

2026
TOWN OF ADDISON
VERMONT

TOWN PLAN



**DRAFT
COPY**

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Thank You

The Addison Planning Commission thanks all Addison Town residents who participated in the 2024 community survey, those who offered insight and suggestions, and those who dedicate their time to our Town.

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Introduction

The Town Plan

A good Town Plan provides a coordinated vision that addresses the goals and needs of all its citizens to help guide the municipal legislative body, supported by implementation measures to achieve the Plan's Goals. Addison's Selectboard adopted the first Addison Town Plan in 1972 under the authority of the Vermont Planning and Development Act, Title 24, V.S.A. Chapter 117, (the Act). A Town Plan is not a permanent document. Section §4387 of the Act states that municipalities amend or re-adopt the existing Plan or a new plan every eight years.

The Addison Town Plan constitutes a blueprint for the Town's future development, one that ensures the health, safety and welfare of Addison's citizens. The Plan serves as the foundation for subdivision, zoning and other regulatory documents that implement the Plan. In addition to providing a shared community vision, the Town Plan also serves as a regulatory document that states the intention of the Town in Section 248 and in Act 250 (act 181) state land use proceedings.



The topics covered in the Chapters of this plan are guided by directives of the Vermont Planning and Development Act. The Chapters and topics reference each other throughout the document. The goals and objectives are based on a history of work by volunteer planning commissions, Selectboards, input from our residents, and technical assistance from regional and state planning agencies as well as experts in particular fields of study.

General Description

Addison's 28,228-acre (44.2 square miles) land area is bordered on the southeast by Weybridge and Snake Mountain, on the northeast by Waltham and the Otter Creek, on the north by Panton, on the west by Lake Champlain and on the south by Bridport. See maps 1,2. A topographic map depicting Addison is included on the next page and is attached as Map 1. North and west of Snake Mountain is an upland terrace which slopes west to the lake. The portion of town between Snake Mountain and Route 22A has become increasingly forested as farm use recedes to more level lands within the town. Otherwise, the remainder of land in town is Champlain Valley bottomland. It is generally flat and used as open agricultural land, interspersed with rivers, wetlands and remnant clay-plain forest parcels.

Two major roadways bisect the town. Route 22A is a major north/south regional truck route carrying goods from Albany to Burlington. Route 17 is a less major, but still important, regional east/west roadway carrying traffic and goods across the region to and from New York over Lake Champlain on the Champlain Bridge.

Addison contains two historic village centers: the primary center is at the crossroads of Route 22A and Route 17, and a secondary center is located at the intersection of Route 17 West and Lake Street. This second village is considered West Addison.

Town History

From its earliest days the Town of Addison has been an agricultural community. With naturally fertile soil, its acreage west from Snake Mountain to the shores of Lake Champlain has long supported human habitation. Prior to European American settlers, the Champlain Valley was covered with forest. Native Americans traveled up Dead Creek from the Lake to fish and hunt in the forest. Archeologists have found evidence of human settlements in the Chimney Point dating back as far as 7,500 years. Their tools show they adapted to a warming climate and moved with the seasons to hunt, fish, and gather food. The attractiveness of the area was first realized by settlers on July 21, 1609, when Samuel de Champlain, first European to set foot in what is now Vermont, came ashore at Chimney Point after exploring the lake southward from Canada. Settlers in this area used Lake Champlain as a travel route during the time when most of the state was covered with virgin forest.



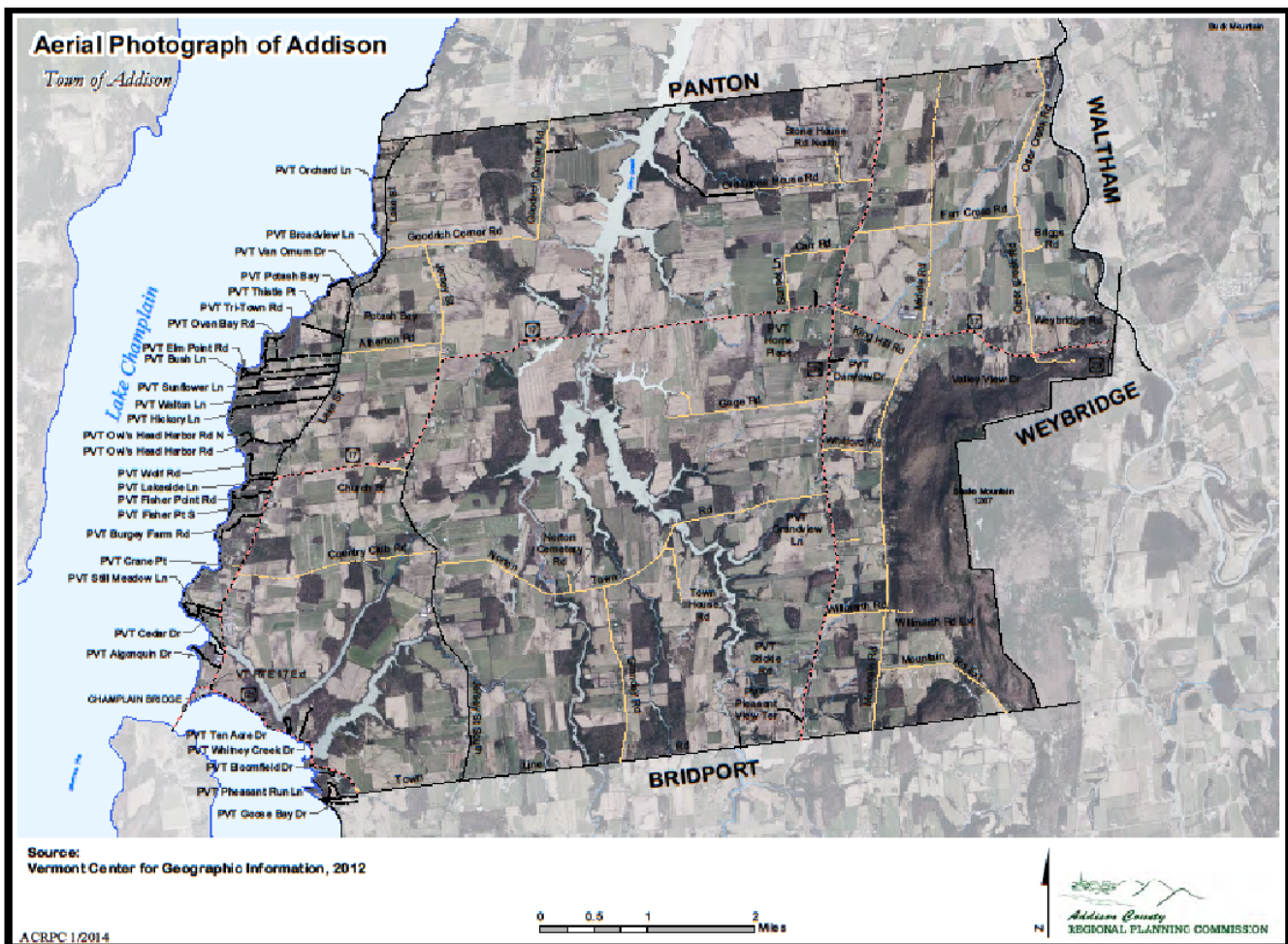
Map 1

Recent archaeological and historical research has confirmed Chimney Point is one of the most strategic and historically significant locations on Lake Champlain. It has seen every period of human habitation, since the first people arrived nearly 9,000 years ago. After the first Europeans came in 1609, this site was important for interactions between the Native peoples and Europeans. In 1690, the English watched for the French enemies navigating Lake Champlain. The French took a stand here in 1731, building a fort, Fort St. Frederic, to keep the English off the lake and to block easy access to Canada. This was the frontier of New France and the start of long-term French settlement in the region.

The site also saw significant military activity during the French and Indian War and American Revolution. Following the Revolution, c. 1785, a tavern was built and has welcomed visitors ever since. The Chimney Point Tavern and General John Strong House are both testaments to this history.

A few residents were strong supporters of the American Revolution. Some helped build Arnold's fleet, took part in the battle of Valcour Island, and helped scuttle the fleet at Arnolds Bay when capture was eminent. So many American soldiers were ill during this time that a hospital was built in Addison near what came to be called Hospital Creek.

After the Revolution and land disputes with New York ended, the town's population grew. Farms were largely self-sufficient, raising or making everything needed. An early cash crop was potash, derived from timber, burned to clear land. It was shipped to Montreal and England to manufacture soap.



Map 2

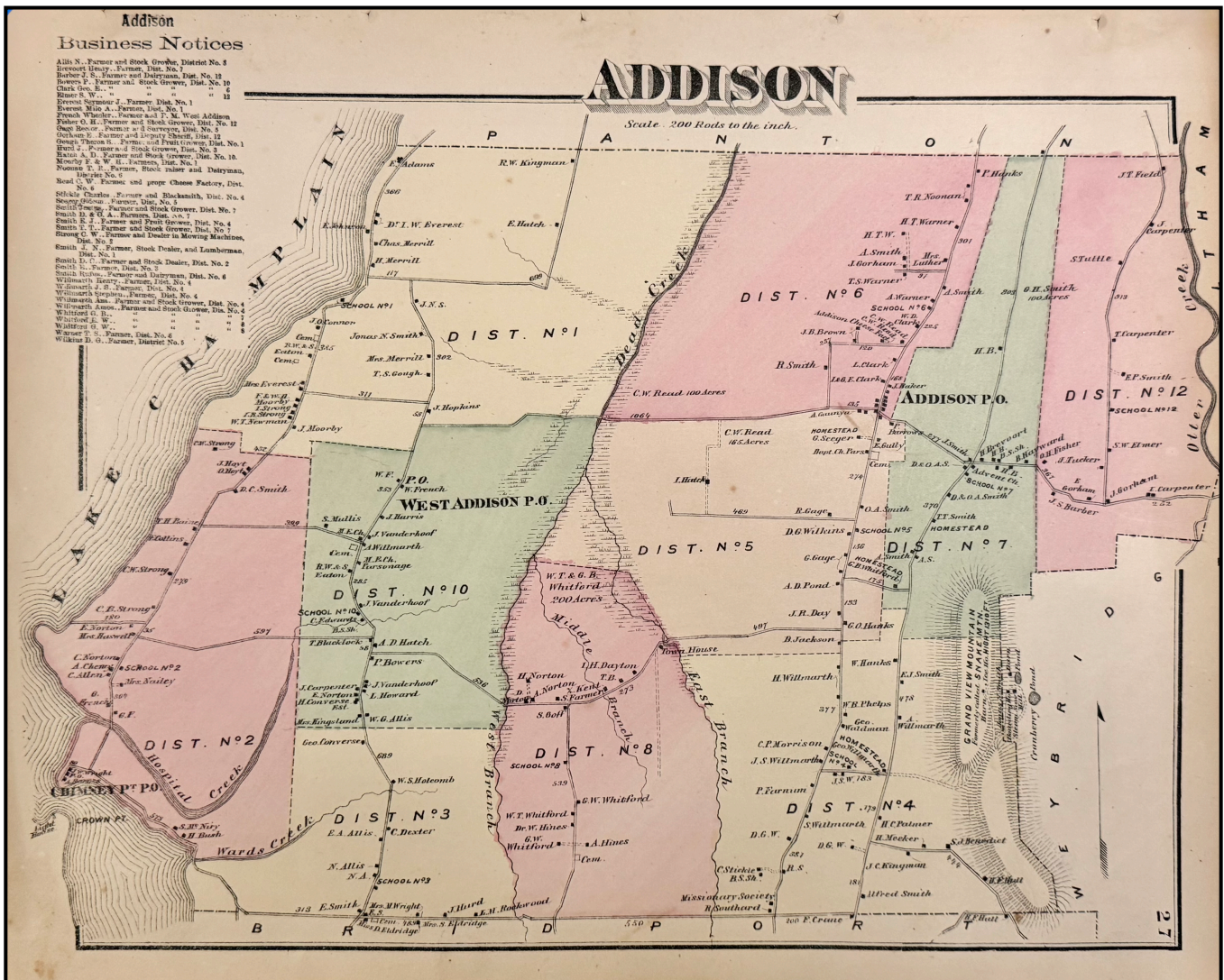
The mid 1800's saw a rise in Merino sheep farming. Registered Addison sheep were sold as far away as Australia. Some local men accompanied flocks there on a challenging sail of well over a year around Cape Horn. Later when dairying took over, butter was exported in oaken tubs to Boston. Cattle too were walked there by local men and boys and sold. Hay was exported to cities to feed their many horses. Apple orchards took advantage of the lake influenced climate. Ice cut from the lake and shipped to New York City, was a profitable industry before refrigerators. In the 1950's and 60's, birds foot trefoil seed proved a valuable crop for many farmers.

While Addison's agricultural heritage persists today with it being one of the leading dairy producing towns in Vermont, the overall area has changed considerably. Farms are far fewer in number but much bigger (acreage and animals) in size and there has been a large increase in residential development, specifically along the lake shore. Residential development has been made possible not only by good soils, but by the availability of water infrastructure. Addison was part of the country's first rural water systems, the largely federally financed Tri-Town Water District #1. Drawing water from the lake, it first operated in 1967.

Addison is also home to a unique natural resource. More than 1,000 acres of state managed wetlands, fields and forest, Dead Creek Waterfowl Area, runs north-south through the center of the town. This area is a stopping place for migratory birds such as Canada geese and Snow geese.

Scattered throughout the town are historic sites listed in the National Register of Historic Places. Among these are the Chimney Point Tavern (1822) owned by the State, the John Strong House (1795) owned by the D.A.R., the Baptist Church (1816), the Town Hall Building (1872) and the West Addison Methodist Church (1840). Individual structures and farm complexes are also listed on the State Register of Historic Places.

The Town encourages the preservation of these resources, including careful repair and restoration to maintain their historic value. Adaptive reuse, especially of farm structures, may also be appropriate.



Map 3

Community Vision

In the summer of 2024, the Addison Planning Commission distributed a Community Survey to the residents of Addison. The survey was active for eight months, closing on Town Meeting Day 2025. 17% of the population, 194 residents, completed the survey. The questions ranged from broad queries on community values, challenges, needs, likes and dislikes to specific views on housing and future uses of town properties.

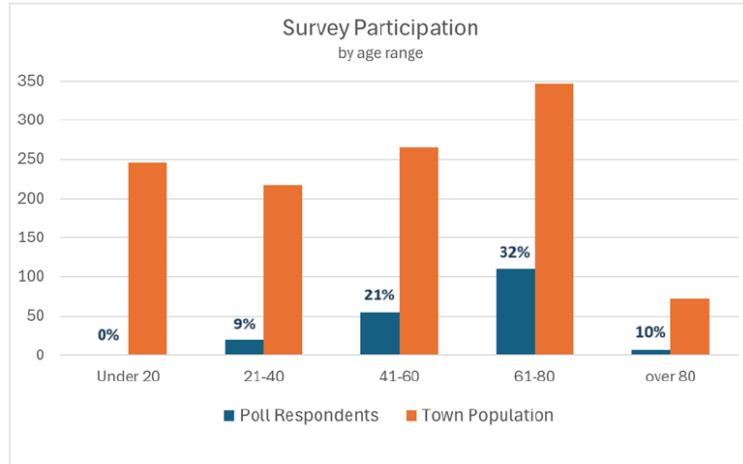
Survey responses reflected a range of community perspectives. Most respondents have lived in Addison for over 20 years, are over 60, and own their homes. Many are active in the community through volunteering, events, and local government. Interestingly, except for the under 20-year-old cohort, the age of survey respondents proportionately mirror the age breakdown of the total population.

In 2015, prior to the last town plan update, a similar community survey was conducted.

Valued town assets and future planning priorities, identified by Addison residents, closely align with the recent 2024 survey results. Since that time, however, the Addison Community School closed. Along with the potential economic, social, and educational impacts of this event, the town now owns the school building and grounds and is tasked with planning for its future. The central location of the school, at the Village Four Corners, presents a variety of opportunities when considering the reuse of this property.

The following takeaways represent frequently mentioned topics and sentiments from the respondents. These concepts will be integrated into the plan's goals, objectives, and implementation actions. The complete survey can be found in the Appendix.

SURVEY RESPONDENTS:



Participation and response rate data sourced from: "Census Profile: Addison Town, Addison County, VT." Census Reporter. <https://censusreporter.org/profiles/060001US5000100325-addison-town-addison-county-vt/>.

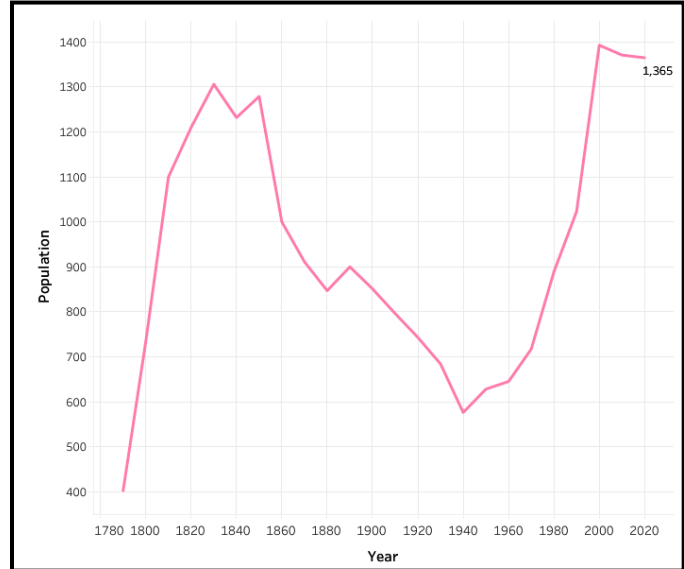
- *Strong support for preserving Addison's rural character and open land,*
- *Preference for small-scale, affordable, and workforce housing,*
- *Importance of community gathering places and events,*
- *A need to improve communication and engagement.*

Population & Housing

Population and Households

Addison was the region’s fastest growing town in the 1990’s. The population of Addison has increased from 717 people in 1970 to 1393 in 2000. Since 2000, however, the population has been trending downward. The 2020, US Decennial Census count of Addison’s population was 1365.

As the population growth has slowed, the median age of the population has risen. The 2020 under 5-year-old cohort is less than half of what it was in 2000 and the 2020 65- years and older cohort is double what it was in 2000. This shift in demographics has had a major impact on Addison’s school-age population, contributing to the closure of Addison Central School in 2020.

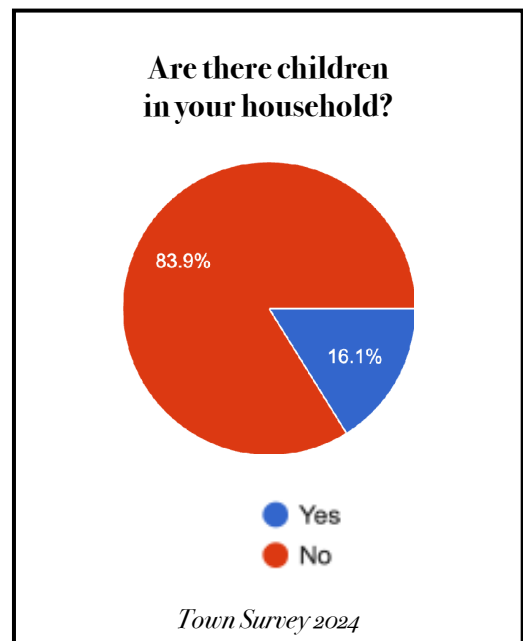


The Census Bureau defines a household as all the people who occupy a single housing unit. Household sizes in Addison have dropped from 2.8 to 2.4 people per household over the past 20 years. In Addison, like all of Addison County and the State, there are fewer large, multi-generational households. Families are smaller and seniors are living longer, staying alone in their homes. Limited options exist for seniors to downsize their homes due to a shortage of retirement facilities and a lack of affordable smaller homes. So, although the population count is staying relatively level, there is an increase in households leading to a need for more housing units.

Addison Town Population and Household Data

*US Decennial Census

Year	2000 *	2010 *	2020 *
Population	1393	1371	1365
under 5	108	63	57
under 18	402	317	265
18 and older	991	1122	1076
65 and older	137	268	310
85 and older	15	15	14
Median Age	35.7	43.2	47.4
# Households	494	527	566
Household Size	2.8	2.6	2.4



Housing Stock

The number of housing units in Addison Town increased from 333 in 1970 to 651 in 2000, averaging 10.5 units/year for that 30-year period. Total housing units rose to 711 in 2010, slowing to 6 units/year. During the next 10-year period, the increase in housing averaged 2.6 units/year, with a total of 737 recorded in the 2020 ACS 5-year estimate.

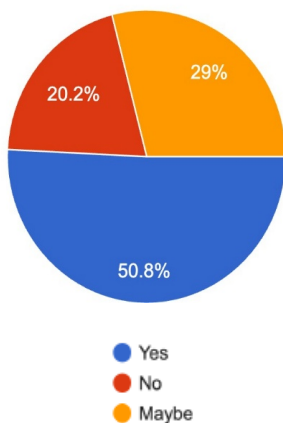
In 2010, there were 116 seasonal residences in Addison, or 16% of total housing units, leaving 595 units as the year-round housing stock. In the years 2020 through 2023 the seasonal housing percentage increased, averaging 24.5%, approximately a quarter of the total housing units.

Mobile and modular homes are increasingly filling the lower cost housing need. In 1970, there were 12 mobile homes, 3.6% of total housing units. This increased to 15 (3.2%) in 1980, 49 (9.3%) in 1990, 65 (10%) in 2000, 77 (10.8%) in 2010 and 63 (9.8%) in 2020.

Addison Housing Characteristics
ACS 5-Year Estimate

Year	2010	2020	2021	2022	2023
# Housing Units	711	737	724	660	639
Owner occupied	529	454	456	406	418
Renter occupied	56	68	90	64	60
* Seasonal (not vacant)	116	177	166	178	154
Vacant	10	38	12	12	7

Do you think there is a need for more housing in Addison?



