient energy use also should be encouraged. This information is available from building contractors, LED, Efficiency Vermont, building material dealers, heating/plumbing/cooling contractors, appliance dealers, Act 250 guidelines, etc. Additionally, on-site sustainable energy production such as solar, geothermal, etc. might be considered
2. As part of a management plan, a review of public buildings should be conducted with reference to energy efficiency. Where feasible, modifications should be made to improve energy efficiency and/or conservation. Additionally, a study should be done of time-of-day metering of electricity and initiation of usage if warranted.
3. Encourage area lending institutions to offer energy efficiency incentives in their construction loans.
4. Encourage public and private utilization of alternative, sustainable and renewable forms of energy including (but not limited to) hydro, solar, wood and co-generation. Consider the development of a multi-phase long-term sustainable energy plan.
5. An inspection should be conducted of all public lighting to determine if more efficient fixtures or systems would be feasible.
6. LED should continue studying the feasibility of a substation tie-in (either to the 115 KV Velco line or to the Higgins Hill line) to improve future reliability to its customers.
7. Encourage Lyndon residents to consider the efficiency of an appliance before purchasing one. This is especially important when choosing a home or industrial heating system.
8. Consider changes to infrastructure to allow the town to provide power to public buildings should the grid go down for an extended period.
9. Encourage conservation. Schools and public buildings should set examples of good conservation practices by using energy efficient building materials; minimizing heat/cooling loss through windows and doors; and shutting down small appliances or computers that do not need to be on all the time. Efficient transportation such as carpooling should also be encouraged.
10. The production, distribution and use of biomass should be encouraged, as well as the implementation and use of cogeneration, solar-electric panels, solar domestic hot water and radiant heat whenever possible. Additionally, if biomass is used it must be produced and used in conjunction with appropriate conservation practices. These practices should especially be

encouraged and used in public buildings to help educate the public on the benefits of such practices.

11. The management of stormwater runoff, especially at the point of origin (i.e. new housing construction, etc.) is an issue that should be considered.
12. Study the effectiveness of the existing stormwater system. If it is found to be inefficient, an upgrade should be considered.
13. Encourage LED to consider incentives for energy conservation at the consumer level.
14. Work to establish a solid waste policy that encourages recycling.

PUBLIC FACILITIES

GOALS

- Make all public facilities in the Town of Lyndon accessible for all people.
- Create a capital budget plan to support the maintenance of public facilities.
- Improve the service offered to the public by completing needed maintenance to our public buildings.



Lyndon Public Safety Facility, Lyndonville

MUNICIPAL BUILDING

The Municipal Building serves the offices of the Town Clerk, Municipal Administrator, Zoning Administrator/Planning Director and the Listers. The Lyndonville Electric Department and the Caledonia North Supervisory Union both lease office space within the building. The youth basketball league, men's adult basketball, Lyndon Institute cheerleaders and Strong Living are among the groups that regularly use the gym space in the building. There are several maintenance issues with the Municipal building which need to be addressed. These include:

1. The roof drain on the lobby roof between the gym and the main building does not function properly and often results in a back-up of water on the roof.
2. The conference room on the downstairs is too small for many of the public meetings that are held in the building and the room needs new lighting and a heating system which allows the heat to be on, but also allows people to hear the conversations that are taking place.
3. The gym floor has begun to sink in the middle creating an unsafe situation for users of the gym. The cinderblock walls have started to separate in some locations and there is a leak in the southwest corner of the gym roof.
4. Although the Municipal Building meets all requirements of the current ADA regulations, not all rooms are accessible. Services, however, are made available to all. The Town should seek grant monies to install an elevator to improve the situation for persons with disabilities.

The municipality is currently setting aside money to renovate the conference room which will require relocating the Lister's office as well. There is no time-line for completion of this project; it will begin when the funds are available to complete the renovation. The Town is currently looking into some grant opportunities for fixing the gym floor, roof and accessibility issues.

ANIMAL CONTROL FACILITY

The Animal Control Facility was built in 2006 and extensive use quickly ensued. Often the facility is filled to capacity. In 2008 hot water was added to the facility for washing and cleaning. Currently the building is in excellent condition.

