Town of Granby
Planning & Zoning Commission
Regular Meeting Agenda
Tuesday, July 14, 2026, at 7:00 pm
Town Hall Meeting Room

Zoom: https://us02web.zoom.us/j/84026176753?pwd=SeJKzPbhOiCMXpSVB9ztvoNgQPeZY2.1
Call-In: 1-929-205-6099
Meeting ID: 840 2617 6753
Passcode: 229930

1. Call to Order
2. Pledge of Allegiance
3. Seating of Alternates, if applicable
4. Public Session
5. Action on the minutes from June 9, 2026
6. Public Hearings
   a. Application seeking a Site Plan Modification under Zoning Regulations 8.16.10 for outdoor dining for property located at 9E Bank Street, COCE Zone. (Opened and continued from 6/9/26).
   b. Application seeking a Special Permit under Zoning Regulations Section 8.29.1.3 for a ground-mount solar array for property located at 9 Laurel Drive, R30 Zone. (Postponed to 9/8/2026)
   c. Application seeking an amendment to Zoning Regulations Section 3.2.5 Business Zone (C2) to add Section 3.2.5.18 for the reconstruction and conversion of an existing structure from a commercial use to a multi-family use. File Z-1-26.
   d. Application seeking an amendment to Zoning Regulations Section 3.10 Neighborhood and Commercial Transition Zone (T1) to modify building, site, and buffer requirements for multi-family residential uses. File Z-2-26.
   e. Application seeking an 8-lot re-subdivision for property located at 63 Harmony Hill Road; R30 Zone. File P-1-26.
7. Receive applications and schedule public hearing
   a. Application seeking a Special Permit under Zoning Regulations Section 8.6.13 for a sign that exceeds the maximum square footage allowed for property located at 120 West Granby Road, R30 and R50 Zones.
   b. Application seeking amendments to the Zoning Regulations regarding Transit Community Middle Housing, Mixed-Use Developments, and parking requirements for multi-family developments to comply with PA25-1; changes to require Special Permit approval for multi-family housing in the CC Zone; clarification of multi-family uses in other zones; electric vehicle charging station moved to new section; elimination of section regarding temporary and limited moratorium on cannabis establishments.
8. Consideration of applications, where the Commission has concluded the public hearings
9. POCD Committee Update – POCD Draft for Review
10. Staff Report and Correspondence
    a. CRCOG Housing-Related Webinars, Fall 2026
11. ZEO Report
12. Commissioner Reports and Correspondence
13. Adjourn

Please note: Any person who wishes to provide materials for display on the video monitors at a PZC meeting where such monitors are being used to videoconference the meetings must email the materials no later than 10 AM on the day of the meeting. All materials must be contained in a single attachment to the email. Materials received after the 10 AM deadline will not be accepted for display. Display of the materials is subject to all other rules and procedures of the PZC. Zip drive, memory sticks and other data storage devices will not be accepted.

Public Session

Comments Received

From: Maureen Eberly
To: Abigail Kenyon; Renee Deltenre
Subject: Fw: July 1 Deadline Looms for Connecticut Towns
Date: Monday, June 29, 2026 9:51:07 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
Please distribute to PnZ members as well as Mike Walsh and Mark Fiorentino.
Thank you
Maureen

Subject: July 1 Deadline Looms for Connecticut Towns



Save Local Control Today!

View this email in your browser

July 1 Deadline Looms for Connecticut Towns: Navigating the State's New Housing Law. Is your Town Ready?

The clock is ticking - just a few days until Connecticut's rushed housing law steamrolls local control. Last November, Governor Ned Lamont signed Public Act 25-1 after a frantic 48-hour special session with zero public hearings and no serious input from the planners and town officials who actually know their communities.

Now, by July 1, 2026, Planning and Zoning Commissions must rewrite its regulations to greenlight duplexes, triplexes, townhouses, and mixed-use developments by administrative

fiat in commercial and mixed-use zones. No public hearings. No special permits. No real say for the elected officials who answer to residents. Fail to comply, and Hartford preempts you. This isn't "towns taking the lead" – its a state takeover dressed up as housing reform, and it's landing like a brick through the window of local self-governance and democracy. Your town has one chance left to protect what makes it distinct before the state decides for you.

For towns, one hard deadline stands out: July 1, 2026 — just a few days away as of this writing. Planning and Zoning Commissions across Connecticut must update their regulations or risk state-level preemption on key housing types.

One important detail that was not shared-- law mandated that the bottom 20% AENGLC score municipalities (using AENGLC was never discussed in a public hearing) are exempt from receiving a Fair Share allocation, but most of the units of housing that are disappearing are in these very same exempted bottom 20. These 20 represent over 28% of the state's entire population. Will these units be allocated to the remaining 149 municipalities now?

What Towns Must Do by July 1

The core requirement is straightforward but disruptive for many communities. Starting July 1, zoning regulations must allow "transit community middle housing" (generally buildings with 2–9 units, such as duplexes, triplexes, townhouses, and cottage clusters) and mixed-use developments by summary review on any parcel currently zoned commercial or mixed-use. Summary review means a streamlined administrative process, — basically site plan approval — with no mandatory public hearing, special permit, variance, or other discretionary approvals, provided the project meets objective standards and does not create a specific, documented threat to public health or safety. Public voices are removed from the process which is regrettable. The role of local zoning commissions, elected officials who know your town best, are degraded.

Towns retain the ability to set reasonable design standards, height limits, setbacks, and other form-based rules. They can also voluntarily extend these summary-review rules to residential zones (which can earn points toward future 8-30g moratorium eligibility).

Other changes affect parking

- Beginning 7/1/2026, towns generally cannot deny a residential project solely because it fails to meet minimum off-street parking requirements, unless the lack of

parking create a specific adverse impact on health or safety.

- For the period 7/1/2026 through 10/1/2026, no development projects of exactly 16 units require any parking at all. The 16 unit project issue was due an alleged “drafting oversight” in 8002 that passed in November 2025 and was not properly fixed during the 2026 legislative session. The corrective language from the 2026 session does not go into effect until 10/1/2026, whereas the original elements passed in 8002 go into effect on 7/1/2026. Municipalities may choose to enact a temporary moratorium on development projects of exactly 16 units to preempt any projects that fall under this loophole during that specific time period until the correction is enacted.
- Starting 7/1/2026, outside of an 8% traffic mitigation area (as defined by every municipality and submitted to DOH in advance), developers alone will decide how much parking or whether to provide any parking at all for projects under 16 units.
- Within the traffic mitigation area, the onsite parking requirements for projects under 16 units (and including projects of exactly 16 units starting on 10/1/2026) would be the lesser of 1 space per studio/1Br units and 2 spaces per 2Br+ units or the total onsite parking as determined by a traffic mitigation study paid for by the developer.
- Larger projects over 16 units fall under the same criteria as in the traffic mitigation area, but developers do potentially gain more flexibility when submitting parking studies that they fund themselves.

These changes amend existing statutes (notably around § 8-2s) and apply statewide, whether towns zone under the general statutes or special acts. If local regulations are not updated in time, the state provisions effectively override conflicting local rules for these specific developments.

Towns are also involved in updating regional Plans of Conservation and Development (POCDs) through their Councils of Governments (COGs), which must incorporate housing capacity assessments by the same July 1, 2026 timeline in many cases. Broader “housing growth plans” — municipal or regional — come later (around 2028–2029), tied to eligibility for new state grants, infrastructure funding, and higher school construction reimbursement rates.

The Practical Burden on Towns

For well-resourced cities with professional planning staff, this is manageable. For smaller suburban and rural towns with part-time commissions and limited planners, the timeline is tight. Many are relying on their COGs for model language and technical assistance, which

is helpful but still requires local adoption.

The challenges are real

- Infrastructure strain: More units in commercial corridors could pressure aging sewer, water, and road systems. The state has ordered a statewide wastewater capacity study due by July 1, 2026, but that won't magically expand capacity overnight, but once again municipalities will likely face ever more state mandates from this "study" to override local municipal discretion on sewers.
- Local character and resident pushback: Commercial zones often sit near existing neighborhoods. Residents may worry about density, traffic, or changes to the "look and feel" of their town, even with design standards in place.
- Parking and spillover effects: Relaxed minimums sound good for reducing costs and car dependency, but in car-dependent suburbs that lack adequate local public mass transit they can create on-street parking battles or enforcement headaches, as well as adverse impacts on local businesses if patronage is affected by lack of parking. Even worse it could mean additional unfunded mandates on municipalities to build and fund municipal parking lots when local development projects are under parked.
- Administrative load: Updating regulations, training staff on the new summary review process, and potentially defending decisions takes time and money that many towns don't have excess funds for increased attorney fees.

The law gives towns some tools they can use proactively. "Compliant" communities become eligible for future state infrastructure grants and other incentives. Streamlined approvals in commercial areas can encourage redevelopment of underused strip malls or office parks into mixed-use projects that add vibrancy without sprawling into greenfields. It also builds on earlier reforms like accessory dwelling units and provides a pathway to earn 8-30g moratorium points without full reliance on the appeals process.

CT169Strong is the voice for local communities and local control. Land is inherently local. While Gov. Lamont called the legislation, "Towns take the lead", we know by dissecting it, that's not true and it's clear he didn't read the 100+page bill. and he signed it without knowing the real-world implications.

One-size-fits-all state rules layered on top of already complex local processes risk unintended consequences and resentment.

Planning commissions should:

- Adopt clear, objective standards that comply with the law while protecting what makes their community distinctive.
- Work with their COG and neighboring towns on regional strategies instead of reinventing the wheel.
- Pair zoning changes with honest conversations about infrastructure needs and potential state or federal funding.
- Document everything — good planning records will matter if disputes arise later.

The state, for its part, should pair these zoning changes with real resources: faster permitting for infrastructure, technical support beyond model ordinances, and funding tied directly to growth. Incentives work better than mandates when communities see tangible benefits. Connecticut's new housing law is not a silver bullet. It does not take into account the cost of land (most notably in Fairfield County), the cost of labor (Connecticut has prevailing wages) and of course the cost of supplies. It also ignores the hard work many towns have done to create housing and a diversity of housing stock.

Towns now have a week to get their zoning regulations in order. Those that act thoughtfully can shape growth somewhat on their own terms while unlocking future state support. Those that drag their feet may find decisions increasingly dictated from Hartford and their municipalities potentially subject to haphazard development.

The housing shortage wasn't primarily caused by zoning, and it won't be solved by zoning tweaks alone. But July 1, 2026, is the moment when most Connecticut town must decide whether to lead, follow, or get out of the way on this particular piece of the puzzle. The clock is ticking.

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MEETING MINUTES
Town of Granby
Planning & Zoning Commission
Tuesday, June 9, 2026, at 7:00 pm

Present: Eric Lukingbeal, Christine Chinni, Mark Lockwood, Eric Myers, Paula Johnson, Steve Muller, and Brennan Sheahan
Also Present: Director of Community Development Abigail Kenyon and Land Use Coordinator Renee Deltenre

1. **Call to Order**
   Chair Lockwood called the meeting to order at 7:00 p.m.

2. **Pledge of Allegiance**

3. **Seating of Alternates, if applicable**
   P. Johnson was seated for R. Lavitt.

4. **Public Session**
   Ben Perron, 25 Archie Lane, had questions/comments regarding the proposed T1 Zoning Regulation amendment application, and deadlines for the town regarding Public Act 25-1. M. Lockwood noted that public comment regarding the Zoning Regulation amendment cannot be received at this time, and the public hearing has been scheduled for a later date.

5. **Action on the minutes from May 12, 2026**

   ON A MOTION by C. Chinni seconded by P. Johnson, the Commission voted (6-0-1) to approve the May 12, 2026, minutes as presented. E. Lukingbeal abstained.

6. **Public Hearings**
   a. **Application seeking a Special Permit under Zoning Regulations Section 3.12.2.2.15 for a mixed-use building with one residential unit and a massage facility for property located at 32 Hartford Avenue, CC Zone.**
      Applicant Carrie Lin and her husband John Daggerhart were present to discuss the application. As indicated by staff, the Zoning Enforcement Officer became aware of the business when yard signs were placed along Hartford Avenue. As there are no approvals for the use, a letter was issued resulting in this application. The applicant is seeking permission to operate a massage therapy business on the property. At this time, the property has one residential unit and one massage facility so it can be classified as a mixed-use building, which requires Special Permit approval. As noted in the application, the applicants live in the building and own/operate the massage business. The first-floor dining room has been converted into the massage room, and there is a bathroom located across the hall. There are no employees and customers are via appointment only with parking provided within the existing driveway. There are no exterior building or site modifications proposed at this time to accommodate the mixed-use building. The Commission discussed hours of operation and the possibility of increasing the number of days in order to provide greater flexibility.

Public Comment
Terri-Ann Hahn, 6 Allen Place, expressed concerns regarding the intent of the regulation and classifying the property as having a mixed-use building.

The public hearing closed at 7:21 p.m.

b. **Application seeking a Site Plan Modification under Zoning Regulations 8.16.10 for outdoor dining for property located at 9E Bank Street, COCE Zone.**
A. Kenyon provided an overview of the application as the applicant was not in attendance. They are seeking a site plan modification to allow for outdoor dining associated with the Subway restaurant. Currently, there are four tables and eight chairs located outside, and this application is necessary to bring the outdoor dining area into conformance with the regulations. The location and arrangement of furniture is ADA compliant and a trash receptable is nearby. At this time, the application is missing a site plan layout and information pertaining to off season storage of furniture and litter control.

Public Comment
Terri-Ann Hahn, 6 Allen Place, expressed concerns regarding the potential for outdoor music, otherwise, she has no objection to the application.

The public hearing was continued to the next regular meeting on 7/14/26 at 7 p.m.

c. **Application seeking a Site Plan Modification under Zoning Regulations 8.16.10 for outdoor dining for property located at 2 Salmon Brook Street, R30 Zone.**
Applicant Rayssa Flores and her husband Orlando were present to discuss the application. They are seeking permission to establish an outdoor dining area in front of their business Coopertine Matcha. They would like to place a table with two chairs on the left and right side of the front entrance along the existing sidewalk. As noted in their application, no additional exterior lighting or music is proposed. Hours of operation are Wednesday to Friday 7am to 4pm and Saturday to Sunday 8am to 3pm. Furniture will be stored within an existing shed during the off season, and a trash receptable will be provided and maintained accordingly. There was no public comment and the public hearing closed at 7:36 p.m.

d. **Application seeking a Special Permit under Zoning Regulations Section 8.29.1.3 for a ground-mount solar array for property located at 9 Laurel Drive; R30 Zone.**
The opening of this hearing has been postponed to the next regular meeting on 7/14/26.

7. **Receive applications and schedule public hearing**
   a. **Application seeking an amendment to Zoning Regulations Section 3.2.5 Business Zone (C2) to add Section 3.2.5.18 for the reconstruction and conversion of an existing structure from a commercial use to a multi-family use. File Z-1-26.**

   b. **Application seeking an amendment to Zoning Regulations Section 3.10 Neighborhood and Transition Zone (T1) to modify building, site, and buffer requirements for multi-family residential uses. File Z-2-26.**

   The above applications have been scheduled for a public hearing on 7/14/26 at 7 p.m.

8. **Consideration of applications, where the Commission has concluded the public hearings**
   a. **Application seeking a Special Permit under Zoning Regulations Section 3.12.2.2.15 for a mixed-use building with one residential unit and a massage facility for property located at 32 Hartford Avenue, CC Zone.**

      ON A MOTION by E. Myers seconded by C. Chinni, the Commission voted (7-0-0) to approve an application seeking a Special Permit under Zoning Regulations Section 3.12.2.2.15 for a mixed-use building with one residential unit and a massage facility for property located at 32 Hartford Avenue, CC Zone; subject to the following conditions:
      1. Approval is for one residential unit and a business owner occupied and operated massage therapy business.
      2. The application is approved as presented; specifically, one designated room to be used for the business.
      3. Permitted use includes access to the restroom.
      4. The hours of operation are Monday through Saturday from 9am to 8pm.
      5. No exterior sign is part of this application, and none is approved.

   b. **Application seeking a Site Plan Modification under Zoning Regulations 8.16.10 for outdoor dining for property located at 2 Salmon Brook Street, R30 Zone.**

      ON A MOTION by E. Myers seconded by C. Chinni, the Commission voted (7-0-0) to approve an application seeking a Site Plan Modification under Zoning Regulations 8.16.10 for outdoor dining for property located at 2 Salmon Brook Street, R30 Zone; subject to the following conditions:
      1. The application is approved as presented; noting the attached Site Plan.
      2. Tables and chairs shall be removed seasonally and stored when not in use.
      3. No music is part of this application, and none is approved.
      4. Applicant will provide and maintain trash receptacles for outside use.

9. **Commission Discussion: Proposed zoning regulation changes for Transit Community Middle Housing Developments (2-9 Residential Units) and Mixed-Use in Commercial Zones**
   In response to discussion and feedback received at the prior meeting, A. Kenyon presented a revised draft outlining changes in red and/or yellow highlighting. Discussion ensued regarding whether or not the Center Edge Zone (CE) should be included, to which staff was directed to contact the Town Attorney. As part of the parking requirements, it was determined that the regulations should outline a Conservation and Traffic Mitigation District, and questions were raised regarding the qualifications of those presenting a parking needs assessment. Staff will prepare a final draft to submit to CRCOG with a public hearing scheduled for 7/28/26 at 7pm.

10. **POCD Committee Update**
    C. Chinni indicated that the majority of changes at this time are cosmetic in nature, and she is currently drafting an Executive Summary for inclusion while staff finalizes the structure of the document. It was requested that the Commission submit any photos they feel would represent Granby and benefit the final document.

11. **Staff Report and Correspondence**
    None

12. **Commissioner Reports and Correspondence**
    Broadleaf Solar presented to the Board of Selectmen on 5/18/26 and information can be found on the CT Citing Council website, where comments and questions can be submitted.

13. **Adjourn**

    ON A MOTION by E. Lukingbeal seconded by E. Myers, the Commission voted (7-0-0) to adjourn the meeting at 8:34 p.m.

    Respectfully submitted,

    Renee Deltenre

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

CC: Rajendra Patel

FROM: Abby Kenyon, Director of Community Development

DATE: July 9, 2026

RE: Application seeking a Site Plan Modification under Zoning Regulations 8.16.10 for outdoor dining for property located at 9E Bank Street, COCE Zone.

The public hearing for the subject application opened at the Commission's June 9th meeting. The applicant is seeking a site plan modification for outdoor dining in front of Subway, located at 9 Bank Street. There are currently tables out front, however these have not been approved for outdoor dining. This application is intended to bring the outdoor dining area into conformance with the regulations.

As shown in the photos on the following page submitted with this application, there is a sidewalk that runs along the front of the restaurant. The applicant would like to locate four tables on the sidewalk, with a total of eight seats. These tables and chairs are located to the left of the front entrance. Also attached is the site plan showing the location.

The application complies with the provisions of Section 8.16.10, except for the following:

8.16.10.7 Submission of a litter control plan, including policies to be followed by employees in keeping the premises free of litter originating from the site, is required and the location and design of trash receptacles shall be shown on the site plan.

Comment: The applicant is asked to address how litter will be handled.

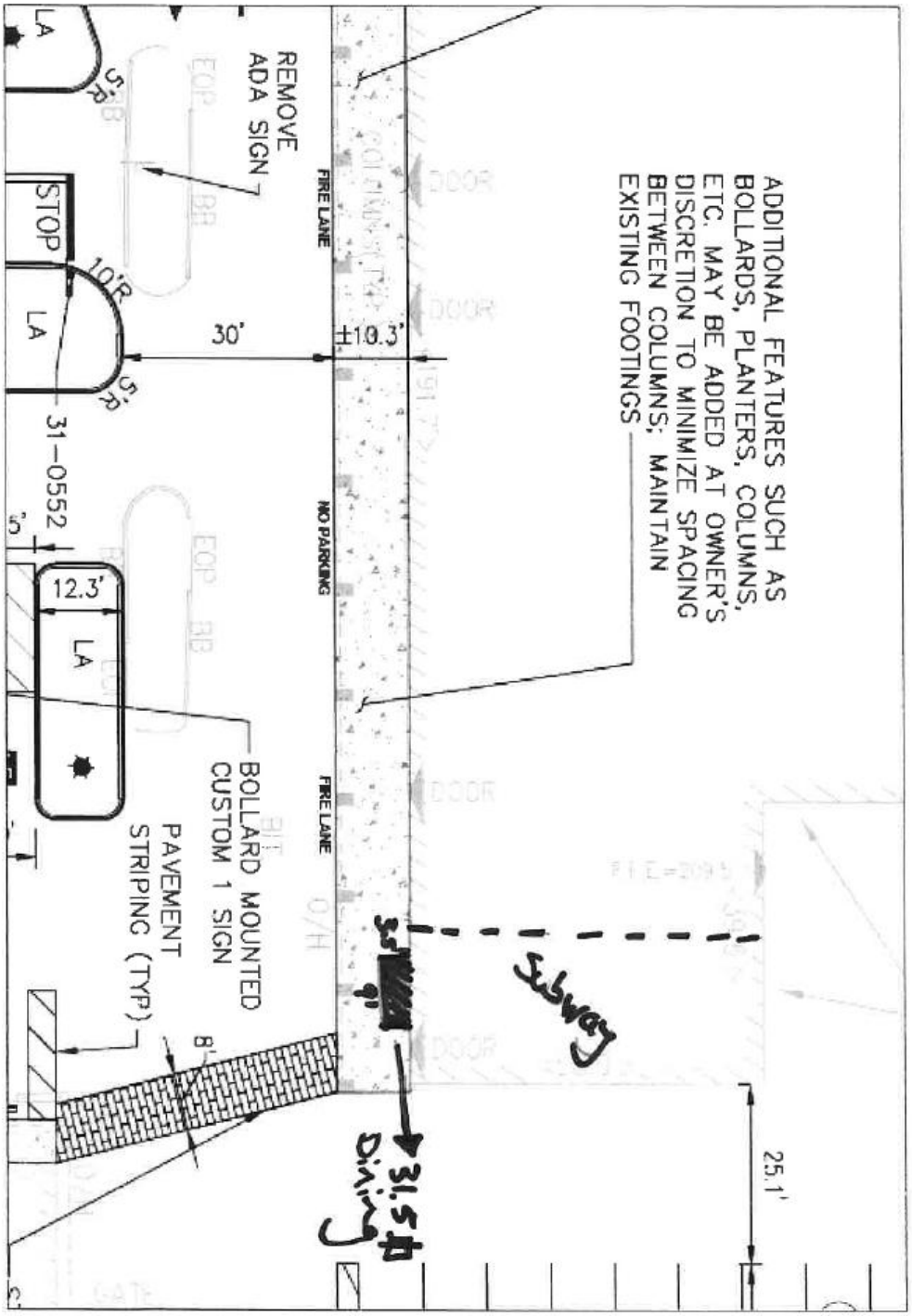
8.16.10.11 All tables, chairs, trash receptacles, outdoor heaters, etc. shall be removed at the end of each outdoor dining season or secured when not in use. If they are to remain on site outdoors, a storage plan shall be submitted for review and approval by the Commission.

Comment: The applicant is asked to provide information about this requirement. Will any tables/chairs remain on site? If so, provide details where they will be stored.

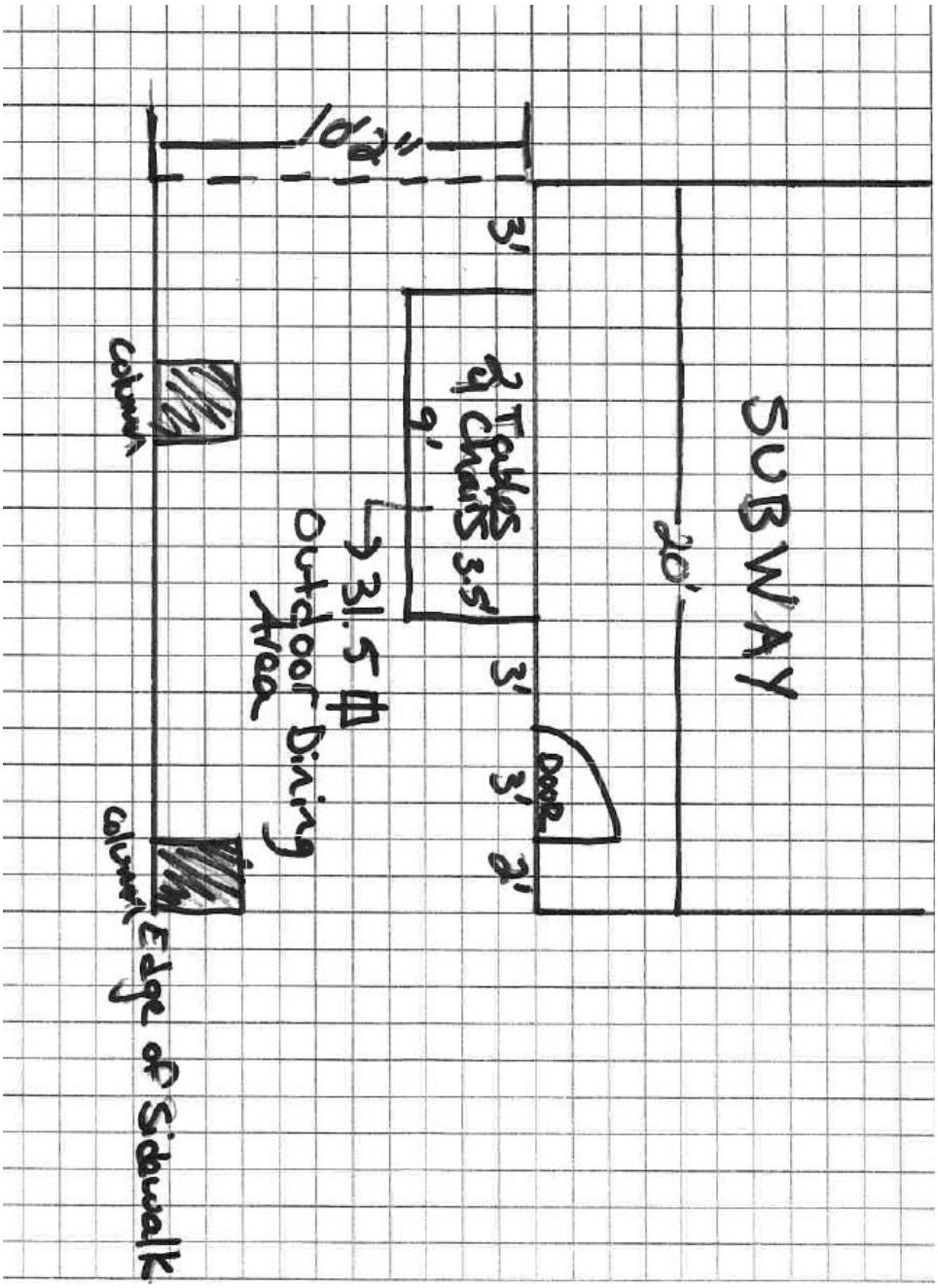
Site Photo May 29th



Site Plan


ADDITIONAL FEATURES SUCH AS BOLLARDS, PLANTERS, COLUMNS, ETC. MAY BE ADDED AT OWNER'S DISCRETION TO MINIMIZE SPACING BETWEEN COLUMNS; MAINTAIN EXISTING FOOTINGS
REMOVE ADA SIGN
FIRE LANE
NO PARKING
FIRE LANE
STOP
LA
10'R
30'
±10.3'
31-0552
12.3'
LA
BOLLARD MOUNTED CUSTOM 1 SIGN
PAVEMENT STRIPING (TYP)
8'
25.1'
Subway
Dining

Site Layout with Dimension



Narrative

Request for Outdoor Dining Approval

I am writing to formally request approval for the outdoor dining at Subway, located at 9 E Bank street, Granby-CT 06035

We have already placed a small, temporary outdoor seating area consisting of **4 tables and 8 chairs**.

Proposal Details

- **Location:** The tables will be located on the front patio/sidewalk adjacent to the building, leaving ample space for pedestrian traffic.
- **Emergency Safety:** The furniture is light, durable, and easily portable. In case of emergency or extreme weather, all items can be immediately shifted or removed from the area.
- **Impact Assessment:** The seating will be located away from public rights-of-way to avoid disrupting the public. It will be maintained by staff to ensure cleanliness and orderly conduct, ensuring it does not disturb surrounding areas.

Attached are the required photos of the site and a copy of our business contact information. We are happy to comply with any required conditions from the fire marshal or zoning staff.

Thank you for considering this request to enhance our restaurant's offerings in Granby.

The checks for $260 by will be sent thru today's mail

Sincerely,

Rajendra Patel

President/owner


AVAILABLE


Open
HOURS
Monday - Friday
10:00am - 8:00pm
Saturday
10:00am - 8:00pm
Sunday
10:00am - 7:00pm

TOWN OF GRANBY
Public Hearing
Planning & Zoning Commission (PZC)

There will be a public hearing conducted by the PZC on Tuesday, July 14, 2026, at 7:00 p.m. in the Granby Town Hall Meeting Room, 15 North Granby Road, to hear and consider the following items:

- Application seeking an amendment to Zoning Regulations Section 3.2.5 Business Zone (C2) to add Section 3.2.5.18 for the reconstruction and conversion of an existing structure from a commercial use to a multi-family use. File Z-1-26.
- Application seeking an amendment to Zoning Regulations Section 3.10 Neighborhood and Commercial Transition Zone (T1) to modify building, site, and buffer requirements for multi-family residential uses. File Z-2-26.
- Application seeking an 8-lot re-subdivision for property located at 63 Harmony Hill Road; R30 Zone. File P-1-26.

At the hearing interested persons may appear and be heard, and written communications will be received. Copies of the proposals are on file in the Community Development Office.

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

CC: Freedom Property LLC

FROM: Abby Kenyon, Director of Community Development

DATE: July 9, 2026

RE: Application seeking an amendment to Zoning Regulations Section 3.2.5 Business Zone (C2) to add Section 3.2.5.18 for the reconstruction and conversion of an existing structure from a commercial use to a multi-family use. File Z-1-26.

Multi-family uses are not currently allowed in the C2 Zone. The applicant is interested in converting the Granby Motel, located at 551 Salmon Brook Street, to a multi-family use, therefore this text amendment is proposed. Specifically, the applicant proposes to change Zoning Regulations Section 3.5.2, Special Permit uses in the C2 (Business) Zone, to add a new Special Permit use Section 3.5.2.18 Reconstruction and conversion of an existing structure from a commercial use to a multi-family use, provided, however, that the provisions of Sections 3.7.4.3 thru 3.7.4.17.12 shall be complied with.

It should be noted that in response to PA 25-1, the Commission is currently working on regulations to allow Transit Community Middle Housing, which are developments with two to nine residential units, in the Business Zone subject to summary review. However, that regulation would cap the maximum number of allowable units at nine. This proposed Special Permit use would allow multi-family developments with more than nine units. It is suggested, and if the applicant is in agreement, that the proposed regulation be modified as follows:

Section 3.5.2.18: Reconstruction and conversion of an existing structure from a commercial use to a multi-family use, <u>with 10 units or more</u>, provided, however, that the provisions of Sections 3.7.4.3 thru 3.7.4.17.2 shall be complied with.

This would clarify how the proposed regulation would interact with the Transit Community Middle Housing Regulation. If a conversion were to have nine or fewer units, it would be subject to the regulations currently being contemplated by the Commission to comply with PA 25-1.

The proposed text amendment references Section 3.7, which is the Planned Development Multifamily PDM regulations. The applicable sections are pasted below. If adopted by the Commission, any proposed development would have to comply with those requirements.

3.7.4.3 Roads shall conform to the applicable town road regulations of the Town of Granby excepting minimum road width and curbs.

3.7.4.4 The owner of the premises shall provide and maintain all private roads and private parking areas.

3.7.4.5 RESERVED

3.7.4.6 The maximum density for multifamily dwellings other than elderly housing units is eight (8) per developable acre.

3.7.4.7 The maximum density for elderly housing units is ten (10) per developable acre.

3.7.4.8 Accessory uses such as garages, swimming pools, clubhouses, laundry facilities, recreational facilities and other structures and facilities which are customarily incidental and subordinate to the principle use may be allowed, provided they are approved as part of the total site plan.

3.7.4.9 Underground utilities are to be furnished in all developments.

3.7.4.10 In addition to the parking requirements set forth in Section 7, parking areas shall meet the following requirements:

a. Parking of resident's motor vehicles outdoors shall be limited to operable state-registered passenger vehicles including vans and pick-up trucks with less than one - (1) ton capacity used primarily for residential purposes. The parking of resident's other vehicles in a roofed building having solid walls and a garage door shall be permitted;

b. No parking spaces shall be located in a required front yard facing a public street, and all parking spaces visible from a public street shall be landscaped.

3.7.4.11 Buildings shall be located to provide for the amenities of multifamily living, to assure the maximum practical light and ventilation, to control the impact of traffic and parking on the site, and to integrate the develop¬ment with the neighborhood. The scale of buildings shall be compatible with the residential scale of build¬ings in the area. No building facade or roof shall have a continuous surface exceeding fifty (50) feet in length between horizontal offsets.

3.7.4.12 All buildings shall be separated by at least twenty-five (25) feet.

Under this proposed text amendment, the following PDM regulations would <u>not</u> apply:

3.7.4.1 All uses in the zone must be serviced by a public water supply.

3.7.4.2 All uses in the zone must be serviced by public sewer.

3.7.4.13 Driveways leading to garages shall be at least twenty (20) feet in length and shall be designed so as to permit the parking of a vehicle on the outside of each garage space.

3.7.4.14 Courts enclosed with buildings on all sides shall be prohibited.

3.7.4.15 Consolidated open spaces totaling at least 15% of the site shall be provided within the development. Open spaces shall be located so as to preserve significant natural site features and maximize the utility of the open space to the residents.

