



ENVISION LYNDON

2020 LYNDON MUNICIPAL PLAN

Adopted 10.12.20

Acknowledgements

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LYNDON COMMUNITY

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NORTHEASTERN VERMONT DEVELOPMENT ASSOCIATION

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DRAFT

INTRODUCTION

Chartered in 1781, Lyndon is a town of 36 square miles in Caledonia County, Vermont. Located along the Passumpsic River, surrounded by rolling hills and mountains, and dotted with historic covered bridges, Lyndon is a beautiful town offering scenic views and seemingly endless recreation opportunities. The community is deeply rooted in its history and heritage as a regional railroad, manufacturing, and educational hub and serves as the gateway to all the beauty of the natural and working landscape of Vermont's Northeast Kingdom.

VISION

The vision below expresses Lyndon's overall direction and is intended to help town government and community members connect individual actions and measure achievement towards larger objectives. Having a shared vision will allow the community to come together, set goals, and evaluate progress over time.

Lyndon will be a town:

- That is a hub of outdoor recreation for the region and a gateway to all recreation opportunities in the Northeast Kingdom;
- That has a diversified economy that attracts, supports, and maintains creative, innovative, and traditional businesses and services, with a vibrant, active downtown full of cafes, restaurants, breweries, pubs, art galleries, etc., where there is never a lack of things to do;
- With an inclusive, connected, community that maintains a high quality of life and is a place that people want to live, work, and visit.
- That preserves its rural character and working lands through land use policies that encourage and enable agricultural, silvicultural, and recreational land uses.

PURPOSE

The primary purpose of the Lyndon Municipal Plan is to establish and communicate public policy. The plan serves as the framework for town planning over the next eight-year planning period and as a foundation for Lyndon's land use and regulations. The plan clearly states the town's goals, objectives, policies, and actions for guiding future land use and development in Lyndon consistent with the community's vision. This plan will help Lyndon continue to provide and maintain infrastructure, attract residents, and businesses, and protect its natural resources and rural character. In addition to guiding local decision-making, the plan is considered by regional and state agencies as they plan, develop and fund programs, provide services, locate facilities, and enact regulations. It is also used in state regulatory proceedings including Act 250 and Section 248 permitting processes to determine whether proposed development is consistent with community goals and standards.

AUTHORITY TO PLAN

The Vermont Planning and Development Act (24 V.S.A. Chapter 117) grants municipalities the authority to prepare and implement a comprehensive plan. It establishes minimum requirements for what must be included in such plans and requires plans to be consistent with the state's planning goals as well as compatible with the regional plan. Once adopted, town plans remain in effect for eight

years. Having a current, adopted town plan is essential for Lyndon to apply for grants and other assistance to fund improvements as well as maintaining certain State designations.

PLANNING PROCESS

Lyndon completed a major overhaul of the Town Plan in 2008. In 2014 the Planning Commission undertook a page-by-page review process to update the plan, which was readopted in 2015. This 2020 plan represents a complete update with significant changes to both the format of the plan and a fresh look at the community's vision for the future. Community participation was encouraged throughout the planning process in order to create a community supported plan that will serve as an effective guide for future decision making. In addition to regular meetings and required public hearings by both the Planning Commission and Selectboard, the Planning Commission held six community planning workshops throughout the spring and summer of 2019, distributed an online community vision survey, and solicited input from local stakeholder groups on specific topics. Community input gathered from Lyndon's 2017 Vermont Council on Rural Development (VCRD) Community Visit, during which over 180 community members participated, was also incorporated into this plan. The town plan adoption process outlined in the Vermont Planning and Development Act was followed to re-adopt this 2020 plan.

USING THE PLAN

This plan is organized into nine chapters. Each chapter includes a series of goals, objectives, policies, and actions intended to implement the vision of the Lyndon Community.

Goals state a purpose and destination, reflecting the shared vision for the community. They articulate an overarching principle that guides decision-making, providing a framework for the more detailed action statements.

Objectives provide targets for the accomplishment of goals. They should be specific enough that the municipality can determine when the objectives have been met.

Policies are definite courses of action adopted to attain objectives and intended to guide all relevant decision-making across municipal departments.

Actions are the next steps needed to move toward the objectives. These are concrete activities that can be described in specific terms.

All of the action items identified in each chapter are combined for ease of use in the implementation plan on page 7, which includes a projected time horizon, responsible party, and potential funding sources for each action.



View from Darling Hill Road

OTHER PLANS, STUDIES, & DATA

This plan references other municipal and regional plans and prior planning studies, as well as data provided by organizations and agencies at the regional, state, or federal level. When other plans, studies, or data sources are referenced in this plan, those documents or resources should be considered in their original and full context.

2019

Vermont Energy Burden Report

Efficiency Vermont

<https://www.efficiencyvermont.com/news-blog/whitepapers/mapping-total-energy-burden-vermont>

Existing Conditions Report | Lyndon Design Guidelines

Vanasse Hangen Brustlin (VHB)

Lyndon, Vermont Broadband Feasibility Report

Vantage Point Solutions (VPS)

<https://envisionlyndon.org/broadband>

Passumpsic River Tactical Basin Plan

The Vermont Agency of Natural Resources

<https://dec.vermont.gov/content/passumpsic-river-tactical-basin-plan>

2018

Building on a Legacy of Creativity: UNDERSTANDING AND EXPANDING THE CREATIVE ECONOMY OF THE NORTHEAST KINGDOM

A Report to the Vermont Arts Council and the Vermont Creative Network

<https://www.vermontartscouncil.org/vermont-creative-network/vcn-resources/research>

Stormwater Master Plan – Lyndon, Vermont

Fitzgerald Environmental Associates, LLC

http://www.nvda.net/files/2017-11-22_Lyndon_SWMP_Final.pdf

2017

Lyndon Community Visit Report and Action Plan

Vermont Council on Rural Development (VCRD)

https://www.vtrural.org/sites/default/files/TheLyndonCVR_eport.pdf

Vermont General Highway Map -Town of Lyndon

Vermont Agency of Transportation

<https://vtransmaps.vermont.gov/mapsftp/current.asp>

2016

Village of Lyndonville Community Forest Strategic Action Plan

Vermont Urban & Community Forestry Program

https://www.lyndonvt.org/lyndonville_community_forest_strategic_action_plan_2016.pdf

Lyndon Walk & Bike Safety Action Plan

Local Motion with assistance from Alta Planning + Design

https://www.lyndonvt.org/lyndon_walk_bike_safety_action_plan.pdf

Passumpsic River Recreational Inventory and Assessment

Vermont River Conservancy

Regional Food System Plan for Vermont's Northeast Kingdom

<http://www.nvda.net/files/Final.Online.pdf>

Small Town and Rural Multimodal Networks

U.S. Department of Transportation Federal Highway Administration

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

Vermont General Highway Map – Village of Lyndonville

Vermont Agency of Transportation

<https://vtransmaps.vermont.gov/mapsftp/current.asp>

2015

Regional Plan for the Northeast Kingdom 2015-2023

Northeastern Vermont Development Association

<http://www.nvda.net/files/regional-plan-cover-2018.pdf>

Town of Lyndon, Vermont & Village of Lyndonville,

Vermont 2015 Multi-Jurisdiction Hazard Mitigation Plan

Jamie Caplan Consulting, LLC - Emergency Management Services

http://nvda.net/town_files/Lyndon_Other%20Municipal%20Documents_LyndonMitigationPlan.pdf

Lyndon Town Plan - 2015

Town of Lyndon Planning Commission

2014

Lower Passumpsic River Tributaries River Corridor Plan

Fitzgerald Environmental

2010

West Branch Passumpsic River & Calendar Brook Corridor Plan

Fitzgerald Environmental

2009

East Branch Passumpsic River Corridor Plan

Caledonia County Natural Resources Conservation District

Millers Run Corridor Plan

Caledonia County Natural Resources Conservation District

2007

Burke Mountain Area Transportation Infrastructure Study

Resource Systems Group, Inc.

2006

Passumpsic River Flood Mitigation Study

Gomez and Sullivan Engineers, P.C.

1988

FEMA Flood Insurance Study for the Town of Lyndon

Federal Emergency Management Agency (FEMA)

IMPLEMENTATION PLAN

The actions identified in each chapter are summarized below with an indication of when the action is currently anticipated to occur, the parties responsible for that action, and potential funding sources for that action. The Town anticipates that priorities may evolve over the 8-year planning period and that several of the actions, once underway or completed, are likely to generate a need for follow-up actions not currently identified in the Plan. Additionally, not all of the actions listed below may be fully completed within the targeted time horizon, however the Town of Lyndon intends to make as much progress as possible toward the successful implementation of each action.

ACTION ITEM	TIME HORIZON	RESPONSIBLE PARTY	FUNDING/TECHNICAL ASSISTANCE
Action 1.1 Adopt revised land use and development regulations that will implement the vision, goals, objectives, and policies of this plan, including the use of form-based codes.	Ongoing	Planning Commission	Staff time
Action 1.2 Identify and establish mechanisms that prevent undue adverse impacts from development on rare and irreplaceable natural areas, including but not limited to productive agricultural and forestry soils, significant natural areas, critical wildlife habitat and corridors, wetlands, important views, and ridgelines.	Ongoing	Planning Commission	Staff time
Action 1.3 Clarify and specify “permitted” and “conditional” uses for each zoning district.	2-3 years	Planning Commission	Staff time
Action 1.4 Renew the “Village Center” designation from the State of Vermont.	2022	Planning Director	Staff time
Action 1.5 Determine the community’s capacity for maintaining a “Downtown” designation from the State of Vermont.	2-3 Years	Planning Director/Economic Development Director	DHCD Municipal Planning Grant (MPG) program, Staff time
Action 1.6 Review and revise zoning district boundaries and minimum requirements for development to better align with the municipal water and sewer services areas.	Year 1	Planning Commission	Staff Time
Action 2.1 Develop a new municipal position to focus on community and economic development for the town to ensure economic development initiatives are prioritized and successfully executed.	Year 1	Selectboard	Annual Budget
Action 2.2 Develop a master plan for the designated village center that includes strategies for complete streets streetscape enhancements, economic development, and village revitalization.	2-3 years	Economic Development Director, Planning Director, Planning Commission	VTRANS/ACCD Better Connections Grant. DHCD Municipal Planning Grant (MPG) program
Action 2.3 Evaluate tools to encourage economic development in Lyndon, e.g. Tax Increment Financing (TIF) District, Lyndon’s Opportunity Zone, New Markets Tax Credits, Village Center/Downtown Designation Tax Credits, tax stabilization, etc..	Ongoing	Economic Development Director, Municipal Administrator	Staff time
Action 2.4 Create and maintain an inventory of existing businesses and vacant commercial spaces in the Village Center as well as property available in Town for commercial and industrial development, infill, and redevelopment.	Year 1	Economic Development Director	Staff time
Action 2.5 Update local land use regulations to include design standards for commercial properties using recommendations in the VHB Existing Conditions Report for Lyndon Design Guidelines.	Year 1	Planning Commission	DHCD Municipal Planning Grant (MPG) program

ACTION ITEM	TIME HORIZON	RESPONSIBLE PARTY	FUNDING/TECHNICAL ASSISTANCE
Action 2.6 Collaborate with Do North Coworking to develop entrepreneurship programing that directly supports Lyndon businesses.	Year 1	Economic Development Director	USDA RBDG
Action 2.7 Work with NVDA to recruit locally based businesses and entrepreneurs in the following sectors: outdoor recreation, technology, value-added food, and manufacturing and promote available space on the Lyndon side of the Industrial Park.	Ongoing	Economic Development Director, NVDA	Staff time
Action 2.8 Promote agricultural and silvicultural enterprises by assisting landowners with the Current Use program (enrollment, retention, etc.).	Ongoing	Town Listers, Planning Director	Staff time
Action 2.9 Target and encourage start-up of recreation and tourism related businesses and promote existing trail systems.	Ongoing	Economic Development Director	Staff time
Action 2.10 Provide necessary facilities and services to support commercial and industrial development – e.g., broadband, municipal water and wastewater, roads, parking, sidewalks, stormwater infrastructure, etc.	Ongoing	Selectboard/Trustees	Capital Improvements Budget, Economic Development Administration, USDA Rural Development, Northern Border Regional Commission
Action 2.11 Connect small and medium sized local business owners with technical assistance, training, and financial assistance, e.g., USDA Rural Business Development Grants, etc.	Ongoing	Economic Development Director, NVDA, Small Business Development Center	USDA RBDG, Village Center tax credit, Vermont Employment Growth Incentive
Action 2.12 Develop a marketing plan that includes new logo, website, and promotional tools that position Lyndon as a great place to live, work, and visit.	Year 1	Economic Development Director	Staff time
Action 2.13 Review town policies for popup businesses/events and develop a clear process for event/popup permitting.	Year 1	Economic Development Director	Staff time
Action 2.14 Prioritize and facilitate the adaptive reuse and environmental cleanup of vacant downtown properties, e.g. the Kennametal building/site.	Year 1	Economic Development Director, Planning Director, Municipal Administrator	Staff time
Action 3.1 Work with VTrans to improve traffic flow along VT RT 5: assess the feasibility of installing roundabouts on the north and south ends of VT RT 5; hold additional community meetings for the proposed Route 5 redesign project; and ensure that the project meets current and future community needs..	Ongoing	Selectboard, Bike-Ped Advisory Committee	Staff time
Action 3.2 Evaluate making the northern section of Park Ave. (from the municipal offices north) one-way to allow for additional parallel or angled parking on the north and west sides of Bandstand Park and explore additional parking between Memorial Park and Broad St. and along northern Main St.	Year 1	Planning Commission, Planning Director, Village Public Works Supervisor	Staff time, VTRANS/ACCD Better Connections Grant
Action 3.3 Repair and replace existing sidewalks throughout the Village and Town, ensuring they meet ADA requirements.	Ongoing	Planning Director, Village Public Works Supervisor	VTRANS Bicycle and Pedestrian Grant Program, Annual budget
Action 3.4 Integrate funding for bicycle and pedestrian amenities/facilities, e.g. annual restriping of existing bike lanes and evaluation of existing streetlighting into budgets for planned highway projects.	Year 1	Selectboard/Trustees, Bike-Ped Advisory Committee	Annual budget
Action 3.5 Evaluate making Broad St. one-way (northbound) and Main St. one-way (southbound) to improve traffic flow through the Village.	Year 1	Planning Commission, Planning Director, Village Public Works Supervisor	Staff time, VTRANS/ACCD Better Connections Grant

ACTION ITEM	TIME HORIZON	RESPONSIBLE PARTY	FUNDING/TECHNICAL ASSISTANCE
Action 3.6 Work with Rural Community Transportation, Inc. (RCT) to increase the frequency of existing bus/shuttle routes and explore the need for additional routes, e.g. a Lyndon-Burke route.	Year 1	Planning Director	Staff time, RCT
Action 3.7 Pursue funding for improvements that are consistent with other aspects of the Municipal Plan for both municipal and state highways.	Ongoing	Municipal Administrator, Town Highway Foreman, Village Public Works Supervisor	Staff time
Action 3.8 Examine existing studies, such as the Burke Mountain Area Transportation Infrastructure Study and the VTrans Corridor Management Plan to determine their impact on the Municipal Plan and Capital Budget Improvement Plan.	Year 1	Municipal Administrator, Town Highway Foreman, Village Public Works Supervisor, NVDA	Staff time, NVDA
Action 3.9 Review and amend municipal standards for road construction to include access requirements including shared access points where feasible, curbs or green strips to define the edge of the roadway and provide appropriate safety barriers, and narrower lane widths (11 feet, with ideally 4-foot shoulders in rural areas or 5-foot bike lanes where possible in the Village, Lyndon Center, and Lyndon Corner).	2-3 years	Municipal Administrator, Town Highway Foreman, Village Public Works Supervisor	Staff time, VTRANS
Action 3.10 Relocate utility infrastructure underground or to the rear of a property when upgrades, replacement, or new development allows, to enhance visibility.	Ongoing	Municipal Administrator, Town Highway Foreman, Village Public Works Supervisor, LED	Staff time, TBD
Action 3.11 Evaluate opportunities to create a park and ride off Route 5 on the south end of town.	Year 1	Planning Commission, Planning Director, VTRANS	Staff time, VTRANS
Action 3.12 Partner with Kingdom Trails Association, NVU, and the Lyndon Area Chamber of Commerce to add a shuttle route between Darling Hill, the Village, and the NVU campus.	2-3 years	Planning Commission, Planning Director, Bike-Ped Advisory Committee	Staff time, TBD
Action 4.1 Ensure current information regarding local government actions is easily accessible by the public via both traditional avenues, e.g. local newspapers, and using newer technology, e.g. Facebook, Front Porch Forum, etc.	Ongoing	Municipal staff	Staff time
Action 4.2 Develop a Capital Budget Improvement Plan to prioritize major municipal projects, including property acquisitions, ADA compliance upgrades, and water, wastewater, and stormwater system upgrades, and set up long term budgeting to pay for anticipated projects and maintenance of public facilities.	Year 1	Municipal Administrator	Staff time, DHCD Municipal Planning Grant (MPG) program
Action 4.3 Redesign the Town website and utilize the Town website as well as social media to publicize public meetings, municipal initiatives, elected and appointed positions, volunteer/service opportunities, community programs, etc.	Year 1	Planning Director	Staff time, TBD
Action 4.4 Conduct annual review of organizational structures, policies, and procedures in order to ensure the activities of Town boards, commissions, and committees comply with legislative requirements and are effective and transparent.	Year 1	Selectboard	Staff time, VLCT
Action 4.5 Review opportunities to reduce redundancy in administrative functions and initiate study of a Town/Village merger including a review of past initiatives in order to better understand issues and obstacles.	2-3 years	Municipal Administrator	Staff time, DHCD Municipal Planning Grant (MPG) program

ACTION ITEM	TIME HORIZON	RESPONSIBLE PARTY	FUNDING/TECHNICAL ASSISTANCE
Action 4.6 Evaluate best management practices for management of stormwater runoff, especially at the point of origin, e.g. new housing construction, etc., and update land use regulations to reflect best management practices BMPs.	2-3 years	Municipal Administrator/Planning Commission	Staff time, NVDA
Action 4.7 Promote the diverse programming offered by Cobleigh Library, e.g. the Bookmobile, and expand the use of the Library as a welcome center and information technology access point for regional tourism.	Year 1	Library/Municipal Staff	Staff time
Action 4.8 Maintain and expand Lyndonville’s public tree canopy and continue to update and implement the Village of Lyndonville Community Forest Strategic Action Plan, including the appointment of a tree warden.	Ongoing	Tree Warden (Planning Director/ Village Public Works Supervisor when Tree Warden appointment not filled)	Staff time, Vermont Urban and Community Forestry Program
Action 4.9 Develop local government internship programs and/or create seats on municipal boards, committees, and commissions for LI and NVU students.	2-3 years	Municipal Staff	Staff time
Action 4.10 Explore options for the extension of municipal water and sewer service area to accommodate anticipated growth.	5 years	Municipal Staff	DHCD Municipal Planning Grant (MPG) program, Economic Development Administration
Action 4.11 Consider future uses for the Village Garage.	Ongoing	Municipal Staff	Staff time
Action 5.1 Develop “Enhanced Energy Planning” standards as outlined in 24 V.S.A. §4352 for the municipal plan in order to obtain an affirmative “determination of energy compliance,” from NVDA and receive “substantial deference” in the Public Service Department’s review of whether an energy project meets the orderly development criterion in the Section 248 process.	Year 1	Planning Commission, Town Energy Coordinator	Staff time, NVDA
Action 5.2 Form a Town Energy Committee and collaborate with other energy committees in surrounding towns.	Year 1	Town Energy Coordinator	Community volunteers
Action 5.3 Conduct an energy audit of municipally owned buildings and vehicle fleets to identify modifications to improve energy efficiency.	2-3 years	Town Energy Coordinator	Staff time, NVDA, Efficiency Vermont
Action 5.4 Conduct a public lighting inventory to determine if more efficient fixtures or systems would be feasible.	Year 1	LED	Staff time, Efficiency Vermont
Action 6.1 Conduct a housing needs assessment that considers both current and future needs of Lyndon residents, students, and regional employers and identifies priority areas for housing development and renovation to attract future investment.	2-3 years	Planning Commission	DHCD Municipal Planning Grant (MPG) program, additional grant funding TBD
Action 6.2 Evaluate available parking in the Village Center and along North Main St., including the feasibility of additional public parking facilities, and reevaluate the Village winter parking ban to potentially allow for more year-round on-street parking.	Year 1	Planning Commission, Trustees	Staff time
Action 6.3 Hold a pre-application and site visit meeting with Department of Housing & Community Development staff to determine the feasibility of a Neighborhood Designated Area (NDA) from the State’s Downtown Board.	Year 1	Planning Director	Staff time, ACCD
Action 6.4 Work with NVU to assess existing off-campus housing options relative to student needs.	Ongoing	Planning Director	Staff time