PUBLIC SAFETY FACILITY & EMERGENCY SERVICES

Lyndon's emergency response organizations include the Lyndonville Fire Department, Lyndon Rescue and Lyndonville Police Department. The Fire Department and the Police Department are located in the Public Safety Facility, while Lyndon Rescue is housed at Lyndon State College. The Public Safety Facility was completed in 2005 and is currently providing adequate space for all of the operations and equipment needs of the Fire Department and the Police Department. The building includes office space, vehicle bays, kitchens, a jail cell and conference space. The municipality is currently in the process of repairing a storm-water catch basin in the parking lot, but overall the facility is in excellent condition.

Lyndonville's firefighters are all paid-on-call, which means they are paid an hourly rate by the town for their time spent on fire department work. These costs are approved for the year at Town Meeting. The Department owns three fire engines, one aerial truck, a rescue truck and a support vehicle. The firefighters have "operations" level training to respond to Hazardous Materials incidents and have completed Incident Command Training and National Incident Management Training. The Fire Department also provides mutual aid to surrounding communities when requested by the Northeast Kingdom Firefighters mutual aid district. EMS services are provided by contract with Lyndon Rescue.

The police department currently employs two officers, who work a total of 80 hours per week, and one police dog. The police department offers emergency coverage for the entire town; however it only actively patrols and responds to calls in the village and nearby densely populated areas. The Vermont State Police offers coverage to the outlying areas and to the entire town when the local department is not on duty. Our local department has seen a considerable increase in call volume since its inception 5 years ago, which has led to a study of the feasibility of adding an officer to the force. The department is currently participating in a workload experiment whereby the local department covers the entire town when it is on duty and the Vermont State Police covers the entire town when local police are not on duty. Service requirements need to continue to be monitored.

VILLAGE GARAGE BUILDING

The Village Garage serves as the office for the Village Water and Street Superintendent. All of the Village's equipment and trucks are stored at the garage. The Village also stores salt and sand at this location. There are several maintenance issues with the Village Garage which need to be addressed.

1. The garage itself is too small to store all of the Village's equipment, with some of the equipment being stored outside.
2. There is only room on the property for limited expansion of the building.
3. The Village has reached its capacity for storing sand and salt in the structures currently designed for this purpose.
4. The foundation currently has a leak in the back.
5. There is little or no space for the Village Superintendent to hold a meeting at this location.

TOWN GARAGE BUILDING

The Town Garage serves as the office for the Town Road Foreman. All of the Town's equipment and trucks are stored at the garage. The Town also stores salt at this location. There are several issues with the Town Garage which need to be addressed.

1. The size of the building and property is inadequate to store the Town's equipment and trucks, as well as its supplies.
2. Location adjacent to the river is a concern regarding the storage of materials on certain parts of the property.
3. The building itself is old and antiquated. It does not provide basic facilities such as a lunch room, floor drains or office space where the foreman can hold a meeting with more than a couple people.

Any consideration of new space (constructed or acquired) for either the Village Garage or Town Garage should include discussion of the possible creation of a joint facility to serve the two municipalities.

WASTEWATER TREATMENT PLANT & PUBLIC SEWER SYSTEM

The wastewater treatment plant was constructed 30 years ago and is in need of a complete redesign and upgrade over the next 2 years. The facility is currently processing at about 50% of its capacity, so there is still significant room for growth. The facility also needs a new sludge storage structure for its Class A or B sludge and pump stations' communications systems. The Lyndon Corner village area also has a sanitary sewer system installed in 1978 that has collection issues and will need to be replaced at some point in the future. At this time, the public sewer system piping network remains in relatively good condition.

PUBLIC WATER SYSTEM & WATER TREATMENT PLANT

The Village of Lyndonville has adequate water available to serve the needs of the public. Lyndonville's public water system has a significant amount of permitted capacity remaining. Currently Lyndonville's Average Daily Usage is around 369,000 gallons/day, however with a fire event, they have peaked up to 500,000 gallons/day. Lyndonville accommodates a spike in water usage with a considerable amount of storage, approximately 2.5 million gallons. The Water Treatment Plant is operating well and no new upgrades are anticipated at this time. However, there are a few issues that relate to the water line infrastructure which need to be addressed. There are several streets in the Village that need water main replacements; those include parts of Main, Park, Center, South, Broad, Raymond, Charles Streets and Route 122.

STORM SEWER

Lyndonville has a separate wastewater and stormwater system. When Lyndon's stormwater system was developed it utilized old sewer system piping dating from 1895 and now much of that line network needs to be replaced.