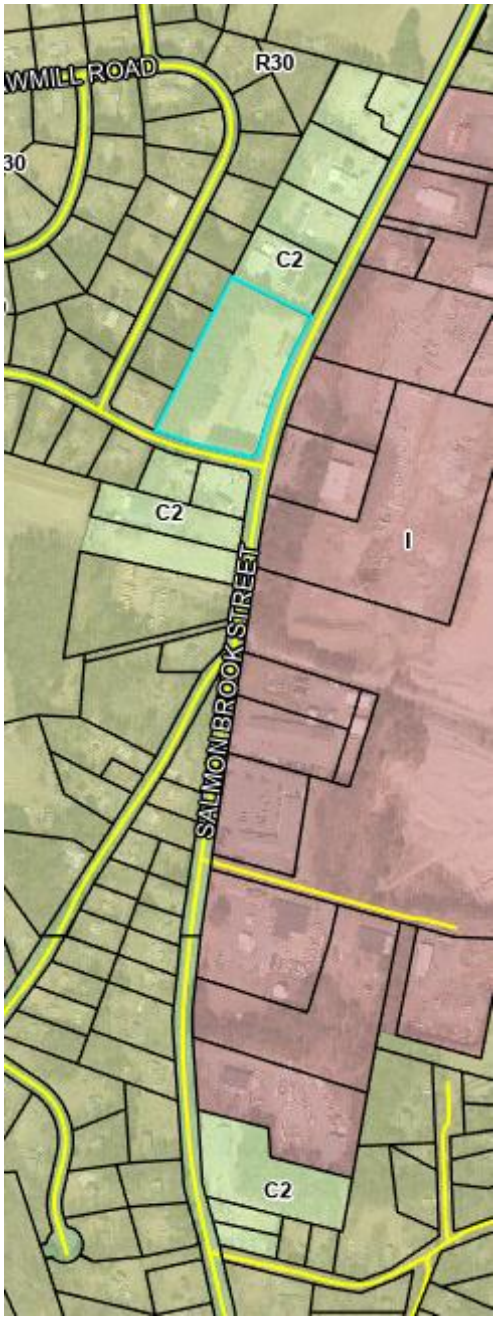
3.7.4.16.1 Where the separate ownership of multifamily dwellings is intended, the Commission may approve a subdivision of the land on which the units are to be located, provided that the overall site development plan meets the requirements of Section 5.

No separate lot created under this Section shall be used except in accordance with the approved development plan, and a subdivision approval for any lot which has not been developed in accordance with the approved development plan within three (3) years of the approval date shall become null and void unless the Commission grants an extension of time.

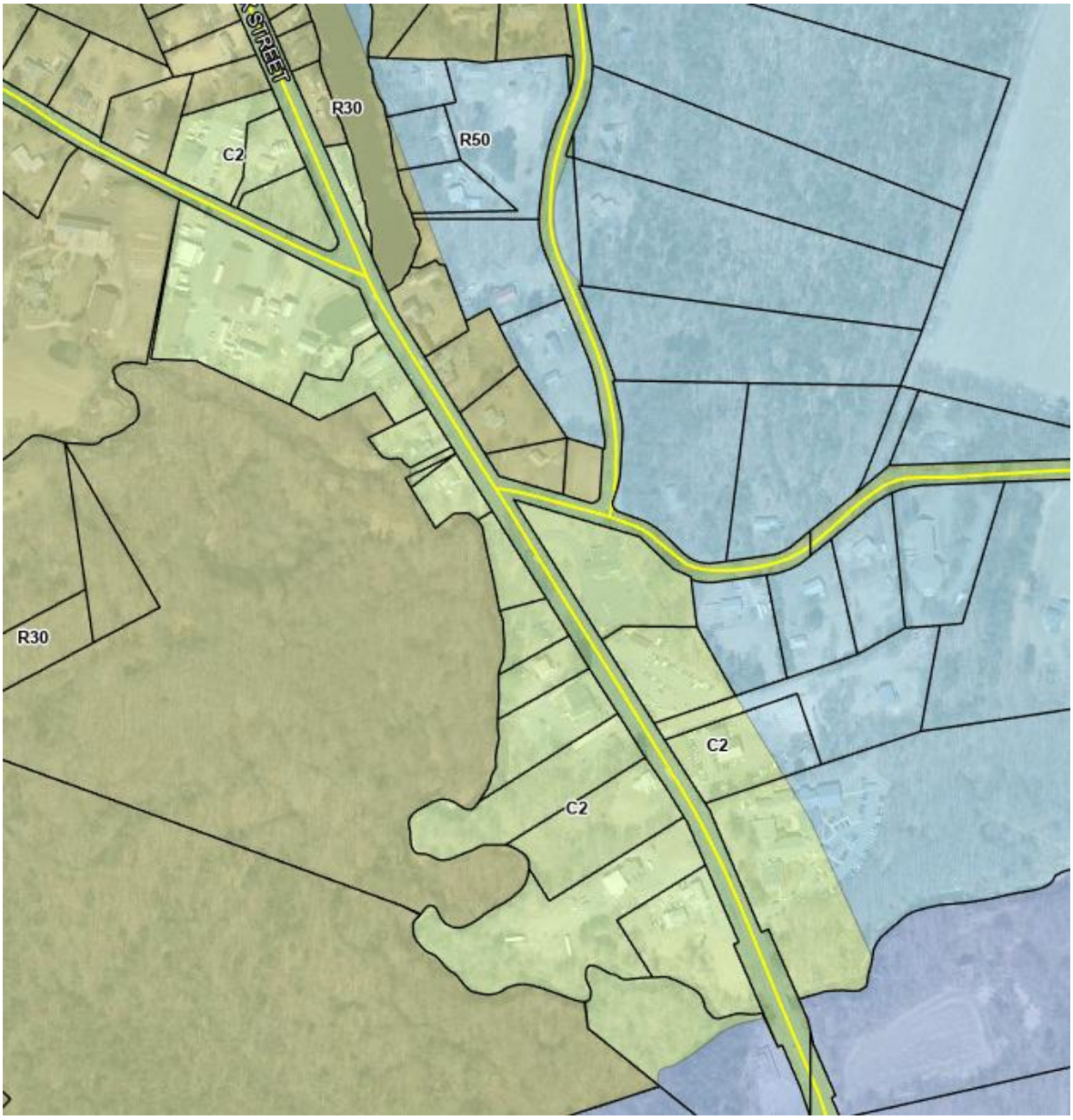
3.7.4.17 For all developments, the applicant shall present sufficient information to the Commission to demonstrate that adequate provisions have been made for the sustained maintenance of the development in general and also for the sustained maintenance of roads and open spaces.

When the Commission considers a change to the zoning regulations, it applies to any property within that zone. However, because it is a proposed Special Permit use, the Commission would have the ability to evaluate the application and determine if a specific property meets the criteria outlined in Section 8.2. The following pages include C2-Zoned areas of Granby.

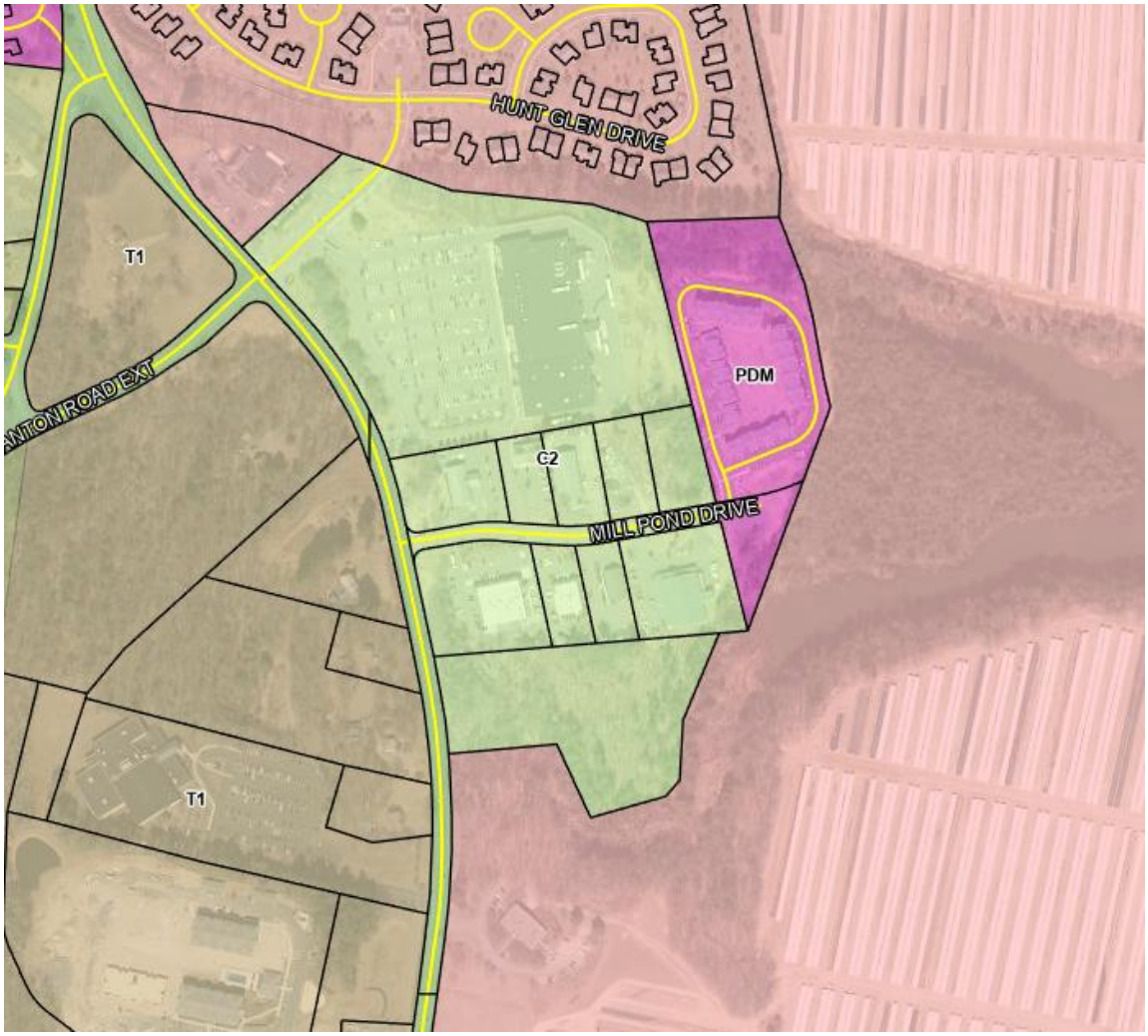
Salmon Brook Street – Granby Motel Property highlighted



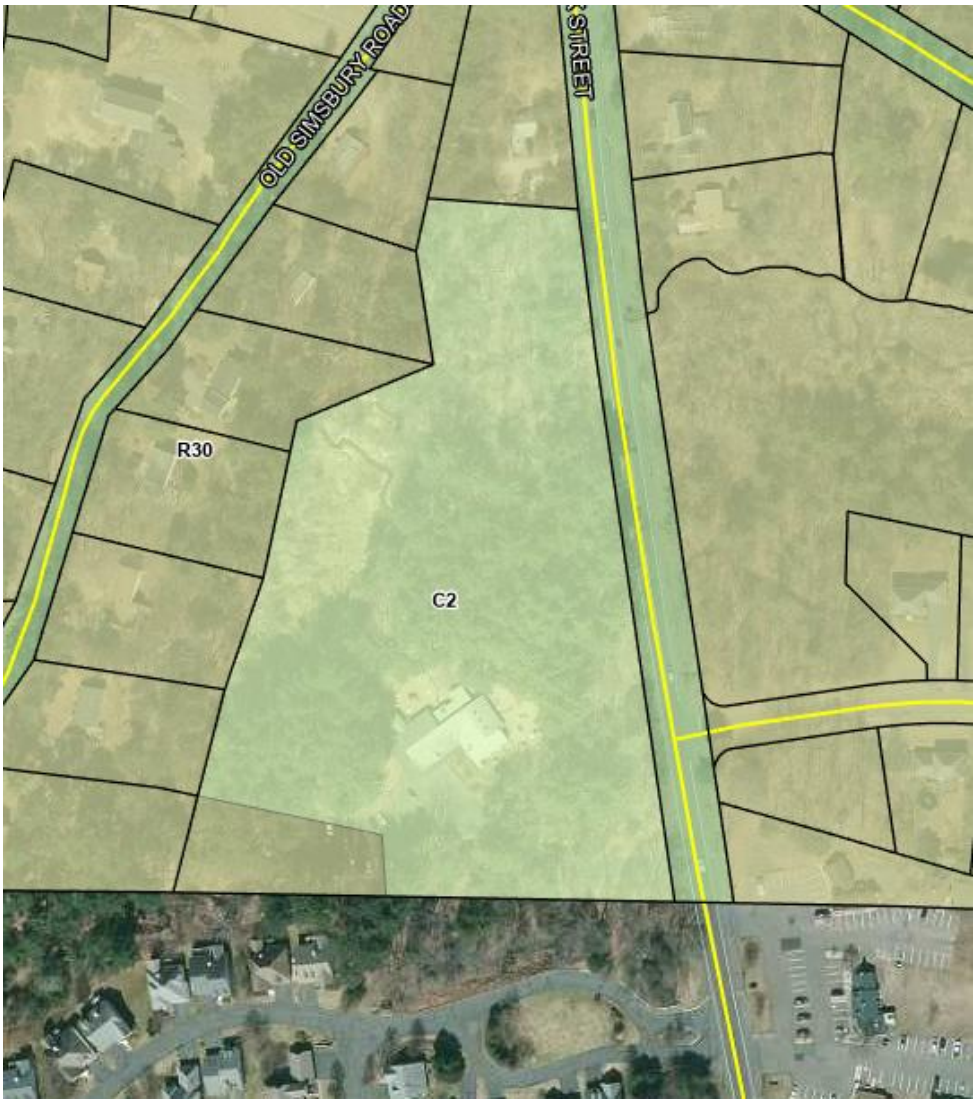
Salmon Brook Street, Mechanicsville Road area



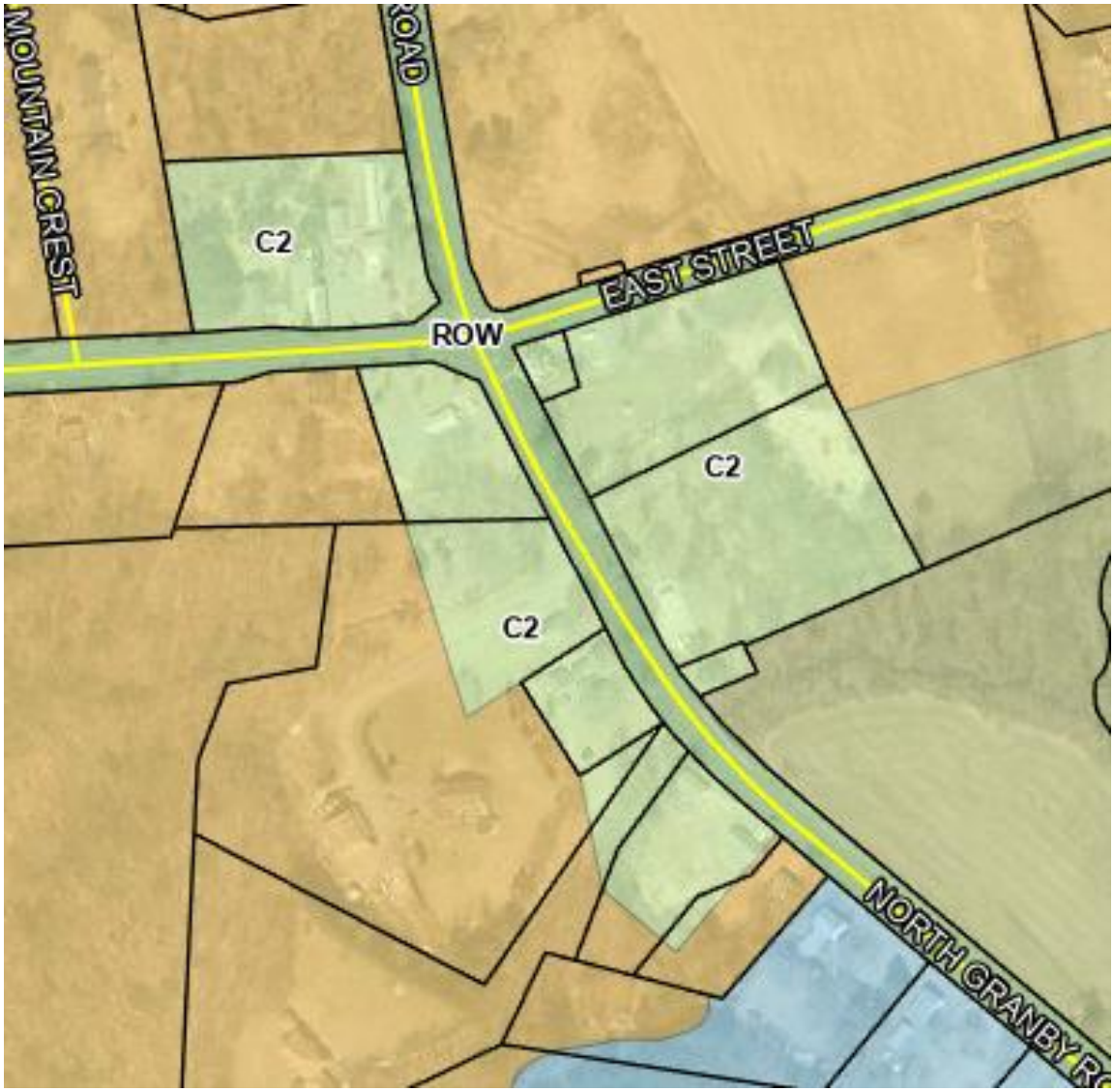
Salmon Brook Street, Mill Pond Drive



Salmon Brook Street, Town Line



North Granby, Cossitt Library area



When the Commission considers a change to the zoning regulations, the Commission is to consider consistency with the Plan of Conservation and Development (POCD). The proposed amendment is consistent with several POCD goals, including increased housing opportunities and "provide the opportunity for the construction of multi-family homes where appropriate".

The applicants will be at the hearing to explain the amendment in more detail and to answer any questions the Commission may have.

PROPOSED MODIFICATION OF PERMITTED USES IN BUSINESS ZONE (2)

Additional Section being added to Section 3.5.2:

3.5.2.18 Reconstruction and conversion of an existing structure from a commercial use to a multi-family use, provided, however, that the provisions of Sections 3.7.4.3 thru 3.7.4.17 2 shall be complied with.

NARRATIVE

The proposal being made by Freedom Property LLC is to permit within the C2 Commercial Zone the ability to convert existing structures from commercial uses to multi-family uses and to require Applicants to apply for Special Permits. Further, the proposal requires any Applicant to comply with these sections of the Planned Multi-Family Use Regulations that are applicable to the use.

By adopting this regulation amendment, the Town of Granby would be recognizing the change that is occurring in the types of uses in existing commercial structures. Commercial and housing needs are changing due to economic and societal changes occurring throughout the area and the State of Connecticut.

In examining the Plan of Conservation and Development ("Plan of C & D"), the Commission should note that the Plan of C & D recognized that the nature of residents working at places outside the Town of Granby was changing to a community of people working within the Town or at home (see Section on Fundamental Values). The Plan of C & D also recognized the need to vary housing types as the majority of housing in Granby were single-family homes. It also recognizes the need to increase the number of rental units (Page 19 and Page 23).

This application will satisfy both of the aforesaid needs.

It should also be noted that the growth of the population in Granby has been stagnant since 2010 with rapid growth from 1980 until 2010. This proposal will satisfy a need in the community for smaller rental units. Further, this Amendment of reconstruction will have

minimal or no impact on the environment, and by use of the requirement of a Special Permit, the Commission will be able to control any impact.

This Amendment will not negatively impact the C2 Zone as it will provide a mechanism for the Commission to be able to revitalize a commercial area.

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

CC: Selective Development Companies, LLC

FROM: Abby Kenyon, Director of Community Development

DATE: July 9, 2026

RE: Application seeking an amendment to Zoning Regulations Section 3.10 Neighborhood and Commercial Transition Zone (T1) to modify building, site, and buffer requirements for multi-family residential uses. File Z-2-26.

The applicants are interested in the redevelopment of 137 Salmon Brook Street, which is in the Neighborhood and Commercial Transition (T1) Zone, into a multi-family use. Multi-family uses are currently allowed by Special Permit in the T1 Zone. However, when reviewing the current T1 Regulations, there are provisions that would make redevelopment difficult. Therefore, the changes on the following page are proposed. Following the applicant's submission, a redline version of the regulations is included so the Commission can more clearly see the proposed changes.

Proposed Amendment to Granby Zoning Regulations Submitted by Selective Development Companies, LLC June 3, 2026

Proposed Amendment:

1. Section 3.10.2.11 is revised to read as follows:
   Assisted living facilities, independent living facilities and similar residential uses with a maximum density of 8 units per acre;

2. Section 3.10.2.14 is added as follows:
   Multi-family residential developments with a maximum density of 8 units per acre.

3. The first sentence of Section 3.10.3.10 is revised to read as follows:
   A landscape buffer area of not less than (i) 150 feet for commercial uses and (ii) 100 feet for multifamily uses shall separate any proposed Special Permit uses from single family homes, existing on the date of adoption of this regulation, and located within the adjacent R30 zone.

4. The first sentence of Section 3.10.3.19 is revised to read as follows:
   All Special Permit Application for commercial uses and multifamily developments of fifty (50) dwelling units or greater shall include an analysis of the anticipated vehicular traffic that will be generated by the proposed use.

5. The first sentence of Section 3.10.5 is revised to read as follows:
   In accordance with the goals outlined within the preamble, the following design guidelines are offered for consideration in the preparation of all T1 zone applications for commercial uses:

6. Section 3.10.5.22 is added as follows:
   Multifamily developments in the T-1 District will conform to the applicable provisions of the Planned Development Multifamily PDM District.

Redline version:

3.10 NEIGHBORHOOD AND COMMERCIAL TRANSITION ZONE – T1

3.10.0 Goal of the T1 Zone

The T1 zone is adopted in an effort to avoid the development of small commercial establishments along Route 10, through the elimination of an existing commercial strip zone. The T1 zone encourages comprehensive development and the cooperation of individual landowners. A primary goal of the zone is to avoid the establishment of commercial curb cuts along Route 10, while requiring that new commercial buildings be placed at least 100 feet back from Salmon Brook Street.

The T1 zone is designed to provide a transition of uses, from high intensity commercial use to residential use. This transition can be achieved by combining existing lots, limiting new curb cuts along Route 10, limiting the size of commercial buildings, regulating the style and quality of construction and establishing buffer areas. The objective is to create a unified commercial or mixed-use area, developed with an internal service road. All applications for development within the T1 zone must take into account this concept for an internal roadway. Designs that will prevent the possibility of bringing this concept to fruition shall not be approved.

The transitional zone is created in recognition of the commercial growth that is occurring in this area, the relocation of the Canton Road intersection, the availability of public water and public sewer and the Town's overall success in limiting curb cuts and managing traffic flow within the overall area.

The following regulations and standards are designed to bring about the above goal.

3.10.1 Permitted Uses

The following uses are permitted:

3.10.1.1 Single-family dwellings;

3.10.1.2 Home occupations, subject to Section 8.8;

3.10.1.3 Accessory uses customarily incidental to permitted uses, subject to Section 8.1; and

3.10.1.4 Family Child Care Home or Group Child Care Home, located in a residence and licensed by the Office of Early Childhood.

3.10.2 **Special Permits Uses, subject to the Special T1 Zone Criteria and Section 8.2.**

3.10.2.1 Commercial educational facilities, including day care centers, other than Family Child Care Home or Group Child Care Home, located in a residence and licensed by the Office of Early Childhood, in public, private and institutional buildings with a valid state license;

3.10.2.2 Bed-and-breakfast facilities, inns and motels;

3.10.2.3 Business or professional offices, including financial institutions and/or office parks;

3.10.2.4 Commercial recreational facilities, including health clubs, indoor and outdoor recreational complexes and all associated fields, courses, buildings and equipment;

3.10.2.5 Restaurants, subject to Section 8.16;

3.10.2.6 Retail sale, rental and/or repair of items such as food, clothing, hardware, garden supplies, jewelry, electronics, appliances, books, sporting goods, nursery items, home improvement products and general merchandise;

3.10.2.7 Personal services, including, but not limited to barbershops, beauty shops, cleaning establishments, nail salons and appliance and other general repair shops, excluding automobile repair;

3.10.2.8 Nursing homes with a maximum density of 15 beds per acre;

3.10.2.9 Elderly housing with a maximum density of 10 units per acres;

3.10.2.10 Active Adult Residential Development, in general conformity with the standards set forth in Section 8.27.3, except where such standards are in conflict with the T1 Zone Criteria of Section 3.10.3;

3.10.2.11 Assisted living facilities, independent living facilities~~, multi-family residential developments~~ and similar residential uses with a maximum density of 8 units per acre;

3.10.2.12 Accessory uses customarily incidental to principal uses.

3.10.2.13 Mixed use building containing both residential and non-residential uses.

3.10.2.14 Multi-family residential developments with a maximum density of 8 units per acre.

3.10.3 **Special T1, Zone Criteria**

3.10.3.1 The Special Permit uses listed above may only be approved on a lot which contains a minimum of 4 acres.

3.10.3.2 Maximum area of the footprint of a single commercial building is 20,000 square feet.

3.10.3.3 All commercial buildings must be clearly separated by a minimum of 30 feet.

3.10.3.4 The establishment of commercial uses that do not currently exist within the Town shall be preferred over the replication of existing uses.

3.10.3.5 The combined area of the footprints of all commercial buildings must be less than or equal to 20% of the total land area. (Example: 4.6 acres = 200,376 square feet. 20%

of 200,376 = 40,075. Therefore, the total area of the footprint of any combination of commercial buildings on a property of 4.6 acres shall be 40,075 square feet, or less).

3.10.3.6 No Special Permit use may be approved unless the Route 10 curb cut (west side), which serves the Special Permit use, is separated by at least 800 feet from any other curb cut, serving a Special Permit use and also located on the west side of Route 10. For the purpose of this regulation the existing YMCA curb cut is a curb cut serving a Special Permit use. This is the only commercial curb cut that exists within the T1 zone as of the adoption of this regulation. New Special Permit developments that do not comply with the curb cut separations may not be approved.

3.10.3.7 A primary purpose of this zone is to encourage the construction of an internal service road which extends from a point opposite Floydville Road to a point located on Canton Road Extension, as outlined above. It is anticipated that the majority of new uses will be serviced through the construction of this service road. The internal roadway shall be designed as a Town Road and easements shall be established at property boundaries to permit the future extension of the road. It is understood that the road may be constructed in segments and further understood that the actual transfer of the ownership of the road, to the Town, may occur at a future date, well after the earliest road segments were constructed. All appropriate bonds, deeds and easements shall be maintained to provide for the future transfer of the ownership of the road to the Town.

3.10.3.8 All developments shall provide vehicular and pedestrian easements, at the direction, and in locations determined by the Commission, to allow passage to and from adjacent properties to achieve the goals of the T1 zone.

3.10.3.9 No parking area, for a commercial development may be located within 100 feet of the Salmon Brook Street line.

3.10.3.10 A landscape buffer area of not less than (i) 150 feet for commercial uses and (ii) 100 feet for multifamily uses shall separate any proposed Special Permit uses from single family homes, existing on the date of adoption of this regulation, and located within the adjacent R30 zone. The Commission shall determine the planting and design requirements for all such buffer areas. The preservation of existing trees and shrubs for buffering is preferred to the planting of new materials. However, the planting of new materials may also be required to supplement the existing vegetation. Applicants are advised not to remove existing vegetation prior to the Commission's consideration of an application. Where existing vegetation has been removed prior to the filing of an application, the Commission may deny the application and recommend that the removed vegetation be replaced.

3.10.3.11 **RESERVE**

3.10.3.12 A landscaped Streetscape buffer along the frontage of Salmon Brook Street shall be designed for each application. Where possible, applicants shall use the design elements of the landscape berm located at 124 Salmon Brook Street (Stop and Shop Plaza) as a guide in designing the streetscape buffer.

3.10.3.13 No goods, merchandise, equipment or machinery shall be stored or displayed outside of a building unless the areas are specifically authorized by the Commission as a part of a site plan or special permit approval. Parking spaces and landscaping areas shall not be used for the sales, storage, display of goods or for advertising purposes of any kind, except for detached signs installed in conformance with these Regulations.

3.10.3.14 All commercial activity shall be conducted wholly within enclosed buildings, except for off-street loading, periodic sidewalk sales and other operations normally conducted outdoors, and excepting other uses specifically authorized by the Commission as part of a site plan or special permit approval.

3.10.3.15 Site lighting shall be designed as the absolute minimum necessary to achieve the desired purpose. Light pollution and excessively bright or intrusive lighting is a concern in the Town of Granby. Lighting plans shall include the height and type of poles, the design of the fixtures (primarily those that provide full horizon shading), the wattage and type of lighting and a written justification, with citation to published standards by authoritative sources, for the amount and type of lighting proposed. Lighting plans shall also include an illumination profile outlining the level of lighting, in foot-candles, produced throughout the site. Lighting shall be a specific design element of the development, comprehensively planned with uniformity of poles, fixtures and lighting. Metal halide lighting shall be considered for use throughout the T1 Zone.

3.10.3.16 Noise is a community concern and should be considered and measures taken to reduce its impact, in the design of all developments. Care should be taken to buffer areas of potential noise by shielding such areas through the strategic placement of buildings, earth berms or through a combination of these and other appropriate techniques.

3.10.3.17 A complete site plan as outlined within Section 4 shall be prepared for all special permit uses as stated above.

3.10.3.18 Parking requirements shall be as outlined within Section 7. The Commission may waive the specific requirements regarding the location of parking spaces to achieve the goals of the T1 zone as stated above.

3.10.3.19 All Special Permit Application for commercial uses and multifamily developments of fifty (50) dwelling units or greater shall include an analysis of the anticipated vehicular traffic that will be generated by the proposed use. Of specific concern is the peak hour traffic and the related turning movements of vehicles during the peak hours. The Commission shall strive to establish a mix of commercial uses which differ in their peak hours of traffic generation.

3.10.4 Required Lot Areas, Yards, Coverage, Heights and Frontages shall be as outlined for the R30 zone in Section 5, except as outlined herein. The Commission may waive the requirements of Section 5 to achieve the goals of the T1 zone as stated above.

3.10.5 In accordance with the goals outlined within the preamble, the following design guidelines are offered for consideration in the preparation of all T1 zone applications for commercial uses:

3.10.5.1 High quality masonry building materials (brick, stone, or materials having the appearance of them) should make up no less than 50 percent of the wall surface area, not including windows, of any façade of the building. The balance of wall surface area shall be made up of wood siding or shingle (shakes) or a combination of wood and synthetics. However, synthetic materials shall be limited to no more than 25 percent of the surface area of any façade other than the rear façade and shall not be permitted in any degree on the front façade;

3.10.5.2 Substantial structural elements shall be made prominent in building design to provide relief to large walls, create visual interest, define entrances, and convey a sense of permanence;

3.10.5.3 Use of carefully chosen architectural details, such as cornices, brackets, and awnings is encouraged;

3.10.5.4 Building material colors should primarily consist of neutrals and darker tones;

3.10.5.5 Whenever practicable, recessed entrances should be used to allow for a small outdoor shelter, increase window display area, reduce the massing and add relief to a façade;

3.10.5.6 Doors should be designed so as to make the doorway a unique and inviting architectural characteristic of the building;

3.10.5.7 It is not essential that the primary entranceways be situated toward the street;

3.10.5.8 In cases where a customer entrance is required at the rear of a building the standards of the rear façade shall equal the quality of design and materials of the façade facing the front;

3.10.5.9 Roof materials should be chosen with respect for building sustainability and durability;

3.10.5.10 Standing seam metal, or other dimensional, commercial grade shingle, slate, or simulated slate roofing in neutral colors should be preferred;

3.10.5.11 Parking should be central to the overall development and if possible, surrounded on no less than two sides by the proposed commercial business;

3.10.5.12 Parking should be situated to provide efficient pedestrian access from business to business to ensure that a single parking space will be close enough to all corners of the commercial center;

3.10.5.13 The circulation lanes of the parking area should be located adjacent to the front facade, should be characterized by benches, street trees, trash receptacles, high quality materials, textured pedestrian crossings and pedestrian scale lighting. The desired effect of such an arrangement is to create a small scale “main street” environment within individually developed cluster mixed-use or commercial centers;

3.10.5.14 Extensive use of street trees and curbside landscaping should characterize the T1 zone;

3.10.5.15 A system of sidewalks, designed for the convenience of pedestrian traffic, shall be incorporated in all development applications. Sidewalks shall be designed and constructed to serve pedestrian movement within each proposed development and with consideration of linkages to adjacent sites. Proposed site plans shall also include provisions for pedestrian and non-motorized amenities, such as benches (stand alone or permanent fixture), garbage receptacles, and bicycle racks;

3.10.5.16 In cluster commercial settings, pedestrian pathways should be covered along the front façade by awnings or arcades to permit efficient all weather pedestrian circulation from business to business;

3.10.5.17 Developments shall consider incorporating outdoor plaza areas containing benches, trash receptacles, landscaping, instructional signage, and partial shelter (such as a gazebo or awning). Outdoor plazas may also be characterized by substantial defining central amenities, such as a fountain, a clock tower or public art. Out-door plaza areas should be centrally located, insofar as possible. Restaurant uses having outdoor cafes

should be encouraged to located adjacent to and interplay with plaza areas to encourage public use of the space;

3.10.5.18 Ground mounted mechanical equipment may be located along a rear façade, but should be screened from view by a decorative masonry screen wall comprised of masonry materials mimicking or complimenting those used in the primary structure;

3.10.5.19 Roof mounted mechanical equipment should be screened from public view;

3.10.5.20 Utilities shall be located underground;

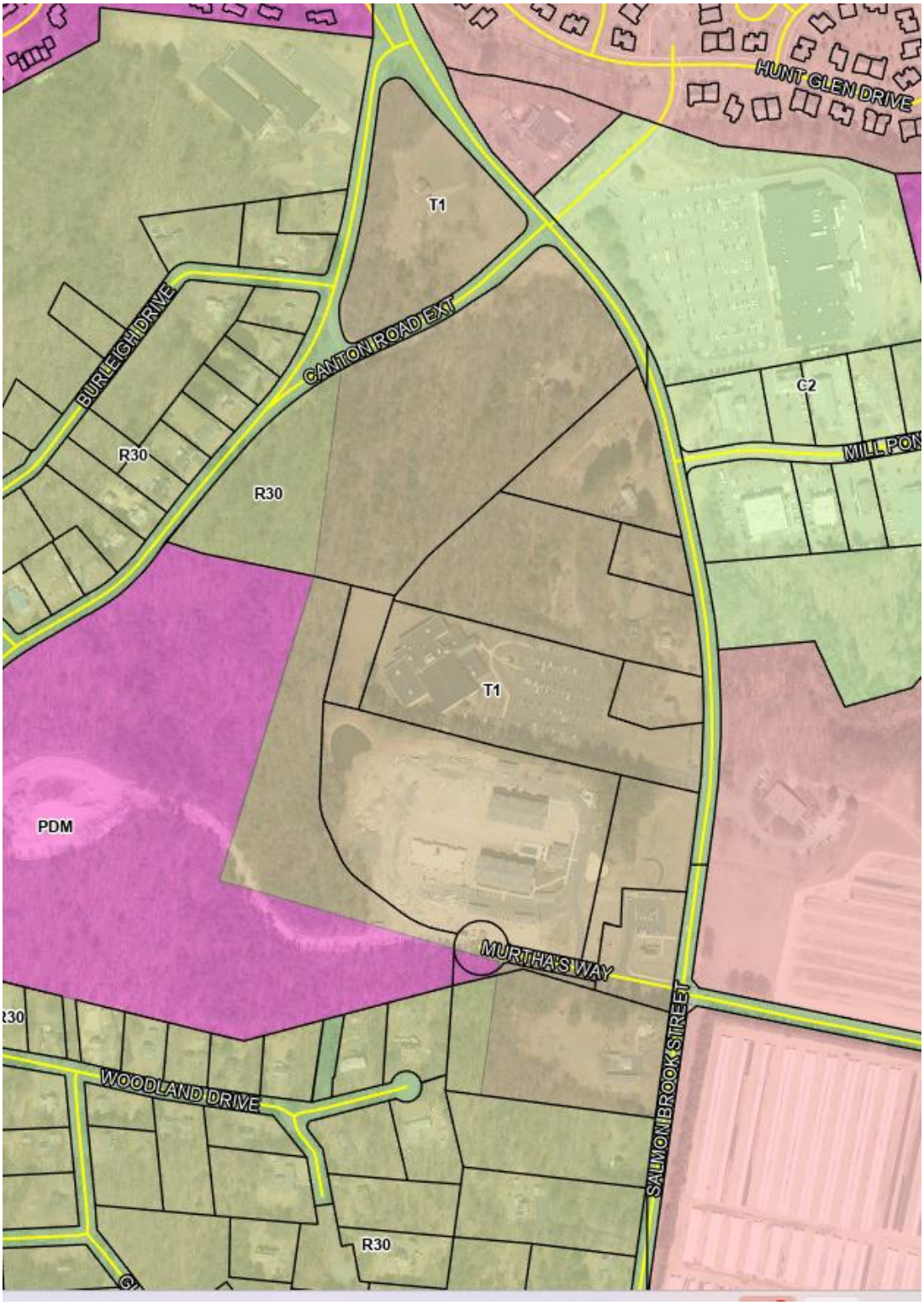
3.10.5.21 Chain link fencing should be avoided in all but very unusual circumstances.