ACTION ITEM	TIME HORIZON	RESPONSIBLE PARTY	FUNDING/TECHNICAL ASSISTANCE
Action 7.1 Include long-term planning for new municipal recreation facilities, e.g. the Riverfront Greenspace project on former Town Highway Garage site, and upgrades for existing municipal recreation facilities in the Municipal Capital Improvement Budget while researching external funding opportunities for a municipal recreation coordinator position.	Year 1	Selectboard	Capital Improvement Budget
Action 7.2 Collaborate with Kingdom Trails to better address their needs and have them address the needs of the Town, e.g. cosponsored local and regional events, development of public parking facilities, etc.	Ongoing	Planning Director	Staff time
Action 7.3 Provide recreation information on the Town website that includes both public and private recreational resources, programs, and activities/events as well as contact information.	Year 1	Municipal staff	Staff time
Action 7.4 Explore ideas to utilize existing recreation facilities, both public and private, for enhanced, year-round family events and opportunities for all ages, e.g. an outdoor ice-skating rink in Bandstand Park, pickleball courts, etc.	2-3 years	Municipal Administrator/Planning Director	Vermont Department of Forests, Parks and Recreation Outdoor Recreation Grant Programs
Action 7.5 Improve partnerships with non-profit entities managing Town-owned assets, including Shonyo Park (Lyndon Outing Club) and the Fenton Chester Arena (Lyndon Institute), take a more active role in the management of these recreational assets, and encourage partnerships with college and high school programs, e.g. NVU Mountain Resort Management program.	5 years	Selectboard	Vermont Outdoor Recreation Economic Collaborative
Action 7.6 Work with the Town of Burke, RCT, Kingdom Trails Association, and Burke Mountain, to improve public transportation between Lyndon and Burke.	Year 1	Planning Commission, Planning Director, Bike-Ped Advisory Committee	VTRANS Bicycle and Pedestrian Grant Program
Action 7.7 Support the Northeast Kingdom Gravel Rides Project and work to add Lyndon routes to the map.	Year 1	Planning Commission, Planning Director, Bike-Ped Advisory Committee	DHCD Municipal Planning Grant (MPG) program
Action 7.8 Sponsor recreational events including cyclocross and running events, i.e. Shoe Fly Series, and promote the use of Kingdom Trails for running, snowshoeing, etc.	2-3 years	Economic Development Director	TBD
Action 7.9 Partner with NVRH and Blue Cross Blue Shield of Vermont (BCBSVT) to offer community health and wellness initiatives.	Ongoing	Selectboard	NVRH, BCBSVT
Action 7.10 Explore ways to better utilize the Town Forest (Pines Plantation), e.g. a demonstration forest management project.	5 years	Planning Commission, Tree Warden	Vermont Department of Forests, Parks and Recreation Outdoor Recreation Grant Programs, Vermont Urban and Community Forestry Program
Action 7.11 Conduct a community food audit to assess access to healthy foods through a variety of community policies and programs and create an inventory of available public and private land for farmers markets, community gardens, and small-scale agriculture.	5 years	Planning Commission	Vermont Department of Health, Farm to Plate food access planning module
Action 8.1 Inventory, catalogue, and map Lyndon’s historic structures and sites and develop metrics to track their condition and needs.	2-3 Years	Historical Society	DHCD Municipal Planning Grant (MPG) program

ACTION ITEM	TIME HORIZON	RESPONSIBLE PARTY	FUNDING/TECHNICAL ASSISTANCE
Action 8.2 Update land use regulations to include flexible guidelines for the adaptive reuse of historic structures, regulatory incentives such as parking or setback waivers for historic buildings, and allowances for museums, historic interpretive signage, etc.	2-3 Years	Planning Commission	Staff time
Action 8.3 Promote private use of available historic preservation assistance programs including Historic Preservation Tax Credits.	Ongoing	Planning Director/Economic Development Director	Staff time
Action 8.4 Develop a grants and resources database with funding sources and assistance for historic property owners, both public and private, including an outreach campaign to communicate the importance of preservation, and maintain current contact information for the Lyndon Historical Society on the Town website.	2-3 Years	Historical Society/Planning Director	Staff time
Action 8.5 Explore the creation of historic overlay districts for areas like Darling Hill to help preserve historic neighborhoods and scenic viewsheds.	2-3 years	Planning Commission	Staff time
Action 8.6 Develop a plan for renovating the Shores Museum and making the space available for public use.	2-3 Years	Historical Society	Sincerbeaux Foundation, Preservation Trust of Vermont, Vermont Department of Historic Preservation, USDA Community Facilities Grant
Action 8.7 Evaluate the feasibility of installing historic markers or interpretive signage at important historic sites such as the Shores Museum, Schoolhouse #6, the covered bridges, Lyndon Institute, etc.	2-3 Years	Historical Society	TBD
Action 8.8 Develop a historical walking and/or driving tour that attracts tourists and increases awareness of local history.	5 Years	Historical Society	TBD
Action 8.9 Evaluate the feasibility of creating a local Historic Preservation Commission and becoming a Certified Local Government	2-3 Years	Historical Society	TBD
Action 9.1 Maintain eligibility and continue to participate in the National Flood Insurance Program and continue to qualify for enhanced funding level through the Emergency Relief and Assistance Fund (ERAF).	Ongoing	Planning Commission, Zoning Administrator	Staff time
Action 9.2 Explore joining the NFIP's Community Rating System (CRS) program to help community members lower flood insurance premiums.	2-3 Years	Planning Director, Zoning Administrator	Staff time, NVDA, DEC ANR
Action 9.3 Update and re-adopt Lyndon's Multi-Jurisdiction Hazard Mitigation Plan, Local Emergency Management Plan, and Town Road and Bridge Standards and ensure they are consistent with the goals, objectives, and policies of this plan.	Ongoing	Selectboard	FEMA
Action 9.4 Implement the hazard mitigation programs, projects, and activities identified in Lyndon's Multi-Jurisdiction Hazard Mitigation Plan.	Ongoing	Selectboard	FEMA
Action 9.5 Work with FEMA and ANR to prepare and make readily available educational materials that highlight measures to reduce flood risk and damages for property owners.	Year 1	Planning Director, Zoning Administrator	Staff time, DEC ANR
Action 9.6 Adopt revised land use regulations that will implement the objectives and policies of this plan related to flood hazards, riparian areas, and stormwater management. Specifically consider more flexible River Corridor regulations in developed areas.	Ongoing	Planning Commission/Selectboard	Staff time

ACTION ITEM	TIME HORIZON	RESPONSIBLE PARTY	FUNDING/TECHNICAL ASSISTANCE
Action 9.7 Study how existing railroad infrastructure impacts flooding in Lyndon, e.g. backing of flood water in along Broad St., and explore possible alterations that could alter or alleviate flooding.	5 Years	Planning Commission, NVDA	TBD
Action 9.8 Complete Road Stormwater Management Plan (RSWMP) to maintain compliance with the Municipal Roads General Permit in order to achieve reductions in stormwater-related erosion from municipal roads.	5 years, ongoing	Municipal Administrator	NVDA



CURRENT & FUTURE LAND USE

GOAL 1 CREATE QUALITY PLACES THAT COMBINE HUMAN SCALE DEVELOPMENT, A MIX OF SUSTAINABLE LAND USES, AND A VARIETY OF SOCIAL OPPORTUNITIES.

CURRENT & FUTURE LAND USE

Open fields and wooded land make up the largest portion of the land base in the Town of Lyndon. Lyndon contains 23,061 acres of land, most of which is under private ownership, apart from about 330 acres under municipal ownership and 382 acres in State ownership (both excluding roads). Approximately 16 percent is forested and just under one percent is used for agriculture (see *“Current Land Cover Map” on page 18*). Lyndon currently has 10 zoning districts (See *Official Zoning Map*). This fundamental model has been used since the Town adopted zoning in the early 1970s.

WORKING LANDS

According to the 2017 Agricultural Census, there is a total of 86,999 acres of farmland in Caledonia County. Over the last few decades Lyndon’s agricultural lands have been fragmented by development. The largest concentrations of prime agricultural lands and working farms exist on Pudding Hill, Hubbard Hill, Mathewson Hill, Darling Hill, Vail Hill, along VT RT 122, and the Mount Hunger Road area. USDA Agricultural Marketing Service reports that Lyndon has four certified organic farms. County figures from the 2017 Agricultural Census show that the number of farms in Caledonia County continue to increase, from 560 farms in 2012 to 585 farms in 2017. However, farming as we know it is going through a fundamental change: with the ongoing loss of dairy farms and the proliferation in diversified production, today’s

farms tend to be smaller. In fact, the number of small farms (fewer than 10 acres) in Caledonia County increased from 47 in 2012 to 65 in 2017. Productive forests within Lyndon provide local wood resources, including maple syrup. Lyndon currently has 10 working maple sugar farms (two certified organic) and 73 parcels with registered forest management plans (in Use Value Appraisal) that provide hardwoods, softwoods, bole wood chips, and cord wood. 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, thus 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.

RESIDENTIAL

Chapter 6. Housing (page 50) provides more information about Lyndon’s housing stock. Residential development is dispersed throughout town (see *“Housing Map” on page 55*) and single-family homes predominate, accounting for over 80 percent of the properties on the 2019 Grand List.

COMMERCIAL AND INDUSTRIAL

Commercial and industrial uses are concentrated in the Village Center as well as along Main Street and Broad Street (US RT 5) and VT RT 122. *Chapter 2. Economic Development (page 24)* provides detailed information about commerce and industry in Lyndon.

RECREATION

Land in Lyndon is increasingly being utilized for recreational purposes, particularly for multi-use trail networks, such as PAL, Kingdom Trails, and VAST. Ensuring that Town policies and land use regulations enable recreational uses of land to continue and grow is important. *Chapter 8. Health & Recreation (page 56)* provides more information about Lyndon’s recreational land uses.

CONSERVATION & OPEN SPACE

Lyndon’s conserved and managed land is scattered throughout Town and makes up a small percentage of the Town’s total acreage. There are a few private properties in the northwest corner of town that are conserved through the Vermont Land Trust. The Lyndon State Forest, located in the southeast corner of town, is managed by the Vermont Department of Forest, Parks, and Recreation and is one of the first parcels of land acquired by the State of Vermont in 1912. At the time of acquisition, the area was a sand drift due to grazing and deforestation. The now-forested parcel is an excellent example of the effectiveness of intensive forest management practices over time. Multi-use trails are open to walkers, bikers, snowshoers, cross-country skiers, and fat bikers.

CURRENT USE

Vermont’s Use Value Appraisal (UVA) Program, commonly known as “Current Use”, enables the valuation and taxation of farm and forest land based on its agricultural or silvicultural value instead of its development value. The primary objectives of the program are to keep Vermont’s agricultural and forest land in production, help slow the development of these lands, and achieve greater equity in property taxation on undeveloped land. If land is removed from the program and is developed, the landowner must pay a land use change tax. Approximately 5,306 acres of forest land and 2,201 acres of agricultural land (7,507 acres total) in Lyndon were enrolled in the state’s Current Use Program in 2018. The total amount of land enrolled in Current Use increased 34% between 2008 and 2018 and most of the additional land enrolled was non-residential property.



Source: 2019 Lyndon Community Vision Survey

Conservation Easements

The Vermont Land Trust uses conservation easements as a way to preserve prime agricultural lands, protect natural areas and limit the amount of subdivisions 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. Property subject to a conservation easement is not removed from the Town's Grand List.

PASSUMPSIC RIVER WATERSHED

Lyndon is part of the Connecticut River Watershed through the Passumpsic River sub-basin. The main stem of the Passumpsic River is fed in Lyndon by the East and West Branches of the Passumpsic River, Calendar Brook, and Millers Run. 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.

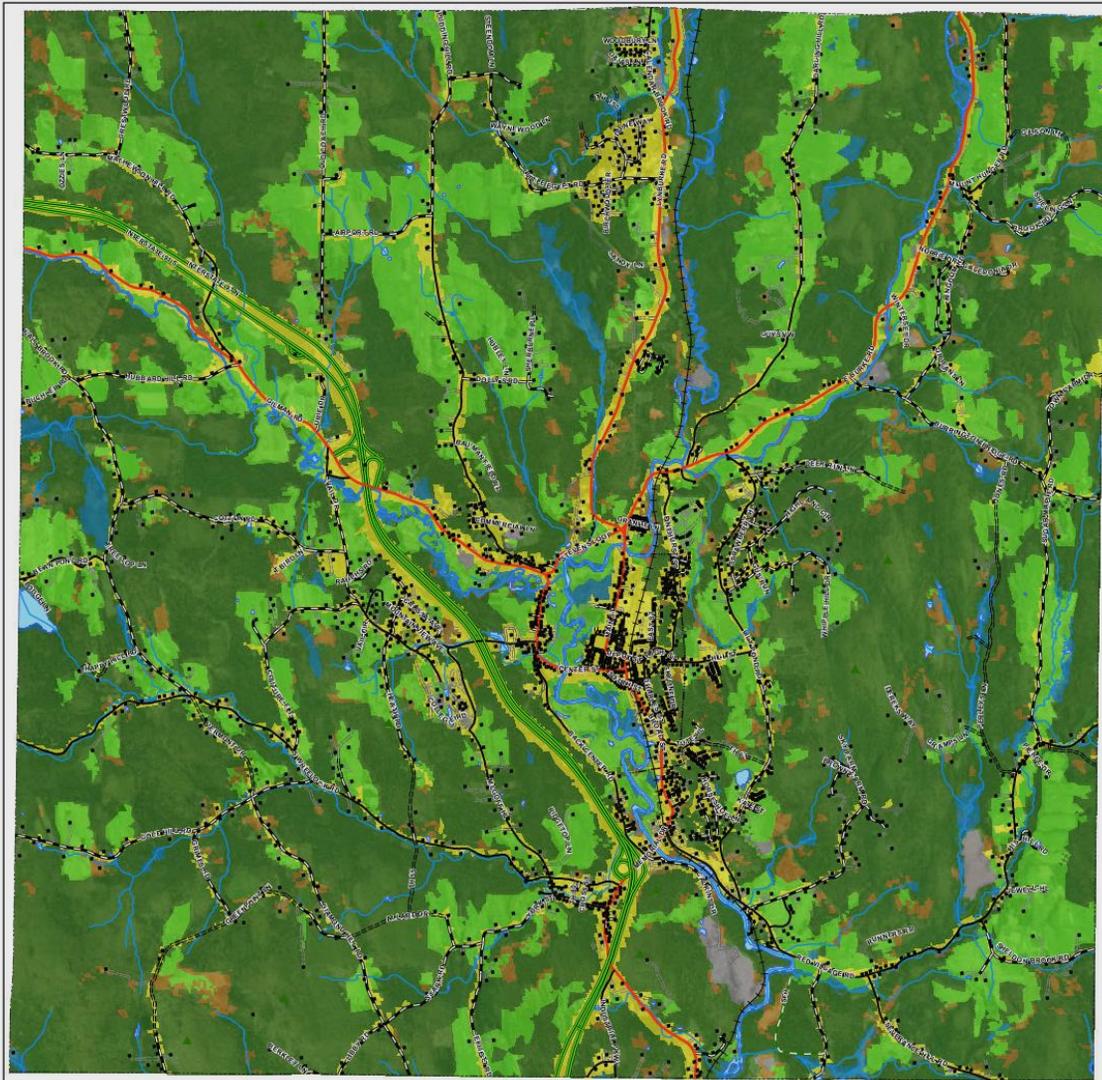
Almost all brooks, streams and rivers within Lyndon are classified by the state as Class B waterways, indicating that they are suitable for boating, swimming and drinking (with treatment). These waters also consistently exhibit good aesthetic value and high-quality habitat for aquatic biota, fish and 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.

For more information on the Passumpsic River Watershed, please see the [2019 Passumpsic Tactical Basin Plan](#). The tactical basin plan provides an overall assessment of the health of the Passumpsic River Basin and defines ongoing and future actions and strategies to

address high priority pollutants such as pathogens, sedimentation, and stream channel erosion. The Vermont Agency of Natural Resources maintains a Natural Heritage Database, documenting rare, threatened, and endangered plant and animal species, as well as significant natural communities. There is one mapped significant natural community in Lyndon - a Sugar Maple - Ostrich Fern Riverine Floodplain Forest located in the heart of downtown, where the Miller Run and the Passumpsic River meet.



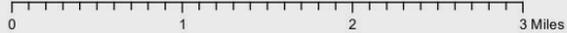
Figure 1 Total Acres in Lyndon Enrolled in Current Use 2008-2018



Town of Lyndon, VT Current Land Use Map

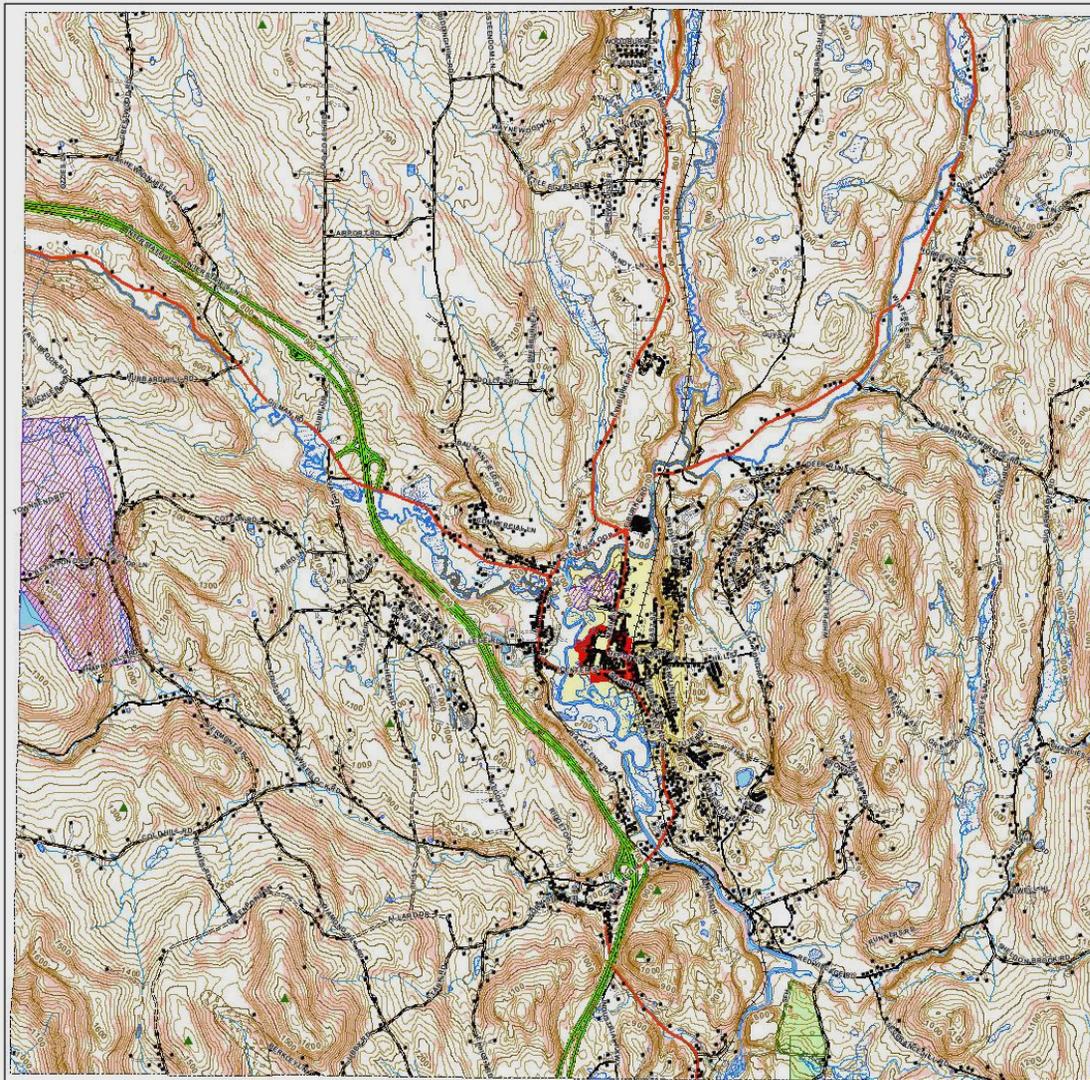
09/23/2019

- ▲ Peaks
- Structures
- +— Railroad Lines
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Legal Trail
- Private Road
- Streams
- Lakes, Ponds, & Rivers
- Land Use/Cover Types**
- Developed (12%)
- Farm and grass land (22%)
- Scrub and Shrub Land (3%)
- Forest Land (59%)
- Water & Wetlands (3%)
- Barren Land (1%)
- Village of Lyndonville
- Town Boundary



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.





Town of Lyndon, VT Ecological Resource Map

09/23/2019

- ▲ Peaks
- Structures
- 100' Interval Elevation Contours
- 20' Interval Elevation Contours
- +— Railroad Lines
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Legal Trail
- Private Road
- Streams
- Deer Wintering Areas
- Rare, Threatened, Endangered, and Significant Natural Communities
- Steep Slopes - Over 20%
- Designated Village Center
- Lakes, Ponds, & Rivers
- US & State Wetlands
- Lyndon State Forest
- Village of Lyndonville
- Town Boundary



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.





WETLANDS

The Town of Lyndon contains 700 acres of class II wetlands. (see “*Ecological Resources Map*” on page 19). Many of these wetlands are associated with the Passumpsic River and its tributaries and 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.

WILDLIFE HABITAT AND FOREST BLOCKS

Forests provide enormous benefits and a range of critical goods and services: water supply and water quality protection, flood control and protection, clean air, carbon sequestration, outdoor recreation, and scenic beauty. All of these benefits are known as *ecosystem services* because of the irreplaceable value they provide for humans. Forest blocks and riparian areas also support wildlife habitat and biodiversity through habitat connectivity, allowing species to migrate and maintain genetic variability. All forest blocks larger than

20 acres and connectivity areas are mapped statewide in [BioFinder](#), a database and mapping tool developed by the Agency of Natural Resources and partners to support stewardship and conservation.

When viewing the data, habitat connectors should be considered at two scales: *landscape* and *local*. Landscape scale connectivity is

important for connecting wildlife populations throughout the region and beyond. The habitat connectors between mountain ranges allow for diverse and abundant wildlife populations that can withstand the effects of disease or other significant impacts. At the landscape scale, there is some overlap between forest blocks and habitat connectors. However, very small forest blocks of minimal habitat or forestry value can actually function as connecting habitat.