STRATEGIES:

1. Develop a Capital Budget Improvement Plan to prioritize major municipal projects and set up long term budgeting to pay for anticipated projects.
2. Look for grant opportunities to upgrade public facilities, especially for ADA accessibility projects.
3. Investigate the need for additional Town owned land for possible future municipal facilities.
4. Conduct energy audits on municipal buildings to see where energy efficiency improvements might be made.
5. Determine the need for an official map that can identify locations for future municipal infrastructure.

HEALTH AND EMERGENCY SERVICES

GOALS

- Include information regarding health resources on the Lyndon Town website
- Support the MedQuest Summer program that introduces students to health-related careers and encourage local students to take advantage of it.
- Work in collaboration with NVRH and NCHC to financially support local students seeking primary care medical degrees in exchange for a term of service for the region.
- Encourage establishment of community gardens for residents to encourage the consumption of locally grown produce and to furnish locally grown produce to Senior Meal Site, the food banks, the school lunch programs and a town farmers market.
- Develop a resource or contact list of volunteers and their capabilities to address issues such as Meals on Wheels, Senior Meal Sites, the Lyndon Food Shelf and transportation for dialysis and chemotherapy and include on the town website.
- Promote safe activities for youth in the town that encourage wellness and recreation.



Corner Medical, Industrial Parkway

OVERVIEW

Rural areas of the United States face many challenges in terms of health care. The residents of Lyndon are fortunate to have the level of health services available to them in the area of prevention, treatment, continuous and emergency care.

PREVENTION

In terms of prevention, Lyndon's strengths can be found in many areas. Children have nutritional assistance through school breakfast and lunch programs and during the summer months at Powers Park. Seniors have access to meals through the Senior Meals Program which provides meals to those who are homebound and also at meal sites. The Department of Health, located in St. Johnsbury, supports eligible Lyndon families with young children with supplemental nutrition through the W.I.C. (Women, Infants and Children) Program, providing important dairy, protein and grains for family members. The local library provides citizens with access to health information through books and the Internet. There are food shelves in the area to help persons in need. Human services programs helps families with early childhood education which includes nutrition, fitness, inoculation and healthy choices. The Riverside Enrichment

Center provides senior day care, insuring safety and social interaction. In addition, the area has a strong homecare system. Yearly influenza vaccines are available at local clinics and “at-risk” clinics.

Schools in the region are active participants in prevention programs. The health curriculums at Lyndon Town School and Lyndon Institute includes information regarding healthy choices in terms of nutrition, exercise and drug use. Fluoride is made available to LTS students on a weekly basis to strengthen their teeth. L.I. offers students courses to become L.N.A.’s and LSC has added a nursing program to its curriculum. Healthy and safe activities are available to Lyndon’s children in the After School program, which provides safe place for children while teaching them healthy recreational activities and providing healthy afternoon snacks.

Fitness is an excellent means of ensuring continued health. Fitness opportunities are readily available at Lyndon State College, which has a pool, tennis courts, a fitness center, racquetball courts and basketball courts. LI has a new track that provides runners and walkers with a surface designed for low impact. The weight room at LI is also available on a more limited basis. Powers Park offers a pool, as well as tennis and basketball courts and the Green Mountain Mall provides a location for seniors to walk during the winter months. There is one commercial fitness center in town. Organized sports provide Lyndon youth and adults with opportunities to remain physically fit and provide social interaction. Swimming lessons are available to all children in the region during the summer. The community has a strong tradition of walking as can be seen in the year round use of Stevens Loop.

HEALTH CARE

In terms of health care, Lyndon residents are fortunate to have reasonable health care options available to them. Physicians in the area include primary care doctors as well as specialists including a minimum of at least one Cardiologist, Orthopedist, Urologist, Neurologist, Obstetrician, Gynecologist, Dermatologist and Ophthalmologist. There are a number of general practitioners and physicians specializing in gerontology and pediatrics. Physicians’ offices are within a reasonable commute for most residents at Corner Medical, with additional offices in St. Johnsbury. The Concord Health Center offers care on a sliding scale basis for those without health insurance coverage. The town has several qualified Physical Therapists and chiropractic care practitioners. Dentistry is also available in the region. RCT is available to provide transportation for the disabled and those without transportation to medical appointments

Health care facilities range from continuous to critical care. Northeastern Vermont Regional Hospital offers a full range of services and is equipped with a good array of diagnostic equipment. Critical care is available within 75 miles of Lyndon, to the south at Dartmouth Hitchcock Hospital and to the west at Fletcher Allen Hospital, both of which are teaching hospitals offering high quality care to the critically ill. Medical helicopter transport is available when weather permits. Dartmouth Hitchcock has located a satellite oncology service in St. Johnsbury to eliminate the need for long commutes to Hanover, significantly reducing the impact of treatment stress on patients. The Pines and St. Johnsbury Health and Rehabilitation Center offer long-term care for those requiring it.