3.10.5.22 Multifamily developments in the T-1 District will conform to the applicable provisions of the Planned Development Multifamily PDM District.

If the applicant is in agreement, it is suggested that if the Commission is inclined to approve this amendment, that the proposed Section 3.10.5.22 be re-numbered 3.10.6. The proposed number sequence would have it fall under 3.10.5, which are the design guidelines for T1 Zone applications for commercial uses. If the applicant is proposing that multifamily uses are distinct and separate from commercial uses, then that proposed provision should not fall under Section 3.10.5 and it is suggested it be a standalone number. And if the provisions referenced are specific to design guidelines, then perhaps the section should read "Multifamily developments in the T-1 District will conform to the applicable design guidelines of the Planned Development Multifamily PDM District."

As mentioned in another pending text amendment application, the Commission is also considering changes for Transit Community Middle Housing Developments. To ensure consistency between those proposed changes and this text amendment, the Commission may want to consider a change to specify "multi-family developments with 10 units or more". A development with fewer units, would then fall under the pending regulation change to comply with PA 25-1, which would be permitted in the T1 Zone subject to summary review.

When the Commission considers a change to the zoning regulations, it applies to any property within that zone. On the following is a zone map of the T1 Zone that shows the properties that this text change would apply to if adopted:



When the Commission considers a change to the zoning regulations, the Commission is to consider consistency with the Plan of Conservation and Development (POCD). The proposed

amendment is consistent with several POCD goals, including increased housing opportunities and “provide the opportunity for the construction of multi-family homes where appropriate”.

The applicants will be at the hearing to explain the amendment in more detail and to answer any questions the Commission may have. The applicant is also asked to clarify the specific provisions of the PDM regulation that would be applicable as noted in proposed Section 3.10.5.22.

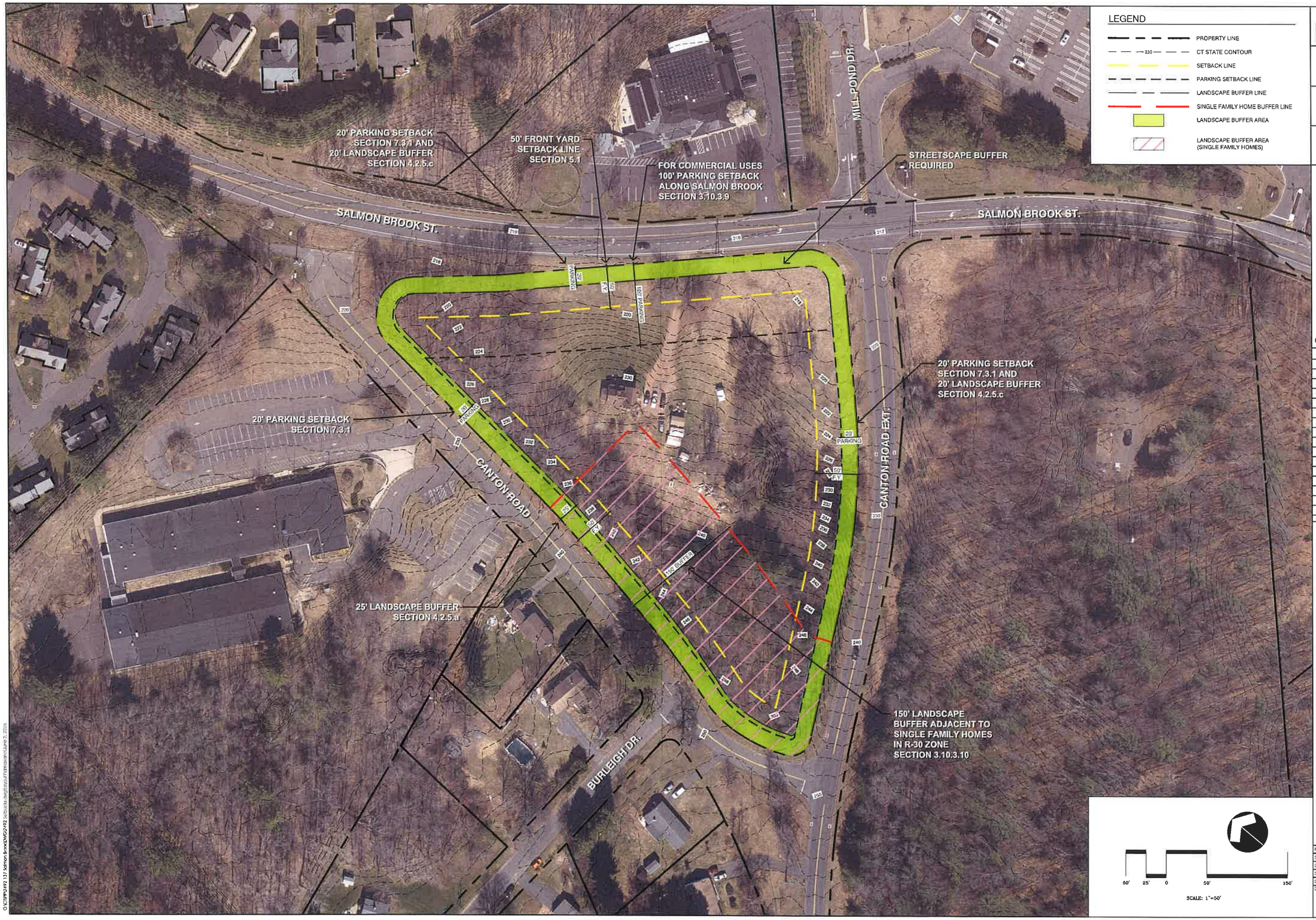
Narrative Outlining the Proposed Activity and the Reason for the Application

Selective Development Companies, LLC ("Applicant") is submitting an Application to make minor changes to the zoning regulations with respect to the T-1 Zone. Many provisions of that section appear focused on requirements for future retail and other commercial development to protect the value of nearby single-family homes. The purpose of the Application is to modify certain requirements as they pertain to future multifamily development in the T-1 Zone to facilitate this transitional use and increase housing options, and to better align design and site development standards with the characteristics of multifamily residential use, while protecting the value of nearby residential properties.

For example, the regulations currently require a 150' setback from existing residential properties in an R-30 Zone, which is appropriate for commercial development but excessive and unduly limiting for multifamily development. We propose that this requirement be reduced to 100' reflecting the lower noise and traffic impacts of multifamily housing.

Other proposed changes refine the applicability of existing regulations to better align with the characteristics of multifamily residential development in the T-1 Zone. Rather than applying commercial-oriented design guidelines in Section 3.10.5, the amendments establish that multifamily development in the T-1 Zone will conform to the applicable provisions of the Planned Development Multifamily (PDM) District, as set forth in Section 3.7.4 of the Zoning Regulations.

These changes also clarify the applicability of certain provisions and limit certain regulatory requirements—such as traffic analysis—to situations where they are most appropriate. Collectively, these modifications recognize the differing operational and physical characteristics of multifamily housing while maintaining the overall intent of the T-1 Zone to ensure high-quality development that is compatible with adjacent residential neighborhoods.



LADA, P.C.
Land Planners

Owner:

Applicant:

Date	Description	No.
	Revisions	

Existing Buffers and Setbacks

137 Salmon Brook Street
Granby, CT

Project: 2492
Scale: 1"=50'
Date: 06/02/26
Drawn by: DPM
Checked by: TPH
Drawing No.:
EX-1



LADA, P.C.
Land Planners

Owner:

Applicant:

Date	Description	No.

Revisions

Proposed Text Change

137 Salmon Brook Street

Granby, CT

Project: 2492
Scale: 1"=50'
Date: 06/02/26
Drawn by: DFM
Checked by: TPH
Drawing No.

EX-2

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

CC: Jon Vosburgh

FROM: Abby Kenyon, Director of Community Development

DATE: July 9, 2026

RE: Application seeking an 8-lot re-subdivision for property located at 63 Harmony Hill Road; R30 Zone. File P-1-26.

The applicant is applying for an 8-lot re-subdivision at 63 Harmony Hill Road. The property is 6.45 acres and is in the R30 Zone, with frontage along the existing road. As shown on the subdivision plans, all eight lots would have direct access onto Harmony Hill Road and therefore there are no new public improvement proposed. It is noted that all lots would have a well and septic.

Please refer to the following for further consideration:

Open Space

To comply with the open space requirement, it is understood that the applicant is proposing to pay a fee in lieu of open space. The appraised value on the property card is $235,300 and 10% of this is $23,530. This results in a fee of $2,941.25 per lot. If the Commission is in agreement with payment, then the total amount would be due prior to filing the mylars (if approved) or a lien would be placed on each lot and payment would be required prior to the sale of each lot.

Visual Streetscape Buffer

Subdivision Regulations Section 3.1.4.1.5 requires a visual streetscape buffer. Specifically, "A visual streetscape buffer shall be established whenever subdivisions are proposed which have access or create new lots on any street, existing within the Town on 1/1/2000. The streetscape buffer shall stretch along the entire street frontage of the property, adjacent to the through street. The streetscape buffer shall extend from the street line, back into the property to a minimum depth equal to the lesser of 50% of the depth (as measured perpendicular from the street line to the furthest point of the rear property line), or a distance of 500 feet. The depth of the buffer shall be computed based on the configuration of the entire parcel, prior to subdivision. Within the streetscape buffer all existing vegetation shall be preserved, the removal and depositing of earth and other materials shall be prohibited, and all construction activity shall be prohibited, except as specifically approved by the Commission……

The Commission may reduce the depth of the streetscape buffer where conditions exist which, while preserving the streetscape, lessen the required depth of the buffer. These conditions include, but are not limited to:

- The vertical and horizontal alignment of the roads,
- The quality and quantity of the existing vegetation,
- The quality and quantity of proposed vegetation,
- The existence of natural and geological features, which serve as a buffer,
- The existence of man made and historical features, which serve as a buffer.

The streetscape buffer shall be permanently preserved through the creation of a conservation or similar easement, shown on the approved subdivision map and/or by deeded the fee or easement to an approved entity."

There is no buffer shown on the plans. The applicant is asked to address this with the Commission.

Road Length and Number of Lots Allowed

Subdivision Regulations Sections 4.4.1 and 4.4.1.2 state, "All proposed dead-end streets shall comply with the following requirements…… A dead-end street or combination of dead-end streets may serve no more than twenty-five (25) building lots. A building lot will be considered as being served by the dead-end street if it has or will have a driveway located along the dead-end street. The Commission may waive this requirement and allow a dead-end street or a combination of dead-send streets to serve a maximum of thirty-five (35) building lots of the waiver will result in additional open space, the preservation of natural features or flora and fauna and/or reduce the environmental impact of roadway and other construction activities, including grading, filling and the impact of stormwater."

Harmony Hill Road is a dead-end street that measures about 3,000 feet and has 23 homes on it. However, because it is an existing road and not a proposed road, the Commission may determine that the provisions of Sections 4.4.1 and 4.4.1.2 outlined above do not apply. It should be noted that when the Harmony Hill/Brendan's Way Subdivision was approved in 1987, which resulted in the development of the lots to the west of the subject property, there was a condition that no more than five additional lots would be allowed until Brendan's Way and/or Harmony Hill Road were extended to connect with an accepted town or state road. The Town Attorney has been consulted regarding this provision and it is noted that if the current proposal complies with the regulations, the Commission can consider the change and if acceptable, a specific note be added to the plans outlining this change so it is clearly understood.

Staff Comments

Below are staff comments / items for further discussion:

1) Applicant needs to address the following:
    a. Open space requirement (outlined above)
    b. Visual Streetscape buffer (outlined above)
2) The cover sheet needs to be revised to include the full property address
3) Section 2.2.18 FVHD report needed

4) Section 3.1.4.1.2 specify street tree type(s) proposed to be planted. What are the existing trees to remain that comply with the regulation?
5) Section 3.1.4.13 does this border an AG use? Note the buffer requirement in the regulations and shown on plan if applicable
6) Section 3.2.7 Add note about contiguous developable area of each lot.
7) Section 3.2.9 Add note to plan set all monuments/metal pins to be set prior to C/O. Certification from licensed land surveyor stating that all required monuments and pins have been installed as required must be submitted to the Town.
8) Section 4.13.9 Add note driveway or driveway apron from street edge to front property line to be paved.
9) E&S bonds for the lots will be needed.
10) Note that the re-subdivision plans to be revised to include IWWC regulated buffer, if needed, so PZ and IWWC plans are consistent.

It should be noted that some lot clearing and septic locations fall within the 100-foot upland review area for wetlands due to the wetlands mapping on the adjacent property. It is understood that the mapping on the adjacent property may be incorrect and as a result, the activities that appear to fall within the 100-foot upland review area may in fact be located outside of the review area. However, an application has been submitted to the Inland Wetlands and Watercourses Commission for review. The Planning and Zoning Commission can't act on the application until it receives a report from the IWWC.

The Town Engineer reviewed the plans. His comments are included on the following pages.

The applicant will be available at the hearing to present the application and answer any questions the Commission may have.

Property Aerial



Kevin Clark, PEL
Town Engineer
Town of Granby
15 North Granby Road
Granby, CT 06035

CT: (860) 844-5318
E-MAIL: townengineer@granby-ct.gov

Inland Wetlands Application Review
July 7, 2026

"Harmony Hill Farms 8 Lot Residential Subdivision, Harmony Hill Road, Granby Connecticut, Map D-43 Block 21 Lot 56, Scale: Varies, Date 6-22-2026, J R Russo & Associates."

Sheet 2

1. Record subdivision map **Shall** be drawn to a scale of 1"=40'. (2.5) Waiver required?
2. The outline of, and bearings and distances should be shown for the "Exist. 30' Storm Drainage Easement" on lot 5 all the way to the outlet. See original subdivision map.
3. Show existing width of street. (2.5.9)

Sheet 3:

4. Adjust driveways so that they intersect the road at 90 degrees where possible.
5. Show preliminary septic tank locations.
6. Add a note that plot plans for the individual houses will be required to show the roof infiltration systems along with the drainage computations used to size the systems.

Sheet 4:

7. Total area to be disturbed is appears to be slightly over 5 acres. Site registration DEEP-WPED-GP-015 required.
8. Modify "Soil Erosion and Sedimentation Control Narrative," to include information as noted page 44 of the Connecticut Guidelines for Soil Erosion and Sediment Control.
9. Add to "Sediment and Erosion Control Notes"
   a. Excavated stumps and cut trees are to be chipped and stockpiled for future use or removed to an off-site disposal area. Brush and slash are to be chipped and stockpiled for future use or removed from the site. Excavated stumps, cut trees, brush, and slash, are not to be buried on-site.
   b. At a minimum, all sediment control measures shall be inspected by the contractor at least once a week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inches or greater. Repair sediment control measures as necessary.

Kevin Clark, PEL
Town Engineer
Town of Granby
15 North Granby Road
Granby, CT 06035

CT: (860) 844-5318
E-MAIL: townengineer@granby-ct.gov

Drainage Report:

10. Report to be signed & sealed
11. Proof-read first paragraph of "Existing Conditions."
12. Drainage area EX was calculated using a TC of 0 minutes. The actual TC is about 10 minutes. Please recalculate.
13. Include the existing and proposed site characteristics in Table 1. (impervious area, woods, lawn, etc.)

General:

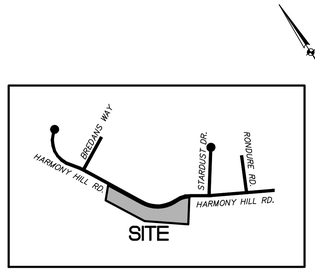
14. FVHD approval required.

by: Kevin Clark, PEL, Town Engineer



Harmony Hill Farms
8 Lot Residential Subdivision

Harmony Hill Road
Granby, Connecticut
Map D-43 Block 21 Lot 56



KEY MAP
1"=1000'

Applicant

Roswell Development, LLC
125 LaSalle Road
West Hartford, CT 06107

Owner

Stanley A. & Dorothy E. Hayes
151 East Street
North Granby, CT 06060

Prepared By

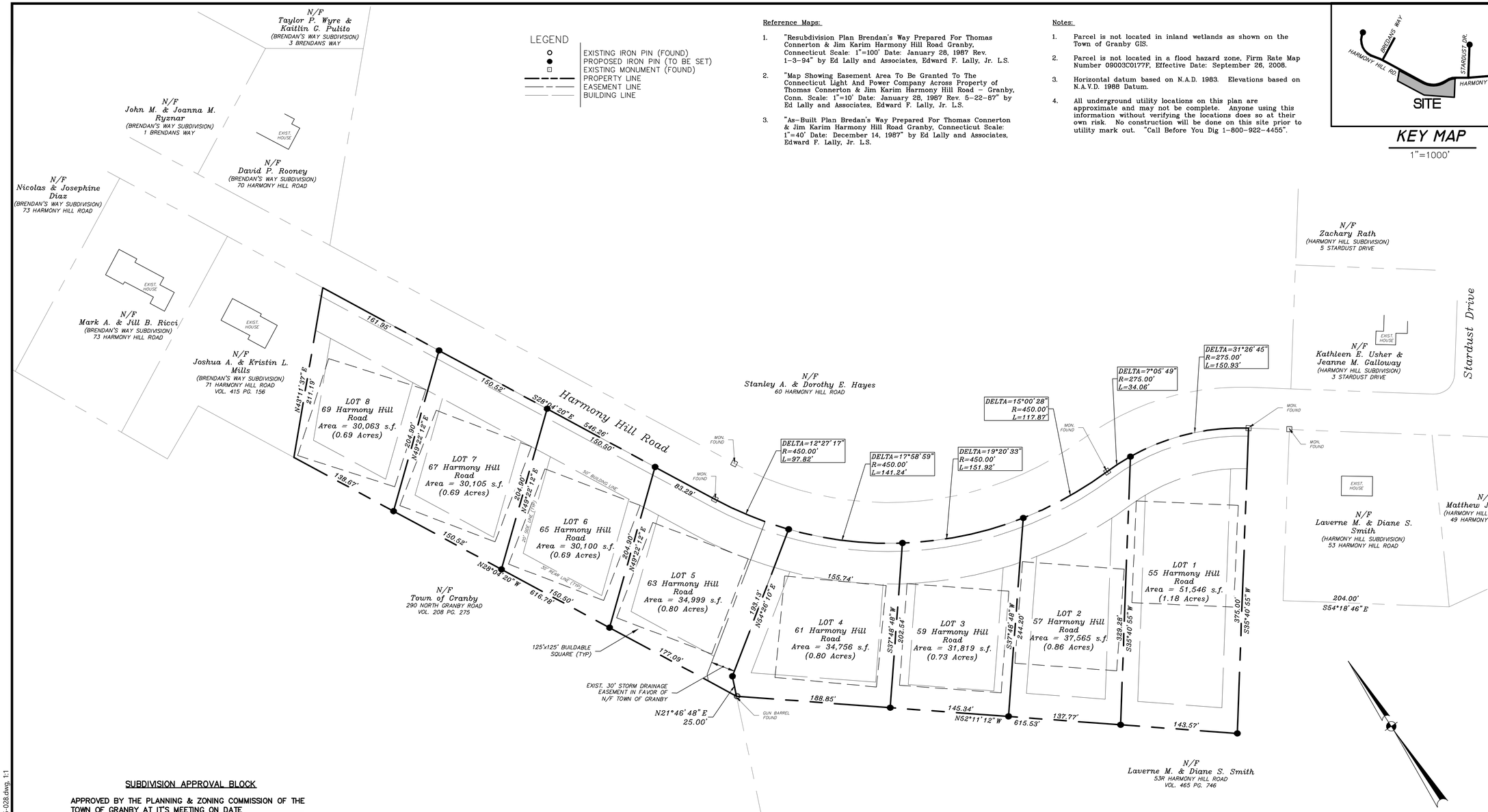
RUSSO
SURVEYORS • ENGINEERS
SERVING CT & MA

J.R. Russo & Associates, LLC
P.O. Box 938, 1 Shoham Rd East Windsor, CT 06088
www.jrrusso.com • CT 860.623.0569 • MA 413.785.1158

DRAWING INDEX

SHEET TITLE	SHEET NO.	LATEST REVISION
CIVIL		
COVER SHEET	1 of 4	7–01–2026
RESUBDIVISION PLAN	2 of 4	6–22–2026
SITE DEVELOPMENT & TOPOGRAPHIC PLAN	3 of 4	7–01–2026
CONSTRUCTION NOTES & DETAILS	4 of 4	6–22–2026

S:\Acad\2026 Civil 3D\2026-028 Roswell - Harmony Hill Rd., Granby\Russo Drawings\2026-028.dwg, 1:1



LEGEND

- EXISTING IRON PIN (FOUND)
- PROPOSED IRON PIN (TO BE SET)
- EXISTING MONUMENT (FOUND)
- PROPERTY LINE
- EASEMENT LINE
- BUILDING LINE

Reference Maps:

1. "Resubdivision Plan Brendan's Way Prepared For Thomas Connerton & Jim Karim Harmony Hill Road Granby, Connecticut Scale: 1"=100' Date: January 28, 1987 Rev. 1-3-94" by Ed Lally and Associates, Edward F. Lally, Jr. L.S.
2. "Map Showing Easement Area To Be Granted To The Connecticut Light And Power Company Across Property of Thomas Connerton & Jim Karim Harmony Hill Road – Granby, Conn. Scale: 1"=10' Date: January 28, 1987 Rev. 5-22-87" by Ed Lally and Associates, Edward F. Lally, Jr. L.S.
3. "As-Built Plan Bredan's Way Prepared For Thomas Connerton & Jim Karim Harmony Hill Road Granby, Connecticut Scale: 1"=40' Date: December 14, 1987" by Ed Lally and Associates, Edward F. Lally, Jr. L.S.

Notes:

1. Parcel is not located in inland wetlands as shown on the Town of Granby GIS.
2. Parcel is not located in a flood hazard zone, Firm Rate Map Number 09003C0177F, Effective Date: September 26, 2008.
3. Horizontal datum based on N.A.D. 1983. Elevations based on N.A.V.D. 1988 Datum.
4. All underground utility locations on this plan are approximate and may not be complete. Anyone using this information without verifying the locations does so at their own risk. No construction will be done on this site prior to utility mark out. "Call Before You Dig 1-800-922-4455".

KEY MAP
1"=1000'

SUBDIVISION APPROVAL BLOCK

APPROVED BY THE PLANNING & ZONING COMMISSION OF THE TOWN OF GRANBY AT IT'S MEETING ON DATE_____

SIGNED BY_____ DATE_____
CHAIRMAN

SECRETARY_____ DATE_____

AND DELIVERED TO THE APPLICANT ON

DATE_____

IN ACCORDANCE WITH STATE STATUE 8-26. WORK IN CONNECTION WITH THIS SUBDIVISION MUST BE COMPLETED BY

DATE_____

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

OPEN SPACE REQUIREMENT:
A FEE IN LIEU OF OPEN SPACE, IN THE AMOUNT PER LOT TO BE DETERMINED BASED ON AN APPRAISAL OF THE RAW LAND, MUST BE PAID TO THE TOWN OF GRANBY PRIOR TO THE SALE OF EACH LOT

DATA BLOCK (ZONE R-30)

	REQUIREMENT
MIN. LOT FRONTAGE:	150'
MIN. LOT DEPTH:	150'
MIN. LOT AREA:	30,000 S.F.
MIN. CONTIGUOUS DEVELOPABLE AREA:	30,000 S.F.
FRONT YARD:	50'
SIDE YARD:	20'
REAR YARD:	30'
MAX. LOT COVERAGE:	25%

PROPOSED LOTS:

	AREA	FRONTAGE
LOT 1	51,546 S.F.	155.52'
LOT 2	37,565 S.F.	150.57'
LOT 3	31,819 S.F.	150.57'
LOT 4	34,756 S.F.	155.74'
LOT 5	34,999 S.F.	176.49'
LOT 6	30,100 S.F	150.50'
LOT 7	30,105 S.F.	150.52'
LOT 8	30,063 S.F.	156.13'
TOTAL:	280,953 S.F.	1,246.04'

This survey and map has been prepared in accordance with Sections 20-300b-1 thru 20-300b-20 of the Regulations of Connecticut State Agencies – "Minimum Standards for Surveys and Maps in the State of Connecticut" as endorsed by the Connecticut Association of Land Surveyors, Inc. It is a Property Survey based on a Resurvey conforming to Horizontal Class A-2.

This document and copies thereof are valid only if they bear the live signature and embossed seal of the designated professional. Unauthorized alterations render any declaration hereon null and void.

TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

RUSSO
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SERVING CT & MA
J.R. Russo & Associates, LLC
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Applicant
Roswell Development, LLC
125 LaSalle Road
West Hartford, CT 06107

Owner
Stanley A. & Dorothy E. Hayes
151 East Street
North Granby, CT 06060

REVISIONS

BY:	CHK:
CJC/TAC	JEU

Harmony Hill Farms
Harmony Hill Road
Granby, Connecticut
Map D-43 Block 21 Lot 56 Zone: R-30

Resubdivision Plan

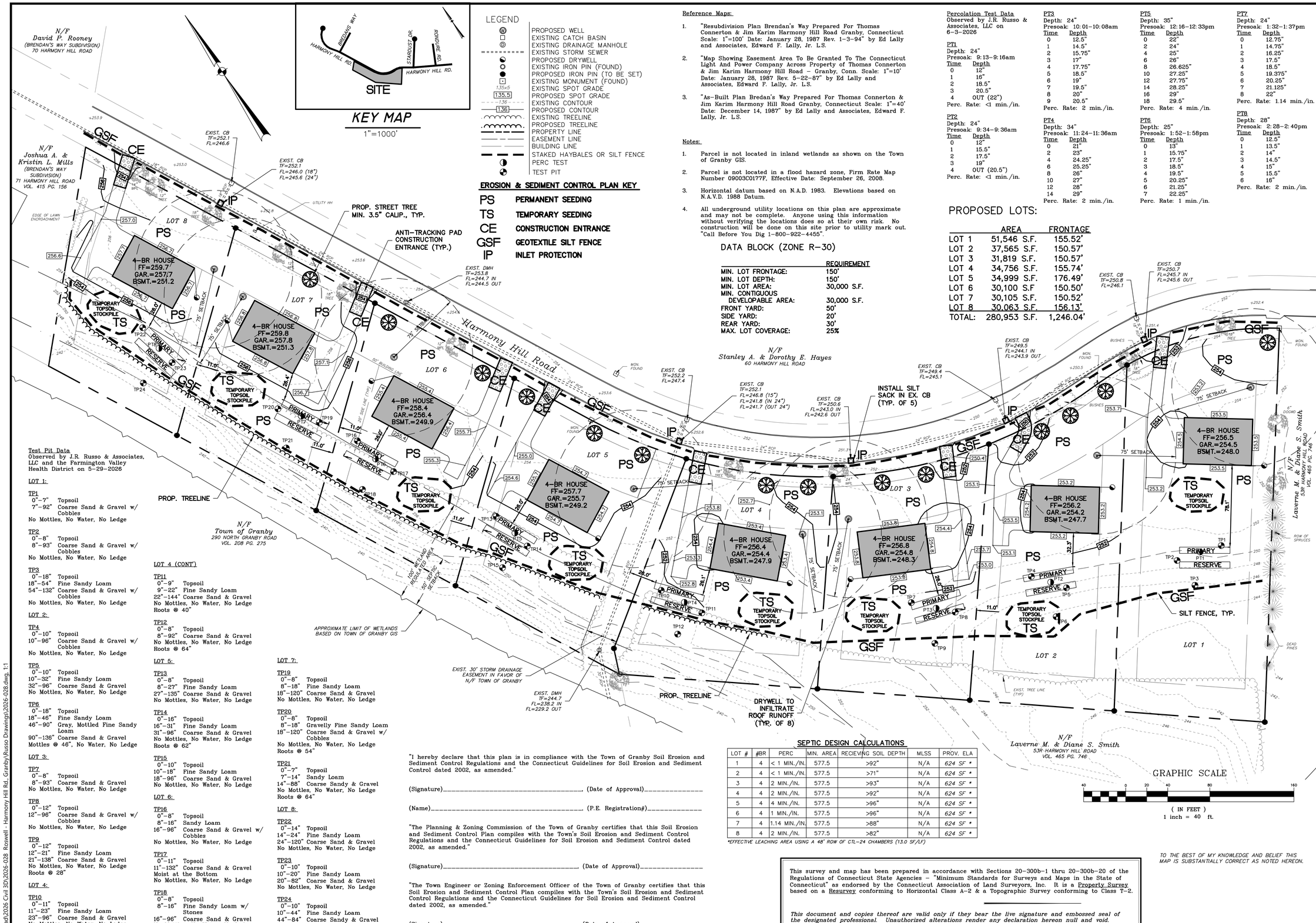
DATE
6-22-2026

SCALE
1"=60'

JOB NUMBER
2026-028

SHEET
2 of 4

S:\Acad\2026 Civil 3D\2026-028 Roswell - Harmony Hill Rd, Granby\Russo Drawings\2026-028.dwg, 1:1



Test Pit Data
Observed by J.R. Russo & Associates, LLC and the Farmington Valley Health District on 5-29-2026

LOT 1:

TP1
0"–7" Topsoil
7"–92" Coarse Sand & Gravel w/ Cobbles
No Mottles, No Water, No Ledge

TP2
0"–8" Topsoil
8"–93" Coarse Sand & Gravel w/ Cobbles
No Mottles, No Water, No Ledge

TP3
0"–18" Topsoil
18"–54" Fine Sandy Loam
54"–132" Coarse Sand & Gravel w/ Cobbles
No Mottles, No Water, No Ledge

LOT 2:

TP4
0"–10" Topsoil
10"–96" Coarse Sand & Gravel w/ Cobbles
No Mottles, No Water, No Ledge

TP5
0"–10" Topsoil
10"–32" Fine Sandy Loam
32"–96" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

TP6
0"–18" Topsoil
18"–46" Fine Sandy Loam
46"–90" Gray, Mottled Fine Sandy Loam
90"–136" Coarse Sand & Gravel
Mottles @ 46", No Water, No Ledge

LOT 3:

TP7
0"–8" Topsoil
8"–93" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

TP8
0"–12" Topsoil
12"–96" Coarse Sand & Gravel w/ Cobbles
No Mottles, No Water, No Ledge

TP9
0"–12" Topsoil
12"–21" Fine Sandy Loam
21"–138" Coarse Sand & Gravel
No Mottles, No Water, No Ledge
Roots @ 28"

LOT 4:

TP10
0"–11" Topsoil
11"–23" Fine Sandy Loam
23"–96" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

LOT 4 (CONT')

TP11
0"–9" Topsoil
9"–22" Fine Sandy Loam
22"–144" Coarse Sand & Gravel
No Mottles, No Water, No Ledge
Roots @ 40"

TP12
0"–8" Topsoil
8"–92" Coarse Sand & Gravel
No Mottles, No Water, No Ledge
Roots @ 64"

LOT 5:

TP13
0"–8" Topsoil
8"–27" Fine Sandy Loam
27"–135" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

TP14
0"–16" Topsoil
16"–31" Fine Sandy Loam
31"–96" Coarse Sand & Gravel
No Mottles, No Water, No Ledge
Roots @ 62"

TP15
0"–10" Topsoil
10"–18" Fine Sandy Loam
18"–96" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

LOT 6:

TP16
0"–8" Topsoil
8"–16" Sandy Loam
16"–96" Coarse Sand & Gravel w/ Cobbles
No Mottles, No Water, No Ledge

TP17
0"–11" Topsoil
11"–132" Coarse Sand & Gravel
Moist at the Bottom
No Mottles, No Water, No Ledge

TP18
0"–8" Topsoil
8"–16" Fine Sandy Loam w/ Stones
16"–96" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

LOT 7:

TP19
0"–8" Topsoil
8"–18" Fine Sandy Loam
18"–120" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

TP20
0"–8" Topsoil
8"–18" Gravelly Fine Sandy Loam
18"–120" Coarse Sand & Gravel w/ Cobbles
No Mottles, No Water, No Ledge
Roots @ 54"

TP21
0"–7" Topsoil
7"–14" Sandy Loam
14"–88" Coarse Sandy & Gravel
No Mottles, No Water, No Ledge
Roots @ 64"

LOT 8:

TP22
0"–14" Topsoil
14"–24" Fine Sandy Loam
24"–120" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

TP23
0"–10" Topsoil
10"–20" Fine Sandy Loam
20"–82" Coarse Sand & Gravel
No Mottles, No Water, No Ledge

TP24
0"–10" Topsoil
10"–44" Fine Sandy Loam
44"–84" Coarse Sandy & Gravel
No Mottles, No Water, No Ledge

Reference Maps:

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DATA BLOCK (ZONE R-30)

	REQUIREMENT
MIN. LOT FRONTAGE:	150'
MIN. LOT DEPTH:	150'
MIN. LOT AREA:	30,000 S.F.
MIN. CONTIGUOUS DEVELOPABLE AREA:	30,000 S.F.
FRONT YARD:	50'
SIDE YARD:	20'
REAR YARD:	30'
MAX. LOT COVERAGE:	25%

Percolation Test Data
Observed by J.R. Russo & Associates, LLC on 6-3-2026

PT1
Depth: 24"
Presoak: 9:13–9:16am

Time	Depth
0	12"
1	16"
2	18.5"
3	20.5"
4	OUT (22")

Perc. Rate: <1 min./in.

