



# TOWN OF KILLINGTON VERMONT

*EXPERIENCE. EXPLORE. ADVENTURE.*

*THE EAST'S OUTDOOR ADVENTURE CAPITAL.*



*Credit: Jimmy Emerson*

## 2023 MUNICIPAL PLAN

ADOPTED 08/28/23

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Approved by the Killington Planning Commission on June 7, 2023.  
 Adopted by the Killington Selectboard on September 11, 2023.

This Town Plan was a joint effort of the Killington Planning Commission and Killington Planner and Zoning Administrator, with technical assistance provided by the Rutland Regional Planning Commission.

## THE TOWN OF KILLINGTON

The Town of Killington (“Town”) is located in the northeast corner of Rutland County, Vermont, comprising an area of 30,976 acres. As of 2020, Killington has a permanent year-round population of approximately 1,407 people, though it is capable of accommodating up to 20,000 visitors. From humble beginnings as Sherburne, an early 19<sup>th</sup> century farm community, the Town has gradually evolved into a year-round resort with a reputation for world-class skiing.

Killington is well-defined by two peaks that grace the Green Mountain range. Killington Peak is the second highest mountaintop in Vermont at 4,241 feet. Pico Mountain is notable for establishing the first commercial ski resort in the State in 1937. Yet Killington also holds a diversity of assets that make the Town an incredible place to work, live, and play. A diverse array of natural areas, hiking trails, mountain bike courses, community events, dining venues, night clubs, and more give Killington its truly unique flavor.



A map of Rutland County with the Town of Killington outlined in **dark blue**.

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## THE PLAN

This Town Plan (“Plan”) is updated and readopted every eight years in accordance with the Vermont Planning and Development Act (24 V.S.A. §4387a). It represents the initial component of an ongoing process aimed at providing a clear and positive direction for future development. The Plan establishes a framework of planning recommendations to ensure that decisions made at the local, regional, and state levels are consistent with the Town’s objectives for future development. These objectives are listed as “Goals” at the end of each chapter, alongside a set of respective action items. It is the intent of the Planning Commission, and the Town as a whole, to execute the listed action items over the next eight years and beyond.

## THE VISION

Above all, Killington strives to be a community that:

- Fosters adventure and play during all four seasons;
- Supports full-time residents and tourists with a high quality of living;
- Provides a buoyant economy with ample jobs at fair and livable wages;
- Preserves natural resources, scenic views, and historical knowledge;
- Demonstrates energy resilience and environmental sustainability;
- Encourages multiple modes of living, traveling, and learning; and
- Engages in planned development that is thoughtful, efficient, and beneficial for current and future generations.

## LAND USE PLAN

One of the complex discussions regarding planning involves how land will be used in the future. How a town sees its lands and plans for future development can affect a wide range of issues, including the town's character and its ability to provide services adequately. To ensure that the impacts of future development in Killington do not have unintended consequences, the Town's growth must be managed to reflect the vision of this Plan.

The Land Use Plan is based on the Town's objectives for future development as they relate to and are influenced by natural and socio-economic factors. Recommendations set forth in subsequent chapters concerning scenic and historic features, transportation, and facilities and utilities have also been considered.

The Land Use Plan provides an overall framework for growth which establishes 1) a pattern of land use districts, 2) their purposes in accommodating future development, 3) recommended land use types, and 4) recommended intensity of development. This section also discusses current and future land use patterns and provides goals, policies, and action items for implementation. The Vermont Planning and Development Act authorizes towns to implement land use regulations such as zoning bylaws, subdivisions, and site plan review, providing that these regulations are in conformance with State planning goals (24 V.S.A. §4411a).

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## FRAMEWORK FOR GROWTH

### **A. MECHANISMS**

#### **I. PLANNED UNIT DEVELOPMENT**

Planned Unit Development ("PUD") is an alternative to the traditional tract approach to subdividing and developing land. PUD encourages flexibility of design and a creative perspective towards development that results in the most appropriate land use. It considers aspects like local geography, topography, size, and/or shape to best realize site potential.

The advantages of PUDs are many. For larger land parcels, they can provide a suitable and stable environment in harmony with the surrounding areas. PUDs may also be used on smaller tracts of land to allow nonconforming structures or uses to come into compliance with Zoning Bylaws. Generally, PUDs make open spaces more efficient, aesthetic, and desirable.

There may be more than one set of PUD standards to deal with unique development situations, such as the proposed Six Peaks Ski Village (see page 55). Developing relevant and district-specific standards, as well as outlining anticipated types of development, will assist in efficient and effective reviews and create greater predictability for all parties.

#### **II. SMART GROWTH PRINCIPLES**

Killington did not develop as the typical compact New England town. The Town, prior to the development of the ski resort, was a collection of scattered residences and buildings with no real core or sense of place. The five-mile-long Killington Road created a core of linear commercial development along the road, mostly one lot deep. Residential development was spread out behind the commercial development. Little or no thought

was given to pedestrian access, public transit, or compact development. Access to all parts of the Town was through the private vehicle. It was not until the early 1990s that the first section of sidewalk was constructed along Killington Road.

The Town seeks to reverse this trend by integrating “smart growth” strategies within all current and future plans for development. As defined in Vermont States Title 24, Section 2791, smart growth:

- Maintains the historic development pattern of compact village and urban centers separated by rural countryside;
- Develops compact mixed-use centers at a scale appropriate for the community and the region;
- Enables choice in modes of transportation;
- Balances growth with the availability of economic and efficient public utilities and services;
- Supports a diversity of viable businesses in downtowns and villages; and
- Provides for housing that meets the needs of a diversity of social and income groups in each community.

The Town will permit development that considers good planning through smart growth techniques. These include clustering, maintaining open spaces, providing efficient and safe circulation for all users, allowing for pedestrian access and safe pedestrian road crossings, and implementing green infrastructure. In total, there are ten accepted guidelines for smart growth that the Town will take advantage of:

- Mixed land uses;
- Clustering of buildings;



Smart Growth principles. Credit: SANDAG

- Creating housing opportunities and choices for a range of household types, family size, and incomes;
- Creating walkable neighborhoods;
- Fostering distinctive, attractive communities with a strong sense of place;
- Preserving open space, natural beauty, and critical environmental areas;
- Reinvesting in and strengthening existing communities;
- Providing a variety of transportation choices;
- Making development decisions predictable, fair, and cost-effective; and
- Encouraging citizen and stakeholder participation in development decisions.

## B. PATTERN FOR GROWTH

In laying out the pattern for growth, data was gathered from many sources and used the following maps as primary locational

determinants: Protection and Conservation, Development with On-Site Sewage, Present Land Use, and Present Zoning Districts. Through the process of overlaying these maps, areas which should accommodate little to no growth were identified, along with areas suitable for development. Conflicts between present or prospective land uses and areas requiring protection or conservation measures were evaluated, and accessibility to existing Town facilities and utilities was reviewed.

The resulting land use districts were assigned a specific purpose to fulfill in accommodating future growth. Appropriate land use types and intensities were then allocated to be compatible with the purpose of each district. The spatial location of the various land use districts is indicated on the **Future Land Use Map** (see page 13).

**C. LAND USE DISTRICTS (CURRENT/FUTURE)**  
**I. RESIDENTIAL (“R1” and “R3”)**

Lands in these districts can be grouped into two categories. R1 encompasses the Killington Basin area, which has the greatest concentration of settlement within the Town. R3 contains the existing settlements of North Sherburne, Killington East, and various smaller areas outside of the Killington Basin.

R1 settlement predominantly features detached single-family houses, two-family houses, and recently constructed attached condominium dwellings. In contrast, R3 settlement is characterized by detached single-family homes on relatively large lots. Accessibility to both R1 and R3 is served by Killington and West Hill Road, though R3 faces greater difficulty with on-site sewage disposal.

The R3 District will primarily accommodate single family homes for permanent and seasonal residents. The intensity of

development will be low to provide greater assurance that on-site sewage systems do not contaminate surface and ground waters. The major considerations for development are year-round access, a pleasant living environment, and the protection of public health and welfare.

As development pressures mount on undeveloped sections of the Town, it may become appropriate to encourage PUD or other means of clustering to preserve open spaces in residential areas. However, there would have to be means of providing adequate water and sewer service without harming the integrity of existing systems or imperiling the health of residents.

<i>District Type</i>	<b>Residential 1</b>	<b>Residential 3</b>
<i>Land Use Purpose</i>	To support growth in areas of greater density, where there presently exists a substantial public and private investment.	To relate the density of permanent and seasonal residential development to the physical suitability of the land.
<i>Suggested Land Use Types</i>	Residential, recreational, and community facilities.	Agriculture, forestry, recreational, residential, and community facilities.
<i>Recommended Land Use Intensity</i>	Minimum lot size – approx. 1 acre.	Minimum lot size – approx. 3 acres.

**II. COMMERCIAL, HAMLET, & BUSINESS**

**a. HAMLET (“HM”)**

Sherburne Center and West Bridgewater have been given this designation. Historically, Sherburne Center was the prominent focus of

community activity. This role has diminished because of more concentrated growth in other locations. At the southern end of Sherburne Valley on the Town line is West Bridgewater (formerly South Sherburne). It is a small hamlet composed of several retail stores handling a range of goods from food stuffs to craft items. Nearly one-third of all structures in this area are devoted to commercial use. The concentration of residential settlement is low, but evenly divided with an equal proportion of seasonal and year-round homes.

Intensity of use should be related to the character of the Hamlet and accommodations for sewage and parking. It must also maintain a proper relationship to adjoining uses. New developments should be encouraged to put parking lots behind buildings. To encourage the appearance of a traditional hamlet, uses should be clustered and strip development avoided. Careful planning should take place to ensure a cohesive hamlet atmosphere.

#### b. COMMERCIAL DISTRICT (“C”)

This includes lands adjacent to Killington Road (from West Hill Road to the Calvin Coolidge State Forest) and lands adjacent to Route 4 and the intersection of Route 100 (from Kent Brook to West Hill Road). Residential use is permitted in this district, but due to the potential for conflict between residential and commercial uses, single-family residential development is not encouraged. However, multi-family residential development should be encouraged, particularly housing that is part of a mixed-use development.

Most of the developed parcels located within the Commercial Districts are connected to the Sherburne Fire District #1 sewer line or the Town extension of the Alpine Pipeline (see page 36). New development within these Districts will need to connect to the sewer

line. The minimum lot size can be <1 acre as development no longer needs large amounts of land for in-ground septic systems. This will allow for more clustered settlement patterns and encourage use of the Killington Road Walkway.

The Killington Selectboard recently made changes to the Zoning Bylaws to reduce setbacks in the commercial districts, reduce parking, and reduce the required lot area for housing. In areas with adequate sewage disposal and potable water capacity, the Town should consider reducing the minimum lot size to half an acre. New developments should be designed to encourage clustering, safe and convenient pedestrian circulation, and other smart growth techniques.

#### c. BUSINESS DISTRICT (“B”)

The Business District includes lands adjacent to Killington Road from Anthony Way to West Hill Road. Its purpose is to encourage a compatible relationship between innovative and integrated business development and residential development. Good land planning techniques should allow for controlled access to Killington Road.

#### d. COMMERCIAL/BUSINESS DISTRICT (“CB”)

Lands that are adjacent to Killington Road and generally found between the B and C Districts are given this designation. Because this is a transitional zone, consideration should be taken to provide open space and increased use of landscaping. Otherwise, the same considerations for the Commercial District apply (see last paragraph of subsection b).

#### e. VALLEY DISTRICT (“VA”)

Valley District areas include lands along Route 4 on both sides between the two HM Districts (Sherburne Center and West Bridgewater). The district is bounded on either side by steep



wooded slopes rising from the valley floor. Lands adjacent to the Ottauquechee River are low-lying and relatively level, being subject to annual inundation from spring runoff. It is also susceptible to higher levels of flood water, which occur with less frequency. Generally, the Valley District area is in open fields, some of which are used for livestock pasture. The density of settlement has been relatively low, though commercial strip-development is emerging in the central section of the valley.

There are several areas in the Valley District located between the floodplain and the steep slopes that could be developed to overcome the above-mentioned constraints. However, care should be taken to site development so that it does not impede the scenic and natural resources of the VA District. Given the fragile nature of this district, the use of PUDs to cluster development should be encouraged.

#### f. SHERBURNE PASS DISTRICT (“SP”)

Lands with this designation are adjacent to Route 4 on the east side of Sherburne Pass. This district serves multiple purposes: to provide for the development and integration of residential, lodging, and commercial support facilities; to provide safe all-weather highway access from Route 4; to provide protection from encroachment to the Appalachian Trail; and to provide adequate year-round visual screening from the highway.

### III. CONSERVATION/OPEN SPACE DISTRICTS

#### a. PUBLIC OPEN SPACE DISTRICT (“PD”)

As the title suggests, this district includes lands and waters presently in public ownership or control, except for the lands and waters leased to Killington Resort (“Resort”) as of the adoption of this Plan. Ultimate land use management is under the

auspices of various levels and agencies of government. Therefore, specific uses vary according to the objectives of each controlling body.

#### b. PUBLIC OPEN SPACE DISTRICT - KILLINGTON SECTION (“PD-K”)

This includes the lands and waters in the Calvin Coolidge State Forest leased to Killington Resort as of the adoption of this Plan. It is recognized that skiing is an integral part of the development in this District.

#### c. FOREST RESERVE DISTRICT (“FR”)

All lands not in any other district. They are characterized by limited roads, generally poor accessibility, and few human habitations. The Forest Reserve District is almost totally comprised of extensive undeveloped land, including areas previously recommended for protection and conservation measures. Several large tracts are managed for the production of timber.

The Zoning Bylaws for this district require conditional use review for the following: the extraction of earth materials, parking lots that are not in reasonable proximity to the use being served, one and two-family dwellings above 1,700 feet, and telecommunications facilities.

Residential uses should be clustered to preserve the natural and scenic resources of the Forest Reserve District. It is recognized that ski development and other recreational uses are acceptable uses of the land within the FR District.

Refer to the following pages for an overview of land use purposes, suggested land use types, and recommended land use intensities for the various districts.

<b>District Type</b>	<b>Hamlet</b>	<b>Commercial</b>	<b>Business</b>
<i>Land Use Purpose</i>	To encourage a continued mixture of residential and commercial uses that are compatible in scale and type with the historical character of these centers.	To consolidate and coordinate a broad range of commercial and mixed uses. Emphasis on safe and efficient accessibility, pedestrian movement, grouped organization of new buildings, and a pleasant environment are primary considerations.	To encourage a compatible relationship between innovative and integrated business development and residential development. Good land planning techniques should allow controlled access to Killington Road.
<i>Suggested Land Use Types</i>	Residential and commercial uses.	Commercial and non-polluting light industrial.	One and two-family residential, mixed use, multi-family residential, and commercial uses such as retail, residential, and professional offices.
<i>Recommended Land Use Intensity</i>	Minimum lot size - approximately 1 acre.	Minimum lot size - <1 acre.	Minimum lot size - approximately 1 acre (not in a PUD).

<b>District Type</b>	<b>Commercial/Business</b>	<b>Valley District</b>	<b>Sherburne Pass</b>
<i>Land Use Purpose</i>	To provide a blend of uses along Killington Road as a transitional zone between the Business District and the more densely developed Commercial District.	To provide a blend of commercial, residential, and business uses in a lower density, thereby protecting the valley's scenic character.	To provide for the development and integration of residential, lodging, and commercial support facilities (see subsection-f on the previous page for other purposes).
<i>Suggested Land Use Types</i>	Commercial, business, and residential.	Agricultural, limited commercial development.	One and two-family residential (unless under a PUD, which can contain residential and commercial uses).
<i>Recommended Land Use Intensity</i>	Minimum lot size - approximately 1 acre (not in a PUD).	Minimum lot size - approximately 10 acres.	Minimum lot size - approximately 3 acres.

<i>Residential District Type</i>	<b>Public Open Space</b>	<b>Public Open Space – Killington Section</b>	<b>Forest Reserve</b>
<i>Land Use Purpose</i>	To maintain public open space with varied recreational and economic opportunities for residents and tourists.	To maintain open space while providing for varied seasonal uses, related to the recreational resort nature of this district, for the benefit of residents and tourists.	To maintain the economic value of natural, scenic, and recreational resources by encouraging uses and development which are compatible with the recommendations for protection and conservation.
<i>Suggested Land Use Types</i>	Varies according to the objectives of governmental bodies and agencies.	Outdoor recreation and seasonal public use.	Agriculture, forestry, recreational, and one and two family residential.
<i>Recommended Land Use Intensity</i>	Intensity of use should be consistent with maintaining open space and providing a diversity of recreational and cultural opportunities.	Same as Public Open Space.	Minimum lot size - approximately 10 acres.

#### IV. SKI VILLAGE AND OTHER DISTRICTS

##### a. SKI VILLAGE DISTRICTS (“SV” and “SVII”)

The SV Districts include lands at and adjacent to the bases of the Resort, Pico Mountain, and Sunrise Village. SV lands have a concentration of people and facilities which suggest they would be appropriate locations for new villages. Killington, Ltd. acquired SVII lands from the State through a land exchange in 1997. These lands are centered around the K-1 Base Lodge, Ramshead, and Snowshed Base Lodges.

Smart growth principles used here should include clustering, preserving open spaces, integrating pedestrian movement, and an innovation in design which is compatibly integrated with the Town’s overall pattern

for growth. The primary consideration for SV site development is a well-planned internal organization of land use elements.

SVII lands should be an intense cluster of development within the core village area, with less intense development occurring away from the core. New development in this district should tie into and complement existing development within the Killington Basin as well as the rest of the Town. There should be a strong focus on pedestrian scale, connectivity and circulation, and creating a focal point at the base of the ski area.

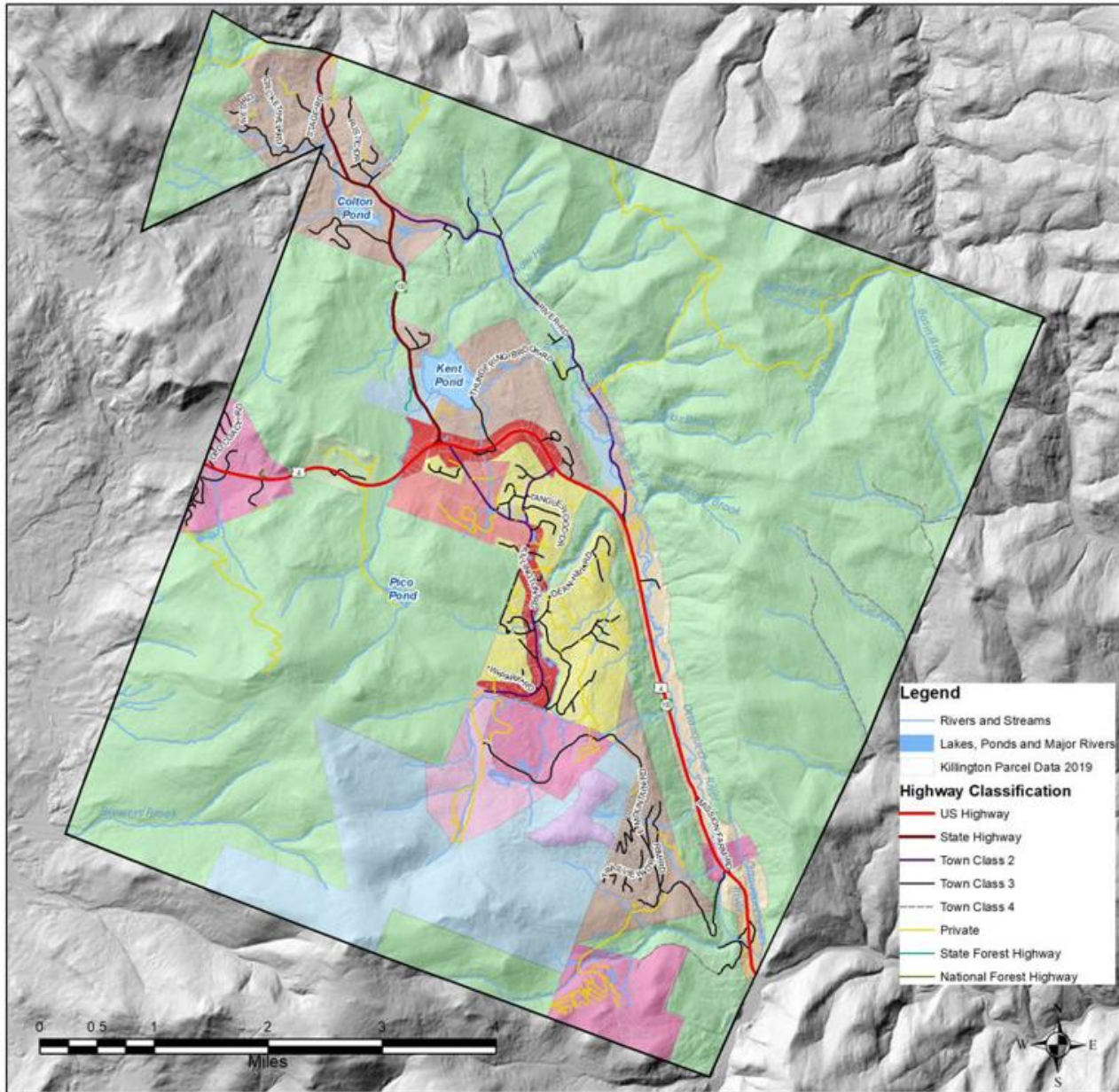
##### b. FOSTER’S PEAK DISTRICT (“FP”)

Like SVII, these lands were acquired through a land exchange in 1997. The FP District is made

up of approximately 132 acres and identified on the 1971 US Geological Survey Map (Killington Peak, Vermont quadrangle) as Shagback Mountain. The district can accommodate a density of one dwelling or lodging unit per 30,000 square feet. This will allow for approximately 180 residential or lodging units. All utilities should be underground, and roads should be the minimum necessary to allow for safe access to the site.

