

DOWNLOAD PDF AN INTRODUCTION TO KILLINGTON RESORT, ITS EXPANSION PLANS, AND THE ISSUES

Chapter 1 : History of Vermont Skiing (title to be changed)

Killington Grand Hotel is in the background as skiers head out. Killington Resort is planning a major expansion, the first phase of which will include a base lodge and nearly condos and three.

One step closer July 9, Killington Village: One step closer Talk of a village at the base of Killington is decades old, but plans are now starting to take shape. Phase I of the Village Master Plan encompasses those elements that are intended to be built over first few years of construction. The Village Core portion of Phase I includes housing units, 31, square feet of commercial space, a 77, square-foot base lodge for skier services which will replace the existing structures, a continuous ski beach connecting Snowshed and Ramshead base areas, relocation of a portion of Killington Road and a new Village Green. The Ramshead Brook Subdivision portion of Phase I will create 32 residential lots nine single-family lots and 23 duplex lots. The acres is broken down into eight Development Zones in an area at the base of Killington Mountain. The Village Master Plan includes approximately, square feet of commercial development, including the 77, square-foot base lodge that will replace Ramshead and Snowshed Base Lodges, a Village Green and about 2, residential units, which is a comfortable estimate, says president of SP Land Steve Selbo. Resort villages are becoming ubiquitous at the base of ski areas across the country due to the convenience and accessibility of diverse entertainment that villages offer for guests. In the past 15 years, eight of the 15 alpine resorts in Vermont not including Killington and Pico have undergone significant development projects to bring village amenities to their base area. Skier services will be provided in the new 77, square-foot lodge, with the Ramshead side percent dedicated to skier services and the Snowshed side a combination of skier service on ground floor and condominiums above. Ski school programs will continue to be run from the Ramshead side of the lodge, with a new convenient parking area for drop offs. Big busses, Marble Valley buses, and internal buses will have their own lanes to ease congestion. The big hill that is currently between the upper and lower Snowshed lots will be flattened, which will make for one level of parking underground for the residences and fairly flat walking from the parking lots through the Village and onto the ski beach. For weekend traffic, lower lots will be opened and a resort shuttle will run up Old Mill Road to a designated drop-off area next to the Main Street of the Village. The road will be relocated to the west throughout the Village Core area. A roundabout will be added to intersect with East Mountain Road and allow for a continuous flow of traffic to the K1 Base area, the Village Core and those areas to the east serviced by East Mountain Road. K1 Base area will continue to be serviced by Killington Road which will pass underneath the new ski beach and continuing up toward K1 Lodge. In later development phases, Killington Road above the Village Core will be redesigned with current road and stormwater standards along the alignment of the existing Vale Road as the main artery to the K1 Lodge. But the plans have been vetted well and the development process is on track to move forward as soon as the Act permitting is completed. Last March, Selbo held a design kick off meeting with 25 consultants in a conference room at The Grand.

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Soda Springs, California "From an overall perspective, it fits in really well," Brennwald said. Eldora, which opened 21 miles west of Boulder in , has been engaged in a years-long attempt to expand by about 88 acres beyond its current boundaries. It has proposed an ambitious range of improvements it deems critical to competing in the statewide winter sports landscape, challenged as it is by the changing habits and tastes of consumers and the looming effects of climate change. Forest Service effectively granted the resort half a loaf , green-lighting improvements that Eldora sought within its borders, but deferring a decision on improvements that would entail expansion on its northern and southern boundaries. Eldora submitted an appeal of that decision on Nov. That appeal was dismissed on procedural grounds Nov. Tregaskis said the resort hoped to complete significant work on new runs and some base-area improvements " already approved by the forest service " by the time the winter season begins. He said work to install new chairlifts will not occur until the summer of Utah-based Powdr on Monday announced it has purchased the Boulder County ski area for an undisclosed sum. Eldora, through the Super Value Pass, already enjoys some joint skiing opportunities with Copper, but those could expand if its current agreement with resort company IntraWest changes. Phil Bohannon, right, brings the next chair around as fellow lift-maintenance crewmember J. Hooks prepares to check it as they test chairs for their grip tightness on the haul rope at Eldora Mountain Resort on Monday afternoon. See more photos from Eldora at [dailycamera](#). And this operator seems to realize that getting along with the locals is important. He has built a great adventure company and has the reputation as an outstanding operator. When we decided to consider selling Eldora, we wanted to put our resort in the best hands possible and Powdr was the first company that came to mind. Forest Service spokeswoman Reid Armstrong said her agency had approved the sale and had signed a new lease with Powdr. Rumors that the resort was on the market had been circulating for weeks. Financial terms of the sale were not disclosed. Tregaskis, who will continue as general manager, said no jobs will be cut as a result of the deal.