PT2
Depth: 24"
Presoak: 9:34–9:36am

Time	Depth
0	12"
1	15.5"
2	17.5"
3	19"
4	OUT (20.5")

Perc. Rate: <1 min./in.

PT3
Depth: 24"
Presoak: 10:01–10:08am

Time	Depth
0	12.5"
1	14.5"
2	15.75"
3	17"
4	17.75"
5	18.5"
6	19"
7	19.5"
8	20"
9	20.5"

Perc. Rate: 2 min./in.

PT4
Depth: 34"
Presoak: 11:24–11:36am

Time	Depth
0	21"
2	23"
4	24.25"
6	25.25"
8	26"
10	27"
12	28"
14	29"

Perc. Rate: 2 min./in.

PT5
Depth: 35"
Presoak: 12:16–12:33pm

Time	Depth
0	22"
2	24"
4	25"
6	26"
8	26.625"
10	27.25"
12	27.75"
14	28.25"
16	29"
18	29.5"

Perc. Rate: 4 min./in.

PT6
Depth: 25"
Presoak: 1:52–1:58pm

Time	Depth
0	13"
1	15.75"
2	17.5"
3	18.5"
4	19.5"
5	20.25"
6	21.25"
7	22.25"

Perc. Rate: 1 min./in.

PT7
Depth: 24"
Presoak: 1:32–1:37pm

Time	Depth
0	12.75"
1	14.75"
2	16.25"
3	17.5"
4	18.5"
5	19.375"
6	20.25"
7	21.125"
8	22"

Perc. Rate: 1.14 min./in.

PT8
Depth: 28"
Presoak: 2:28–2:40pm

Time	Depth
0	12.5"
1	13.5"
2	14"
3	14.5"
4	15"
5	15.5"
6	16"

Perc. Rate: 2 min./in.

PROPOSED LOTS:

	AREA	FRONTAGE
LOT 1	51,546 S.F.	155.52'
LOT 2	37,565 S.F.	150.57'
LOT 3	31,819 S.F.	150.57'
LOT 4	34,756 S.F.	155.74'
LOT 5	34,999 S.F.	176.49'
LOT 6	30,100 S.F.	150.50'
LOT 7	30,105 S.F.	150.52'
LOT 8	30,063 S.F.	156.13'
TOTAL:	280,953 S.F.	1,246.04'

SEPTIC DESIGN CALCULATIONS

LOT #	#BR	PERC	MIN. AREA	RECIEVING SOIL DEPTH	MLSS	PROV. ELA
1	4	< 1 MIN./IN.	577.5	>92"	N/A	624 SF *
2	4	< 1 MIN./IN.	577.5	>71"	N/A	624 SF *
3	4	2 MIN./IN.	577.5	>93"	N/A	624 SF *
4	4	2 MIN./IN.	577.5	>92"	N/A	624 SF *
5	4	4 MIN./IN.	577.5	>96"	N/A	624 SF *
6	4	1 MIN./IN.	577.5	>96"	N/A	624 SF *
7	4	1.14 MIN./IN.	577.5	>88"	N/A	624 SF *
8	4	2 MIN./IN.	577.5	>82"	N/A	624 SF *

*EFFECTIVE LEACHING AREA USING A 48" ROW OF CTL-24 CHAMBERS (13.0 SF/LF)

"I hereby declare that this plan is in compliance with the Town of Granby Soil Erosion and Sediment Control Regulations and the Connecticut Guidelines for Soil Erosion and Sediment Control dated 2002, as amended."

(Signature)_____, (Date of Approval)_____

(Name)_____, (P.E. Registration#)_____

"The Planning & Zoning Commission of the Town of Granby certifies that this Soil Erosion and Sediment Control Plan compiles with the Town's Soil Erosion and Sediment Control Regulations and the Connecticut Guidelines for Soil Erosion and Sediment Control dated 2002, as amended."

(Signature)_____, (Date of Approval)_____

"The Town Engineer or Zoning Enforcement Officer of the Town of Granby certifies that this Soil Erosion and Sediment Control Plan compiles with the Town's Soil Erosion and Sediment Control Regulations and the Connecticut Guidelines for Soil Erosion and Sediment Control dated 2002, as amended."

(Signature)_____, (Date of Approval)_____

This survey and map has been prepared in accordance with Sections 20-300b-1 thru 20-300b-20 of the Regulations of Connecticut State Agencies – "Minimum Standards for Surveys and Maps in the State of Connecticut" as endorsed by the Connecticut Association of Land Surveyors, Inc. It is a Property Survey based on a Resurvey conforming to Horizontal Class A-2 & a Topographic Survey conforming to Class T-2.

This document and copies thereof are valid only if they bear the live signature and embossed seal of the designated professional. Unauthorized alterations render any declaration hereon null and void.

TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

RUSSO SURVEYORS·ENGINEERS SERVING CT & MA
J.R. Russo & Associates, LLC 06068
PO Box 936, Storrs, CT 860.633.2669 - MA 413.786.1159
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Applicant
Roswell Development, LLC
125 LaSalle Road
West Hartford, CT 06107

Owner
Stanley A. & Dorothy E. Hayes
151 East Street
North Granby, CT 06060

BY:	CHK:	
CJC/TAC	JEU	7-01-26 ADD GIS WETLAND LINE

REVISIONS

Harmony Hill Farms
Harmony Hill Road
Granby, Connecticut
Map D-43 Block 21 Lot 56 Zone: R-30

Site Development & Topographic Plan

DATE 6-22-2026
SCALE 1"=40'
JOB NUMBER 2026-028
SHEET 3 of 4

S:\ACad\2026 Civil 3D\2026-028 Roswell - Harmony Hill Rd, Granby\Russo Drawings\2026-028.dwg, 1:1

PERMANENT SEEDING (PS)

SPECIFICATIONS

Time Of Year

Seeding dates in Connecticut are normally April 1 through June 15 and August 15 through October 1. Spring seedings give the best results and spring seedings of all mixes with legumes is recommended. There are two exceptions to the above dates. The first exception is when seedings will be made in the areas of Connecticut known as the Coastal Slope and the Connecticut River Valley. The Coastal Slope includes the coastal towns of New London, Middlesex, New Haven, and Fairfield counties. In these areas, with the exception of crown vetch (when crown vetch is seeded in late summer, at least 35% of the seed should be hard seed (unscarified), the final fall seeding dates can be extended and additional 15 days. The second exception is frost crack or dormant seeding, the seed is applied during the time of year when no germination can be expected, normally November through February. Germination will take place when weather conditions improve, mulching is extremely important to protect the seed from wind and surface erosion and to provide erosion protection until the seeding becomes established.

Site Preparation

Grade in accordance with the Land Grading measure which is in the Connecticut Guidelines For Soil Erosion and Sediment Control latest edition.

Install all necessary surface water controls.

For areas to be mowed remove all surface stones 2 inches or larger. Remove all other debris such as wire, cable tree roots, pieces of concrete, clods, lumps, or other unsuitable material.

Seed Selection

See Planting Details on Sheet L-1.1

Seedbed Preparation

Apply topsoil, if necessary, in accordance with the Topsoiling measure which is in the Connecticut Guidelines For Soil Erosion and Sediment Control latest edition.

Apply ground limestone and fertilizer in accordance with *Planting Details on Sheet L-1.1*

Work lime and fertilizer into the soil to a depth of 3 to 4 inches with a disc or other suitable equipment.

Inspect seedbed just before seeding. If the soil is compacted, crusted or hardened, scarify the area prior to seeding.

Seed Application

Apply selected seed at rates per manufacturer's recommendations uniformly by hand, cyclone seeder, drill, cultipacker type seeder or hydroseeder (slurry including seed, fertilizer). Normal seeding depth is from 0.25 to 0.5 inch. Increase seeding rates by 10% when hydroseeding or frost crack seeding. Seed warm season grasses during the spring period only.

Mulching

See guidelines in the Mulch For Seed measures.

MAINTENANCE

Inspect temporary soil protection area at least once a week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inch or greater during the first growing season.

Where seed has been moved or where soil erosion has occurred, determine the cause of the failure and repair as needed.

TEMPORARY SEEDING (TS)

SPECIFICATIONS

Site Preparation

Install needed erosion control measures such as diversions, grade stabilization structures, sedimentation basins and grassed waterways in accordance with the approved plan.

Grade according to plans and allow for the use of appropriate equipment for seedbed preparation, seeding, mulch application and mulch anchoring.

Seedbed Preparation

Loosen the soil to a depth of 3-4 inches with a slightly roughened surface. If the area has been recently loosened or disturbed, no further roughening is required. Soil preparation can be accomplished by tracking with a bulldozer, discing harrowing, raking or dragging with a section of chain link fence.

Apply ground limestone and fertilizer according to soil test recommendations (such as those offered by the University of Connecticut Soil Testing Laboratory or other reliable source).

If soil testing is not feasible on small or variable sites, or where timing is critical, fertilizer may be applied at the rate of 300 pounds per acre or 7.5 pounds per 1,000 square feet of 10-10-10 or equivalent.

Seeding

Apply seed uniformly by hand, cyclone seeder, drill, cultipacker type seeder or hydroseeder. The temporary seed shall be Rye (grain) applied at a rate of 120 pounds per acre. Increase seeding rates by 10% when hydroseeding.

Mulching

See guidelines in the Mulch For Seed measures.

MAINTENANCE

Inspect temporary seeding area at least once a week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inch or greater for seed and mulch movement and rill erosion.

Where seed has been moved or where soil erosion has occurred, determine the cause of the failure and repair as needed.

MULCH FOR SEED (MS)

SPECIFICATIONS

Materials

Types of Mulches *within this specification include, but are not limited to:*

1. Hay: *The dried stems and leafy parts of plants cut and harvested, such as alfalfa, clovers, other forage legumes and the finer stemmed, leafy grasses. The average stem length should not be less than 4 inches. Hay that can be windblown should be anchored to hold it in place.*

2. Straw: *Cut and dried stems of herbaceous plants, such as wheat, barley, cereal rye, or brome. The average stem length should not be less than 4 inches. Straw that can be windblown should be anchored to hold it in place.*

3. Cellulose Fiber: *Fiber origin is either virgin wood, post-industrial/pre-consumer wood or post consumer wood complying with materials specification (collectively referred to as "wood fiber"), newspaper, kraft paper, cardboard (collectively referred to as "paper fiber") or a combination of wood and paper fiber. Paper fiber, in particular, shall not contain boron, which inhibits seed germination. The cellulose fiber must be manufactured in such a manner that after the addition to and agitation in slurry tanks with water, the fibers in the slurry become uniformly suspended to form a homogeneous product. Subsequent to hydraulic spraying on the ground, the mulch shall allow for the absorption and percolation of moisture and shall not form a tough crust such that it interferes with seed germination or growth. Generally applied with tackifier and fertilizer. Refer to manufacturer's specifications for application rates needed to attain 80%-95% coverage without interfering with seed germination or plant growth. Not recommended as a mulch for use when seeding occurs outside of the recommended seeding dates.*

Tackifiers *within this specification include, but are not limited to: Water soluble materials that cause mulch particles to adhere to one another, generally consisting of either a natural vegetable gum blended with gelling and hardening agents or a blend of hydrophilic polymers, resins, viscosifiers, sticking aids and gums. Good for areas intended to be mowed. Cellulose fiber mulch may be applied as a tackifier to other mulches, provided the application is sufficient to cause the other mulches to adhere to one another.* ***Emulsified asphalts are specifically prohibited for use as tackifiers due to their potential for causing water pollution following its application.***

Nettings *within this specification include, but are not limited to: Prefabricated openwork fabrics made of cellulose cords, ropes, threads, or biodegradable synthetic material that is woven, knotted or molded in such a manner that it holds mulch in place until vegetation growth is sufficient to stabilize the soil. Generally used in areas where no mowing is planned.*

Site Preparation

Grade according to plans and allow for the use of appropriate equipment for seedbed preparation, seeding, mulch application and mulch anchoring.

Application

Timing: *Applied immediately following seeding. Some cellulose fiber may be applied with seed to assist in marking where seed has been sprayed, but expect to apply a second application of cellulose fiber to meet the requirements of* ***Mulch For Seed*** *in the Connecticut Guidelines For Soil Erosion and Sediment Control latest edition.*

Spreading: *Mulch material shall be spread uniformly by hand or machine resulting in 80%-95% coverage of the disturbed soil when seeding within the recommended seeding dates. Applications that are uneven can result in excessive mulch smothering the germinating seeds. For hay or straw anticipate an application rate of 2 tons per acre. For cellulose fiber follow manufacture's recommended application rates to provided 80%-95% coverage.*

When seeding outside the recommended seeding dates, increase mulch application rate to provide between 95%-100% coverage of the disturbed soil. For hay or straw anticipate an application rate to 2.5 to 3 tons per acre.

When spreading hay mulch by hand, divide the area to be mulched into approximately 1,000 square feet and place 1.5-2 bales of hay in each section to facilitate uniform distribution.

For cellulose fiber mulch, expect several spray passes to attain adequate coverage, to eliminate shadowing, and to avoid slippage.

Anchoring: *Expect the need for mulch anchoring along the shoulders of actively traveled roads, hill tops and long open slopes not protected by wind breaks.*

When using netting, the most critical aspect is to ensure that the netting maintains substantial contact with the underlying mulch and the mulch, in turn, maintains continuos contact with the soil surface. Without such contact, the material is useless and erosion can be expected to occur.

MAINTENANCE

Inspect mulch for seed area at least once a week and within 24 hours of the end of a storm with a rainfall amount of 0.5 inch or greater until the grass has germinated to determine maintenance needs.

Where mulch has been moved or where soil erosion has occurred, determine the cause of the failure and repair as needed.

SOIL EROSION & SEDIMENT CONTROL NOTES

1. *The contractor/developer shall notify the Town Staff prior to construction in accordance with the local approvals and permits.*
2. *All soil erosion and sediment control work shall be done in strict accordance with the Connecticut Guidelines For Soil Erosion and Sediment Control latest edition.*
3. *Any additional erosion/sediment control deemed necessary by the engineer during construction, shall be installed by the developer. In addition, the developer shall be responsible for the repair/replacement and/or maintenance of all erosion control measures until all disturbed areas are stabilized to the satisfaction of the town staff.*
4. *All soil erosion and sediment control operations shall be in place prior to any grading operations and installation of proposed structures or utilities and shall be left in place until construction is completed and/or area is stabilized.*
5. *In all areas, removal of trees, bushes and other vegetation as well as disturbance of the soil is to be kept to an absolute minimum while allowing proper development of the site. During construction, expose as small an area of soil as possible for as short a time as possible.*
6. *The developer shall practice effective dust control per the soil conservation service handbook during construction and until all areas are stabilized or surface treated. The developer shall be responsible for the cleaning of nearby streets of any debris from these construction activities.*
7. *All fill areas shall be compacted sufficiently for their intended purpose and as required to reduce slipping, erosion or excess saturation. Fill intended to support buildings, structures, conduits, etc., shall be compacted in accordance with local requirements or codes.*
8. *Topsoil is to be stripped and stockpiled in amounts necessary to complete finished grading of all exposed areas requiring topsoil. The stockpiled topsoil is to be located as designated on the plans. Topsoil shall not be placed while in a frozen or muddy condition, when the subgrade is excessively wet, or in a condition that may otherwise be detrimental to proper grading or proposed sodding or seeding.*
9. *Any and all fill material is to be free of brush, rubbish, timber, logs vegetative matter and stumps in amounts that will be detrimental to constructing stable fills. Maximum side slopes of exposed surfaces of earth to be 3:1 or as otherwise specified by local authorities.*
10. *Soil stabilization should be completed within 5 days of clearing or inactivity in construction.*
11. *Waste Materials – All waste materials (including wastewater) shall be disposed of in accordance with local, state and federal law. Litter shall be picked up at the end of each work day.*
12. *The Contractor shall maintain on-site additional erosion control materials as a contingency in the event of a failure or when required to shore up existing BMPs. At a minimum, the on-site contingency materials should include 30 feet of silt fence and 5 straw haybales with 10 stakes.*

DUST CONTROL (DC)

SPECIFICATIONS

Mechanical Sweeping

Use mechanical sweeping on paved areas where dust and fine materials accumulate as a result of truck traffic, pavement saw cutting spillage, and wind or water deposition from adjacent disturbed areas. Sweep daily in heavily traveled areas.

Water

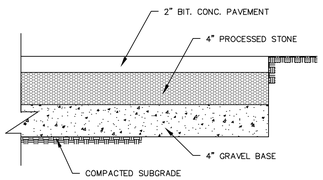
Periodically moisten exposed soil surfaces as necessary.

Non-Asphaltic Soil Tackifier

Non-asphaltic soil tackifier consists of an emulsified liquid soil stabilizer of organic, inorganic or mineral origin, including, but not limited to the following: modified resins, calcium chloride, complex surfactant copolymers or high grade latex acrylics. The solutions shall be non-asphaltic, non toxic to human, animal and plant life, non corrosive and nonflammable. Materials used shall meet local, state and federal guidelines for intended use. All materials are to be applied according to the manufacturer's recommendations and all safety guidelines shall be followed in storing, handling and applying materials.

MAINTENANCE

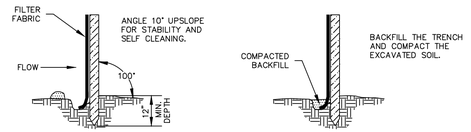
Repeat application of dust control measures when fugitive dust becomes evident.



NOTE: WHERE SUBGRADES ARE ON WET SILT OR CLAY, CONTRACTOR TO INSTALL ADDITIONAL 12" OF ¾" CRUSHED STONE ON TENSAR TRIAX GEOGRID BELOW GRAVEL SUBBASE.

PAVED DRIVEWAY DETAIL

NOT TO SCALE



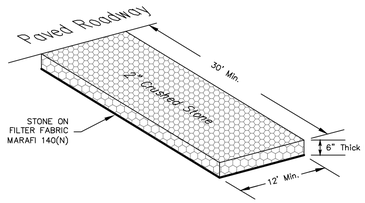
PLAN VIEW

ELEVATION

SOURCE: U.S. DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE, STORRS, CONNECTICUT

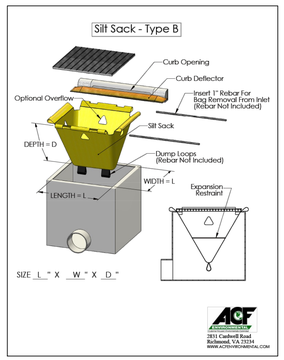
GEOTEXTILE SILT FENCE (GSF)

NOT TO SCALE



ANTI-TRACKING PAD DETAIL (CE)

NOT TO SCALE



NOTE:
SILT SACK SHALL BE SIZED TO FIT EACH INLET GRATE (SINGLE OR DOUBLE) AND SHALL BE CLEANED AND MAINTAINED UNTIL THE CONTRIBUTING WATERSHED IS STABILIZED WITH VEGETATION AND/OR COMPACTED PROCESSED STONE BASE.

CB GRATE INLET PROTECTION (SILT SACK)

NOT TO SCALE

CHECKLIST FOR EROSION CONTROL PLAN

PROJECT: Harmony Hill Farms

LOCATION: 63 Harmony Hill Road, Granby, CT

PROJECT DESCRIPTION: Construction of 8 residential homes

PARCEL AREA: 6.45 acres

RESPONSIBLE PERSONNEL: Jon Vosburgh (860) 916-7495

EROSION AND SEDIMENT CONTROL PLAN PREPARER: J.R. Russo & Associates, LLC

CHECKLIST:

Work Description Erosion & Sediment Control Measures	Location	Date Installed	Initials	Date Removed	Initials
Install construction entrance	As shown on plan.				
Install perimeter sediment barriers	As shown on plan.				
Install inlet protection at CBs	As shown on plan.				

MAINTENANCE OF MEASURES:

Location	Description or Number	Date	Initials

Project Dates:

Date of groundbreaking for project:

Date of final stabilization:

PROJECT NARRATIVE AND CONSTRUCTION SEQUENCE

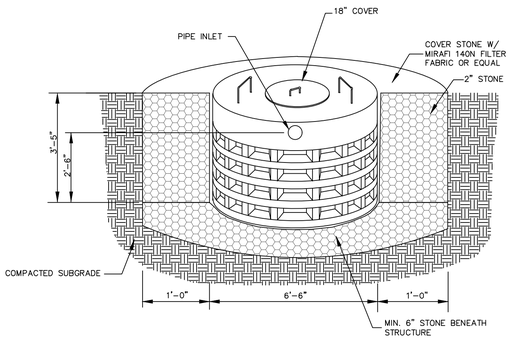
This project is located at Harmony Hill Road in Granby, Connecticut. The proposed activity is the construction of an 8 lot subdivision with single-family homes. The suggested schedule of construction is as follows:

1. Install construction anti-tracking pad (CE).
2. Install sediment barriers (GSF) at project perimeters.
3. Strip topsoil. Stockpile suitable amount of topsoil for reuse on-site in areas shown. Stockpiles shall be surrounded by sediment barriers (GSF).
4. Place and compact fill to establish subgrades.
5. Begin building construction.
6. Install other site utilities.
7. Install driveways.
8. Stabilize remaining areas to receive topsoil and permanently seed as soon as possible.
9. Install landscaping & wetland enhancement plantings.
10. Remove sediment barriers after site is fully stabilized.

Construction of this site is anticipated to begin in the fall of 2026 and be complete by fall of 2027, pending approvals. Temporary erosion control measures shall be installed prior to any soil disturbance and maintained throughout construction until soils have been stabilized with permanent vegetation.

The Contractor shall keep the area of disturbance to a minimum and establish vegetative cover on exposed soils as soon as practical. All soil and erosion control measures shall be installed and maintained in accordance with these plans and the "Connecticut DEP Guidelines for Soil Erosion and Sediment Control", as amended. The Contractor shall verify all conditions noted on the plans and shall immediately notify the Engineer of any discrepancies.

The developer shall be responsible for the repair/replacement/maintenance of all erosion control measures until all disturbed areas are stabilized. Accumulated sediment shall be removed as required to keep silt fence functional. In all cases, deposits shall be removed when the accumulated sediment has reached one-half above the ground height of the silt fence. This material is to be spread and stabilized in areas not subject to erosion, or to be used in areas which are not to be paved or built on. Silt fence (GSF) is to be replaced as necessary to maintain proper filtering action. Silt fence (GSF) are to remain in place and shall be maintained to insure efficient sediment capture until all areas above the erosion checks are stabilized and vegetation has been established.



DRYWELL DETAIL

NOT TO SCALE

RUSSO
SURVEYORS-ENGINEERS
SERVING CT & MA
J.R. Russo & Associates, LLC
PO Box 938 | Shoham Rd East Windsor, CT 06088
www.jrrusso.com - CT 860.623.0569 - MA 413.786.1158

Applicant
Roswell Development, LLC
125 LaSalle Road
West Hartford, CT 06107

Owner
Stanley A. & Dorothy E. Hayes
151 East Street
North Granby, CT 06060

REVISIONS

BY: CJC/TAC	CHK: JEU

Harmony Hill Farms
Harmony Hill Road
Granby, Connecticut
Map D-43 Block 21 Lot 56 Zone: R-30

Construction Notes & Details

DATE
6-22-2026

SCALE
1"=40'

JOB NUMBER
2026-028

SHEET
4 of 4

S:\Acad\2026 Civil 3D\2026-028 Roswell - Harmony Hill Rd., Granby\Russo Drawings\2026-028.dwg, 1:1

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

FROM: Abby Kenyon, Director of Community Development

DATE: April 9, 2026

RE: Plan of Conservation and Development - Draft

At the Plan of Conservation and Development Committee's June meeting, the Committee concluded their work on the POCD update and referred it to the Planning and Zoning Commission for next steps.

Enclosed is the draft POCD. You will see there are several areas highlighted. The Committee had suggested several changes but staff has not yet had an opportunity to address these changes. These highlighted items will be addressed and updated. In the meantime, the bulk of the POCD has been completed and it is now to be considered by the Planning and Zoning Commission. Once the Commission finishes its review, it will be referred to the Board of Selectmen and Council of Governments. These referrals are needed 65 days prior to a public hearing on adoption. If the Commission would like to target an October adoption date, the Commission can consider the POCD at its meeting on July 14th and again on July 28th, at which time if the Commission has finished the review and any changes have been incorporated, the POCD can be referred to the other entities.



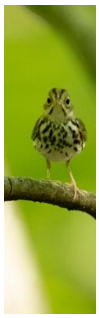






Town of Granby
Plan of Conservation and Development
2026-2036















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Acknowledgements

The Town of Granby Plan of Conservation and Development was prepared by the Plan of Conservation and Development Committee with the input of various boards and commission members, residents, business owners, town staff, and other stakeholders. The Town of Granby would like to thank those who participated in the process and for providing thoughtful feedback and comments. These contributions helped guide and shape this Plan.

Plan of Conservation Development Committee Members
Christine Chinni, Co-Chair
Mark Lockwood, Co-Chair
Margaret Chapple
Jean Donihee-Perron
Mark Kennedy
Ken Kuhl
Ken Rohde
Bill Ross
Brennan Sheahan
James Szipszky
Ellen Whitlow

Planning and Zoning Commission Members
Mark Lockwood, Chair
Christine Chinni
Robert Lavitt
Eric Lukingbeal
Steven Muller
Eric Myers
Brennan Sheahan
Meg Jabaily, Alternate
Paula Johnson, Alternate

Town Staff
Renee Deltenre, Land Use Coordinator
Abigail Kenyon, Director of Community Development

Adopted:
Effective:

All information and data current as of July 2026.

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Executive Summary -Edits/Formatting needed

Introduction

This executive summary is designed to provide bullet points describing some of the main points and themes in the 2026-2036 Plan of Conservation and Development ("POCD" or "Plan") for the Town of Granby, Connecticut. It is not meant to be a comprehensive list of every item discussed in or addressed by the POCD. The Table of Contents will provide a full guide to the sections of the POCD and where in the document those subjects are addressed in the Plan. We hope that interested Town residents and others will read the Plan in its entirety.

Purpose & Process

- The Granby POCD 2026–2036 is the town's official 10-year planning document guiding land use, conservation, and community development decisions.
- Connecticut General Statutes requires all municipalities to create such a plan every ten years. This plan replaces Granby's 2016–2026 POCD.
- The POCD Committee sought input from Town residents concerning the Plan through community surveys, public workshops, stakeholder interviews. As required by law, the POCD Committee transmitted the Plan to the Planning & Zoning Commission for review.
- The POCD provides guidance for zoning regulations, subdivision rules, capital improvement planning, and grant applications.
- The POCD Committee created a Plan that reflects Granby's values. Among the most important values concerning Granby that the Committee gleaned from the public input into the Plan are: the Town's rural character; open space preservation; responsibility; and quality of life.
- The Plan is organized around interconnected topic areas rather than entirely separate and unconnected sections to reflect real-world planning complexity.

Community Identity & Vision

- Granby is a rural New England town in northern Hartford County, CT, incorporated in 1786.

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- The Town is known for its small-town character, agricultural heritage, and scenic landscapes.
- The community vision centers on preserving rural character while ensuring long-term fiscal sustainability and service quality.
- Through the public input shared with the Committee, Granby residents consistently prioritize open space, low density, strong schools, safe roads, and local farming.
- The plan emphasizes managed, context-sensitive growth rather than aggressive development, consistent with the residential nature of most of the Town.
- Granby Center serves as the civic and commercial hub. Most of the rest of the Town's surrounding areas are predominantly residential and agricultural.

Demographics

- Granby's population approximately 11,000–11,500. The Town's population growth has been modest and relatively stable over recent decades.
- The Town's population is aging. A growing share of residents are 65 or older, and household sizes shrinking.
- Granby's adult residents have a relatively high level of educational attainment, and median household income in the Town are above state and national averages.
- Granby's in-migration trends indicate families seeking good schools and rural lifestyle. The Town has also experienced some out-migration of young adults due to limited local employment and housing options.
- Demographic shifts will drive increased demand for senior services, accessible housing, and community programming.
- Enrollment in Granby Public Schools has declined. The Town may need to consider the implications of this trend over the course of the effective dates of this POCD.

Housing

- Granby's housing stock is predominantly single-family residential housing stock, although in the past few years the Town has seen some increases in multifamily or rental options.
- Housing costs in Granby have risen significantly. Affordability is a growing concern for Town residents, especially for young families and seniors on fixed incomes.

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- The Plan notes that Accessory Dwelling Units a are gentle, neighborhood-compatible way to add housing diversity.
- Input from residents identified senior housing and age-restricted developments as potential areas of need.

Economy & Fiscal Health

- Granby's tax base is heavily residential (~90%); commercial and industrial contribution is minimal. This revenue structure creates fiscal pressures as rising service costs fall primarily on homeowners.
- The current economic development strategy focuses on targeted, compatible commercial growth — not large-scale industrial or big-box retail.
- Residents who provided public input indicated that Granby Center and the Route 20 corridor are priority locations for commercial investment.
- Home-based businesses and remote work trends present an opportunity to increase commercial activity in Granby.
- Granby's agricultural economy contributes to the Town's rural character and provides some local employment. Agritourism has growth potential, but must be managed to be compatible with surrounding properties.
- The Town's long-term fiscal health depends on careful capital planning, grant leveraging, and balanced land use decisions.

Land Use & Zoning

- Granby's land use pattern is characterized by low-density residential, farmland, forests, and limited commercial properties.
- The zoning map should reflect and reinforce the POCD's vision — periodic updates may be necessary.
- Commercial and larger scale residential growth is most appropriate in areas of the Town with existing infrastructure.
- Cluster development and conservation subdivision design are tools to allow some growth while preserving open space.

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- The Route 20 corridor warrants a focused land use and design strategy to prevent strip commercial sprawl.
- The zoning regulations for Granby's commercial zones should have clear design standards to maintain aesthetic quality.
- The Town should encourage the protection of agricultural land from subdivision pressure. Right-to-farm policies are a potentially important tool in this area.
- The Town should require careful regulation to gravel pits and extraction sites and their reclamation.

Historic Resources

- Granby has a rich historic built environment — historic homes, farms, stone walls, cemeteries, and public buildings.
- The Salmon Creek Historic District and other locally significant resources contribute to community character and property values.
- Historic preservation efforts are coordinated with the Salmon Brook Historical Society.
- Some of the key threats to the historic properties in the Center include: deferred maintenance, demolition by neglect, incompatible additions, and development pressure.
- Design guidelines for historic areas should be clear, fair, and support preservation without being overly restrictive.

Natural Resources & Environment

- Granby has significant natural assets: Metacomet Ridge, Salmon Creek watershed, wetlands, forests, and wildlife habitat corridors.
- The Town has been a leader in open space preservation — over 30% of land is permanently protected.
- Additional open space acquisition should focus on habitat connectivity, water quality, recreation, and scenic landscapes.
- Inland wetlands and watercourses must be carefully regulated to prevent flooding, erosion, and habitat loss.
- Drinking water in much of Granby's residential areas comes from private wells and public groundwater sources, necessitating aquifer protection.

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- Forest management plans on town-owned properties should be developed and implemented.

- Wildlife corridors connecting protected parcels should be identified and incorporated into land use decisions.

Sustainability & Climate Resilience

- Climate change is an emerging planning priority in Town. Granby faces risks from increased flooding, drought, and extreme heat events.