<i>District Type</i>	<b>Ski Village</b>	<b>Ski Village II</b>	<b>Foster's Peak</b>
<i>Land Use Purpose</i>	To provide for the continued development of "new" villages within which skiing and other recreational activities are integrated with residential, commercial, and other appropriate uses of a support nature.	To provide for the innovative development of a new pedestrian-orientated village area containing a variety of mixed residential, commercial, retail, and recreational uses. New development in this district should tie into and complement existing development within the Killington Basin as well as the rest of the Town.	To provide for low intensity residential and lodging development set in a secluded and rustic environment. All development should be integrated with the land in an unobtrusive manner.
<i>Suggested Land Use Types</i>	One and two-family residential (unless under a PUD, which can contain concentrated residential, commercial, and non-polluting light industry uses located on a larger lot size).	Outdoor recreation and seasonal public use.	Agriculture, forestry, recreational, and one and two family residential.
<i>Recommended Land Use Intensity</i>	Minimum lot size - approximately 1 acre (not in a PUD).	Intensity of use should be consistent with a village style development that features a mix of residential and non-residential land uses.	Minimum lot size – one dwelling or lodging unit per 0.69 acres.

# Future Land Use Killington Vermont



## DISTRICT

- Business
- Commercial
- Commercial/Busin
- Forest Reserve
- Fosters Peak
- Hamlet
- Public Open Spac
- Residential 1
- Residential 3
- Sherburne Pass
- Ski Village
- Ski Village 2
- Valley

- Legend**
- Rivers and Streams
  - Lakes, Ponds and Major Rivers
  - Killington Parcel Data 2019
- Highway Classification**
- US Highway
  - State Highway
  - Town Class 2
  - Town Class 3
  - Town Class 4
  - Private
  - State Forest Highway
  - National Forest Highway



Date: 10/27/2021



Document Path: D:\RRPC\Killington\Town Plan 2021\Future Land Use Map 2021.mxd



## GOALS AND ACTION ITEMS

**GOAL A:** To establish settlement patterns in a “rational and efficient” manner.

**Action items:**

- Pursue the designation of a Village Center to promote economic revitalization efforts and mixed-use, infill development.
- Review and revise the Zoning Bylaws on a continuing basis to ensure new development occurs in dense, compact centers.
- Reinforce existing residential concentrations by promoting site-specific workplace and affordable housing development.

**GOAL B:** To encourage high-density in-fill development within the Tax Increment Financing (TIF) District via the implementation of the Killington Forward Project (see page 55).

**Action items:**

- Reconstruct Killington Road to address safety concerns and accommodate multiple modes of transportation.
- Establish a municipal water system to serve the TIF District and provide safe and reliable water access to current businesses, properties, and schools along Killington Road.
- Encourage the construction of Six Peaks, a proposed mixed-use village which will create a community centerpiece conveniently located alongside the Resort’s main ski lifts.

**GOAL C:** To encourage appropriate land development and preserve open space using innovative development techniques.

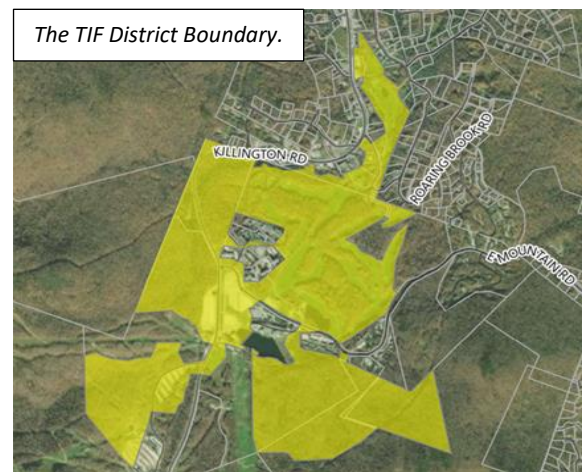
**Action Items:**

- Adopt subdivision regulations that promotes good land use practices, with the intent to protect open spaces and preserve natural resource areas.
- Utilize PUDs and smart growth principles for all current and future development projects.

**GOAL D:** To provide access to a wide range of recreational opportunities on public lands.

**Action items:**

- Refer to Goal A in the Recreation Chapter of this Plan (page 47).



## NATURAL, SCENIC, AND HISTORIC FEATURES AND RESOURCES

Natural, scenic, and historic features constitute a valuable and irreplaceable resource. Natural resources are reservoirs supporting the Town's very way of life, from providing drinking water to offering a refuge for recreation and relaxation. The rugged mountain landscape, numerous natural areas, and a variety of scenic views are of important aesthetic value. And social values are derived from continuity with the past as it is reflected in the historic features of the Town.

Because of the Town's dependence on recreational tourism and seasonal homes, natural, scenic, and historic features are valuable components to a strong economic base. The policies set forth in this section are directed toward protecting and enhancing these values.

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### PROTECTION AND CONSERVATION

Analysis of Killington's physical structure has revealed areas and processes which are fragile and/or have high resource value in their natural state. The character of these areas imposes severe constraints on development for human habitation. The Town therefore seeks to preserve these places and natural systems for their inherent and functional value(s). The nature and importance of these resources are described below.

#### **A. NATURAL RESOURCE AND FRAGILE AREAS**

These are areas or resources which are fragile in nature, have irreplaceable value, or fulfill a vital ecological function by maintaining the environmental health and quality of the Town. The location and extent of the areas possessing these traits is shown on the **Natural Resource Maps** (see pages 23-25).

All development in fragile and resource areas should be given detailed review to ensure minimal negative impacts. Planning recommendations associated with these areas depict the factors that should be given consideration during development, such as ecological significance and functionality.

#### **I. HIGHER ELEVATIONS**

As part of the Green Mountain Range, the elevation of the land in Killington is very high. Consequently, the rainfall is greater, air and soil temperatures are lower, soils are more shallow, poorly drained, and low in nutrients, slopes are usually quite steep, and there are fewer plant species. These factors combined may create a serious erosion problem unless adequate preventative measures are employed.

Best management practices should be used to prevent soil erosion on higher elevations (see page 26). Such practices infiltrate, filter, store, evaporate, and detain runoff to minimize environmental impact and pollution.

#### **II. SPRUCE-FIR FOREST**

The high elevations are characteristically inhabited by red spruce and balsam fir communities, being a part of the southern reaches of the earth's boreal forests. These softwood species can withstand the stressful environment experienced on mountain peaks and slopes.

Spruce-fir forests should be utilized in a manner which would not significantly reduce their ecological function of replenishing surface and ground water supplies.

### III. WETLANDS

The occurrence of wetlands in the Town are primarily related to lands along the upper reaches of the Ottauquechee River in Sherburne Valley. This marshland provides ground cover and an abundant food source for waterfowl, which use the area for nesting and migration.

Wetland areas should be retained in their natural state for the protection of wildlife habitats, as retention areas for surface runoff, for recreational uses, and for their scientific and historic value.



This map from the Vermont Agency of Natural Resources Atlas shows the extent of the Ottauquechee River Watershed (blue) in Killington.

### IV. CLASS A WATERSHEDS

The State of Vermont classifies all watersheds located above 2,500 feet in elevation as Class A watersheds. The eastern slopes of the Green Mountains contain the headwaters of the Ottauquechee River Watershed, while the western slopes contribute to the Rutland City Watershed. Thin soils and steep slopes

comprise a large portion of these watersheds. Surface water as well as ground water may be highly susceptible to contamination by use of on-site disposal systems without proper construction and maintenance.

It is essential that the quality of the water in these areas be maintained at the high levels necessary to protect public health. For this reason, the brooks and streams are Class A waters, meaning waste discharging is not permitted under State regulations unless stringent treatment criteria are met.

### V. SURFACE WATERS

The river (Ottauquechee), ponds (Colton, Kent, Pico), and brooks that comprise the Town's surface water resources have natural, scenic, and recreational value. Shorelines and stream banks, as they interface between land and water, are considered fragile areas.

Certain species of wildlife are greatly dependent upon the habitat of these areas. Vegetation along the water's edge acts as a stabilizing force, preventing erosion and siltation and providing shade to cool water temperatures. Development too close to the water's edge can result in pollution from leaching septic system effluent and reduce scenic quality. For these reasons, shorelines and streambanks should be utilized in a manner which would not cause erosion, pollution, or reduce scenic qualities.

### VI. DEER YARDS

Several deer yards have been identified by the Vermont Fish and Wildlife Department as crucial to the survival of the whitetail deer population in winter. These areas are used perennially for shelter and browse and are characterized by young softwood growth on slopes with southern exposure. Rangeland for deer is considerably reduced during the winter, so the yards are often quite large.



Deer yards of major importance should be protected from an intensity of development that would harm this vital resource. Over time, deer yard locations may change with shifting deer populations and variations in natural growth. Therefore, the location of the deer yards should be based on the most current information available before any development decisions are made. For habitat areas beyond deer yards, refer to the Habitat Blocks and Connectors subsection (page 19).

## VII. NATURAL AREAS

Natural areas are places of unique scenic, educational, and scientific value. Many are identified more generally above; the following is a description of some specific and unique natural areas occurring within the Town. Natural areas should be conserved and protected from uses whose intensity or impact would significantly alter their unique scenic, educational, and scientific value.

### a. GIFFORD WOODS

Gifford Woods is one of the few remaining virgin sugar maple-beech climax forests in the Northeastern United States. It exists as a portion of Gifford Woods State Park on the east side of Route 100. These undisturbed northern hardwoods are some of the oldest trees in Vermont and include large maples, beeches, yellow birches, hemlocks, and ashes. American elm, basswood, and hophornbeam also exist in significant sizes. The understory contains a variety of smaller trees, shrubs, and herbaceous flora typical of a northern hardwoods forest.

Beyond ecological significance, the woods provide an outdoor educational laboratory. Scientists from many countries have visited this forest, and research on its flora has been carried out by several universities.

The extent of the woods is approximately five acres. To retain its character as a climax forest, this area cannot be reduced. Yet, because of its proximity to Route 100 and its inclusion as a state park, it is subject to public use pressures which pose a threat to its educational value.

### b. SHERBURNE PASS

Also known as Deer Leap, this large cliff is situated on the northern side of Sherburne Pass. Its massive exposure of bedrock creates a distinctive mountain feature. Caves are also located at the base of Deer Leap. The caves are unique formations often frequented by spelunkers.

### c. UNITED STATES FOREST LAND

This area consists of property formerly owned by Stanley Tool Works. Approximately 1,400 acres is managed by the National Forest Service. The property also provides protection for a section of the Appalachian Trail as it winds its way through the Town.

### d. KILLINGTON AND PICO MOUNTAIN PEAKS

Mountain peaks are high alpine areas of unique natural quality. Killington Peak is the second highest mountaintop in the state at 4,241 feet. Its upper slopes provide habitat for Bicknell's Thrush, one of few such habitats in Vermont. Both summits are characterized by spruce-fir forests and the associated alpine vegetation found in the Green Mountains. Ski lifts and the Appalachian and Long Trails provide relatively easy access to the summits, where panoramic views of the northeast are provided.

Ski trails and their integrally related structures require mountain peaks and therefore should not be excluded from them. Customary precautions will be taken to protect peaks.

## B. DEVELOPMENT CONSTRAINTS

These are natural formations or processes which impose severe constraints on future development. They include areas which are 1) hazardous to human life and health, 2) may not comply with State Regulations regarding subdivisions using on-site sewage disposal, or 3) serve an important role in the habitation and life cycle of significant flora and fauna.

The impact of development in certain areas can be reduced with the use of approved sewage systems or the increased use and development of municipal type treatment facilities (including connections to existing systems). However, special planning and design would still be required to overcome other constraints.

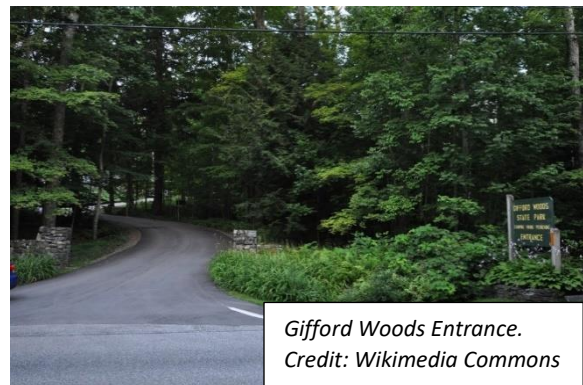
Areas with development constraints are indicated on the **Natural Resources Maps** (see pages 23-25) and described below. It should be noted that these areas have been *identified* as having a major influence on development. There are other locations which may be characterized by similar constraints, but not necessarily in association.

## I. FLOODPLAINS

Floodplains are low-lying terraces adjacent to rivers and streams which are periodically inundated when the bank-full stage in a water course is exceeded. As the natural extension of a normal channel during times of flooding, these areas fulfill a vital function. Their capacity to receive excessive quantities of water reduces the velocity of flow, thus reducing the related hazardous effects. Some water is usually retained in low spots, where it either infiltrates the soil to eventually replenish ground water supplies or it evaporates.

The occurrence of floodplains in the Town is associated with the lowlands adjoining the

Ottauquechee River in Sherburne Valley. Their location was determined by the interpretation of soils information and field observations made by Killington residents during the flood which occurred in June of 1973. This method represents a first approximation of the floodplain and would include both the floodway and floodway fringe. The floodplain boundaries should be subject to modification if or when more accurate data became available.



Filling portions of the floodplain for development purposes may have harmful effects on the capacity of these areas to receive floodgates, increasing the potential danger to life and property. In addition, the detrimental effects of high water on septic leaching fields and buildings make floodplains unsuitable for development. The protection of floodplains will become increasingly important as the Town develops and additional runoff is created by greater coverage with impervious material (roofs, roads, parking areas, etc.).

## II. STEEP SLOPES

When the steepness of slopes exceeds 30 percent, the constraints on development increase significantly. Proper alignments for roads and suitable home sites are difficult and costly to achieve. Surface water runoff is high. When vegetation is removed and roads and

buildings constructed, the area for absorption is reduced. In turn, the increased rates of runoff may result in greater susceptibility to excessive erosion.

The proper installation and functioning of subsurface septic systems are also severely limited on steep slopes. Slopes exceeding 30 percent present extreme difficulty in complying with the Vermont Health Regulations for Subdivisions governing the installation of such systems. The maintenance of roads and the construction of potential utilities can be of greater cost to the Town than in areas with flatter slopes.

Slopes greater than 30 percent should remain predominantly in forest cover. Development in these areas would be permitted only at densities which meet the requirements of all local regulations. Such developments, as well as ski trails and their integrally related structures which require such slopes, should take precautions against excessive erosion.

### III. HABITAT BLOCKS AND CONNECTORS

The Town is host to many natural areas that support the life cycle and survival of flora and fauna. These include wildlife crossings, connectivity blocks, and habitat blocks. The location of these features is shown on the **Natural Resources Maps** (see pages 23-25) and include delineations for vernal pools, wetlands, deer yards, bear production habitats, and areas housing rare, threatened, or endangered species.

Killington recognizes the importance of maintaining species diversity and protecting the above spaces from fragmentation. Safeguarding endangered and significant species preserves the Town's natural heritage and helps establish a sense of place. Species preservation can also contribute to the

recreation economy by attracting hikers and travelers. Maintaining an unbroken network of habitat also has ecological significance, as it accommodates genetic flow and the ranging needs of individuals.

Keeping in tune with State goals, the Town will strongly concentrate development in existing cores and away from habitat-related spaces. Roads, utilities, and other forms of infrastructure projects must be designed to avoid (or minimize) impacts within any identified habitat blocks and connectors.

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## SCENIC FEATURES

Killington's scenic quality is derived from two major visual components of the landscape: its form and pattern. Landscape form is the sculptural effect created by the topography of the land as it reflects underlying bedrock formations and past modification by glacial action. Height, size, shape, position, and voids are the five elements which visually compose landform.

Landscape pattern, the second major visual component affecting scenic quality, is the distribution and relationship of physical features on the land. Vegetation, open land, and manmade structures are the three main elements comprising landscape pattern. Surface water, wetlands, rock outcroppings and other natural features also contribute to the diversity of landscape pattern.

### A. LANDSCAPE FORM

The landscape form of the Town is quite dramatic and varied. Its important scenic elements include mountain peaks, ridgelines, steep slopes, and valley floors.

#### I. MOUNTAIN PEAKS

Mountain peaks are prominent forms which are visible from distant locations. They can

serve as focal points in a panoramic scene or as landmarks providing a point of orientation. Killington Peak, Pico Peak, and Deer Leap have been identified as fulfilling these visual functions. They are all accessible by foot via the Appalachian and Long Trail system. Killington and Pico Peaks are also accessible by ski lift. From their summits, distant views of the northeast are obtained.



## II. RIDGELINES

Ridgelines are strong visual forms which create a sharp break in the horizon. Like the mountain peaks which they link, ridgelines are extremely visible from distant locations.

Two ridgelines of scenic importance occur in Killington. First is the ridgeline forming the spine of the Green Mountains. It runs north-south, connecting Killington Peak, Pico Peak, and Deer Leap Mountain. Second is the ridgeline running along the crest of the steep-sloped foothills to the east of Sherburne Valley. It is of particular scenic value, as it forms the limit of spatial enclosure for the valley.

The linear continuity of the ridgelines is an important component of their visual quality. Settlement or the removal of tree cover along ridgelines would be disruptive to this quality and should be avoided.

## III. STEEP SLOPES

Steep slopes are vertical landscape forms comprising of valley walls and mountainsides. For identification purposes, these areas coincide with slopes exceeding a gradient of 30 percent. The steep slopes along Sherburne Valley are especially important as visual forms. They create a strong spatial enclosure which is lineal in dimension. Steep slopes are visually sensitive to intensive settlement.

## IV. VALLEY FLOORS

Valley floors are in complete juxtaposition to steep slopes. The floor of Sherburne Valley is narrow and open and therefore sensitive to visually disruptive uses.

## B. LANDSCAPE PATTERN

An analysis of landscape pattern helps to identify the scenic features contributing to visual quality. These include scenic areas and views, scenic backroads, ponds and wetlands, and hiking trails.

## I. SCENIC AREAS

Scenic areas are locations which have unique visual characteristics created by natural features. While many areas may fulfill this definition, nine areas have been identified as holding particular importance. Each area, along with a brief description of its scenic significance, is listed in a table on the following page.

## II. SCENIC VIEWS

Scenic views with high visual appeal exist at numerous points throughout the Town. The visual impact of Killington is primarily enjoyed from its roads, highways, and recreational trails; therefore, the visual analysis of scenic views was concentrated along these routes. Important views include the southern end of Sherburne Valley to Wolf Hill, the portion of Route 4 overlooking Kent Pond and distant mountains, and along sections of the

Appalachian and Long Trails, where cleared ski trails provide panoramic views. There are also middle and close distance views of scenic landscape features which provide a contrast to the distant views. These include views of a wetland marsh, open fields, mountain peaks, surface waters, and other feature landscape patterns.

Killington has scenic views from mountain peaks, Deer’s Leap, and other high-elevation areas that enhance and add to the beauty and character of the Town. Consideration should be given to the preservation of these views when planning and siting projects, including cell towers, wind turbines, solar panels, and other infrastructure that would be visible from these higher elevations.