At the local scale, smaller forested blocks support biological diversity and connectivity, even though they may provide less interior forest habitat. While Lyndon’s “highest priority” forest blocks (i.e. land that is more than 100 meters from the non-forest boundary) are largely limited to the southwest corner boundary with Wheelock, additional priority forest blocks allow for western and northern movement in Wheelock and Sheffield. Also, Lyndon’s surface water and riparian areas (such as Miller’s Run, West Branch and East Branch) provide critical east-west connectivity

SCENIC RESOURCES

Lyndon has not conducted a scenic resource or road inventory. It is evident from the many public comments at meetings and surveys over the years that residents value the scenic character of the rural areas of Lyndon such as views from and along Darling Hill.

FUTURE LAND USE

Village Mixed Use Growth Area

The Village Growth area is comprised of the Village Commercial District, the Main St. District, the Park District, and some sections of the Neighborhood Residential District.

Village Commercial District - The Village Commercial District serves as the commercial center of the Town of Lyndon. It is characterized by a mix of uses, including small-scale retail, cafes, personal service establishments, offices, and apartments. Future growth in food and beverage establishments should be encouraged in the Village Commercial District. New buildings in the Village Commercial District, should be designed and 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 this district should have at least two stories of usable space at and above street level. The Main Street District should be absorbed into the Village Commercial District.

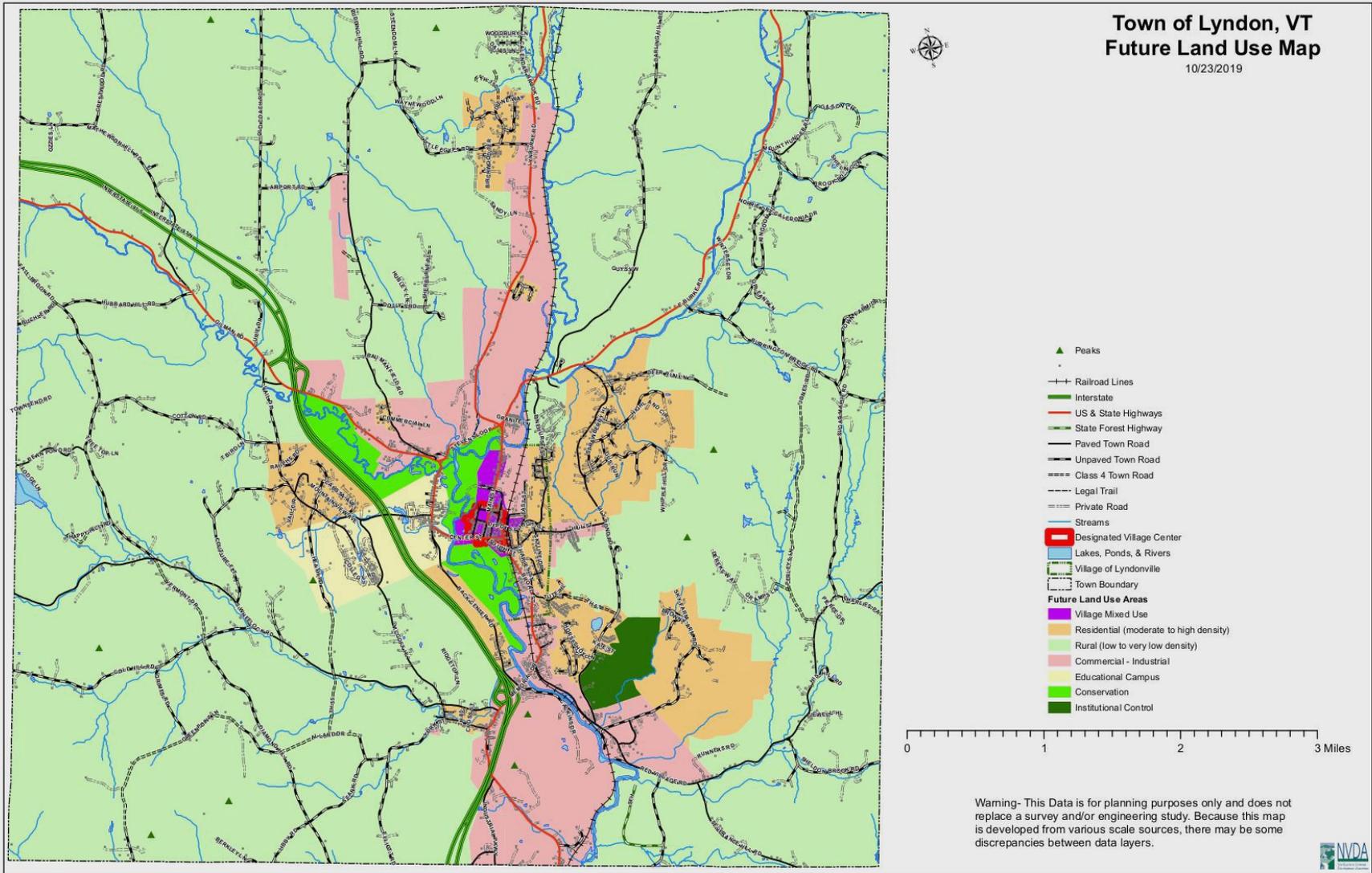
Park District- The Park District is the area surrounding the Village Green and extending south along Park Avenue from Maple Street to Center Street. The Park District is of vital historical and architectural importance to the Town and the region and its physical appearance should be preserved. The buildings in the Park District were originally constructed as single-family dwellings, but over time have become inefficient and expensive to occupy and maintain as such. Adaptive reuse that is compatible with the design and existing uses in this district will enable property owners to earn income from these buildings and should be encouraged.

Residential Neighborhood District - The Residential Neighborhood District consists of land primarily developed with single-family dwellings and the surrounding areas, which could accommodate new neighborhood development. Future residential development in the Town should be encouraged in this district and should not exceed the capacities of water supply and wastewater systems, police protection services, fire department services, utilities, and present or planned municipal facilities. Smaller lot sizes, higher population densities, and reduced setbacks should be allowed in this district, while ensuring adequate parking exists for the intended use.

Growth Areas Outside the Village

Commercial District -The Commercial District contains land where commercial development should be encouraged outside of the Village Growth Area. The Commercial District is characterized by access to Class 2 roads, municipal water supply and wastewater treatment (or ability to extend these services), utilities, parking and other facilities necessary to sustain commercial activity. The current district spreads out in a linear fashion along Route 5. Future commercial development should be encouraged in this district along and adjacent to US RT 5 south of the Village, on Hill Street and along the eastern side of VT RT 122. Increased density of development along with improved access management and walk-ability should also be encouraged.

Industrial District -The Industrial District is designed to provide locations for new industry and allow for the growth of existing industry. Land in the Industrial District has access to transportation facilities, is proximate to readily available utilities, has access to municipal water supply and wastewater treatment, or the ability to extend these services, and is surrounded by existing uses that will not be adversely affected by new or expanded industrial uses. 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. These Districts should be maintained for industrial uses.



Educational Campus - The land containing both Northern Vermont University (NVU) and Lyndon Institute (LI) is currently zoned as either Rural Residential or Residential Neighborhood. While there are some single-family homes in these areas, multi-family dwellings and some commercial and recreational uses, typically tied to the educational institutions, are more common. Future land use in these areas proximate to educational campuses should allow for a wider array of educational, commercial and recreational activities.

Institutional Control Area - The Institutional Control Area is the area formerly used as the Municipal and Industrial Waste Landfill located on the southeastern side of Lily Pond Road. This district is intended solely to prohibit land development in any Solid Waste Disposal Area and the use of ground water taken from the Institutional Control Area.

Rural Areas

The Rural District contains land that has and should retain a low density of use, and which should be primarily restricted to agricultural, forestry, related value-added and processing, outdoor recreational, and residential uses. The Rural District is characterized by the lack of a network of improved roads, the lack of 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.

Conservation

There are areas in Lyndon not suitable for certain types of new development due to environmental constraints, particularly undeveloped areas located within the Special Flood Hazard Area and River Corridors (see Chapter 9). These areas are designated as conservation areas on the Future Land Use Map (p. 22).

REGIONAL COMPATIBILITY

Lyndon is part of the Northeast Kingdom region and its land use and development trends are both influenced by and affect the land use and development trends of neighboring municipalities and the region. Lyndon is the second largest town in Caledonia County and serves as a regional center for many of its surrounding communities, hosting many essential services, including healthcare centers, supermarkets, drug stores, auto parts and service centers, hardware stores, childcare facilities, and restaurants.

St. Johnsbury, Lyndon's neighbor to the south, shares an industrial park (zoned for industrial in St. Johnsbury and bounded on both sides by a "Rural Lands One" district). The two communities comprise what the NVDA Regional Plan calls a "regional urban center" because it provides core services to outlying areas. This relationship with Lyndon's northern neighbors is especially pronounced. Rural residential development patterns tend to radiate north: into Sutton, particularly notable along Pudding Hill Road; into Wheelock,

especially along South Wheelock Road, and into Burke, primarily along Calendar Brook. More concentrated mixed development extends into East Burke, which is zoned for higher densities in a "Village Mixed Use" district.

The overall land use and development pattern called for in this plan is consistent with the [Regional Plan for the Northeast Kingdom's](#) land use map and desired future development patterns. The regional map indicates support for Lyndon's designated village center, industrial and mixed-use commercial areas, specifically the Lyndon-St. Johnsbury Industrial Park, and for maintaining rural character in the outlying areas of town.

OBJECTIVES

OBJECTIVE 1 .1 Focus new commercial development in areas along and adjacent to Route 5, Hill Street and along portions of Route 122 and increase development densities while improving access management and walk-ability.

OBJECTIVE 1 .2 Focus new residential growth in and around existing residential neighborhood areas with smaller lot sizes and higher population densities.

OBJECTIVE 1 .3 Preserve a viable agricultural and forest land base that maintains Lyndon’s agricultural and silvicultural industries and rural character outside of the Village Center and commercial corridors, particularly in the northwest quadrant of Town.

OBJECTIVE 1 .4 Protect and manage Lyndon’s natural resources and biodiversity for the benefit of current and future generations.

OBJECTIVE 1 .5 Provide for the wise and efficient use of natural resources and to facilitate the appropriate extraction of earth resources and the proper restoration and preservation of the aesthetic qualities of the area.

POLICIES

Policy 1.1 Encourage development in a manner that is sustainable and supportive of the natural environment and working landscape, e.g. avoid prime agricultural land, wetlands, and steep slopes (slopes greater than 20%), limit the fragmentation of large blocks of contiguous forest, minimize the amount of clearing and impervious coverage, etc., and promote land uses that are compatible with existing agricultural uses.

Policy 1.2 Encourage the implementation of wooded vegetative buffers along rivers, brooks and streams to maintain water quality, watershed health, and biodiversity.

Policy 1.3 Encourage the transformation of open space not suitable for development for flood storage, renewable energy production, etc.

Policy 1.4 Direct new development to areas with existing water and sewer service or areas with the potential for easy expansion of these services.

ACTIONS

Action 1.1 Adopt revised land use and development regulations that will implement the vision, goals, objectives, and policies of this plan, including the use of form-based codes.

Action 1.2 Identify and establish mechanisms that prevent undue adverse impacts from development on rare and irreplaceable natural areas, including but not limited to productive agricultural and forestry soils, significant natural areas, critical wildlife habitat and corridors, wetlands, important views, and ridgelines.

Action 1.3 Clarify and specify “permitted” and “conditional” uses for each zoning district.

Action 1.4 Renew the “Village Center” designation from the State of Vermont.

Action 1.5 Determine the community’s capacity for maintaining a “Downtown” designation from the State of Vermont.

Action 1.6 Review and revise zoning district boundaries and minimum requirements for development to better align with the municipal water and sewer services areas.



ECONOMIC DEVELOPMENT

GOAL 2 TO DEVELOP AND MAINTAIN A VIBRANT, THRIVING, LOCAL ECONOMY THAT PROVIDES SATISFYING AND REWARDING JOB OPPORTUNITIES AND FOSTERS NEW ECONOMIC OPPORTUNITIES.

ECONOMIC DEVELOPMENT

As the gateway to Vermont's Northeast Kingdom, Lyndon has a unique opportunity to be the one stop shop for all things northeast of town. With Interstate 91 (I-91) depositing residents, commuters, and tourists at each end of town, Lyndon sees an average of 15,000 vehicles passing through the Village Center daily. Lyndon is already a destination for basic needs fulfillment, e.g. grocery shopping, hardware supplies, pharmacy visits, however there is still a need for a more diverse selection of dining, drinking, and specialty foods establishments along with other services that can attract people to contribute to the local economy and increase the tax base. Rather than remaining in Lyndon, many residents and visitors leave town to patronize dining and drinking establishments.

As a regional urban center of the Northeast Kingdom, Lyndon is a center of employment. According to the latest Census data and W-2 forms, Lyndon provides primary employment to more than 1,200 workers from surrounding towns. About 440 Lyndon residents also have their primary employment in town.

NEW MARKETS

Like the rest of Vermont, Lyndon's economy has been repeatedly disrupted by changing markets. Over the years the Town's economic base has transitioned from sheep farming, to railroad, to manufacturing, and to dairy farming. As markets continually shift Lyndon

must stay nimble and adaptable to market demands in order to thrive. An array of techniques should be employed to ensure the future of Lyndon's economy is resilient and not dependent on a single economic driver. Today many dairy farms are transitioning to the cannabis industry, which is a fast-growing market with a supply chain that has big possibilities. This presents a large economic opportunity for the region as well as for the growing recreational tourism market, which is largely represented by more affluent urban populations who look for a variety of day and nighttime activities. This influx of expendable income opens up opportunities for revenue extraction from urban centers. A market analysis could present clear opportunity for retail businesses in the Village.

Additionally, the development of businesses and services that cater to the student population at Northern Vermont University (NVU) and Lyndon Institute (LI), specifically those located in the Village Center that are walkable from both campuses, present opportunities for direct and indirect economic impacts.

OUTDOOR RECREATION

In Vermont, outdoor recreation accounts for 51,000 direct jobs and \$5.5 billion in consumer spending with \$1.5 billion in wages and salaries and \$505 million in state and local tax revenue ([Outdoor Industry Association](#)). Outdoor participation by residents and visitors is growing, especially in trail running, adventure racing, mountain biking and backcountry skiing. The growth of these activities builds on traditional sectors that are already strong in the region: downhill skiing, hunting and fishing, and snowmobiling. Lyndon is poised to benefit from steady area growth in the outdoor recreation economy. Nearby Burke Mountain is experiencing strong growth with the new Burke Hotel and Conference Center and Kingdom Trails – a network of off-road, non-motorized, multi-use, all season trails in Lyndon, Burke, Kirby, and East Haven – has also has tremendous success attracting a passionate core of outdoor enthusiasts that extends beyond New England and into Canada. These lifestyle activities and amenities are attractive to prospective employees – especially younger generations – who prioritize environmental quality and access to the outdoors in job and career planning. Companies in all sectors can benefit from the natural landscape, access, and infrastructure of Lyndon and its surrounding area to create successful businesses that contribute to a high quality of life and attract and sustain employees and families.

THE CREATIVE ECONOMY

The 2018 study, [Building on a Legacy of Creativity: UNDERSTANDING AND EXPANDING THE CREATIVE ECONOMY OF THE NORTHEAST KINGDOM](#), finds that “The region’s economy is continuing to change in ways that favor creative industries and that generate economic opportunities and cultural amenities that appeal to young people and career changers.” Lyndon possesses many of the natural and structural assets to sustain creative enterprises and become a regional hub of cultural and creative business.

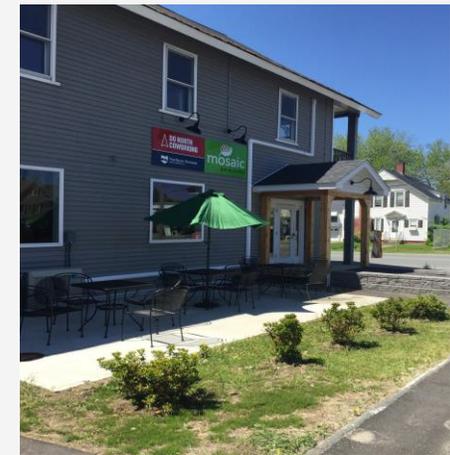
BROADBAND ACCESS

With the opening of Do North Coworking, it is clear that growth in the remote working population in the region presents another more direct means of extracting revenue from larger markets. Support of regional broadband efforts to ensure every resident of Lyndon has access to affordable highspeed internet via fiber to the home by 2025 will open up Lyndon to an array of new economic opportunities.

Lyndon’s 2017 VCRD Community Visit process clearly identified the need for a community and economic development specialist for the town to create and implement a successful economic development strategy that aligns with the community’s vision.

Bag Balm Building

Serving as a production facility for Bag Balm for over 100 years, the community mourned when the company discontinued use of the 930 Broad Street building located at southern gateway to the Village. After standing vacant for five years, new owners purchased the building and, with the help of \$75,513 in Village Center Tax Credits, were able to renovate it to provide commercial space for a locally owned café and, in partnership with Northern Vermont University, a coworking space (Do North Coworking). Work supported by state tax credits includes façade improvements along with installation of a LULA, a sprinkler system and other state-mandated code improvements.

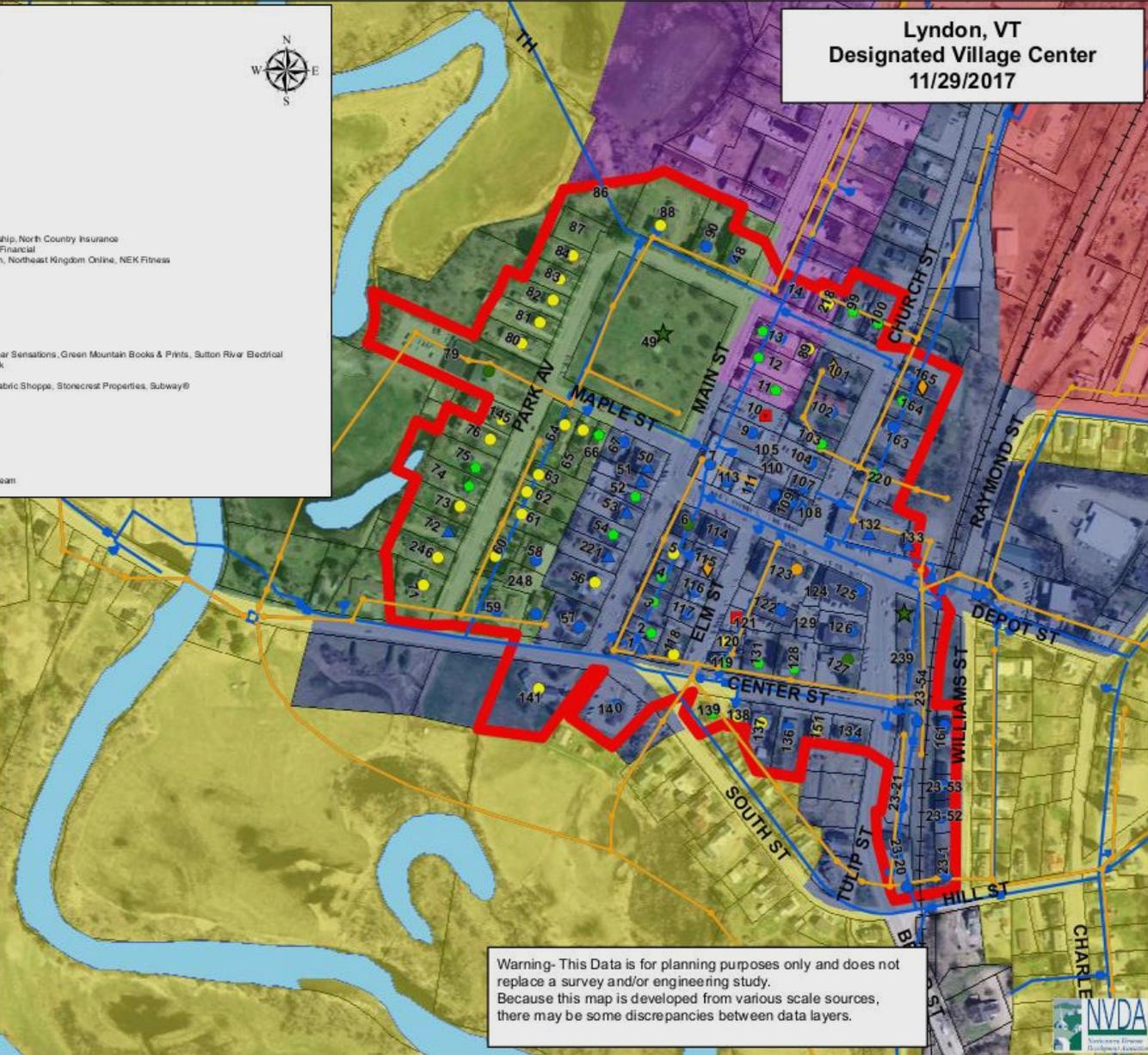


- Commercial Establishments**
1. Dr. Ken M. Burdusky, DDS
 6. Cobleigh Public Library
 7. The White Market
 14. Lead & Tackle Co. - Hunting & Fishing Outfitters
 48. Parkway Realty Associates
 49. Bandstand Park
 50. Children's Integrated Services
 51. Lyndonville House of Pizzas
 53. Counseling Office, Edward Jones Investments
 57. Guilford Funeral Home
 59. Moonlight Inn Vermont B & B
 67. Scott T. Beall DDS Dental Associates, P.C.
 72. Office
 79. Municipal Building
 90. Ralph L Chase P.C.
 101. Lyndonville First Congregational Church
 102. Northeast Kingdom Preschool & Childcare
 104. Magic 97.7 (WGMT)
 107. Denis Ricker & Brown Insurance
 108. Faith In Action - Northern Communities Partnership, North Country Insurance
 109. Westfall Blue Wave Taskwond, Edward Jones Financial
 110. Jan's Beauty Supply, Body Shop - All Around Tan, Northeast Kingdom Online, NEK Fitness
 111. The Rusty Bucket
 113. The White Market Delicatessen
 114. Pure Envy Salon, Cafe Sweet Basil
 115. St Peter's Episcopal Church
 116. Morrisette, Young, & Wilson, P.C.
 117. Barber Shop
 122. Rural Edge
 123. Darling Inn Apartments and Senior Meal Site
 125. The Grindstone Cafe, The Sun & Company, Shear Sensations, Green Mountain Books & Prints, Sutton River Electrical
 126. State Farm Insurance, Northeast Sports Network
 127. Lyndonville Post Office
 132. The Green Mountain Grow Store, Sewin Lowe Fabric Shoppe, Stonecrest Properties, Subway®
 133. Asia Restaurant
 134. Joseph C Benning Law Office
 140. North Country Federal Credit Union
 161. Bag Balm
 163. Pearsons Funeral Services
 165. Lyndonville United Methodist Church
 239. Memorial Park
 248. W.B. Mason
 - 23-54. Fraughouse Market & Cafe, Carmer's Ice Cream



**Lyndon, VT
Designated Village Center
11/29/2017**

- Property Uses**
- Commercial
 - Elderly Housing
 - ▲ Mixed-Use
 - Multi-Family
 - Public
 - ★ Park
 - Parking Lot
 - Residential
 - ◆ Church
 - Municipal Wastewater Lines
 - Municipal Water Lines
 - Railroad Tracks
 - Designated Village Center
- Zoning Districts**
- Residential Neighborhood
 - Village Commercial
 - Main
 - Park
 - Industrial
 - Parcel Boundaries



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.