- The Committee recommends integrating climate resilience into all land use, infrastructure, and capital planning decisions.

- Green infrastructure (rain gardens, bioswales, permeable pavement) is an important strategic tool to enhance the Town's climate resilience should be incorporated into public and private development.

- The Town should study potential improvements to municipal energy efficiency. Recommended strategies include energy audits, LED conversion, and solar on town facilities.

- The town should pursue state and federal funding for climate adaptation and sustainability improvements.

Agriculture

- Agriculture is central to Granby's identity — working farms, farm stands, community-supported agriculture, and agricultural fairs are Town traditions.

- Granby current includes approximately 3,000–4,000 acres of active farmland. Many residents identified loss of farmland is a long-term concern.

- The Town, in cooperation with the State of Connecticut and local, regional and national conservation organizations, should consider additional steps to protect farmland. Possilbe tools include: Purchase of Development Rights (PDR), conservation easements, and farmland trusts.

- The Town should actively support the next generation of farmers through land access programs and regulatory flexibility.

- The Town should encourage agritourism — farm stays, pick-your-own, farm dinners, and events —as a complementary agricultural use, in balance with the interest of neighboring properties.

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- Granby should encourage support of local food systems with farmers markets, farm-to-school programs, and community gardens.

Community Facilities & Services

- The Town owns the following key municipal facilities: Town Hall, Granby Public Library, Salmon Brook Park, Ahrens Park, Granby Memorial High School, Granby Memorial Middle School, Kelley Lane School, and the Town Green.

- The Town Green is the center of the community. The Committee recommends preservation and enhancement of its character and accessibility.

- The Granby Public Library is a vital community anchor; its services and facility should be maintained, and, where possible upgraded and expanded.

- The Town's public safety services, including Police, Fire, and EMS, are well-regarded by Town residents. Facilities and equipment need periodic capital investment, which should be addressed through the long-term budgeting process.

- Granby residents value our open spaces and parks for passive and active recreation facilities. Trail connectivity and maintenance are priorities.

- The Capital Improvement Planning (CIP) should be used systematically to anticipate facility and infrastructure needs.

Transportation & Infrastructure

- Granby's transportation network is almost entirely automobile-dependent. There is minimal public transit service, and this is unlikely to change.

- Road maintenance is the Town's largest recurring infrastructure cost. The Town should consider developing a pavement management program should guide investment.

- The Town's pedestrian and bicycle infrastructure is limited. Additional sidewalks along Route 20 and in Granby Center would enhance the Town's walkability. Connections to the Farmington Valley Canal Heritage Trail should be investigated.

- The Town should consider stormwater management as a growing concern. Aging infrastructure and increased precipitation may require investment.

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Introduction

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Background

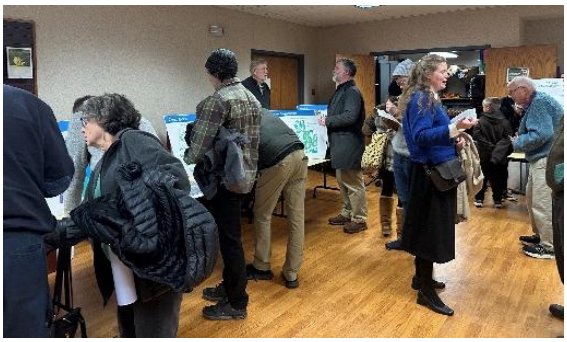
Every ten years as required under Connecticut General Statutes Section 8-23, entitled 'Preparation, Amendment or Adoption of Plan of Conservation and Development', municipalities must prepare and adopt a Plan of Conservation and Development. According to State Statute, Plans of Conservation and Development contain policies, goals and standards for the physical and economic development of the municipality; are designed to promote, with the greatest efficiency and economy, the coordinated development of the municipality and the general welfare and prosperity of its people; and recommend the most desirable use of land within the municipality for residential, recreational, commercial, industrial, conservation and other purposes. Such plans also recommend the most desirable density of population, make provisions for the development of housing opportunities and promote choice and economic diversity in housing. These Plans are designed to provide guidance and information to all the Town's boards, commissions, public officials, and residents.

Plan Process

In the summer of 2025, the Planning and Zoning Commission created a subcommittee to oversee the 2026 Plan update. The subcommittee, known as the 2026 Plan of Conservation and Development Committee (Committee), consisted of eleven members and included representatives of the Planning and Zoning Commission, Agricultural Commission, Board of Selectmen, Conservation Commission, Development Commission, and four residents.

The Committee held its first meeting on September 23, 2025 and began its task by reviewing State Statutes, studying the Town's 1993, 2005, and 2016 Plans, and reviewing other Town Plans of Conservation and Development. Following the review of these materials, the Committee held lengthy discussions identifying characteristics of Granby today. This led to a basic agreement of the attributes that make Granby special, the reasons Granby residents choose to live here, and how to plan for the future while remaining true to what Granby values. Throughout the process the Committee referred to the Town's original fundamental values, which were first outlined in the 1993 Plan. These values are slightly modified and expanded in this Plan and continue to provide the basis for the goals, strategies, and actions outlined in this Plan.

Throughout the Plan update, the Committee also solicited public input. A public workshop was held on November 11, 2025 and an online survey was issued shortly thereafter. A second public workshop was held on March 12, 2026. A dedicated email address was created for the Committee to receive public comments and feedback. Updates and materials were posted to the 'Plan of Conservation and Development 2026 Committee' webpage on the Town website.



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This work culminated in a complete Plan that was referred to the Planning and Zoning Commission in June 2026. The Planning and Zoning Commission reviewed the Plan at its meeting in July 2026 and referred it to the Board of Selectmen and Capitol Region Council of Governments. A public hearing on adoption was held on September 2026. The Planning and Zoning Commission voted to adopt the Plan and established an effective date of October 2026.

How to Use this Plan

The first section of this Plan 'Granby Today' provides an overview and background of existing conditions and trends. It also provides an overview of what has changed since the last Plan was adopted in 2016, highlighting the issues and opportunities today and what this means for planning for the future. This section includes information and feedback from residents obtained through the workshop, survey, and comment submissions throughout the Plan process.

This section is followed by 'Granby Tomorrow'. This section begins with Granby's vision for the future. It is then separated into the topic areas including Natural Resources and Environment; Open Space and Recreation; Agriculture; Housing; Transportation; Commercial and Industrial Development; Granby Center; and concludes with Municipal Operations and Infrastructure. Each of these sections includes goals, strategies/policies, and action items, all of which support the vision. The goals are intended to be an overarching purpose or desired outcome that is specific to that topic area, while the strategies/policies provide an approach or position to accomplish the goals, and the action items are a specific task that can be completed to help implement the strategies/policies. This section also includes a future land use plan and sanitary sewer system plan. The plan concludes with an overview to demonstrate consistency with the State and Regional Plans of Conservation and Development.

This Plan is intended to be referenced by various Boards and Commissions when making decisions related to land use and municipal projects. When reviewing land development applications and municipal projects, Town Staff and elected and appointed officials should confirm consistency of the proposal with the Plan goals, strategies/policies, and actions. When seeking funding for improvement projects, the Town should also reference this Plan to support those efforts. This Plan is intended to be a living document, and can be changed and updated as needed.

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Granby Today

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Introduction and Community Values

Incorporated in 1786 from Simsbury, the Town of Granby covers 40.7 square miles on Connecticut's north-central border with Massachusetts. It is bordered by Hartland and Barkhamsted to the west, Canton and Simsbury to the south, East Granby and Suffield to the east, and the Massachusetts towns of Granville and Southwick to the north. The Town of Granby is part of Hartford County and the Capitol Region Council of Governments.

Granby is primarily a rural residential community that prides itself on its agricultural roots and its respect for the natural environment. Granby offers a slightly different lifestyle than many neighboring communities, a lifestyle where the natural environment can be embraced and where much of the land is preserved as open space. It is recognized that Granby will likely always have limited commercial and industrial development and will never be a regional employer or regional shopping center. However, the Town will always strive to meet the needs of current and future residents.

Granby as a community values open space, agriculture, and a small-town, rural character. Our community is defined by its farmland, forests, trails, wildlife, and historic preservation, where our neighbors know and support one another and take an active role in guiding the direction of our community. Granby offers a high quality of life, providing exceptional schools, a variety of public services, and many outdoor recreational opportunities. We are a community that supports a vibrant, evolving, and distinctive Town Center that fosters local businesses, offers diverse housing opportunities, and is walkable and well connected to the surrounding community. We are proud of our roots, and we embrace our outdoor lifestyle and special character and charm.



While there have been changes since the adoption of the last Plan, the community strives to remain true to these values. This section of the Plan provides an overview of the current conditions and trends in Granby, and identifies important community issues. To provide context as to how this information relates to other communities, Granby is compared to the Capitol Region, shown in Figure 1 below, and the state. This section will set the stage for the second section of the Plan that will guide the community over the next ten years.

Figure 1: Capitol Region



Source: Capitol Regional Planning of Governments

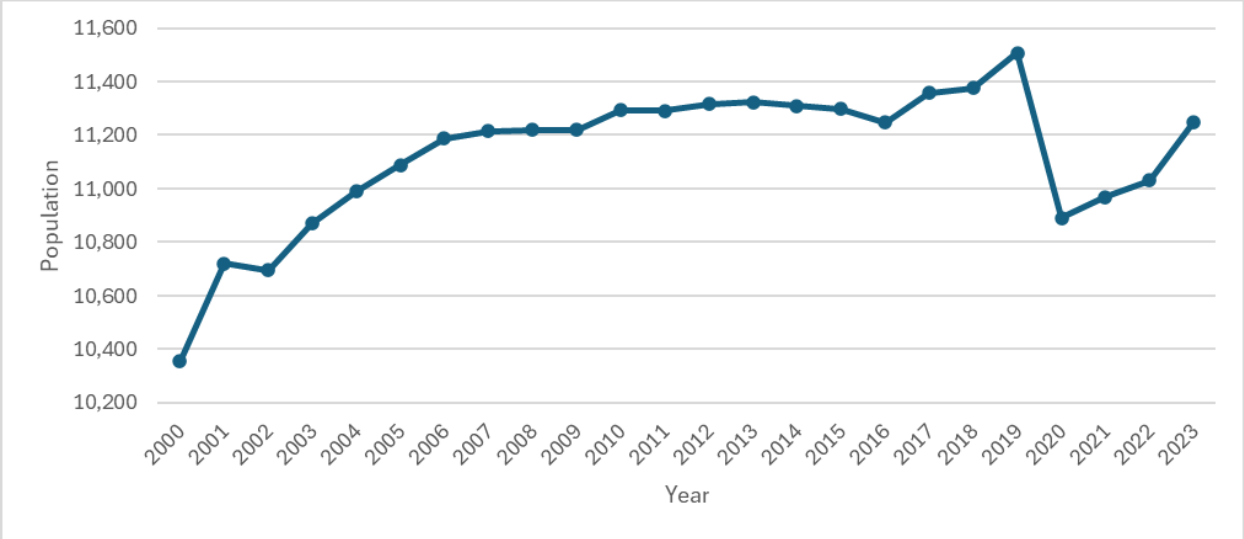
Demographics

Granby's population is expected to remain relatively stable, but the community is aging and school enrollment is declining.

Population

Granby's population grew steadily from 1960 to 2010, increasing from 4,968 people in 1960 to 11,282 people in 2010. The 2020 Census showed a population decrease of 3% to 10,903 people. However, recent data from the Connecticut Department of Public Health, Annual Population Estimates show Granby's population is increasing slightly, with a total of 11,249 people. From 2000 to 2023, this is just over an 8% increase. During the same period, the Capitol Region's population increased by 5.6% and Connecticut's population by just over 6%.

Figure 2: Granby Population 2000 to 2023



Source: CT Department of Public Health

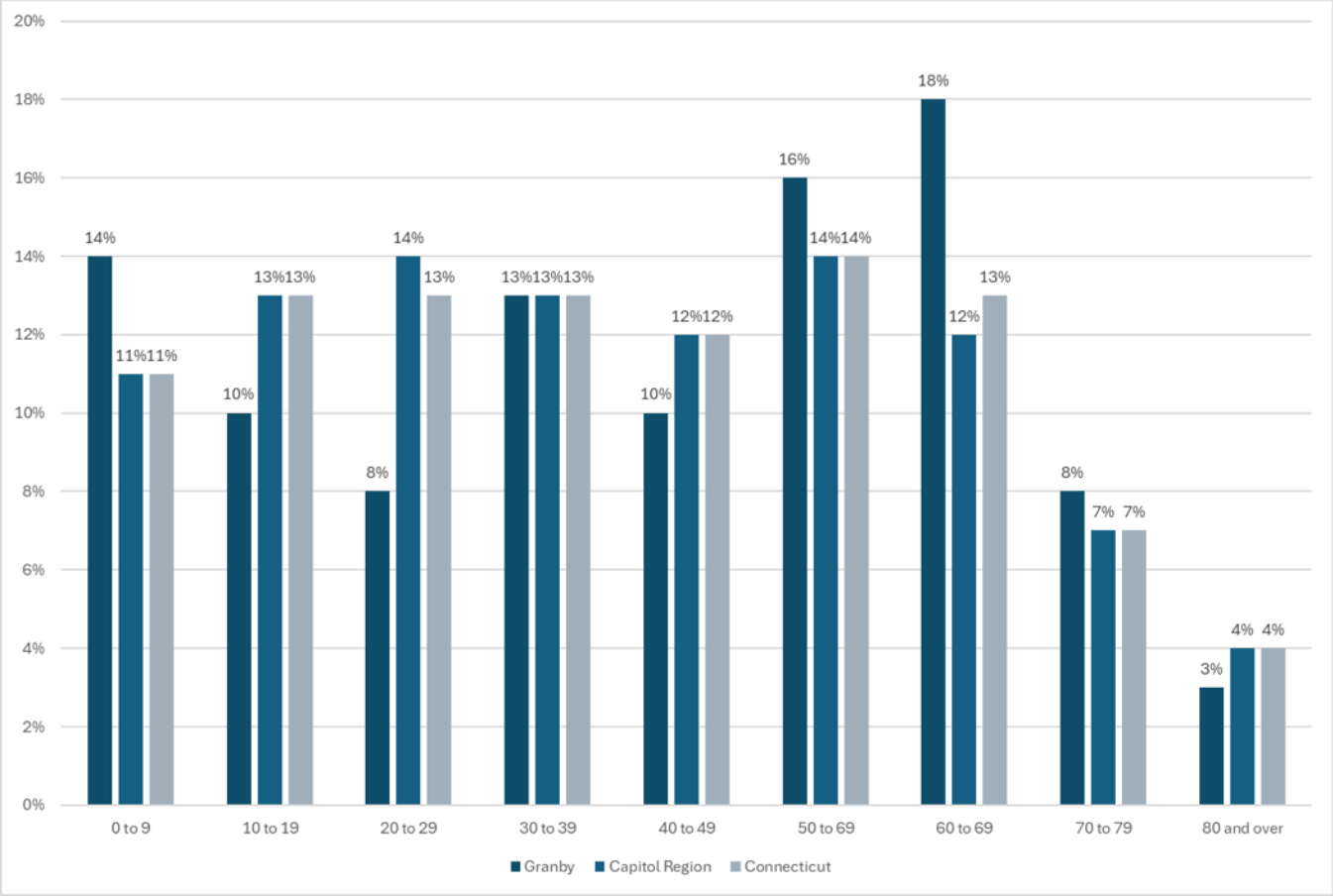
Age

Population projections indicate that Granby's population is expected to remain relatively stable, with a slight decline to approximately 10,051 residents by 2040[i]. While substantial population growth or decline can significantly affect housing demand, municipal services, infrastructure, and other aspects of community life, this modest projected change is not anticipated to have a major impact on the community. However, demographic trends should continue to be monitored so that Granby can respond proactively if future conditions shift.

While Granby's total population is expected to remain relatively stable, it is aging. Granby has the highest share of residents aged 60 and over (29%) compared to the Capitol Region (23%) and Connecticut (24%). The median age in Granby is 45.9 years, compared to 39.8 years in Capitol Region and 40.9 years in Connecticut. Granby's median age has steadily increased from 1980 to

today. The median age in 1980 was 31.2 years; 35.6 years in 1990, 39.6 years in 2000; 44.6 years in 2010; and 45.9 years today. An aging population will mean over the next ten years, the community may see an increase in demand for senior services as well as a need for amenities and housing types to better serve aging residents.

Figure 3: Population by Age

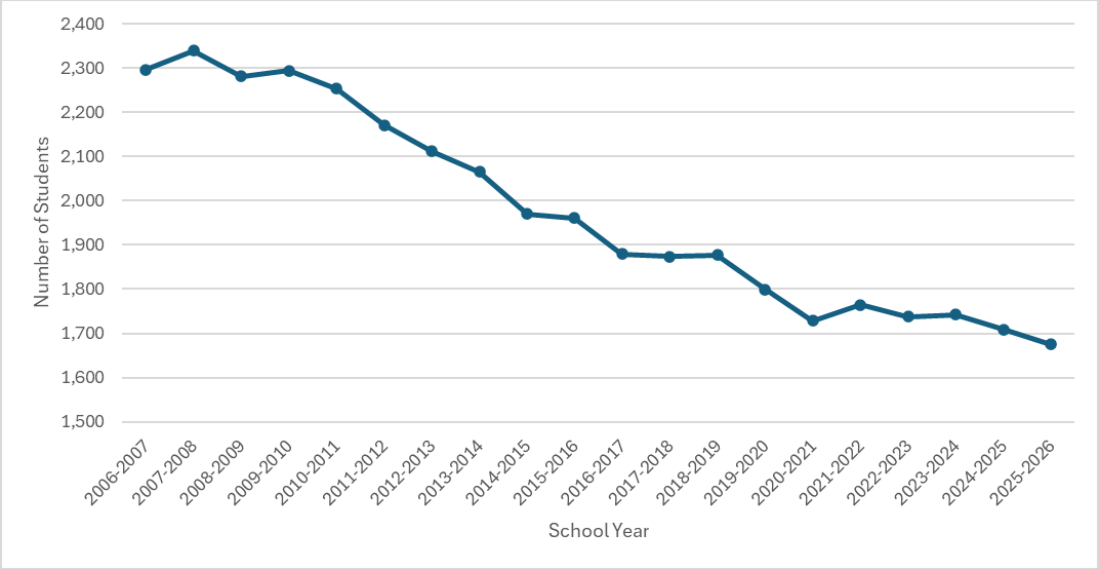


Source: 2022 American Community Survey 5-year Estimates

School Enrollment

As Granby's population ages, school enrollment has been declining. In the past 20 years, the 2025-2026 school year had the fewest students enrolled, with 1,675 students. This is down from a peak of 2,339 students in the 2007-2008 school year.

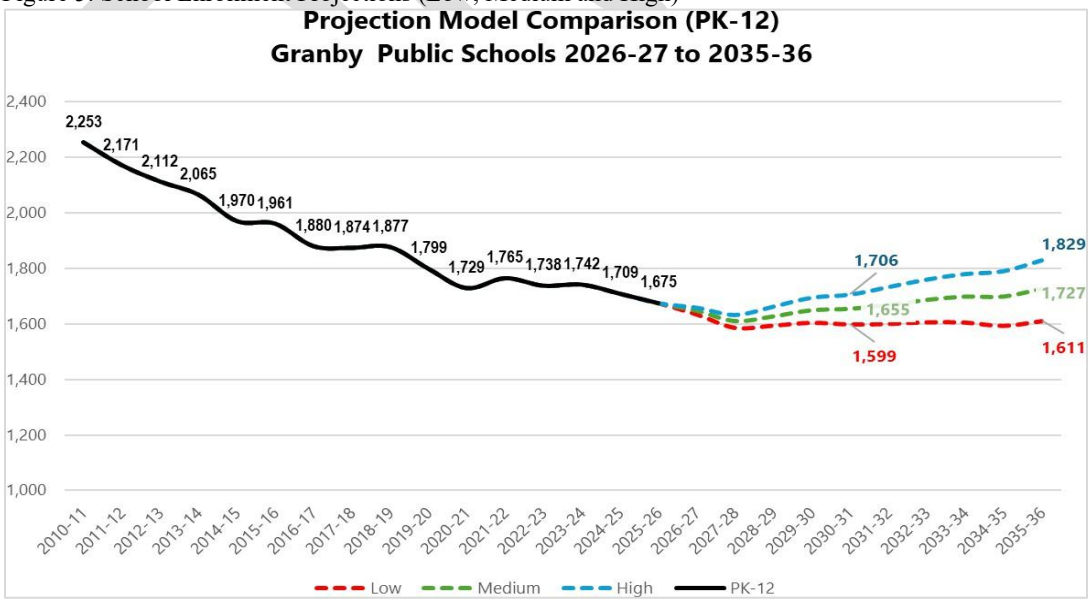
Figure 4: School Enrollment 2006 - 2026



Source: CT State Department of Education: 2006-07 to 2024-25. Granby Public Schools 2025-26. Enrollment Projections Report, MP Planning Group, February 2026.

As outlined in an enrollment projections report by MP Planning Group and presented to the Board of Education on February 18, 2026, three separate models (high, medium, and low projections) were prepared to project enrollment over the next 10 years. All three models show declining enrollment over the next two years. Over the final 8 years, the low model shows stable enrollment while the medium and high models show enrollment growth, with a total of 1,727 students and 1,829 respectively. According to the report, "Recent housing conditions, demographics and enrollment in-migration align best with Medium Model and represents the most likely direction. However, housing conditions and demographic shifts should be monitored." As school enrollment changes, services and facilities will have to be examined so they are responsive to these shifts.

Figure 5: School Enrollment Projections (Low, Medium and High)

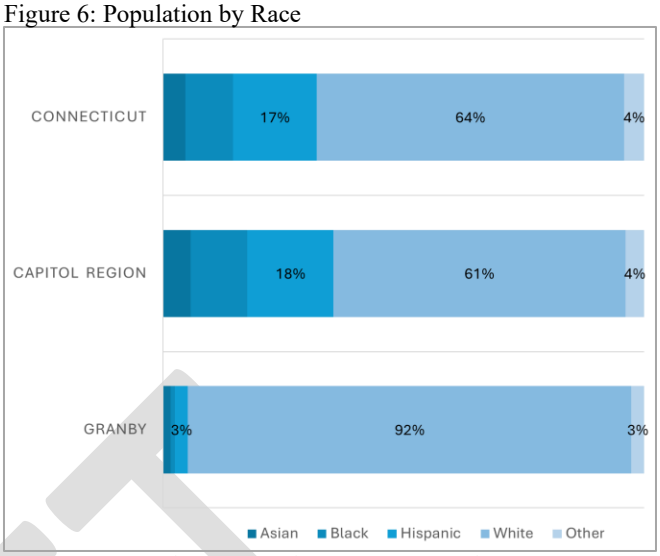


Source: Granby Public Schools Enrollment Projections Report, Executive Summary, February 2026. MP Planning Group.

Race and Ethnicity

Census data show Granby continues to be predominately (92%) white, compared to the Capitol Region (61%) and Connecticut (64%). While Granby is predominately white, there have been some changes in racial and ethnic composition. As shown in Granby's 2022 Housing Data Profile by the Partnership for Strong Communities, Granby was 95% white compared to 96% in the 2020 Profile.

Figure 6: Population by Race



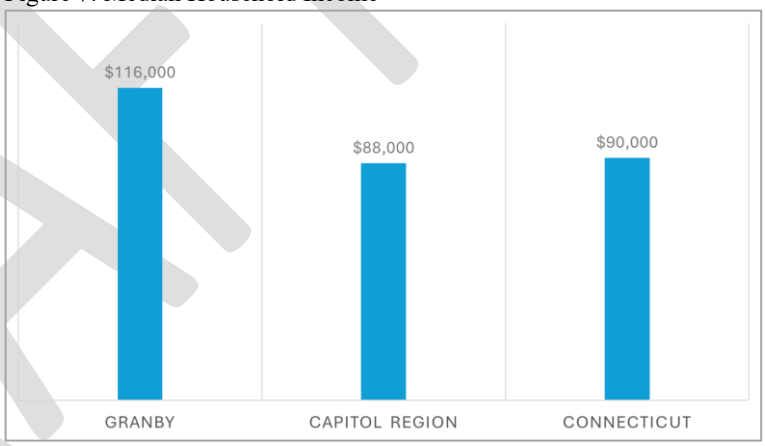
Source: 2022 American Community Survey 5-year Estimates

Education and Income

Granby's median household income is $116,000. This is $27,833 higher than the median income of the Capitol Region and $25,810 higher than the State.

While Granby reports a higher median household income than the State, the educational attainment levels for those 25 years and older are also higher than the State. Fifty-two percent (52%) of the Town's population age 25 or older holds a bachelor's degree or higher, compared to 42% of the State. When looking at advanced degrees, 22% of Granby's population age 25 or older holds a master's degree or higher, compared to 19% of the State.

Figure 7: Median Household Income



Source: 2022 American Community Survey 5-year Estimates

Housing

Granby's housing stock is becoming more diverse, but affordability and housing choice remain key challenges, especially for younger households and older adults.

Granby currently has 4,433 housing units. And as may be expected for a rural community, many of these housing units (83%) are single-family detached housing units, compared to 57% in the Capitol Region and 58.7% of the State. Of these units, 88% are owner-occupied, compared to 61% in both the Capitol Region and the State. Most of Granby's housing units (76%) have three or more bedrooms, compared to both the Capitol Region and the State (58%).

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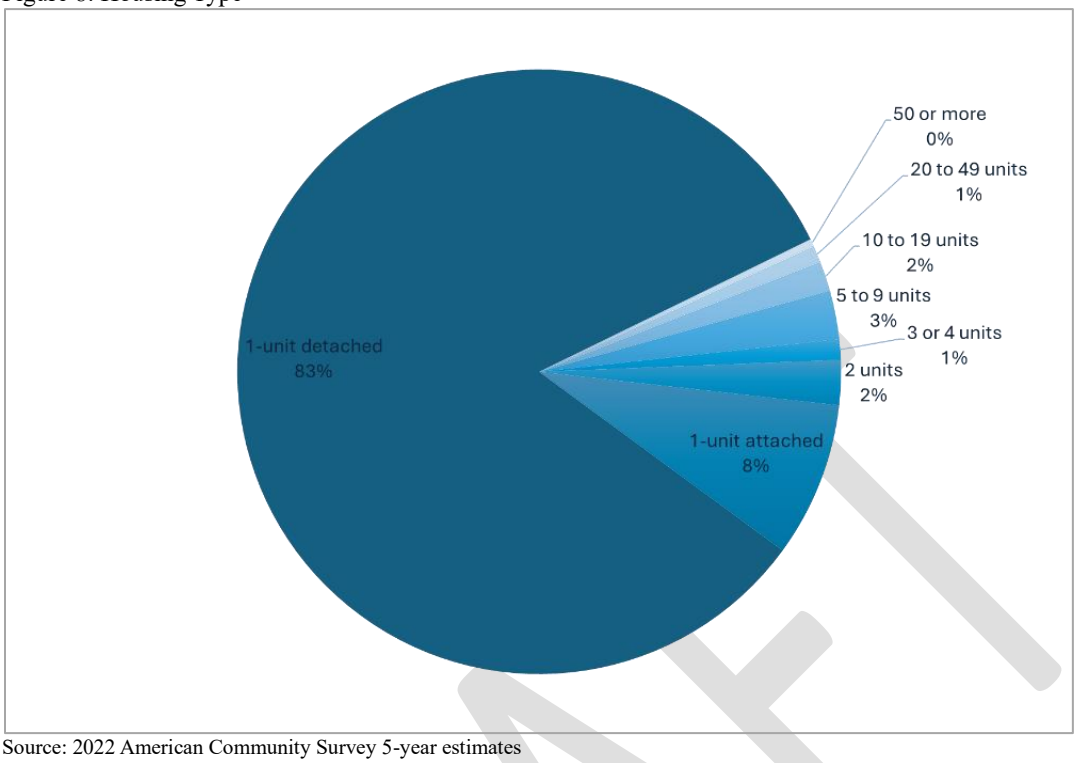
Figure 8: Housing Type



Source: 2022 American Community Survey 5-year estimates

While Granby's housing stock is oriented towards larger (3+ bedroom), single-family housing, there has been more diversity in housing types in recent years. Since the adoption of the 2016 Plan, most housing units that have been constructed have been attached, multi-family units that are largely renter occupied. Constructed multi-family housing units include Greenway Village (34 units); The Grand Luxury Apartments and Townhouses (205 units); and Station 280 (235 units). This is a total of 474 housing units. During this same timeframe, the following single-family detached housing units were constructed: Cider Mill Heights (4 units); Copper Brook Development (32 units); and Harness Way (24 units). This is a total of 60 units. More recently, two additional single-family residential subdivisions were approved, which consist of 18 lots total. When factoring in additional lots created by one-lot re-subdivision, over the past ten years approximately 561 housing units have been either approved or constructed, 85% of these are multi-family, attached units. The diversification in housing units has created more housing choice that can better match the needs of current and future residents. However, additional housing choice is needed to both address an aging population that may need supportive services or may no longer want, nor need, larger single-family houses and to also enable younger residents to either remain in Granby or move here.



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Housing Costs and Affordability

When Granby's housing stock is discussed, housing cost and affordability must also be considered. Although Granby reports a higher median household income compared to the Region and the State, affordability is still a concern; the median home value in Granby is $363,300 compared to $343,200 in Connecticut. For homeowners with a mortgage, 13% are severely cost-burdened, compared to 10% in the Capitol Region and 12% in Connecticut. This means that 13% of Granby households with a mortgage spend more than 50% of their income on housing. For homeowners without a mortgage, 10% are severely cost-burdened, compared to 8% in the Capitol Region and 9% in Connecticut. The overall housing market in the past several years has strongly favored those who are selling their home. There is limited inventory in Granby and often houses have sold for above asking price. And while new construction homes have resulted in a modest increase in the number of housing units, these homes far exceed the median home value, with an average appraised value of $578,504[ii]. While the market shows some signs of changing, it is challenging for people interested in purchasing a more affordable or entry-level home in Granby.

For renters, the median rent is $1,327 in Granby compared to $1,431 in the State. In Granby, 17% of renters are severely cost burdened, compared to 25% in the Capitol Region and 25% in the State. While the data show fewer renters in Granby are severely cost-burdened compared to the region and state, many new housing units constructed in Granby have been rental units in developments often branded as luxury apartment developments. In many of these newer developments, the rental rate exceeds the median rent. Therefore, in addition to monitoring the single-family housing market, it will be important to monitor the rental market and availability of units at various price points.

The 2025 Affordable Housing Appeals List released by the Department of Housing shows that there are 193 affordable housing units in Granby, this means 4.34% of units are affordable. This is an increase of 53 affordable units from the 2024 List. These units meet the state definition of affordable, meaning they are encumbered in some way to sell or rent at an affordable level to qualifying households. Examples are government assisted housing developments; units occupied by tenants receiving rental assistance; units financed by the Connecticut Housing Finance Authority (CHFA) mortgages; or housing units subject to deed restrictions, which limit prices so household earning 80% or less of the area median income pay 30% or less of their income on housing. The majority of the affordable housing units (132 units) in Granby receive government assistance, this includes the Stony Hill Village and Salmon Brook Elderly Housing developments, which total 81 units combined. It should be noted that naturally occurring affordable housing units, or housing that sells or rents at an affordable rate, are not included in the above calculation. This housing is not deed restricted to remain affordable nor is it reserved for qualifying households. But when housing options are considered, such housing is important as it provides housing at a price point that allows residents to remain in Granby or provides an opportunity for people seeking to move here to find a house that they can afford.

When asked about housing in Granby and what if any concerns people had, the top concern noted by survey respondents and workshop participants was the loss of open space/agriculture/forest, followed by additional traffic, and impacts to natural resources (waterways, wetlands, wildlife habitat). Therefore, as the community looks to the next ten years to address housing needs, it is

important such concerns are taken into consideration so that housing development may be balanced with the protection of the natural environment.

Economics

Granby has stable fiscal health and a strong local economy, with unemployment below regional and state levels and a highly employed workforce.

Unemployment

Granby's January 2026 unemployment rate was 3.7% compared to 4.1% in the State and Capitol Region. Over the past decade, the town's monthly unemployment rate has generally ranged from 2.2% to 4.5%, with the exception of the COVID-19 pandemic. For several months in 2020, the unemployment rate increased, reaching a peak of 8.9% in May 2020. Rates gradually decreased through the latter part of 2020 and into 2021. Although unemployment levels have improved, they have not yet returned to pre-pandemic rate of 2.8% in 2019. Continued monitoring of employment trends is important, as changes in unemployment rates can affect among other things, discretionary spending and, in turn, affect support for local businesses and services.

Employment

According to American Community Survey data, 6,049 Granby residents are in the labor force. Most residents commute outside of Granby for work, with an average travel time of approximately 30 minutes. The leading industries employing Granby residents include educational services and health care and social assistance; finance, insurance, real estate, and rental and leasing; and professional, scientific, and management services. Among those who work in Granby—whether residents or commuters—the major employers include MeadowBrook of Granby, Stop & Shop, Geissler's Supermarket, and the Town of Granby. Understanding both commuting patterns and the location of employment centers within Granby is important for planning transportation improvements and identifying opportunities for economic and business development.

Municipal Fiscal Health

Granby's grand list, which is a list of all taxable properties within Town, is heavily reliant on residential properties, which account for approximately 92% of the grand list. In recent years, the Town has seen an increase in the total grand list, driven in part by the completion of several multi-family development projects. For example, the grand list increased from $1,378,046,350 in fiscal year 2024 to $1,395,107,580 in 2025 and $1,410,834,820 in 2026. Over the past decade, the grand list has grown by an average of slightly more than one percent annually (refer to Table 1). It should also be noted that the most recent revaluation was completed for the October 1, 2022 grand list, with the next revaluation scheduled to take effect for the October 1, 2027 grand list.