NAME	SCENIC SIGNIFICANCE
Baker's Falls	Waterfalls on Thundering Brook.
Thundering Brook	A brook with many small pools and falls.
Roaring Brook	A brook which cascades through steep-sided ravines.
Falls Brook	Similar in quality to Roaring Brook.
Deer’s Leap Mountain	Massive outcropping of ledge-forming cliffs and caves.
Pico Pond	A glacially scoured pond in a natural setting.
Kent Pond	Manmade pond.
Colton Pond	Scenic pond.
Gifford Woods	Old growth forest.

### III. SURFACE WATERS

Streams and ponds create a pattern of high scenic and recreational value. The Ottauquechee River and Kent, Colton, and Pico Ponds are vitally important in fulfilling this function.

### IV. WETLANDS

Many of the wetland areas within the Town contain special vegetative communities; they form a distinctive and unique landscape pattern of high scenic quality.

### V. SCENIC BACKROADS

Scenic backroads provide integral aesthetic elements of the Vermont countryside. Several characteristics of scenic backroads combine to produce a visual experience of high quality not readily obtainable along high-speed roads. These include the juxtaposition of texture, form, details of color, and a sequence of openings and closings in the vegetative canopy. If these roads are altered without consideration of these characteristics, much of their scenic appeal will be lost.

Improvements to these roads should be carried out in a manner which will protect, conserve, and enhance their scenic features. Such improvements should also be consistent with the guidelines set forth in the 2019 manual entitled "Vermont Better Roads."

### VI. HIKING TRAILS

Hiking trails provide access to the scenic wild lands of the Town. The Appalachian and Long Trails are the major trails traversing these remote areas. To provide this access, it is recognized that hiking trails may have to cross or come into close contact with ski trails, lifts, and other development structures associated with a resort town. This is not seen as a detriment to either the hiking trails or ski development.

The scenic and wilderness character of the Long Trail and Appalachian Trail should be protected and preserved. However, the Appalachian and Long Trails shall not interfere with or restrict the use of private property. Should a conflict arise, and a compromise cannot be reached on the trail

location, the hiking trails shall be moved. Nothing in this recommendation or the Plan itself shall be construed to prohibit the crossing of the Appalachian and Long Trails by ski trails or lifts.

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## **HISTORIC FEATURES**

Historic features are sites and structures of local or regional importance. For the Town, these include aged residences and structures, water-powered saw and grist mills, and old roads. In total, there are twenty-seven such sites in Killington, which have been noted in the State Register of Historic Preservation.

The Town's historic sites and structures, which are summarized below, remain as outstanding examples of the continuing role played by historic features.

### **A. SHERBURNE VALLEY SOUTH**

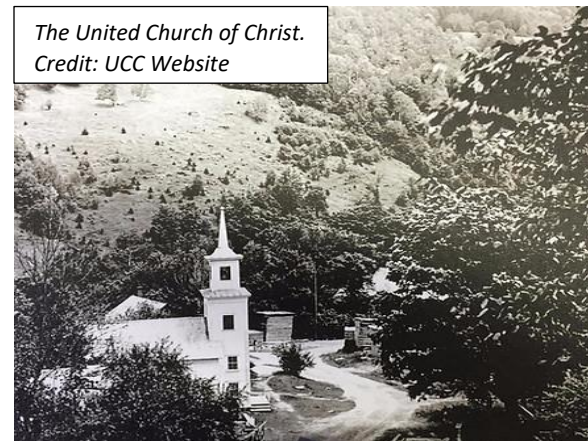
This section of the Valley stretches from Sherburne Center to West Bridgewater (formerly South Sherburne). The oldest existing building in the Town is located near West Bridgewater within a complex known as the Mission Farm and Church. Several homes of indigenous architectural character also stand in the South Sherburne area.

From Sherburne Center to South Sherburne, the preservation and enhancement of historical features should be a major consideration when evaluating permits for new development.

### **B. SHERBURNE CENTER**

Sherburne Center was once the focus of settlement in the valley. Several sites and structures of local historic importance are present within this area. Foundation stones from the first grist mill, constructed in 1805, lie along the bank of Roaring Brook, near its confluence with the Ottauquechee River. The

Cain House was built in 1832 and reigns as the oldest residence in Sherburne Center. Adjacent to this structure is the United Church of Christ, a meeting house built in 1838 with lumber donated by local residents. A schoolhouse, which served District No. 4 for over 60 years, has stood on River Road for nearly 100 years.



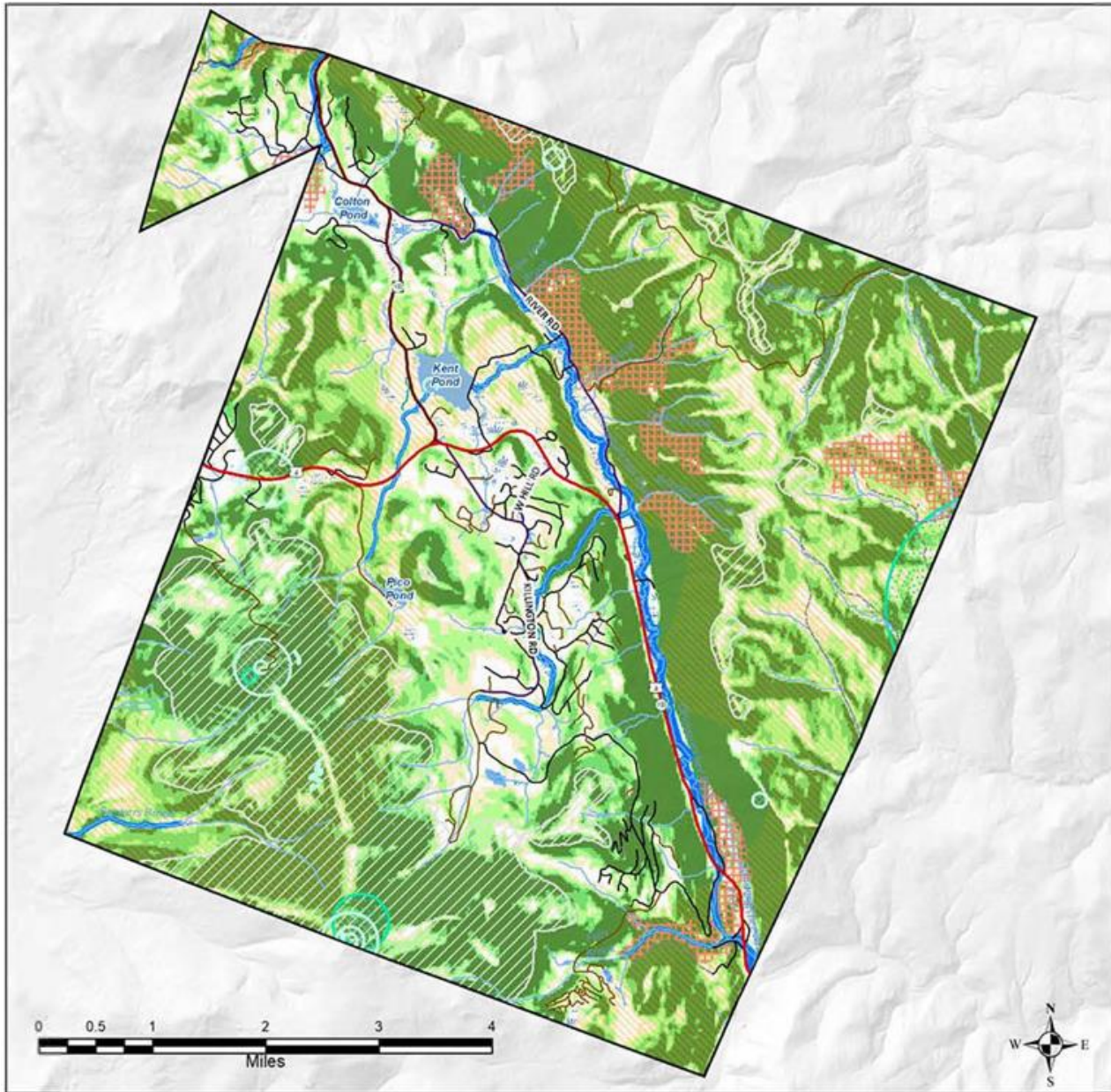
### **C. SHERBURNE VALLEY NORTH**

Sherburne Valley North through River Road is characterized by numerous historic structures once serving farms now long abandoned. The use of land and the introduction of new structures in Sherburne Valley North should maintain its historic and scenic corridor nature

### **D. NORTH SHERBURNE**

Emphasis has been given to Sherburne Valley because of its value as a historic corridor. The Doris Baker House on Coffee House Road is significant from an architectural standpoint, as is the Coffee House itself. North Sherburne is also the site of a defunct mica mine. The cemetery and other remnants of the Double-day Family who first settled in this area remain.

*(This section continues on page 26, following the **Natural Resources Maps 1-3**).*



# Natural Resources

## Killington Vermont Map 1 of 3

### Legend

- Rare, Threatened or Endangered Animal Site
- Rare, Threatened or Endangered Plant Site
- Elevations Above 2500 Feet
- River Corridors (August 2019)
- Bear Production Habitat
- Deer Wintering Area
- Wetlands (VSWI)

### Slope (%)

- 0 - 10
- 10.1 - 15
- 15.1 - 20
- 20.1 - 25
- 25 plus

Date: 10/27/2021



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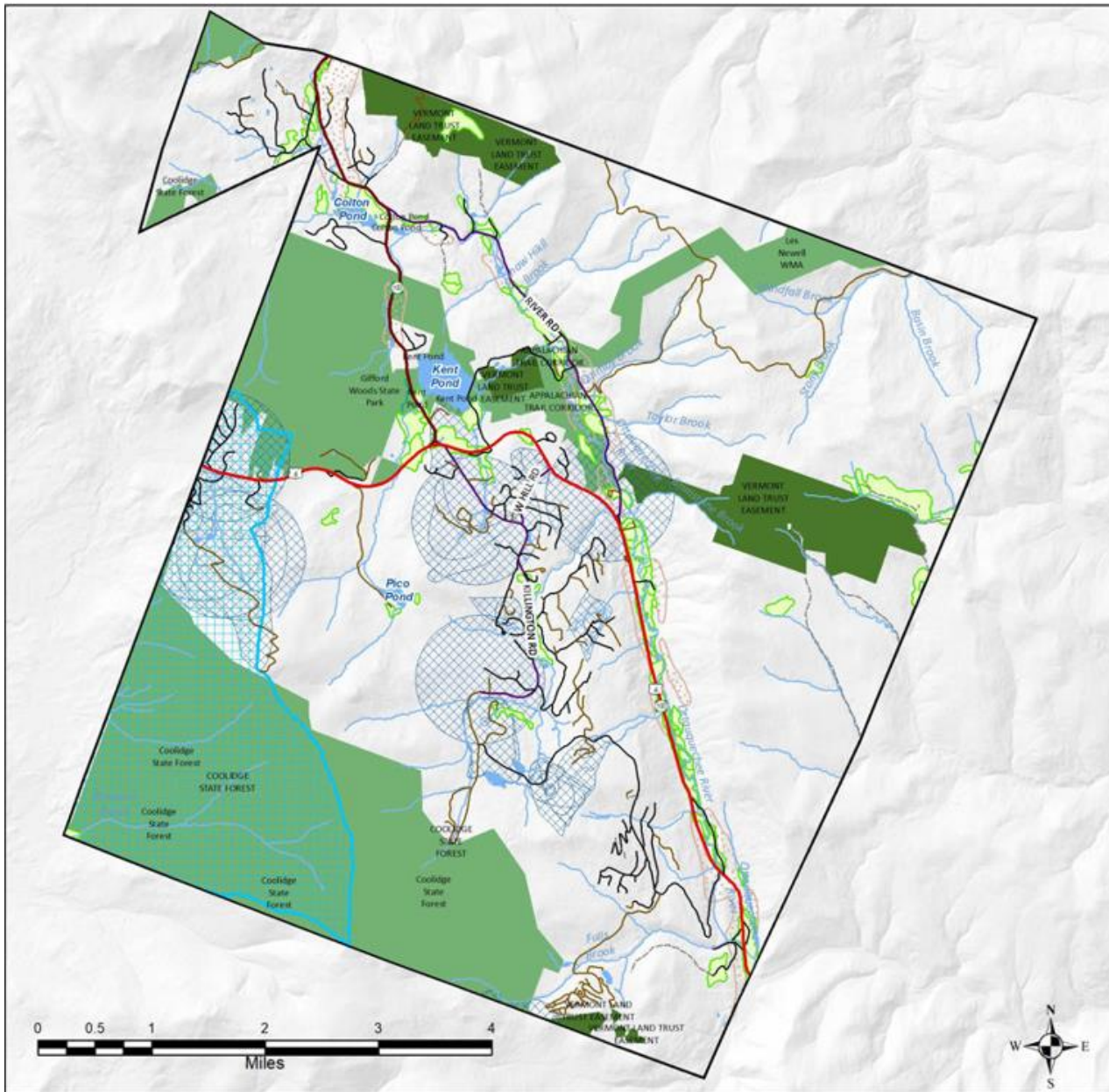


# Natural Resources

## Killington Vermont Map 2 of 3

### Legend

- Prime Agricultural Soil
- Potential Sand and Gravel Resource
- Surface Water Source Protection Area
- Ground Water Source Protection Area
- Public Lands
- Private Conserved Lands



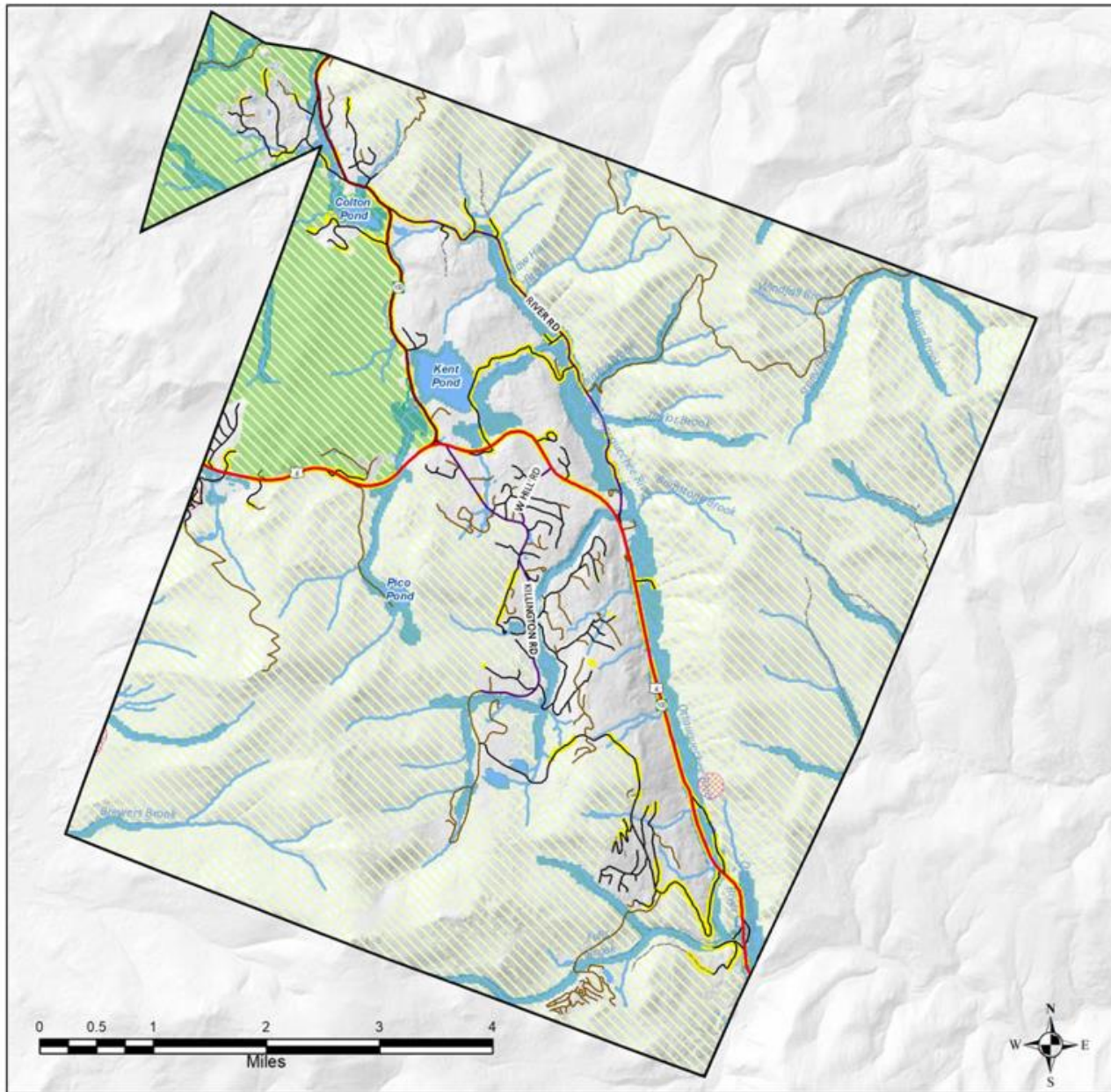
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# Natural Resources

Killington Vermont  
Map 3 of 3

## Legend

-  Vernal Pools
-  Highest Priority Wildlife Crossings
-  Highest Priority Surface Water and Riparian Areas
-  Highest Priority Connectivity Blocks (#4)
-  Highest Priority Habitat Blocks (#9)

Date: 10/27/2021



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## ADAPTIVE USE

Sound planning methods encourage the reuse or recycling of historic buildings in modern community development. As an element of the community's physical design, the preservation of historic structures contributes to the maintenance of the Town's character and cultural fabric. Old and familiar structures provide a sense of identity for residents and help establish a feeling of continuity with the past.

Adaptive use provides a social and economic rationale for the preservation of older structures which have outlived the purposes for which they were originally designed. Numerous examples of this technique exist in the Town, including the existing Town Office building (formerly a school) and several homes now converted to ski or guest lodges.

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## GOALS AND ACTION ITEMS

**GOAL A:** To protect and conserve the natural resources identified in this Plan.

**Action items:**

- During the development process:
  - Utilize best management practices to prevent soil erosion on higher elevations.
  - Avoid or minimize the impact of development on hydrological cycles within spruce-fir forests.
  - Require development within Class A Watersheds to be serviced by an approved sewage system.
  - Prohibit uses of shorelines and stream banks that would (or could) cause erosion or pollution.
  - Implement forms of green infrastructure to promote

infiltration and the retention of stormwater at its source using natural elements such as vegetation and rain gardens.

- Carefully balance natural resource preservation with the material needs of the ski industry.
- Define customary precautions to protect peaks utilized as ski trails and/or supporting their related structures.

**GOAL B:** To protect and enhance the scenic views and features identified in this Plan.

**Action items:**

- During the development process:
  - Site development projects, including cellular and renewable energy-producing infrastructure, should be designed in a manner that will not obstruct distant views.
  - Allow only the selective removal of tree cover along ridgelines to maintain their linear continuity.
  - Assess the need to review regulations related to tree-clearing on private lands.
  - Permit careful development and timber removal on steep slopes *only if* it takes care to minimize the visual impact on scenic quality.
  - Restrict land use development on the valley floor to low intensities, clustered in locations which have a minimal impact on scenic quality.
  - Implement measures designed to protect areas of scenic significance, such as land acquisition, easements, and

- a minimum set-back distance for buildings.
- Protect surface waters from uses which would reduce the scenic appeal of their shorelines.
- Designate Thundering Brook Road, the roads in Little Sherburne, and others as scenic backroads.

**GOAL C:** To protect significant fragile and natural areas identified in this Plan, including wildlife habitats, habitat connectors, forest blocks, and locations of special educational and scientific value.

**Action items:**

- During the development process:
  - Prohibit uses in floodplains that restrict or divert the flow of floodwater or endanger the health, safety, or welfare of the public, as well as the property of riparian owners during flooding.
  - Maintain predominant forest cover on slopes greater than 30 percent.
  - Update and consult on the location of deer yards and other areas deemed suitable as habitat connectors and blocks before development decisions are made.
  - Designate the nine identified scenic areas (page 21) for protection.
  - Limit public use pressures at Gifford Woods to designated areas (e.g.: mountain bike trails).

**GOAL D:** To encourage the preservation of historic buildings and foster a continued appreciation for the Town’s historic resources.

**Action Items:**

- Support the adaptive use of historic structures as a preservation method.
  - Implement design control policies as part of the Zoning Bylaws, as provided for by the Vermont Planning and Development Act (24 V.S.A. §4410).
  - Create design review guidelines to compatibly relate new construction and alterations with the present character of Sherburne Center.
- Permit residential uses alongside commercial uses so long as both are appropriate to a hamlet atmosphere (e.g.: a small crafts shop).
- Establish a Historic Settlement District encompassing the valley areas from Pittsfield to West Bridgewater, thereby recognizing their historical significance.
- Partner with the Historical Society to develop and implement projects that identify historic resources and educate residents about their significance.
  - Establish a history or ski museum or other permanent exhibit site to display the Town’s historical artifacts.
  - Work with the Sherburne Memorial Library to expand educational programs.