TAX INCREMENT FINANCING (TIF)

Tax Increment Financing (TIF) is a tool that municipalities can use to finance improvements for public infrastructure like streets, sidewalks, and stormwater management systems to serve a specified area known as a TIF District. TIF leverages additional private investment that builds and renovates the housing, commercial, and retail space needed to grow jobs and the economy. While the infrastructure debt is being repaid, the base level of annual property taxes generated within the District goes to the Education Fund, however up to 70% of the increased property tax revenue is retained by the municipality to finance infrastructure debt. After 20 years, the grand list value of the properties within the TIF District are substantially increased as the infrastructure investment enables increased private sector investment. From that point forward, the base and the entire increase in property tax revenue are paid to the Education Fund in perpetuity.

OPPORTUNITY ZONES

The Federal Tax Cuts and Jobs Act of 2017 included the creation of Opportunity Zones, a new tax incentive aimed at increasing private investment in low-income census tracts. Investors in these zones will receive preferential tax treatment when they invest in a newly created “Opportunity Fund.” In March 2018 Governor Phil Scott designated 25 census tracts in 17 Vermont communities as Opportunity Zones, including Census Tract 9572, Caledonia, VT, which is the eastern half of Lyndon. Lyndon should continue to work with SCCD and NVDA to take full advantage of the Opportunity Zone program.

VILLAGE CENTER TAX CREDITS

Vermont’s Downtown and Village Center tax credit program helps to stimulate private investment, create jobs, restore historic buildings, and jump start revitalization. State Downtown & Village Center tax credits are available for eligible commercial buildings and non-profit owned buildings constructed before 1983 and located within designated downtown or village centers. Tax credits essentially redirect income taxes owed to help pay the construction bills. Over \$400,000 in tax credits have been awarded to projects in Lyndon since the Town first received a Village Center Designation in 2012.



Village Center at Depot Street – Sylvia Dodge

OBJECTIVES

OBJECTIVE 2 .1 Create and maintain an inviting, thriving, mixed use, village center, with a balance between residential, commercial, retail and industrial uses.

OBJECTIVE 2 .2 Enhance economic vitality in non-village industrial districts as well as rural and residential districts to sustain Lyndon’s rural character and natural assets.

OBJECTIVE 2 .3 Provide the essential physical and telecommunications infrastructure as well as community support services required to attract, sustain and grow a vibrant business community.

OBJECTIVE 2 .4 Rebrand Lyndon as a tourist friendly community by providing the tourist amenities, publicizing community events, and attracting travel groups/organizations.

POLICIES

Policy 2.1 Support the Downtown Revitalization Committee and coordinate Town and Village revitalization efforts.

Policy 2.2 Encourage development of accessory on-farm businesses and other local food based commercial uses and agricultural processing facilities and update land use regulations to enable these uses.

Policy 2.3 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.

Policy 2.4 Support the creation of a Communications Union District (CUD) that will develop and operate a last mile, Fiber-To-The-Home (FTTH) network for Lyndon and surrounding communities.

Policy 2.5 Support and encourage the physical presence of the residential campus of Northern Vermont University.

ACTIONS

Action 2.1 Develop a new municipal position to focus on community and economic development for the town to ensure economic development initiatives are prioritized and successfully executed.

Action 2.2 Develop a master plan for the designated village center that includes strategies for complete streets streetscape enhancements, economic development, and village revitalization.

Action 2.3 Evaluate tools to encourage economic development in Lyndon, e.g. Tax Increment Financing (TIF) District, Lyndon’s Opportunity Zone, New Markets Tax Credits, Village Center/Downtown Designation Tax Credits, tax stabilization, etc..

Action 2.4 Create and maintain an inventory of existing businesses and vacant commercial spaces in the Village Center as well as property available in Town for commercial and industrial development, infill, and redevelopment.

Action 2.5 Update local land use regulations to include design standards for commercial properties using recommendations in the VHB Existing Conditions Report for Lyndon Design Guidelines.

Action 2.6 Collaborate with Do North Coworking to develop entrepreneurship programming that directly supports Lyndon businesses.

Action 2.7 Work with NVDA to recruit locally based businesses and entrepreneurs in the following sectors: outdoor recreation, technology, value-added food, and manufacturing and promote available space on the Lyndon side of the Industrial Park.

Action 2.8 Promote agricultural and silvicultural enterprises by assisting landowners with the Current Use program (enrollment, retention, etc.).

Action 2.9 Target and encourage start-up of recreation and tourism related businesses and promote existing trail systems.

Action 2.10 Provide necessary facilities and services to support commercial and industrial development – e.g., broadband, municipal water and wastewater, roads, parking, sidewalks, stormwater infrastructure, etc.

Action 2.11 Connect small and medium sized local business owners with technical assistance, training, and financial assistance, e.g., USDA Rural Business Development Grants, etc.

Action 2.12 Develop a marketing plan that includes new logo, website, and promotional tools that position Lyndon as a great place to live, work, and visit.

Action 2.13 Review town policies for popup businesses/events and develop a clear process for event/popup permitting.

Action 2.14 Prioritize and facilitate the adaptive reuse and environmental cleanup of vacant downtown properties, e.g. the Kennametal building/site.



TRANSPORTATION

GOAL 3 PROVIDE FOR SAFE, CONVENIENT, ECONOMIC, AND ENERGY EFFICIENT TRANSPORTATION SYSTEMS, INCLUDING PUBLIC TRANSIT OPTIONS AND PATHS FOR PEDESTRIANS AND CYCLISTS, THAT RESPECT THE INTEGRITY OF THE NATURAL ENVIRONMENT AND SUPPORT THE LOCAL ECONOMY.

TRANSPORTATION

Lyndon's transportation network serves to connect the community and as a regional gateway for travel into the Northeast Kingdom. Lyndon sits at a crossroads that collects traffic from adjacent communities via local roads and federal and state highways (US RT 5, VT RT 114, VT RT 122) as well as regional traffic via Interstate 91 (I-91), which provides both opportunities for economic vitality as well as traffic congestion challenges. While clearly dominated by vehicular infrastructure, this network also includes bike lanes, sidewalks, and several formal and informal multi-use paths/trails. Planning for complete streets that serve all users (vehicular, pedestrian, cyclists, transit) is critical to meeting Lyndon's transportation challenges.

HIGHWAY NETWORK

Lyndon's highway network is comprised of 14.03 miles of state highway (US RT 5, VT RT 114, VT RT 122) and 8.99 miles of interstate highway (I-91). Additionally, Lyndon maintains 79.73 miles of town roads, while the Village of Lyndonville maintains 6.55 miles of village roads. The highway network is completed by 116 private roads totaling approximately 22 miles. Motor vehicles comprise the dominant use on most roads; however, bicycle, pedestrian, and other recreational users also share the road network. Lyndon's gravel roads are particularly important for non-vehicular users (e.g. pedestrians and cyclists) in rural

areas of town where there is no sidewalk system.

Lyndon hosts a significant regional interconnection of state routes, a US Highway, and U.S. Interstate 91 (I-91) that bring people into Lyndon from all directions. I-91 has two exits in town (23 and 24) and provides easy connections to Massachusetts, New Hampshire, and Canada. US RT 5 runs north-south directly through downtown Lyndonville and is the main truck route through town.

TRUCK TRAFFIC

Lyndon experiences considerable truck traffic on the Broad St. and Main St. sections of US RT 5, which serve as Lyndonville's "main street" through the Village Center. This traffic is exacerbated by weight limits on I-91, which prohibit vehicles exceeding 99,000 lbs., and forces additional truck traffic onto VT RT 122 adding to the congestion, noise, and pollution in the Village Center. VT RT 114 is the fastest connection for shipping to and from northern Essex County. According to the Burke Mountain Area Transportation Infrastructure Study, portions of these routes (especially VT RT 114 and Broad St.) have higher than average truck traffic compared to similar routes around the state, which is likely due to traffic funneling from VT RT 114 and VT RT 122 into US RT 5. Oversized truck traffic is prohibited on the historic Miller's Run Bridge, which connects VT RT 122 with Lyndon Center, however more visible signage may help reduce damage to the bridge.

TRAFFIC FLOW

According to 2018 Average Annual Daily Traffic (AADT), Broad St. (US RT 5 Red Village Rd. to Center St.) is the most heavily traveled road in Lyndon and commonly sees an estimated 13,000 vehicles per day. This number has remained steady over the past 5 years. Traffic between the US RT 5/VT RT 114/VT RT 122 intersection and Pudding Hill Rd. has seen the most significant increase since 2012, while traffic between the US RT 5/VT RT 114/VT RT 122 intersection and Darling Hill Rd. has also increased in the past 5 years due to increased popularity of the Kingdom Trails Network. Increased vehicle trips per day are anticipated as Kingdom Trails Association and Burke Mountain Resort continue to expand and draw more visitors. The Town should include these organizations in routine planning for transportation infrastructure upgrades. Alternatives designed to improve traffic flow must consider delivery access to local businesses.

During peak hours there is considerable congestion between Exit 23 off I-91 and the US RT 5/VT RT 114/VT RT 122 intersection. Poorly defined access points for businesses along Broad St., e.g. lack of curbing with defined curb cuts, differing shoulder widths, and utility infrastructure, contribute to delays along US RT 5. Additionally, traffic bound for Lyndon Institute (LI) and Northern Vermont University (NVU) creates congestion along Back Center Road to the Miller’s Run Bridge in Lyndon Center. The Village should adopt access

standards similar to Vermont Agency of Transportation (VTrans) State Highway Access and Work Permit in order to ensure access continues to improve along the portions of US RT 5 maintained by the Village.

VTRANS CORRIDOR MANAGEMENT PLANNING

The VTrans Broad Street Reconstruction Project is scheduled to begin construction in 2025. The scope includes reconstructing the roadway by digging below grade, removing concrete slabs, replacing it with select sand and gravel materials, and repaving. Sidewalks, improvements to access management, and left turn only lanes at most of the intersections with town highways are also part of the project. Project implementation has the potential to negatively affect businesses along Broad Street. The Town should continue to be an active participant in the VTrans project planning process to ensure that the final project design and implementation schedule meet the needs of the community and minimize impacts to businesses along Broad Street.

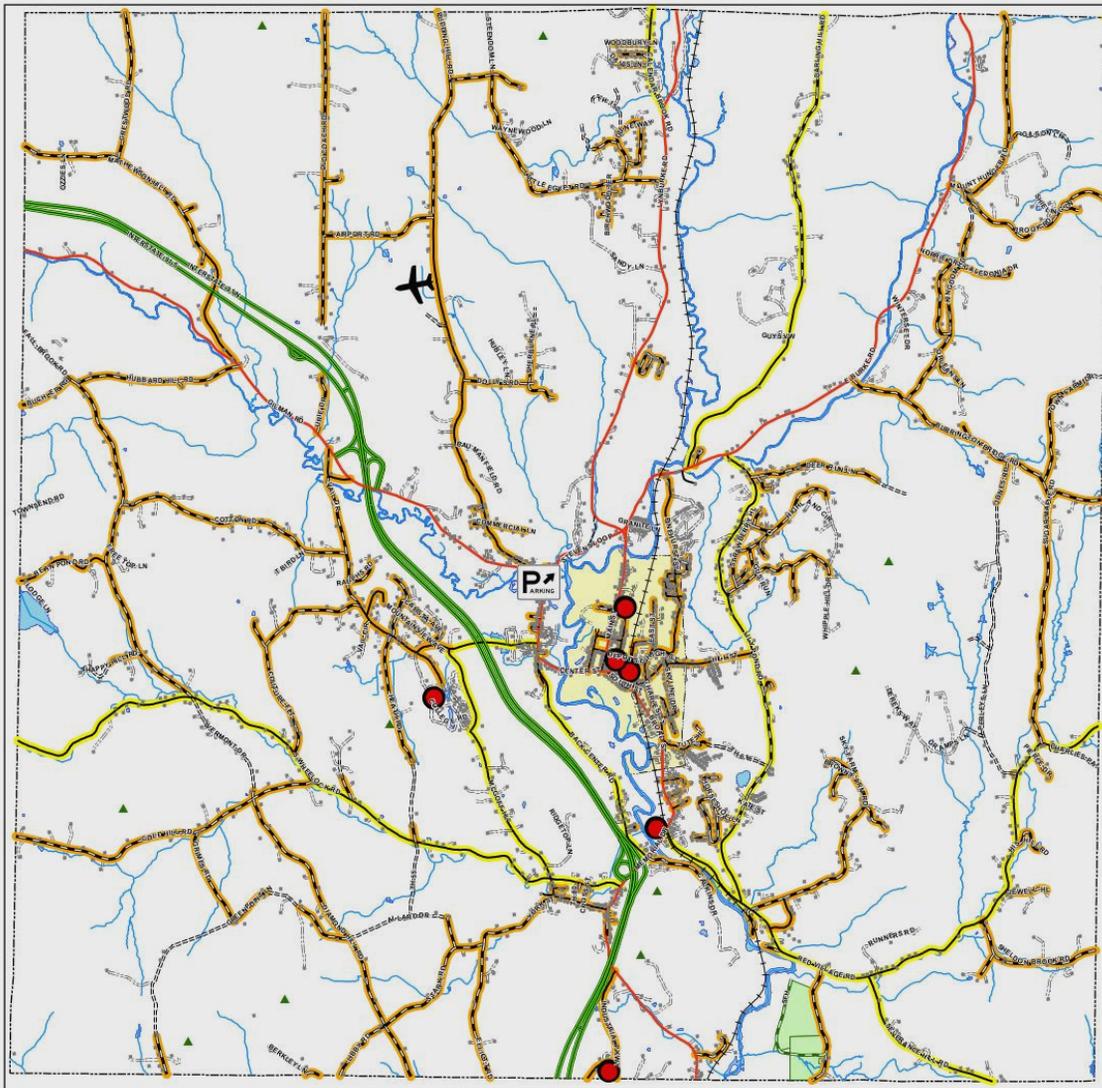
PUBLIC PARKING

There is a perceived lack of public parking in the Village. There are approximately 160 public parking spaces along Main Street, Elm Street, Broad Street, Depot Street, and Center Street, however the available public parking may not be adequately meeting demands of village businesses and residents. Public parking supply in and around the Village Center should be studied further. Additional village parking could be created by making Maple Street and

the sections of Park Avenue that surround the park one-way. There is also an opportunity to re-visit the Village’s overnight winter parking ban to allow residents increased access to on-street parking.

Table 1 Average Annual Daily Traffic Statistics

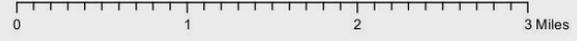
	HIGHWAY	AADT		
		2018	2015	2012
I-91	Exit 22 to Exit 23	11,900	11,600	10,900
	Exit 23 to Exit 24	6,500	6,300	5,200
US RT 5	Red Village Rd to Center St	13,000	13,200	13,300
	Center St. to Main St.	10,500	11,400	9,700
	Main St. to VT 114/VT 122	8,800	10,200	10,300
VT RT 114	VT 114/VT 122 to Calendar Brook Rd.	5,900	5,400	4,600
	US Rt. 5 to Darling Hill Rd.	5,300	4,600	4,500
	Darling Hill Rd. to Brook Rd.	4,800	4,200	4,100
VT RT 122	Brook Rd. to Burke Town Line	3,200	3,100	3,300
	US Rt. 5 to Center St.	4,300	3,000	3,000
	Center St. to Pudding Hill Rd.	4,500	4,500	2,600
	Pudding Hill Rd. to I-91 Ramp (Exit 24)	2,400	2,400	2,200



Town of Lyndon, VT Transportation Map

09/23/2019

- Airport
- RCT Bus Stops
- Park & Ride
- Peaks
- Structures
- Railroad Lines
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Legal Trail
- Private Road
- Town Road Class**
- Class 2 Town Highway
- Class 3 Town Highway
- Streams
- Lakes, Ponds, & Rivers
- Lyndon State Forest
- Village of Lyndonville
- Town Boundary



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.



PEDESTRIAN & BICYCLE INFRASTRUCTURE

Lyndon's bicycle and pedestrian infrastructure, consisting of sidewalks, bike lanes, designated walking routes known as Paths Around Lyndon (PAL), and an approximately 1-mile multi-use path known as The River Trail, is fairly limited and primarily concentrated in the Village Center and Lyndon Center, however there is strong community support for expansion of bicycle and pedestrian infrastructure.

In 2016 the Selectboard adopted the [Lyndon Walk & Bike Safety Action Plan](#), which identifies priority road improvements designed to increase walking and biking in Lyndon as well as make the roads safer for all. The Lyndon Bicycle and Pedestrian Advisory Committee is charged with implementation of the plan. Additionally, in 2016, the Town partnered with VTrans to incorporate bike lanes along Main Street, Broad Street, and Center Street paired with shared lane markings or "sharros" along Depot Street. The project is featured as a case study in the U.S. Department of Transportation's 2016 [Small Town and Rural Multimodal Networks](#) report.

PUBLIC TRANSIT & RIDESHARE

Rural Community Transportation, Inc. (RCT) provides door-to-door and bus route transportation in and around the Lyndon area via buses, cars, taxis, volunteer drivers, van pools, and rideshares. Most rides are provided with little or no cost to passengers through

funding from public programs or local organizations, such as Medicaid, the Area Agency on Aging, and Northeast Kingdom Human Services. RCT's free Jay-Lyn Shuttle runs every weekday between St. Johnsbury and Lyndon, making stops at major employers and essential services, such as Price Chopper, Northeastern Vermont Regional Hospital (NVRH), the Green Mountain Mall, NSA Industries, the St. Johnsbury-Lyndon Industrial Park, and the Darling Inn. Increased frequency of existing routes as well as the addition of new routes would make the use of RCT services feasible for workers of retail, restaurant, and other jobs outside of standard 9-5 hours.

AIRPORT

Lyndon is home to the Caledonia County State Airport, which serves mostly private single-engine planes. A runway expansion and lighting upgrades could potentially accommodate air freight delivery and private jets, however such improvements are unlikely due to the location of the Airport Rd. to the north and the topography (steep slopes) to the south. VTrans oversees operation and maintenance of the airport and a major runway reconstruction project is planned to be completed within the next few years if funding is available.

RAIL.

The 104-mile, north-south, Washington County Railroad-Connecticut River Division rail line that runs through Lyndon is owned by Vermont Rail Systems (VRS), which is the first privately owned railroad in the United States to operate on publicly owned rights-of-way. The line that runs through Lyndon is one of five affiliated short-line railroads in the system and accommodates a daily freight route. VRS operates a trans-load facility in the Village, north of Broad and Williams streets, in partnership with Couture Trucking of North Troy, VT. A trans-load facility is a railyard that is outfitted with truck scales, loading cranes, and storage silos where shipments are transferred from one mode of transportation to another. In 2010 VRS made six acres available to Couture Trucking and 27 silos have been erected for the storage of malted barley. The potential exists for increased development of rail related services, e.g. passenger service, expanded freight business and storage, etc. on the vacant former railyard land north of the trans-load facility.

OBJECTIVES

Action 3.1 Improve traffic flow and accessibility throughout the Town.

Action 3.2 Increase public transit ridership and encourage ridesharing.

Action 3.3 Increase public parking in the Village Center and along North Main St.

Action 3.4 Improve and expand bicycle and pedestrian facilities throughout town, particularly on the south end of Main St. and along College Rd, to create a connected walk-bike network.

POLICIES

Policy 3.2 Require that new development and redevelopment projects meet Town/Village standards for road construction.

Policy 3.3 Support the implementation of the Lyndon Walk & Bike Safety Action Plan as well as Bicycle and Pedestrian Advisory Committee initiatives to build new trails and other bicycle and pedestrian oriented infrastructure.

Policy 3.4 Support improvements to air and rail services appropriate to Lyndon's development needs.

ACTIONS

Action 3.1 Work with VTrans to improve traffic flow along VT RT 5: assess the feasibility of installing roundabouts on the north and south ends of VT RT 5; hold additional community meetings for the proposed Route 5 redesign project; and ensure that the project meets current and future community needs.

Action 3.2 Evaluate making the northern section of Park Ave. (from the municipal offices north) one-way to allow for additional parallel or angled parking on the north and west sides of Bandstand Park and explore additional parking between Memorial Park and Broad St. and along northern Main St.

Action 3.3 Repair and replace existing sidewalks throughout the Village and Town, ensuring they meet ADA requirements.