Source: Granby Annual Comprehensive Financial Report

Projections in grand list growth for the next ten years are relatively flat at 0.8% per year, compared to previous years. As Granby seeks to continue providing high-quality education and services that meet the needs of residents, careful and strategic financial planning will be essential, particularly given the significant share of the grand list represented by residential properties and the impact of rising costs on residents.

Table 1: Total Assessed Value

Fiscal Year	Total Taxable Assessed Value
2026	$1,410,834,820
2025	$1,395,107,580
2024	$1,378,046,350
2023	$1,073,748,490
2022	$1,037,144,340
2021	$1,022,037,770
2020	$1,004,834,820
2019	$990,561,210
2018	$977,286,900
2017	$971,371,220
2016	$965,747,650

Source: Granby Annual Comprehensive Financial Report

Land Use and Zoning Classifications

Granby is predominantly residential, with about 93% of its land zoned for housing, reflecting its rural character, while only a small portion is zoned for commercial and industrial uses. Granby Center serves as the community's primary mixed-use and commercial hub, with strong support for enhancing its role as a walkable center for businesses, housing, and community activity.

The following section provides information on Granby's land use and zoning classifications, including residential, commercial and industrial development, Granby Center and the Historic Overlay Zone. This section also includes an overview of Granby's historic resources.

Zoning Classification

The Town of Granby is divided into twelve different zones. Each zone has a list of permitted uses, which are uses allowed by right, and special permit uses, which require review and approval by the Planning and Zoning Commission. While there are twelve zones, they can be grouped into two broader use categories, residential uses and commercial and industrial uses. The Granby Center

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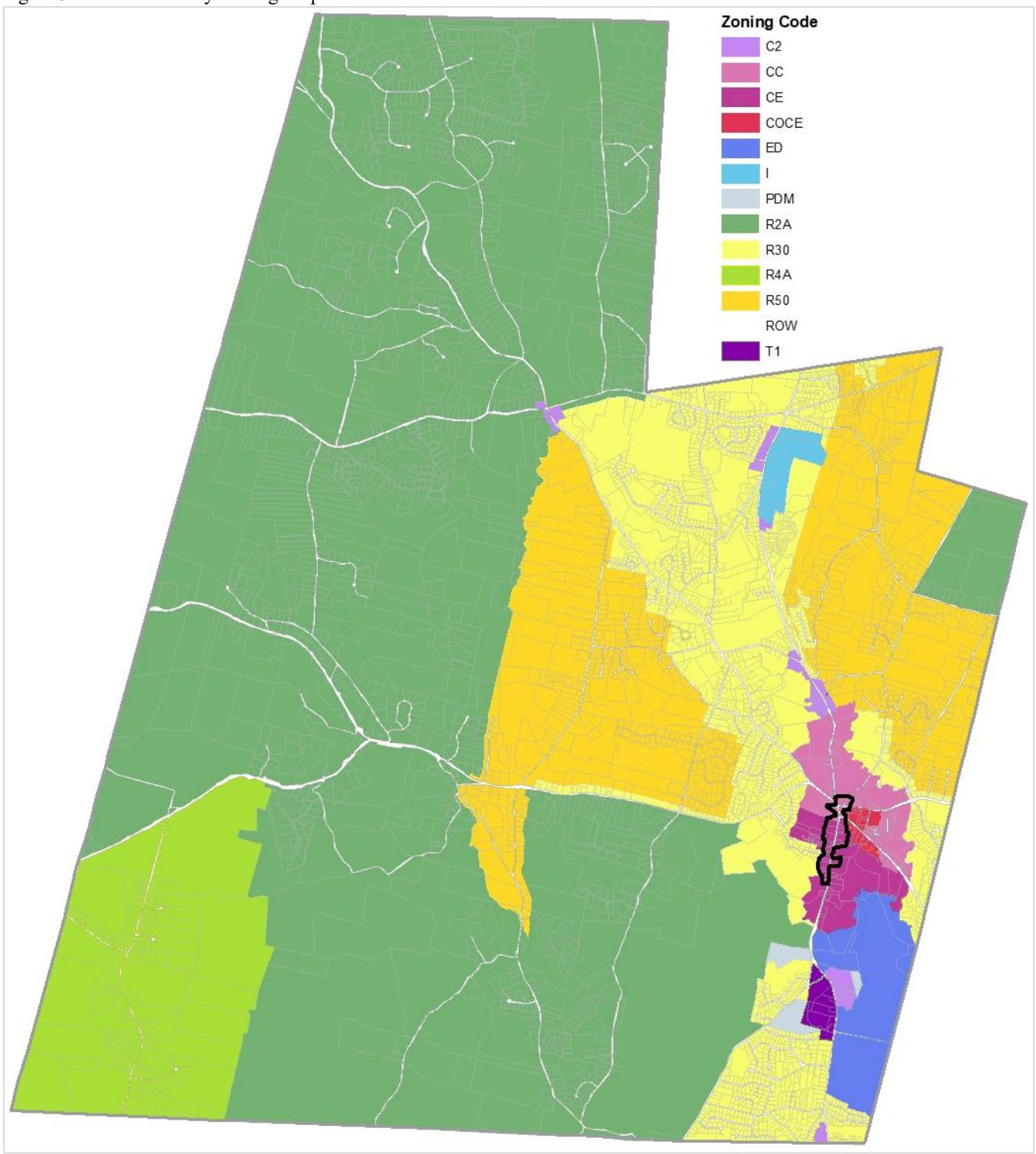
Zone contains both residential and commercial uses, this is explained in more detail. In later Plan sections, there are recommendations and considerations specific to these broader use categories.

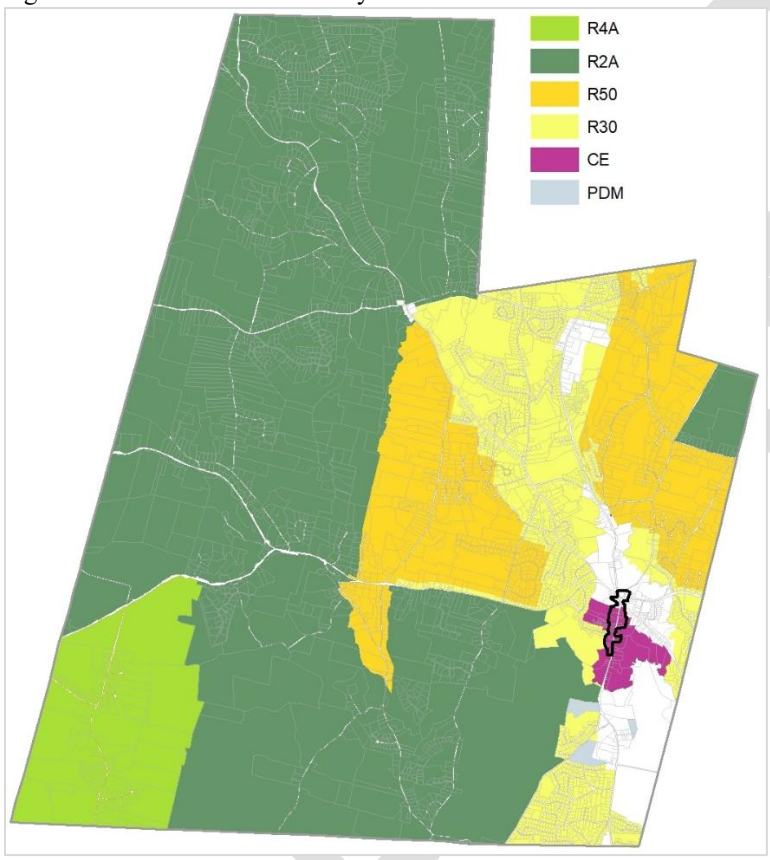
Figure 9: Town of Granby Zoning Map



Residential

The zones that are considered residential zones, meaning the primary use of the zone is residential, are those designated Planned Development Multifamily (PDM), Rural Conservation (R4A), Rural Residential (R2A and R50), Residential (R30), and Center Edge (CE) (see Figure 10). These zones account for about 24,500 acres, which is approximately 93% of Granby's total area. Most of this residentially zoned land, about 15,400 acres or approximately 63% of all residential land, is the Rural Residential R2A Zone. In this zone, there is a minimum 2-acre lot size. Much of Granby's residentially zoned land does not have access to public utilities, therefore houses are served by private well and septic system. These considerations are important when analyzing and planning for areas in Town that may support opportunities for additional housing options.

Figure 10: Residential Zones Only



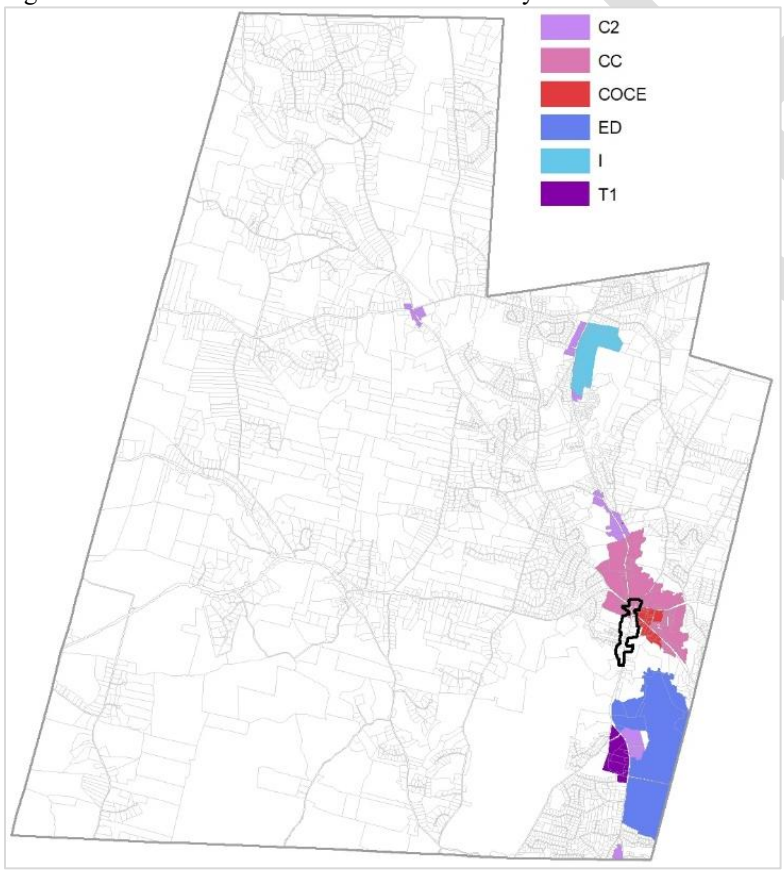
Commercial and Industrial Development

Approximately 1,000 acres, or 4% of Granby's area, is zoned for commercial or industrial uses. These zones are the Center Commons (CC), Commercial Center (COCE), Business (C2), Economic Development (ED), Neighborhood and Commercial Transition (T1), and I (Industrial) Zones. This commercially zoned land is primarily along Salmon Brook Street, from the Granby/Simsbury Town Line extending to the north just past Mechanicsville Road, and includes Granby Center. Much of this area is supported by infrastructure, including gas, sewer, and water. There is another pocket of industrial and commercial land on Salmon Brook Street, just south of the Connecticut/Massachusetts State Line, and a small commercial area in North Granby, which

includes the Post Office and Cossitt Library area. These areas are not served by public utilities. Overall, about 210 acres of this commercial and industrially zoned land are mapped wetlands (area in red shown in Figure XX below). This leaves approximately 790 acres, or about 3% of Granby's total area, for commercial development. The limited commercially zoned land means that strategic commercial development is very important.

The workshop and survey included questions about commercial development to better understand how such development should be considered. When asked about planning for new business development in Granby, the goods or services the business will provide was the top priority, with just under 75% of respondents ranking that as the number one consideration, above how much tax revenue will be generated and the number of jobs that will be created. This is an important consideration when planning for and fostering business development in Town. Furthermore, when asked where people would support the expansion of business zones or intensification of business uses, there was support in all of the existing business zones, except for the North Granby Road area around the Cossitt Library and Post Office.

Figure 11: Commercial and Industrial Zones Only



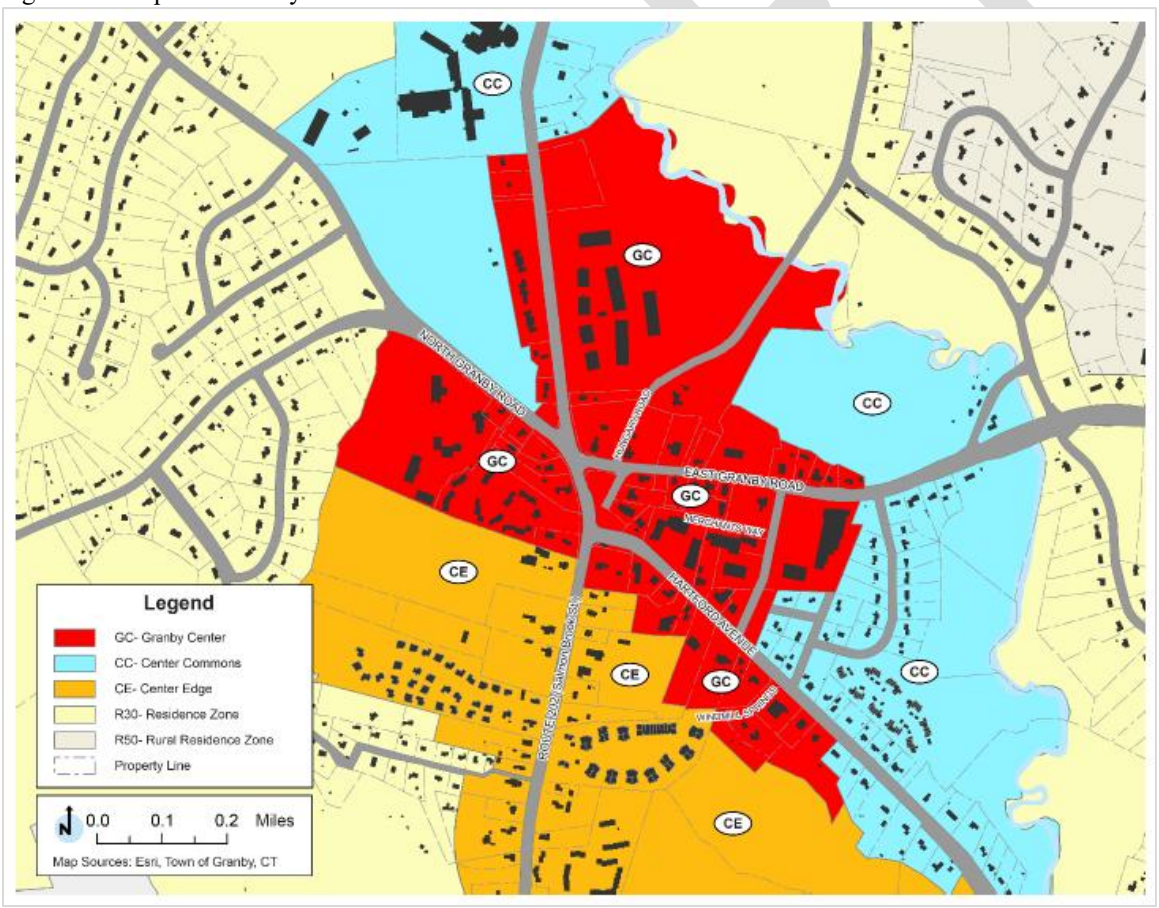
Granby Center

Granby is fortunate to have a defined center area with a traditional New England Town Green. While the specific boundaries of the Center have changed over time, today the Center area falls within three zones, the Commercial Center, Center Commons, and Center Edges Zones. The

Center remains Granby's primary commercial hub and it is uniquely positioned to be able to support additional commercial and residential uses. Many properties within the Center area have public utilities; there is a sidewalk network that provides pedestrian access which can be further expanded; the Town Green is central to the area with variety of businesses including shops, restaurants, professional offices, and personal services in close proximity; recent residential developments have been completed which provide additional housing opportunities within walking distance; and there is a CTTransit bus stop nearby. Recognizing the importance of the Center area and seeking to further enhance it, the Town recently undertook a planning effort focused on Granby Center. This culminated in the Granby Center Town Study. The objective of the Study was to "provide a framework that supports a connected, healthy, vibrant, and resilient Center for businesses, residents, and visitors, aligning with Granby's POCD." The Town hired consultants BFJ Planning Group to lead this process, in conjunction with the Granby Center Advisory Committee.

The Study recommendations include the creation of a new Granby Center Zone that fosters connectivity and supports a diverse mix of uses. The proposed boundaries of this new zone are shown in red in Figure 12 below.

Figure 12: Proposed Granby Center Zone



Source: Granby Center Town Study, BFJ Planning

Within the zone, the Study recommended changes to permitted uses and special permit uses. As stated in the Study, the recommend changes to uses are intended "to allow a vibrant, mixed-use

environment that offers a diverse range of services and housing options. Allowing residential uses would increase foot traffic, enhance the sense of activity, and provide continued support for retail businesses….The proposed uses respond to the market demand, showing support for a mix of housing options, as well as mixed-use buildings that contain retail, restaurants, and offices." In addition to proposed use changes, the Study recommended changes to the area and bulk standards in the new Granby Center Zone; parking requirements; additional sidewalks and pathways; enhanced landscaping and streetscape improvements; changes to sign standards; and a conceptual design plan, which showed an enlarged Town Green and enhanced connection between the Town Green and Bank Street, pictured below.

Figure 13: Granby Center Proposed Sidewalks and Expanded Town Green



Source: Granby Center Town Study, BFJ Planning

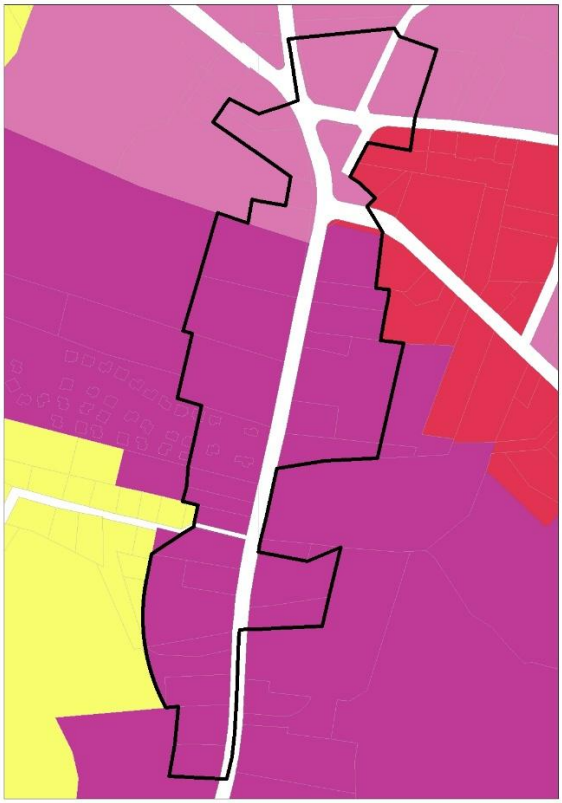
Throughout both the Granby Center Study process and this Plan process, workshop participants and survey respondents showed strong support for an enhanced Center area. As outlined later in this Plan, there are recommendations that will further support a connected, mixed-use area.

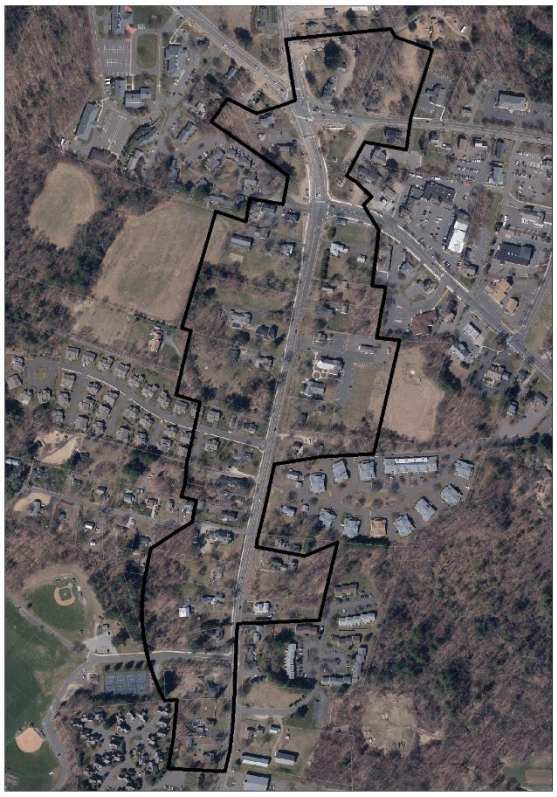
Historic Resources and Overlay Zone

In addition to the aforementioned zoning classifications, the Town of Granby has one overlay zoning district, the Granby Center Historic Overlay District shown in Figure 14. This overlay district generally follows the boundaries of the Granby Center Historic District, which is an area that is listed on the National Register of Historic Places. Most of this overlay district overlaps the Center Edge Zone, with some overlap on the northern end with the Commercial Center and Center

Commons Zones. Granby does not have a Local Historic District Commission however, the zoning regulations contain criteria and development standards for the Granby Center historic district area.

Figure 14: Granby Center Historic Overlay District (district boundaries outlined in black)





Granby Center Historic District

As outlined in the National Register of Historic Places, the Granby Center Historic District extends for about two-thirds of a mile along Salmon Brook Street, from just south of the driveway to Salmon Brook Park to the intersection with East Granby Road just north of the Town Green. The Historic District includes 3-8 East Granby Road, 2 Park Place, and 207-265 Salmon Brook Street. Structures in the Historic District are mainly used for residential purposes, however the northern extent of this Historic District includes some commercial uses, the Granby Congregational Church, and the Visiting Nurse Association.

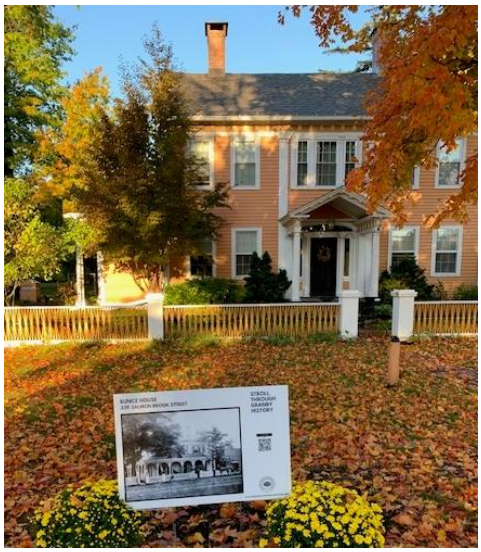


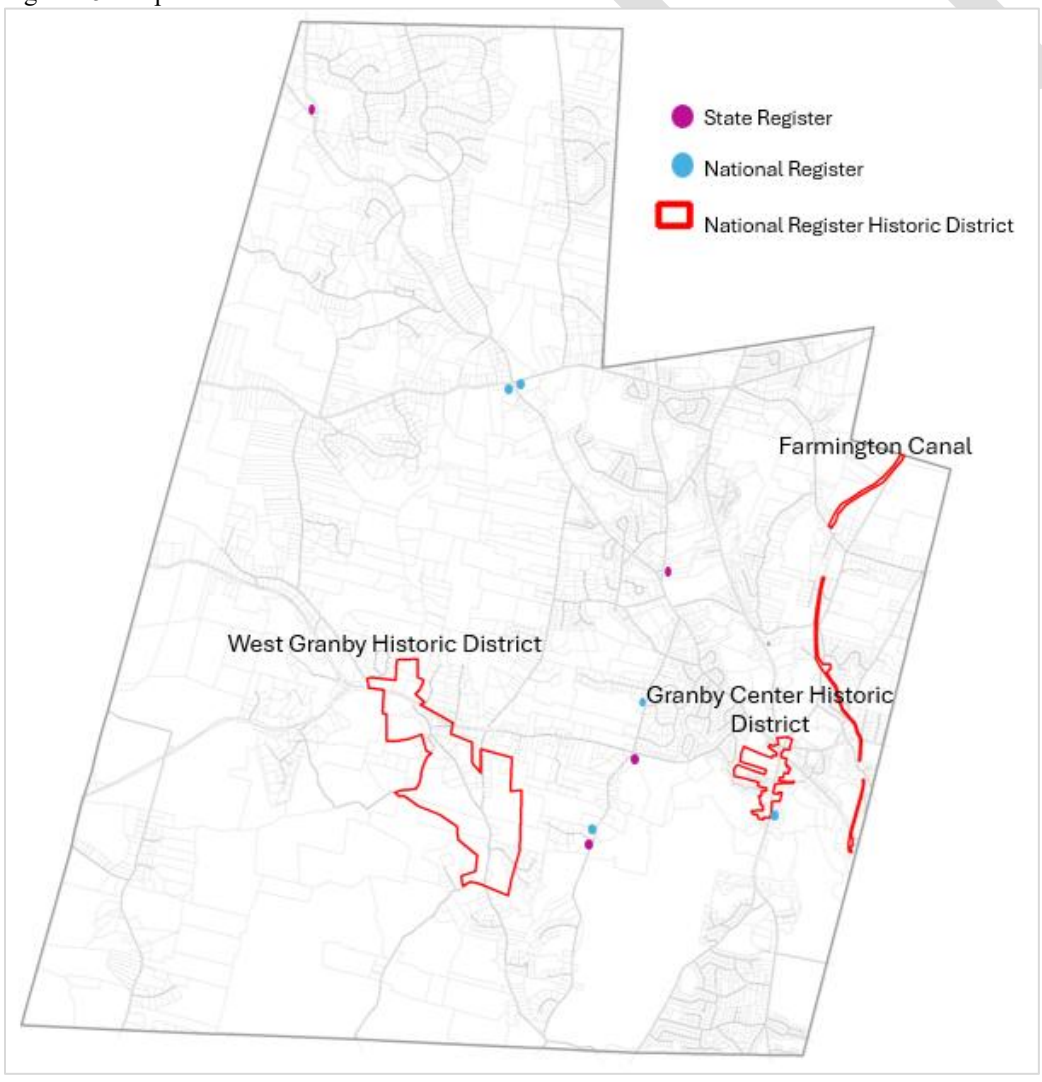
Photo Credit: Bill Ross

West Granby Historic District

In addition to the Granby Center Historic District, the National Register of Historic Places includes the West Granby Historic District. This District is approximately three miles west of Granby Center and extends from the intersection of Simsbury Road with Firetown Road to north where it terminates at the intersection with Hartland Road. While most of the properties in the West Granby Historic District front on Simsbury Road, the District includes properties on Broad Hill Road, Day Street South, Hartland Road, and West Granby Road. Many of the buildings, which date from 1760 to 1940, within this District are residential. The Holcomb Farm, which will be discussed further in other sections of this Plan, is located within the West Granby Historic District. While the Zoning Regulations contain specific standards for properties within the Granby Center Historic Overlay District, there are no similar provisions for the properties in the West Granby Historic District.

There are other historic properties and features located outside of these two districts. This includes the Farmington Canal Trail and other properties that are listed on the National or State Register of Historic Places (see Figure 15).

Figure 15: Map of Historic Resources



Source: CT State Historic Preservation Office, Connecticut Cultural Resources Information System (ConnCRIS)

Workshop participants and survey respondents generally value Granby's historic properties and structures. There is strong support to explore the creation of a Historic District Commission and regulations that would require approval for any visible change to a historic building from a right of way. Respondents also identified a need to better promote or inform the community about our historic and cultural resources. Therefore, as the community grows over the next years, efforts to preserve and protect the past should also be pursued.

Natural Resources and the Environment

Granby's extensive forests, waterways, wetlands, and other natural resources are central to its rural character and quality of life, making environmental protection, sustainability, and climate resilience top community priorities for the future

Unlike residential and commercial and industrial uses, forest, woodland, water, open space, and agriculture land uses do not appear on a zoning classification map. However, the Town's quality of life is largely based on the quality of Granby's natural environment and these land uses. View an aerial map of Granby and it is apparent that the most prominent feature is the extensive woodlands and forests. These forests aid in managing stormwater, thereby minimizing flooding and recharging ground water. The forests also help to reduce wind and noise levels and purify the air by filtering dust and pollutants. They absorb carbon dioxide and release oxygen and also cool the earth while providing habitat for flora and fauna. These forests offer recreational opportunities for Granby residents and visitors alike.

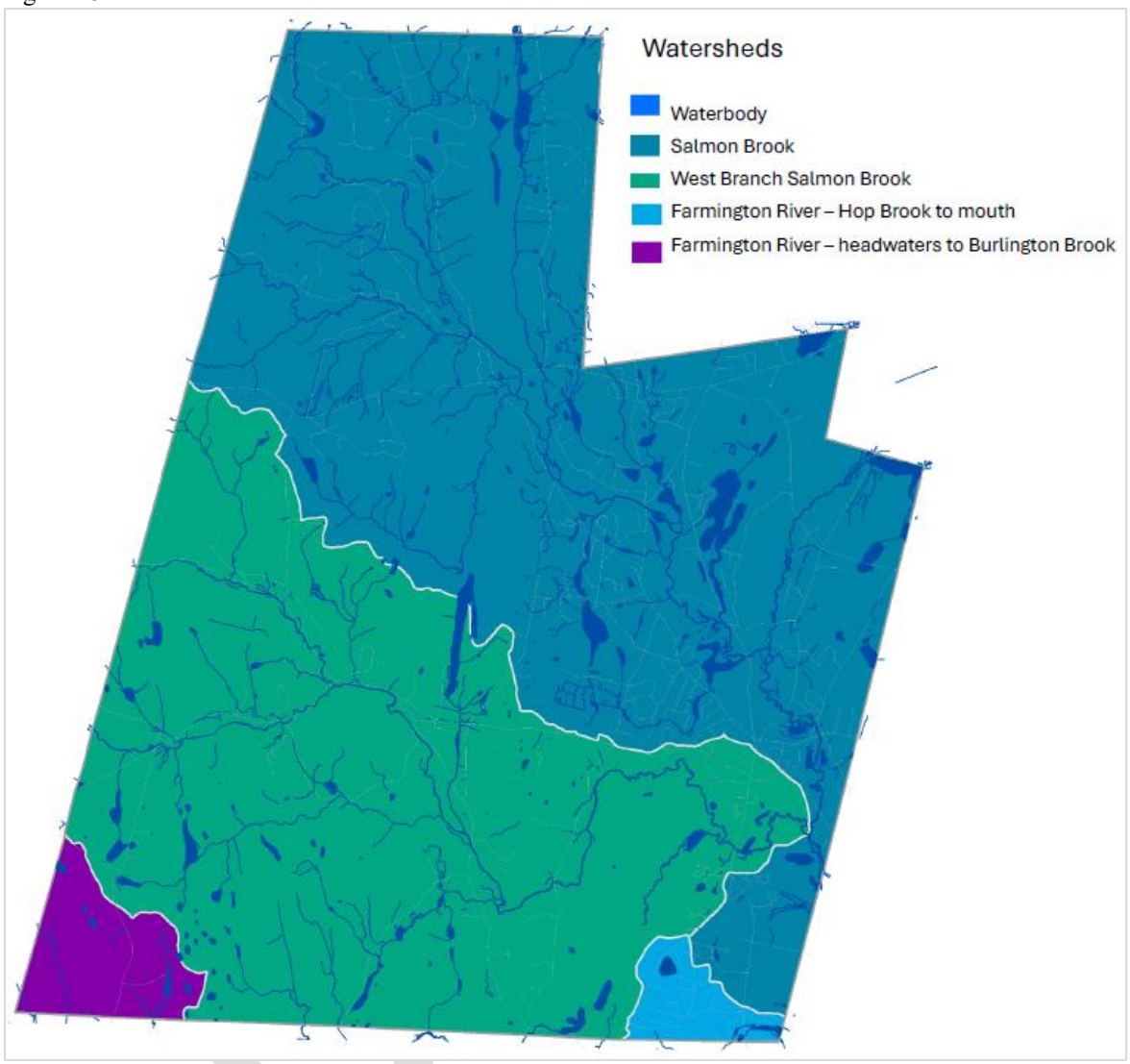

Photo Credit: John Weeks

In addition to the largely forested areas, waterbodies abound in Granby. On the following page is a map showing these water resources. There are four watersheds within Granby, the Salmon Brook, West Branch Salmon Brook, Farmington River – Hop Brook to mouth, and Farmington River – headwaters to Burlington Brook. Within these watersheds, there are notable brooks, the most prominent being the Salmon Brook. The Salmon Brook has three segments, the West Branch, East Branch, and the main stem. The West Branch extends from its headwaters in Hartland to its confluence with the East Branch while the East Branch Salmon Brook extends from its headwaters in Granville to its confluence with the West Branch. The main stem flows to the


Photo Credit: Austin White

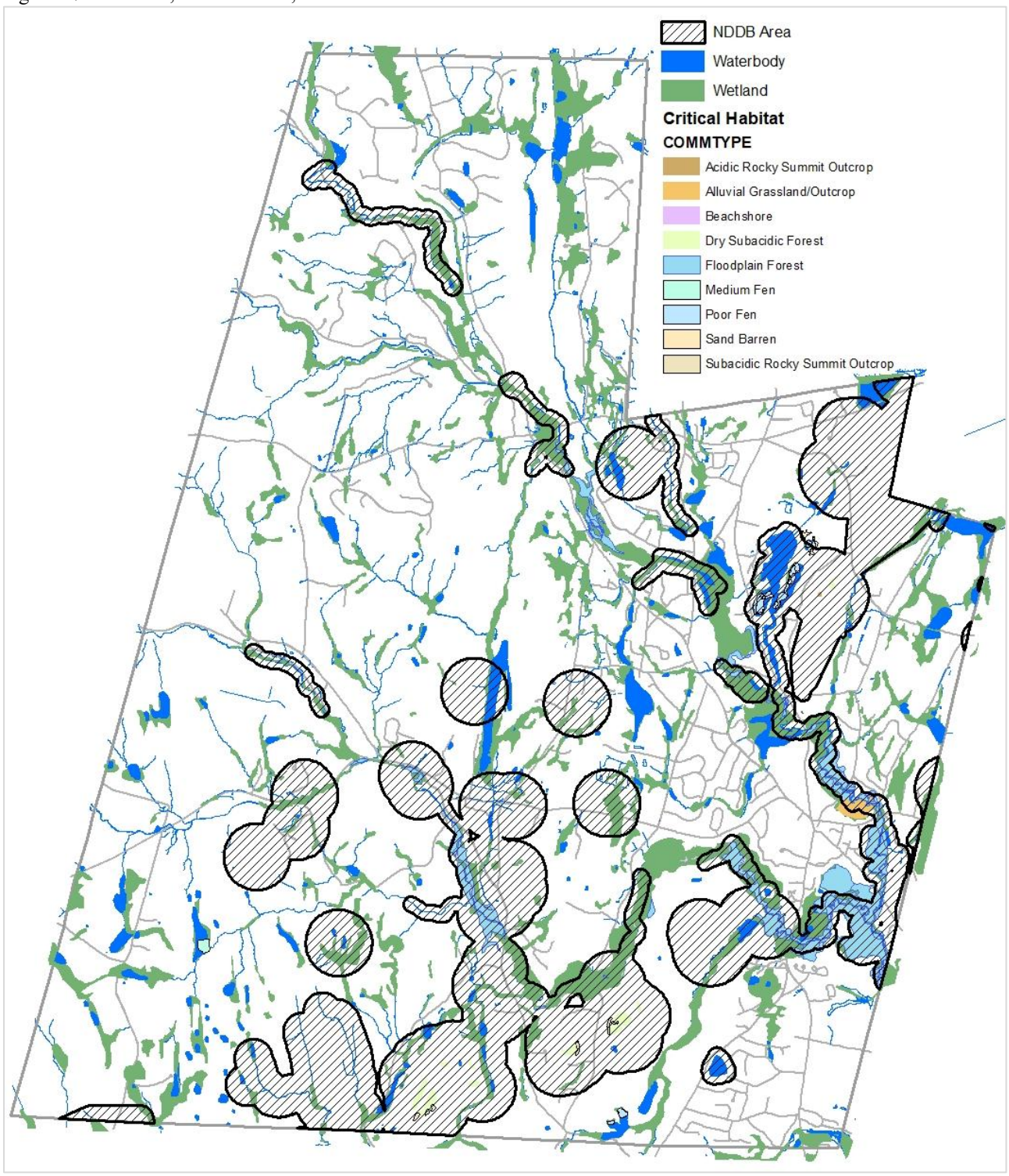
Farmington River. The Salmon Brook, along with Granby's other water bodies, helps support many different species.