EMERGENCY

Lyndon is served by a 911 emergency system. Emergency services include the Lyndon Rescue Squad which has three paid professionals and a volunteer squad of EMT’s, the Lyndon Volunteer Fire Department, the Lyndonville Police Department and Calnex Ambulance Service in St. Johnsbury. The town has formulated an Emergency Operations Plan, a Rapid Response Plan and an All-Hazards Mitigation Plan. These documents ensure timely coordinated response efforts and also mitigate natural disasters that affect Lyndon.

In addition, regional emergency operations efforts have now developed a system to identify those who may need special assistance in the event of an emergency. This Special Needs Emergency Response Program works with area agencies, such as Caledonia Home Health Care, North Country Mental Health Agency, Area Agency on Aging, Northeast Kingdom Mental Health, Umbrella and CHHC to check on persons who may need immediate assistance depending on the type of emergency. The service provider

information is kept confidential by the agencies until an emergency is declared and the information is requested by the Emergency Response Incident Commander. The service providers will only provide information for persons who have given permission to be included the database and permission forms need to be updated annually.

ISSUES & CONCERNS

While Lyndon has many assets in terms of health care, it also faces challenges in the area of health.

- Many health care providers are nearing retirement age. There are difficulties in recruiting replacements to fill the needed positions.
- Oral health is an issue for low-income residents. Those eligible for Medicaid find that dentists are unwilling to work with them because the payments are considered too low. There is a dental clinic in Island Pond that can assist in this area, but transportation to the clinic could be a problem.
- Transportation to access medical treatment or prescriptions can be an issue despite the availability of RCT.
- Some residents believe mental health care in the region is inadequate. Seniors, in particular have problems with depression and isolation. Some residents also consider there to be insufficient resources for counseling and treatment for teens and insufficient drug and alcohol abuse programs.
- Emergency services may be impeded by the increased use of cell phones instead of land phone lines where the caller cannot adequately identify their location.
- Social issues such as domestic violence, alcohol and drug abuse exist in every community and Lyndon is no exception.
- Health insurance is an issue for many Vermont citizens and families. The new Catamount Health Care should alleviate some of the problem, but income guidelines may still prevent families and individuals from accessing coverage.

STRATEGIES

1. Form a committee to work with health care professionals and organizations to determine how the town can support the recruitment of health care professionals.
2. Support educational programs that promote healthy behaviors and lifestyles.
3. Continue to be an active participant in the Disaster Emergency Plan.
4. Support farmers markets to ensure access to fresh, locally grown foods.

SURROUNDING COMMUNITIES & THE REGION

Lyndon is bordered by six towns: these are the Towns of Burke, St. Johnsbury, Kirby, Sutton, Wheelock and Danville. Lyndon is the second largest town in Caledonia County and serves as a regional center for many of its surrounding communities, especially the towns of Wheelock, Kirby and Sutton. For these communities, Lyndon hosts many essential services, such as medical centers, supermarkets, drug stores, auto parts and service, hardware stores, child care, restaurants and motels. In addition, the residents of surrounding towns feel a connection to Lyndon through the youth sports programs, Lyndon Institute, emergency response assistance, employment in town or local events like the Caledonia County Fair.

COMPATIBLE LAND USE & DEVELOPMENT

For the adjacent communities, Lyndon anticipates maintaining its role as a regional service center. Some citizens believe that it is important to maintain compatible development patterns along bordering areas of town. A good example of this would include supporting land use and development policies that will maintain the agricultural base in the northwestern section of town, which extends into the town of Wheelock. By supporting agriculture in this area, the towns would maintain a rather large agricultural corridor in the county, limit the fragmentation of prime agricultural lands and provide for more viable farms. The same strategy can be implemented in the bordering forest areas, such as near Danville, South Wheelock and Kirby. Striving for a balance between rural residential development and silviculture is important to many in these communities and may affect the regional economy.