Action 3.4 Integrate funding for bicycle and pedestrian amenities/facilities, e.g. annual restriping of existing bike lanes and evaluation of existing streetlighting, into budgets for planned highway projects.

Action 3.5 Evaluate making Broad St. one-way (northbound) and Main St. one-way (southbound) to improve traffic flow through the Village.

Action 3.6 Work with Rural Community Transportation, Inc. (RCT) to increase the frequency of existing bus/shuttle routes and explore the need for additional routes, e.g. a Lyndon-Burke route.

Action 3.7 Pursue funding for improvements that are consistent with other aspects of the Municipal Plan for both municipal and state highways.

Action 3.8 Examine existing studies, such as the Burke Mountain Area Transportation Infrastructure Study and the VTrans Corridor Management Plan to determine their impact on the Municipal Plan and Capital Budget Improvement Plan.

Action 3.9 Review and amend municipal standards for road construction to include access requirements including shared access points where feasible, curbs or green strips to define the edge of the roadway and provide appropriate safety barriers, and narrower lane widths (11 feet, with ideally 4-foot shoulders in rural areas, or 5-foot bike lanes where possible in the Village, Lyndon Center, and Lyndon Corner).

Action 3.10 Relocate utility infrastructure underground or to the rear of a property when upgrades, replacement, or new development allows, to enhance visibility.

Action 3.11 Evaluate opportunities to create a park and ride off Route 5 on the south end of town.

Action 3.12 Partner with Kingdom Trails Association, NVU, and the Lyndon Area Chamber of Commerce to add a shuttle route between Darling Hill, the Village Center, and the NVU campus.



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1840-1910
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COMMUNITY FACILITIES & SERVICES

*GOAL 4 PLAN FOR, FINANCE,
AND PROVIDE AN EFFICIENT
SYSTEM OF PUBLIC FACILITIES
AND SERVICES TO MEET
CURRENT AND FUTURE
COMMUNITY NEEDS.*

COMMUNITY SERVICES & FACILITIES

GENERAL GOVERNMENT

General government services consist of those provided by several departments located at the Municipal Office Building, e.g., Town/Village Clerk (four full-time staff), Municipal Administrator (one full-time staff), Planning and Zoning (one full-time staff), and Town Listers (three part-time elected officials plus contracted services). These Town staff work closely with the volunteer boards and commissions that set policy and provide oversight – e.g., Selectboard, Planning Commission, Development Review Board, Board of Civil Authority, Bicycle and Pedestrian Advisory Committee, etc. The Town and Village combined own 29 buildings on approximately 44 parcels totaling roughly 250.24 acres.

VILLAGE OF LYNDONVILLE

The Village of Lyndonville is a separate, chartered municipality located within the Town of Lyndon. 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.

COORDINATION BETWEEN TOWN AND VILLAGE GOVERNMENT

The dual- government structure of Lyndon and Lyndonville can be confusing at times. Additionally, many administrative activities of the Town and Village are unnecessarily duplicated. The smaller tax base in the Village

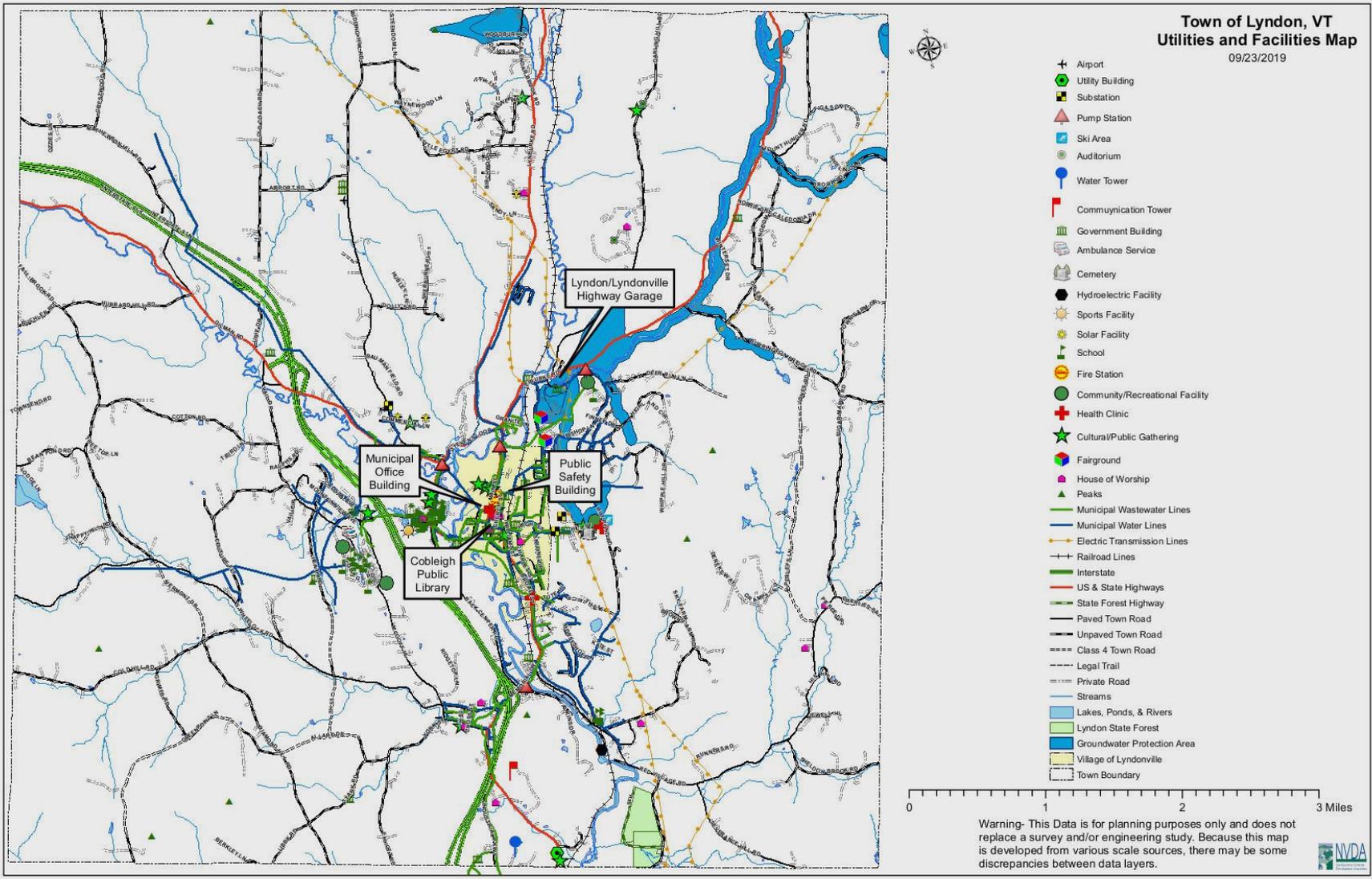
supports Village municipal services that also benefit residents outside the Village. Many of the elected and appointed Town officials serve the same role for the Village, however, there is no statutory basis for ensuring this coordination. A merger between the Town and Village governments was proposed in 2006 and approved by voters 927 to 838 on November 7, 2006. The vote was subsequently overturned by a revote of 695 to 435 on January 16, 2007.

MUNICIPAL BUILDING

The Municipal Building serves the offices of the Town Clerk, Municipal Administrator, Zoning Administrator/Planning Director and the Town Listers. The Lyndonville Electric Department and the Kingdom East School District both lease office space within the building. The attached gym and lower level conference room are available for use of Lyndon-based non-profit groups and use of these facilities is coordinated through the Town Clerk's Office. Although the Municipal Building meets all requirements of the current ADA requirements, not all rooms are accessible, however services are made available to all. The installation of an elevator to provide ADA compliant access to the second floor is recommended.

ANIMAL CONTROL FACILITY

The Animal Control Facility was built in 2006 and remains in good condition. In recent years the occupancy has generally been under its eight dog, 10 cat capacity.



PUBLIC SAFETY FACILITIES & SERVICES

Lyndon's Public Safety Facility was completed in 2005 and houses both Lyndonville Fire and the Lyndonville Police Department. In 2018, Lyndonville Fire had 26 State Certified Firefighters and 11 Probationary Firefighters who responded to more than 200 calls. Lyndonville Fire owns four fire engines, one aerial truck, a heavy rescue/tech rescue truck, a support truck, a Polaris Ranger, and a Zodiac boat for water rescue. Lyndonville Fire provides mutual aid to surrounding communities when requested by the Northeast Kingdom Firefighters Mutual Aid District. The Lyndonville Police Department currently employs three officers who work a total of 136 hours per week. The police department offers coverage for the entire town. The Vermont State Police provide coverage when the local department is not on duty. Emergency medical services (EMS) are provided by contract with Lyndon Rescue, which is based at NVU's Lyndon Campus. Lyndon Rescue and CALEX Ambulance have begun discussing a more regional approach to EMS coverage and St. Johnsbury and Waterford received a FY2020 Municipal Planning Grant (MPG) for a multi-municipal study to evaluate opportunities for regional cooperation, including consideration of partial or complete consolidation of Fire Protection and Prevention Services.

JOINT TOWN AND VILLAGE HIGHWAY GARAGE

A new joint Town and Village maintenance facility was completed in 2017 and serves as the office for the Town Highway Foreman and the Village Public Works Supervisor. All of the Town and Village equipment, trucks, and road salt and sand are stored at this location.

PUBLIC WATER SYSTEM & WATER TREATMENT

The Village Water Department has lines that extend beyond the Village limits and serves the Village as well as areas adjacent to the Village. Lyndonville's public water system has a significant amount of permitted capacity remaining. Currently Lyndonville's Average Daily Usage is between 330,000-335,000 gallons/day, however with a fire event, it has 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 Village Water Treatment Plant is operating as designed and no new upgrades are anticipated at this time. Old infrastructure serving few customers is an issue in several areas. The municipal line on South Wheelock Road is being phased out and the Village is providing private wells for a few customers each year. A similar strategy may be employed in the future along RT 122. A 2.7-million-dollar upgrade is also planned for the Vail Transmission Line between LI and the West Reservoir.

GROUNDWATER & WELL PROTECTION AREAS

The Village Water System and the private 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. Private wells are also now protected by state statute.

PUBLIC SEWER SYSTEM & WASTEWATER TREATMENT

The Town Wastewater Department parallels, in most cases, the water lines and thus serves Village residents as well as some residents outside the Village. The wastewater treatment facility underwent significant upgrades in 2013. The facility is currently processing at about 26% (195,000 GPD) of its 750,000 gallons per day (GPD) capacity, which leaves significant room for growth. The Town upgraded its pump stations to include a wireless communications system and the public sewer system piping network remains in relatively good condition.

STORMWATER

In 2016 the Caledonia County Natural Resources Conservation District (CCNRCD) developed a Stormwater Master Plan (SWMP) for the Town of Lyndon. The goal of the planning process was to build on past efforts by CCNRCD, VTANR, and the Town to understand flooding and erosion conflicts along the Passumpsic River and water quality impacts from stormwater draining over 400 acres of impervious surfaces in the Town. The resulting [2018 Stormwater Management Plan](#) complements past river assessment and corridor planning efforts completed by CCNRCD and introduces advanced and green stormwater infrastructure concepts in the Town.

The Municipal Roads General Permit is intended to achieve significant reductions in stormwater-related erosion from municipal roads, both paved and unpaved and requires municipalities to implement a customized, multi-year plan to stabilize their road drainage system. The permit will include bringing road drainage systems up to basic maintenance standards, and additional corrective measure to reduce erosion as necessary to meet a TMDL or other water quality restoration effort. The permit is required by Act 64, the Vermont Clean Water Act, and the Lake Champlain Phase I TMDL. The permit takes effect in 2020, however, plan implementation began in 2018. All hydraulically connected road segments must be addressed by 2040 and work on such

segments with grades of 10% or higher must be completed within the first five years of the permit cycle.

BROADBAND

The Federal Communications Commission (FCC) currently defines broadband as minimum access speeds of 25/3 — 25 Megabits per second download and 3 Mbps upload. Emerging technologies need faster speeds and higher capacity during times of high usage. But much of Vermont, especially the NEK, lacks even 4/1 speeds. The Town should support the formation of a communications union district (CUD) to bring broadband to the region. A CUD is a municipal entity, like a school district or a waste district, which is legally separate from Town municipalities.

Table 2 LED Energy Sources 2018

SOURCE	FUEL TYPE	% OF ANNUAL USAGE
Market Contract/ VPPSA	System Mix	66.65
McNeil Wood Chip	Wood Chips	11.62
NYPA	Water	8.11
LED HYDRO	Water	6.67
Small Power/ VEPPi	Water/Wood Chips	6.02
Stonybrook/Wyman	Oil/Gas	.94

SOLID WASTE DISPOSAL FACILITIES AND SERVICES

Lyndon is a member of the Northeast Kingdom Waste Management District (NEKWMD). The district's Solid Waste Implementation Plan as

most recently adopted is incorporated into this plan by reference. By belonging to NEKWMD, Lyndon is meeting its obligation under state law to plan for the community's solid waste disposal needs. NEKWMD is located in Lyndon and provides on-site, bi-weekly, self-service recycling and composting services. There are no transfer stations in Lyndon, however residents can take their trash to one of two "fast-trash" locations in town or contract with one of several local haulers to provide curbside pickup service.

LYNDON TOWN SCHOOL

Lyndon Town School is Lyndon's designated elementary school and serves students from pre-kindergarten through grade 8. Enrollment for the 2019-2020 school year was approximately 500 students. The school building was built in 1991 with 40 classrooms and features a gymnasium, cafeteria, 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.

LYNDON INSTITUTE

Lyndon Institute is an independent and comprehensive high school for grades 9 – 12, offering a 150-course curriculum specializing in core and honors academics, fine and performing arts, and technical and career programs. The school's 2019-2020 student body is made up of approximately 500 students from 20 countries, several U.S. states, and over 24 area towns and villages. Lyndon Institute is located in Lyndon Center, and the Lyndon Institute campus contributes significantly to Lyndon Center's picturesque streetscape. The 130-acre campus hosts 34 buildings, including the Main Building, Alumni Gymnasium and 650-seat Alumni Auditorium, the Elliott Memorial Library, the John L. Norris, Jr. Center for the Arts, the Monahan Academic Commons, and seven dormitories.

INDEPENDENT SCHOOLS

There are several independent schools in Lyndon that serve both Lyndon and neighboring towns. Both the Riverside School and Thaddeus Stevens School are independent day schools serving students from kindergarten through grade 8. Lyndon Educational Alternative Resources Network (LEARN) is an alternative day school serving students grades seven through 12 with emotional, behavioral, and academic challenges. A number of Lyndon children are also home-schooled.

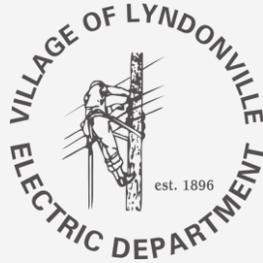
NORTHERN VERMONT UNIVERSITY (NVU)

On July 1, 2018, Lyndon State College officially unified with Johnson State College to become Northern Vermont University, a two-campus institution of higher education. Northern Vermont University's Lyndon campus consists of 24 buildings on 211 acres and offers distinct professional programs with a liberal arts core, with nationally recognized majors in

atmospheric sciences, electronic journalism arts, and exercise science. NVU has 44 full-time and 65 part-time faculty and a total student population of 1,057, which is comprised of 867 full-time undergrad, 144 part-time undergrad, and 46 graduate students. Fifty-five percent of the student population is from out of State and 52 percent are commuter students.



Sugar on Snow at Lyndon Institute – Javin Leonard



The Lyndonville Electric Department (LED), a public utility owned and operated by the Village of Lyndonville, 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.

LED is a member of VPPSA (Vermont Public Power Supply Authority) which represents a network of 12 municipal electric utilities when purchasing power on the ISO (Independent System Operator) -New England electricity market. VPPSA is a joint action agency based in Waterbury and is made up by 12 Municipal Electric Utilities. LED currently produces 6.67% of the electrical needs of its customers via the Great Falls and Vail hydro plants. The balance of the power supply is purchased (known as "market power") through contracts with different power suppliers. LED's current system load is 12.725 MW and the average sale price per/kWh is 15.82 cents. LED's residential rates are in the lower third of all the statewide utilities

The largest users in LED's service territory include the St. Johnsbury-Lyndon Industrial Park and the Burke Mountain Ski Resort (Burke Mountain). The industrial park currently consumes 3 MW of power and contains several undeveloped parcels in Lyndon. Burke Mountain currently consumes 3 MW of power and estimated power requirements at a 10-20-year full buildout will increase to 10-12 MW. To accommodate additional consumption of power at Burke Mountain, LED has conducted engineering studies on how best to upgrade their current infrastructure. The Resort will be required to pay for infrastructure upgrades that directly serve the resort. To meet the future demands of Burke Mountain and other potential new loads LED and VELCO constructed a new 115 KV VELCO substation behind LED's existing substation on Hill Street. The substation was energized on December 16, 2010 and has a capacity of 30/40/50/56 MVA. This substation also acts as a backup for the 115 KV Higgins Hill substation in St. Johnsbury, providing increased reliability.

LED's regular growth has easily been met through 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 market contracts. LED's contracts with Vermont Yankee and Hydro Quebec have expired.

In addition to contract changes, Vermont may also see mandatory Renewable Energy Standard (RES) which could affect the source of power for LED. RES, which became effective in 2017, requires utilities to supply of percent of their load with renewable resources. This requirement is met through two programs: Standard Offer and Net-Metering. Lyndon currently has two solar arrays operating under the Standard Offer program: one with a 480 kW capacity at \$0.1540 per kWh and one with a 490 kW capacity at \$0.1550 per kWh. To date, RES has limited cost implications. However, the Standard Offer Program and net-metering programs carry higher costs. Vermont's Department of Public Service is required to monitor the impact of RES on costs in a biennial report.

Free Library Services

- Listen Up Vermont – downloadable audio books from the Internet.
- Universal Class – over 500 online, continuing education courses (non-credit).
- Book, magazine, recorded book, CD and DVD loans. for children and adults.
- Story hours for infant, toddlers, pre-school age children, and parents.
- Special author and storyteller performances plus Family Place parent programs.
- Lectures, concerts, book discussions.
- Free internet access and beginning computer classes for adults.
- After school homework center.
- Adult Education tutoring.
- Outreach library services and programs.
- Interlibrary loan service.
- Summer reading programs for children.
- Vermont Online Library (VOL).
- Free one on one technology help for one hour by appointment.
- Science, Technology, Engineering and Math (STEM) programs.
- LearningExpress – skill building, occupational licensing tests, career exploration and more.

CHILDCARE & EARLY CHILDHOOD EDUCATION

There are currently nine in-home registered day care facilities and eight licensed providers in Lyndon with a total of 36 spots for infants and 45 spots for toddlers. There is a shortage of local day care services, especially those providing infant care as currently there are no vacancies for infants and only six vacancies for toddlers. Births to Town residents in the most recently published vital records (2017 and 2018) were 43 and 30 respectively, which, in theory, could have put just under 75 children in the infant category for care. Latest census data (American Community Survey Five Year Estimates) show that there are 184 people in Lyndon who live in households with all parents in the workforce and who have children under the age of six. Since Lyndon provides employment for neighboring towns, the demand could potentially be even higher.

HEALTHCARE

Corner Medical, located on the Lyndon side of the St. Johnsbury-Lyndon Industrial Park, includes healthcare providers with special interests in diabetes, cardiology, women's health, men's health, preventative medicine, depression, and palliative care. Corner Medical currently has six medical doctors, one doctor of osteopathic medicine, two nurse practitioners, behavioral health services, an on-site pharmacist. Northeastern Vermont Regional Hospital (NVRH), a community, not for profit, acute care, and critical access hospital, is located in neighboring St.

Johnsbury. NVRH provides primary and preventive care, surgical and specialty services, inpatient and outpatient care, and 24-hour physician-staffed emergency services.

COBLEIGH PUBLIC LIBRARY

The Cobleigh Public 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. Additionally, the library is used for free by educational groups who make their meetings available to the public. The library also answers the Lyndon Area Chamber of Commerce telephone year-round promoting tourism and the area in general. Current information about library programming and events is available at www.cobleighlibrary.org.



Bookmobile – Cobleigh Library

OBJECTIVES

OBJECTIVE 4 .1 Enhance transparency and efficiency of municipal operations and increase public interest and participation in local government.

OBJECTIVE 4 .2 Ensure all public facilities in the Town of Lyndon are safe, efficient, and accessible for all people.

OBJECTIVE 4 .3 Integrate education and childcare issues into the planning process, provide lifelong learning opportunities for Lyndon residents of all ages and improve access to technology.

POLICIES

Policy 4.1 Appoint officers and board/committee members that have a broad interest in the community and are willing to learn from and cooperate with their fellow citizens.

Policy 4.2 Support increased access to quality healthcare services, early childhood education and preschool programming, and infant care.

Policy 4.3 Encourage and support open dialogue with Kingdom East School District, Lyndon Institute, and Northern Vermont University (NVU) to ensure that the community is aware of new educational opportunities.

Policy 4.4 Support the regionalization of public safety facilities and services such as emergency medical services (EMS) and fire protection and prevention services.

ACTIONS

Action 4.1 Ensure current information regarding local government actions is easily accessible by the public via both traditional avenues, e.g. local newspapers, and using newer technology, e.g. Facebook, Front Porch Forum, etc.

Action 4.2 Develop a Capital Budget Improvement Plan to prioritize major municipal projects, including property acquisitions, ADA compliance upgrades, and water, wastewater, and stormwater system upgrades, and set up long term budgeting to pay for anticipated projects and maintenance of public facilities.

Action 4.3 Redesign the Town website and utilize the Town website as well as social media to publicize public meetings, municipal initiatives, elected and appointed positions, volunteer/service opportunities, community programs, etc.