Figure 16: Water Resources



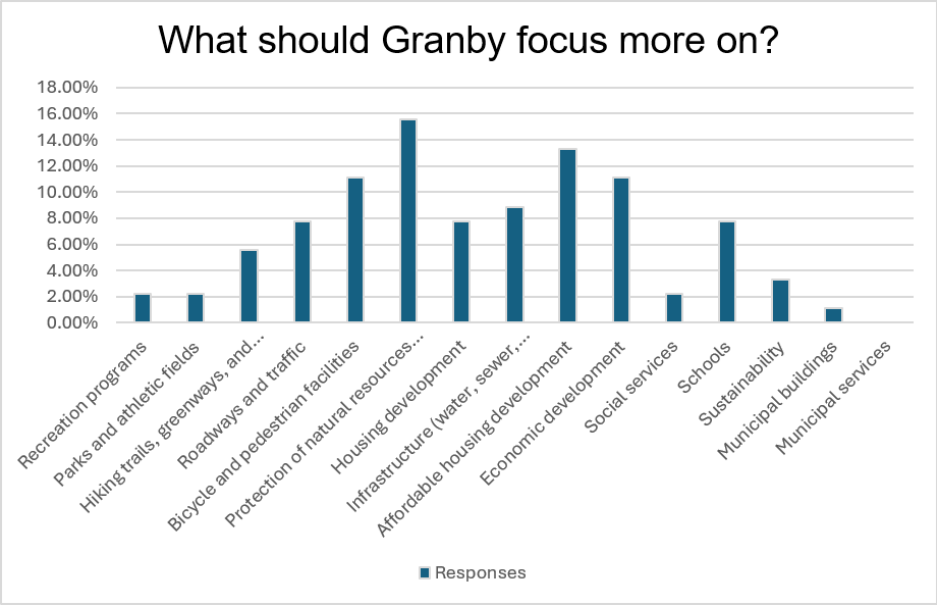
As shown in Figure 17 on the following page, many of the mapped critical habitat areas and **N**atural **D**iversity **D**atabase (NDDB) mapped areas fall around these waterbodies. The NDDB is maintained by the Connecticut Department of Energy and Environmental Protection and shows approximate locations of endangered, threatened, and special concerns species and important natural communities in Connecticut. Also located around these waterbodies are mapped wetlands. Wetlands include swamps, vernal pools, and floodplains, and are classified by soil type. Wetlands are very important, providing critical habitat for diverse species and they also act as natural filters, helping maintain water quality. Due to their importance, activities within wetlands and watercourses, and areas within 100-feet of wetlands or areas within 200-feet of watercourses, are all regulated by the Inland Wetlands and Watercourses Commission to ensure there will not be negative impacts, or such impacts will be mitigated.

Figure 17: Wetlands, Watercourses, NDDB and Critical Habitat Areas



Natural resources are one of the foundational qualities of Granby and one of the defining characteristics of the Town, as evidenced by the workshop feedback and survey responses. In fact, protection of natural resources and farmland was identified as the number one item that Granby should focus more on (refer to Figure 18 on the following page).

Figure 18: Survey and Workshop Responses



Sustainability and Climate Resiliency

In 2023, led by the Conservation Commission, Granby pursued and obtained Sustainable CT Bronze Certification. Through this process, Granby had focused actions regarding clean transportation, diverse housing, vibrant arts and culture, and inclusive community building. It was also demonstrated that Granby had completed actions to make the town more walkable, promote the agricultural economy, and support the local economy. Since then, the Town has continued sustainability efforts, including an energy audit of some town facilities. Over the next ten years, there is community support for additional sustainability initiatives, including waste reduction and recycling programs (electronic disposal, textile recycling, hazardous material collection, and composting programs), renewal energies such as solar and geothermal, and a focus on reduced carbon emissions, including through energy conservation and an examination of the town vehicle fleet.

While the Town has undertaken sustainability initiative since adoption of the 2016 Plan, it has also actively participated in climate resiliency and hazard mitigation planning. As part of the Capitol Region Council of Governments, Granby's annex of the Regional Natural Hazard Mitigation and Climate Adaptation Plan includes actions for the Town to work towards over the next few years. This plan identifies natural hazards likely to impact the region, assesses vulnerabilities to these hazards, and outlines mitigations strategies to improve the ability to respond to disasters and reduce losses. Some of the suggested projects include stream bank stabilization, upgrade and replacement of emergency generators at town facilities, and forestry/timber management to reduce wildfire risk. As the community plans for the next ten years, climate resiliency and sustainability initiatives should serve as key considerations in the development of future projects.

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Open Space

Granby has a strong commitment to open space preservation, with more than 9,100 acres—or 35% of the town—permanently protected, helping to conserve forests, wildlife habitat, agricultural land, and recreational opportunities.

Given the value placed on natural resources and the environment, it is unsurprising open space acquisition and preservation have been prioritized. As a result of these efforts, Granby has an abundance of open space, with over 9,100 acres of permanently preserved open space. This is 35% of the total area. Many of these areas have been preserved through the generous donations of people who cherish the Town and wanted to preserve parts of it for the enjoyment of future generations, for wildlife protection, and for a variety of environmental purposes. The open space properties include property owned by the Town that is designated open space or is undevelopable based on environmental, access, or other factors; Granby Land Trust property (both owned and easements); State of Connecticut Property; McLean Game Refuge property; and privately held dedicated open space/conservation or agricultural easements. Refer to Figure 19 on the following page showing these properties. These undeveloped areas include significant contiguous forests, which provide diverse habitat and biodiversity, fresh air, cooling shade, and stormwater management. These open spaces also provide opportunities for outdoor recreational activities, as shown by the Granby Land Trust Trail Map on the following pages. They will forever remain undeveloped.

When planning for additional open space, workshop participants and survey respondents noted the preservation of wildlife corridors should be a top consideration, followed by the preservation of agricultural land. It was also noted that hiking trails and wildlife/scenic viewing are the most important elements of open spaces.



Photo Credit: Don Shaw, Jr.


Photo Credit: Jake Koteen

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Figure 19: Open Space Map – Update to show acreage by owner and change colors

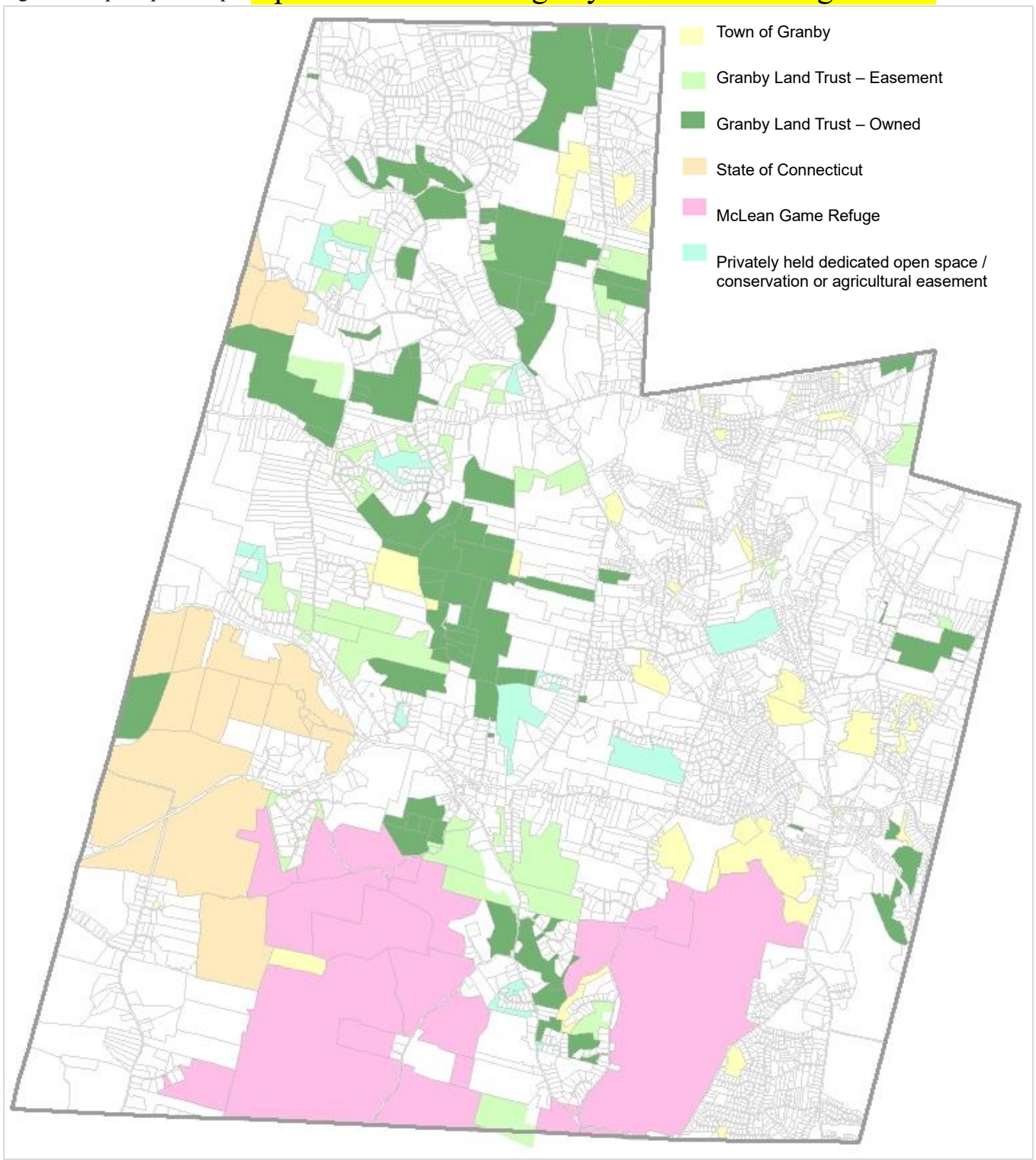
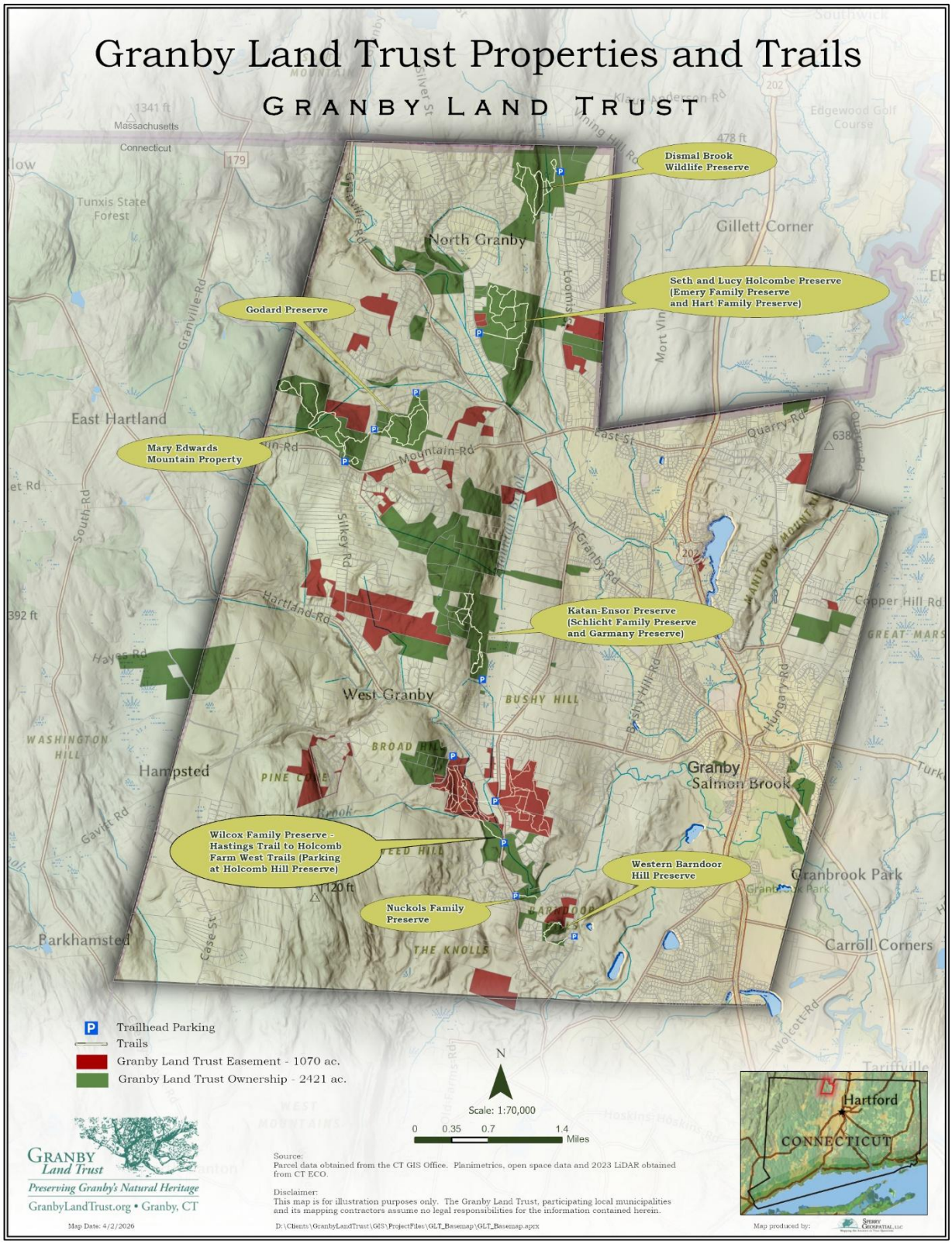


Figure 20: Granby Land Trust Properties and Trail Map



Source: Granby Land Trust

Agriculture

Agriculture remains a defining part of Granby's identity, supported through farm-friendly regulations, agricultural programs, and farmland preservation efforts.

In addition to natural resources and open space, agriculture is a fundamental component of Granby's identity. The Town's rural character has its roots in the tradition of New England agriculture, the small farm, the fruit orchard, the horse farm, and the dairy farm. However, agricultural lands began to steadily decline with the development pressures for new housing. To support and encourage agriculture, in 2007 the Town established an Agricultural Commission. Part of the Commission's charge is to "search out and support opportunities for young farmers and new farmers and support local, regional, and state vocational agricultural education programs". Advancing this mission, each September the Commission coordinates Open Farm Day, where farms throughout Granby invite the public to experience demonstrations, farm-fresh food, games, activities, and to see farm animals. This event educates the public about farming activities and highlights the importance of agriculture to the community. In 2025, 21 Granby farms participated in this event.

To further support agriculture, the Town also adopted farm friendly zoning regulations, which were updated in 2021. This update included increased provisions to allow additional farm-based businesses and agritourism, including farm stores and recreational activities on farms. These regulation changes recognized the importance of allowing farmers to diversify their incomes while preserving farms and farmland. In addition to regulation changes to support agriculture, the Town also leases town-owned land to farmers, including 16 Barn Door Hills Road, 107 East Street, and 183-199 Loomis Street. The cultivated area of these properties is just under 100 acres. Many residents also support local farms through their participation in Community Supported Agriculture, where they help to sustain the farm through an annual monetary contribution or commitment and in return receive fresh produce throughout the growing season.



Photo Credit: Peter Dinella

When asked about additional strategies to support agriculture, workshop participants and survey respondents identified several prioritizes, including Town acquisition of farmland or development rights, updates to the zoning regulations to expand allowable uses on farms, establishment of a

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Right to Farm Ordinance, evaluation of other town-owned properties that could be leased to farmers, and tax exemption and pro-farm tax policies. Implementing these strategies over the next decade can help preserve Granby's agricultural character and address concerns regarding the loss of farmland.

Figure 21: Farmland Soils Classification Map



Community Facilities and Services

Granby benefits from high-quality schools, extensive parks and recreation facilities, strong emergency services, and a wide range of community amenities that contribute to its quality of life. As facilities age and community needs evolve, strategic investment and planning will be needed to maintain and enhance these services while addressing changing demographics and infrastructure needs

Granby is known for its excellent public-school system, a range of recreational options, and community facilities. This section provides an overview and inventory of these facilities and what changes may be needed over the next ten years.

Town Facilities

There is a concentration of town-owned facilities in the Granby Center area, including the municipal complex, the Public Works Facility, and two schools. The municipal complex is comprised of six buildings, the Granby Drummer building, which is town-owned and is leased to the community newspaper, Board of Education, Police Department, Senior Center and Youth Services, Town Hall, and the Granby Public Library Main Branch buildings.

The Board of Education, Police Department, and Senior Center and Youth Services buildings were constructed from 1999 to 2001. While there have not been major renovations to these buildings, there have been some updates including periodic cosmetic upgrades. Audio/visual equipment was installed in 2024 allowing for larger Town meetings to be held with appropriate recording and virtual participation capabilities in the large capacity Senior Center Community Room. There have been some updates to the Police Department, including a new dispatch center completed in 2026, upgrades to the Emergency Operations Center, and new carpeting. Prior to the construction of these buildings, these departments were previously all located within the Town Hall building, which was constructed in 1964. Once the departments relocated to the new buildings, there was an update and refresh of the Town Hall building. However, since then, there have been no major improvements or renovations to the building or existing systems.



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The Granby Public Library Main branch building was constructed in 1981. A phased renovation and planning project is currently underway to modernize and expand that building. In the medium to long term, the library is exploring a building expansion to add a larger Children's Room, a dedicated Teen Area, and more program and meeting spaces. A feasibility study and strategic planning process, supported by a capital campaign consultant, are guiding the project to ensure it meets community needs and funding requirements.



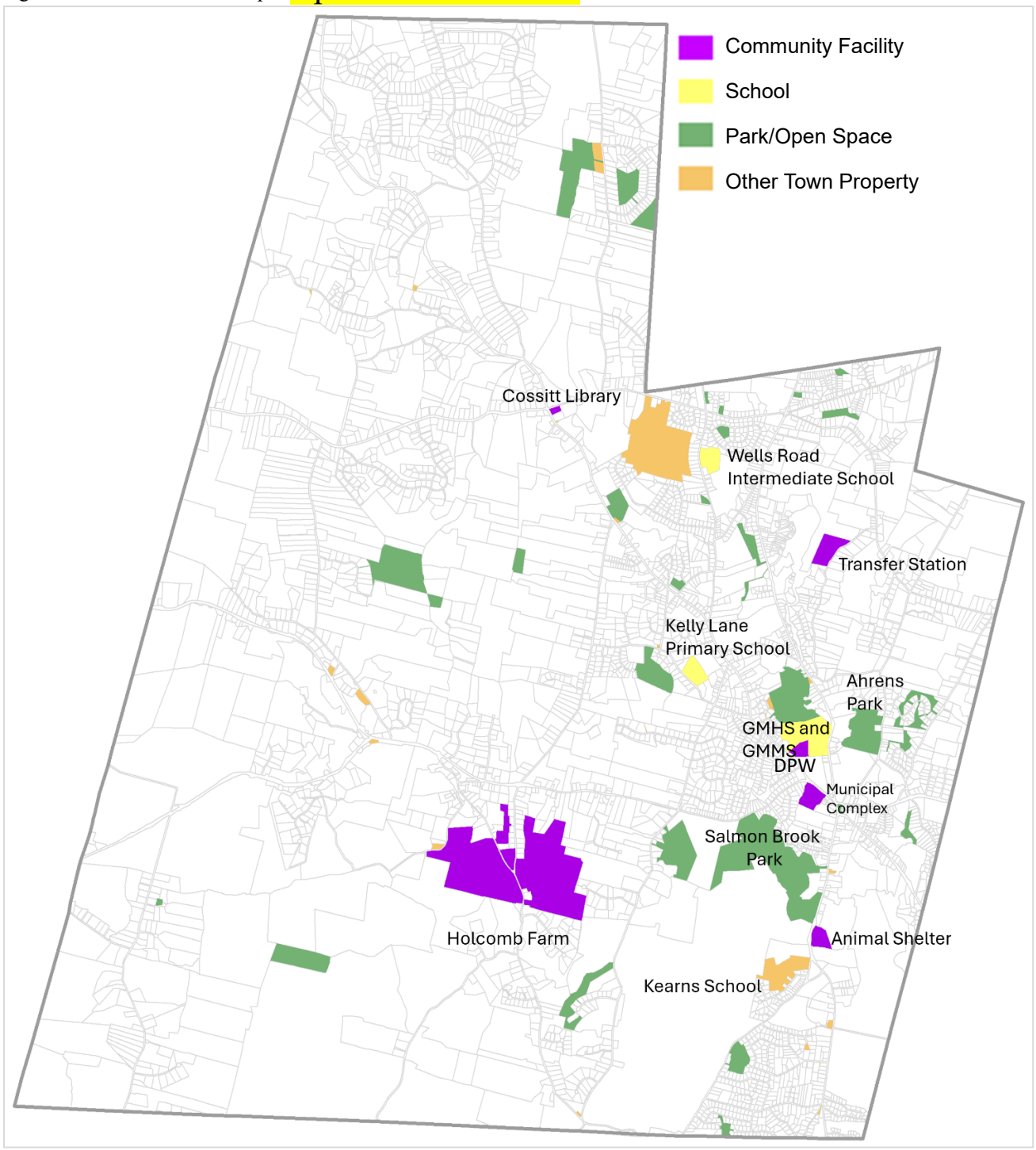
The Department of Public Works is located just up the road from the municipal complex. This building was constructed in 1987 and an addition in 2014. Other town facilities shown in Figure 22 on the following page below include the transfer station on Old Stagecoach Road, the historic Frederick H. Cossitt Library located on North Granby Road, and the animal shelter on Salmon Brook Street. In 2022, there were some exterior repairs to the Cossitt Library, including carpentry work and painting. Built in 1890, this historic building needs additional improvements and future investments will have to be carefully considered. More recently in 2025, the animal shelter was repaired and refreshed.





As town facilities age, and Town needs change, it becomes increasingly important to thoughtfully evaluate capital investments and plan for upgrades or modifications that align with the Town's evolving needs while maintaining fiscal responsibility.

Figure 22: Town Facilities Map—Update to show acres



Public Schools

Granby's school system is known for its high standard of education and the community is committed to maintaining this standard. The school system includes Kelly Lane Primary School

(1961); Wells Road Intermediate School (1955); Granby Memorial Middle School (1992); and Granby Memorial High School (1958).

Granby Public Schools serve as a strong example of a district committed to academic excellence, community involvement, and student growth. With approximately 1,700 students across grades PreK-12, the district has a favorable student-teacher ratio and a dedicated faculty and staff of just over 300 people.

Granby Public Schools is committed to ensuring that students become empowered learners, effective communicators and engaged contributors to society. Granby Memorial High School ranks as the 18th school in Connecticut according to the U.S. News & World Report. Each school consistently performs well above state averages on standardized assessments and offers an excellent return on investment for below average per pupil expenditures in the state.

Granby Public Schools is known for strong academics, outstanding athletic programs, and robust extracurricular activities such as the award-winning fall play and musical performance each spring. In addition to serving students grades PreK-12, Granby also hosts a post-secondary transition program for students ages 18-22, called Granby B.E.A.R. (Bringing Emerging Adults Resources) Transition Academy. This program, which started in the 2023-2024 school year, supports students with developmental disabilities in preparation for a successful and fulfilling life after high school. Granby Public Schools maintains partnerships with community resources, businesses and community colleges to promote local and community-based experiences, positive social relationships, and independent living skills.



Photo Credit: Homes.com

Since adoption of the 2016 Plan, due to declining student enrollment, one of the schools, Frank M. Kearns Primary School, located at 5 Canton Road closed. The Kelly Lane Primary School was renovated and students from the Kearns School were relocated. The Town is currently in the process of exploring opportunities for the closed school and is working with a developer to potentially construct senior and workforce housing on the property.

With the projected changes in demographics, Granby schools will continue to be challenged by the need to effectively balance the declining enrollment, aging infrastructure and the ongoing commitment to increase quality and attractiveness of the schools and education system.

Emergency Services

There are three fire stations owned by the Lost Acres Fire Department, including the Center Station on Salmon Brook Street, the West Granby Station on West Granby Road, and the North Station on

North Granby Road. The Granby Ambulance Association, which provides service to East Hartland, East Granby, and Granby, is located on Pegville Road. The Town contributes funding to support these services as part of the annual budget process and is in the process of overseeing the construction of a new emergency communications tower on Mountain Road to enhance radio communications among the emergency service responders. Continued coordination with emergency services will help ensure services and facilities meet evolving community needs over the next decade, particularly as an aging population may increase demand for emergency response services. Coordination will also be important as the community explores additional housing opportunities.

Parks and Recreation Facilities

Granby is extremely fortunate to have several parks and recreation areas, which provide many opportunities for outdoor recreation. Salmon Brook Park, located in Granby Center, is a 116-acre park which offers a wide range of recreational programming and facilities. Recreational facilities include softball and baseball fields, soccer and lacrosse fields, tennis and pickleball courts, playgrounds, a dog park, horse ring, a swimming pond and bath house, a band shell, picnic pavilions, memorial gardens, the Park House building (constructed in 2013 that contains offices and a public meeting room), and a restroom building. Using grant funds, the Town also installed a walking path in the park, providing opportunities for additional recreation. As of the drafting of this Plan, the Town is in the process of expanding this path to provide a connection to the park's auxiliary parking lot on West Granby Road. These walking paths provide access to hiking trails, which connect to the McLean Game Refuge. Ahren's Park, located on Hungary Road, has a collection of multi-purpose sports fields, a restroom and pavilion building, a bocce court, and is home to the Town's community gardens. A recent study of these two parks outlined future uses and proposed improvements. As shown in the master plans (see Figure 24), the proposed design for Salmon Brook Park includes a new skatepark, splash pad, playground, pickleball courts, and a new restroom facility. The existing ballfields would also be reconfigured. For Ahrens Park, proposed improvements include paved walking paths, a playground, field lighting, a new pump track, hiking trails, additional pickleball courts, lacrosse fields, and an expanded parking lot (see Figure 25).

Figure 23: Salmon Brook Park Playground and Band Shell





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Figure 24: Slamon Brook Park Master Plan, Prepared by GZA

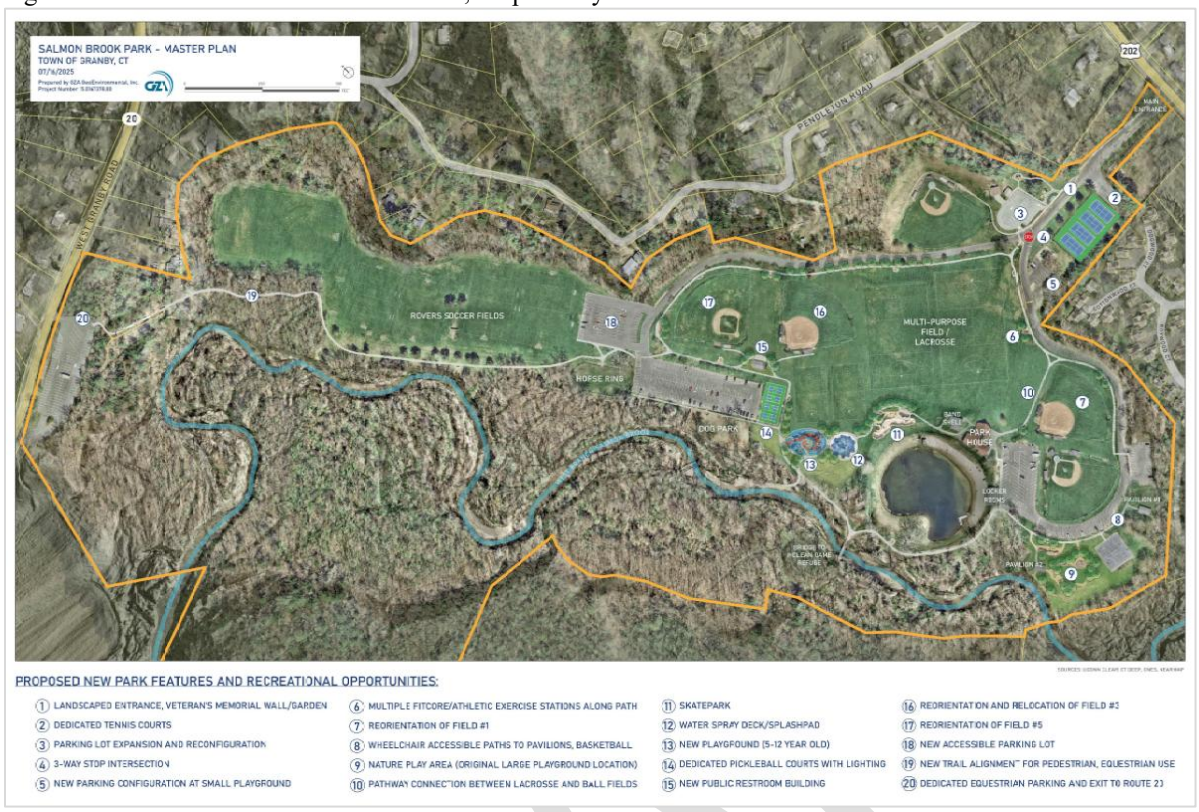

Figure 25: Ahrens Park Master Plan, Prepared by GZA



The Town of Granby also owns Holcomb Farm. Located in West Granby, Holcomb Farm offers a range of programs and activities while also demonstrating the community's commitment to supporting local agriculture. The farm includes a historic farmhouse constructed in 1850 that is leased to the Friends of Holcomb Farm and is occupied by the farm manager for Holcomb Farm; a banquet and meeting facility (constructed in 2015) that is managed by the Town's Parks and Recreation Department; the Holcomb Tree Trail, where trees have been planted and interpretative signs installed that teach visitors about the trees and landscape; hiking trails that connect to the McLean Game Refuge and Granby Land Trust trails; and an active farm. The Friends of Holcomb Farm manage this working farm, which grows produce without chemical fertilizers or pesticides. Through the Fresh Access program, approximately 30,000 pounds of fresh produce is provided annually to nine area food banks, pantries, and community health centers. Fresh Access is funded through donations, grants, and recipient organization contributions. The Friends of Holcomb Farm also operate a Summer and Winter Community Supported Agriculture program. Recently, the Town of Granby acquired 87 Simsbury Road, which is adjacent to the farm. The Friends of Holcomb Farm and the Town have agreed for the Friends to convert the existing church on the property into a farm store and production facility for the farm. This work is currently underway. About 277 acres of the farm are also protected from development through a conservation restriction held by the Granby Land Trust. This demonstrates and is an example of the Town's commitment to agricultural and open space preservation.





Survey responses showed respondents generally agree that town services and facilities will meet the needs of residents over the next ten years, but identified opportunities for improved overall maintenance of existing facilities.

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Transportation and Utility Infrastructure

Granby's transportation and utility systems are generally well maintained, but future priorities include improving mobility options, addressing sewer capacity constraints in growth areas, and coordinating infrastructure investments to support housing opportunities and economic development

This section includes an inventory of Granby's existing transportation and utility-related infrastructure, including sewer, water, and gas service, and identified improvements and changes that may be required over the next ten years.

Road Network

Like many municipalities, Granby's road network is made up of state and local roads. The local roads are under the control of the Town and in many cases these are roads that serve residential neighborhoods. These roads typically have slower speeds and a lower traffic volume than state roads. However, as shown on the roadway classification map in Figure 26, there are some exceptions to this, including Day Street South, Simsbury Road, Canton Road, Mountain Road, East Street, and Notch Road. There are several significant state roads that traverse Granby, these include State Routes 10/202 (Salmon Brook Street); 20 (East Granby Road, West Granby Road, Hartland Road); 189 (Hartford Avenue, North Granby Road, Granville Road), and 219 (Barkhamsted Road).