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Chapter 3 : Flurry of sale speculation as Eldora vows to focus on improvements - Boulder Daily Camera

Earlier this summer Killington Resort asked the town of Killington to consider repealing the sales and use portion of the 1 percent option tax. The resort is committed to using the money, freed up if the tax is repealed, to invest in additional summer assets and to help fund key summer events that the option tax revenues had been used to sustain.

April 20, Introduction For millennia, skiing has been used as a form of transportation. Created in Scandinavia over two thousand years ago, Nordic cross-country skiing was used extensively, as paths and roads became blocked with snow. Skiing today is used primarily for its recreation aspects as well as for its health benefits. Vermont has always been at the forefront of skiing. The need for a major winter activity, skiing, was never more needed than the early part of this century. Skiing was seen as improving the mental and physical well being of Vermonters by offering a wholesome physical outdoor activity that made winter less dreary Lorentz. Once developed, skiing would forever change the status of the state of Vermont. The Early Years During the early part of this century, many Vermonters regarded winter as merely a wasted time between the relatively short growing seasons. Lack of proper maintained roadways forced people to remain at the homestead for long periods of time. A dearth of high-paying jobs also plagued many Vermonters. Young adults were leaving the state in droves. A need for better jobs and recreation was necessary. The stage was set for one of the largest influences in Vermont history-mass tourism-to develop. Many people scoffed at such people - they did indeed look funny on those long strips of wood. Slowly but surely, skiing became more and more popular. As it caught on, improvements to ski equipment such as more secure boots and waxed skis became more prominent. Before long, large Nordic jumps were created throughout the state, including ones in Middlebury and St. There, college teams could practice and win competitions. Trails were then being cut on many mountains throughout the state, such as the Bruce trail on Mount Mansfield, and were being used as racing trails. Participants would hike to the summit, and then all race down in a frenzy. It was an exhausting procedure: A better way ascending the mountains had to be found. However, it would not be until that the first ski lift would come to Vermont. Development of Modern Skiing Bunny Bertram, a Woodstock, Vermont native, had seen the frenzy caused by the sudden excitement over skiing. This entrepreneur developed the United States first rope tow ski lift-a long loop of continuously moving rope, powered by an antique Model-T Ford engine. The lift was known for both its speed and wild rides - the speed on the lift could be cranked up to quite high velocities. This simple invention allowed for a sudden discovery of the sport of skiing. Almost immediately after this major event, rope tow areas sprouted across the state like wildflowers. One such area was Big Bromley, in Manchester Center. Fred Pabst, a skiing enthusiast and entrepreneur, founded this ski area in Pabst had seen the prospects of skiing as an important commodity in Vermont, and wished to see skiing introduced to the general populace. In order to do this, Pabst set up small, rope tow ski areas wherever a train station was located. However, little money was generated from this "chain store" approach to skiing, so Pabst disposed of all except for Big Bromley. The approach to buying multiple areas has since been revived, as mass conglomerates have become commonplace today. Pabst also had one more significant contribution to the development of skiing: A J-bar lift is essentially a pole, with another bar that sticks out, from which skiers are dragged up a graded slope. This lift was much easier to use, as riders did not have to grab onto a rope, but could rather ride up the mountain in comfort. A listing in "The Complete Ski Guide" of for Bromley read "Forty miles of trails, acres of varying slopes; cable tramway; three tows; popular with the metropolis as it is close to New York, possesses interesting slalom glade, all trails designed to insure maximum safety for all classes of skiing," Bromley was categorized as a major area for that time. In , another historically important ski area would open: Pico Peak, located in Sherburne Pass in central Vermont. A racing trail, the "Sunset Schuss," had been used for years from the top. The Mead family saw the booming rope tow areas and decided that Pico Peak would be ideal for skiing. They installed the first United States T-bar ski lift, essentially a J-bar with another side, carrying two passengers instead of one. This first single chairlift was " feet long, and was