Town Survey 2024

What type of housing do you think is needed in Addison?

The most supported option was single family homes, selected by nearly 65% of respondents.

Duplexes were the next most frequently chosen at 31.4%, followed by multi-family housing (more than two units) at 29.4%. 23.7% of respondents indicated that they do not think more housing is needed in Addison.

Town Survey 2024

Housing Affordability

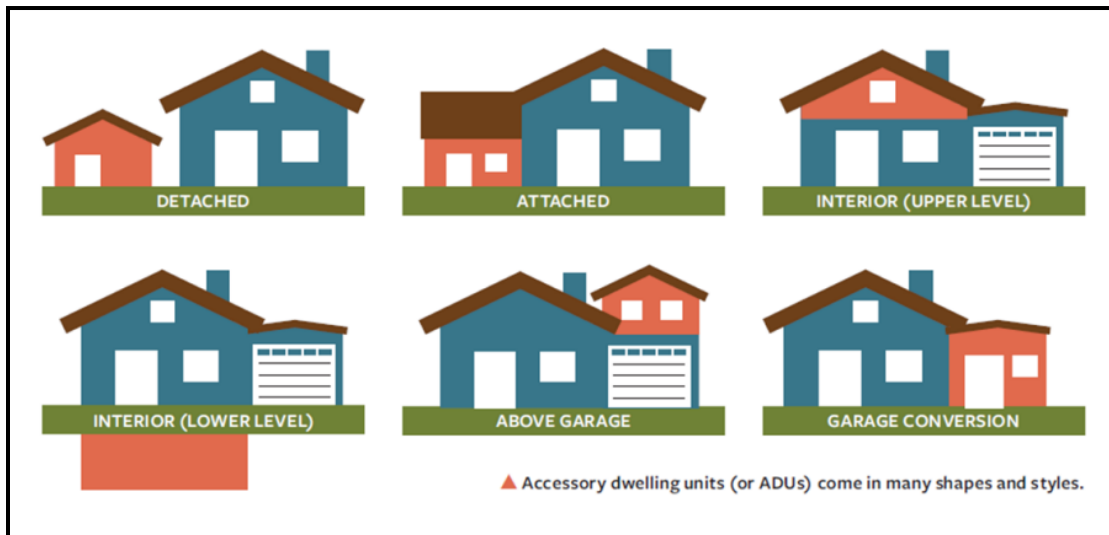
Median household income has risen 23% from 2020 to 2023. In the past 23 years, Addison town has had a higher median income compared to Addison County and the State of Vermont. Home prices and rental costs have also increased during this period, due to a statewide housing shortage and impacts from the Covid -19 pandemic. The medium home price in 2021 rose 62% from 2020. One general measure of affordability is to compare housing costs with household income. Household income refers to the total compensation or wages received by all members living in the household, prior to tax deductions. Housing cost includes monthly mortgage, rent, fees, insurance, taxes and utilities for homeowners and renters. Typically, if housing costs exceed 30 % of a household’s income, that housing is considered unaffordable by federal standards of affordability. In 2020 and 2023, 16% of homeowners and 28% of renters in Addison paid more than 30% of their household income on housing costs.

Household Income and Housing Costs

Year	2010	2020	2021	2022	2023
Median Household Income	\$60,625	\$88,333	\$93,438	\$103,333	\$108,750
Average Annual Wage (one person)	\$29,140	\$47,620	\$50,036	\$55,154	\$55,218
Median Gross Rent	\$1,167	\$1,592	\$1688	\$1683	\$1,821
Median Home Price	\$223,750	\$289,500	\$470,000	\$417,450	\$325,000

Housing Solutions

Accessory Dwelling Units (ADUs), allowed in all zoning districts where single family homes are permitted, create a separate housing unit within an existing home or on the same lot. The size of an ADU must be subordinate to the primary dwelling, have a separate entrance and meet the existing dimensional standards of the zoning district as well as obtain a wastewater permit. This housing option has enabled many property owners to create small, affordable homes to rent or provide housing for family members. Elderly residents may choose to downsize within their own homes by moving into an ADU created on their property and renting out the primary structure. Younger families may create an ADU for aging parents or to generate additional income as a year-round rental.

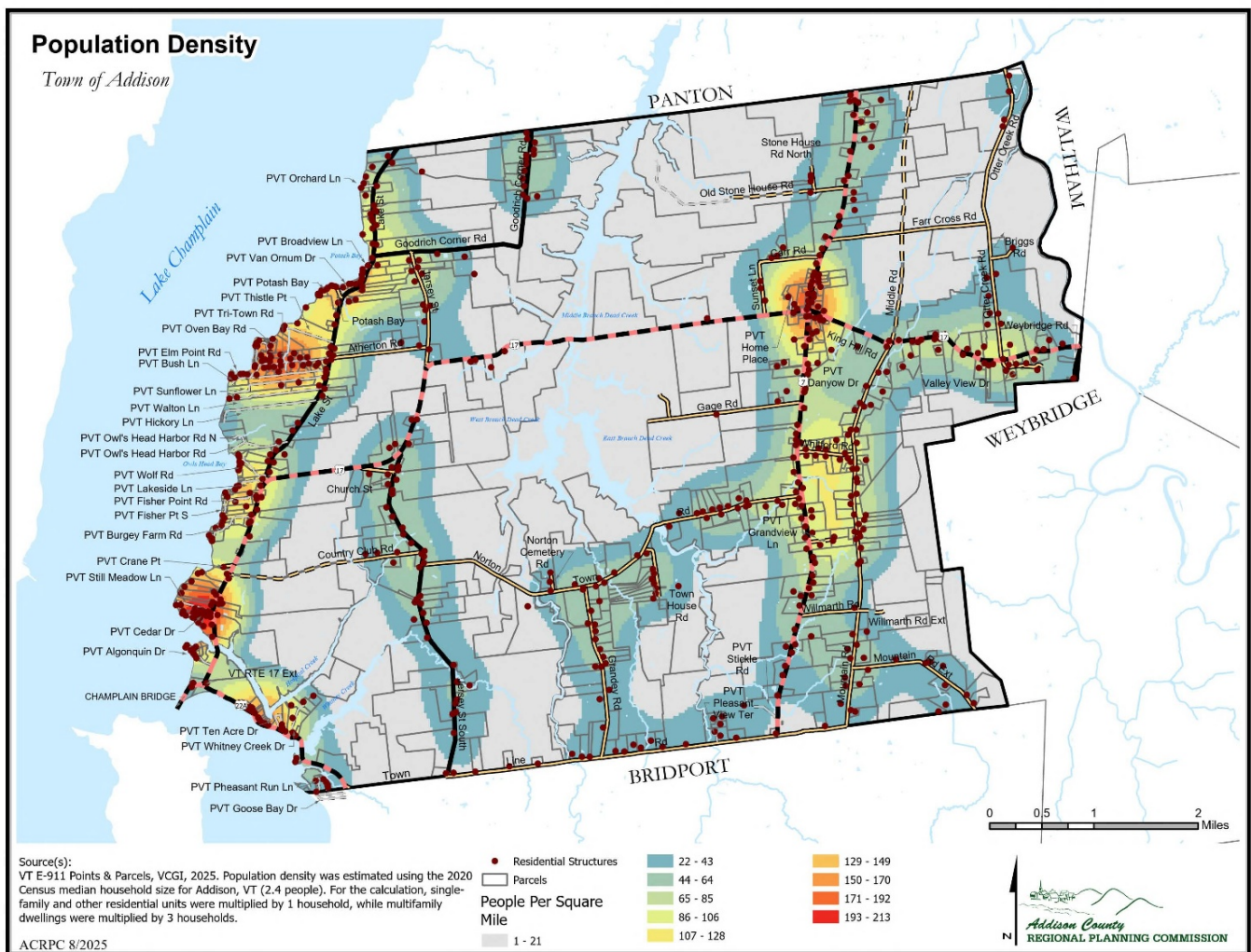


Another way to increase the availability of affordable, smaller housing units is the granting of a density bonus applied through regular subdivision or Planned Unit Development (PUD) permitting. This provision needs to be part of the municipality’s zoning and subdivision regulations and specifically outline the bonus criteria. Increasing the number of affordable units in town will allow seniors to remain in the community close to family and friends and create needed starter homes for families.

NeighborWorks of Western Vermont is a source of grants for housing repair and the construction of ADUs through the Vermont Housing Initiative Program, VHIP. The Community and Housing Infrastructure Program (CHIP) is also a statewide tax increment financing tool designed to help Vermont communities unlock housing opportunities by investing in critical public infrastructure. With CHIP, \$2 billion can be invested between now and 2035, one of the largest investments in municipal infrastructure in Vermont history.

HomeShare Vermont

Home sharing is a simple idea where two or more people share a home for mutual benefit. This is a housing arrangement where the homeowner offers a private and shared living space in exchange for rent, help around the house or a combination of both. Every home share arrangement is tailored to the unique needs and interests of the people involved. This concept is becoming more common among single, older people living in large houses who need extra income, support services and/or companionship.



Map 4

Population & Housing: Goals & Objectives

Goal 1	Support a vibrant community that supports and houses year-round working families as well as seasonal residents and tourists.
Objective A	Ensure that Addison’s fiscal policies are equitable for all residents and prohibit undue economic strain on year-round residents from tourism and seasonal homes.
Objective B	Document and manage existing short-term rentals units, through a registry system and/or fees.
Goal 2	Provide a range of housing types to meet the needs of Addison’s current and future residents of all ages, income, and abilities.
Objective A	Support the provision of suitable, safe, energy-efficient, affordable housing, located near or within existing settlement areas.
Objective B	Support aging in place housing through the creation of accessory dwelling units (ADUs) or duplexes in existing single-family homes.
Objective C	Provide information on housing programs and grant availability in the Town offices and/or other community venues.
Objective D	Research and consider adding a density bonus provision in the zoning code that would create affordable housing units for seniors and starter homes.
Goal 3	Promote increased housing opportunities and density in the Village Center Land Use district and the West Addison Village area.
Objective A	Continue to update zoning regulations that allow compact village centers, such as reduced minimum lot sizes and reduced setbacks that match historical development patterns.
Objective B	Support community wastewater systems that would serve compact developments near facilities and services.
Objective C	Advocate for restoration and development of vacant or underused buildings to create new housing through adaptive reuse.

Economy

Work Force and Income

According to the 2023 American Community Survey (ACS), 567 residents in Addison made up the labor force, or 62.2% of the population over 16 years of age. During the last twelve years, workers between the ages of 30 and 54 have consistently made up approximately half of Addison’s workforce. However, the percentage of workers 55 years and older have increased from 26.9% in 2010 to 35.2% in 2020. This shift in the age of the workforce is consistent with other Addison Region towns and the State as a whole. The table below illustrates trends in the labor force from 2010 to 2023. Two significant events occurred in Addison in 2020, the Covid-19 pandemic and the closing of Addison Elementary School. Although drastically different in scale and severity, both events had an impact on the town’s population, economy and labor force patterns.

Addison Labor Force Data

U.S. Census Bureau: Decennial* count and American Community Survey 5-year estimates**

Year	2010*	2015**	2020*	2023**
Labor Force	806	812	743	567
% of Population in Labor Force	70.2%	72.9%	67.2%	62.2%
Employed	768	781	730	561
Unemployed	33	31	13	6
Self Employed	146	95	60	39
Worked From Home	95	59	47	67

It is important to note that the data from the 2023 American Survey 5-year estimate has a margin of error of ±13.



The following chart identifies the industries in which Addison residents have worked over the past thirteen years. Education, healthcare and social work sectors have employed the highest number of Addison residents followed by manufacturing, retail trade and construction. The employment numbers in the agriculture, forestry, fishing, hunting and mining sectors have significantly decreased during this period.

Industry
U.S. Census Bureau: American Community Survey 5-year estimates

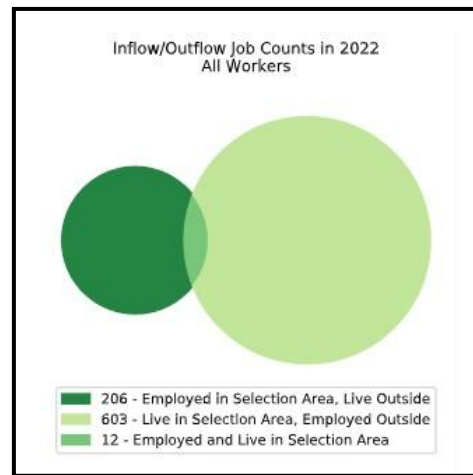
Year	2010	2020	2023
Agriculture, Forestry, Fishing, Hunting, and Mining	99	63	41
Construction	91	96	70
Manufacturing	102	54	82
Wholesale Trade	20	3	2
Retail Trade	78	91	87
Transportation, Warehousing, and Utilities	6	26	30
Information	11	1	8
Finance, Insurance, Real Estate, Rental, and Leasing	35	40	26
Professional, Scientific, Management, Administrative & Waste Management Services	47	27	31
Educational Services, Health Care and Social Assistance	122	244	131
Arts, Entertainment, Recreation, Accommodation & Food Services	69	24	16
Other Services (except Public Administration)	50	40	26
Public Administration	38	21	11

Place of Work

Many of the jobs held by Addison residents are outside of Addison town. The 2022 American Community Survey 5-year estimate indicates that of the 615 jobs held by Addison’s labor force, 43% were employed within the county, primarily in Middlebury, 29.6% and Vergennes, 6.8%. Only 1.9% of the Addison workforce (12 people) live and work in the town. In 2010, that number was closer to 17% of the workforce. Interestingly, the US Census data states that 56 people worked from home in Addison in 2022. This difference in these numbers may be due to remote work and the actual location of the employer.

**Job Counts by Places (Cities, CDPs, etc.)
Where Workers are Employed - All Jobs
2022**

	Count	Share
All Places (Cities, CDPs, etc.)	615	100.0%
Middlebury CDP, VT	182	29.6%
Vergennes city, VT	42	6.8%
South Burlington city, VT	34	5.5%
Burlington city, VT	33	5.4%
Bristol CDP, VT	18	2.9%
White River Junction CDP, VT	17	2.8%
Essex Junction city, VT	13	2.1%
New Haven CDP, VT	11	1.8%
Rutland city, VT	11	1.8%
Montpelier city, VT	5	0.8%
All Other Locations	249	40.5%



The Local Economy

In 2024 the Department of Labor recorded that 237 people held jobs at 52 business establishments in the town of Addison. Of the 52 establishments, 49 were private and 3 were government entities. The 2022 Department of Labor data shows that 239 people held jobs at 46 establishments, with the breakdown of private and government entities being 42 and 4 respectively. Most of these jobs are held by employee’s outside of Addison as illustrated in the 2022 Inflow/Outflow diagram above. It is important to note that the Vermont Department of Labor and US Census data will vary slightly due to collection methods. <https://www.vtlmi.info/>

Addison’s economic base generally falls into four categories: Home based businesses, occupations and remote work, community and commercial services, agricultural and forestry, and recreation and tourism.

Home-based business, home-occupations and remote work.

This category of business encompasses a wide range of career and employment opportunities. In addition, the ability to work from your home, either as a self-employed, small business owner or remote employee working for a larger business, allows residents to live and work in the same community. Living and working in the same town not only reduces negative aspects of commuting to another town but increases the vibrancy and economic growth of the local community. Small businesses create local jobs, use local products and support local services.

The Town of Addison continues to support home-based, Home occupations and Remote Work. Addison’s regulatory policies, such as town ordinances and zoning regulations, allow for the establishment of new and innovative home-based endeavors, and in 2021, Addison joined Maple Broadband, a not-for-profit municipal entity, which provides reliable internet service to households and businesses within the district. Currently 45% of Addison is served by this critical infrastructure needed for successful businesses.

Community Services / Village Center

Having a village center is an important aspect of economic vitality. Places where neighbors can meet, network, buy and sell, and learn new skills, provides opportunities for collaboration and understanding of whom neighbors are, what they do, and what their skills are. Addison's current village center sits at Addison Four Corners, at the intersection of Route 22A and Route 17. Most of the town's community infrastructure lies near this center. Specifically, the Clerk's Office, the Fire Department, Addison Four Corners Store, the historic Town Hall, and other businesses currently make up the center of town. WAGS (West Addison General Store) and Goodies Snack Bar, further west on Route 17 at the intersection of Lake Street, are also popular destinations and gathering spots for the community and tourists.

In 2024, the town acquired the building and grounds of the Addison Central School. The central location of this property, adjacent to the existing town buildings and general store, is ideal for a future economic and community development investment. The school building has been renamed the Addison Community Center and work has begun on developing plans for the use of the building and grounds. The hope is that this project will be a catalyst for growing the economic base and revitalizing the village center.



What are your Ideas for the Addison Community Center?

Respondents offered a wide range of ideas for the recently acquired school building, with the most common suggestions centering on its use as a community space. The responses reflect a desire for both practical and visionary uses, with a focus on meeting community needs and generating income.

Town Survey 2024

Agriculture and Forestry

Agriculture and forestry are essential components of Addison’s historic and current character and economy. Traveling through Addison on any major road, especially Route 22A, which provides exceptional views overlooking farm fields all the way to the lake, demonstrates how important the working landscape remains to the Town of Addison and its citizens. Dairy farming has decreased in Vermont, and recent United States Department of Agriculture estimates Addison has approximately six major milk producing farms³.

The three largest milk-producing farms in Addison are:

Woodnotch Farm: 3,100 acres and 2700 cows.

Kayhart Brothers Dairy, 1800 acres and 1000 cows.

Gosliga Farm, 1500 acres and 1000+ cows



Addison is also home to smaller, diverse farms, providing fruit, vegetables, maple syrup, honey, flowers, eggs, beef, pork, lamb, goat and poultry. Products are available through Community Supported Agriculture programs (CSAs) or at farm stands, farmers’ markets, restaurants and direct sales to local customers.

This plan supports farming, forestry and agriculture both for the short and long term. It desires to protect the right of farmers to continue farming with accepted agricultural practices. It desires to promote the conservation of farmland for future generations through current use taxation and the voluntary sale of development rights. Addison’s zoning supports the re-use of otherwise underutilized barns, silos and other former agricultural infrastructure for reuse as value-added agricultural processors or other types of businesses that support use of the local agricultural or tourism economies.

³ USDA, National Agricultural Statistic Service, 2022

Recreation and Tourism

After agriculture, recreation and tourism is the largest sector of the economy. Due to its location on Lake Champlain, and its mountain trails and river access, Addison has multiple recreational amenities and sporting activities for its residents and visitors. This plan supports diversifying and expanding the tourism economy in the Town of Addison, integrating it into regional amenities and promoting recreational attractions, and the services, like stores, campgrounds, restaurants, and marinas that support this industry.

Addison believes that the success of their tourism economy depends on the enhancement of the town's existing assets, specifically, its recreational, cultural and natural resources.

Parks and Recreational Activities:

- Daughters of the American Revolution ("DAR") State Park
- Dead Creek Wildlife Management Area, including the Geese viewing area
- McCuen's Slang and Boat Access
- Snake Mountain Wildlife Management Area
- Boat accesses at Otter Creek, Chimney Point, off Route 17 to Dead Creek and Potash Bay
- Vermont Skydiving Adventures
- Mini-Golf at Champs Trading Post
- Addison Town Beach
- Lake Champlain Bikeway and other Regional Bike Routes
- Vermont Association of Snow Travelers ("VAST") Lake Champlain Chapter snowmobile trails
- Guides, hunting, fishing and bird watching

Museums and Historic Structures:

- Chimney Point State Historic Site
- John Strong Mansion Museum
- Lake Champlain Bridge
- West Addison Methodist Church
- Addison Community Baptist Church
- The Addison Town Hall

Services:

- Lodging: Addison includes sites for camping at the DAR state park and the 10-acre campground and RV park and three Bed and Breakfasts, including Morningside B and B on Route 22A, Barson House Inn and the Whitford House Inn on Grandy Road.
- Restaurants: The Bridge restaurant and Goodies Ice Cream.
- Stores: The Addison Four Corners Store on Route 22A and the West Addison General Store
- Marina: The Bridge Marina

The Economy: Goals & Objectives

Goal 1	To sustain locally based jobs while maintaining the rural character of Addison.
Objective A	Encouraging agricultural and forestry-based businesses, including both farms and valued added agricultural, agricultural processing businesses and forest products processing businesses. Support the Right -to- Farm.
Objective B	Supporting current use taxation for agricultural and forestry land and supporting the voluntary conservation of agricultural and forestry land within the town.
Objective C	Support home occupations and home-based businesses and the infrastructure necessary to help them flourish.
Goal 2	To support and interconnect with the regional and state economy.
Objective A	Advance regional recreational entities through accessible outreach and promotional materials.
Objective B	Capitalize on existing recreation and tourism entities that currently exist throughout Addison. Work with the Vermont Department of Fish and Wildlife to promote hunting, fishing, birding and lake access in the town.
Goal 3	Revitalize the Village Four Corners for future economic investments.
Objective A	Plan for streetscape improvements (trees, benches, information kiosk, sidewalks) at the Village Four Corners area.
Objective B	Addison school reimagining - Develop grounds around school for community use, rest stop area, and information center for regional travelers.
Goal 4	Support and grow recreational and tourist facilities.
Objective A	Develop a recreational master plan for the Town of Addison. Consider establishing a tourism committee for this purpose.
Objective B	Consider and propose ways for tourism to provide additional economic benefit to the town relative to resource consumption.

Education & Childcare

Education

The last update of Addison's town plan in 2016, noted the decline of the school aged population and focused on the creation of affordable housing for young families as a theme. Following over 100 years of operation, Addison Central School (est 1914) faced significant consolidation due to declining number of students. Due to budgetary constraints and a minority of voting stakeholders (estimate 1 in 7 Addison homes have children under 18) the school ceased operations following the 2019-2020 school year. Although there were broad options for Addison students' eligibility, the final outcome was that the Addison residents participating in state-funded education would primarily attend the Vergennes schools. Students from Addison are eligible to apply for 'school choice' within the Addison Northwest School District (ANWSD) which adds Ferrisburgh Central School (FCS) as an option for students who are accepted and can provide their own transportation.