Action 4.4 Conduct annual review of organizational structures, policies, and procedures in order to ensure the activities of Town boards, commissions, and committees comply with legislative requirements and are effective and transparent.

Action 4.5 Review opportunities to reduce redundancy in administrative functions and initiate study of a Town/Village merger including a review of past initiatives in order to better understand issues and obstacles.

Action 4.6 Evaluate best management practices for management of stormwater runoff, especially at the point of origin, e.g. new housing construction, etc., and update land use regulations to reflect best management practices (BMPs).

Action 4.7 Promote the diverse programming offered by Cobleigh Library, e.g. the Bookmobile, and expand the use of the Library as a welcome center and information technology access point for regional tourism.

Action 4.8 Maintain and expand Lyndonville's public tree canopy and continue to update and implement the [Village of Lyndonville Community Forest Strategic Action Plan](#), including the appointment of a tree warden.

Action 4.9 Develop local government internship programs and/or create seats on municipal boards, committees, and commissions for LI and NVU students.

Action 4.10 Explore options for the extension of municipal water and sewer service area to accommodate anticipated growth.

Action 4.11 Consider future uses for the Village Garage.



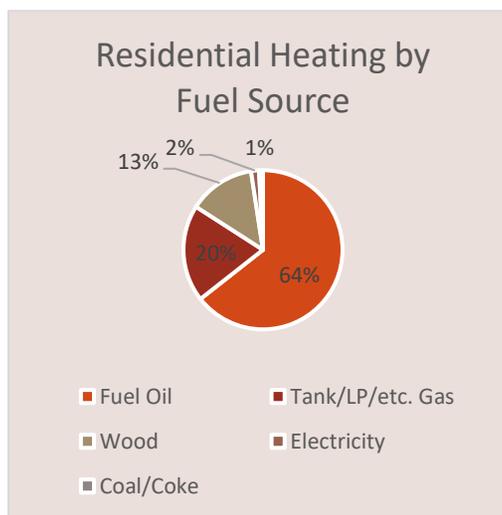
ENERGY



GOAL 5 MAKE EFFICIENT USE OF ENERGY, PROVIDE FOR THE DEVELOPMENT OF RENEWABLE ENERGY RESOURCES, AND REDUCE EMISSIONS OF GREENHOUSE GASES.

ENERGY

Energy planning has come to the forefront in Vermont in the 21st century. In addition to energy generation, distribution, and use, energy planning and policy are heavily intertwined with land use, transportation, and economic development.



CURRENT ENERGY USE

The best available estimate of the total amount of energy being used in Lyndon suggests that in 2016 nearly 953,542 BTUs of energy were consumed for electricity, thermal (heating and cooling buildings), and transportation (see *“Target Energy Consumption by 2050”* on page 45). Fuel oil is the primary heat source for residential use in Lyndon. All of the municipally owned buildings, except the Municipal Offices Building, Public

Safety Building, and joint Town and Village Highway Garage are heated with fuel oil.

Detailed information about energy use in Lyndon is available from:

- The Energy Action Network’s [Community Energy Dashboard](#), which tracks the progress of each Vermont community towards the state’s goal of meeting 90% of local energy needs through efficiency and renewable energy by 2050.
- Northeastern Vermont Development Association’s [Municipal Energy Summary Profiles](#), which provide current and future energy use data and targets, and energy resource and constraint maps that were developed to assist municipalities with enhanced energy planning under Act 174.

RENEWABLE ENERGY RESOURCES

To reduce the greenhouse gas emissions leading to climate change, Vermont adopted a goal in 2011 to obtain 90% of the total energy used in the state (electricity, thermal, transportation) from renewable sources by 2050. Lyndon was meeting 30% of its total energy use from renewables in 2016. Currently LED has about 150 small photovoltaic net-metered customers and 1 wind net-metered customer with a total maximum output of approximately 810 KW. This represents about 6.4% of LED’s system peak. LED also has 3 large net-metered projects all situated along Route 5 north of Lyndonville. Two projects are 500 KW each and the third is 300KW. The

combined output from both the large and small net-metered installations is about 2110KW and represents about 16.6% of LED’s system peak. There is currently one standard offer photovoltaic project in the Town of Lyndon. It is located on Pudding Hill at the site of the old Northeast Tool Plant (Commercial Lane) and its total combined output is 975 KW. The project is owned by Green Lantern Solar out of Waterbury, Vermont and they have a Purchase Power Agreement with VPPSA for the total output of the project. The energy output from the projects is sold to all the Vermont utilities through VPPSA based on their statewide load ratio share.

LED has two hydro-electric facilities on the Passumpsic River, Vail Hydro-Station and Great Falls Hydro-Station, which provide just under 10% of LED’s total energy needs.

There is virtually no potential for commercial wind generation in Lyndon (see “Renewable Energy Resources Map” on page 50). Small-scale individual or residential wind projects (e.g. 9.5 kW capacity) may still be a feasible source of wind energy in town.

Lyndon is well-suited to produce biomass, which is a renewable source of thermal energy. There is no data on how much wood is harvested for fuel in Lyndon on an annual basis, however there is considerable potential for sustainable biomass production given that the town is 59% forested. Recent improvements in technology have increased

efficiency and reduced the pollution associated with burning wood.

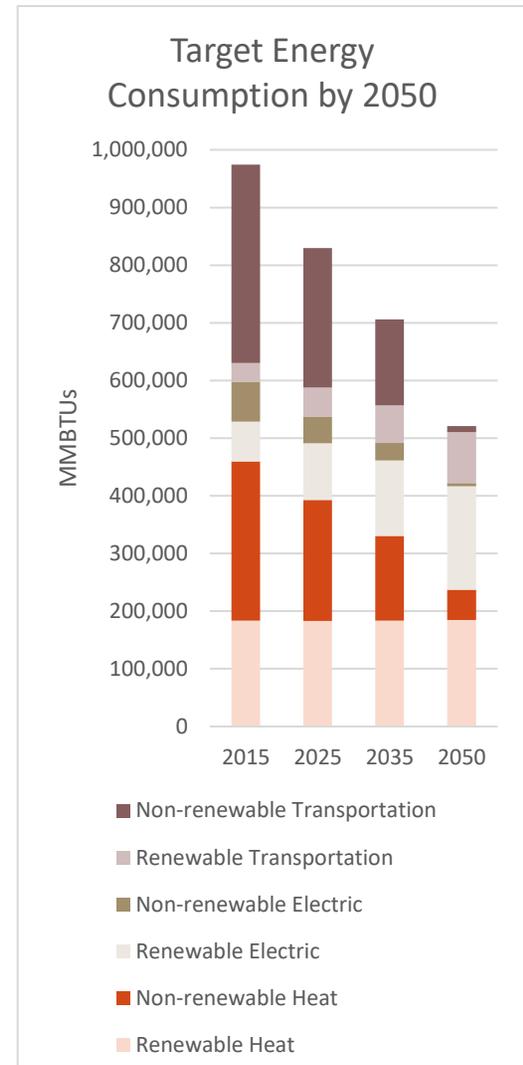
ENERGY CONSERVATION

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 (see www.encyvermont.com). Opportunities for energy efficiency and conservation include:

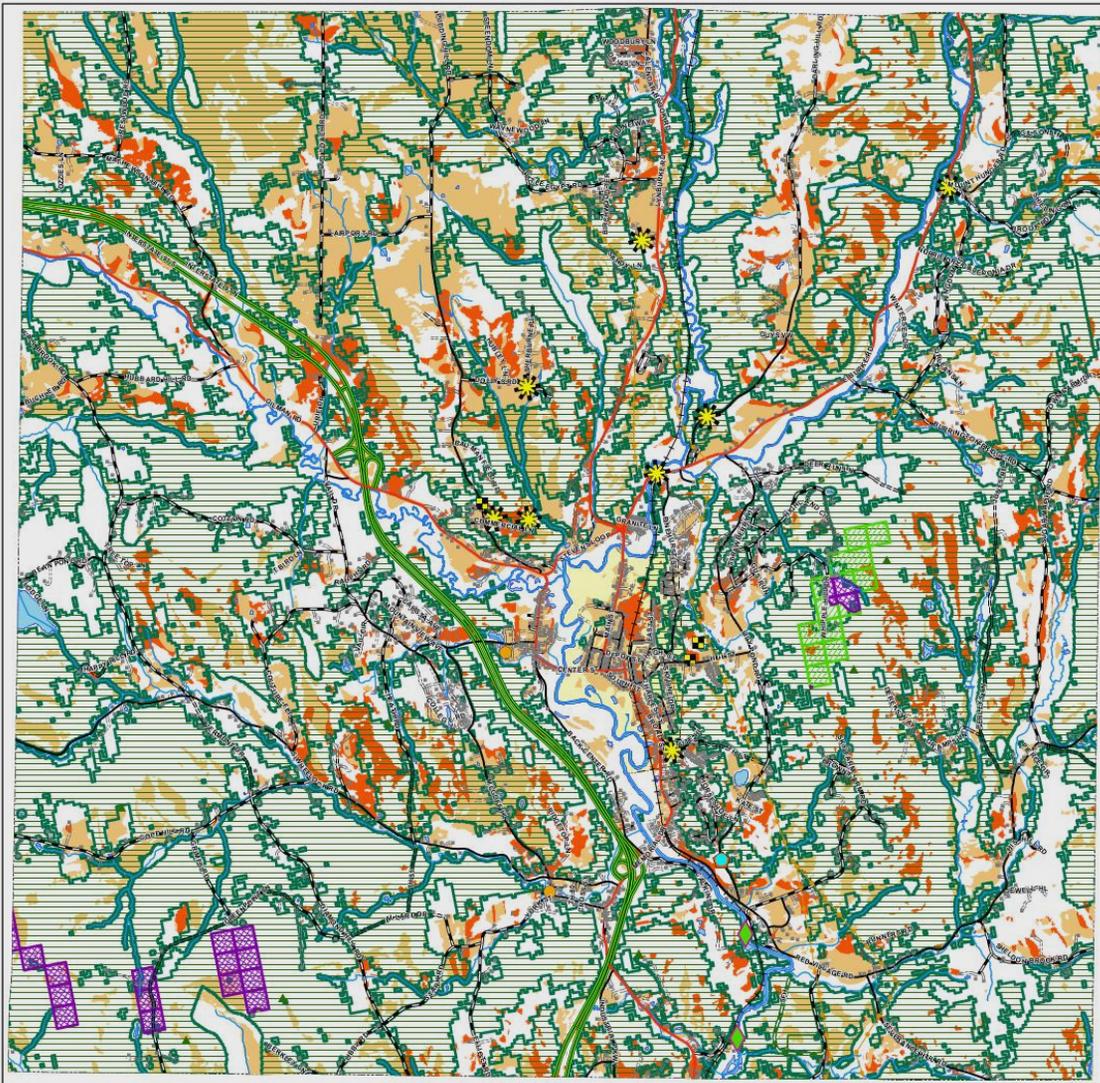
- Energy assessments.
- Weatherization of existing buildings.
- Siting and building design to take advantage of passive solar.
- Construction that meets or exceeds state [residential](#) or [commercial](#) energy standards.
- Replacement of inefficient mechanical systems, equipment, and vehicles.
- Reducing vehicle miles driven for commuting and for daily activities.

[Heat Squad](#), which recently expanded into the Northeast Kingdom, offers low-cost whole-house energy audits to residents. Heat Squad will also work with customers to find and hire qualified contractors, finance work, and apply for rebates.

[3E thermal](#) provides energy audits and coordinates comprehensive building performance improvements for apartment owners.



Source: 2015 actual energy use and 2025, 2035, and 2050 energy use target from the Energy Action Network’s Community Energy Dashboard expressed in millions of British Thermal Units (MMBTUs). 1 MMBTU = 293 kWh.



Town of Lyndon, VT Energy Map

09/23/2019



- Existing Woody Biomass Facilities
- Existing Hydroelectric Facilities
- Potential Hydroelectric Facilities
- Solar Facilities
- Substation
- Structures
- Peaks
- Electric Transmission Lines
- Railroad Lines
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Legal Trail
- Private Road
- Streams
- Areas with Favorable Potential for Wind Energy Facilities**
- No State Constraints
- Possible State Constraints
- Lakes, Ponds, & Rivers
- Woody Biomass Resource Areas
- Lyndon State Forest
- Areas with Favorable Potential for Solar Energy Facilities**
- No State Constraint
- Possible State Constraint
- Village of Lyndonville
- Town Boundary



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[Northeast Employment and Training](#)

[Organization \(NETO\)](#) was incorporated in 1978 as a 501(c)3 agency for the purpose of delivering weatherization programs to low income residents of the Northeast Kingdom. NETO receives most of its funding from the State of Vermont Weatherization Program and receives additional funding from the Department of Energy. Residents who do not qualify for low-income weatherization assistance can still contact NETO for energy audits.

Chapter 1 Land Use (p. 14) encourages compact, walkable development in and around existing neighborhoods, which will contribute to the conservation of energy. Additionally, improving access to broadband in Lyndon and the region would make it feasible for remote workers to telecommute, which would contribute to energy conservation through reductions in vehicle miles traveled. Additionally, NVDA conducted energy audits on public buildings in the Northeast Kingdom, including Lyndon, in 2011, which provide recommended measures with estimated pay-back time. The Town should continue to implement, revisit, and update these recommendations.

FUTURE ENERGY USE TARGETS

Future targets for energy use and conservation have been set for all Vermont municipalities as part of the state's enhanced energy planning program under Act 174 (see *"Target Energy Consumption by 2050"* on page 45). This

planning scenario envisions that total energy consumption in Lyndon will decrease more than 50% between 2016 and 2050, and that use of fossil fuels for heating and transportation will be reduced to 13% of that total.

ENERGY BURDEN

Lyndon has a high energy burden, according to Efficiency Vermont's [2019 Vermont Energy Burden Report](#). Energy burden is the annual spending on energy costs as a percentage of income. The greatest determinant of energy burden is not energy cost -- it's income. This further complicates meeting 2050 challenges of the statewide energy plan because energy burdened households are least likely to pursue money saving, energy conservation measures, such as weatherization or fuel switching, because they can't afford the initial investment.

PUBLIC ENERGY EDUCATION

The town already appoints an energy coordinator to advise the Selectboard on programs, processes, and systems to foster sustainable procurement and use of energy. The next step is to create a Lyndon Energy Committee to formally promote the responsible use of energy throughout the community and act in an advisory capacity for the other municipal boards and commissions.



Vail Hydro-Station – Sylvia Dodge

OBJECTIVES

OBJECTIVE 5 .1 Reduce overall energy use in Lyndon through conservation and efficiency measures.

OBJECTIVE 5 .2 Increase the amount of renewable energy produced in Lyndon in a manner that is consistent with the goals, objectives, and policies of this plan.

POLICIES

Policy 5.1 Support and promote programs that assist property owners with weatherization and efficiency improvements to existing buildings and develop local incentives for energy-efficient construction and renovation.

Policy 5.2 Encourage the development of compact neighborhoods with energy efficient housing in and around the Village Center in proximity to public transit, shopping, and services to reduce household energy use.

Policy 5.3 Encourage LED to provide incentives for energy conservation at the consumer level.

Policy 5.4 Support small-scale residential and commercial renewable energy projects that are compatible with the goals, objectives, and policies of this plan.

Policy 5.5 Encourage the use of sustainable energy sources.

ACTIONS

Action 5.1 Develop “Enhanced Energy Planning” standards as outlined in 24 V.S.A. §4352 for the municipal plan in order to obtain an affirmative “determination of energy compliance,” from NVDA and receive “substantial deference” in the Public Service Department’s review of whether an energy project meets the orderly development criterion in the Section 248 process.

Action 5.2 Form a Town Energy Committee and collaborate with other energy committees in surrounding towns.

Action 5.3 Conduct an energy audit of municipally owned buildings and vehicle fleets to identify modifications to improve energy efficiency.

Action 5.4 Conduct a public lighting inventory to determine if more efficient fixtures or systems would be feasible.



HOUSING

*GOAL 6 PLAN DEVELOPMENT
SO AS TO MAINTAIN THE
HISTORIC SETTLEMENT
PATTERN OF COMPACT
VILLAGES SEPARATED BY
RURAL COUNTRYSIDE WHILE
ENSURING THE AVAILABILITY
OF HIGH QUALITY, SAFE, AND
AFFORDABLE HOUSING FOR
ALL.*

HOUSING

Lyndon's population has grown each decade since the 1960s. Lyndonville's population, on the other hand, has decreased since 1980. 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. Another potential factor is the conversion of single-family homes into rental units, which often house college students who are not counted in the census data because they are not full-time residents.

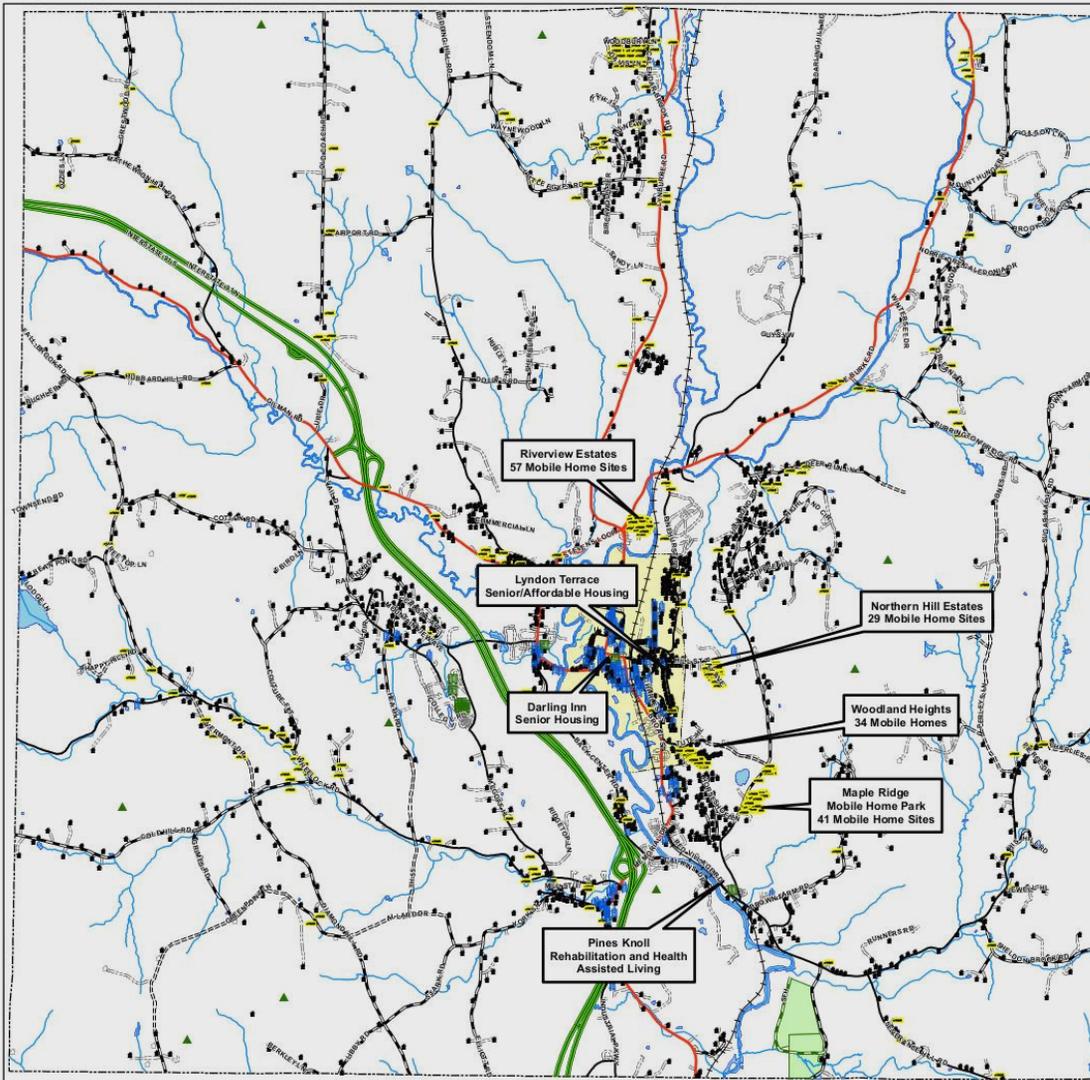


Lyndon hosts some of the most diverse housing stock in the county. This mixture of older Victorian homes, large historic farmhouses and barns, small New England

style capes, village apartment houses with wraparound porches, brick apartment buildings, mobile homes, senior apartments, modern ranches, and modular homes can accommodate every stage of life. Per Lyndon's 2019 Grand List there are 1469 single-family homes, 30 seasonal homes, 121 landed and 156 un-landed mobile homes, and 30 multi-family homes. Mobile homes, both landed and unlanded, account for roughly 15% of Lyndon's overall housing stock. According to 2017 American Community Survey estimates, Lyndon has a total of 2,518 housing units with 305 units identified as vacant. Of the 2,213 occupied units, 59% were owner-occupied units and 41% were renter-occupied units. Lyndon traditionally has had a small number of seasonal or second homes, which appear to be on the rise, almost doubling between 2000 (33 seasonal homes) and 2010 (63 seasonal homes). Increased demand for housing to serve both residents with increased spending power and vacation homeowners is anticipated in the region. In order to gain the maximum economic and community benefits and retain economically valuable agricultural and forestry lands, compact development should be incentivized in areas close to existing commercial and residential areas (but outside flood hazard areas). Expansion of public sewer and water facilities may be necessary to absorb new housing and commercial growth. There are many former single-family homes in the Village that can be repurposed into multi-family dwellings, however the lack of public,

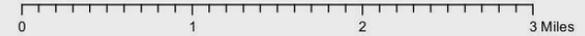
Town of Lyndon, VT Housing Map

09/23/2019



Housing Types

- Single-family
- Mobile Home
- Multi-family
- Institutional/Dorm
- Seasonal
- ▲ Peaks
- +— Railroad Lines
- Interstate
- US & State Highway
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- ==== Class 4 Town Road
- Legal Trail
- Private Road
- Streams
- Lakes, Ponds, & Rivers
- Lyndon State Forest
- Village of Lyndonville
- Town Boundary



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Neighborhood Development Areas (NDAs)

Designation recognizes local regulations ready to welcome neighborhood homes by providing regulatory and non-regulatory benefits, such as Act 250 exemptions for priority housing projects and land gains tax exemptions. The complete designation benefits are detailed on the Department of Housing & Community Development's [NDA program webpage](#) and state leaders have continually added benefits to these designations to support place-based economic development in Vermont's centers. The NDA program promotes increased housing densities, which enables the development of more desirable housing options with proximity to community resources and increased public green space and play areas. This type of development is in line with current trends and positions the community for the realization of the vibrant downtown that is identified in Chapter 2. Economic Development. A community must have a Designated Village Center or a Designated Downtown in order to seek NDA designation.

on-street parking makes this type of conversion difficult due to the off-street parking requirements in the Town Zoning Bylaws. There is in fact quite a bit of on-street parking that is rendered unusable for six months of the year due to the Village Winter Parking Ban. Changes to the parking ban may be able to free up additional parking for new dwelling units in addition to relieving private parking lots from absorbing the current overflow, which can disrupt business.