## TRANSPORTATION

Transportation planning is a collaborative process between town officials and planners, regional planners, state and federal transportation agencies, and private landowners and developers. The purpose of transportation planning is to maintain consistent, coordinated, and proactive responses toward preserving the existing transportation system while addressing future infrastructure improvements. Effective transportation planning can increase a town’s capacity to manage growth, foster community and economic development, improve health and safety, and assure accessibility, efficiency, and mobility. The Town will benefit greatly from implementing various planning resources and tools to help manage and grow an efficient and equitable transportation system.

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### AUTOMOBILES

Like most places in America, transportation infrastructure in Killington is overwhelmingly dependent on the automobile. The private vehicle is currently the only means to access all parts of the Town, though some buses run along Killington Road, and, during the winter months, shuttles run between some of the condominiums and the Resort (see page 31). The following is an inventory of existing infrastructure serving the automobiles that travel through Town.

- Class I – None (see right).
- Class II – River Road, West Hill Road, and Killington Road.
- Class III – Any Town roads that are “negotiable under normal conditions in a standard manufactured pleasure car at all seasons of the year” (19 V.S.A. 19 §302). E.g.: Schoolhouse Road.
- Class IV – All other Town highways (including seasonal roads and trails).

#### **A. HIGHWAYS AND ROADS**

Roads constitute the most significant component of the Town’s transportation network. Killington has a dendritic (branching) street system consisting of high-speed linear arterial roads, such as Killington Road, and local residential dead-end streets. The current highway network consists of two arterial highways, one collector, and dozens of local roads. According to the 2016 Vermont Agency of Transportation (“VTrans”) Town Highway Data, Killington has 63.66 total road miles.

VTrans has jurisdiction over the State Highways (US Route 4 & VT Route 100) in the Town, therefore they cannot be considered as Class I Town Highways. VTrans is responsible for the management and maintenance of State Highways, while also holding the legal authority to define access to the highway. Otherwise, the Town is responsible for the management and maintenance of Class I, II, and III Town Highways (19 V.S.A. §310). Class IV highways may be maintained only to the extent that the Selectboard dictates.

The Town Highway classification for roads in Killington are as follows (see right):

The Town employs a full-time Road Foreman and Road Crew. Road maintenance, including road upgrades and snow removal, is a critical need for residents and visitors, as well as a

significant item in the Town budget. The Town should coordinate with VTrans, the Planning Commission, and the Rutland Regional Planning Commission (“RRPC”) to identify and prioritize special need projects and allocate adequate funding.

**B. BRIDGES AND CULVERTS**

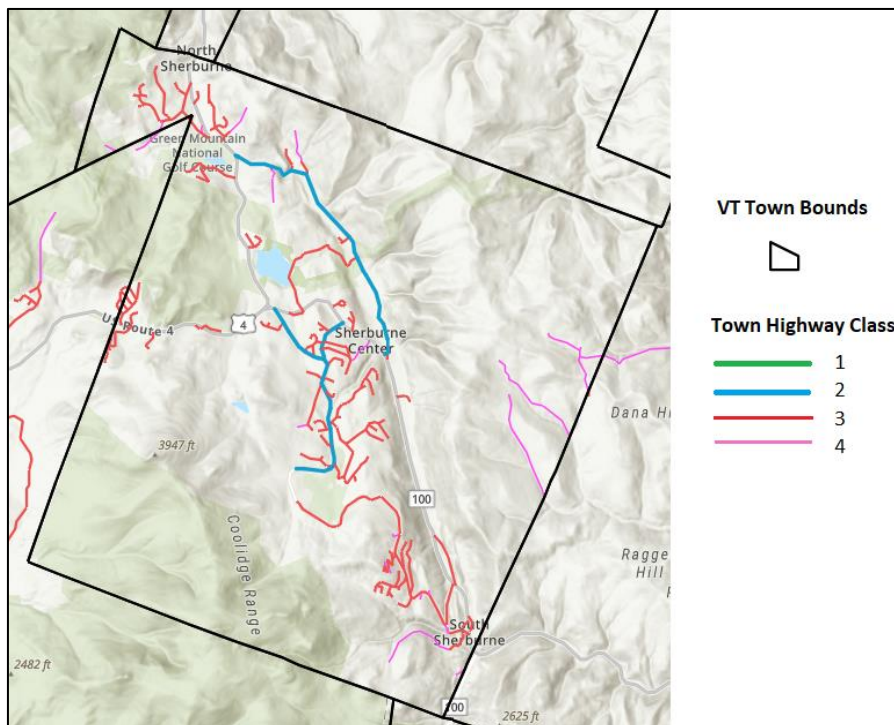
Killington has a total of 925 culverts, all of which were inventoried in 2020. The full list of culverts – sorted by condition, material, size, and type – can be found on the VTrans online culvert inventory at VTCulverts.org. The online inventory is an important planning tool for capital improvements and can provide structure for routine maintenance, prioritize upgrade projects, and allocate adequate funding.

Of the Town’s 925 total culverts, 197 culverts are listed as poor, critical, or urgent condition and should be scheduled for replacement and/or upgrade in accordance with the VTrans Town Road and Bridge Standards.

Killington has a total of seventeen roadway bridges, eight of which are State-owned and located on State Highways. The remaining nine bridges are Town-owned and eligible for state funding through the Town Highway Bridge Program. The full list of bridges with location maps and inspection reports can be accessed online through VTransparency.org.

The Town also owns an additional fourteen small bridges and large culvert structures which can be viewed at VTCulverts.org. Routine bridge inspection and maintenance are critical to ensure effective connectivity, safe travel, and a resilient transportation network.

For more information on identified bridges, culverts, road types, mileage, and the Town road network, refer to the **Transportation Map** (page 33).



*An overview of  
Town Highway  
roads in  
Killington.*

*Credit: Ethan  
Pepin*

### C. TRAFFIC VOLUME AND SAFETY

Killington’s geographic location, nestled among the Green Mountains with the Resort at its heart, has led to traffic patterns which fluctuate heavily depending on the season. The natural constraints of the mountains have led to some key road corridors, with US Route 4 and Killington Road handling the majority of traffic. US Route 4 handles a mix of local and through traffic, and its intersection with VT Route 100 and Killington Road experiences the heaviest congestion, especially in the winter. Congestion is so heavy during peak winter recreation season that local law enforcement is typically called on to direct and manage the intersection.

VTrans collects routine traffic count data for US Route 4, VT Route 100, and Killington Road. The most recent data from 2018 reported an average annual daily traffic (“AADT”) of up to 10,600 vehicles per day (“VPD”) on US Route 4, 3,800 VPD on VT Route 100, and 4,900 VPD on Killington Road. The highest AADT volumes (10,600 VPD) are reported on US Route 4 west of Pico Resort, with AADT dropping down to 4,900 VPD or less east of the US Route 4/VT Route 100 intersection.

According to the VTrans Public Crash Data Report, from January 1st, 2018, to January 1st, 2023, Killington experienced 219 crashes with thirty-six resulting in injury, and one resulting in fatality. Of the 219 total crashes, almost 38% (eighty-three total) occurred on US Route 4. This is down slightly from the previous five-year period (2015-2019) with a total of 264 crashes (almost 43% occurred on US Route 4). The multi-lane state highway is a 50 mile per hour road and experiences higher crash rates due to non-local traffic and higher speeds and volumes. Crashes are spread throughout the corridor but tend to correlate with intersections and curb cuts.

The efficiency and safety of Town roads are directly affected by the frequency and location of points of access (or curb cuts.) Incorporating Vermont Access Management Best Practices can work to optimize the safety and efficiency of roadway access by reducing the number of conflict points where accidents typically occur. Consistent, comprehensive access management policies are necessary to balance the needs of roadway users with the needs for land development. Strategies for improving access management include:

- Adequate sight distance at a driveway or intersection;
- Adequate distance between curb cuts and driveways;
- Shared driveways and driveway turnarounds;
- Appropriate on-site and shared parking; and
- Landscaping and buffers that define and limit access points.

These strategies are important for improving the transportation infrastructure of the Town and should be incorporated when considering changes to Killington Road (or with new development in general).

### D. THE MUNICIPAL ROADS GENERAL PERMIT

The Municipal Roads General Permit (“MRGP”) is intended to achieve significant reductions in stormwater-related erosion from municipal roads, both paved and unpaved. To comply with the MRGP, municipalities implement a customized, multi-year plan to stabilize their road drainage system.

With the help of the RRPC, the Town conducted a road erosion inventory in 2020 to identify problematic road segments, develop mitigation strategies, and target potential sources of funding. The full road erosion inventory can be accessed online

through the MRGP Implemental Table Portal. The online portal is an important planning tool to ensure compliance with the MRGP and can help prioritize road segments and identify sources of funding.

Of the total 31.7 miles of hydrologically connected roads, the Town has thirteen very high, thirty-eight high, and dozens of moderate and low priority road segments that need to be upgraded to MRGP standards.

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### **ALTERNATIVE TRANSPORTATION**

As detailed in the Land Use Chapter (see page 5), historic development patterns gave little or no thought to pedestrian access, public transit, or compact development. Since the construction of Killington’s first sidewalk in 1990, the Town has made incremental progress in accommodating for alternative means of transportation. The Killington Forward Initiative (see page 55) will make larger strides with the total reconstruction of Killington Road as a complete street.

#### **A. BICYCLE AND PEDESTRIAN NETWORK**

Bicycle and pedestrian travel are critical elements in creating a balanced and resilient transportation network. Bicycling and walking are efficient means of transportation with community health and energy conservation benefits; it also reduces congestion and the demand for parking. Presently, the only dedicated bike/pedestrian transportation facility is the path along Killington Road. The current plans for redeveloping Killington Road call for extending the path to accommodate shared uses and improving pedestrian safety at key crossings, forming the spine of Killington’s active transportation network.

Over recent years, the increase in summer tourism has resulted in a significant increase in the number of people mountain biking in

Killington. While most of this takes place on trails, cyclists use roads to connect the various trails, resulting in many more cyclists on the road network. To accommodate this growth in cyclists, the Town should work to make both Town and state roads bike and pedestrian friendly.

#### **B. PUBLIC TRANSIT**

The Marble Valley Regional Transit District (“MVRTD”), a.k.a. “The Bus”, provides the primary public transit route to and from Killington. The “Killington Commuter” travels from the transit center in downtown Rutland and services Rutland City, Rutland Town, Mendon, and Killington. The Killington Commuter Route is seasonal, operating sixteen trips per day, seven days per week in the winter and thirteen trips per day, seven days per week in the summer. Though ridership continues to recover after COVID-19, the Killington Commuter Route had ridership of 210,690 in FY22 and is projected to exceed that in FY23.



*“The Bus” leaving Killington.  
Credit: Robert Layman*

Killington currently has eleven fixed bus stop locations for MVRTD along US Route 4 and Killington Road, however signage and shelter structures are substandard or nonexistent. MVRTD will also make “Flag Down” stops along the route if the driver determines it is safe to stop. As part of the reconstruction of

Killington Road, the Town plans to upgrade these stops with bus pullouts and shelters. MVRTD additionally offers complementary para-transit service, service for Medicare patients, and services for elders and persons with disabilities.

While MVRTD provides the core commuter service, the Resort operates its own internal shuttle service which operates seven total routes. The Diamond Express, Base Area Transit Route, and Ski School Shuttles are the three core routes which operate seven days a week. The other four routes operate on weekends and holidays when demand is greater. Resort Shuttles and the MVRTD Killington Commuter line provide local and regional service respectively and are well coordinated.

#### **C. ELECTRIC VEHICLES**

There are a number of EV charging stations in Killington, with most of them concentrated at Pico & Killington Resort parking lots. The remainder are spread throughout the Town, including locations like the Town Offices and the Library. Killington has good EV charging coverage compared to most Vermont towns, though the Town should continue to monitor the situation (including growth in EV sales) and investigate opportunities to expand charging capacity.

#### **D. PARK-AND-RIDE**

The Town has a Park-and-Ride facility located at the intersection of Killington Road and US Route 4. This park-and-ride already sees some of the highest use in the region and has the potential to help manage travel demand on Killington Road given the existing bus stop.

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### **COMPLETE STREETS**

The Complete Streets Initiative is a comprehensive planning, design, and implementation

system under VTrans that broadens transportation possibilities beyond motor vehicles. Implementing complete streets practices can improve alternative modes of transportation and improve safety. Complete streets also create a “sense of place” that fosters community health and economic development.

#### **A. KILLINGTON ROAD RECONSTRUCTION**

Killington Road suffers from an auto-centric design that allocates the majority of public right-of-way to automobiles. There are inconsistent bicycle and pedestrian facilities on one side of Killington Road, but the overly wide road width makes on-road bicycling and pedestrian crossing dangerous. To address safety for pedestrians, bicyclists, and automobiles, the Town is pursuing funding to carry out a Complete Streets reconstruction of Killington Road. The reconstruction will also address the unsafe grade that exists at the base of Killington Road and configure the Killington Road / East Mountain Road intersection to a roundabout.

#### **B. BUILDING CONNECTIONS TO TRAILS**

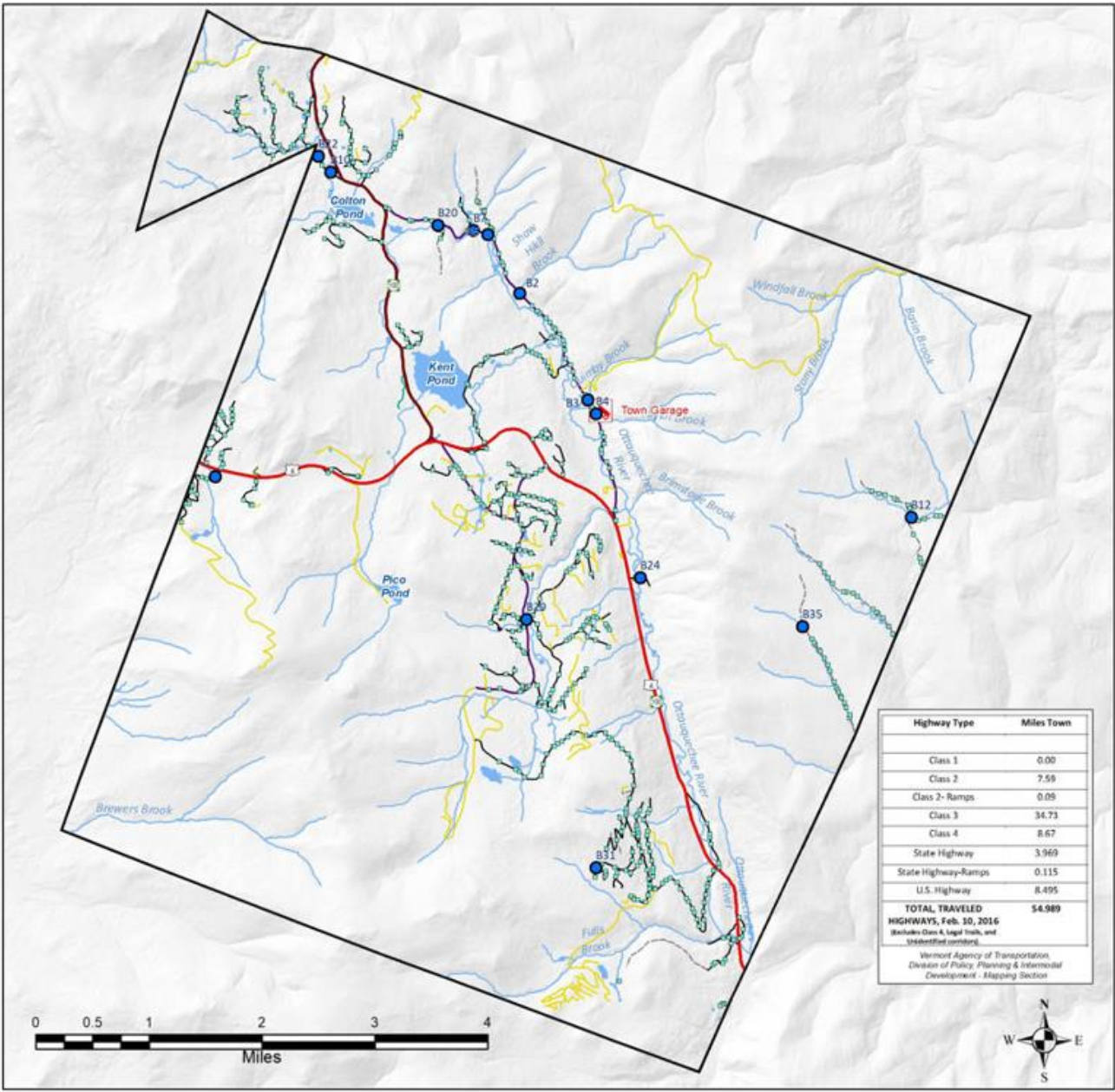
Killington contains several mountain biking trails networks utilized by visitors and locals alike. However, some of these assets lack direct connections to Killington Road and the Resort. The Town is conducting a study examining the feasibility of accommodating cyclists along VT Route 100 and providing crosswalks.

Given recent history, biking will likely become a more popular form of both practical and leisure transit. The Town should continue to work with VTrans to make the infrastructure improvements allowing recreational cyclists safe access to trails. Continued planning will help create connections to local assets, accommodate more tourism traffic, and improve multimodal options.



# Transportation System

## Killington Vermont



### Legend

- Bridge
  - Culvert
  - Killington Town Garage
  - Rivers and Streams
  - Lakes, Ponds and Major Rivers
  - Killington\_Boundary
- ### Highway Classification
- US Highway
  - State Highway
  - Town Class 2
  - Town Class 3
  - - - Town Class 4
  - Private
  - State Forest Highway
  - National Forest Highway

Highway Type	Miles Town
Class 1	0.00
Class 2	7.59
Class 2- Ramps	0.09
Class 3	34.73
Class 4	8.67
State Highway	3.969
State Highway-Ramps	0.115
U.S. Highway	8.495
<b>TOTAL TRAVELED HIGHWAYS, Feb. 10, 2016</b>	<b>54.989</b>

(Excludes Class 4, legal trails, and independent roads.)

Vermont Agency of Transportation  
Division of Policy, Planning & Intermodal Development - Mapping Section



Date: 10/27/2021



Document Path: D:\RRRPC\Killington\Town Plan 2021\Transportation Map 2021.mxd

### C. US ROUTE 4, VT ROUTE 100, AND KILLINGTON ROAD INTERSECTION

The Town is pursuing a Village Center Designation for the development cluster along US Route 4 approaching the intersection with Killington Road and VT Route 100 (see page 57). The current roadway design favors high speed automobile traffic and is not suitable for the typical Village Center environment. As Killington continues to seek this designation, the Town should work with VTrans and the RRPC to redevelop this section of roadway with Complete Streets principles in mind.



Along Killington Road.

### REGIONAL OVERVIEW

Killington participates in regional transport planning as a member of the Rutland Region Transportation Advisory Committee (“TAC”). The TAC, consisting of representatives from all Rutland Region towns, identifies and develops solutions to town and regional transportation issues and serves to promote and support an integrated, sustainable, and resilient transportation system. The TAC also serves a key role in the project prioritization process with VTrans to add and rank projects on the State Capital List for state and federal funding.

Killington is also involved with the MVRTD Board, which currently has representation from the Town as well as the Resort. The MVRTD Board governs the operations of the transit district and works to provide the best transit service possible while maintaining responsible fiscal stewardship over the district.

### GOALS AND ACTION ITEMS

**GOAL A:** To provide a well-maintained multi-modal transportation system that provides safe mobility options within the Town and connections to neighboring communities.

#### Action Items:

- Continue to identify transportation priorities and pursue grant funding for project planning, engineering, and implementation.
- Ensure that major future development includes transportation demand management plans to adequately address increased traffic through the provision of multi-modal transportation options.
- Continue to encourage the growth of transit access for both local private shuttle systems and regional public transit routes.
- Increase coordination and cooperation between local systems and the regional system run by the MVRTD.
  - Work with Marble Valley to provide increased bus service during peak periods and ultimately provide a continuous shuttle between the Park & Ride and the Resort.

**GOAL B:** To keep the function of roadways consistent with Town objectives regarding safety, economic development, land use, and scenic and historic preservation.