Currently, school-aged children in Addison are spread across a number of schools, including but not limited to: Vergennes Elementary, Middle, and High Schools; Hannaford Career Center, FCS, Willowell, Bridge School, Red Cedar School, Champlain Valley Christian School, and numerous home-schools and cooperatives. The Addison Wayfinder program hosted at the Addison Central School, was affected and closed in conjunction with the school in 2020.

After elementary school, children generally attend the regional middle school in Vergennes and then Vergennes Union High school and/or the Hannaford Career Center.

The School Redistricting effort pursuant to H.454 (Act 73) creates opportunities for Addison residents to participate in shaping a future plan that provides adequate learning opportunities for our spectrum of student needs, close to home, and promoting local community building among families.

Adult Education

The Hannaford Career Center provides vocational learning experiences for adults within Addison. Local opportunities for additional adult learning and rural adult education and entrepreneurship assistance are limited; however residents have opportunities to attend or model programs from other towns and counties across the state. Additionally, the state offers grants and scholarship programs to offset costs of adult education.

Childcare

Addison currently has several in-home childcare centers. A list is available from the Town Clerk. Additionally, the Mary Johnson Child Center also offers information concerning where to find childcare in or near Addison. Additional childcare options within Addison would help attract young families, support the work force and build community. This plan specifically encourages zoning regulations which allow for childcare facilities. A new childcare program, The Growing Tree, housed in the community center was added in 2025, and anticipates growth in 2026.

However, like many other services, childcare facilities for Addison's children are largely provided by other larger communities. The plan recognizes that childcare outside the home often occurs in regional centers, predominantly Vergennes, but also Middlebury and Bristol, closer to the parents' workplaces.

Education Childcare: Goals & Objectives

Goal 1	Reframe educational experiences to extend beyond a single school building and help create a shared sense of connection for children and families in Addison
Objective A	Monitor and engage with opportunities under Act 73 to support affordability, access, and a range of curriculum options for Addison students.
Objective B	Protect and encourage shared-use spaces, extracurricular activities, and volunteer-supported programming that promote educational enrichment, social development, and community connection.
Goal 2	Encourage and support pathways for adult education, job skills, and career development that strengthen household affordability and community resilience.
Objective A	Support the development and maintenance of a locally relevant resource library and interest inventory highlighting adult education, skills training, and career opportunities available through regional, state, and partner programs.
Goal 3	Support access to affordable, flexible childcare options that meet the needs of Addison families and support workforce participation.
Objective A	Ensure local zoning and land-use regulations support a range of childcare models, including in-home and small-scale facilities.
Objective B	Support existing childcare providers and facilitate information-sharing and coordination to help families identify available childcare options in and near Addison.

Transportation

Transportation constitutes one of the primary services the Town of Addison provides for its citizens. A map depicting all road names in the Town of Addison, functional classifications and traffic volumes is incorporated into this plan as Map 5. The town has a full-time highway department and equipment as necessary to maintain its local road and bridge network. Addison also links into the State highway system and intends to do more to integrate with other transportation programs offered by the state. This plan discusses all elements of transportation in Addison.

The Highway Department

Addison has its own Highway Department with a full-time Road Foreman and two additional part-time positions. The department is responsible for highway maintenance year-round. Wintertime is primarily snow removal and de-icing. The rest of the year is primarily for road maintenance including construction projects.

The Town garage and salt shed, located on Lake Street and occupying approximately 2 acres, were built in 1974. The new salt shed was erected in 2010 and a cold storage lean-to added in 2012. The Town is working on expanding the facilities to include a service bay for maintenance and repairs.

The town has a depreciation schedule and budget that allows the town to put funds aside each year in an equipment fund. In fiscal year 2023, \$97,329.00 was added to the fund. Below is the depreciation schedule for 2024.

2026 Equipment Depreciation Schedule

Equipment	Years	Cost	Yearly Depreciation	Replacement Year
Loader	15	\$109,500.00	\$7,300.00	2022*
Backhoe 310L	17	\$102,900.00	\$6,053.00	2034
2025 Truck	7	\$269,621.00	\$38,517.00	2032
Mower	10	\$21,000.00	\$2,100.00	2021*
2023 F350 Truck	5	\$92,082.00	\$11,550.00	2028
Chloride Sprayer	10	\$9,000.00	\$900.00	2024*
465 Tractor	20	\$44,199.00	\$2,210.00	2030
2006 Truck	8	\$120,000.00	\$0.00	2013*
2023 Truck	7	\$211,079.00	\$30,952.00	2029
JD 672G Grader	15	\$264,960.00	\$17,864.00	2031
Boom Mower	7	\$51,135.00	\$10,000.00	2030**
Total		\$1,295,476.00	\$127,446.00	

*Not Replaced

**Joint Purchase with Panton.

Addison also co-owns a Hydro sealer with ten other towns in Addison County.

Town Highways

Addison maintains 42.7 miles of town highway. In 2024 the highway budget was \$938,911. Highway expenditures are the largest item within the Town's non-school budget.

There are 9.7 miles of Class 2 Town Highways.

There are 27.9 miles of Class 3 Town Highways.

There are 5.1 miles of Class 4 Town Highways.

The Town supports the State's Class 2 paving program and the continuation of the State's Structures and Culvert Fund, both of which provide additional funds for local roads and bridges. The Town does not plan to pave any of the roads that are currently gravel.

Because of the burden on town finances when roads need to be upgraded from a lesser to a greater Class, any subdivision or development proposed on a Class 4 road or trail must be upgraded to at least a Class 3 standard at the developer's cost prior to the issuance of any permits for dwellings or uses within the subdivision or development. At the discretion of the Selectboard, an upgrade to State Guidelines ADT standards may be required if consistent with the road plan for the Town.

While most town roads in Addison are three rods wide (approximately 50'), Lake Street has an interesting road right of way of 10-rods, stemming from its development in the late 1700's as a military road.

Bridges

There are eleven bridges in Addison (structures greater than 20' in length). Nine of those bridges are on state roads and are owned by the State of Vermont. The Town of Addison owns and is responsible for two bridges, both of which span the East Branch of Dead Creek: one on Nortontown Road and one on Town Line Road.

Regular inspections and proactive maintenance of bridges are essential to identify vulnerabilities and address them before they lead to costly and dangerous failures. VTrans inspects bridges approximately every two years. The bridge on Town Line Road needs rehabilitation and the town should plan budgets accordingly.

Short Structures

Short structures are spans between 6’ and 20’. Short structures are integral to the roadway network, but they are neither inspected nor prioritized by the state. Towns are responsible for the inspection of their own short structures. Addison has 16 short structures on the town roadway network:

- Nortontown Rd. - West Branch of Dead Creek
- Nortontown Rd. - Middle Branch of Dead Creek
- Town Line Rd. - West Branch of Dead Creek
- Town Line Rd. - Wards Creek
- Jersey St. - Wards Creek
- Jersey St. (north of Country Club Rd.) - Hospital Creek
- Country Club Road - Hospital Creek
- Wilmarth Rd. - unnamed tributary to Dead Creek
- Middle Rd. - unnamed tributary to Otter Creek
- Farr Cross Rd. - unnamed tributary to Otter Creek
- Otter Creek Rd. (north of Farr Cross Rd.) - unnamed tributary to Otter Creek
- Otter Creek Rd. - (south of Panton Town Line) unnamed tributary to Otter Creek
- Lake St. (south of town garage) - unnamed tributary to Lake Champlain
- Lake St. (north of Potash Bay Rd.) - unnamed tributary to Lake Champlain
- Potash Bay Rd. - unnamed tributary to Lake Champlain

The structure on Potash Bay Rd. is currently in poor condition and has been closed with no plans to reopen it. The structure provides access to the last 75’ of a dead-end road with no homes.

The structure on Nortontown Road over the West Branch of Dead Creek is currently in poor condition, and the Town should plan for its imminent replacement.

Road Erosion

Act 64 of 2019 requires all municipalities to seek coverage under the Municipal Roads General Permit. The Permit requires roads to be maintained so that they do not cause or contribute to water quality degradation. The permit requires a Road Erosion Inventory within a five-year period of each permit. Addison’s most recent Road Erosion Inventory took place in 2023. Addison has 303 hydrologically connected road segments (as defined by the Vermont Department of Environmental Conservation). Each segment is approximately 100m long. Two hydrologically connected segments were identified as partially meeting standards: one on Goodrich Corners Rd. and one on Mountain Rd. Extension. The segments can be brought into compliance during routine road maintenance.

Status of hydrologically connected road segments relative to Municipal Roads General Permit based on 2023 Road Erosion Inventory.

	Fully Meets	Incomplete Data	Partially Meets	Does Not Meet	Closed Drainage, No Data	Total
Number of Segments	275	1	2	0	0	278

Private Roads/ Easements

Private roads and easements can be a problem for residents and emergency and service vehicles. Often narrow, with a poor to non-existent base, and with variable repair and maintenance, these access ways can make access difficult, hazardous or even impossible at certain times of year. However, it is essential that fire equipment and emergency medical vehicles have year-round access to all structures.

The Town's Subdivision Regulations include standards which require improved private roads. Private roads must meet Town Class 3 standards. The town has adopted state road standards to allow safe year-round access by fire and rescue equipment. The Town also requires maintenance agreements through a homeowner's association or other enforceable entity for shared drives or privately owned roads.

Driveways

Driveways, defined in the Town's bylaws as access serving three or fewer parcels, often have the same grade and maintenance problems as private roads and easements. The Town has added grade limits and other standards for new driveways. Town requirements for the numbering of housing units and the driveways serving them are compliant with the Enhanced 911 standards.

State Roads

Three State highways traverse the Town of Addison. They are Route 22A (north/ south), and Routes 17 and 125 (both east/west).

Route 22A

Route 22A, a major truck route in the region and in Vermont, was upgraded in 2000 in order to encourage arterial type usage of Route 22A as a major regional and state transportation route for trucks and other through traffic. Under the State (and national) road classification system, "arterials" carry through traffic at or near the maximum-posted speeds. Arterial roads also discourage direct access to abutting properties. Routes 7 and 22A are major arterials in the State system. Traffic on Route 22A in Addison peaks at about 5,700 cars per day on the portion of Route 22A north of its intersection with Route 17, where it collects additional traffic from New York headed north.

VTrans is planning a series of improvements along 22A including a pavement reclamation project in Addison (STP PS25(2)). The project will include rehabilitation of a portion of the subbase and will provide longer-term benefits within the existing footprint. Additional work will include the replacement and maintenance of existing guardrail runs, some culvert replacements, ditching and Center Line Rumble Strip installations where criteria have been met. Signs along the corridor will be replaced and upgraded to meet current standards set in the Manual on Uniform Traffic Control Devices (MUTCD). The project is currently scheduled for construction between 2029 and 2031.

"Collector" roads collect traffic from local roads and carry it to arterials. Direct access from abutting properties is appropriate, but the creation of an interior road to collect all traffic from a development with access to one or two points on the collector is preferred. Routes 17 and 125 serve as collectors. "Local" roads provide access directly from abutting properties and carry it to collectors.

Addison recognizes that the road hierarchy noted above, while desirable, cannot always be imposed on existing roads due to pre-existing development and ownership patterns. The Town should limit direct access by abutting properties to Route 22A in cases where access to a collector or a local public or private road exists or can be created as part of a development proposal. Access to State roads require a state permit.

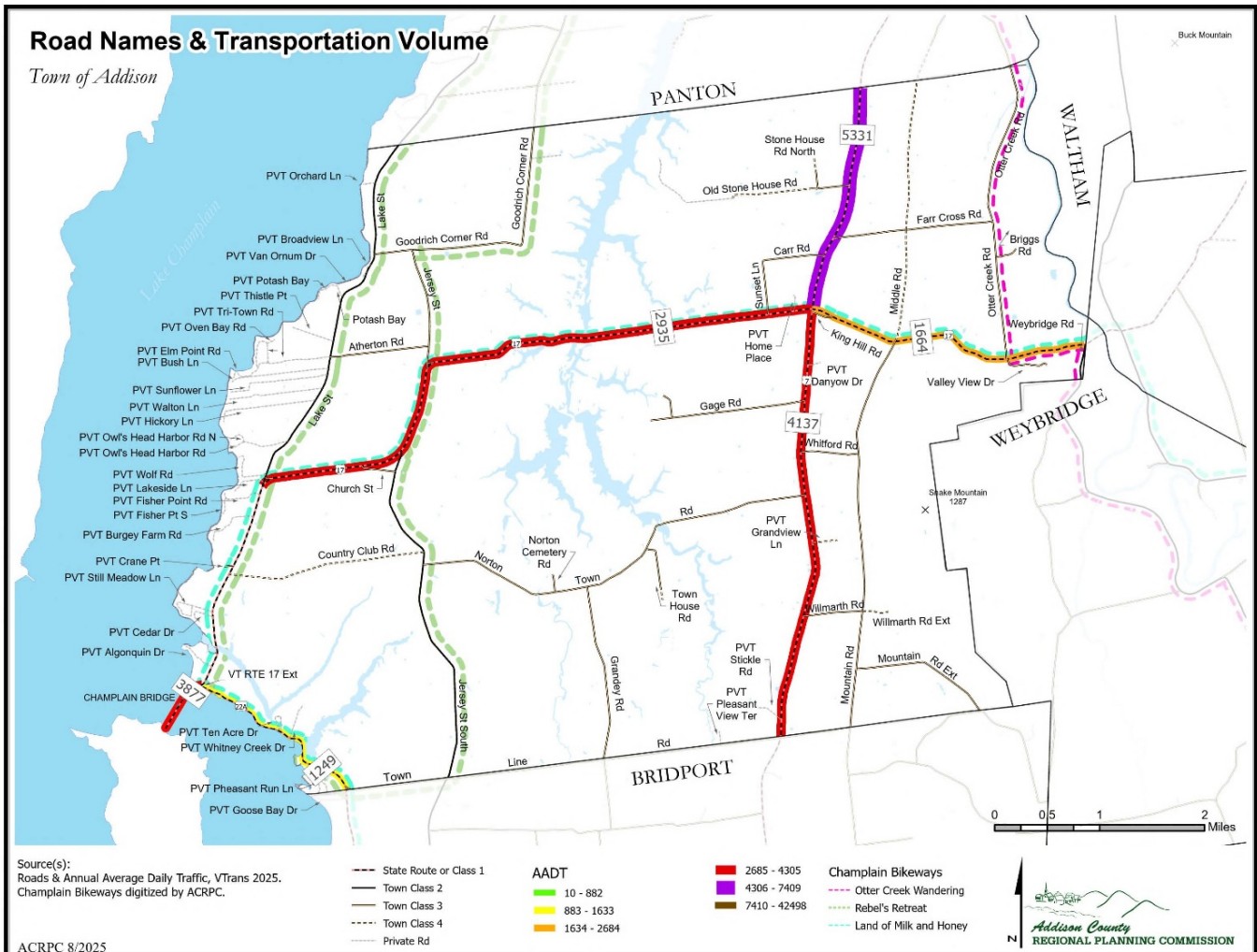
Route 17

Route 17 begins at the Lake Champlain Bridge and runs east to the Weybridge/New Haven town line. Route 17 constitutes the second most travelled highway within Addison and serves as a collector for Route 22A. For much of its length, Route 17 has 3-foot shoulders, dramatically improving the safety of cyclists and supporting the Lake Champlain Bikeway. Map 5 identifies Lake Champlain Bikeway trails within the Town.

A unique feature of VT-17 is the wildlife viewing area, a parking/observation area parallel to VT-17 at Dead Creek, approximately 4200 feet in length. This observation area was created to accommodate observers of migratory waterfowl. The area has been upgraded and expanded to reduce the traffic hazards caused by parking along VT- 17, especially during the fall and spring waterfowl migration.

VTrans is currently developing a paving project along VT-17 from VT-125 to VT-22A. The work is currently scheduled for 2026.

VT-17 is expected to serve as the detour for VT-22A traffic when a new bridge is constructed in Vergennes, a project that is currently under design. VT-17 has also been proposed as an alternative truck route around Vergennes as part of the Vergennes Planning and Environmental Linkages Study (PELS) <https://vergennesspel.com/>. The Town of Addison supports the goals of the PELS and feels strongly that an alternative route with a new Otter Creek crossing closer to Vergennes would better serve the region. The proposed VT-17 truck route does not support long-term viability and safety at the Addison VT-22A and VT-17 intersection, nor along VT-17 to Route 7. Increased truck traffic would be a hindrance to growth at the Addison village center.



Map 5

Route 125

Route 125 is an east/west road running from Route 100 west through Middlebury to Route 22A in Bridport and then west into Addison intersecting Route 17 near the Lake Champlain Bridge. The road is 22 feet wide with no shoulders from Route 22A to Route 17 at the bridge, and from the Bridport Town line Route 125 is bound to the west by Lake Champlain. Seasonal and year-round residences as well as two campgrounds border the east side of the road. Bike and pedestrian traffic, and congestion resulting from parked cars and anglers on the causeway have created ongoing safety issues along this stretch of Route 125. The causeway was upgraded in 2022 to help with these issues.

Public Transportation, Park & Rides

Addison is not directly served by bus, rail or air. Various human service agencies in the region and Tri Valley Transit (TVT) provide door-to-door transportation for those without transportation using screened volunteer drivers on a per mile cost basis. There is a park and ride lot on Route 22A in Ferrisburgh, near the intersection with Route 7. Another park and ride lot is proposed at the Lake Champlain Bridge. The goal is to reduce single occupancy vehicle use by encouraging carpools, and by funneling riders into the commuter rail terminal. If the west side rail proposal connecting Rutland, Middlebury, Vergennes and Burlington is implemented, the station in Vergennes would provide access to long distance travelers as well as commuters. There is also an Amtrak train station about 10 miles away in Port Henry, New York which carries passengers to points north and south.

Air Transport

Connections with major airlines are available at Burlington International Airport, located in South Burlington, about 35 miles away. Addison also has several personal landing areas. The Town has incorporated specific Bylaws for Town Personal Landing Areas.

Traffic Flow and Safety

The Town of Addison includes the heavy traffic intersection of VT-22A and VT-17. Traffic consists of truck, commuter, and farm vehicles, among others. Traffic flow and safety have long been a concern at the intersection. Although the site experiences only 1-2 accidents annually, the speed and volume of through traffic is a detriment to pedestrians, cyclists and local traffic navigating this intersection. VT-22A sees an average of 4,000 vehicles daily; VT-17 nearly 3,000. The Town of Addison would benefit from additional study and review of traffic flow options to increase vehicle safety. The location of a busy local business, as well as the town offices, Addison Community Center, and Addison Baptist Church at and near the four corners area warrants additional discussion regarding pedestrian and cyclist traffic at the intersection as well.

It has been suggested that the town consider the addition of passing lanes in higher speed areas, particularly longer and uninterrupted areas of Route 22A. Widening of the roadway where possible would significantly benefit traffic flow and safety on VT-125, specifically on and/or near the Causeway. As part of upgrades to Route 125, additional parking or pullout areas could be added to provide safe parking areas for fishermen and other users of the Causeway.

Roadways in Addison include the Champlain Bikeway. To improve and increase bicycle traffic along the Bikeway, the town may consider widening of relevant roadways and the addition of amenities along the route, like benches and toolkits. Additional signage for both drivers and cyclists could increase overall safety.

Transportation: Goals & Objectives

Goal 1	Provide safe, efficient, and cost-effective transportation opportunities for all Addison residents.
Objective A	Continue to budget adequate financial support to keep Addison’s transportation network in good condition.
Objective B	Support public transit operations and potential future connections to Addison.
Objective C	Develop access management strategies to minimize curb cuts without prohibiting growth.
Objective D	Continue regular maintenance and budgeting program for town-owned roads and bridges.
Goal 2	Minimize road erosion and run-off into our rivers and streams.
Objective A	Understand Vermont’s Clean Water Act and Municipal Roads General Permit (MRGP) requirements and supporting resources, such as the Vermont Better Roads program.
Objective B	Bring all hydro connected road segments into compliance with the MRGP
Goal 3	Support bike and pedestrian alternative transportation networks in Addison.
Objective A	Keep informed on regional walk/bike efforts in Addison County. Support regional bikeways.
Objective B	Address safety issues between vehicles, cyclists and pedestrians throughout the town. Explore traffic calming options.

Community Facilities and Services

Town Buildings

Addison Four Corners, a traditional crossroad settlement, is the center of town government and primary location of Addison’s public buildings. **The Addison Town Hall** sits alongside the 1816 Addison Baptist Community Church, anchoring the southwest corner of Routes 17 and 22A. The placement of these two structures, historically symbolic of the relationship between church and government, creates an iconic image for the town. Built in 1872 to provide town meeting space and a schoolroom, the Town Hall was the center of activity in the community.

Currently, the building is underutilized due to accessibility, lack of efficiency and structural issues, and needs renovation. In 2007, a Town Hall Committee was formed, and efforts began to restore the building. A community wastewater system is now available to serve the building, and architectural plans, including designs for a new Town Clerk’s office and meeting space, have been developed. The Town Hall Building Committee continues to work towards its goal of revitalizing this important building.



List one thing you would like to see change in Addison and why?

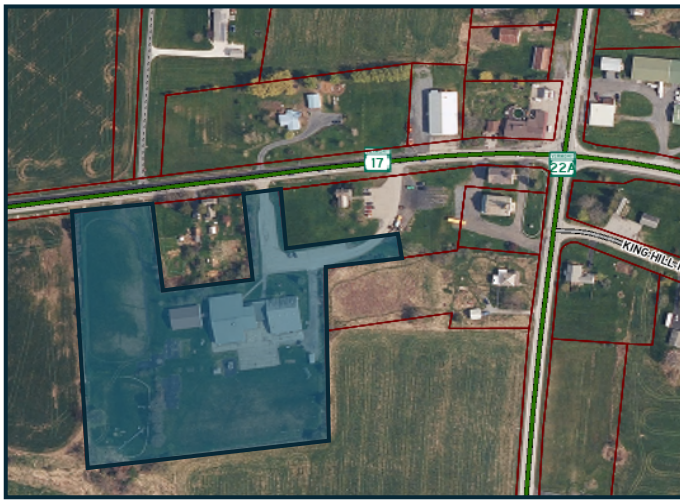
The most frequently mentioned topic was the renovation and use of the historic Town Hall, with many seeing it as a potential community anchor and symbol of civic pride.