SPECIAL POPULATIONS

Lyndon offers 88 affordable rental housing units, roughly 68% of which are restricted to elderly and/or tenants with disabilities. The most popular housing facilities maintain waiting lists due to their desirable locations in downtown Lyndonville, within a close walking distance to village amenities. As Lyndon's population ages there is an increased need for additional housing options and services, such as broadband for telemedicine, that will allow residents the flexibility to age in place.

AFFORDABLE HOUSING

Vermont statute defines affordable housing as:

Owner-occupied housing with costs (mortgage, taxes, insurance and condo fees) that do not exceed 30% of the gross annual income of a household earning 120% of the county median income, e.g. an owner-occupied home with up to \$2,175/month housing costs for Caledonia County in 2018; or,

Renter-occupied housing with costs (rent, utilities and condo fees) that do not exceed 30% of the gross annual income of a household earning 80% of the county median income, e.g. a rental unit with costs not to exceed \$947/month for Caledonia County in 2018.

The 2017 American Community Survey also estimates the percentage of households spending more than 50% of their income on housing costs in Caledonia County to be 14% compared to 16% statewide.

OBJECTIVES

OBJECTIVE 6 .1 Provide a variety of quality, energy efficient, housing options for residents of all ages, income ranges, and family sizes, e.g. first homes, apartments, duplexes, condominiums, independent living facilities, and special care facilities.

OBJECTIVE 6 .2 Encourage high density infill and guide most residential growth to areas in and around the Village Center and existing neighborhoods where public infrastructure can support efficient, compact development patterns and walkable communities.

OBJECTIVE 6 .3 Obtain a Neighborhood Designated Area (NDA) from the State’s Downtown Board.

POLICIES

Policy 6.1 Encourage development of community oriented public spaces and infrastructure, i.e. green space, play areas, walkways, dog park.

Policy 6.2 Encourage accessory dwelling units (ADUs) to increase affordable housing options in and around the Village Center, particularly in the Park District, and allow short-term rentals.

Policy 6.3 Support the construction of new sidewalks, bike lanes, and multi-use paths through and between new and existing neighborhood areas, particularly in and around the Village Center.

Policy 6.4 Avoid residential development on high quality productive farmland, floodplains and river corridors, ridgelines and steep slopes, and ecologically sensitive lands and guide new housing in rural areas to sites that minimize the conversion and fragmentation of working lands and forest blocks.

ACTIONS

Action 6.1 Conduct a housing needs assessment that considers both current and future needs of Lyndon residents, students, and regional employers and identifies priority areas for housing development and renovation to attract future investment.

Action 6.2 Evaluate available parking in the Village Center and along North Main St., including the feasibility of additional public parking facilities, and reevaluate the Village winter parking ban to potentially allow for more year-round on-street parking.

Action 6.3 Hold a pre-application and site visit meeting with Department of Housing & Community Development staff to determine the feasibility of a Neighborhood Designated Area (NDA) from the State’s Downtown Board.

Action 6.4 Work with NVU to assess existing off-campus housing options relative to student needs.

HEALTH & RECREATION



*GOAL 7 MAINTAIN AND
ENHANCE RECREATIONAL
OPPORTUNITIES FOR
LYNDON RESIDENTS AND
VISITORS.*

HEALTH & RECREATION

The popularity of outdoor recreation is steadily increasing in Northeast Kingdom and Lyndon possesses a unique mix of geographic and infrastructure assets to become a hub for recreation tourism. Lyndon's recreational resources are intertwined with the town's identity and character and are critical to growing and maintaining the town's tourism economy. These resources must be managed in a way that creates a balance between recreation and protection of Lyndon's natural resources and scenic, rural landscapes. Additionally, the Town must ensure that recreational opportunities serve both Lyndon area residents as well as tourists.

PARKS AND FACILITIES

Between the Town and Village there are six parks, several sports fields, seven gymnasiums, an ice arena, an outdoor swimming pool, skateboard park, a town forest, and a winter recreation area.

Powers Park is the public pool, tennis courts, and park serving the greater Lyndon area and also features a newly built (summer 2019) bike pump track for youth to fine tune bike handling skills. The Park offers an eight-week summer program for 450 children, including USTA tennis lessons, Red Cross swim lessons, arts and crafts, afternoon sports, and multiple fun party events throughout the summer. The Cobleigh Library Bookmobile visits the Park twice a week and the state of Vermont offers a

free-lunch program on site. Open swim hours are available to the general public in the afternoons and evenings for a low fee. The Village Improvement Society owns and maintains Powers Park.

Shonyo Park is home to the Lyndon Outing Club and 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, maintenance, and ski patrol are provided by local volunteers. In addition to skiing, Shonyo Park offers a skateboard park and youth baseball field that are both used three seasons a year. The facility is underutilized and could be easily adapted for use as a four-season venue with downhill mountain bike trails or an outdoor amphitheater during the summer months.

The Town-owned Fenton Chester Arena, an indoor ice rink, 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 NVU, St. Johnsbury Academy, and Lyndon Institute. The Fenton Chester Ice Arena is an underutilized facility, which in the past has been used to hold such events as the Home Show, a model train expo, a gun show, yard sales, and concerts. More recently the

facility has been infrequently used in the “off season”. The building itself is in need of significant upgrades in addition to a long-term management plan.

The small (just under 4-acres) Lyndon Town Forest is another underutilized municipally owned amenity. The forest is located off Severance Hill Road behind private property and requires passage along a right-of-way to get to it (see “Recreation Resources Map” on page 62). There is no signage or developed trail system, making access and use difficult.

ORGANIZED SPORTS PROGRAMS & ACTIVITIES

Many organized sports programs and other arts and recreational activities are available to youth in Lyndon and the surrounding communities. Lyndon is a town rich in recreational assets, from youth sports programs to outdoor recreation opportunities to diverse art, science, and music programming. All of the youth sports programs and arts and recreational activities are run independently from the Town by volunteers and/or non-profit organizations or local schools. The [2017 Lyndon Community Visit Report and Action Plan](#) prioritizes the community need for a more unified recreation program and notes that many residents would like to see better coordination of existing recreation resources and programs as well as a paid staff person whose time is devoted to coordination, marketing, and improvement of these programs and services.

TRAIL NETWORKS

Lyndon is home to the Kingdom Trail Association trail network (Kingdom Trails). Kingdom Trails is an internationally acclaimed outdoor recreation network, with off-road, non-motorized, multi-use, all season trails in Lyndon, Burke, Kirby, and East Haven. The trails experience over 135,000 visits annually with a direct economic impact of over \$10 million and have a network of 20 trails in Lyndon. Kingdom Trails continues to be in conversations with the Town to improve trail connection to Lyndonville. Kingdom Trails also connects to Lyndon’s on-road cycling routes as depicted on the Northeast Kingdom Cycling Map. Kingdom Trails has experienced rapid growth over the past few years and the influx of trail users has the potential to help Lyndon attract and retain new business.

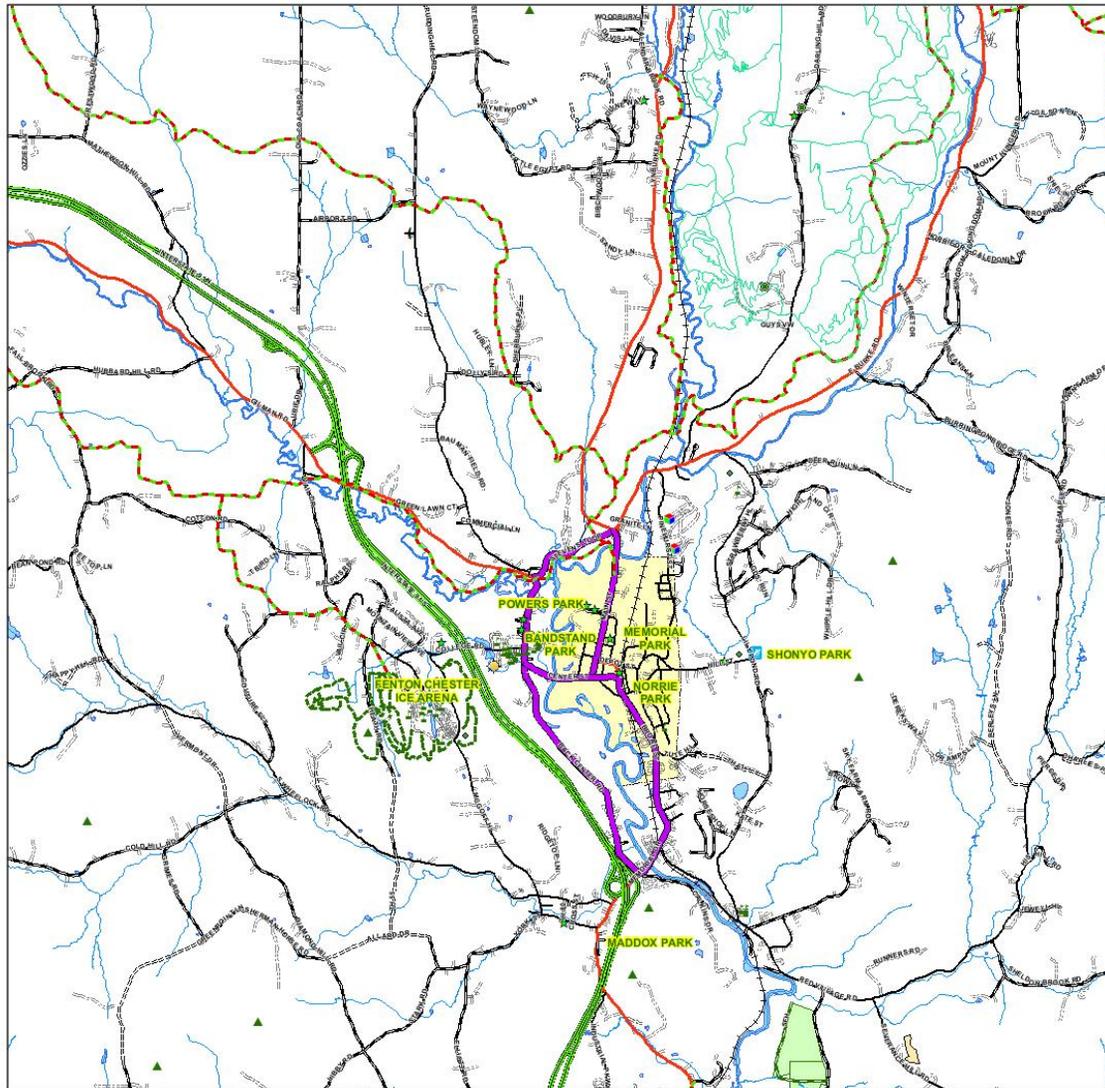
There are approximately seven different on-road cycling routes that come through Lyndon and utilize VT RT 114, US. RT 5, Red Village Road, Elliott Road, York Street, Stark Road, South Wheelock Road, VT RT 122 and Darling Hill Road. Additionally, there is a town-sponsored network of trails and on-road walking/bicycle routes called Paths Around Lyndon (PAL).

The Vermont Association of Snow Travelers (VAST) trail runs through Lyndon and is popular with snowmobilers during the winter months. Over 60 miles of scenic trail on about 100 private properties in the towns of Lyndon, Sutton, Wheelock, Sheffield, and Burke are

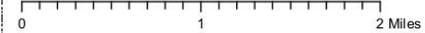


Installation of River Walk Kiosks by LI Students — Lew Apgar

**Town of Lyndon, VT
Recreation Resources Map**
09/23/2019



- ▲ Peaks
- ✈ Airport
- ❑ Ski Area
- ⊙ Auditorium
- ⊙ Fairground
- ⊙ Sports Facility
- ⊙ Community/Recreational Facility
- ⚎ School
- ★ Cultural/Public Gathering
- VAST Trails
- Kingdom Trails
- Northern University Trails
- Path Around Lyndon (PAL)
- Railroad Lines
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
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groomed and maintained by the Lyndon Sno-Cruisers, the local VAST club.

Lyndon State Forest was one of the first parcels of land acquired by the State of Vermont, purchased in 1912. Lyndon State Forest is open for dispersed recreational activities such as bird watching, hunting, snowshoeing, berry picking, and cross-country skiing. In 2017, Kingdom Trail Association began construction of a multi-use trail network in the forest, including approximately one mile of double-track trail and four miles of single-track. Trails are designed for beginner to intermediate mountain bikers but are available to walkers, snowshoers, cross-country skiers, and fat bikers.

The Passumpsic River flows 24 miles from Lyndonville to its outlet in the Connecticut River and the East and West Branches provide an additional 30 miles of recreational opportunities. The river offers varied paddling experiences with a mix of moderate rapids in its upper reaches to tranquil flat-water sections broken up by dams. There are several access points located along the Passumpsic in Lyndon.

The Town is working to convert the site of the former Town Highway Garage into public greenspace. The concept design for the site, which was prepared by Milone & MacBroom, was awarded a 2018/2019 Vermont Public Places Merit Award. The new site design will increase flood resilience through restoration of

the natural floodplain and removal of structures vulnerable to flood damage.

Numerous recreational activities, including walking, fishing, paddling, swimming, will be made accessible to the public at the new park, which will also provide public access to adjacent established trail networks, such as Kingdom Trails and VAST. The park greenspace will include elements such as trails canoe/kayak rails, picnic facilities, shade trees, and open lawn areas, that are intended to provide an array of recreational opportunities within and adjacent to the riparian area.

OBJECTIVES

OBJECTIVE 7 .1 Encourage the continued use and development of existing trail networks, including Kingdom Trails, VAST, and Passumpsic River Paddlers' Trail, while maintaining the rural character of scenic areas such as Darling Hill.

OBJECTIVE 7 .2 Position Lyndon to better take advantage of economic opportunities associated with outdoor recreation.

OBJECTIVE 7 .3 Promote the diverse recreation opportunities offered in Lyndon and the surrounding communities and ensure these opportunities are inclusive of people of all ages and incomes.

OBJECTIVE 7 .4 Coordinate existing recreation opportunities to maximize resources, facilities, etc.

OBJECTIVE 7 .5 Increase community participation in health and wellness initiatives.

POLICIES

Policy 7.1 Support community programs and activities that promote wellness and healthy lifestyle choices for people of all ages.

Policy 7.2 Support planned improvements to non-municipal community recreation facilities, such as forest management practices and boat launches for Powers Park.

Policy 7.3 Support the increased presence of Kingdom Trails in Lyndon and collaborate with Kingdom Trails to provide amenities and services to trail users.

Policy 7.4 Encourage recreation related retail, service, and restaurant uses to locate in Lyndonville rather than directly adjacent to rural area trail networks.

ACTIONS

Action 7.1 Include long-term planning for new municipal recreation facilities, e.g. the Riverfront Greenspace project on former Town Highway Garage site, and upgrades for existing municipal recreation facilities in the Municipal Capital Improvement Budget while researching external funding opportunities for a municipal recreation coordinator position.

Action 7.2 Collaborate with Kingdom Trails to better address their needs and have them address the needs of the Town, e.g. cosponsored local and regional events, development of public parking facilities, etc.

Action 7.3 Provide recreation information on the Town website that includes both public and private recreational resources, programs, and activities/events as well as contact information.

Action 7.4 Explore ideas to utilize existing recreation facilities, both public and private, for enhanced year-round family events and opportunities for all ages, e.g. an outdoor ice-skating rink in Bandstand Park, pickleball courts, etc..

Action 7.5 Improve partnerships with non-profit entities managing Town-owned assets, including Shonyo Park (Lyndon Outing Club) and the Fenton Chester Arena (Lyndon Institute), take a more active role in the management of these recreational assets, and encourage partnerships with college and high school programs, e.g. NVU Mountain Resort Management program.

Action 7.6 Work with the Town of Burke, RCT, Kingdom Trails Association, and Burke Mountain, to improve public transportation between Lyndon and Burke.

Action 7.7 Support the Northeast Kingdom Gravel Rides Project and work to add Lyndon routes to the map.

Action 7.8 Sponsor recreational events including cyclocross and running events, i.e. Shoe Fly Series, and promote the use of Kingdom Trails for running, snowshoeing, etc.

Action 7.9 Partner with NVRH and Blue Cross Blue Shield of Vermont (BCBSVT) to offer community health and wellness initiatives.

Action 7.10 Explore ways to better utilize the Town Forest (Pines Plantation), e.g. a demonstration forest management project.

Action 7.11 Conduct a community food audit to assess access to healthy foods through a variety of community policies and programs and create an inventory of available public and private land for farmers markets, community gardens, and small-scale agriculture.



HISTORIC RESOURCES

*GOAL 8 IDENTIFY, PROTECT,
PRESERVE, AND PROMOTE
LYNDON'S IMPORTANT
HISTORIC FEATURES
INCLUDING HISTORIC
BUILDINGS, STRUCTURES,
OBJECTS, SITES, AND
DISTRICTS, ARCHEOLOGICAL
SITES, AND
ARCHAEOLOGICALLY
SENSITIVE AREAS.*

HISTORIC RESOURCES

Lyndon has a wealth of diverse historic resources that add to the community character and that could be further promoted and developed to attract tourism to the area.

VILLAGES

Lyndonville is the only community in Vermont to have been designed by a railroad company. The stately homes around Bandstand Park, which were built to house railroad officials, are compelling reminders of the importance of railroads in United States history. Lyndonville reflects its railroad heritage in the adapted reuse of the former freight house as the Freighthouse Market & Café (the site is a storehouse of a wide range of railroad memorabilia). Other noteworthy aspects of Lyndonville are Darling Inn (where the term “Northeast Kingdom” is said to have been coined in 1949 by Governor George Aiken). Historic buildings in the village include Mathewson Block, Cobleigh Library, and the 1897 Building. The village includes two historic wall murals - *Gold Medal Flour* high on the wall of the “Brick Diamond” building and *Coca-Cola* on the corner of White Market. New murals were painted on the side of the Bag Balm building in 2018 and on the front of the LED Garage in 2019. Lyndonville is also the home of a veterans’ memorial park.

Lyndon Center is the home of Lyndon Institute, which includes eight historic markers that pay tribute to Lyndon’s past leaders and war

veterans. A small museum is located on the campus. Lyndon Center also hosts the 1809 Lyndon Town House (where a bicentennial marker is set), the District 6 School House (National Register of Historic Places), and the Shores Memorial Museum (Vermont Register of Historic Places). Lyndon Center is also home to a small park with a cast-bronze Florentine boar fountain, which is one of Lyndon’s most recognized landmarks.

Lyndon Corner is home to the newly refurbished York Street Meeting House, the nearby 1915 Grange Hall, and Mattock’s Park alongside Route 5 in the village, which is the former site of Lyndon Carriage Co.

The Darling Hill Historic District (National Register of Historic Places), which contains more than 2,000 acres that once comprised the former Darling Estate, is located in both Lyndon and Burke. Elmer Darling built the estate after earning his fortune operating the Fifth Avenue Hotel in New York City.

MUSEUMS

The Shores Memorial Museum in Lyndon Center is currently under renovation. The Victorian house, built circa 1896, was bequeathed to Lyndon in 1980 by Dr. Venila Shores to serve as a museum of Victorian artifacts and as a center for historic research. In 2019 grant funding was obtained from Preservation Trust of Vermont/Freeman Foundation for exterior renovations. Work continues to catalog and create displays of

artifacts for a re-opening of the museum in the next few years.

The District School House 6 is a completely refurbished one-room schoolhouse. It is open to the public in the summer months.

Manor Vail Museum is located on the campus of Northern Vermont University. It displays artifacts from the life of T.N. Vail and is maintained by a group called the Manor Vail Society, all alumni of Lyndon State College.

The Freighthouse Market & Café includes an extensive collection of railroad memorabilia.

The Lyndon Institute Alumni Museum contains an eclectic collection of artifacts celebrating the school's more than 150-year history.

OFFICIAL DESIGNATIONS

Listed on the National Register of Historic Places are: all five of Lyndon's covered bridges (Lyndon terms itself the Covered Bridge Capitol of the Northeast Kingdom), District 6 School House (Lyndon Center), Darling Inn and Mathewson Block (Lyndonville), and The Riverside School (Red Village Road). The buildings and property known as Darling Estate (Darling Hill - Lyndon and Burke) is named as a historic district. The Shores Memorial Museum was listed on the Vermont Register of Historic Places in 2019.