**Action Items:**

- Develop and implement a clear access management policy that minimizes new access points to a feasible extent, especially with regard to US Route 4, Killington Road, and West Hill Road.
- Work with VTrans to designate a section of US Route 4 (from the intersection with Killington Road to the ERA Real Estate Building) as a Local Class I road. This will allow the Town to lower speed limits and work towards creating a Village Center.
- Designate any new roads as Class 3 highways *only if* they have been constructed in accordance with Town Highway specifications, and if Town ownership is consistent with the public interest.
- Ensure that future roadway projects give special attention to creative landscaping, natural screening, innovative signage, outdoor lighting, and the attractive application of colors, materials, and textures. This will help create an aesthetically pleasing built environment while enhancing the natural environment.
- Utilize asset management tools such as VTCulverts.org to plan culvert upgrades and maintain an up-to-date culvert inventory.
- Develop plans and apply for grants to fund high priority culverts.

**GOAL C:** To ensure that new transportation infrastructure reinforces and supports the planned growth patterns of the Town and encourages alternative modes of transportation.

**Action Items:**

- Incorporate Complete Streets design principles in the reconstruction of Killington Road, including bicycle and pedestrian pathways, designated crossing points, streetlights, bus pull-offs and shelters, and traffic calming measures.
- Investigate the feasibility of a bicycle and pedestrian path along VT Route 100 between US Route 4 and River Road that will maintain the scenic character of the roadway.
- Consider the infrastructure at and surrounding transit stops, and work to provide infrastructure that improves conditions for transit riders and traffic flow, including safe paths to transit stops, shelters, and transit pull offs.
- Review and update the Zoning Bylaws to make certain future development along Killington Road adheres to Vermont Access Management Best Practices.
- Work with landowners along Killington Road and encourage them to better channelize and consolidate curb cuts.

## PUBLIC UTILITIES AND FACILITIES

The provision of adequate public utilities and facilities is required for an improved living environment. They can serve as positive reinforcements to the physical, economic, and social structure of a community. Through proper planning, utilities and services should keep pace with growth and development in the Town. Any expansion of infrastructure, such as through Phase I of the Killington Forward Initiative (see page 56) should be made within the framework of good planning and orderly development.

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### UTILITIES

#### **A. SEWAGE TREATMENT**

##### **I. SEWER DISTRICTS**

Killington is serviced by several large capacity sewage treatment facilities, including the Sherburne Fire District #1, the Alpine Pipeline Sewer District, and the Route 4 Sewer District. Sherburne Fire District is a public system that operates independently, while Alpine Pipeline and Route 4 Town is operated by the Town. Sewage from these Town-owned facilities are treated by the City of Rutland. The extent of these three facilities is summarized below:

- Sherburne Fire District #1 – services the Killington Road Commercial district from Glazebrook Condominiums to the Woods Condominiums. It extends approximately 250 feet off Killington Road.
- Alpine Pipeline Sewer District – services the Alpine Road district which includes Pico, expanded development in the Killington Basin (including the Killington Grand Hotel), and sections west of Sherburne Pass.
- Route 4 Sewer District – services existing and proposed development at two locations: along Killington Road to approximately Merrill Drive, and the

area from the top of the Pass to just east of the US Route 4/Killington Road intersection.

The Resort operates two independent sewage treatment systems servicing the Ski Village District and the Killington Basin Section. In 1997, the Resort entered a contract to purchase approximately 600,000 gallons per day of wastewater disposal capacity from Rutland City. To serve the Grand Hotel, the Resort then constructed a pipeline from the Resort treatment plant to the Alpine Pipeline. It is anticipated that this pipeline will service the Six Peaks Ski Village.

##### **II. ON-SITE SYSTEMS**

With the exception of Sunrise Condominiums and the Topridge development (both of which are serviced by their own facilities), the remainder of sewage treatment and disposal is primarily carried out by individual on-site septic systems. Soil interpretations provided by the Soil Conservation Service indicate that most of the Town is covered with soil types that have severe limitations for on-site sewage systems. Reliance upon leaching systems therefore limits the potential for development in large portions of the Town.

## B. WATER SUPPLY

There presently exists no municipal water system in Killington. Most residential and commercial dwellings maintain individual wells whose groundwater supply is primarily from bedrock aquifers. There are over 600 private wells in the Killington Basin Section of town. There are also numerous public water systems that service the various hotels, condominiums, and restaurants.

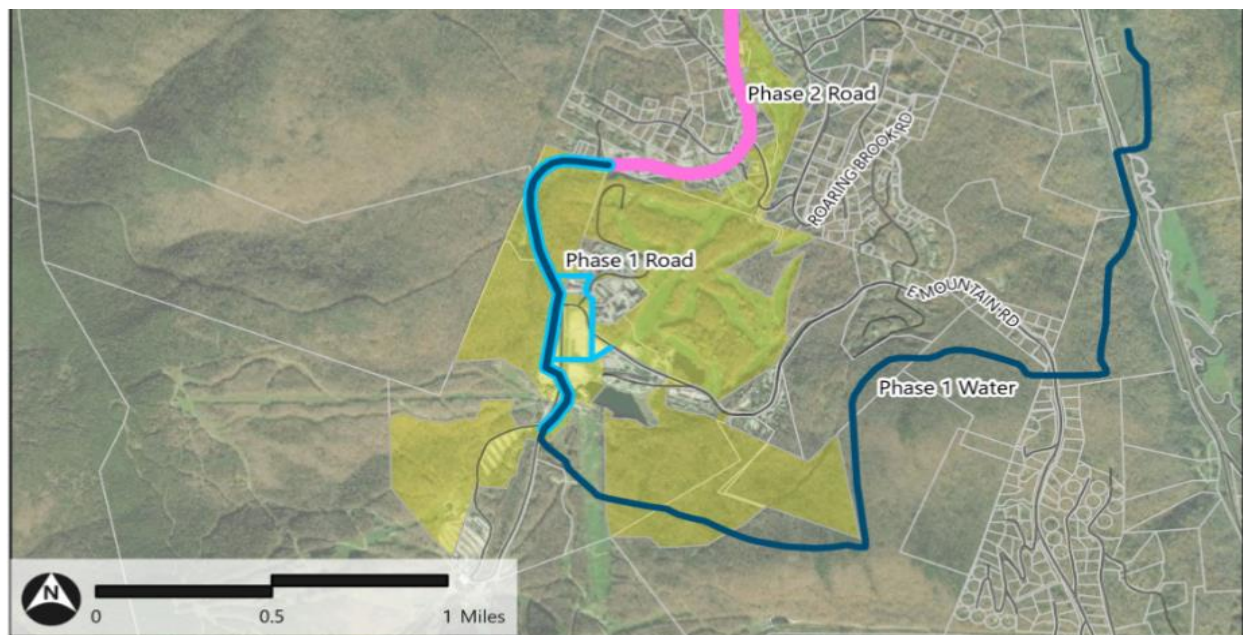
## I. WATER QUALITY

Existing water quality issues in Town include groundwater contamination from manmade sources (i.e. petroleum contamination) and naturally-occurring elements (i.e. radium, arsenic, iron and manganese). Per- and poly-fluoroalkyl substance (“PFAS”) levels above the State limit was found in the water at the Killington Mountain School in 2019. Subsequently, PFAS has been detected in the water for several other businesses located along Killington Road.

Since there are no State-mandated testing requirements for private wells, the extent of potential water quality problems with the 600+ private wells in the study area are unknown.

## II. CONSTRUCTION OF A MUNICIPAL SYSTEM

Given these water quality issues and expected future development along and adjacent to Killington Road, the Town is in the process of creating a municipal water storage and distribution system. In preparation for the municipal system, the Town will secure ownership of the gravel-packed wells generally located behind the Dream Makers Bakery. A hydrogeological investigation determined that the aquifer has sufficient water to serve the needs of the Resort expansion, the full development of Six Peaks Ski Village, and existing and future development along Killington Road and a small section of US Route 4.



Water Project	Road Project	Proposed TIF Boundary
Phase 1	Phase 1	Killington Parcel Boundary
	Phase 2	Road

The water project portion (navy blue) of the TIF Infrastructure Phasing Map.

The municipal water system will be constructed in four phases over a six-year period. The Town has secured funding from a variety of federal and state grants and continues to seek additional grants and loans. In March 2023, residential voters authorized the Town to incur debt up to \$47 million to pay for Phase I of the municipal water system and improvements to Killington Road (see page 57). Construction for Phase 1 of the water system is scheduled to commence in the Summer of 2023.

### **C. SOLID WASTE DISPOSAL AND RECYCLING**

Killington is a member of the Rutland County Solid Waste District, the primary regional entity responsible for administering and addressing solid waste disposal on behalf of its constituent municipalities. The Town provides a collection site adjacent to the Town Garage for residential use, bulky items, and recycling. Solid waste disposal for commercial users is provided by private contractors.

In 2012, Act 148—Vermont’s Universal Recycling Law—was passed. The intent of the law is to divert recyclable items, leaf and yard debris, and food scraps from landfills. Owners and trash haulers are responsible for collecting and managing these wastes accordingly. Municipalities are also required to implement variable rate pricing based on volume or weight. The Town works closely with the Solid Waste District to ensure compliance with Act 148.

### **D. UTILITY LINES**

Reliable electric service is essential for the future well-being of the community. Green Mountain Power (“GMP”) provides power to the Town and has indicated they will continue

to provide capacity as needed to meet local demand.

All large development projects that are reviewed under the Act 250 process require an “Ability to Serve” letter from GMP. The local Site Plan and PUD review process requires that all applicants provide proof of any required State permits for water, wastewater, and other utilities before local approval will be granted.

## **E. ENERGY**

### **I. PERMITS AND SITING**

Wind turbines, water generators, solar energy collectors, and other energy-producing facilities should be permitted uses in any district. However, consideration must be given to the compatibility of the project’s design with the surrounding environment. For example, structures should not be built that would overshadow adjoining property owners’ lots or existing structures, thereby restricting their use of solar energy collectors. Design elements and appropriate site placement must be incorporated to mitigate any negative impacts on the immediate environment and scenic views.

The Killington Zoning Administrator makes available State energy code requirements to applicants for new construction. The Town encourages compliance with the 2011 Vermont Residential Building Energy Standards (“RBES”) and distributes the RBES certificate with all residential zoning permit applications. Killington strives to ensure that all municipal facilities are energy efficient.

### **II. RENEWABLE ENERGY UPGRADES**

The Town has installed two new solar arrays on the Town Garage and the newly built Public Safety Building (see following page).

Together, these systems will generate enough power to cover approximately 80-90 percent of municipal power needs. To supplement the remainder of demand, smaller systems have been installed at the Town Office and library. These systems also provide battery backup to each facility.

The Resort is the largest energy consumer in the Town, but it has recently focused on reducing consumption through innovative conservation measures. In 2017, the Resort partnered with GMP and local dairy farmers to convert methane gas from cow manure into electricity. This “BioGas” powers the Resort’s K-1 Express Gondola and the Peak Lodge, providing over a million-kilowatt hours of energy annually. Additional investments over the years include seventeen solar installations, 163 low energy snowmaking equipment units, and forty-seven EV charging stations. The Resort also partners with Namaste Solar to operate four off-site solar farms.



*One of the Resort’s many low energy snowmaking units.*

## F. TELECOMMUNICATIONS

The Vermont Public Utilities Commission (PUC) regulates the siting, construction, and modification of towers and cellular structures. Traditional tools that towns use to participate in cellular facilities siting include planning,

adopting bylaws, and focusing on aesthetics, safety concerns, and character of the neighborhood.

As a result of rapid industry growth, emerging technologies, and industry permit leasing requirements, Vermont towns have seen an increase in applications for cellular towers. Given the industry’s plans to increase its presence – and the often highly sensitive nature of cellular tower proposals – it has become increasingly urgent to adopt specific community standards that address the siting and application requirements for these towers. Thoughtful regulations will balance the desire for better communications facilities with the desire to preserve scenic landscapes and ensure safety in each community.

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## FACILITIES

On a comparative basis, the Town provides a wide range of community facilities. These include the Town Office, fire and police protection, emergency medical services, the Sherburne Library, and the Town Garage and Transfer Station. Recreational assets include sports fields, a rec center, a swimming pool, and a golf course. Many of these facilities are located on River Road, though the Town recently constructed a new Public Safety Building on Killington Road. The Public Safety building provides space for the Killington Fire and Police Departments

Some current facilities, such as the Town Office and Recreation Center, need extensive upgrades. As Killington continues to grow, the Town will consider relocating some of these facilities alongside Killington Road. In doing so, the Town will enhance the concept of smart growth, providing facilities that are accessible to Killington’s most densely built

residential section. The facilities would be integrated into the heart of the Commercial District and easily reachable by public transportation and pedestrian walkways. Additionally, moving current facilities would assist the Town in applying for the Village Center Designation, which requires the presence of civic buildings (24 V.S.A. §2793a).

For the current locations of Killington’s community and education facilities, refer to the **Community and Education Facilities Map** (page 43).

## A. EDUCATION

### I. PUBLIC

Killington Elementary School (“KES”), originally named Sherburne Elementary School, opened its doors in 1971. The school is a one-story, steel-framed building situated in a cul-de-sac at the southern end of Schoolhouse Road. Amenities include a playground, a nature trail, a traditional “sugar house” used annually as part of the fourth-grade curriculum, a full-size gymnasium and stage, and a large library. KES can support up to 153 students from grades PreK-6. Since its inception, enrollment has ranged from 78 to 125 students, including as many as 50 tuition students from neighboring towns.

The Killington School District is a member of the Windsor Central Supervisory Union, with students in grades 7 through 12 attending Woodstock Union Middle and High School. On July 1, 2018, the six towns of Bridgewater, Killington, Plymouth, Pomfret, Reading, and Woodstock came together to form a single PreK-12 school district, which was renamed Mountain Views School District effective March 2023.

## II. SPECIALIZED

Killington Mountain School (“KMS”) began in 1974. Located on Killington Road, KMS combines college-preparatory academics with world-class athletic training. Approximately 120 students can attend either year-round or during the winter session. KMS is a fully approved Vermont independent school serving grades 6-12 with additional offerings for post graduate student-athletes.

The Town also hosts Vermont State University’s Resort Hospitality Management Program. The program is in a converted lodge on Killington Road, which provides class space and student living facilities. Students learn directly from Resort staff and management to develop the practical skills required to succeed in the hospitality business.

## B. THE LIBRARY

### I. RESOURCES AND SERVICES

The Sherburne Memorial Library (“SML”) is a Town Department governed by an elected Board of Trustees, and it continues to grow and thrive along with the local community. The library’s collection of over 22,000 items includes a significant print collection, a very popular DVD collection, books on audio CD, and over 60,000 e-books and e-audio with the support of the Green Mountain Consortium services.

SML also has access to over 500 free online continuing education classes, research tools, professional journals, large print books, and a growing collection of Vermont publications. All materials are available free of charge to all Killington property taxpayers and state residents. Borrowing any material requires a one-time payment of \$15 for an individual card (or \$25 for a family card).



The library offers free access to the Internet for all visitors. Patrons can connect to wireless access from anywhere on the property after the library is closed. SML has eight computer stations available for public use and two designated specifically for children. The library is also home to the Sherburne/Killington Historians collections that include family histories, genealogies, civil war diaries, and various donated artifacts.

## II. PROGRAMMING

SML has an active friends' group which supports both adult and children's programs throughout the year. Offerings include book discussions, film series, lectures, adult craft sessions, author visits, story times, and a hugely successful summer reading program for all ages. The library additionally hosts the Vermont Fairy Tale Festival every September. This free statewide event celebrates public libraries and brings over 1,000 participants to the area each year. The library will continue to work cooperatively with various local groups to provide quality programming both on and off site.

## C. FIRE AND RESCUE

In 2021, Killington voters authorized the establishment of a municipal fire department and terminated its contract with the Sherburne Volunteer Fire Department, Inc. Killington Fire Department personnel consist of a full time chief, a deputy chief, and volunteer firefighters with varying levels of expertise. Volunteers obtain their firefighting skills through attendance at weekly training sessions and state and county fire schools.

The Fire Department is an active member of both the Rutland County and Connecticut River Valley Mutual Aid Systems. The Department also houses the Search and Rescue operations for the Town as of Spring 2023.



*SML surrounded by beautiful fall foliage. Credit: SML*

Killington is largely rural; however, the Town is host to the largest ski resort in the eastern United States. This has resulted in an expansion of condominiums, second homes, hotels and lodges, restaurants, retail stores, and other commercial infrastructure.

Challenges faced by the Fire Department given these developments include the following:

- Many of the residences are condominium complexes located in the woods, some distance from the main roads.
- Many of the units are occupied only seasonally by renters and owners who are not familiar with their exact location.
- There is not always a convenient source of water for firefighting. The Department often uses a tanker truck to shuttle water to the scene of a fire.

The establishment of the municipal department, the construction of the new public safety building, and the creation of a public water supply (which will include hydrants along Killington Road) should improve the delivery of local firefighting services.

#### D. POLICE PROTECTION

The Killington Police Department, staffed with three full time police officers, is responsible for over fifty-four miles of roads, 3,171 tax accounts and up to 20,000 people on a busy ski weekend. In 2022, the department handled 1,911 cases and phone calls for service. The caseload and calls for service are increasing, requiring more investigative time and follow-up than in past years. As a result, the approved 2023/2024 budget includes the addition of a fourth full-time police officer.

The Police Department utilizes a community-oriented style of policing. This is a joint venture that brings together the police and the community to solve neighborhood problems, quality of life issues, and prevent crime. Resort policing also requires a unique philosophy, relying on community-oriented policing techniques and focusing on customer service. The Killington Police frequently interact with the Vermont State Police, police departments of other Vermont municipalities, and additional law enforcement agencies to foster cooperation in the provision of police services.

In 2019, Chief Montgomery developed a Strategic Plan that will guide the Police Department as it grows. The Strategic Plan serves as the foundation for how the department will provide services in the future. It identifies a series of goals and metrics that can be used to measure progress towards achieving these goals.

#### E. EMERGENCY AND MEDICAL SERVICES

##### I. IN-TOWN

Emergency facilities in the Town are limited but have expanded in recent years. The Fire Department has a First Response unit to

provide initial treatment and quick response time. The area is also served by the Rutland Regional Ambulance Service, of which the Town is a member. During the winter months, personnel with first aid training comprise the Skiing Services Department at Killington Resort and the Ski Patrol at Pico Mountain. The Killington Mountain Medical Clinic near Ramshead Base Lodge operates during the skiing season and specializes in sports medicine.

#### II. REGIONAL SERVICES

Generally, medical needs for residents of the Town are served by facilities within the Rutland area, which includes the Rutland Regional Medical Center. Many Killington residents also use the Dartmouth-Hitchcock medical facility in Lebanon, New Hampshire, and the University of Vermont Medical Center in Burlington. All the above medical centers provide surgical and convalescent care. The Visiting Nurses Association of Woodstock and Rutland provides home visits and health supervision. Other services available to Town residents include the Alcohol Rehabilitation Board, the Rutland Department of Social Welfare, the Rutland Mental Health Service, the Public Health Nurses of Randolph, and the Vermont Association for Crippled Children.