Town Survey 2024

The present Town Office Building, purchased and remodeled in 1972, is the center for local government within Addison. Located west of the Town Hall on route 17, it houses the Town Clerk’s office, a meeting room for town officials, and records storage. This is a small and aging residential building which does not fully accommodate modern expectations for municipal services, or proper record storage.

In 2016, a land transfer was made between the town and the school district resulting in usable land in the Village Center and potential space for a community park and public parking. After the closing of Addison Central School, the building and grounds were acquired by the town. The central location of this





property, adjacent to the existing town buildings and general store, makes the site ideal for community use. The school has been renamed the **Addison Community Center** and work has begun on developing plans for the use of the building and grounds. The 2024 Community Survey asked residents to share their ideas for this site. Respondents offered a wide range of ideas with the most common suggestions centering on its use as a multipurpose, community facility. Ideas for the grounds included shared space for recreation and playground facilities, community gathering space for larger events, a passive green space and picnic areas and gardens. This location is an ideal site for visitor information and resources, for cyclists and tourists traveling by car.

The **Addison Fire House**, built in 1981, stands across Route 17 from the Clerk’s office. It houses the volunteer fire department and all its equipment. The Fire House’s meeting space is also used for large community meetings. Together, these public buildings help create a significant part of the infrastructure at the Addison Four Corners which constitutes the village center in town.



The last of the Town- owned facilities, the **town garage and salt shed**, is used by the highway department to maintain the Town’s highway infrastructure. The salt shed is located at 5415 Lake Street, Addison.

Water & Wastewater Infrastructure

Addison is served by the Tri-Town Water District, which began operations in December 1967. The Tri-Town Water District, which also serves the towns of Bridport and Shoreham, is located off Tri-Town road in West Addison. Classified as a surface water source, intake is from Lake Champlain, filtrated, and treated at the site and distributed throughout the district. Water lines are shown on the Utilities and Facilities Map 6. A surface water source is subject to the Federal Safe Drinking Water Act and to the State’s Drinking Water Standards. State standards require additional testing, certified operators, and may require modifications to treatment plants. The Tri-Town Water Board has membership representing the three towns it serves.

Tri-Town Water District has been working to make a variety of repairs and improvements to their system. Improvements to the waterline on Mountain Road and East Street are being evaluated for potential future connections. A possible pump station is also being considered on East Street. Tri-Town Water received a match grant from Bernie Sanders to refurbish three current filters, and to add a fourth to the system. The refurbishment of the existing filters is currently expected to begin in April, 2026. The addition of the fourth filter is estimated to be installed in November, 2026. This work will help improve consistency in Tri-Town’s water quality and reliability of the system.

In 2018, Addison voters approved a \$780K bond to build a community wastewater system, which serves the Addison Town Hall, the Baptist Church, the Fire Department and the current Town Clerks office. This system was designed to support the existing town infrastructure and, if possible, leave room for some additional uses that might expand and reinforce the revitalization of Addison’s Center. The wastewater system was completed in 2020 and the Town received \$353,000.00 of loan forgiveness for the project. The new Addison Community Center has an existing wastewater system, now underutilized due to the closing of the Addison Central school.

Telecommunications

Addison is one of 20 communities to join the Addison County Communications Union District (ACCUD), a group of Vermont towns that have banded together, allowable under recently passed state law, with the objective of establishing reliable, affordable, high-speed broadband in Addison County. As a member of the ACCUD, Addison is now serviced by Maple Broadband, a not-for profit provider, community-based fiber optic technology, available to all households and businesses.

Waste Management & Recycling

The Town of Addison is a member of the Addison County Solid Waste Management District (ACSWD). The district owns and operates a transfer station in Middlebury, Vermont, for the aggregation and shipment of solid waste brought in by licensed haulers (but no longer accepts residential trash). R&L Rubbish has a drop-off site in Addison at the Town Clerk’s office weekly for the collection of residential and commercial solid waste and recycling. Addison residents and businesses may also use the Vergennes facility. Burning or burying any solid waste or recyclable items is illegal in the Town, District, and State.

Fire Protection, Emergency, and Medical

The Addison Volunteer Fire Department provides fire protection for the town. The present station was built in 1981. The department has approximately 32 members. The department’s apparatus includes the following:

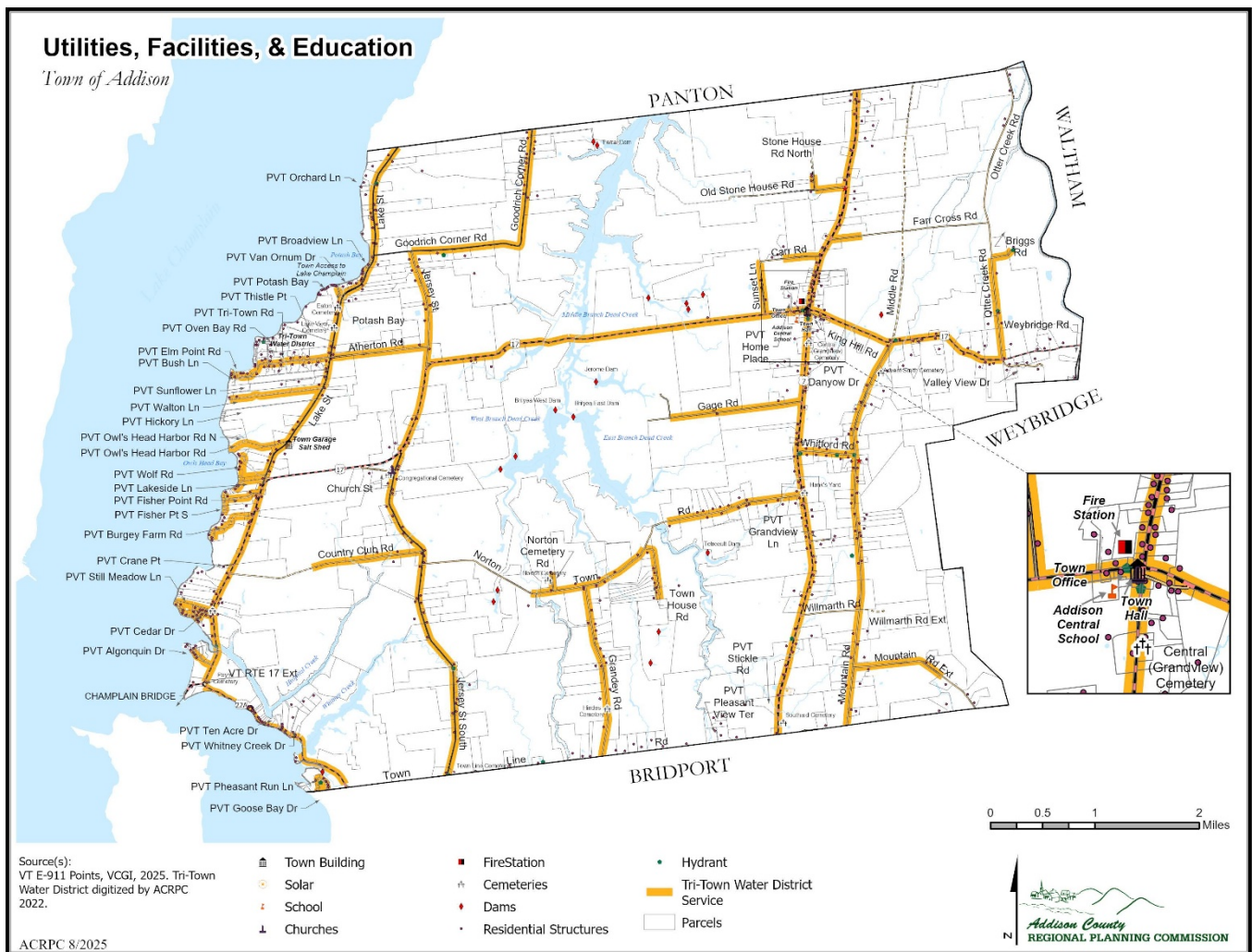
Current Apparatus	
Engine 1	2002 Freightliner/Smeal, 1500 GPM pump, 1000 gallon tank
Utility 1	2014 Freightliner/Hackney Utility/Equipment Truck
Tanker 1	1986 Marmon, 3500 gallon tank
Tanker 2	1991 Ford, 2600 gallon tank
Hose Reel 1	1987 International Mini-Pumper/HoseReel, 1000 GPM Pump, 500 Gal.tank, 1600’ 4-inch hose
Water Rescue 1	2008 Glassmaster 22’ Center Console Boat, 200 Hp Honda Outboard

The Vergennes Area Rescue Squad serves Addison Town as well as providing services to a third of Addison County. The nearest hospitals are Porter Medical Center in Middlebury, about 15 miles to the southeast, and the Fletcher Allen Health Care Center in Burlington, about 35 miles to the north. Addison has no doctor, dental, or other medical facilities. The closest such facilities are in Middlebury and Vergennes. Prescription services are available in Vergennes and Middlebury. The Addison County Home Health Care Agency and the Addison County Hospice provide in-home care according to their guidelines. Mental health services are available through Counseling Services of Addison County and through private practitioners in Middlebury and in Chittenden County. Project Independence provides daily care and activities for frail and elderly individuals.

Recreational Trails & Facilities

Addison has a wealth of existing recreational resources and, with the recent development of the Addison Community Center, a potential new recreation facility and program. The Addison Community Center site currently has several ball fields, a track, a basketball court, and playground. Addison is a regional destination for cyclists and has three Champlain Bikeway routes traversing the town. There are many opportunities for Addison residents to experience the natural resources that surround them. The town has a deeded public access point where Lake Street adjoins the lake at Potash Bay. State-owned facilities at Chimney Point and McCuen Slang provide boat access to Lake Champlain. The D.A.R. State Park provides limited public access to the lake. Lake access is also provided by a commercial marina within the Town. The State-owned Dead Creek Wildlife Management Area is world famous for its wildfowl viewing opportunities. A viewing stand at the end of Gage Road has enhanced the experience of a popular birding spot. Snake Mountain also provides hiking and viewing opportunities on State-owned lands. The area offers opportunities for hunting and fishing enthusiasts in specified seasons.

Addison also has access to Vergennes recreational facilities such as the city pool, tennis courts, baseball fields and facilities at the high school.



Map 6

Public Facilities: Goals & Objectives

Goal 1 Provide places for the Town to effectively fulfill its governance functions, as well as adequate places for public meetings and community gatherings.

Objective A Establish a Town's Clerk Office that will service the community for years to come.

Goal 2 Maintain sustainable community water and wastewater infrastructure.

Objective A Pursue grant opportunities through the VT Bond Bank to improve the Tri-Town water infrastructure.

Objective B Study community wastewater opportunities at the Village Center to put to use underutilized systems.

Goal 3 Expand and enhance the Town's recreational resources and community spaces.

Objective A Develop a master plan for the Addison Community Center and grounds based on feedback from residents and needs of the community.

Goal 4 Ensure the long-long term maintenance of municipally-owned buildings.

Objective A Create and implement a Capital Improvement Plan for regular, planned maintenance of the town-owned structures and properties.

Energy

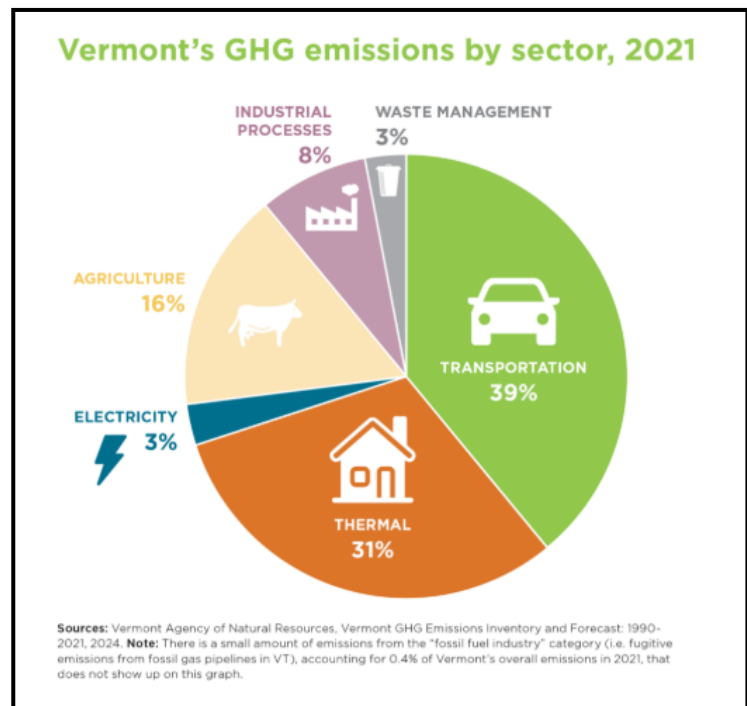
Energy consumption is an essential component of our modern way of life; it has and will continue to influence land use and development patterns. With increased public awareness of the impact of our fossil fuel use on our society and the environment, energy efficiency is becoming an increasingly important factor in many personal and community decisions. The cost of fossil fuels, both through price and impact on our environment will require changes to our daily lives such as living closer to where we work, using services that are conveniently located, seeking transportation alternatives, living in more efficient homes, and buying more efficient appliances. Some of these changes have already begun as alternative energy and energy efficiency technologies have become widely available and competitively priced. However, current conditions indicate that greater changes need to be made in the interest of energy security and environmental safety.

Addison’s Current Energy Use

Energy is generally considered in four sectors; transportation, thermal, electric, and land use.

Transportation

The transportation sector is the largest source of greenhouse gas emissions in the nation, and accounts for 39% of the emissions in the region. Vermont emissions from transportation fell between 2015 and 2021, but very gradually. While some Addison residents have switched to electric vehicles, 97% of vehicles are still gasoline and diesel powered. The chart below highlights the contrast in energy usage between an internal combustion Engine (ICE) vehicle and an Electric Vehicle (EV).



Addison Annual Transportation Energy Use

Vehicle type	# of Vehicles	Consumption (BTU in millions)	Consumption /vehicle (BTU in millions)
ICE, light duty vehicle	948	35,947	40
EV	22	125	5.7
Total	970	36,072	45.7

Thermal

After transportation, the other major form of residential energy consumption is for heating and cooling; around two-thirds of the energy used in Vermont homes is for space heating/cooling and making hot water. Currently, an estimated 56% of Addison residents heat their homes with fuel oil and another 17% rely on propane; approximately 18.2% heat with wood (2023 ACS 5-year estimate).

Commercial buildings' heating demand is also important to consider. These buildings consume another 37,630 million BTU across 26 structures. Between residential and commercial building structures, the Town of Addison has a heating demand of about 90,210 mm BTU. This heating demand is largely satisfied by fossil fuels as alternatives to oil and propane have historically been limited or cost prohibitive. Yet as heating fuel prices rise and renewable technologies become more affordable, there's growing interest in improving efficiency and adopting cleaner systems, such as cold-climate heat pumps, pellet boilers, and residential-scale solar. Vermont has a Residential Building Energy Code that sets a minimum standard of efficiency for new homes and residential additions over 500 square feet. Additionally, simple site planning such as locating buildings to maximize southern exposures and providing windbreaks can reduce the amount of energy required to heat and cool structures. Still, upfront costs, aging building stock, and limited contractor availability remain real barriers to implementation of these strategies.

Addison could further promote energy efficiency, renewable energy sources and construction of green buildings through performance standards and incentives outlined in their zoning bylaws and subdivision regulations.

Addison Annual Residential Thermal Energy Use

Fuel Source	Addison Households	% of Housing Units	BTU (in millions)
Fuel Oil	268	56.1%	29,480
Wood	87	18.2%	9,570
Propane	84	17%	9,240
Electricity	24	5%	2,640
Natural Gas	6	1.3%	660
Solar	6	1.3%	660
Coal	0	0%	0
Other	3	.6%	330
Total	478	100%	52,580

Electric

As Addison continues to shift its heating and transportation systems toward electricity—through the adoption of electric heat pumps and electric vehicles—the Town's electricity demand, currently around 11,117 MWh annually, is expected to rise significantly. While this electrification is a key strategy for reducing emissions, it also brings new challenges. Without careful planning, increased demand could strain local distribution infrastructure, which is already limited in capacity.

To avoid costly grid upgrades, Addison will need to emphasize efficiency and conservation alongside electrification. Homeowners and businesses alike play a role in this transition by improving the efficiency of appliances, lighting, motors, and machinery, reducing overall electricity use even as more systems are plugged in. Thoughtful investment in efficient technologies, load management strategies, and demand response programs will help the community stay ahead of infrastructure limits while maintaining energy reliability and affordability. This dual focus—on clean energy and reduced demand—positions Addison to build a more resilient and sustainable energy future.

Current Renewable Energy Infrastructure

In 2025 Addison's renewable energy generation mix reflects a modest but diverse portfolio, totaling approximately 2.6 megawatts (MW) of installed capacity and producing 5,598 megawatt-hours (MWh) annually.

- A. Solar: 2.00 MW, 2,632 MWhs
- B. Wind: .10 MW, 206 MWhs
- C. Biomass: .45 MW, 2759 MWhs
- D. Hydro: 0.00 MW, 0.00 MWhs
- E. Total: 2.6 MW, 5,598 MWhs

This blend highlights the Town's commitment to clean energy and its utilization of available local resources, including solar siting, agricultural byproducts, and modest wind exposure. However, Addison faces constraints in scaling up its renewable generation due to limited transformer and distribution infrastructure within the local electrical grid. These bottlenecks restrict the ability to interconnect additional capacity without significant upgrades to substations or transmission lines. As a result, any future expansion must be approached with careful planning, potentially emphasizing smaller, distributed energy resources, battery storage, or demand-side solutions to avoid overloading existing infrastructure.

Town policies which increase energy conservation of public buildings and encourage renewable energy generation set an example for citizens and businesses in the community. Addison supports property owners who want to install residential-scale alternative power generation on their property to the extent that such a project does not have the potential to cause adverse physical or environmental impact on neighboring property. Small-scale energy generation facilities should be encouraged in all districts where single-family residential uses are allowed.

Addison supports responsibly sited and developed renewable energy projects which align with the Community Standards for Commercial Energy Siting in Appendix X of this town plan.

An Enhanced Energy Plan

Municipal and regional energy policy in Vermont is somewhat determined by the State in conjunction with the private sector within the framework of the Public Service Board (PSB). Large energy projects that are proposed, for example, are reviewed by the state Public Service Board. The PSB reviews proposed projects and has the authority to approve or disapprove with minimal involvement from the municipalities. Energy chapters, and other elements of municipal plans, receive what is known as "due consideration" during this process. "Due consideration" has been ruled to mean that plans have an "advisory rather than controlling" effect on PSB decisions.

However, towns which have adopted an Enhanced Energy Plan (EEP), as outlined by Act 174 (2016), obtain a "Determination of Energy Compliance", a voice in the review process and outcome of proposed energy projects in their communities. In short, an EEP creates an energy blueprint for the community, consisting of an inventory and analysis of existing use and resources, a path towards future energy targets, the location of preferred sites for renewable generation.

Energy Burden

Energy burden is a measure of how much of a household’s monthly income is spent on transportation fuel, heating and cooling, and electricity. Nationally, an energy burden greater than 6% is considered high. Vermont’s average energy burden is 10%, reflecting around \$5,800 in household annual energy expenses (Efficiency Vermont 2019 Report).). As of 2023, the average energy burden for Vermonters had grown to 11%. (2023 Energy Burden Report).

In 2019, it was found that Town residents pay about 8.6% of their annual income in total energy costs. By 2023, the share of Town resident’s income that was spent on energy was nearly unchanged at 8.4%. This impact of energy burden is felt even more acutely by low-income Vermonters. Data from 2018 suggests that Vermonters who made between \$0 to \$28,000 annually were paying more than 18% of their income in energy costs. These statistics suggest that there is still much progress left to be made in pursuing energy affordability throughout Vermont.