FUNCTIONAL ROADS

Lyndon also recognizes the need to maintain functional roadways as the primary connections to adjacent communities. Many people rely on roads such as Route 114, Route 122, S. Wheelock Road, US Route 5, Red Village Road, Darling Hill Road and Calendar Brook Road to get to Lyndon for work, shopping or for emergency services. Because of this, Lyndon will encourage development that will not hinder the functionality of these important roads.

ST. JOHNSBURY

St. Johnsbury and Lyndon are defined by the *NVDA 2006 Regional Plan* as a joint “Regional Urban Center” serving the southern portion of the Northeast Kingdom. As such, St. Johnsbury and Lyndon provide the bulk of the regional employment opportunities and are classified as a Labor Market Area. The St. Johnsbury-Lyndon Industrial Park is also shared by each town, in terms of lots, infrastructure and services. The industrial park’s electric service is provided by the Village of Lyndonville, water is provided by St. Johnsbury, and the Town of Lyndon provides sewer service and maintains the roads by contract. Other major facilities located in this Regional Urban Center include the Northeastern Vermont Regional Hospital and Norris Cotton Cancer Center located in St. Johnsbury and the Caledonia County State Airport and National Guard Barracks, which are located in Lyndon.

Because of this joint role, Lyndon and St. Johnsbury need to maintain open communications. The population base and the leadership of these towns have an opportunity to work together to solve regional problems, provide a strong economic base, address affordability issues, and maintain a sense of community. Future growth plans should be coordinated, especially in regards to commercial development and the industrial park. Established areas with infrastructure should be reviewed as a first priority.

BURKE

The town of Burke, to the north of Lyndon, poses the greatest potential for future development pressure to Lyndon and Lyndonville. Burke Mountain is the center of a proposed major expansion of the Burke Mountain Ski Resort into a four season resort and a significant development of vacation homes. The proposed number of homes and jobs for this project is expected to impact Lyndon. Lyndon hosts a majority of the commercial development that would support second home owners and tourists. However neither Lyndon nor Burke has an excessive amount of unoccupied affordable housing which is seen as a necessity for new workers coming to the area. St. Johnsbury may be able to absorb some of the growth that will be attracted to the area, but Lyndon is expected to receive the most growth pressure due to its location between I-91 and the Burke Mountain Resort.

Lyndon expects the biggest pressures for new development will be along Route 114. There are many reasons why development along this roadway should be carefully considered. These include the following:

- VT Route 114 is a major route in our area and as such is used by a lot of trucks and commuters. It is also one of only two main roadways that connect northern Essex County with points south. Increased development will create additional curb cuts and frequent turning. Add in additional traffic headed to and from the resort area and the functionality of the roadway may diminish. To address this issue, new development in this area could utilize access management designs that funnel traffic off the main roadway.
- The East Branch of the Passumpsic River and its flood plain are major players in the storage of surface water. Their capacity to hold water is connected to Lyndonville's stormwater management. The increased occurrence of "100-year" flooding events questions whether or not the current capacity of the floodplain is enough. FEMA also is planning to redefine the floodplain in the next few years. Building up property within and adjacent to the floodplain may worsen downstream flooding. To mitigate this, Lyndon should be concerned about filling in land to bring it out of the flood plain. Consideration should also be given to non-flood plain development regarding on-site stormwater management.
- Lyndonville's public water system is protected by a Ground Water Source Protection Area that encompasses Route 114 and the entire length of the East Branch of the Passumpsic River in Lyndon. Excessive development or certain land uses have the potential to impact the municipal water supply.
- During public input for the Town Plan process many residents expressed concern that new development along route 114 could repeat some of the problems of Broad Street. This concern should be carefully considered when zoning designations are reviewed after approval of the town plan.
- Bordering properties along Route 114 in Burke (outside of the village) belong to Burke's "Agricultural -Residential I" zoning district which is meant to "maintain and preserve the agricultural character and scenic qualities of outlying areas while still providing the opportunity for medium-density residential housing and limited non-residential development". If fully compatible land uses between the two towns is our goal, then Lyndon would need to retain its Rural Residential zoning designation for Route 114.

Lyndon's concerns for development along Route 114 are reciprocal concerns for Burke, as development along this road will affect the quality of life for both communities. In addition, development that may affect stormwater runoff and the capacity of the floodplain in Burke will also affect everything downstream in Lyndon.