*Killington Police at the 2021 Audi FIS World Cup. Credit: Killington Police Facebook.*

# Community and Education Facilities

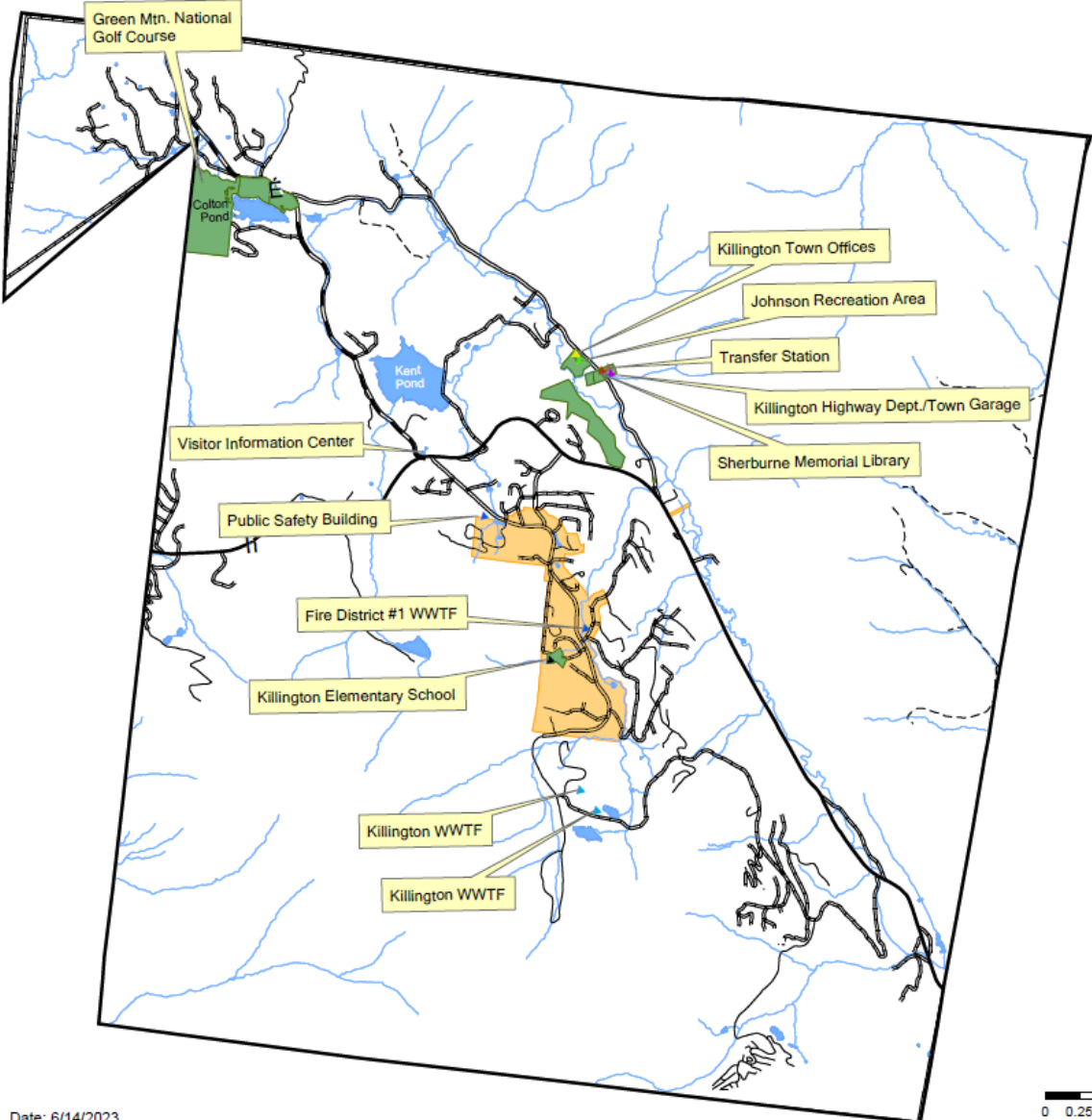
## Killington, Vermont

### Community Facilities

- ▲ Elementary School
- ▲ Fire District #1 WWTF
- ▲ Highway Department
- ▲ Johnson RC/TO
- ▲ Killington Town Office
- ▲ Library
- ▲ Transfer Station
- ▲ Wastewater Treatment Facility

- Town of Killington Land
- Fire District #1

- US Highway
- State Highway
- Class 2 Town Road
- Class 3 Town Road
- Class 4 Town Road
- State Forest Road
- Private Road
- Other Road
- ~ Rivers & Streams
- ~ Lakes & Ponds



Date: 6/14/2023

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## F. OTHER USES AND PROPOSALS

Some facilities listed in this chapter may serve more than one purpose. For example, while the Public Safety Building houses the Fire and Police Departments, the building also has a community room available for use by the Boards and Commissions, civic organizations, and the general public. The library is host to a meeting room, kitchen, and restrooms. SML is also used extensively for community groups to hold meetings and other special events. The most popular among these is the summer evening concert series sponsored by the Recreation Department.

As the Town continues to expand into a four-season resort area, facilities will need to be relocated and expanded accordingly. Most notably, the Town Office will be moving to the building housing the Killington Post Office on US Route 4. The current Town Office Building is planned to provide expanded space for the Recreation Department and the Active Seniors group.

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## GOALS AND ACTION ITEMS

**GOAL A:** To provide and maintain affordable and efficient public facilities and utilities commensurate with maintaining health, safety, and economic well-being.

**Action Items:**

- Expand access to existing wastewater treatment facilities where physically and economically feasible to lessen the reliance on in-ground septic systems.
- Encourage development in areas serviced by municipal sewer.
- Finance and construct the municipal water system to expand access to safe and reliable drinking water.

- Continue to expand municipal water as recommended in the Killington Forward Plan and investigate opportunities to expand the system to areas beyond.
- Convert the present Town Office into a recreation space to promote groups such as Active Seniors.

**GOAL B:** To review the use and maintenance of all municipal facilities and equipment and ensure maximum energy efficiency.

**Action Items:**

- Refer to Goal C in the Energy Chapter of this Plan (page 61).

**GOAL C:** To provide municipal infrastructure which will direct development toward an efficient and environmentally sound use of the land.

**Action Items:**

- Relocate the Town Offices along US Route 4 to promote smart growth principles such as clustering and mixed-use development.
- Provide municipal infrastructure that encourages denser commercial and residential development.
- Continue to work closely with the Rutland County Solid Waste District, Rutland Region communities, and the RRPC in developing solid waste and recycling alternatives.
- Continue to expand solar and renewable energy projects, taking into consideration design elements and site placement.

**GOAL D:** To continue bolstering public safety services to meet growing public demand.

**Action Items:**

- Determine the need to expand paid public safety services to overcome

- volunteer shortages.
- Evaluate the potential for a paid Municipal Emergency Medical Services Program.
- Continue to fund training and education for paid and volunteer personnel.

**GOAL E:** To continue to support and expand Killington’s education system and community involvement with the library.

**Action Items:**

- Encourage new families to move to Town and enroll PreK-12 students in public school by offering robust educational and recreational programming.

- Continue to work with the school district to provide recreational, educational, and cultural events for the community.
- Expand the services provided by SML, such as internet access, and continue to provide opportunities for the community to gather and celebrate all Killington has to offer.
- Maintain the relationship between the library and the Town’s Recreation Department to support the summer concert series, taking advantage of the library’s back lawn and beautiful venue.



## RECREATION AND CULTURAL RESOURCES

With Killington’s reputation as the largest ski area in the East, recreational tourism has always been a cornerstone of the local economy. Support for recreational tourism traditionally involved prioritizing accommodations for winter sports and activities. In recent years, both the Town and the Resort have focused on developing Killington as a four-season resort. Investments in golf courses, mountain biking, hiking, and other outdoor forms of recreation are only part of this strategy.

There remains a growing need to coordinate and promote the many cultural and recreational activities which have become a part of the Town. Supporting these activities will not only enhance Killington’s four-season character but also enrich the lives of full-time residents. While continuing to sustain the ski resorts, the Town can leverage a multitude of resources (both natural and manmade) to diversify and strengthen the economic base.

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### RECREATION

#### **A. NATURAL CAPITAL**

The natural environment of the Green Mountains is perhaps the Town's greatest economic and recreational asset. It provides an abundance of open space and is the setting for a multitude of recreational activities which attract visitors throughout the year.

In addition to State-owned and Forest Reserve land, there are a multitude of streams, the Colton, Kent, and Pico Ponds, the Ottauquechee River, the Appalachian and Long Trails, and hundreds of acres of woodlands and mountains. These locales offer a full array of warm season outdoor activities, including fishing, camping, hiking, swimming, mountain biking, and boating. In colder weather, these lands become ideal for cross country skiing and snowshoeing.

The above activities rarely occur in isolation. Dollars are injected into the local economy by hobbyists looking for a place to relax after a long day. Local jobs are created to meet this need and sustain economic integrity. By supporting additional outdoor hobbies, the Town can host a stable, year-round body of consumers and employees.



*Credit: Jim Smith*

#### **B. MANMADE CAPITAL**

The tourism scene is already strongly supported by existing infrastructure, albeit with the emphasis on skiing. In an effort to provide additional recreational opportunities, the Town has:

- Created an extensive system of mountain bike trails, walking trails, and water/kayak trails on public lands;
- Maintained the Herbert I. Johnson Recreation Area, providing the Town with an outdoor swimming pool, tennis, pickleball, & basketball courts, picnic areas, playground equipment, and baseball and soccer fields;

- Purchased and sustained the operations of the Green Mountain National Golf Course, the one and only municipally owned and operated eighteen-hole golf course in Vermont; and
- Provided programming for all ages including day camps, youth and adult sports, swim lessons, and active seniors.
- Work with private landowners that have large tracts of land to encourage public access.

Additionally, the Resort recently constructed many summer amusements at the base of Snowshed slope. Featured attractions include zip lines, a mountain coaster ride, and ropes and obstacle courses.

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## CULTURAL

The Town has worked with several local civic groups and businesses to promote in-Town cultural events. These include the annual Killington Music Festival, the Killington Arts Guild, the Cooler in the Mountains and River Road concert series, and the Liquid Art gallery. The Resort also hosts many events throughout the year, such as the Vermont Adaptive Charity Challenge and the Killington Wine Festival. The Mission Farm Church is currently constructing an Odeon which can be used for cultural events during the warmer months.

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## GOALS AND ACTION ITEMS

**GOAL A:** To provide diverse, well-supported recreation facilities and activity programs throughout the year for residents and visitors.

**Action items:**

- Expand the existing mountain biking trails and continue to build the Town’s reputation as a prime biking spot.

- Consider the permanent establishment of an ice-skating rink in a dedicated space.
- Keep the municipally owned golf course under professional management to maintain fiscal sustainability.
- Continue to host and promote activities such as festivals, concerts, golf tournaments, and other sporting and cultural events to further develop as a year-round destination community.
  - Consider pioneering a winter lecture series focused on current events, history, arts and crafts, and science.
  - Provide continued support for music events such as the Killington Music Festival and expand the availability of other music events.
  - Work with the local institutions such as the Mission Farm Church to sponsor cultural events.
- Continue to financially support the Rec Scholarship Fund to enable access to all programs regardless of financial ability.
- Create accessible exercise, cultural, and social programs for all ages and all abilities.

**GOAL B:** To maintain a high level of local support for the Town’s recreation center.

**Action Items:**

- Provide continued financial support for a new pool at Herbert I. Johnson.
- Expand the picnic area shelter to accommodate larger crowds.
- Support the conversion of the existing Town Office to an upgraded recreation and community center.

**GOAL C:** To provide more opportunity for the enjoyment of the natural environment.

**Action Items:**

- Consider a small rental fleet of equipment to provide access to the natural environment and rec programs.
- Partner with community groups such as the Killington Mountain Bike Club and institutions such as the Mission Farm Church, as well as local businesses, to foster public/private relationships.
- Consider creating a bicycle path or lane along key Town Roads.
- Evaluate the need for more parking or turnouts at Thundering Brooks Falls.

**GOAL D:** Update Killington’s Recreation Master Plan (2009) to address recreation opportunities for all populations.

**Action Items:**

- Apply for the municipal planning grant and/or other grant programs to fund the Master Plan update.
- Hire consultants to conduct a study that will analyze existing resources, programs, facility needs, and level of services.
- Develop strategies and action steps to prioritize the Town’s investments in recreation and park facilities and programs, focusing on accessibility and inclusivity.

“We create community through people, parks, and programs.”

-The Vision Statement of Killington Recreation Department

*Credit: Joe Shlabotnik*



*Credit: Kelsey Neukum*



*Credit: Killington Town Website*





# EMPLOYMENT AND HOUSING

A robust base of employment serves as the backbone of an economically healthy and vibrant community. Originally developed as a seasonal resort area, Killington faces unique challenges compared to most Vermont towns. Among these include providing year-round stable job opportunities and housing for full-time residents. With the ongoing housing crisis, both the State and the Town recognize the need for affordable, livable dwelling units. In this section, we review the latest US Census Data to analyze the current employment and housing situation and address how to meet current and future development challenges.

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## COMMUNITY TRENDS

### **A. POPULATION**

#### **I. CURRENT**

As part of this Plan update, research was conducted regarding population trends over the last twenty years using historic US Census Data. The most recent updates to the Census estimates in 2020 showed the full-time population of Killington was 1,407 people. This represents a 73.5% increase from the 2010 Census, when the full-time population was estimated to be 811.

It must be cautioned that this population growth was likely influenced by the onset of the COVID-19 Pandemic, which in the short-term has led to more out-of-state residents moving to Vermont. However, Killington Elementary School has also experienced a large increase in enrollment, suggesting many of these residents have made Killington their permanent home.

#### **II. AGE DEMOGRAPHICS**

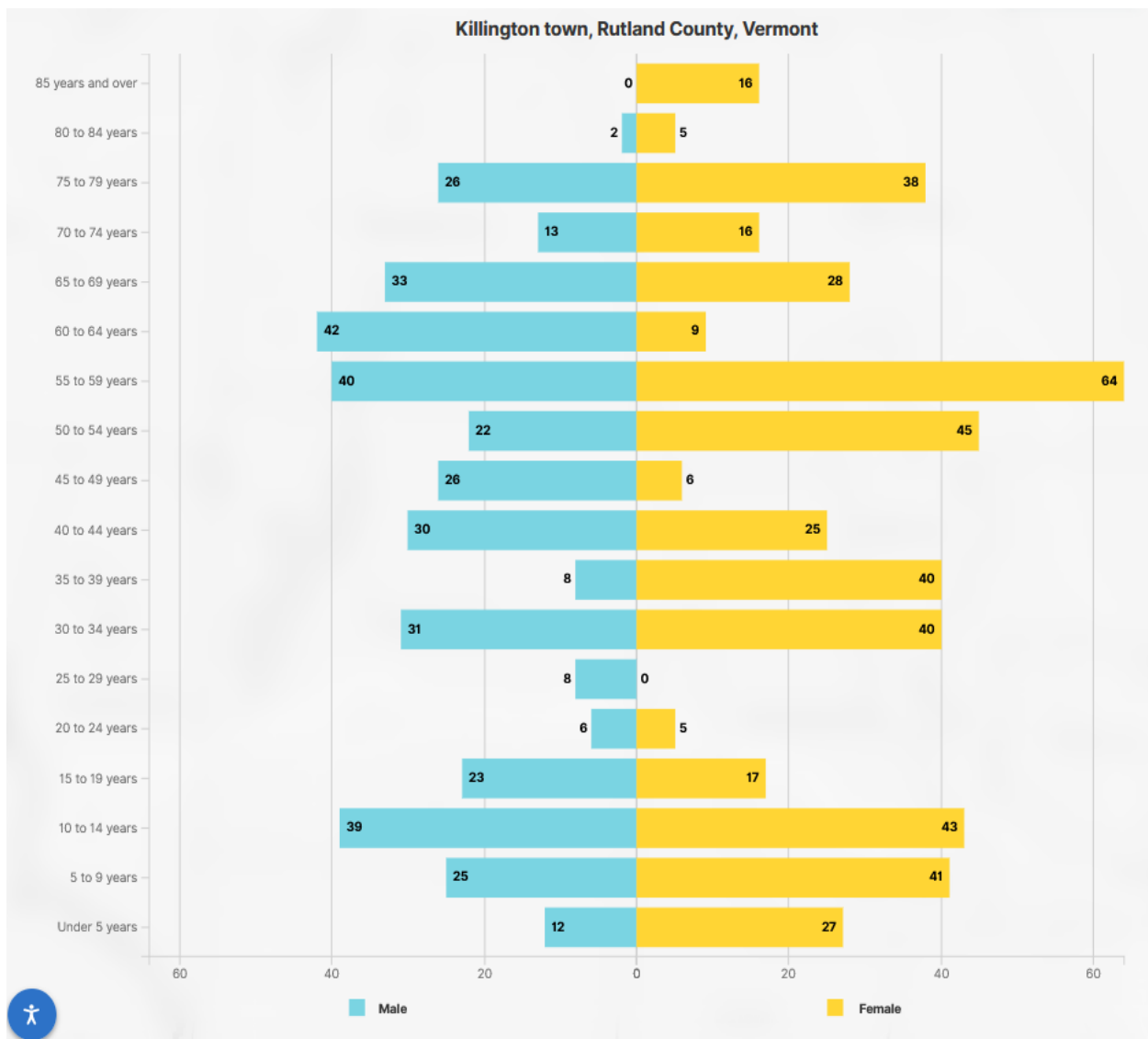
The 2021 American Community Survey estimates reveal that the median age in Killington is 46.9 years, which is nearly the median age of Rutland County (47.2 years). Approximately 21% of residents are ages 65 or older, while approximately 16% are ages 18 and under. The most-represented age class, consisting of 104 individuals, are ages 55-59.

Refer to the Killington Population Pyramid generated by the US Census Bureau website on the following page for a distribution of ages by gender.

#### **III. FORECAST**

The State of Vermont Population Projection Review Committee estimates that by 2030, the population of Killington will decline approximately 5%. This prediction is consistent with the shape of Killington’s population pyramid (see next page). In population science, the “urn” shape of the age pyramid suggests a negative growth trend; that is, the birth rate is too low to support the replacement of the aging population. This decrease may be offset by new residents moving to Killington, a trend which started during the pandemic and appears to be continuing.

Although the Town’s full-time population is only 1,407 residents, it can grow significantly during peak winter weekends with part-time residents and visitors. As the Resort expands into more summer operations, there is now a notable increase in population during the warmer months. With this change in population dynamics comes the increased demand for safe places to walk or bike, as well as greater pressure on the housing market.



## B. INCOME AND EMPLOYMENT

### I. INCOME

The 2021 American Community Survey estimates reveal Killington’s median annual household income to be \$68,333. There are an estimated 1.5% of Killington residents living in poverty. The poverty line threshold is a set of values which vary by family size and family composition; it is used by the Census Bureau to determine who is living in poverty. All impoverished residents are working class age and either worked less than full-time or not at all during a twelve-month period.

### II. EMPLOYMENT

2020 Economic Survey data shows there are 130 businesses in Town employing 2,723 people. This makes Killington the second largest employment center in the county. Accommodation and food services constitute the highest number of establishments (42), followed by retail trade (22) and real estate/rental and leasing (11). The majority (60.2%) of Town workers are employed by private companies. Local government and self-employed workers are represented by 17.6% and 13.2% of the workforce, respectively.

Due to the nature of the ski industry, many employment opportunities in Town are seasonal. Since the opening of the Killington Adventure Center, ski employees have the option to remain at the Resort year-round. Others are employed at the two local golf courses in the summer. In the first quarter of 2022, revenue from the options tax hit record highs, exceeding the expected budget of \$215,600 by over \$70,000 (see page 54). This suggests that four-season activity is increasing substantially and, consequently, so are four-season employment opportunities.

### III. JOB EXPANSION

The Zoning Bylaws and Planning Commission support the creation and sustainability of jobs by:

- Increasing recreational opportunities;
- Planning development that is targeted to expand employment opportunities;
- Having reasonable standards allowing for home occupations/businesses;
- Allowing diverse commercial uses clustered in the Commercial and Business Districts to limit sprawl; and
- Supporting transportation alternatives through site plan and PUD reviews.

Killington actively cooperates with neighboring towns, the RRPC, Economic Development groups, and the State Tourism Commission to plan for and create jobs in the region. The creation of the TIF district in 2022 (see page 55) will provide additional employment opportunities in both the Town and region.

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## HOUSING

To achieve the goals set forth in the Vermont Planning and Development Act, the Town recognizes the need for affordable housing for all income groups. This section will explore

current housing conditions and constraints placed on providing affordable housing in Killington. Goals and action items are presented to either overcome these constraints or envision the direction the Town should take in tackling the statewide housing crisis.

## A. EXISTING HOUSING

### I. STATISTICS

According to the 2021 American Community Survey, there are 2,794 total housing units in Killington, with 364 units being occupied year-round. Of these, 308 are owner-occupied units and 56 are renter-occupied units. The remaining 2,430 units are either seasonal or short-term rental units, are used seasonally by the owner, or remain vacant. The median rent is \$1,290 a month, while the median home value is \$295,700.

Seasonal units constitute 77% of the 2,430 property units, and data from January 2023 estimates there are 864 active short-term rentals operated through companies such as Airbnb or Vrbo. Thus, there are substantial seasonal population influxes that the Town needs to plan for.

### II. BYLAWS

Killington Zoning Bylaws permit the following:

- One- and two-family dwellings and manufactured housing in all zoning districts (to varying extents), except for the Public Open Space District;
- Increased density for dwellings reviewed and approved under PUD regulations, including multi-family dwelling units;
- Accessory dwelling units which are appurtenant to an owner-occupied one family dwelling unit (24 V.S.A. §4412); and

- Multifamily housing in commercial zoning districts.

The Bylaws use PUDs to promote clustering and reduce the amount of required roadway. PUDs also encourage shared water resources and septic systems to lower development costs. The Town aims to do both with the Killington Forward Initiative (see page 55), which will pass these savings on to potential homebuyers.

Recently, the Town made changes to its Bylaws to reduce required parking, reduce setbacks, and allow for higher density development in commercial zones to spur denser housing patterns. In anticipation of the new municipal water system, the zoning regulations permit four units per acre in these districts.