Energy: Goals & Objectives

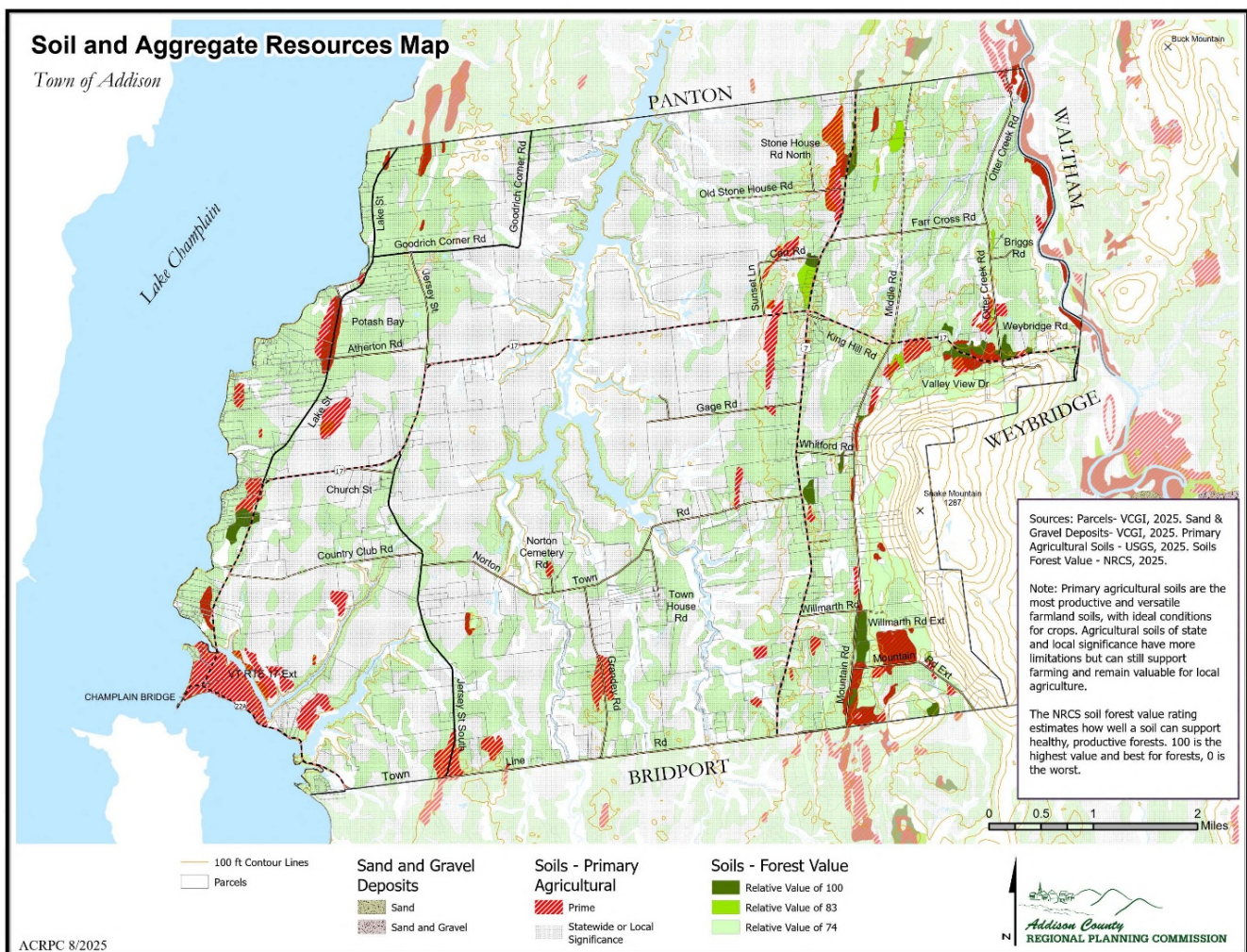
Goal 1	Improve the energy security of the municipality by increasing the supply and diversity of locally generated renewable energy.
Objective A	Develop an Enhanced Energy Plan for Addison
Goal 2	Reduce Addison’s energy demand and limit residential energy burden
Objective A	Make available in the town offices educational and funding resources for weatherization, energy efficiency and renewable energy projects.
Objective B	Require compliance with RBEC for new homes and residential additions. Advocate for site planning that maximizes southern exposure and wind mitigation.
Objective C	Promote efficiency and weatherization in municipal buildings setting an example for residents and businesses in the community.
Goal 3	Limit negative impacts from energy development on Addison’s natural and agricultural spaces and viewsheds, which are crucial for local economic, social, and environmental wellbeing.
Objective A	Follow the “Community Standards for Commercial Energy Siting” for all projects.
Objective B	Prohibit commercial scale solar projects in the Village Center Areas, Shoreland Recreation, Shoreland Residential, Conservation and Flood Overlay Districts.

Agricultural, Natural, and Scenic Resources

Working Lands

Historically, Addison has been a farming community. In the late 1800s, sheep were the primary livestock. When sheep ranching moved to the western United States, dairy cattle replaced the sheep, making dairying the primary agricultural use in Addison. Because dairying is currently facing turbulent economic times, many other agricultural uses are also moving into town. Addison intends to remain tied to an economic model that relies heavily on agriculture lands and the natural resources produced by its working landscape. Accordingly, this plan seeks to preserve the working landscape.

Map 7 shows the location of agricultural soils, as rated by the Natural Resource Conservation Service. These soils cover much of the community, especially west of Route 22A.



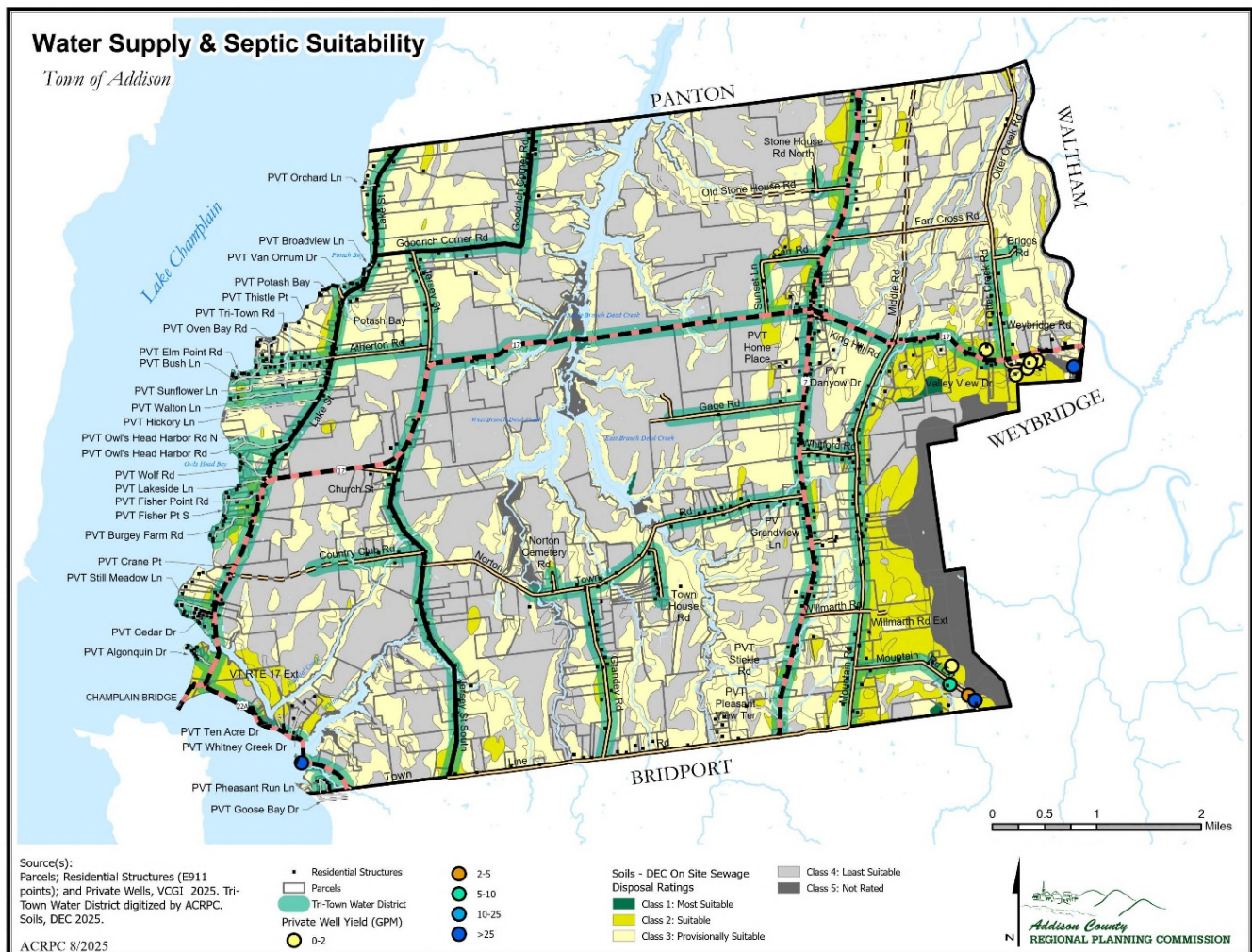
Map 7

Soils and Clayplain Forest

Much of the land area of the town of Addison is made up of clay-soil lake plain. These clay soils were home to native Clayplain forest long before humans were present in this area. The Clayplain forest once extended to more than 220,000 acres but is now very rare. Currently, 30-acres of pristine oak/hickory Clayplain forest exist within the Dead Creek Wildlife Management Area (WMA) in Addison. Healthy forests sustain human life by providing clean water, clean air, pest predation, and outstanding natural beauty. The Town of Addison recognizes the importance of a healthy Clayplain forest ecosystem and is aware that the Clayplain forest has become fragmented. The town of Addison encourages planning efforts and development projects to work to preserve existing areas of Clayplain forest and to restore Clayplain forest to areas that have become deforested.

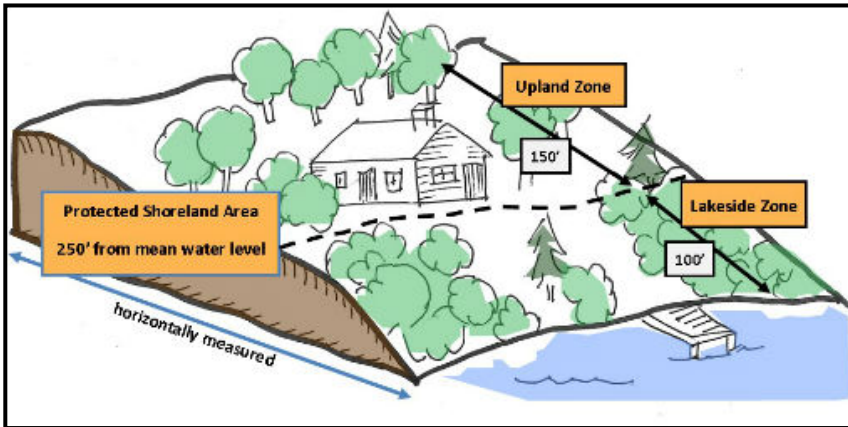
Addison has the potential for some limited sand and gravel deposits on the eastern edge of town in the vicinity of Snake Mountain (map 7). Currently, no commercial extraction operations exist within the Town of Addison. This plan does allow for the potential of limited scale extraction activities. However, any future earth resource extraction, if allowed, must be done in a manner that doesn't have negative impact on the community, is in keeping with the surrounding uses, and complies with all conditions regulating extraction in the Town of Addison's zoning regulations.

Map 8 depicts soils that will support septic systems. Because of its heavy clay soils in most of town, Addison has very limited soils that will support septic systems. This currently constitutes one of the most limiting factors on new residential growth in Addison and makes dense residential growth challenging in some areas.



Map 8

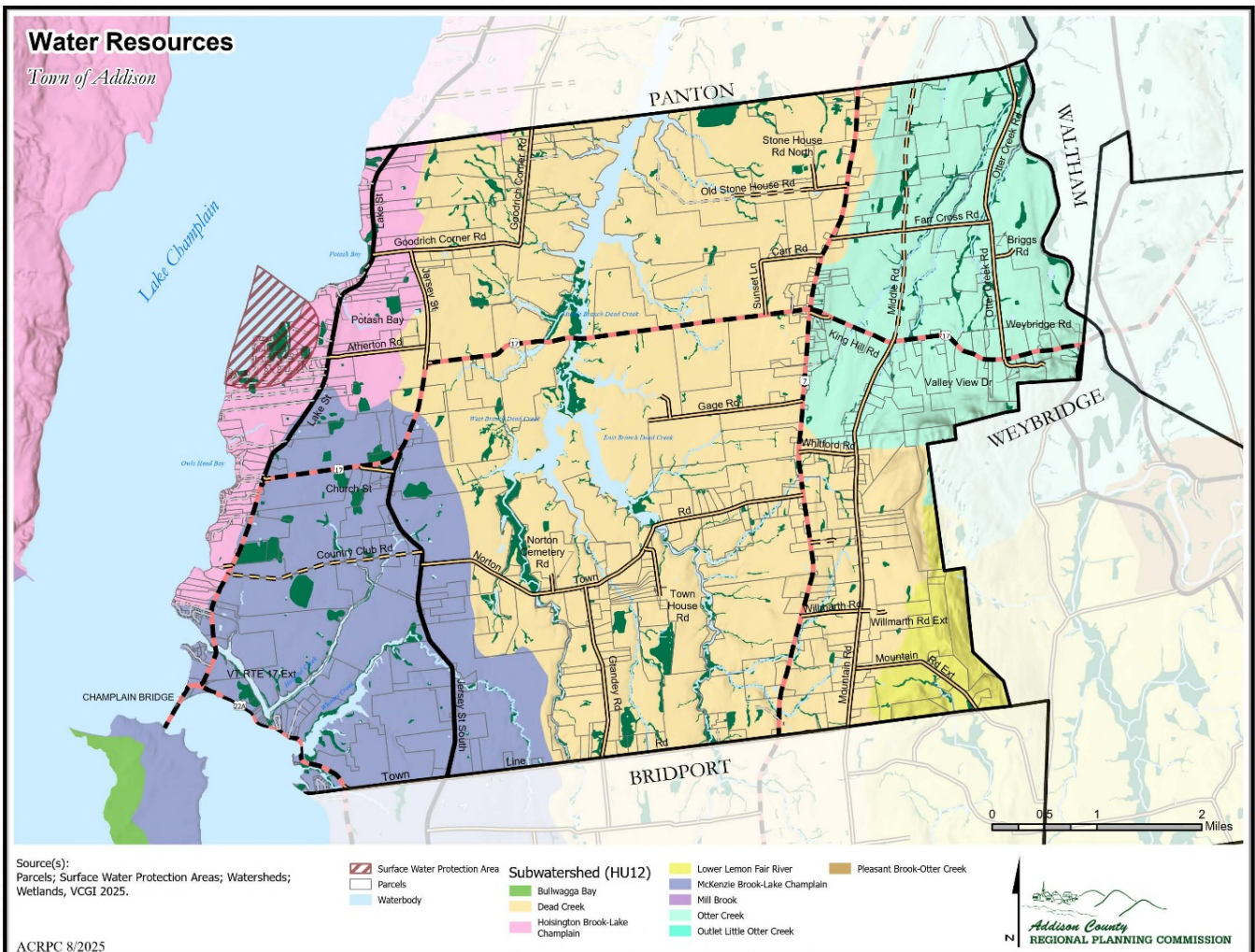
Water Resources



Shorelands

The entire western boundary of the town includes the shoreline of Lake Champlain. These lands are currently in the Shoreland Residential and Shoreland Recreational District, which limits types of development and establishes setbacks from the lakeshore. In these districts most uses, including single-family residences, are conditional uses. Vegetative buffers are required in both districts to prevent erosion, filter nutrients before they enter the lake, maintain privacy of lakefront residents, and enhance wildlife and scenic

enjoyment of the shorelands. In 2014, the Vermont Legislature passed the Shoreland Protection Act, <https://dec.vermont.gov/watershed/lakes-ponds/permit/shoreland>, which regulates shoreland development within 250' of a lake's mean water level, for lakes greater than 10 acres in size. This Act ensures an additional layer of protection for Addison's shorelands and lakes.



Map 9

Wetlands and Creeks

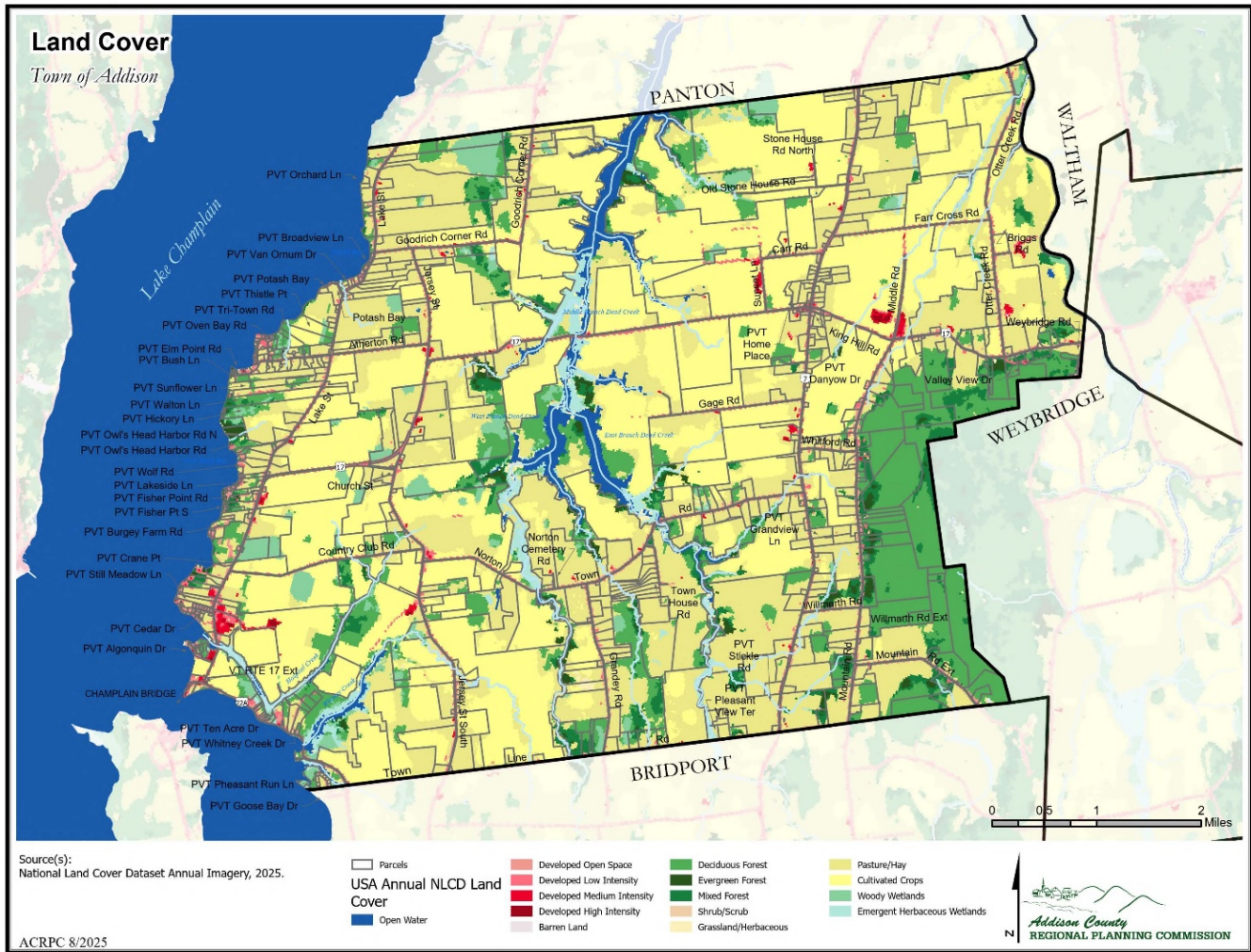
Addison's wetlands and creeks provide fish and wildlife habitat, aquatic and shoreline vegetation, recreational opportunities, scenery, and other agricultural uses. The most extensive wetlands in Addison are within the Dead Creek WMA. The Dead Creek WMA, which spans the towns of Bridport, Addison and Panton, is owned by the State of Vermont and managed by Vermont Fish & Wildlife Department. In Addison, the Dead Creek WMA contains a Class II wetland and is designated as a primary natural resource area in the State. The Dead Creek WMA is renowned as the site of huge fall concentrations of Canada and snow geese. Originally Dead Creek flowed sluggishly north to Otter Creek, in the 1950's, however, the State sponsored construction of dams created impoundments which added more open water and cattail marshes to this ecosystem. In many areas there is a dense line of shrubs ringing the wetlands, providing wildlife food and cover⁴. Flowing north, three smaller streams, the East, Middle and West branches of Dead Creek merge just south of where Route 17 crosses the main branch of Dead Creek. Hospital Creek and Whitney Creek flow into Lake Champlain just north and south of the Champlain Bridge, respectively. The Whitney-Hospital Creek State WMA holds approximately 864 acres of land protecting the significant ecosystem of these two slow moving water bodies. The Bridge Marina is located just inland from the Lake on Hospital Creek. Otter Creek defines the north-eastern boundary of the Town of Addison as it makes its way northwest to Lake Champlain through the county. In addition to these water bodies, the Champlain Valley bottomland, west of route 22A and extending to the lake, is flat, open and interspersed with many small creeks and wetlands.

Forest Resources

Addison's forestlands are concentrated east of Route 22A, mostly on Snake Mountain. A public land purchase of parcels on Snake Mountain is currently underway, adding to the acreage of this important ecosystem. Other forested areas in Addison are in conjunction with the extensive wetland areas. Forestlands in private ownership, if large enough, are encouraged to have a forest management plan that provides for sustained growth. The forests of Addison are projected to become increasingly important for landscape resilience in the face of climate change and already support great biodiversity and several rare or endangered species.

Forest fragmentation is one of the most significant threats to Vermont's natural heritage, so maintaining large habitat blocks and connections between blocks is one of the best ways to ensure conservation of forest-reliant species. Identifying a forest is more complex than simply identifying the locations of trees. A forest is an ecosystem with an interacting assemblage of plants, animals, and the physical landscape. Forest blocks are areas of contiguous forest and other natural habitats (wetlands, old fields, etc.) that are unfragmented by roads, development, or agriculture. These areas provide significant interior forest habitat, ecological connectivity, or physical landscape diversity. Forest blocks can range in size and are identified by the land cover of an area, not bound by political or parcel boundaries.

The Town of Addison contains several large areas of contiguous forestland that have been identified as "Highest Priority" and "Priority" Forest Blocks with a range of ecological and ownership characteristics described below. Forest Blocks and Connectivity Blocks were identified through Vermont Conservation Design by the VT Agency of Natural Resources.



Map 10

Definitions

Forest Block – a selection of habitat blocks that best provide interior forest conditions in each biophysical region of Vermont. Vermont’s habitat blocks are primarily forests, but also include wetlands, rivers and streams, lakes and ponds, cliffs, and rock outcrops. Forests included in these blocks may be young, early successional stands, actively managed forests, or mature forests with little or no recent logging activity. The defining factor is that there is little or no permanent habitat fragmentation from roads, agricultural lands and other forms of development within a block.