HISTORIC MARKERS

The only official Vermont Roadside Historic Site Marker in Lyndon is located at Northern Vermont University, honoring Theodore N. Vail, a "pioneer in creating the telephone industry." The Vermont Division for Historic Preservation approved a second official Roadside Historic Marker in early 2020 for the site of Lyndon's first town meeting in 1791. The site is also marked with a special historic marker on Vail Drive, which was erected by Luther B. Harris, another noteworthy early citizen of Lyndon. The campus of Lyndon Institute includes eight historic markers and Mattock's Park in Lyndon Corner includes a historic marker that was placed by the Village Improvement Society in 1910.



Lyndon Town House – Seah Chickering

Certified Local Government Program

The [Certified Local Government \(CLG\) Program](#) brings together local, State, and Federal governments to work together to help communities save the irreplaceable historic character of places. Through the certification process, communities make a local commitment to historic preservation. Community certification opens doors to funding, technical assistance, and other economic, environmental, and social benefits.

OBJECTIVES

OBJECTIVE 8 .1 Preserve, restore, and continue the use of historic structures and sites, e.g. the Shores Museum and Lyndon’s covered bridges

OBJECTIVE 8 .2 Increase public awareness of Lyndon’s historical assets.

POLICIES

Policy 8.1 Support the designation of Lyndon’s historic structures and districts on both the State and National Registers of historic places.

Action 8.1 Inventory, catalogue, and map Lyndon’s historic structures and sites and develop metrics to track their condition and needs.

Action 8.2 Update land use regulations to include flexible guidelines for the adaptive reuse of historic structures, regulatory incentives such as parking or setback waivers for historic buildings, and allowances for museums, historic interpretive signage, etc.

Action 8.3 Promote private use of available historic preservation assistance programs including Historic Preservation Tax Credits and Village Center Tax Credits.

Action 8.4 Develop a grants and resources database with funding sources and assistance for historic property owners, both public and private, including an outreach campaign to communicate the importance of preservation, and maintain current contact information for the Lyndon Historical Society on the Town website.

Action 8.5 Explore the creation of historic overlay districts for areas such as Darling Hill, Lyndon Center, the Park District, etc. to help preserve historic neighborhoods and scenic viewsheds.

Action 8.6 Develop a plan for renovating the Shores Museum and making the space available for public use.

Action 8.7 Evaluate the feasibility of installing historic markers or interpretive signage at important historic sites such as the Shores Museum, Schoolhouse #6, the covered bridges, Lyndon Institute, etc.

Action 8.8 Develop a historical walking and/or driving tour that attracts tourists and increases awareness of local history.

Action 8.9 Evaluate the feasibility of creating a local Historic Preservation Commission and becoming a Certified Local Government

ACTIONS

GOAL 9



FLOOD RESILIENCE



GOAL 9 MAINTAIN LYNDON'S RESILIENCE TO FLOOD EVENTS THROUGH THE CAREFUL EVALUATION OF NEW DEVELOPMENT IN IDENTIFIED SPECIAL FLOOD HAZARD AREAS AND RIVER CORRIDORS, INVESTIGATE WAYS TO PROTECT AND RESTORE FLOOD PLAINS AND UPLAND FORESTED AREAS THAT ATTENUATE MODERATE FLOODING, AND ENCOURAGE FLOOD EMERGENCY PREPAREDNESS AND RESPONSE PLANNING.

Lyndon is located in the Passumpsic and Upper Connecticut River Tactical Basin, within the subwatersheds of Millers Run, West Branch Passumpsic River, East Branch Passumpsic River, Passumpsic River, and the Sleepers River. Due to its location in the flat valley floor downstream of where major tributaries empty into the mainstem of the Passumpsic, this area has a history of severe flooding.

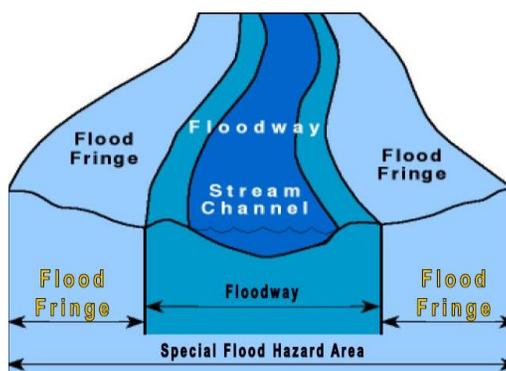


Figure 2 Special Flood Hazard Area (SFHA)

FLOODPLAINS

A floodplain is the area of land alongside a water body that is naturally subjected to flooding during periods of high water. FEMA categorizes floodplains into three distinct areas, which are mapped by FEMA and officially designated on FEMA's National Flood Insurance Program's (NFIP) Flood Insurance Rate Maps (FIRMs):

Floodway - the stream or river channel and the adjacent land where there will be flowing water during a flood.

Special Flood Hazard Area (SFHA) – the area that will flood during the 100-year storm, e.g. a storm that statistically has a 1% chance of occurring in any given year, and is comprised of the floodway and flood fringe (see Figure 3 Special Flood Hazard Area (SFHA) on page 66).

500-Year Floodplain – the area that will flood during a 500-year storm, e.g. a storm that statistically has a 0.2% chance of occurring in any given year. FEMA recommends keeping critical facilities -- such as first responders, important storage facilities, schools, daycare, and generating stations – outside of the 500-Year Floodplain. The Community Rating System (CRS) program (see page 66) provides credits to towns that prohibit critical facilities in these hazard areas.

Lyndon regulates development within the SFHA (the floodway and the floodway fringe) but not within the 500-year Floodplain. As of 2019, there were approximately 129 primary structures in Lyndon located within the SFH:

- 42 (33%) of those buildings were mobile homes.
- 8 (5%) of those buildings were in the floodway.
- Only 18 (14%) of those buildings had flood insurance policies.

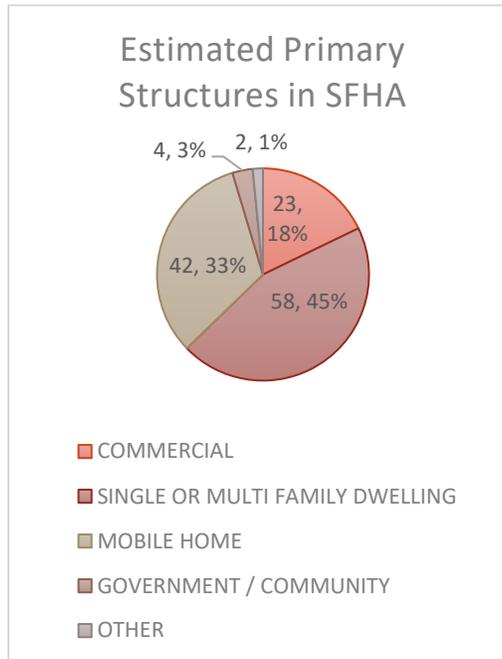
Additionally, several key sections of Lyndon's main transportation corridor are located within the SFHA, including but not limited to the intersection of US RT 5, VT RT 114, and VT RT 122, the northern section of Main Street

(US RT 5), a large section of Broad Street (US RT 5) between the railroad tracks and Boston Street, and both ends of Center Street (ALT RT 122).

NATIONAL FLOOD INSURANCE PROGRAM (NFIP)

Both Lyndon and Lyndonville participate in the National Flood Insurance Program (NFIP), which is a federal program intended to improve floodplain management and to assist communities and property owners when severe flooding occurs. Property owners in Lyndon are able to purchase flood insurance because the town is enrolled in the NFIP. To maintain eligibility for the NFIP Lyndon must regulate development in mapped floodplains as required by federal regulations. Such regulations address the flood hazard areas identified by FEMA, however they do not necessarily address fluvial erosion hazard areas associated with the movement of rivers and streams. Any properties in the SFHA carrying a federally-back mortgage MUST carry flood insurance, whether or not the town participates in the NFIP. Without participation in the NFIP these properties would be very difficult to sell. If the town did not participate property owners would have to turn to the private market for flood insurance, which can be very expensive. Flood insurance through the NFIP may also be purchased for properties that are not located within the mapped SFHA.

According to FEMA there have been 37 repetitive loss claims in the Town of Lyndon



Source: Structure counts are estimated based on E911 Site Points from VCGI, FEMA Flood Insurance Rate Maps, and River Corridor Maps. Property-specific determinations may require topographic or other survey.

and 8 repetitive loss claims on properties in Lyndon located outside of the SFHA (note that more than one of these claims may come from the same structure). A repetitive loss structure is defined by the NFIP as an "NFIP-insured structure that has had at least 2 paid flood losses of more than \$1,000 each in any 10-year period since 1978."

The declared disasters in 2011 resulted in additional FEMA funds in excess of \$100,000

being distributed to individuals and households in Lyndon to repair flood damage and cover related expenses that were not covered by insurance.

EMERGENCY RELIEF ASSISTANCE FUND (ERAF)
The Emergency Relief and Assistance Fund (ERAF) provides state funding to match Federal Public Assistance after federally declared disasters. Eligible public costs are reimbursed by federal taxpayers at 75%. For disasters after October 23, 2014, the State of Vermont will contribute an additional 7.5% toward the costs. For communities that take specific steps to reduce flood damage the State will contribute 12.5% or 17.5% of the total cost. Lyndon has maintained ERAF eligibility at the 17.5% level since 2016 through the following actions:

- Participation in the NFIP;
- Adopting Town Road and Bridge Standards that meet or exceed the 2013 VTrans standards;
- Adopting a Local Emergency Management Plan;
- Adopting a FEMA approved Local Hazard Mitigation Plan; and,
- Protecting River Corridors from new encroachment.

Vermont River Corridor Easement Program

The [Vermont River Corridor Easement Program](#) provides a financial incentive to landowners to allow for passive restoration of channel stability by allowing the natural erosive forces of the river to establish its least erosive form over time. Under a river corridor easement, which is a type of conservation easement (see page 16 *Conservation Easement sidebar*), the landowner sells or donates their river channel management rights within the meander belt width corridor of sensitive and erosive streams. The easement area is protected from further development but allows space for agriculture/silviculture and streamside native vegetation. The purpose of the program is to reduce conflict with unstable streams and maximize the public benefits associated with geomorphically stable streams and floodplains.

COMMUNITY RATING SYSTEM (CRS)

The NFIP's Community Rating System (CRS) credits community efforts beyond minimum NFIP standards by reducing flood insurance premiums for the community's property owners. CRS discounts on flood insurance premiums range from 5% up to 45% based on CRS credit points that are awarded to participating communities. The discounts provide an incentive for communities to implement new flood protection activities that can help save lives and property when a flood occurs. Lyndon does not currently participate in the CRS, however future participation should be considered.

RIVER CORRIDORS

To address fluvial erosion hazards, the Vermont River Management Program has defined and mapped 'river corridors' along all perennial streams and rivers (see *"Floodplain and River Corridor Map" on page 73*). The river corridor is intended to encompass land adjacent the stream or river needed to accommodate its meandering, floodplain, and riparian functions so that it can maintain equilibrium, thus reducing future erosion hazards. This approach is based on giving rivers room to move rather than seeking to armor or berm them to prevent their movement. Lyndon adopted revised Flood Hazard Regulations in 2016 that regulate development in the river corridors. In 2018 the State updated its Model bylaw Section D, which contains provisions for infill and

redevelopment in designated centers recognizing that these are areas of significant pre-existing investment, are important to municipal growth and redevelopment plans, and areas where significant channel management activity will be pursued to protect those investments. Additionally, the State regulates development in River Corridors and the SFHA for projects that are subject to an ACT 250 permit as well as for activities that municipalities do not have authority to regulate, including state owned and operated facilities, silviculture, agriculture, and energy projects requiring a Certificate of Public Good under Section 248.

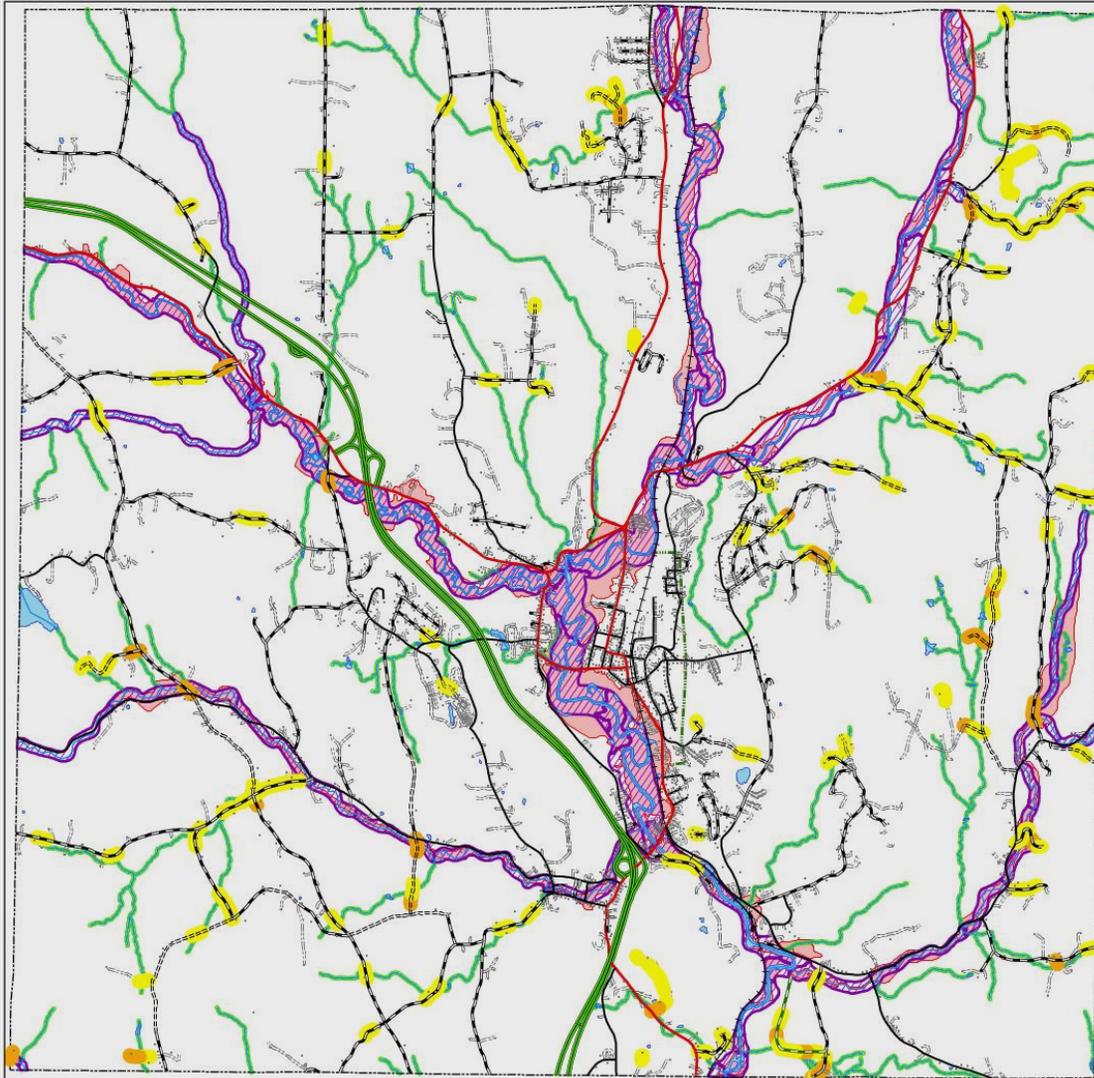
As of 2019, there were 153 structures (including 68 mobile homes) in Lyndon located within mapped river corridors or within 50 feet of small streams. 80 (52%) of those were outside the Special Flood Hazard Area (see *"Floodplain and River Corridor Map" on page 73*).

Table 3 FEMA Public Assistance to Lyndon 2002 to Present

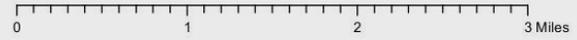
DATE	INCIDENT TYPE	# PROJ ECTS	FEDERAL SHARE OBLIGATED
12 JUL 2002	Severe Storms	17	\$233,853.18
4 MAY 2007	Severe Storms	3	\$90,488.55
8 JUL 2011	Severe Storms	13	\$62,785.22
1 SEP 2011	Hurricane	10	\$33,962.83

Town of Lyndon, VT Floodplain and River Corridor Map

09/23/2019



- E911 Points
- Railroad Lines
- Interstate
- US & State Highways
- State Forest Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Legal Trail
- Private Road
- Road Erosion Risk Road Segments
 - Moderate Risk, 4.5 - 6
 - High Risk, >= 6.5
- Streams
- Town Boundary
- Lakes, Ponds, & Rivers
- ANR River Corridors
- Small Streams - 50' Buffer
- Special Flood Hazard Areas (Unofficial)
- Village Boundary



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.



HAZARD MITIGATION PLANNING

The risks to life and property associated with flooding in Lyndon can be reduced or eliminated through hazard mitigation. Specific hazard mitigation projects in Lyndon are identified in the Town's [Multi-Jurisdiction Hazard Mitigation Plan](#) (approved by FEMA in 2016), which is adopted into this plan by reference, including the Proposed Hazard Mitigation Goals, Projects and Actions (listed on pages 195-223 in the 2015 plan), a number of which are intended to mitigate hazards from flooding and severe storms.

STORMWATER

The management of upland areas plays a role in flood hazard management. Limiting the extent of disturbance and development of impervious surfaces on upland slopes helps to reduce the amount of stormwater runoff, and helps to avoid overwhelming existing infrastructure, including roadside ditches and culverts. Increased flows during storms can destabilize stream channels and adversely affect water quality. Avoiding steep slopes greater than 20% when clearing and developing land along with managing stormwater runoff on-site will help mitigate future flood hazards.

WETLANDS

Wetlands provide an important floodwater storage function. Wetlands act like a sponge, retaining water and slowing the rate that floodwaters re-enter the stream channel, which helps to mitigate downstream flooding.

The State of Vermont regulates activities in and adjacent to wetlands in accordance with the Vermont Wetland Rules. State permits are necessary for activities in or within 100 feet of Class I wetlands, and within 50 feet of Class II wetlands. A permit can only be issued if it is determined that the use will have no undue adverse impact on protected functions, unless such impacts are mitigated.

NO ADVERSE IMPACT

No adverse impact is a flood hazard area guiding principle that leads to a community-based decision-making process in which the Town develops and enacts Flood Hazard Regulations that are neither pro-development nor anti-development, are understandable, and are palatable to the community as a whole. The No Adverse Impact principle can generally be defined as “the actions of one property owner should not adversely impact the rights of other property owners”. Examples of adverse impacts include measurably increased flooding, erosion, sedimentation, and cost of public services as well as degradation of water quality.

OBJECTIVES

OBJECTIVE 9 .1 Carefully evaluate proposed new development in the Special Flood Hazard Area and River Corridor and ensure that redevelopment in such areas does not exacerbate flooding.

OBJECTIVE 9 .2 Improve or maintain natural riparian functions along streams and rivers in Lyndon to prevent or minimize future flood and fluvial erosion hazards.

OBJECTIVE 9 .3 Increase flood emergency preparedness and response planning and mitigate risks to public safety, critical infrastructure, historic structures, and municipal investments.

OBJECTIVE 9 .4 Minimize disruptions to critical transportation corridors during flood events including US RT 5, VT RT 122, VT ALT 122, and VT RT 114.

OBJECTIVE 9 .5 Reduce the number of repetitive loss properties in Lyndon through means such as flood-proofing, elevation, and buyouts where appropriate.

POLICIES

Policy 9.1 Guide future development to locations outside the Special Flood Hazard Area.

Policy 9.2 Locate new, and relocate existing, public infrastructure and facilities out of floodplains and river corridors whenever feasible.

Policy 9.3 Ensure that any development within the Special Flood Hazard Area fully conforms to the minimum requirements of the National Flood Insurance Program, adheres to Lyndon's Flood Hazard Regulations, and supports protection of the community from increased flood and fluvial erosion risk in circumstances where redevelopment isn't able to be relocated.

Policy 9.4 Locate structures and impervious areas away from surface waters and encourage landowners to maintain or establish riparian buffers.

Policy 9.5 Support efforts to reduce the severity of future floods and floodplain restoration and conservation efforts, such as allowing rivers to access their floodplains, providing compensatory flood storage, and replacing/removing infrastructure constricting water flow.

Policy 9.6 Ensure that stormwater runoff from developed land is managed at the source so it will not place an undue burden on public infrastructure, increase flood hazards or reduce water quality.

Policy 9.7 Encourage property owners to purchase flood insurance.

ACTIONS

Action 9.1 Maintain eligibility and continue to participate in the National Flood Insurance Program and continue to qualify for enhanced funding level through the Emergency Relief and Assistance Fund (ERAF).

Action 9.2 Explore joining the NFIP's Community Rating System (CRS) program to help community members lower flood insurance premiums.

Action 9.3 Update and re-adopt Lyndon's Multi-Jurisdiction Hazard Mitigation Plan, Local Emergency Management Plan, and Town Road and Bridge Standards and ensure they are consistent with the goals, objectives, and policies of this plan.

Action 9.4 Implement the hazard mitigation programs, projects, and activities identified in Lyndon's Multi-Jurisdiction Hazard Mitigation Plan.

Action 9.5 Work with FEMA and ANR to prepare and make readily available educational materials that highlight measures to reduce flood risk and damages for property owners.

Action 9.6 Adopt revised land use regulations that will implement the objectives and policies of this plan related to flood hazards, riparian areas, and stormwater management. Specifically consider more flexible River Corridor regulations in developed areas.

Action 9.7 Study how existing railroad infrastructure impacts flooding in Lyndon, e.g. backing of flood water in along Broad St., and explore possible alterations that could alter or alleviate flooding.

Action 9.8 Complete Road Stormwater Management Plan (RSWMP) to maintain compliance with the Municipal Roads General Permit in order to achieve reductions in stormwater-related erosion from municipal roads.



PHOTO CREDITS

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