## B. AFFORDABLE HOUSING

### I. CHALLENGES

The Town faces several obstacles in providing affordable housing. There is limited municipal sewage capacity in terms of the geographical area served, as well as the amount of sewage that can be treated and discharged. Much of Killington contains dense or hardpan soils, making onsite sewage systems inefficient and subject to a high failure rate. Septic systems require large amounts of land and must have adequate isolation zones from surrounding wells, adding to the need for large residential lots. In addition, steep slopes and thin layers of topsoil make much of the Town unsuitable for development.

### II. FUTURE DEVELOPMENT

The Killington Forward Initiative includes developing a municipal water infrastructure system for the Town. Future development along Killington Road, including affordable and workplace housing, cannot exist unless there is a safe and reliable water system. The

financing provided by the TIF District will allow the Town to focus on water distribution down Killington Road, which in turn will catalyze new housing projects.

The Town also recently secured control of a seventy-acre parcel that may be suitable for affordable and workforce housing. Killington retained an engineering firm that conducted a preliminary feasibility analysis, which found the site could be developed for approximately 250-300 units of affordable and workforce housing. The Town will be working with the Rutland County Housing Trust to create both affordable and workforce housing on this site.

*The Hillside Inn (below) and the Mendon Mountainview Lodge provide accommodations for over 275 Resort employees. This is one of the largest employee housing options offered in the State.*



## GOALS AND ACTION ITEMS

**GOAL A:** To expand a blend of affordable housing opportunities for full-time residents and in-town workers.

**Action items:**

- Encourage the development of Six Peaks Ski Village at the base of the ski area.
- Support the establishment of a Memorandum of Agreement between local businesses and affordable housing organizations that will provide employee dwellings.
- Partner with organizations such as NeighborWorks of Western Vermont to provide lending, repair, and home-owner education services, thereby drawing in future investment.
- Work with developers to identify opportunities for clustered home development supported by the planned municipal water infrastructure system.
- Establish a system providing density bonuses to developers either creating workforce housing or using a portion of their sewer capacity to support affordable housing construction.
- Develop a Request for Proposals for the development of affordable and workforce housing on the seventy-acre parcel identified as a possible site for affordable housing.
- Find and pursue grants to facilitate the development of affordable and workforce housing.

**GOAL B:** To spur in-fill housing and redevelopment and make efficient use of vacant space.

**Action items:**

- Establish more long-term rental opportunities by incentivizing businesses with tax breaks or credits.
- Leverage the anticipated Village Center designation to qualify for the Neighborhood Development Area program, which provides special permits and tax incentives that encourage mixed-income housing within and adjacent to the Village Center.

**GOAL C:** To gather detailed information on the current housing situation and use this knowledge to maintain the current middle-class character of the Town.

**Action items:**

- Assess the current percentage of housing being disproportionately utilized for short-term rentals such as through Airbnb or Vrbo.
- Hire a consultant to conduct a housing study collecting more extensive metrics on current housing usage and availability.
- Partner with the Rutland Housing Trust to develop projects and strategies retaining a specified percentage of homesteaders (in relation to short-term and seasonal visitors).

## ECONOMIC DEVELOPMENT

The resort community character of Killington began in 1937, the year that commercial skiing made its debut on Pico Mountain. By 1996, the Town’s two major ski resorts covered seven mountains with a combined 212 trails and twenty-nine lifts, rendering it the largest ski area in the East. In tandem with the ski resort, Killington experienced significant growth in the second half of the 20<sup>th</sup> century, particularly with the construction of lodges, restaurants, and ski shops. Most of this growth was concentrated along Killington Road rather than taking on the traditional “village core” pattern.

Providing a healthy climate for economic growth is one of the top priorities of the Town. As detailed in the Recreation Chapter (see page 46), recreational tourism supports a substantial portion of this growth. Yet historic development patterns in Killington have resulted in numerous challenges, such as the lack of affordable housing, the lack of a municipal water system, and the dominance of automobile-centric infrastructure. After a brief look at current economic conditions, this section covers Killington Forward, a bold initiative developed by the Town to address these challenges and stimulate healthy growth.

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### CURRENT CONDITIONS

#### **A. RECENT INVESTMENTS**

Increasing tourism and providing year-round employment has been a priority of Killington for several years now. Both the Town and the Resort have focused on developing Killington as a four-season resort community, with investments in golf courses, mountain biking, hiking, and other outdoor recreational facilities. These investments are starting to yield results. In the past few years, many bike shops have opened, and more restaurants remain open year-round. Revenues from the rooms and meals tax have recovered from the pandemic and now exceed pre-pandemic levels (see below).

During the first quarter of 2022, the Town collected an all-time high of \$285,625 from the rooms and meals tax. This beats out the previous record of \$156,624 from the fourth quarter of 2021. Since the adoption of the options tax in 2008, Killington has generated

over \$3.48 million dollars in revenue. It has also saved the Town around \$11 million in tax collection as of June 2022. The majority of the Town’s tax base comes from residential properties.



*The First Stop Board Barn.  
Credit: Janelle Vadnais*

#### **B. THE GRAND LIST**

Even with efforts to expand into a four-season resort community, the Town has seen minimal economic growth and development for the past 20 years. Killington’s grand list,

which has remained stagnant for over a decade, includes 2,943 properties valued at \$790 million. A recent Equalization Study from the State Department of Taxes determined that the Town’s grand list accounts for only 61.6% of a property’s true market value. Out of all Vermont towns, Killington’s grand list understates its actual property values by the greatest amount. The Town consequently saw a 19% increase in education property taxes from 2022 to 2023.

In the newly established TIF District (see following page) infrastructure improvements are anticipated to add over \$285 million of new taxable value to Killington’s Grand List. This would yield over \$115 million in new property tax revenues over the twenty-year retention period. Over \$26 million of those new property tax revenues will go to the Education Fund, \$4 million will go to the Town’s General Fund, and the remaining \$84 million will be used to service debt taken on by the Town to make the improvements.

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### **KILLINGTON FORWARD**

Killington Forward is a comprehensive plan to develop:

- Municipal water infrastructure;
- A newly designed and rebuilt Killington Road, with significant enhancements for multiple modes of transportation;
- Workforce housing;
- Six Peaks Ski Village; and
- A new Town Office

What follows is an overview of the first phase in this multi-phase, long-term project. For more information, refer to the TIF District Plan found on the Killington Town Website.

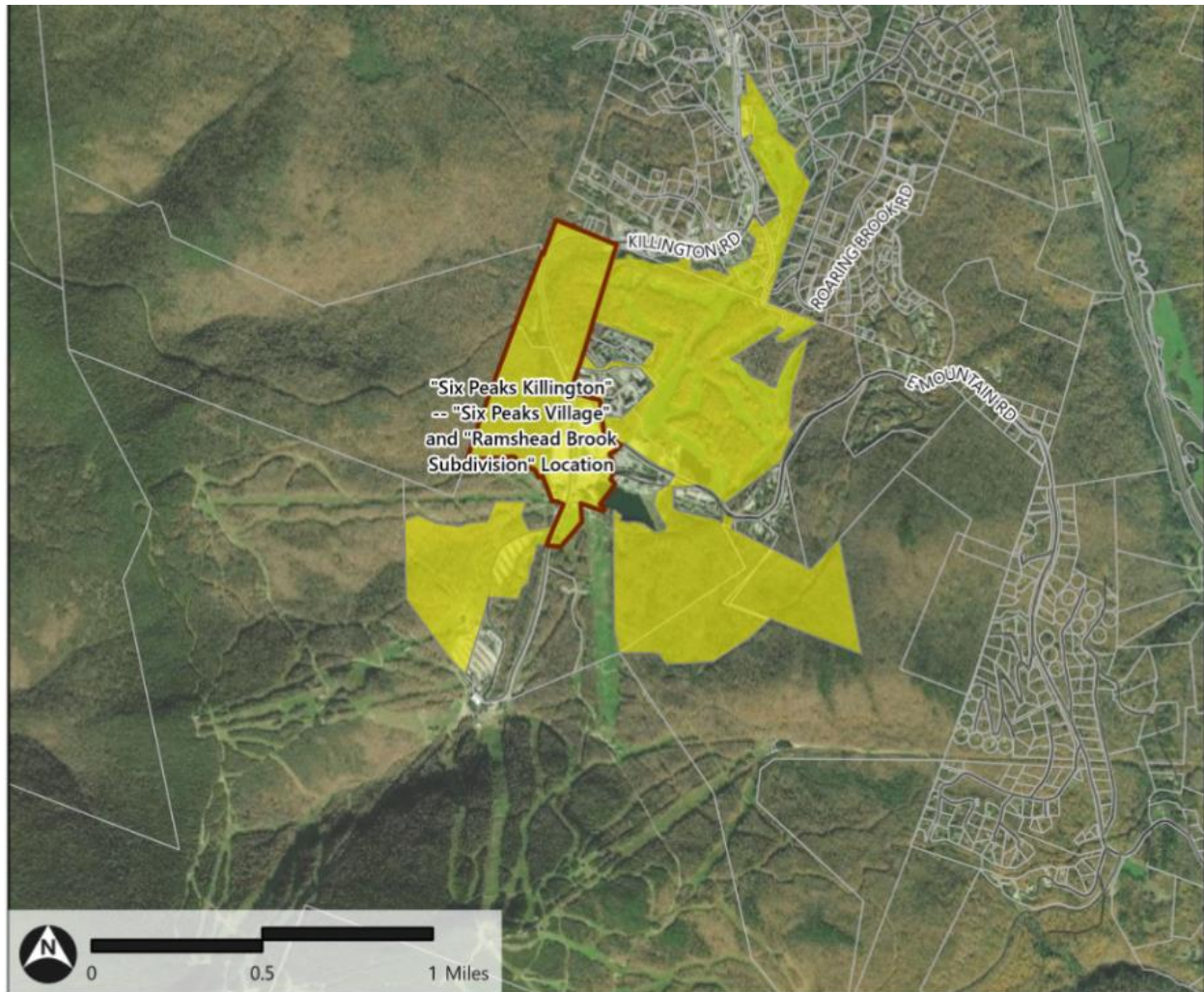
### **A. THE TIF DISTRICT**

The Town received approval from the Vermont Economic Progress Council (“VEPC”) for a Master TIF Designation in 2021. This designation allows the utilization of TIF revenues to fund the Killington Forward infrastructure improvements. In 2022, the Town received a phase filing approval from VEPC for Phase I of the project. In 2023, Killington voters approved the Town issuing bonds up to \$47 million to finance Phase I of the infrastructure improvements.

Tax Increment Financing allows the Town to bond for critical infrastructure projects such as road improvements and water and sewer extension and upgrades. This work enables private developers to construct projects relying on that infrastructure, thereby creating jobs, growing the tax base, and enhancing the general economic vitality of Killington. Tax Increment Financing also allows the Town to finance the cost of public improvements over time by using a portion of the new property tax revenue. This helps ease or eliminate the burden of increasing tax rates for property owners outside of the TIF District.

### **B. THE INITIATIVE**

Since the 1980’s, plans to build a ski village at the base of the Resort have been thwarted for a variety of reasons. Most recently, the SP Land Company gained approval to construct the Six Peaks Ski Village, which will comprise a mix of residential, commercial, and retail uses. The project will be located to the east and west of Killington Road and includes the new residential Ramshead Brook Subdivision. Yet Six Peaks’ development is predicated on the existence of safe and reliable road and water systems. Thus, the Town has formed an agreement with Great Gulf Enterprises for Phase I of Killington Forward.



- Proposed TIF Boundary
- Private Project Area
- Killington Parcel Boundary
- Road

*The Killington TIF Private Project Map, showing the location of the proposed Six Peaks Ski Village.*

Similarly, the Town is seeking to create much-needed affordable workforce housing, having recently obtained control of a seventy-acre parcel suitable for about 250-300 units of workforce housing (see page 52). Like Six Peaks, this development will not be possible without addressing the lack of a municipal water system and unsafe traveling conditions along Killington Road.

#### I. The Municipal Water System

Phase I of the municipal water system project includes the construction of valley wells, a

well house, a high station pump house, transmission mains, and water storage tanks. It will also involve the construction of the Killington Road South Distribution Main. Approximately 7,200 linear feet of pipes will be laid to aid the distribution of water down Killington Road, benefiting both existing and future developments. By producing revenue with the initial distribution system into the village center, the public system will become economically viable for both the Town and community.



## II. Reconstructing Killington Road

Phase I of the road project includes the reconfiguration of the southern portion of Killington Road from the Lookout Bar & Grill/ Glazebrook Townhouses intersection to the East Mountain Road intersection. The latter will be completely rebuilt as a roundabout to increase safety. Phase I also involves the reconstruction of the northernmost part of Killington Road from the Killington Road/US Route 4 intersection to Anthony Way. This portion will address drainage issues and the unsafe existing grades at the base of the road. The road project will include upgrades to the Town's stormwater management system to better control flows and provide enhanced treatment.

### C. OUTCOMES

The infrastructure improvements from Phase I alone are substantial. The addition of a municipal water system together with stormwater management-related upgrades will provide a reliable and safe source of drinking water. Killington Road will be transformed by much-needed safety, mobility, accessibility, and aesthetic improvements. Together, both projects will add density and vitality to the base of the mountain, improve water quality and access, and provide a safe, multimodal transportation corridor.

Phase I outcomes should yield benefits across both the region and the state. The new infrastructure systems will serve as a catalyst stimulating commercial and residential development, including affordable and workforce housing. This in turn will create significant job growth, increased sales and rooms and meals tax revenue, and increased accessibility to the recreational opportunities and natural beauty of Killington Mountain.



*A conceptual rendering of the proposed roundabout at Killington/East Mountain Road.*

### VILLAGE CENTER DESIGNATION

Unlike most Vermont communities, Killington does not have a traditional village center or downtown area. Mountainous terrain to the east and west has resulted in the formation of a linear commercial center along Killington Road, starting with the US Route 4 gateway at the base of the mountain. This location is the only area designated to accommodate high-density mixed used development, providing access to many of the businesses and residential neighborhoods in Town.

Though lacking the traditional “village core” pattern, the Town will apply for Village Center designation from the State. The designation aligns with the Town's intent to:

- Move municipal buildings closer to the commercial and retail activities concentrated along Killington Road (see pages 39-40);
- Relocate the Town Offices to the Post Office building (see page 44); and
- Acquire control over this small section of Route 4 from VTrans (see page 35.)

Receiving the Village Center designation would be advantageous for Killington, as it grants access to benefits designed to spur private investment and economic growth.

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## GOALS AND ACTION ITEMS

**GOAL A:** To strengthen the economic base by encouraging the greater diversification of business enterprises and stable employment opportunities.

**Action items:**

- Construct a municipal water system to serve current and future businesses, properties, and schools along Killington Road.
- Redevelop Killington Road to accommodate numerous modes of travel, thereby meeting the varying transportation needs of in-town workers.
- Encourage the development of Six Peaks Ski Village at the base of the Resort, which will support a blend of business and residential uses.
- Provide support to the Mission Farm Church in converting their bakery into a commercial kitchen and promoting entrepreneurship.

**GOAL B:** To use Zoning Bylaws and other regulatory tools to support and encourage appropriate development patterns.

**Action Items:**

- Prioritize development patterns that preserve areas serving the Town in a recreational capacity, such as open spaces, streams, ponds, and woodlands.
- Maintain existing patterns of clustering and utilize smart growth principles to balance growth with the availability of economic and efficient public utilities and services.

- Conduct a review of the Bylaws to address unidentified commercial uses that may be appropriate in certain locations (e.g.: medical offices).
- Actively pursue grants and other sources of funding to cover projects not in Phase I (i.e., those not receiving TIF District financing).

**GOAL C:** To provide continuing support for the ski resort and related commercial businesses.

**Action items:**

- Develop workforce housing on the seventy-acre Town-owned parcel as well as within Six Peaks Ski Village, allowing in-town Workers and their families to live where they are employed.
- Partner with the Rutland Housing Authority to ensure newly built workforce housing can never become short-term rentals and ensure salary qualifications are met for all units.
- Continue to support the financial growth provided by the rooms and meals tax.

**GOAL D:** To provide a diversity of activities and facilities which would enhance the tourist economy and promote the Town as a year-round destination resort community.

**Action items:**

- Broaden marketing efforts to promote the tourist-based economy.
- Increase usage and visibility of the Killington Welcome Center to promote tourism.
- Continue to secure grants that promote activities which encourage tourism.
- Assess the feasibility of developing a network of snowmobile trails.
- Improve wayfinding by distributing updated hiking and biking trail maps.

## ENERGY

The Vermont Planning and Development Act requires municipalities to include an energy plan in their Town Plan (24 V.S.A. §4382a). Such a plan is intended to promote the efficient use of energy. Increasingly, municipalities are adopting “enhanced energy plans” to implement the Vermont Comprehensive Energy Plan at the local level. To date, the Town has not adopted an enhanced energy plan.

A critical facet of improved efficiency will be a greater reliance on electricity to power everyday needs. Electricity can be generated from renewable resources and electric-powered technologies such as heat pumps, and electric vehicles are considered highly efficient. Switching to electricity will ideally lower overall energy consumption while maintaining current lifestyles.

Because energy has historically been produced outside of (and transmitted into) Killington, the primary concerns of the Town include the aesthetics associated with transmission lines and utility infrastructure. With more interest in wind and solar power development, it is important to have standards for the siting and construction of these facilities. This section lays the foundation for these standards, acting as a first step in the development and adoption of an enhanced energy plan.

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### ENERGY DEVELOPMENT

Good energy planning and implementation results in positive environmental and economic returns to the community. The Town can derive certain economic benefits from allowing the installation and operation of renewable energy facilities or equipment. Such benefits include local jobs, tax revenues, and reduced energy expenses for residents. The less money that is spent on energy used by residents, the more revenue there will be available to be spent locally.

These benefits, however, must be balanced with quality-of-life aspects for both full-time residents and tourists. While the Town does encourage the availability of cleaner energy sources, prioritization should be given to the preservation of natural and scenic viewsheds. Scenic views are an important resource that helps contribute to the local economic base, especially given the Town’s dependence on

tourism and recreation. The obstruction of scenic views would therefore have a serious detrimental impact on Killington.

#### **A. PERMITTING AND SITING**

##### **I. CONSIDERATIONS**

The Town should encourage a permitting process which allows for development of renewable energy facilities. However, during the review process, consideration must be given to the impact the project might have on residents. For example, improperly sited and constructed wood furnaces might degrade air quality for neighbors. Wind turbines near Killington Road may have a negative impact on views.

Many places in Town are currently unsuitable for renewable energy development. One reason for this is the prevalence of steep slopes; another is the majority of Town lands belonging in the Forest Reserve and Public

Open Space districts. (Refer to the land use restrictions found in the Zoning Bylaws.) Additionally, there are specific features prioritized for viewshed protection, primarily the natural areas and scenic views listed in the Natural, Scenic, and Historic Features and Resources Chapter (see page 21). Locations of importance include:

- Deer’s Leap;
- Kent, Colton, and Pico Ponds;
- Thundering, Roaring, and Falls Brook;
- Sherburne Valley’s southern end;
- Sections of the Appalachian and Long Trails;
- “The Flats”, or the area extending from the Skyship Base Station to River Road; and
- Views to and from the mountaintop of the ski resort, particularly along the Killington Access Road.

## II. INTENTIONS AND NEXT STEPS

The Town Plan lists the above areas with the intent to conduct a more thorough viewshed analysis in the future, thereby enumerating the extent of the viewsheds to be protected. The Town also recognizes that the Public Utility Commission ultimately holds the final say on the approval of renewable energy development projects. A municipality can, however, be given greater standing in Section 248 proceedings if they have an adopted enhanced energy plan.

The development of an enhanced energy plan is therefore a top priority of the Town. Once it is finalized, the Town Plan will be readopted to incorporate the enhanced energy plan, replacing the contents of this chapter.

## B. TRANSPORTATION AND ENERGY

Effective land use planning promotes energy efficiency by encouraging high-density mixed-use development where appropriate. High-

density development decreases scattered development patterns and helps promote other forms of transportation beyond the personal vehicle. Compact development also allows the use of walkways and bike paths, boosting accessibility to public transportation. Home occupations, expanded walking and biking paths, reliable public transportation, and efficient parking strategies all make alternative means of transportation easy.

As detailed in the Economic Development and Transportation Chapters, the reconstruction of Killington Road and the development of Six Peaks Ski Village will promote the above smart growth principles. One of the resulting benefits will be the conservation of energy from decreased automobile dependency. Though Killington itself cannot have a significant impact on national or even state supply and demand, the Town will use the Killington Forward Initiative to reduce local demand and grant incentives for energy conservation.