Connectivity Block- Connectivity blocks are the forests, riparian areas, and surface waters that provide connectivity at a local and regional scale (across Vermont, to adjacent states, and to Québec) and connectivity between all Vermont biophysical regions. It is important to protect and enhance the margins of these habitat connectors, especially where they intersect other habitat and forest blocks, by maintaining natural stream buffers and shrub and tree cover and by limiting development in these areas of connectivity. These areas provide cover and shelter for animal species moving between larger habitats and are critical for maintaining viable populations.

Forest Fragmentation – the division or conversion of a forest block by land development excluding recreational trails or uses exempt from municipal land use regulation.

Highest Priority Forest Blocks

These blocks are identified as ‘highest priority’ across the State due to the size of their contiguous interior forest land. These are the largest forest blocks, from all biophysical regions, and provide the foundation for interior forest habitats and associated ecological functions. The highest priority areas are those that are critical for maintaining an ecologically functional landscape. In Addison, the highest priority blocks identified by the Vermont Conservation Design include:

Snake Mountain Block:

The Snake Mountain Block is Addison’s largest contiguous forested block spanning nearly 3,280 acres. The block is divided by the Town’s boundary with Weybridge and is home to the State’s Snake Mountain Wildlife Management Area (WMA). The Snake Mountain Block is also home to Addison highest point in elevation with the summit sitting at about 1,290 feet above sea level. It provides outstanding views of the Champlain Valley and numerous recreational opportunities.

The predominantly northern hardwood forest which comprises this block is broken up by an assemblage of uncommon and significant natural communities. Sections of Red Cedar Woodland, Oak-Black Birch Talus Woodland, Temperate Calcareous Cliff, Hemlock-Sphagnum Basin Swamp, and Dry Oak Forest are just a few of the communities represented that add to the biological diversity of this block. There are also areas of Clayplain Forest in this block, one of Vermont’s rarest forest types found only in the Champlain Valley. The Snake Mountain Forest block has also been identified as having the presence of uncommon plant and animal species, State protected rare, threatened, or endangered (RT&E) plants and animals, and deer wintering habitat.

Priority Forest Blocks

These forest blocks are also important resources, but there is more flexibility for conserving the ecological integrity of these areas. However, their protection remains critical for maintaining species habitat and ecological function. In Addison, the priority blocks identified by the Vermont Conservation Design include:

Dead Creek North Block:

The Dead Creek North Block is Addison’s second largest forest block covering an area of about 1,802 acres. This block is home to the Dead Creek WMA and offers a variety of recreation options. Much of the forest cover in this block is riparian, however, scattered throughout are sections of Mesic and Wet Clayplain Forest. There are also dozens of Class II wetlands, an area identified as deer wintering habitat, and State protected rare and uncommon animal and plant species located within this block.

Dead Creek Center Block:

Continuing southward along Dead Creek, the Dead Creek Center Block is roughly 1,348 acres of priority forest habitat. Much of this block is also riparian forest, however, there are several large stands of Mesic Clayplain Forest. State and federally protected RT&E animal species have been identified within this block, as well as State protected uncommon plant and animal species. Sections of Dead Creek within this block have also been identified by VT Fish and Wildlife as having wild Brook Trout populations.

Whitney-Hospital Creek Block:

The Whitney-Hospital Creek block is another large priority forest block in Addison that houses the Whitney-Hospital Creek State WMA. This block spans approximately 864 acres of riparian forests, significant natural communities, and ecologically important and unique characteristics. Natural communities found within this block include large areas of Mesic and Wet Clayplain Forest, Sand-Over-Clay Forest, and Deep Bulrush Marsh. Additionally, state protected RT&E animal species, and uncommon plant and animal species are present within this block. Finally, several areas of Class II wetland are present throughout the Whitney-Hospital Creek Block.

Otter Creek Block:

A portion of this 662-acre Priority Forest block falls within the boundaries of Addison and runs adjacent to Otter Creek. This block consists almost entirely of riparian forest; however, a small section of Silver Maple-Ostrich Fern Floodplain Forest can be found

towards the north-eastern corner of the Town's boundary. Uncommon and rare plant and animal species can be found in many places within the Otter Creek, and this block is no exception. State protected RT&E Animal species have been identified in this block along with State listed uncommon plant species.

Dead Creek East Branch Block:

At nearly 376 acres, the Priority Forest block abutting the East Branch of Dead Creek consists of mostly riparian forest cover. A considerable portion of this forest block is classified as Mesic Clayplain Forest, which is a significant natural community and one of Vermont's rare forest types. This block has also been identified as having the presence of uncommon animal species and RT&E animal and plant species.

Goodrich Corner Rd. Block:

Nearly all the roughly 324 acres of the Goodrich Corner Road Forest block is classified as Wet or Mesic Clayplain Forest. These significant natural community types are unique to the Champlain Valley in Vermont, and a stand this large is uncommon. This block has also been identified as a deer wintering area and, as such, provides critical habitat for wildlife in an area that has scarce surrounding cover.

Dead Creek Middle Branch Block:

Another priority forest block of around 291 acres can be found near the southern boundary of Addison along the Middle Branch of Dead Creek. This block provides connectivity across the landscape of Addison and between the separate branches of Dead Creek. Uncommon animal species, along with State protected RT&E animal species, have been identified within this block.

Mountain Road Extension Block:

The Mountain Road Extension block is a 270-acre forest block that is split by the town's boundary with Bridport. Although it is one of Addison's smaller forest blocks, this area has been identified as having stands of Clayplain Forest, deer wintering areas, and the presence of uncommon animal species. These characteristics, coupled with the block's position as a connecting point between the larger forested areas of Addison and neighboring Bridport, make it a valuable resource to the wildlife, landscape, and people of Addison.

Dead Creek West Branch Block:

As the Town's smallest priority forest block, the 249-acre Dead Creek West Branch is nearly entirely riparian forest cover. At the southern edge of the block there is an area of Wet Clayplain Forest, which has been identified as having uncommon plant species present. Additionally, State protected RT&E animal species have been identified in this block.

Highest Priority Connectivity Blocks

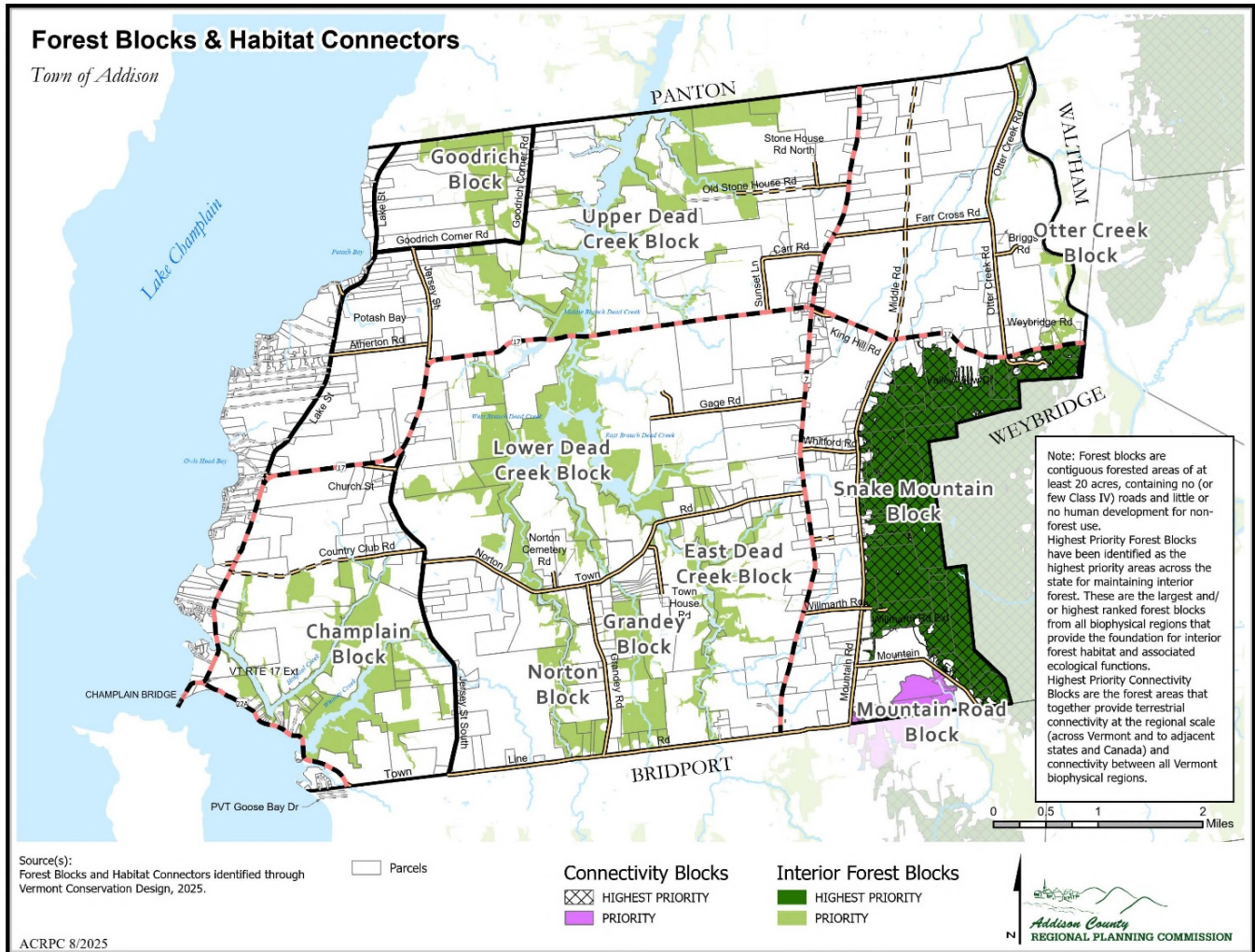
Snake Mountain Block:

Addison's only Highest Priority Forest Block, the Snake Mountain Block is also the Town's only Highest Priority Connectivity Block. The 3,280 acres of this block allow for connectivity between the large, forested blocks in Waltham, to the north, and in Bridport, to the south. This area allows for the movement and migration of plant and animal species across the landscape of Vermont and beyond.

Priority Connectivity Blocks

Mountain Road Extension Block:

The Mountain Road Extension Block is Addison's only Priority Connectivity block. This 270-acre area serves as a steppingstone between Snake Mountain in Addison and Gale's Ledge in Bridport, two large connectivity blocks categorized as Highest Priority.



Map 11

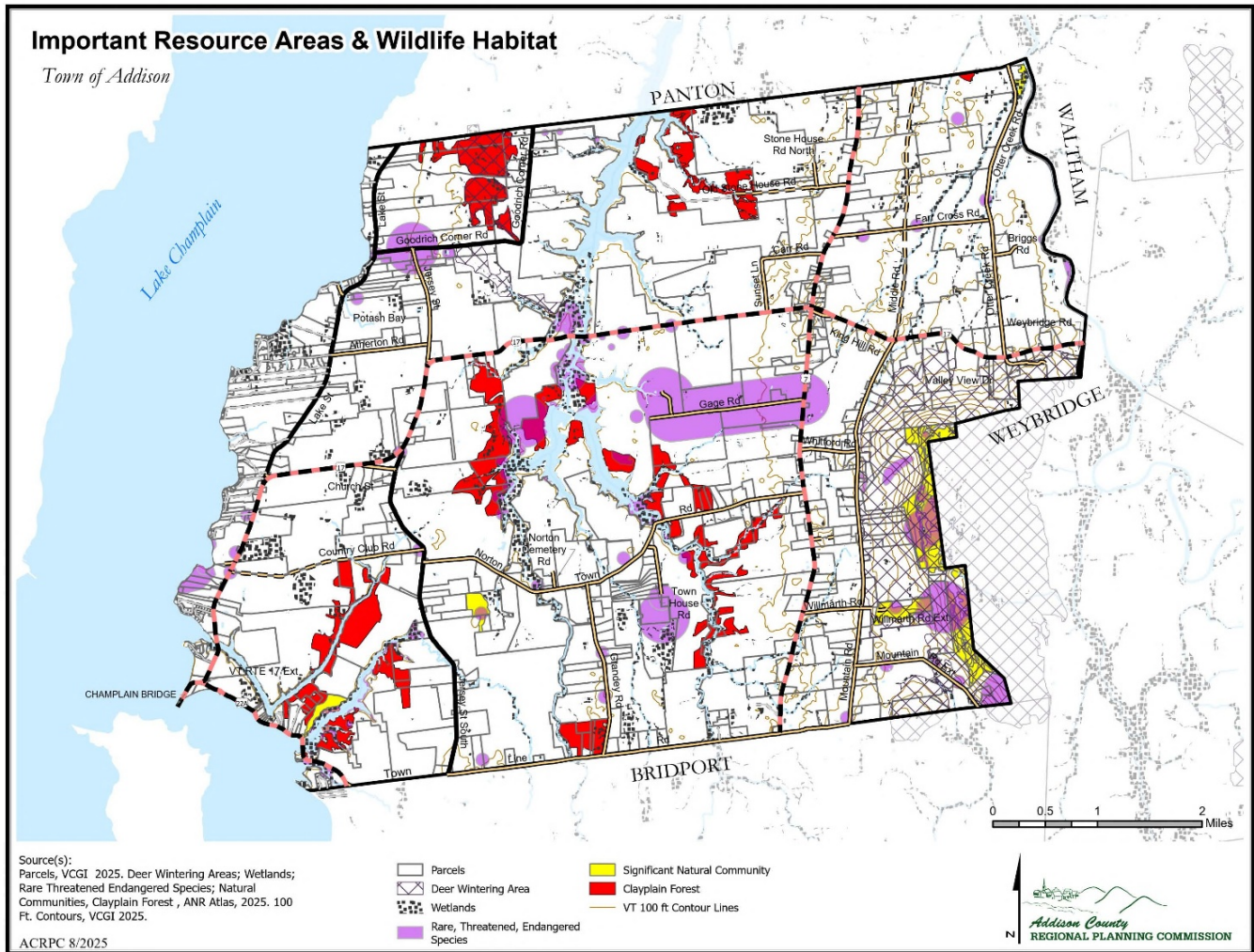
Fish and Wildlife

Common mammal species found in the wildlife management areas (WMA) are white-tailed deer, cottontail rabbit, gray squirrel, bobcat, beaver, mink, muskrat, otter, red and gray fox, coyote and raccoon. Several species of small mammals - chipmunks, mice, voles, moles, shrews and weasels - occur in the variety of habitat types found on the WMAs.

Over 200 species of birds have been sighted in Dead Creek WMA. Marsh-dwelling birds such as marsh wrens, soras, common moorhens, pied-billed grebes, American and least bitterns, and black terns may be seen or heard. Great, snowy and cattle egrets have been sighted here. Many species of ducks occur, both during breeding season and migration. There are resident breeding Canada geese, as well as huge flocks of migrating Canada and snow geese. Shorebirds stop here during their migration. Many species of songbirds, woodpeckers and raptors, including ospreys, bald eagles, northern harriers and short-eared owls have been observed in the WMAs. Upland game species are American woodcock, ruffed grouse and wild turkey. One may possibly observe the grasshopper sparrow, a State threatened songbird.

Blue-spotted, spotted, red-backed and northern two-lined salamanders and eastern newts may be found on the WMA ecosystem. American toads, bullfrogs, spring peepers, gray tree, green, pickerel and northern leopard frogs may all occur. Painted and snapping turtles may be seen moving or basking in the marshes. Garter, milk, brown and northern water snakes may also be found on the WMA.

Brown bullhead and, to a lesser extent, yellow perch and sunfish are caught in the WMA. Carp are numerous and may be seen on the surface during spring spawning. The bridge shiner is an interesting small fish species found in Dead Creek. A rare mussel, the giant floater, is also present.



Map 12

Scenic Resources

Scenic resources are important to the town. Scenic vistas towards the Lake have value aesthetically and economically. Lake vistas, especially in conjunction with the agricultural landscape, make the area appealing for visitors and residents alike. The Dead Creek Wildlife Management Area and the peak of Snake Mountain both provide spectacular views, drawing sightseers and artists to Addison. Ridgelines and hillsides, especially in the eastern part of town, provide a backdrop to the open space vistas and care should be taken to maintain them in their natural state. Telecommunication towers and wind generators continue to be an issue in Addison and other towns in the region. While towns support the availability of an expanded telecommunications network and recognize that certain locations are determined to be most effective by the industry, it is necessary to work together to locate those towers so that they do not unfavorably impact wildlife and residential health and well being, or the scenic resource.

How important are the following to you and your lifestyle in Addison?

In terms of lifestyle values, natural and scenic beauty received the greatest amount of 'very important' survey responses.

Town Survey 2024

Natural Resources: Goals & Objectives

Goal 1	The quality of Addison’s ground and surface waters and wetlands will be maintained.
Objective A	Promote and encourage landowners to participate in educational or other activities that address water quality impacts on Addison’s ground and surface waters.
Objective B	Require that all land development conform to local, state and federal water quality regulations. Encourage landowners to incorporate naturally vegetated buffer strips along stream and lake shores.
Goal 2	Addison’s native biological diversity, including plant and wildlife habitats, will be conserved.
Objective A	Work to prevent the spread of invasive exotic species.
Objective B	Support systematic inventory and assessment of Addison’s natural resources, including plants, animals, natural communities, and wildlife corridors to inform local land use regulations and policies that protect these important resources.
Goal 3	Protect, maintain, and improve the ecological integrity and function of all of Addison’s Forest Blocks and Habitat Connectors.
Objective A	Protect the town’s highest priority and priority forest blocks by discouraging development that fragments or requires significant clearing of these identified areas.
Objective B	Promote zoning regulations and tools that cluster development, and conserve forest blocks and large tracks of farmable land.
Goal 4	Conserve Addison’s scenic vistas and ridgelines.
Objective A	Develop zoning code for development along ridgelines and within Addison’s scenic viewshed.

Flood Resilience

Flood damage has become more common and costly throughout Vermont. Achieving flood readiness through safer placement of new development and public infrastructure, protecting the functions of the watersheds that protect us, adapting our critical infrastructure, and preparing for emergencies can avoid and reduce flood damage and costs associated with it.

Following the devastation in July 2023 and 2024, and by Tropical Storm Irene in 2011, the damaging power of flooding and the threat it poses to hundreds of Vermont communities remains fresh in the minds of nearly all Vermonters. Considering these threats, the State of Vermont and communities all throughout its borders have begun to act. While Addison is not considered one of Vermont's most susceptible communities, it is essential that the town identify pragmatic, long-term approaches to reducing the risks and costs of floods and erosion.

Vermont State statutes 24 VSA Chapter 117 §4302 and §4382 require municipalities to include a Flood Resilience Element in municipal development plans adopted after July 1, 2014. The statute requires towns to identify flood hazard, fluvial erosion, and river corridor protection areas, and strongly encourages towns to avoid development in those areas. If new development is to be considered in such areas, it should not increase the possibility of flooding and fluvial erosion. The statutes also promote the protection and restoration of floodplains and upland forested areas that moderate flooding and fluvial erosion.

Floodplains, Flood Hazard Areas, & Fluvial Erosion

Floodplains are the areas adjacent to water bodies that are subject to periodic inundation flooding. As a result, floodplains perform several important functions, primarily relating to erosion and flood control and wildlife habitat. In unmodified floodplains, fluvial erosion is moderated by woody vegetation and landforms that help detain water, debris, ice, and sediment. These natural floodplains reduce water pollution and recharge aquifers, and provide downstream water resources, including larger streams, ponds, and lakes. The gradual release of floodwater minimizes erosion, streambank scouring, and downstream flooding. Often floodplains provide excellent farmland because of the rich soil deposits left after the waters depart.

Floodplain areas can be identified for different intervals of risk based on the likelihood of projected volumes of water. These are identified as the Flood Hazard Area on Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA). Adoption and enforcement of the 1% annual flood risk area (a.k.a. the "100-year floodplain") is required National Flood Insurance Program. Flood hazard areas are distributed across Addison, along Hospital Creek and Wards Creek tributaries to Lake Champlain in the southwest, along Dead Creek and its East and West Branch tributaries through the center of town, and a portion of Otter Creek along the town's northeast boundary.

While inundation-related flood loss is often a component of flood disasters, the predominant mode of damage is fluvial erosion, or streambed and streambank erosion. This erosion occurs when the power of the water (i.e. the depth and slope of the flow) exceeds the natural resistance of the river's bed and banks. Some change in stream channel dimensions (both width and depth) occurs naturally in stable, meandering rivers. Rivers that have been overly straightened or deepened may become highly erosive during floods, especially when the banks lack woody vegetation, or when the coarser riverbed sediments have been removed. In areas where rivers are confined due to human activity and development, they have become steeper, straighter, and disconnected from their floodplains. In occur as a result of significant rainfall, rapid snowmelt, or ice jams causing backups. Flash flooding and fluvial erosion are the most frequent type of natural disaster in Vermont, resulting in the greatest magnitude of property and infrastructure damage. However, the National Flood Insurance Program and its Flood Insurance Rate Maps do not consider flood erosion hazard areas.

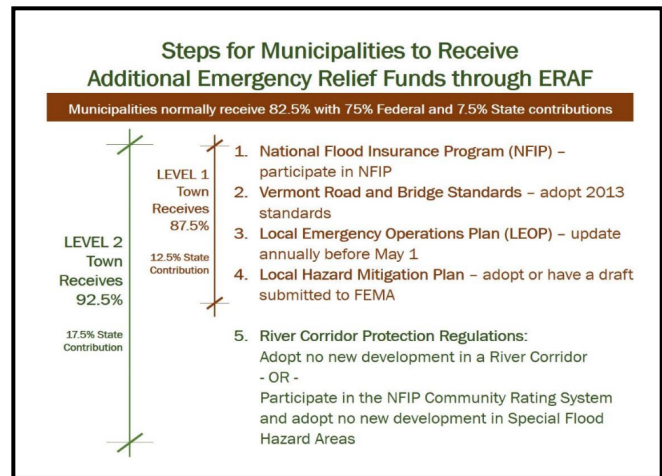
Flood Resilience Management

The development and implementation of flood emergency preparedness and response planning are critical for mitigating potential flood related risks to public safety, critical infrastructure, historic structures, and municipal investments. The objective of flood resilience management is to enhance a community’s ability to anticipate, avoid, withstand, respond to, and recover from the adverse effects of routine and seasonal as well as exceptional flooding events.