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designed to carry skiers per hour," Older The famous "Front Four" ski trails were installed with the chairlift, and together they offered then the most challenging skiing in the country. World War II would lead to a major slump in skiing, as many young men left their families to go to Europe and fight. Many of these young skiers had wanted to find a way of life in the Army that resembled their life back home, and so joined the Tenth Mountain Division, a branch of the Army that dealt with mountaineering tactics. During the War, many small rope tow ski areas closed, many permanently, but once the soldiers returned, a great boom in ski areas and skiing occurred. These army veterans were hired to teach classes and to run the ski patrol. With "Snow Trains," trains that carried urban skiers to more rural skiing areas, many took up the sport. The post-war boom created a total of 55 ski areas by Lorentz Skiing was well on its way to becoming the sport it is today in Vermont. After a significant snowstorm, the snow needed to be packed down in order to become more skiable. Crews would side step the entire mountain, packing the snow as they went. No machines existed at that time that could groom a slope. Also, trails had to be picked clean of rocks, roots, and other debris during the summer in order to be skiable. Big Bromley, through this extensive "summer grooming," could "ski and ski well with just four inches of snow," Older Specifically, he was "looking for fifteen years for a mountain located near a maximum snow belt line, near the large cities," Long He found his perfect mountain: Mount Snow, near West Dover. Mount Snow would become one of the most accessible, fun, and enterprising ski areas of this century. Walt was known for his crazy ideas. He invented a chairlift that "ran from a series of conveyor belts, up many towers," Long This lift provided extremely high capacity for its day: Most single chairs were providing about 1000 rides per hour, and most double chairs were providing 2000 or less. This high capacity allowed for tremendous amounts of people to access the slopes and trails. The slopes and trails at Mount Snow were another industry first. While most ski trails at this time had to be narrow, in order to cup and hold snow, Mt. The design of extra wide trails would find its way to other areas, which soon adapted this philosophy of trail design. One of his other "crazy" ideas was Fountain Mountain. At the Snow Flake Lodge near the base of the mountain was a small lake. Walt had decided to build a large, 100 foot high fountain for its aesthetic appeal. However, it could not be turned off during the winter, so it was allowed to run all winter long. This produced a several hundred feet high mound of ice, from which ski races were held during the late spring! Also, Walt went against the philosophy at that time of having ice skating outside and a swimming pool inside. He built a large indoor ice skating rink inside, and put the swimming pool outside, near the lifts! Tales From the Mountain: His ideas became even weirder as the years progressed. If Schoenknecht had had his way, he would have dropped an atomic bomb, in order to increase the vertical footage to hold the Olympics! Walt forever changed the impression that skiing was just for the superfit. Now families could enjoy his mountain, along with other mountains, as some of his ideas spread to other areas. It was around this time that Preston Leete Smith, a young ski enthusiast began looking for his perfect mountain. Merrill was the Vermont State officer who could lease State land, and told Smith about the Killington prospects. The mountain had good snow and a good location, and the state was willing to lease the land to Smith. Pleasantly surprised, Smith returned to the mountain to begin its development. This pace was "well above industry standards," Lorentz Peak after peak was opened, with a high variety of runs and lifts. Smith had wished that his ski area would be accessible for all levels of skiers, from novice to expert. He did not wish to have novices relegated to lower slopes, when the views that the skiers wanted were located high up. To accomplish this goal, beginner trails were constructed from the top of all lifts, and the Graduated Length Method ski teaching method was created. This new method of ski teaching worked on the strengths, rather than the weaknesses of the beginner skier. Instead of Austrians barking out commands, new learners were cajoled into learning at their own pace, while enjoying the sport. However, several low snow seasons prompted the initial use of snowmaking. Basically, during this decade ski areas could only cover a few trails, but it was these trails that could remain open during both thaws and periods of dry cold weather. Although scoffed at, Killington and Bromley would see an increase of skier visits with the addition of snowmaking. Slow Decline in Areas was the year with the greatest number of ski areas in the state of Vermont. A total of 81 ski areas operated during this year. About one fourth of these areas were considered

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"major," with large vertical drops and modern lifts.

Chapter 4 : Vail Resorts takes over Stowe, and the benefits could be great - The Boston Globe

--Conclusion --Killington Resort, Vermont: can a mountain ecosystem be protected when the law protects its parts?: the case of Vermont's act and Killington Resort / Julia LeMense and Jonathan Isham --An introduction to Killington Resort, its expansion plans, and the issues --Vermont's act and the early battles at Parker's Gore East.

Chapter 5 : Eldora ski area in Boulder County sold to Copper Mountain owner Powdr - Boulder Daily Camera

Last Tuesday, Feb. 28, SP Land Company, LLC. filed its Act permit application for the \$ million Phase 1 of development, along with the conceptual Killington Village Master Plan and a revised application for what is referred to as the Overall Subdivision.

Chapter 6 : Holdings : Mountain resorts : | York University Libraries

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Chapter 7 : Pala Casino in Southern California plans \$m expansion

Killington's Snowdon Mountain has a nearly perfect pitch for intermediate skiers and snowboarders and the area has always featured much of the resort's blue-square-rated terrain. But the Snowdon area has also been saddled with several negative attributes.

Chapter 8 : Bretton Woods Plans New Hampshire's First 8-Passenger Gondola " Lift Blog

Killington is installing hands-free lift pass access with RFID technology, which is also being installed at Pico, its sister resort. At the state's southern-most resort, Mount Snow in Wilmington, is completing its \$22 million Carinthia base lodge.

Chapter 9 : Killington Village: One step closer - The Mountain Times

Killington has found state and federal resources to expand on its investments in infrastructure. Because the town generates significant revenue to the state, it has been a priority of the state to support its capital needs and the future of its economy.