## C. MUNICIPAL BUILDINGS AND FACILITIES

The Municipal Energy Resilience Program (MERP) is a new grant program funded by Vermont Building and General Services. Established by Act 172, MERP will provide \$45 million in funding to help reduce municipal building energy usage, operating costs, and greenhouse gas emissions. Existing buildings owned by the municipality, fire districts, and all other municipal units (except schools) are eligible. Energy assessments are available to all municipalities at no cost, and \$500,000 in project funds may be granted for this highly competitive grant.

The Town will take advantage of MERP to complete assessments for select municipal buildings. Because Killington is ranked as

having a “moderate” energy burden, it is possible that implementation funds will run out after grant money is prioritized for high energy burden municipalities. Therefore, Killington will similarly pursue any energy-related grant opportunities that may arise in the future.

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## GOALS AND ACTION ITEMS

**GOAL A:** To minimize air pollution, reduce the reliance on fossil fuel power sources, and lower energy costs.

**Action Items:**

- Assess current and future energy uses and identify opportunities to enhance energy resilience and self-reliance.
- Promote compact, high-density in-fill development and Complete Street designs (the reconstruction of Killington Road) that will decrease automobile emissions and dependency.

**GOAL B:** To encourage the use of renewable/alternative sources of energy, as well as the conservation of energy resources.

**Action Items:**

- Allow and encourage the development of cost-effective energy efficient facilities.
- Assist in the proper siting of wind turbines, solar panels, and other energy-efficient projects using the guidance provided by the Zoning Bylaws.
- Review the Zoning Bylaws to determine the appropriate property setbacks needed for prospective energy projects.

**GOAL C:** To review the use and maintenance of all municipal facilities and equipment and ensure maximum energy efficiency.

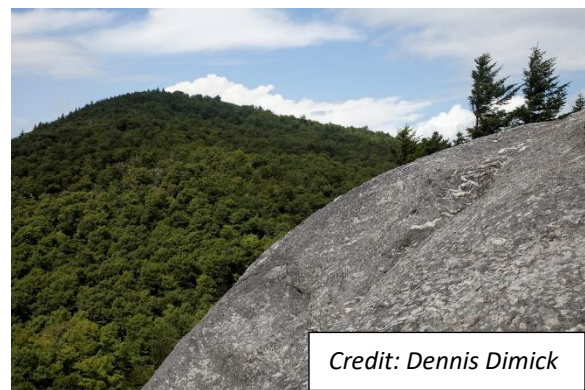
**Action Items:**

- Conduct energy audits (through MERP or other grant programs) on all Town-owned facilities and take the steps needed to minimize energy usage.
- Retain a consultant to identify energy priorities and pursue additional grant funding for project planning, engineering, and implementation.

**GOAL D:** To adopt an enhanced energy plan for the Town of Killington.

**Action Items:**

- Work with the Rutland Regional Planning Commission to create and adopt an Enhanced Energy Plan that will promote local renewable energy development and lower energy costs.
- Retain a consultant to conduct a viewshed analysis and implement this analysis into the Enhanced Energy Plan, thus allowing the establishment of location-specific constraints.



*Credit: Dennis Dimick*

*A view from Deer's Leap that is worth protecting!*

## FLOOD RESILIENCE

Following the devastation from Tropical Storm Irene in 2011, the Vermont Legislature added a requirement that all communities address flood resilience as part of their municipal plans (24 V.S.A. §4382a). Flood resilience is defined as a municipality's capacity to absorb a flood-related shock and recover quickly. Planning for flood resiliency allows communities to be better prepared for future events.

This section of the Town Plan is based on the analysis of past flooding events in Killington and the vulnerability of existing assets to future events. Hazards such as flooding cannot be eliminated, but it is possible to determine where the hazards are most severe and identify local actions that can be implemented to reduce severity and risk. Extensive details about Killington's hazard planning process can be found in the Town's Local Hazard Mitigation Plan (LHMP).

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### FLOOD HAZARDS

Flooding is typically the greatest hazard identified for Vermont towns, and Killington is no exception. The Town's LHMP, updated in 2022 and approved by the Federal Emergency Management Agency (FEMA) in 2023, ranks flooding as a high-risk hazard for the local community.

#### **A. TYPES OF FLOODING**

There are two types of flooding that can impact a community like Killington. The first is inundation flooding, which occurs when water rises onto low-lying land. This type of flooding happens slowly, though floodwaters are capable of covering a large area. It may take days or even weeks for inundation flood waters to subside, which may lead to severe property damage. Over an extended period, severe storms can cause inundation flooding given the cumulative effects of continuous rain, saturated soils, and high water table and aquifer levels.

The second type of flooding is flash flooding. This is a sudden, violent flood which often entails fluvial (stream bank) erosion. Unlike inundation, flash flooding does not typically

cover a large area, but the water moves at very high speeds and can rise quickly. Severe storms with particularly heavy precipitation may create flash flood conditions, and their sudden intensity can be especially dangerous. For both types of flooding, floodplains and river corridors play an important role in making space for flood waters and dispersing erosive energy.

Flood hazards in the Town are generally associated with stream channel instability or fluvial erosion as opposed to inundation-related losses. This is the result of Killington's geography, which consists of steep, relatively narrow river channels.

#### **B. IMPACTS OF CLIMATE CHANGE**

Climate change will likely exacerbate flooding in Vermont. According to the 2021 Vermont Climate Assessment, precipitation has and will continue to increase, particularly in the summer months. Precipitation has already increased by 21% (or 7.5 in.) since 1900, and Vermont now experiences 2.4 more days of heavy precipitation than it did in the 1960s. As precipitation will likely occur in shorter,

more intense bursts, it is liable to run off the land rather than filter into it. The resulting fluvial erosion can severely damage roads and property and pose the greatest risk.

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## HISTORY OF FLOODING AND VULNERABILITY

The LHMP outlines the Town’s historical flood events and assets vulnerable to flooding. The frequency of extreme weather events varies from year to year. More recent and notable events include:

- January 1999: Statewide flooding that caused approximately \$5,000 in damages in Killington;
- December 2000: Federally declared disaster (DR1358) due to flooding caused \$10,043 in Town damages;
- August 2011: Tropical Storm Irene (DR4022) closed dozens of roads, destroyed US Route 4 in multiple places, and resulted in \$3.167 million in damages to the Town; and
- July 2017: Federally declared disaster (DR4300) due to excessive rainfall and flash flooding resulted in \$3,000 in Town damages.



Due to its topography, Killington has many steep roads that are vulnerable to washouts. In addition, approximately 55% of the Town’s

road mileage is hydrologically connected, meaning it is within 100 feet of a water resource (i.e., a stream, wetland, lake, or pond). Proximity to water resources can make these sections of road more vulnerable to flooding and fluvial erosion.

Damage in Killington due to flooding generally consists of impacts to roads, bridges, and culverts. There are more than 500 municipally owned bridges and culverts and another 400+ privately owned driveway culverts in Town. Using Killington’s culvert inventory, the Town formulated a capital budget with a schedule for culvert replacement. The capital budget was developed shortly after Tropical Storm Irene and is approved annually as part of the municipal budget. Killington has replaced more than 100 culverts since Irene.

The failure of culverts or road washouts would have a significant negative impact on the Town. Killington Road is the commercial route providing access to most businesses in Town. Moreover, a large portion of residents live on roads that have access from Killington Road. River Road provides access between US Route 4 and VT Route 100 and contains municipal buildings such as the Town Garage and library. For a comprehensive review, refer to the map of Killington’s vulnerabilities and hazards in the LHMP.

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## FLOOD HAZARD MAPPING AND ASSESSMENT

### **A. FEDERAL**

The National Flood Insurance Program (NFIP) was created by FEMA to address inundation hazards. Flood insurance rates are based on Flood Insurance Rate Maps (FIRMs) or Digital Flood insurance Rate Maps (DFIRMs), which delineate areas of the floodplain likely to be inundated during a flood. Killington has not

been mapped for the NFIP and therefore does not participate in the program.

## B. STATE

In Vermont, approximately two-thirds of flood damage occurs outside of federally mapped inundation flood areas. Vermont's River Corridor and Floodplain Management Program, developed by the Vermont Agency of Natural Resources, delineates areas subject to fluvial erosion. River corridor maps are designed with the recognition that rivers are not static. A certain amount of erosion is natural because of the Town's steep terrain and frequent storms. Special mapping and geomorphic assessments can identify fluvial erosion hazard areas along rivers, more comprehensively defining high hazard areas.

A Corridor Plan (Phase 1 & 2 Stream Geomorphic Assessments) for the Ottauquechee River Watershed was completed in January 2013. It identified three high priority and one moderate priority river restoration projects in Killington. Additionally, Phase 1 and 2 Stream Geomorphic Assessments were done for the Roaring Brook Watershed in 2006. Unmapped River Corridors and Fluvial Erosion Hazard areas for Killington should be included in this Town Plan as they become available.

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## FLOOD MITIGATION STRATEGIES

### A. THE LHMP

Killington's LHMP identifies the Town's capabilities to plan for and mitigate hazards, as well as potential courses of action and mitigation projects. The LHMP should be referenced for the most recent resources and strategies identified. The following is a summary of potential mitigation strategies organized by category:

- **Local Plans & Regulations** – Examples include integrating mitigation into Capital Improvement Programs or updating Road Erosion and Culvert Inventories.
- **Structure & Infrastructure Projects** – Examples include increasing the dimensions of undersized drainage culverts and removing existing structures from flood-prone areas.
- **Education & Awareness Programs** – An example includes Keep the Ditches Clean, which teaches the importance of keeping municipal ditches free of yard waste and other debris.

While Natural Systems Protection strategies were not evaluated, the Town will look for future opportunities to implement Natural Systems Protection-related projects that meet the goals of the LHMP.

### B. ERAF

Emergency Relief Assistance Funding (ERAF) provides State funding to match FEMA Public Assistance after federally declared disasters. Eligible public costs are generally reimbursed by FEMA at 75%, with the State matching 7.5%. The State will increase its match to 12.5% of the total cost if communities have adopted the following four mitigation measures to reduce flood risk:

- NFIP participation;
- Town Road and Bridge Standards;
- Local Emergency Management Plan (LEMP); and
- Local Hazard Mitigation Plan

To date, three of these measures have been implemented. The LEMP is required by Vermont law to be updated yearly, while the LHMP must be updated once every five years. (As mentioned earlier, Killington updated the Town's LHMP in 2022). In 2019, the Town



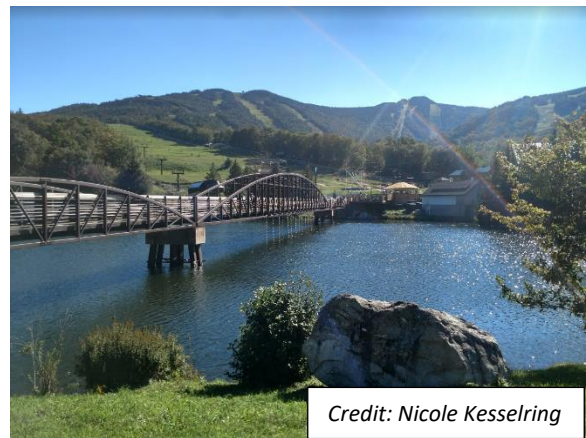
adopted Road and Bridge Standards. Because the Town does not participate in NFIP, Killington’s ERAF rate remains at 7.5%.

### C. COMMUNITY OUTREACH AND PLANNING

Supporting smart land use and planning is critical to mitigating potential future issues. River corridor assessments aid communities in making knowledgeable, strategic decisions about how to best protect, manage, and restore watershed resources. Maintaining riparian buffers helps stabilize stream banks, attenuate floods, and filter runoff. Preserved wetlands absorb floodwater and are a vital component for sustaining ecological integrity. In contrast, steep slopes can amplify water volume and velocity in rivers and streams. Impervious surfaces prevent infiltration and exacerbate flooding by increasing the amount and velocity of stormwater runoff.

Where the political will exists, the Town will encourage flood preparedness actions and education efforts. Informing property owners of the correlations, risks, and mitigation measures (such as flood insurance, retrofit projects, and property buy-outs) can support strategic decisions made on an individual level.

- Encourage development in Town that will not interfere with natural river functions.
- Encourage the implementation of green infrastructure to promote infiltration and the retention of stormwater at its source using natural elements such as vegetation and rain gardens.
- Work with the RRPC and the State floodplain manager to establish and sustain a flood hazard area education and outreach effort.



## GOALS AND ACTION ITEMS

**GOAL A:** To increase flood resilience with sound planning practices that will protect citizens, property, the economy, and the quality of the Town’s natural resources.

### Action Items

- Assess the impacts of floodplain regulations and NFIP participation for property owners and the Town.
- Implement the mitigation strategies listed in the LHMP.



## THE PLAN

The Vermont Planning and Development Act enables a municipality to guide its future growth through the preparation, implementation, and continued maintenance of a Municipal Plan (24 V.S.A. §4381) . The Killington Planning Commission (“Commission”), whose members are appointed by the Selectboard, is responsible for the preparation of the Killington Town Plan. Killington first adopted a Town Plan (“Plan”) in 1976 and since then has amended and re-adopted the Plan several times to reflect changing development patterns, new legislation, and the shifting attitudes of Killington residents.

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### PROGRAM FOR IMPLEMENTATION

The Plan is built around specific objectives (“Goals”) concerning the manner in which the Town desires to accommodate future growth. In order to achieve these objectives, planning recommendations (“Action Items”) have been set forth in the areas covered by the previous chapters.

The implementation of the Plan is a local responsibility and can only be accomplished by following the provisions for adoption, maintenance, and implementation, as provided for in the Vermont Planning and Development Act (24 V.S.A. 117).

#### **A. PLAN ADOPTION AS PUBLIC POLICY**

The first step towards implementation of the Plan is its adoption as public policy. The adoption process is as follows:

- The Commission must hold at least one public hearing on the proposed Plan (24 V.S.A. §4384d).
- The Commission makes any necessary revisions and submits the proposed Plan to the Selectboard (24 V.S.A. §4384f).
- The Selectboard must hold at least one public hearing on the proposed Plan. The hearing(s) shall be held between 30 and 120 days after the

Plan is submitted to them by the Commission (24 V.S.A. §4385a).

The Plan shall be considered formally adopted upon approval from Selectboard after the final Public Hearing (24 V.S.A. §4385c).

Public participation is encouraged through notices posted in the local newspaper and around Town. Information and draft copies of the proposed Plan are also posted on the Town website.

#### **B. CONTINUED PLAN MAINTENANCE**

The Plan must constantly be reviewed and, when necessary, amended to reflect new developments and changed conditions affecting the Town. In accordance with the Vermont Planning and Development Act, the Plan shall expire and have no further force or effect eight years from the date of adoption (24 V.S.A. §4387a). Amendments do not affect or extend the expiration date – the Selectboard must either readopt the Plan or adopt a new Plan before the eight-year deadline.

The initial adoption of the Plan is therefore the first step of an active, continual planning process. For this reason, the Commission should review the Plan annually.

### **C. IMPLEMENTATION THROUGH BY-LAWS AND THE CAPITAL BUDGET AND PROGRAM**

Adoption of the Plan represents acceptance of its policies for guiding Killington's development. Initially, only land development and subdivisions requiring a permit under State environmental regulations are affected by the Plan. To realize full local control, including full participation by the Town in all State hearings affecting Killington, the Town may consider implementing the Plan by enforcing the newly written Zoning Bylaws. This use of the Bylaws is authorized under the Vermont Planning and Development Act (24 V.S.A. §4402).

#### **I. ZONING BYLAWS**

Presently, the Town is guiding development through the provisions of its existing Zoning Bylaws. The Planning and Development Act requires that Zoning Bylaws, as well as other bylaws, serves to implement the Plan and shall be in accord with its policies (24 V.S.A. §4410). Therefore, the Zoning Bylaws shall be in accordance with the Plan.

In early 2023, the Town adopted a series of Zoning Bylaw Amendments. The purpose of these amendments is to encourage denser development along Killington Road. Specific changes to the Bylaws are mentioned in other sections of this Plan.

#### **II. SUBDIVISION REGULATIONS**

The Town may adopt subdivision regulations to guide the development of the land. These regulations may set forth the requirements, procedures, and specifications for the design and layout of streets, drainage systems, and other necessary public improvements. Plats filed in the Town Clerk's office at the time of adoption would be considered grandfathered. The Commission would then be authorized to approve development of grandfathered plats through Site Plan Review and/or Planned Unit Development.

Parcel subdivision and line adjustments are currently allowed through a zoning permit process. The applicant is required to submit a survey of the proposed parcel line changes, showing that the changes comply with the existing Zoning Bylaws. The Town requires the applicant to also submit a mylar of the subdivision for recording in the Town Clerk's office.

#### **III. OFFICIAL MAP**

An official map was adopted by the Selectboard on April 25, 2011, showing the location and widths of the existing and proposed rights-of-way for all streets or drainage-ways. The map also displays the location of all existing and proposed parks, schools, and other public facilities. A Town map is useful in accurately determining the location of public capital expenditure items. The requirements for an official map can be found in the Vermont Planning and Development Act (24 V.S.A. §4421).

#### **IV. CAPITAL BUDGET AND PROGRAM**

The expenditure of public funds will be required to implement some of the recommendations contained in the Plan. In this regard, the legislative body may adopt a capital budget and program which establishes priorities for an annual budget and program for a period of not less than five years (24 V.S.A. §4430).

A capital budget lists and describes the capital projects to be undertaken during the coming fiscal year. It also projects their estimated costs and proposes a method of financing. Likewise, a capital program is a plan of capital projects to be undertaken during each of the next five years, including estimated costs and methods of financing. Both tools may be used effectively in promoting sound fiscal Town management.

## REGIONAL COMPATIBILITY

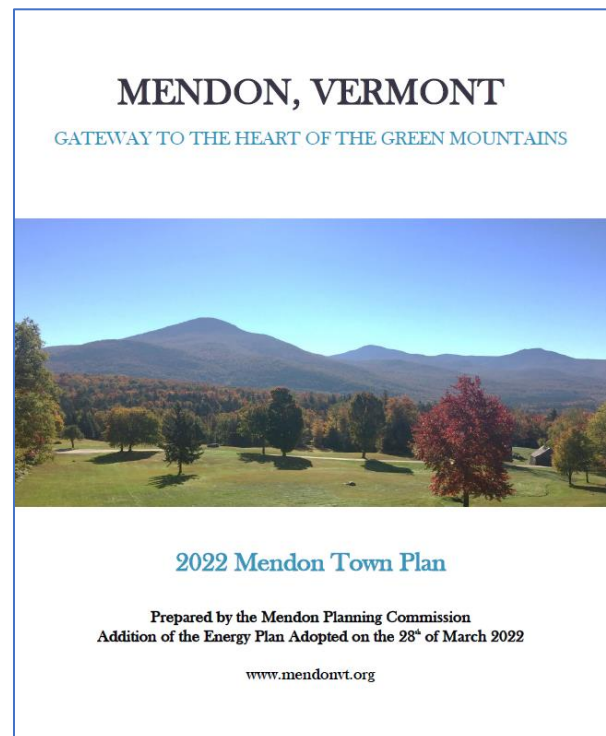
The towns of Stockbridge, Bridgewater, Pittsfield, Mendon, Plymouth, and Chittenden abut Killington. Through Vermont's public notice requirements (24 V.S.A. §4384e), Killington exchanges draft copies of the Town Plan with all these municipalities. The Town Planner reviews their respective town plans to ensure the draft and published plans are reasonably compatible with one another. Plan review also allows possible conflicts in land use to be identified and properly addressed.

Killington is involved in regional cooperation in a number of areas including mutual aid for emergency responders, coordinating E-911 addressing where neighborhoods cross town lines, active participation in the Rutland Regional Planning Commission, and work with the Marble Valley Regional Transit Company to ensure reliable public transportation to, from and around Killington. Town staff and the Killington RRPC representative review the Regional Plan to help ensure it and the Town Plan are compatible with each other.

The Town recognizes there are issues which transcend town borders and require regional solutions. The towns in the region need to plan for harmonious development by addressing mutual concerns. It must be said that all towns cannot provide the full array benefits which towns in regional cooperation are able to provide. Only through planning and cooperation can the collective benefits of a strong economy, a healthy environment, a high-quality education, safe and affordable housing, and good jobs be provided.

The RRPC should provide the leadership and technical assistance needed to help all towns in the region identify their interdependent needs based on land development strategies. This assistance will aid each town to move successfully toward their development goals.

Where conflicts arise, the RRPC should be looked to as a mediator to offer acceptable solutions to the towns involved. To this end, Killington will continue its relationship with the Rutland Regional Planning Commission.



*The cover of the most recent iteration of the municipal plan for the adjacent Town of Mendon, included as a reference.*