The Town of Addison, through its municipal planning and regulations, is working towards becoming a flood resilient community and a good municipal partner in its shared watersheds. The following section summarizes the actions that Addison has already completed in its effort to become a more flood resilient community.

Emergency Relief & Assistance Fund (ERAF)

In the event of a federal declared disaster, the Town of Addison can make a claim for funds to assist in post-disaster relief. The Emergency Relief and Assistance Fund (ERAF) provides state funding to match federal public assistance after such disasters. Addison’s eligible public costs are reimbursed by federal taxpayers at 75%. For disasters after 2014, the State of Vermont will contribute an additional 7.5% toward the owner’s costs. For communities that take specific steps to reduce flood damage, the State will increase the contribution to 12.5% or 17.5% of the total cost.



The Town of Addison currently qualifies for 82.5% relief (including 7.5% from state contributions) through the Emergency Relief and Assistance Fund. Addison complies with Vermont Road and Bridge Standards and has an annually updated Local Emergency Management Plan (2024). Addison has been enrolled in NFIP since 1986. It is currently working towards updating its Local Hazard Mitigation Plan. River corridor protection regulations are not currently in place but could be considered in a future update of Addison’s land use and development regulations. The expanded ERAF report is available at: <https://bit.ly/3LIwdwm>

ERAF- State Post-Disaster Funding status for Addison

Flood Hazard Mitigation Actions	Action Dates	Responsible	Addison ERAF Status (5/2024)
Road and Bridge Standards	07/02/2019	Addison	Yes
Local Emergency Management Plan	06/24/2024	Addison	Yes
National Flood Insurance Program	009/18/1986	Addison	Yes
Local Hazard Mitigation Plan	Expired *	Addison	No
River Corridor Protection	N/A	N/A	No
Addison current ERAF Rate:	7.5%		

*Update in progress

National Flood Insurance Program

The National Flood Insurance Program (NFIP) is administered through the Federal Emergency Management Agency and provides a source of flood insurance for buildings in communities that choose to participate. Nearly ninety percent of communities in Vermont participate in the National Flood Insurance Program. Flood insurance is available for buildings and their contents anywhere in participating communities. Without access to the National Flood Insurance Program, flood insurance from private sources may be unavailable or prohibitively expensive.

To participate in the National Flood Insurance Program, a community must regulate all new development in high-risk Special Flood Hazard Areas to ensure that new development is safe from flood damage. In 1986 the Federal Emergency Management Agency created Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHA) that are the areas of greatest concern for inundation flooding. These are commonly referred to as the base flood or “100-year flood” area (more accurately meaning, a 1% chance of flooding each year). The National Flood Insurance Program (NFIP) floodplain management regulations must be enforced in these areas, and the mandatory purchase of flood insurance applies. FEMA, in conjunction with the US Geological Survey, is in the process of updating these FIRMs. The updated version is expected by 2027.

Town Road and Bridge Standards

The Town of Addison has adopted and meets the Vermont Agency of Transportation Town Road and Bridge Standards. This includes the “hydrologically connected” local roads covered by Municipal Roads General (stormwater) Permit standards, as well as town highways. The Selectboard of the Town of Addison most recently passed and adopted the standards on July 2, 2019.

Local Emergency Management Plan

The Local Emergency Management Plan (formerly called the Local Emergency Operations Plan) establishes lines of responsibility during a disaster as well as vulnerable populations, shelters, and resources. The LEMP should be updated every year after Town Meeting. The Town of Addison updated and adopted its short form LEMP on June 24, 2024, and will continue to do so annually.

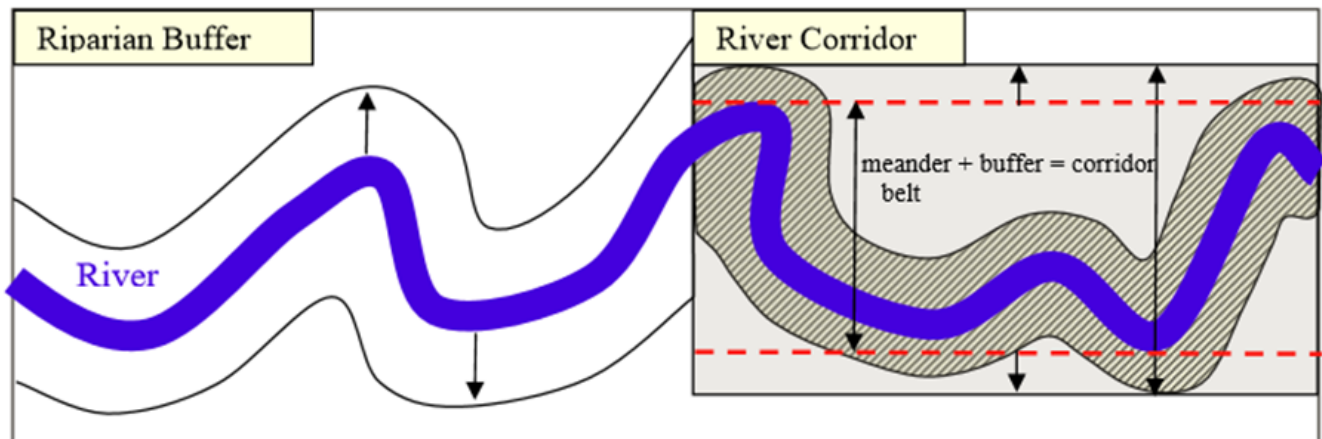
Local Hazard Mitigation Plan

A Local Hazard Mitigation Plan helps communities identify important local hazard issues, prioritize next steps, and provide access to funding through the FEMA Hazard Mitigation Assistance Program. The Local Hazard Mitigation Plan is also one of the mitigation actions needed to qualify for numerous sources of additional post-disaster funding through FEMA and the state of Vermont.

The Town of Addison developed a Local Hazards Mitigation Plan in 2016. The town has received funding through the Building Resilient Infrastructures and Communities program and has hired a contractor to complete the plan. The LHMP development process includes assembling a Hazard Mitigation Committee, developing strategy for outreach to the public and community stakeholders, conducting a Hazard Inventory/Risk Assessment and identifying local areas of concern, and determining community mitigation strategies and future actions. The process usually takes between nine months to a year to complete, and LHMP’s are good for 5 years after the date of FEMA approval.

River Corridor Protection Regulations & Special Flood Hazard Area

River Corridors are the area that a stream or river needs to maintain fluvial geomorphic equilibrium, that is, the space in which streams and rivers will move. River Corridors include the width of the meander belt of a river and an additional 50' buffer to allow for a stable bank. The Vermont Rivers Program has developed the Statewide River Corridor, using map-based data on watershed catchments, stream gradient, reference channel width, meander belt widths, valley walls, and major transportation features, to identify corridors of all rivers and streams with watersheds over two square miles across the state. For small streams, with watersheds less than two square miles, the state has set a default width measured on the ground fifty (50) feet from the top of the stream bank as the corridor. Communities may conduct their own geomorphic assessment, a field-based study of the physical condition of local rivers and major tributary streams, to determine River Corridors more accurately.



Comparing a buffer setback to a river corridor. Adapted from Ohio DNR, Rainwater and Land Development Manual, 2006 Ed., Ch 2. Post Construction Stormwater Management Practices, p. 21.

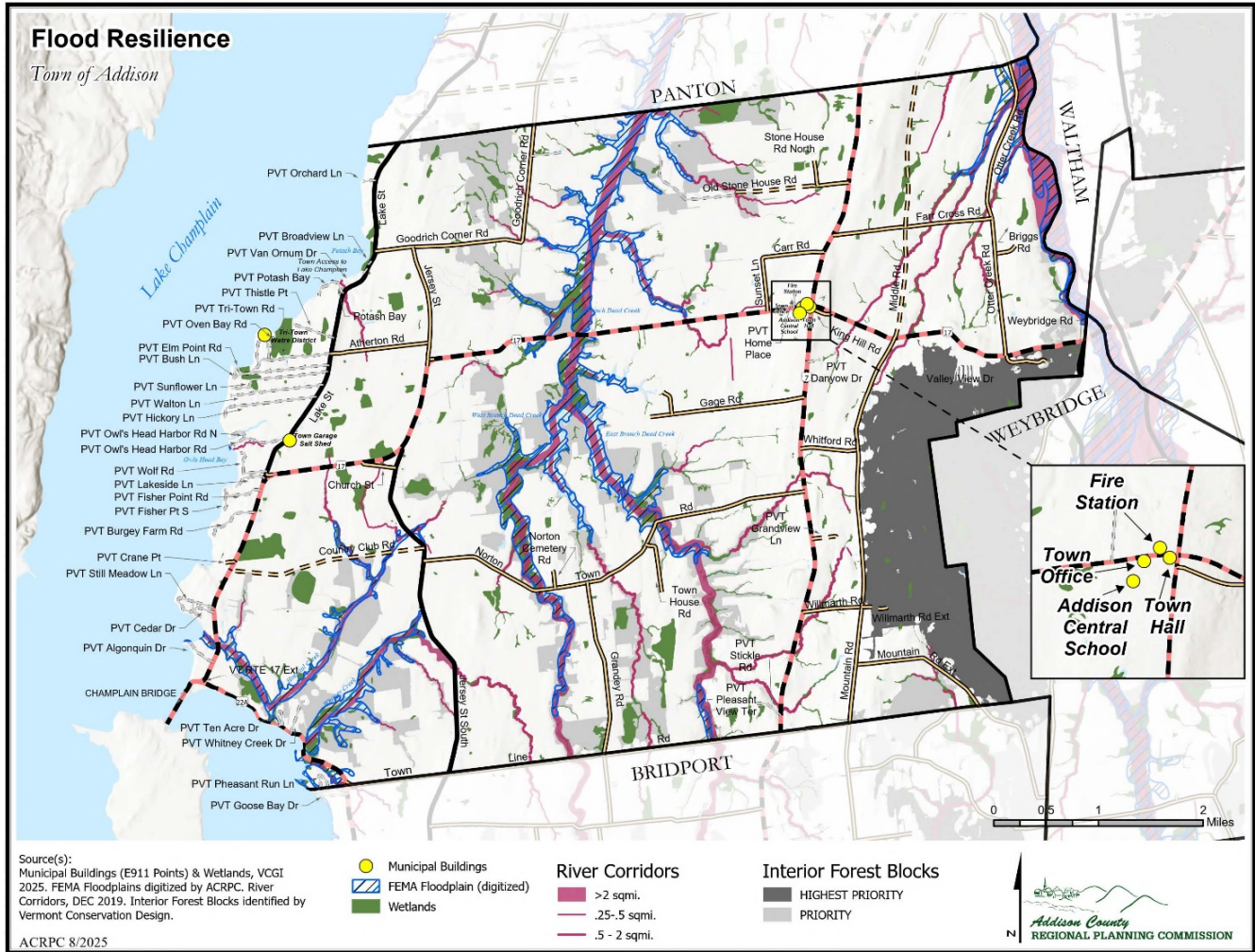
River Corridor Maps do not indicate any required action on the part of municipalities. They are developed to facilitate ANR's responsibilities in Act 250 to protect public safety from fluvial erosion hazards and to regulate activities exempt from municipal regulation under the Flood Hazard Area and River Corridor Rules. Regulations that reference river corridors include:

- State regulation of berms as described in the Stream Alteration Rule.
- Act 250 regulated land use in floodways.
- ANR floodway determinations; and
- State regulation of developments that are exempt from municipal regulation.

A municipality may regulate land uses within River Corridors by adopting those areas as part of its zoning regulations. The town of Addison has not adopted the state River Corridors in its zoning bylaws but may consider doing so.

If the Town of Addison were to adopt a River Corridor overlay in its zoning bylaws, in addition to the other steps mentioned previously, it would be eligible for increased funding for public-infrastructure damage repair in the event of a federally declared disaster. In Addison, approximately 1004 acres (3.2% of total town area) are distributed within the State-identified River Corridors, primarily along the waterways that are already included in the Special Flood Hazard Area: Hospital Creek, Wards Creek, Dead Creek and its East and West Branch tributaries, Otter Creek. There are approximately 468 acres (an additional 1.5% of total town area) acres within the State-designated 50-foot buffer area for small streams (streams with more than 0.25 square miles but less than 2 square miles of watershed drainage).

Addison recognizes the need for community protective benefits of efforts exceeding the NFIP minimums. Addison’s eligibility for many types of funding would benefit from an improved ERAF rating and compliance with Vermont’s recent and evolving flood resilience recommendations and rules. These objectives would be served by prohibitions on land development and/or the building of new structures in mapped flood hazard zones. Addison can improve its flood resilience and secure its access to emergency relief funding by adopting revised and updated floodplain regulations.



Map 13

Flood Resiliency: Goals & Objectives

Goal 1	Protect the health, safety, and welfare of all Addison residents and visitors
Objective A	Ensure that new development does not exacerbate flooding and fluvial erosion and extend provisions to development activities that might increase the amount and/or rate of runoff and soil erosion of upland areas.
Objective B	Prohibit all development in the flood hazard areas as defined on the most recent FEMA maps. Existing structures should be floodproofed to the “Design Flood Elevation” with the lowest floor 2 feet above the “Base Flood Elevation” and shall be flood-proofed whenever they are “substantially improved.”
Objective C	Maintain and upgrade roads, bridges, and culverts to flood resilient standards.
Goal 2	Improve Addison’s flood resilience and achieve the highest possible Vermont ERAF funding rate by enrolling in programs, developing local plans and adopting updated floodplain regulations.
Objective A	Maintain a current Local Emergency Management Plan (LEMP), updated each year following the Town Meeting and before May 1, to keep Addison better prepared for emergencies.
Objective B	Maintain enrollment in the National Flood Insurance Program, including required steps to update floodplain management regulations to meet or exceed NFIP minimum requirements, or adopt one of the Vermont DEC model flood hazard regulations that are designed to be NFIP compliant, and adopt the most current Special Flood Hazard Areas delineated in updated Flood Insurance Rate Maps.
Objective C	Update the Local Hazard Mitigation Plan (LHMP) and achieve FEMA approval with funding provided by the State of Vermont and matching time from town staff and resident volunteer efforts.
Goal 3	Protect, maintain, and improve the ecological integrity and function of all of Addison’s Forest Blocks and Habitat Connectors.
Objective A	Protect the town’s highest priority and priority forest blocks by discouraging development that fragments or requires significant clearing of these identified areas.
Objective B	Promote zoning regulations and tools that cluster development, and conserve forest blocks and large tracks of farmable land.

Land Use

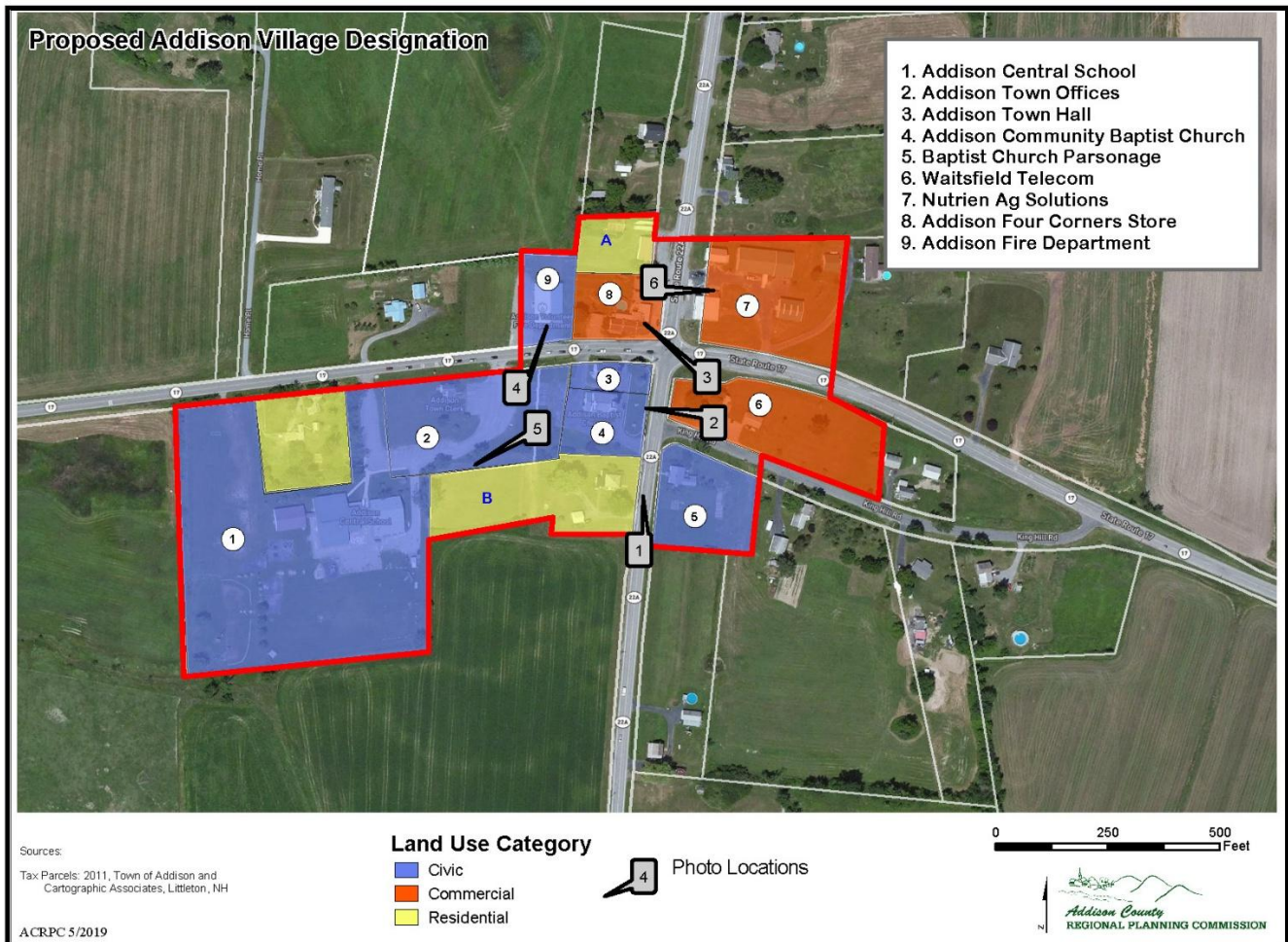
Addison’s land use chapter supports the following state goal:

To plan development so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside. §4302 (c)(i)

Addison does not have an urban center, but it does have an historic village, centrally located and surrounded by agricultural lands, Snake Mountain to the east and Lake Champlain to the west. Addison’s current Future Land Use Map, comprised of six planning areas, informs the existing town zoning districts. Each planning area has distinct characteristics, defined by natural resources, historical, and cultural assets, the built environment and its existing and prospective land uses.

Village Neighborhood Commercial District (VC)

The Village Neighborhood-Commercial District (VC) encompasses the historic village at the junction of Route 17 and 22A, also known as the ‘Four Corners’. Located here are the Community Center, the Town Office, the Addison Fire Department, the Baptist Church, the Town Hall, the Addison Four Corner’s Store. In 2019, the town completed construction of a wastewater system that serves several of the town properties in this district. The recently established Addison Community Center (formerly the Addison Community School) has provided space for several new businesses to this area. The VC District is intended to preserve and evolve a



Map 14

traditional Vermont village center and support neighborhood commercial development. The VC District has extensive views to the west of the Adirondack Mountains and to the east overlooking farmland. Although a landmark for the town, the traffic on Route 22A creates challenges for the future design and function of this district.

In 2019, Addison received **Village Center Designation** from the Vermont Department of Housing and Community Development for the Addison Four Corners area at the crossroads of Routes 22A and 17. With this designation, Addison became eligible for a variety of state building tax credits and priority consideration for state planning and construction grants, enabling the town to realize a long-term goal of revitalizing its modest town center.

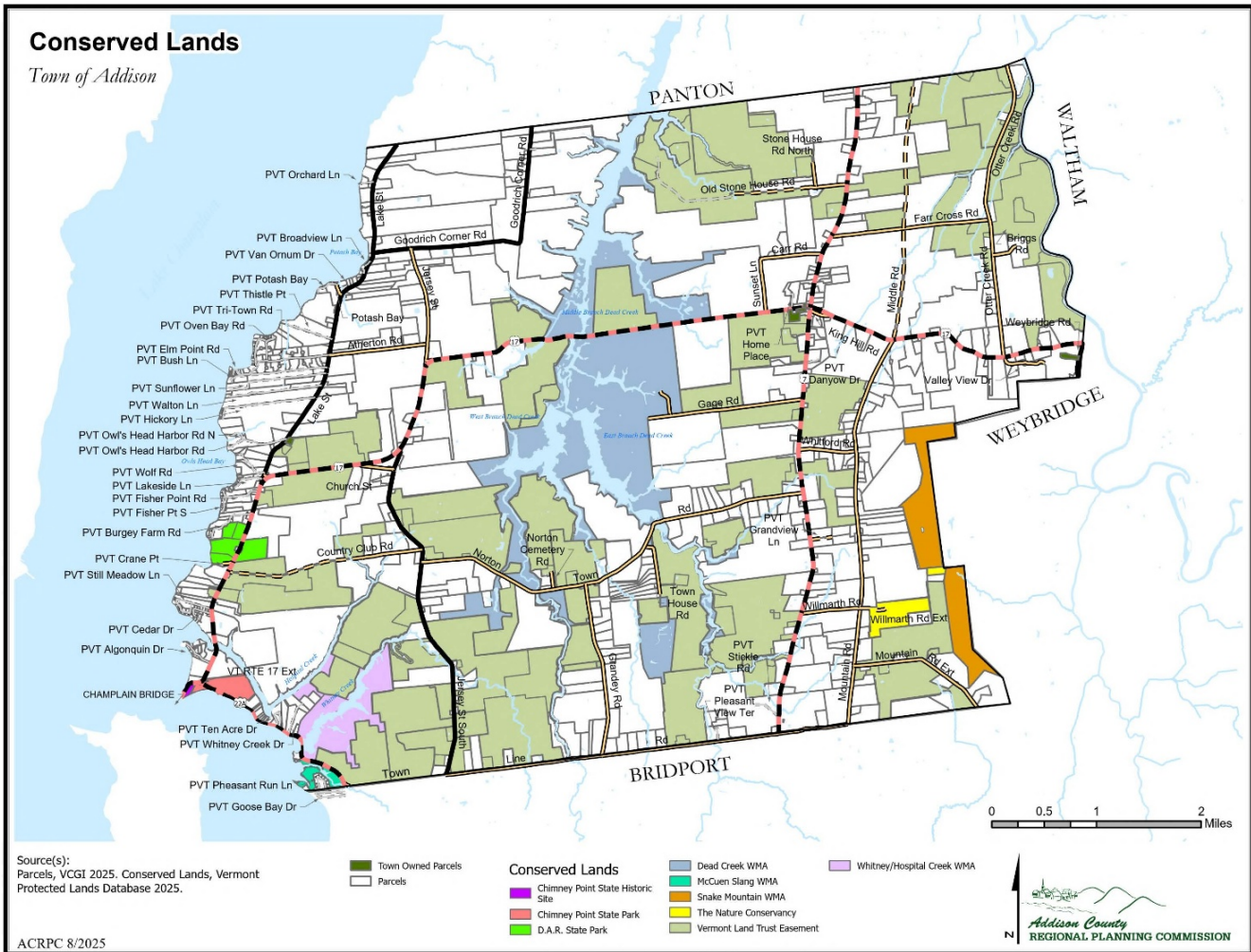
Low Density Residential and Agricultural District (LDR/A)

This district is the most sparsely populated area in Addison. It is characterized by large acre farms bordering contiguous forest land. Central to this district is the Dead Creek Wildlife Management Area. In West Addison, at the intersection of Route 17 and Lake Street and the intersection of Church and Jersey Street, there is a denser pattern of residential structures. Two popular commercial establishments; WAGS (West Addison General Store) and Goodies Snack Bar are located on Route 17 in this area.

The primary purpose of this area is to maintain the working landscape. All uses shall work to preserve the natural features and sweeping views that give Addison its scenic, rural characteristics. Some of the district's soils are well suited for septic drainage, but much of these soils are remote from existing roads. Residential development is permitted but should be sited to preserve the natural and scenic resources and acknowledge the agricultural function of the land. Multi-family and cottage industry, agricultural sales and services are among those activities and are permitted as conditional uses.

Conservation District (CON)

The Conservation District is comprised of areas generally unsuitable for development because of steep slopes, a high-water table, the existence of extensive ledge, and flood plain or wetland. These areas lie generally in the flood plain and wetland areas of Dead, Hospital, Whitney, and Otter Creeks, and on Snake Mountain. Forestry and agriculture are allowed in the district but must adhere to restrictions outlined in Addison's zoning regulations. These areas are valued for open space, non-motorized recreational use, including kayaking, hiking, snow sports, fishing and hunting. These areas provide critical wildlife habitat, fish spawning habitat and flood mitigation.



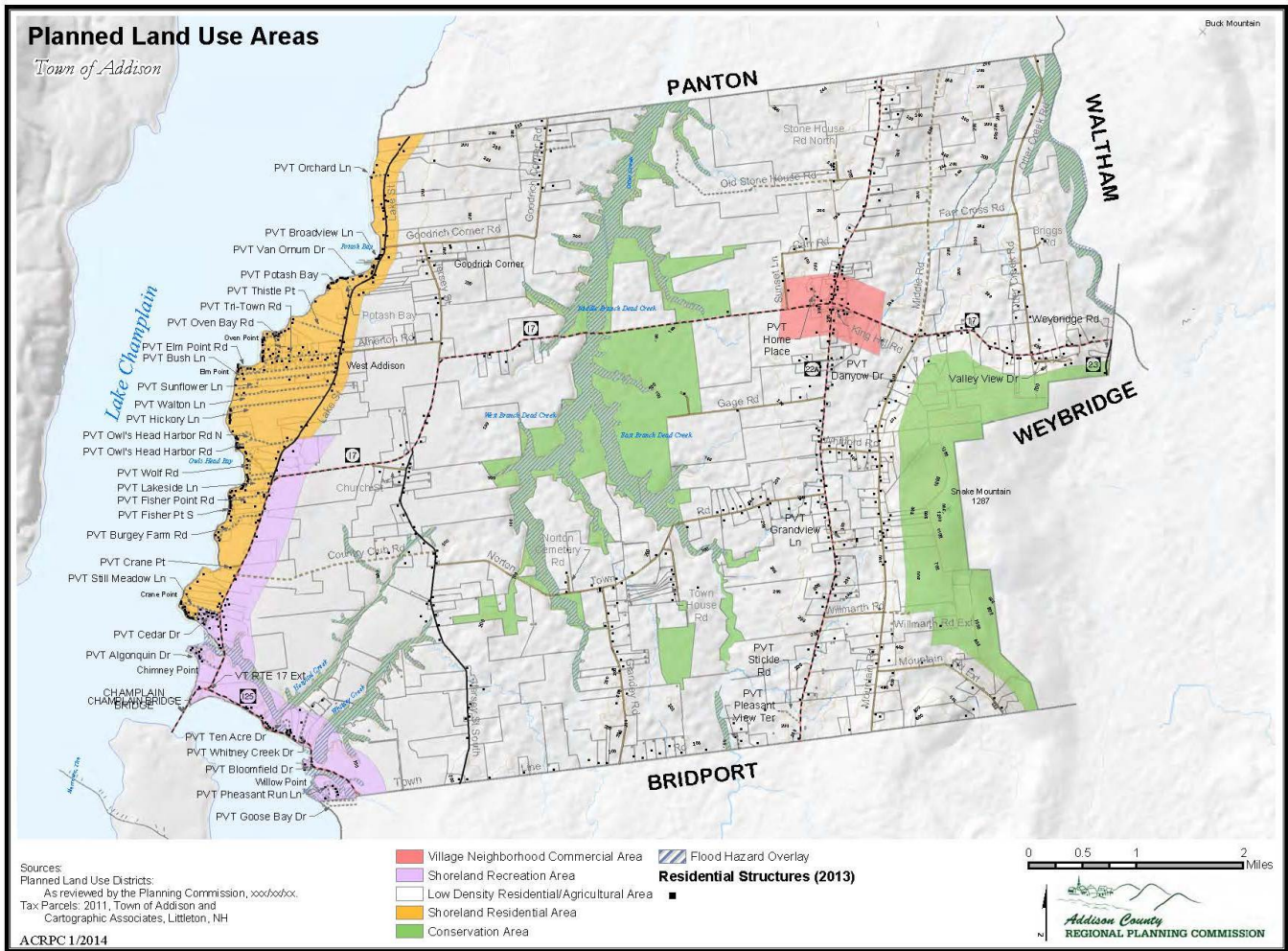
Shoreland Residential District (SR)

The Shoreland Residential District covers much of the land on the shore of Lake Champlain. It is predominately made up of seasonal and year-round residential properties. There is a small town beach at Potash Bay in this district. An issue of particular concern is the conversion of seasonal camps to year-round dwelling units. In many instances, seasonal camps are on small, non-complying lots and have limited or substandard septic disposal. In order to protect the present residential character of this portion of the lakeshore, and to encourage the long-term environmental protection of Lake Champlain and its shorelands, most uses within the district are designated as conditional, ensuring that development occurs in a manner that minimizes adverse impacts on the lake. This area shall remain predominantly residential with public rights-of-way allowing public access to the Lake for recreational and tourism purposes.

Shoreland Recreation District (SREC)

This district is located in the southwest of Addison along Lake Champlain. Seasonal and year-round homes are located here as well as public lake access, several historic sites and state parks including DAR State Park, Chimney Point State Historic Site and John Strong Mansion Museum. A number of private campgrounds and two state fishing and wildlife management areas are located in this district. The area's roads wind through wetlands and back eddies of the lake in this unique environment. The Champlain Bridge provides a vehicular and pedestrian connection to New York State.

The Shoreland Recreation District is intended to support and encourage the development of recreation on the shores of Lake Champlain, while encouraging the long-term environmental protection of the lake and its shorelands. Most uses within the district are designated as conditional, which is intended to ensure that development occurs in a manner that minimizes adverse impacts on the lake.



Map 16

Act 181 and Housing Targets

Act 181, passed in 2024, updates Vermont's planning framework, coordinating regional, and municipal land use mapping. The Act outlines new terminology and methodology for creating regional land use maps that designate and name future land use areas (FLUs). In addition, Act 181 shifts what triggers Act 250 jurisdiction from the type of a development to the location of a development.

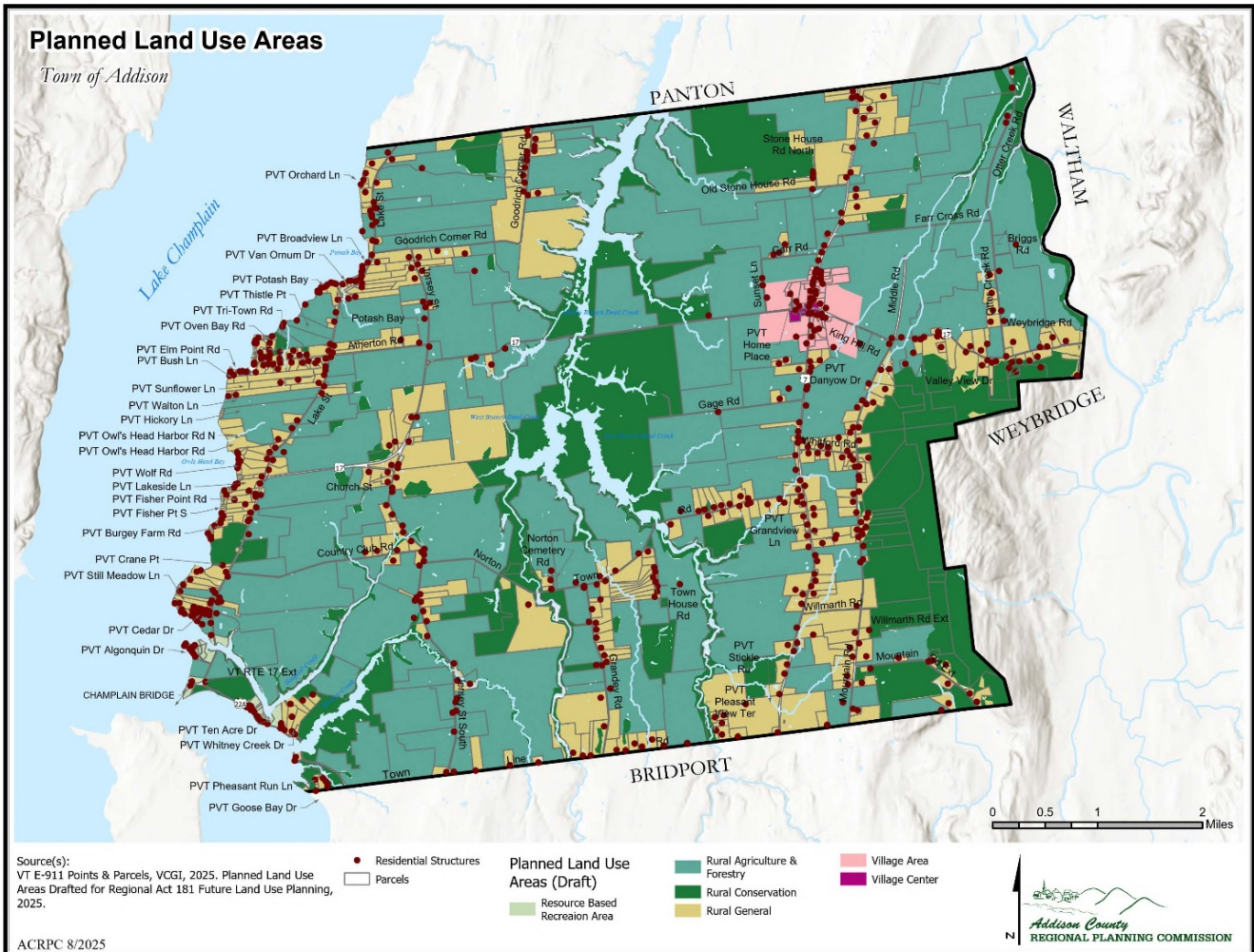
The goal of Act 181 is to update land use laws that protect natural resources and working lands while encouraging housing growth. The new land use mapping methodology identifies areas adjacent to village centers and downtowns as planned areas for growth and incentivizes residential and mixed-use development by providing a path for towns to seek exemption from Act 250 review. By eliminating this major barrier for development, Act 181 is encouraging new housing development within existing villages and downtowns.

The Addison County Regional Planning Commission has been tasked with developing a regional future land use (FLU) map and has worked with Addison to integrate the local knowledge of their officials and residents into the regional document. Using the Act 181 methodology, a Village Center and adjacent Village Area were defined. These areas are closely aligned with the current Village Neighborhood Commercial Area and compatible with Addison's future planning efforts. The regional FLU map and new land use terminology will have no effect on the Addison's existing zoning code.

The housing section of this plan identifies the lack of housing for young families and seniors in Addison. In 2023, the legislature passed the HOME Act, which included a provision to address the acute shortage of needed housing in the state. The 2024 Vermont Housing Needs Assessment calculated state-wide and regional housing targets for 2030 and 2050 which ACRPC then distributed proportionally based on a municipality's current housing units. A key objective of this new planning framework is that towns work to accommodate a substantial portion of housing needed to meet the regional housing targets.

The proposed housing targets for Addison, based on the regional housing targets are: 55 additional housing units by 2030 and 204 additional housing units by 2050.

Proposed Addison Future Land Use Map



Map 17

Village Center (Dark Pink)

These areas are the mixed-use centers bringing together community economic activity and civic assets. They include villages, and new town centers previously designated under chapter 76A and village centers seeking benefits under the Community Investment Program under section 5804 of this title. The village centers are the traditional and historic central business and civic centers within planned growth areas, village areas, or may stand alone. Village centers are not required to have public water, wastewater, zoning, or subdivision bylaws.

Village Area (Pink)

These areas include the traditional settlement area or a proposed new settlement area, typically composed of a cohesive mix of residential, civic, religious, commercial, and mixed-use buildings, arranged along a main street and intersecting streets that are within walking distance for residents who live within and surrounding the core. These areas include existing village center designations and similar areas statewide, but this area is larger than the village center designation.

Rural General (Light Yellow)

Rural; general. These areas include areas that promote the preservation of Vermont's traditional working landscape and natural area features. They allow for low-density residential and some limited commercial development that is compatible with productive lands and natural areas. This may also include an area that a municipality is planning to make more rural than it is currently.

Rural Agriculture and Forestry (Medium Green)

Rural; agricultural and forestry. These areas include blocks of forest or farmland that sustain resource industries, provide critical wildlife habitat and movement, outdoor recreation, flood storage, aquifer recharge, and scenic beauty, and contribute to economic well-being and quality of life. Development in these areas should be carefully managed to promote the working landscape and rural economy, and address regional goals, while protecting the agricultural and forest resource value.

Rural Conservation (Dark Green)

Rural; conservation. These are areas of significant natural resources, identified by regional planning commissions or municipalities based upon existing Agency of Natural Resources mapping that require special consideration for aquifer protection; for wetland protection; for the maintenance of forest blocks, wildlife habitat, and habitat connectors; or for other conservation purposes.

Resource Based Recreation Area (Light Green)

These areas include large-scale resource-based recreational facilities, often concentrated around ski resorts, lakeshores, or concentrated trail networks, that may provide infrastructure, jobs, or housing to support recreational activities.

Land Use: Goals & Objectives

Goal 1	Revitalize and grow the Village Center at Addison Four Corners, supporting reuse, renovation, and new construction of housing and mixed-use development, in scale with existing structures and historic patterns.
Objective A	Adopt the future land Use map for Addison, as developed by Addison County Regional Planning Commission.
Objective B	Update town zoning and subdivision regulations to allow and encourage compact development within the Village Center Area.
Objective C	Promote the sustainable development of the Community Center and surrounded lands to support mixed-use growth and enrich the economic vitality of the town.
Goal 2	Maintain the working landscape, and natural and scenic resources in the Low Density Residential and Agricultural District and Conservation District.
Objective A	Support the conservation of primary agricultural soils and protection of scenic resources by encouraging the planned unit developments (PUDs) especially in areas of large tracts of farmable land.
Objective B	Work with State Fish and Wildlife, Agency of Natural Resources, Nature Conservancy, and Agency of Transportation, to improve access to land controlled by them.
Goal 3	Ensure that Addison’s Shoreland Residential and Recreational Districts balance land uses with long-term environmental protection.
Objective A	Provide educational outreach to residents regarding shoreland development regulations and stormwater mitigation to protect the water quality of Lake Champlain.

Compatibility with Surrounding Communities

Addison's plan is primarily focused on guiding future development within its own borders. However, the effects of development do not necessarily respect municipal boundaries. Development and land use policies in neighboring communities and the region will impact Addison. Conversely, trends and policies in Addison may affect its neighbors or potentially the region.

The Towns of Panton, Waltham, Weybridge and Bridport border Addison. Three state highways, including 22A, which is an important north-south route, run through Addison connecting it to the larger region and Vermont as a whole. The Town of Addison is also part of the larger community of the Lake Champlain Basin. Addison has many miles of shoreline on Lake Champlain and is linked to the Town of Crown Point, New York via the Champlain Bridge.

Surrounding Towns

To the north, Addison borders the Town of Panton. The major roads between Addison and Panton are Route 22A and Lake Street. Like Addison, Panton has a Lakeshore District along Lake Champlain and a conservation zone around Dead Creek. The remaining land along the border is low-density residential and agricultural in Addison and either rural residential or agriculture in Panton.

The northeastern corner of Addison borders the Town of Waltham. Here the border is defined by the Otter Creek and there are no roads connecting the towns. Addison has a flood overlay district over the low-density residential and agricultural district along this border. In Waltham, the area along the Otter Creek is recognized as some of the town's best farmland and agriculture is the desired dominant future land use.

To the southeast, Addison borders the Town of Weybridge. Snake Mountain straddles the two towns and there is a significant amount of state land along the border. The only road connections between the towns are Routes 17 and 23, which cross from Addison to the northern tip of Weybridge. In both towns, the land along the border is in a conservation district. To the south, Addison borders the Town of Bridport. There are several roads crossing this border including Routes 125 and 22A. The East Branch of the Dead Creek also crosses the border between Addison and Bridport. Along the southern part of the lakeshore Addison has a Shoreland Recreation District, while Bridport has a Shoreline Planned Residential District. Moving east along the border, Bridport has a strip of two-acre residential district all along Town Line Road. In this area, Addison has mainly its Low Density Residential and Agricultural District. Along the East Branch of the Dead Creek, Addison has a flood hazard overlay district. In the far eastern corner, Addison has a small amount of conservation district. In Bridport, there is either the five-acre residential and agricultural district or the two-acre residential district.

Addison Region

Addison’s Plan and the Addison County Regional Plan share several goals including support for maintaining a rural, agricultural way of life, diversifying and strengthening the economy, and improving water quality.

Resources in the Town of Addison provide benefits to the entire Addison Region. The lakeshore with its public accesses, the Dead Creek area and Snake Mountain provide recreation opportunities enjoyed by people throughout the region. These areas also provide less tangible benefits to the region as natural resources. Addison’s floodplains and wetland areas serve important functions such as storing and cleansing run-off that benefit many parts of the region.

Route 22A is a major regional highway corridor and designated truck route which passes through Addison’s historic village center. Development trends along this route impact Addison and its village center with increased traffic volume and speeds.

Compatibility with Surrounding Communities: Goals & Objectives

Goal 1	Assure that Addison’s Town Plan and zoning regulations do not conflict with those of adjacent towns.
Objective A	Consider adjacent town’s municipal plans, zoning and subdivision regulations when updating Addison’s planning and zoning documents.
Objective B	Follow proper notification procedures when holding public hearings.
Goal 2	Protect and manage Addison’s shared natural resources such as Lake Champlain shoreline, Snake Mountain, and Dead Creek Wildlife management Area.
Objective A	Communicate and collaborate with adjoining communities on decisions that impact these share resources.

Implementation Plan

Upon its adoption, this plan will serve as a statement of public policy of the Town of Addison. It is important that those who seek guidance from, rely upon or utilize this plan recognize that the purpose of the plan is not to prohibit or prevent reasonable development or to dismiss the rights of property owners in the use and development of their land. The Addison Planning Commission has developed a list of Actions that will work to implement the plan’s goals and objectives outlined and guide Addison’s future development and growth.

This plan should be reviewed regularly to ensure that it remains a useful planning tool over the next 8 years, moving Addison toward a shared community vision.

Implementation Actions

Action	Responsibility	Timeline
Establish a capital plan for the budget and maintenance of Addison’s public facilities, including the following: Town Clerk’s Office, Community Center, Town Hall, Fire Station, and Salt Shed.	Selectboard	1-5 years
Identify and pursue new housing options throughout town with specific emphasis on the Village Area as designated in the future land use map.	Planning Commission	1-2 years
Determine the best plan for an improved Town Clerk’s Office that will serve the community for years to come, including expanded space for daily operations, board meetings, storage, research, and offices.	Selectboard and community	1-2 years
Pursue options to calm traffic and improve safety at Addison Four Corners, for both vehicles and pedestrians.	Planning Commission	1-3 years
Develop a town-wide Recreation Master Plan.	Planning Commission	1-5 years
Implement river corridor protection thereby increasing Addison’s ERAF (Emergency Relief Additional Funding) rate.	Planning Commission	1-3 years