The map on the following page shows the functional classification of roads in Granby. The functional classification is a rating system or hierarchy that categorizes roads based on traffic speed and volume and land access. Route 10/202 is considered an 'Other Principal Arterial', this connects regions. The other state routes that serve Granby are considered either minor arterial or major collector roads. Major and minor collector roads gather traffic from local roads and funnel it to the arterial road network, while the arterial roads connect the collector roads to the broader transportation system.

Insert Road Pics Here

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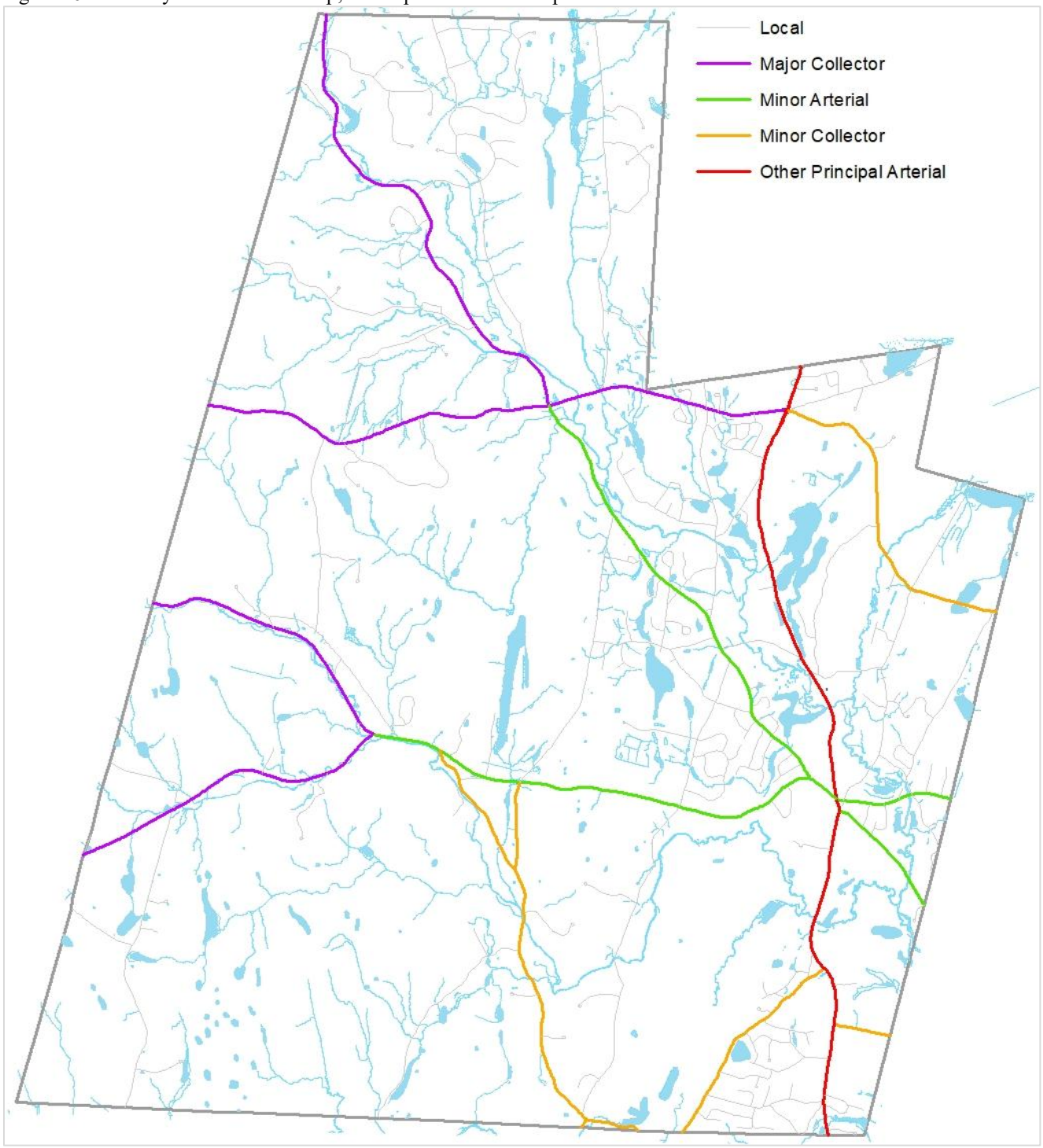
Figure 26: Roadway Classification Map, CT Department of Transportation



Since adoption of the 2016 Plan, the Town has continued its reconstruction and repaving program of Town streets. The State Department of Transportation also made significant changes to intersections on State routes. The first was the construction of a roundabout at the Route 10, East

Street, and Notch Road intersection. This has addressed safety concerns in the area and improved traffic flow. The second was the reconstruction of the intersection in Granby Center. These reconstruction efforts resulted in additional, dedicated turn lanes, traffic signal timing changes, enhanced crosswalks, and additional sidewalks throughout the center area. Despite these improvements, survey and workshop responses show continued concerns with the traffic flow and light timing of this intersection. While additional changes from the State Department of Transportation are unlikely over the next ten years, this can continue to be monitored.

While feedback indicated some concerns with the road system and primarily the Granby Center intersection, other intersections were identified as well, these are shown in Figure 27. But overall when asked about Granby's road network and needed improvements, survey responses showed the generally people think roads are in good condition and are safe. Therefore, these efforts to maintain the road network should continue over the next ten years.

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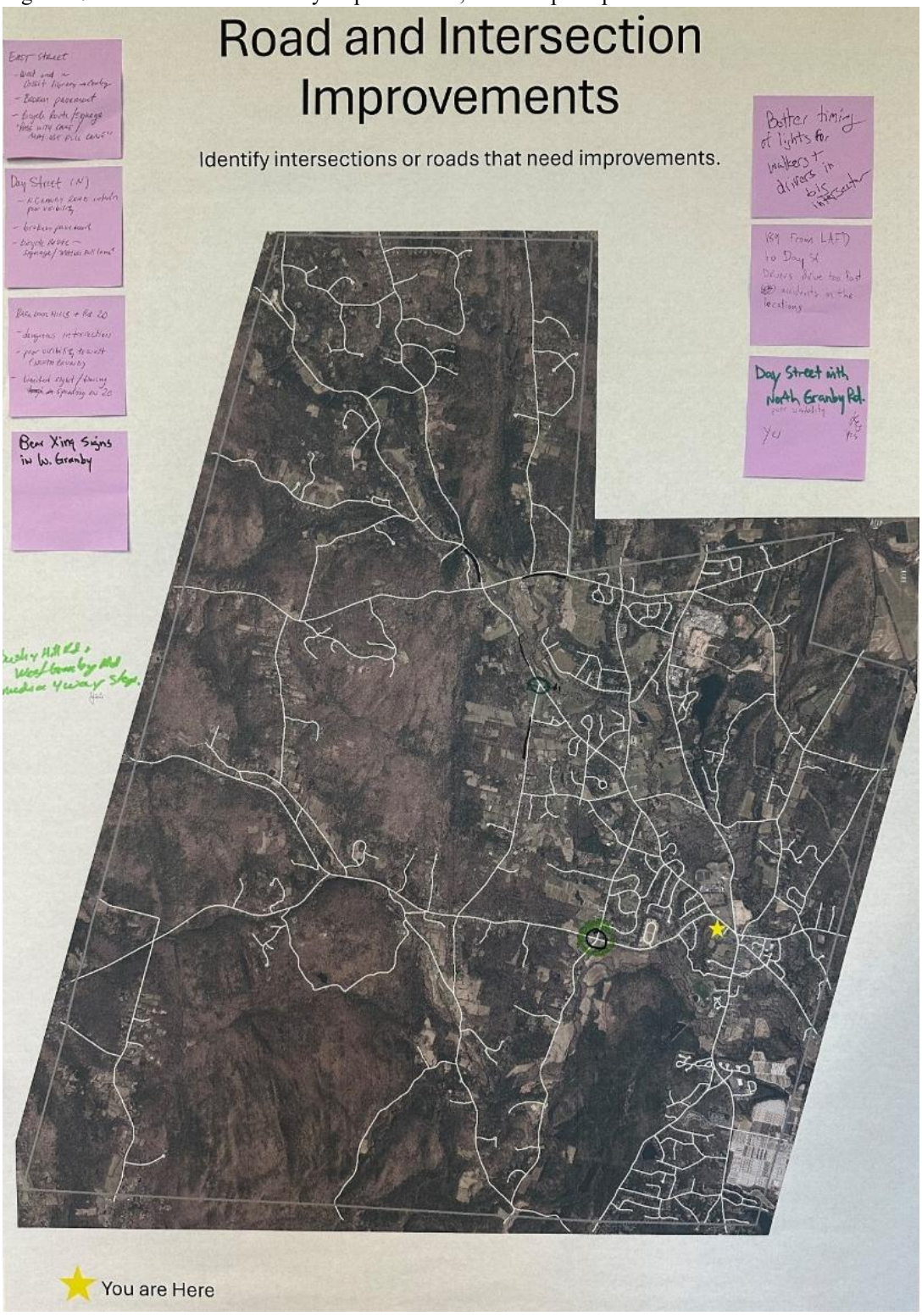
Figure 27: Intersection or Roadway Improvements, Workshop Responses



Bicycle and Pedestrian Facilities

Most Granby residents rely on motor vehicles to travel within and out of town, and the road network has been designed in large part to handle this traffic. However, it is important in the redesign of roads that the needs and safety of all users, including cyclists and pedestrians, are taken into account. For example, with the Farmington Canal Heritage Trail extending into Granby, the community can become an attractive destination for cyclists. Roads should be examined to facilitate safe cycling.

Since the adoption of the last Plan, there have been improvements in pedestrian facilities, primarily in the form of new sidewalks within the Granby Center area. Using grant funding, the Town installed a sidewalk on the west side of Salmon Brook Street extending from the Town Green to Salmon Brook Park (see Figure 28 below). And as part of the Connecticut Department of Transportation's Granby Center Intersection Improvement Project, sidewalks were installed on the south side of East Granby Road extending from the Town Green to Bank Street. This project included additional crosswalk enhancements within the center area as well. Other developments have also expanded the pedestrian network. This includes the Station 280 apartment development where a sidewalk was installed along the eastern side of Salmon Brook Street along the property's frontage and the Westfield Bank development, located on the north side of East Granby.

Figure 28: Salmon Brook Street Sidewalk Construction

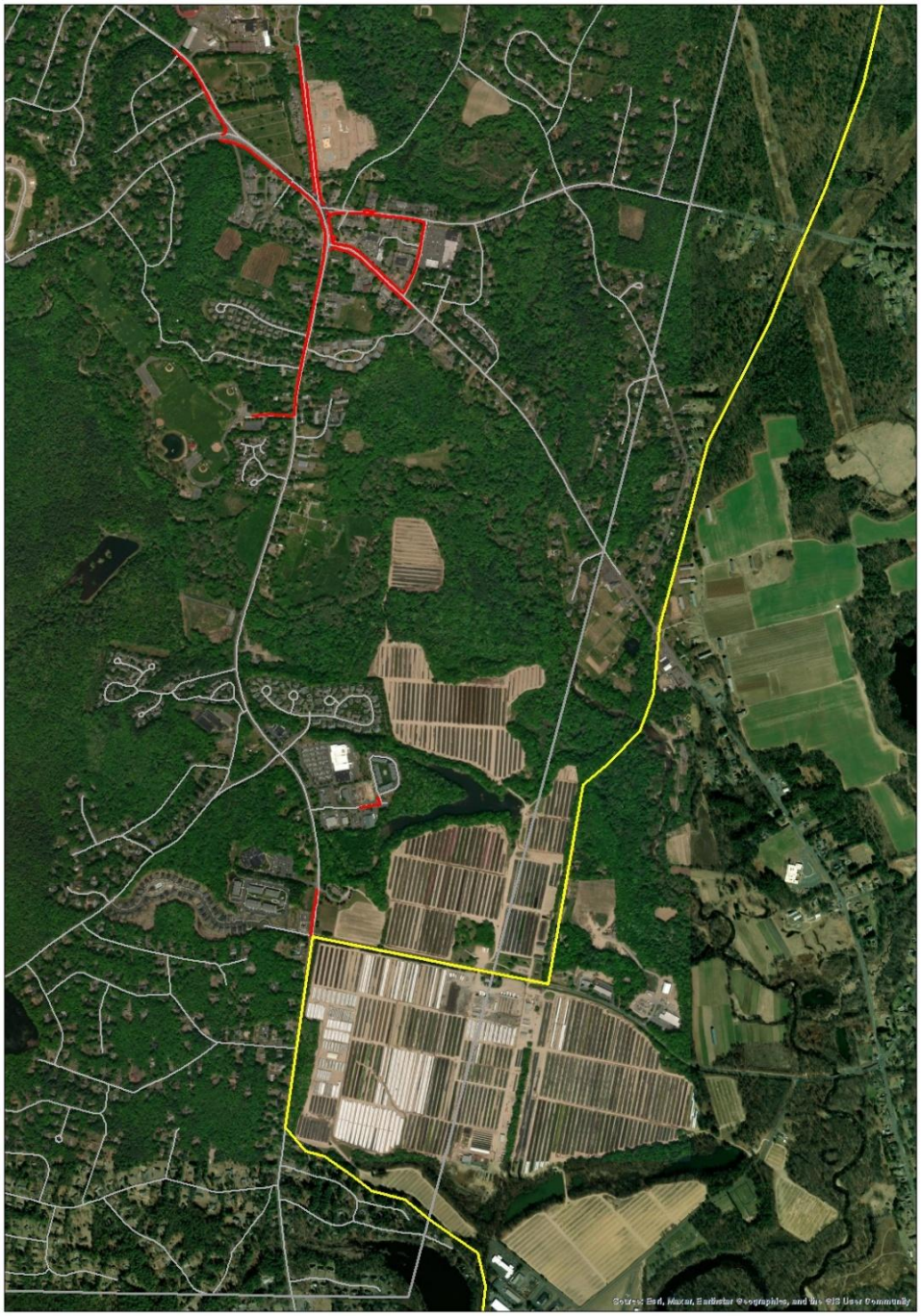




Outside of the Granby Center area, sidewalks were installed along a portion of Mill Pond Drive as part of the development of vacant properties, including the Greenway Village apartment development and two commercial properties. A multi-use asphalt path was also installed on the

west side of Salmon Brook Street from the intersection with Floydville Road to the YMCA as part of The Grand apartment development.

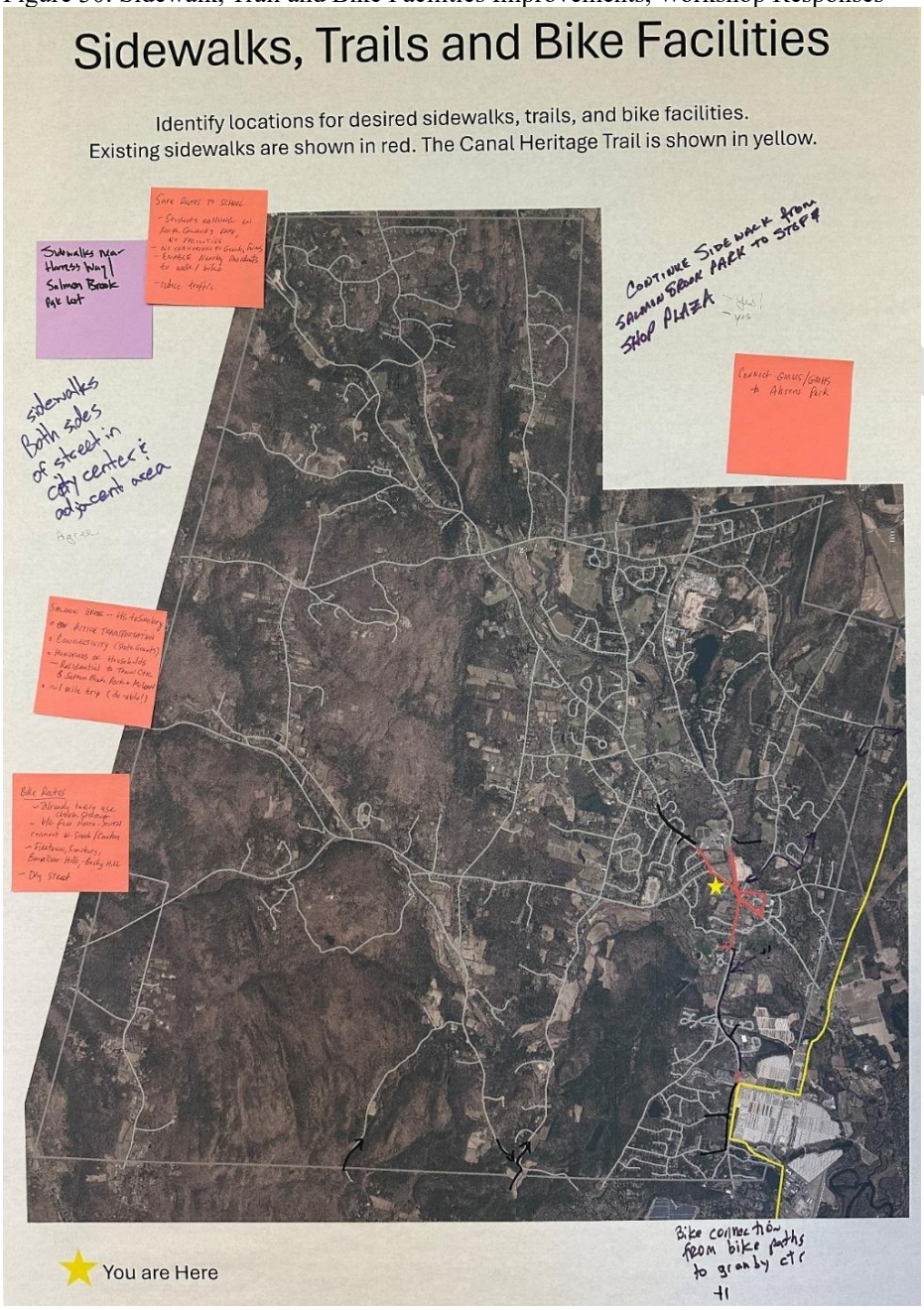
Figure 29: Sidewalk (red) and Farmington Canal Heritage Trail Location (yellow)



Workshop and survey participants were asked to identify areas in need of improvements. Locations in and around Granby Center for additional sidewalks and crosswalks were identified as well as on Salmon Brook Street from Salmon Brook Park south toward the Stop and Shop area. A connection to the Farmington Canal Heritage Trail was also identified as a priority. The Holcomb

Farm area should also be considered for additional pedestrian amenities, including a potential connection from the farm store that is under construction to the main Holcomb Farm campus. However, not all areas will be appropriate for sidewalks or multi-use paths. In these areas, roads can be made safer for pedestrians by wider shoulders.

Figure 30: Sidewalk, Trail and Bike Facilities Improvements, Workshop Responses

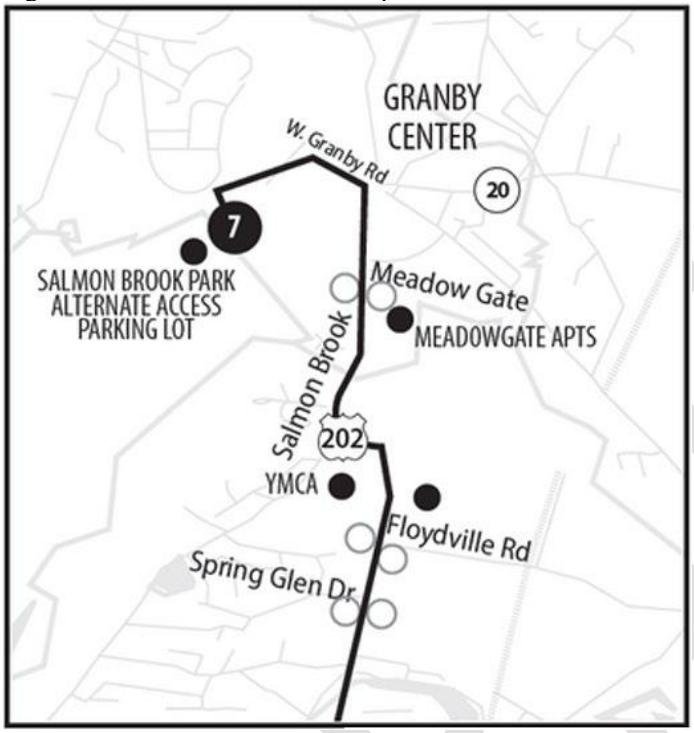


Public Transportation

Granby is served by CTtransit bus service. As shown on the CTtransit route map in Figure 31 on the following page, the service is limited to the southeast part of Town. The bus travels along Salmon Brook to Granby Center, before traveling westbound along West Granby Road, where it

stops at the auxiliary parking lot to Salmon Brook Park. This parking lot is used as a park and ride lot. The bus then reverses course, traveling back to Granby Center and then south along Salmon Brook Street. This bus service is an express route, so there are limited stops and times when the bus runs. As it primarily provides access to/from Hartford and other limited stops along the way, the bus service is better suited to commuter needs.

Figure 31: CTtransit Bus Route Map



Source: CTtransit

For residents who rely on transportation options other than the private motor vehicle, the only other option is the senior van service, which is run through the Granby Senior Center. This van service is intended for residents aged 60 years or older or people with disabilities. The service may be used for medical appointments, grocery shopping and in-town errands. The service primarily operates Monday through Thursday from 8:30 AM to 4 PM and requires advanced reservations.

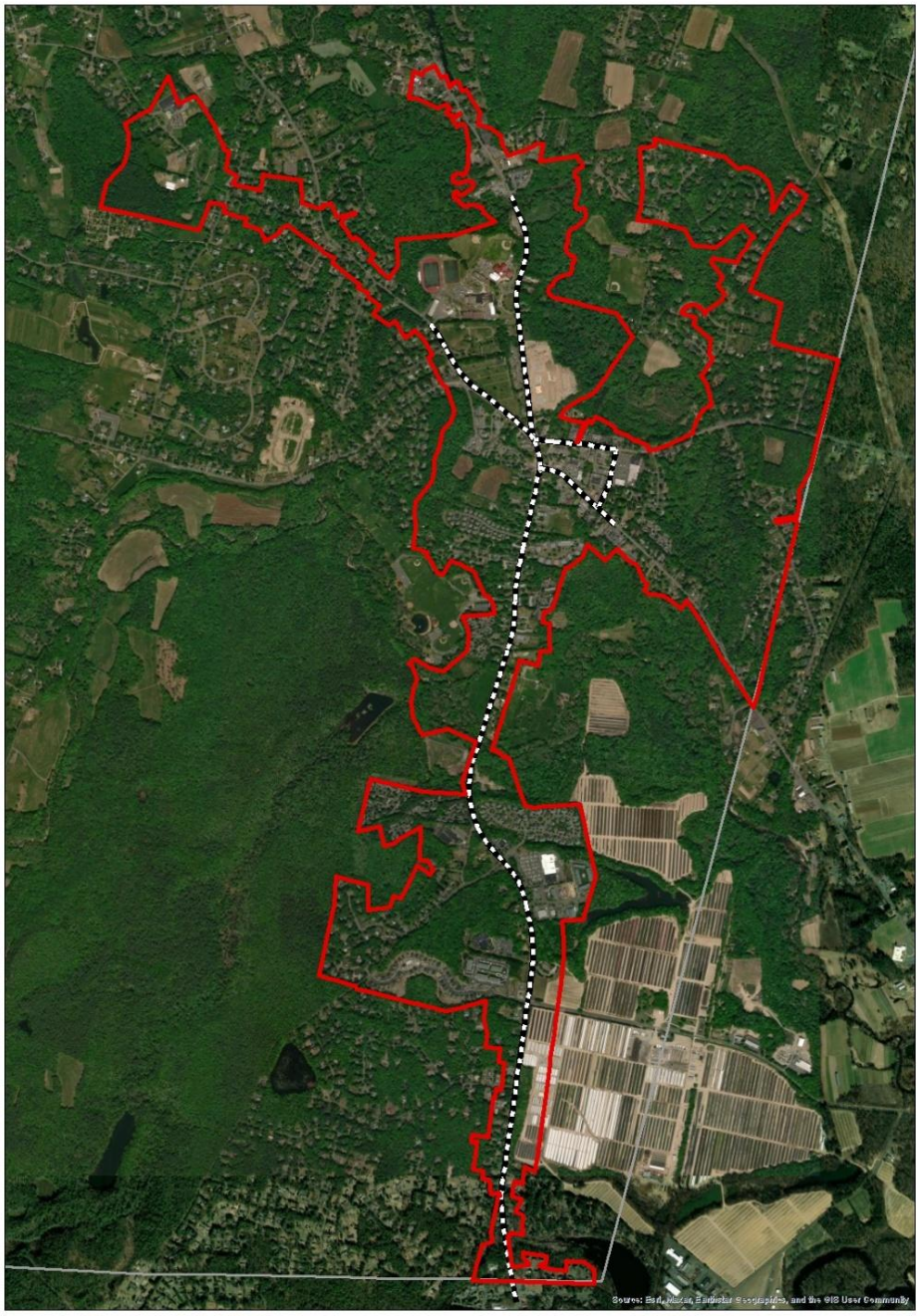
Survey respondents and workshop participants identified a need for additional local transportation options, including expanded senior transportation services and a 'hop-on, hop-off' service. Others suggested improvements to the existing CTTransit service, including bus stop locations and route timing. As the Town plans for the next ten years and seeks to support a mix of uses in the Granby Center area, expanded transportation options within and around the Center may become increasingly feasible and beneficial.

Sewer System

The Town, through its Water Pollution Control Authority, owns and maintains a wastewater collection system that primarily serves Granby Center and buildings along Salmon Brook Street and the Canton Road area. The wastewater collection system extends from MeadowBrook of

Granby to the north, to the Granby/Simsbury town line to the south, and from just northwest of the Town's Public Works Facility on North Granby Road to the west, to Bank Street to the east in Granby Center. Granby's sewer system is located within its Sewer Service Area, which limits where sewers can be extended within the Town. The sewer service area was established in 2002 and includes approximately 913 parcels (see Figure 32). The wastewater collection system within the sewer service area currently consists of approximately 39,700 feet of sewer mains, ranging in size from 4-inch diameter to 24-inch diameter, three municipal pump stations, and five private wastewater pump stations.

Figure 32: Sewer Service Area (red outline) and Sewer Line Location (white/black line)



Sewers were first constructed in 1969 in Granby Center with sewer connections on Salmon Brook Street, Bank Street, East Granby Road, Hartford Avenue, and North Granby Road. At that time, the wastewater from these areas was conveyed to a wastewater treatment facility located off Salmon Brook Street. Over the years, the sewer lines were extended, and the wastewater treatment facility was decommissioned. Granby's wastewater flow is now conveyed to the Town of Simsbury for treatment at its Water Pollution Control Facility. Granby has an agreement with the Town of Simsbury that allows the discharge of up to 9.2% of Simsbury's treatment facility average daily flow capacity, or 353,280 gallons per day of average daily wastewater flow for any calendar year. Granby's wastewater flow is measured at the Simsbury Town line and that flow data is used to confirm that Granby is within its flow allocation.

In 2022, the Town hired a consultant to complete a wastewater flow study. The flow study confirmed that Granby remains within its allowable discharge limits to Simsbury. At that time, the annual average daily wastewater flow was 113,800 gallons per day. When excluding infiltration and inflow, or water that enters the system, the annual average daily sanitary flow was approximately 93,900 gallons per day. As part of the flow study, the consultant also completed a buildout analysis of properties within the sewer district. Based on the build-out analysis, the projected future average daily wastewater flow was 329,100 gallons per day. This study also included an assessment of the hydraulic capacity of the sewer system. A capacity constraint in the 10-inch sewer main from the Salmon Brook pump station to the Granby/Simsbury town line was identified. At full build-out conditions based on the estimated flow rates, the capacity of this line would be exceeded during peak flow periods. Additional monitoring of the actual flow to determine future allocations based on the constraint in this line was recommended.

Other sections of this Plan identify that Granby Center and the area along Salmon Brook Street is one of just a few areas in Granby with infrastructure that could support additional housing and commercial development. Therefore given the limitations of this line, and the limited area served by sewer to be able to support a mix of uses, addressing the limitations of this sewer line and considering other infrastructure improvements should be pursued over the next ten years. Other infrastructure improvements include upgrades to the two municipal pump stations. The pump station in Salmon Brook Park was recently replaced however the two remaining pump stations are in need of improvements. This is also consistent with survey responses that showed support for infrastructure improvements if it would support economic development. (Refer to the Sewer System Plan section outlined later in this plan for information about sewer extension and avoidance areas.)

It should be noted that any property that is not connected to sewer, has a septic system. The Farmington Valley Health District is responsible for reviewing and overseeing the installation and repair of septic systems in Granby. Given the small land area served by sewer, the majority of Granby is served by private well and septic. Depending on soil suitability, lot arrangement, and other factors, this can impact future land uses.

Water

Granby is served by two water companies, Aquarion Water Company and Salmon Brook District Water. Aquarion Water Company provides water service to the southeastern part of town, primarily along Salmon Brook Street (Route 10) and Canton Road, south of the Salmon Brook to the

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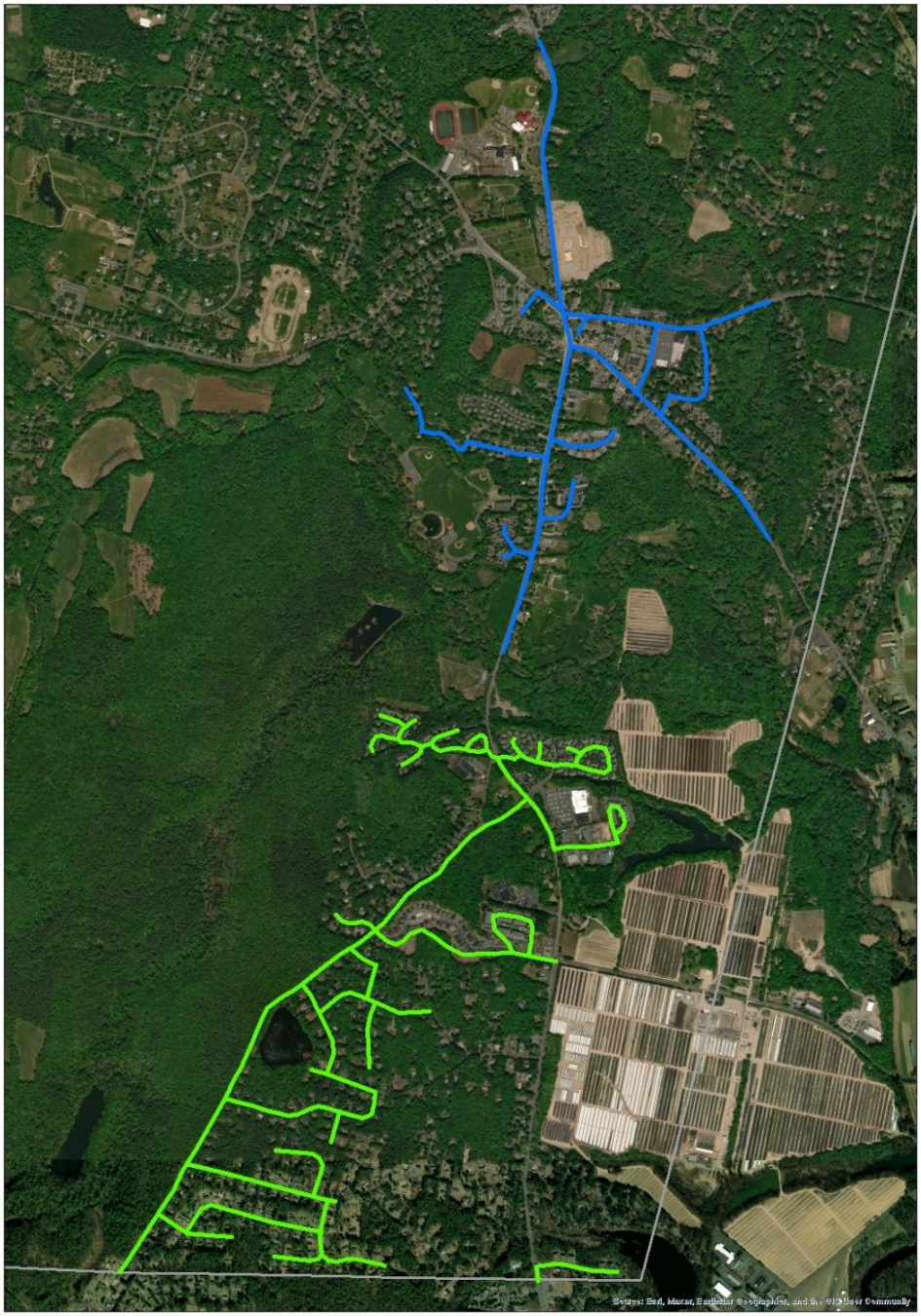
Simsbury town line (shown in green in Figure 33). Salmon Brook District Water provides water service to the Granby Center area (shown in blue in Figure 34). Any property located outside of these areas is on a private well. Below is a map showing the general locations of water service.

These water companies are separate entities from the Town, but coordination will be important to understand how their capacity and infrastructure may impact future land use and development potential within their service areas over the next ten years.

Figure 33: Water Service Location (Salmon Brook District Water – Blue, Aquarion Water Company – Green)



Gas

Granby is served by Connecticut Natural Gas (CNG). Since the 2016 Plan, gas lines have been extended throughout the Granby Center area, enabling many properties to connect. However, current capacity and infrastructure constraints limit addition connections, and some recent developments in Granby Center were unable to connect to gas. Over the next ten years, if there is a demonstrated demand and need for additional service, coordination with the gas provider will be important to support potential system upgrades and improvements.

Electrical

Electrical service is provided by Eversource, which is the utility company that is responsible for the physical infrastructure that delivers electricity to all of Granby. This includes supplying, transmitting, and distributing electricity. In the deregulated State of Connecticut, residents and businesses have the option of choosing a different third-party supplier for the generation of their electricity. Electrical service is tailored to the needs of the individual property and is not based on a certain size or capacity that may be needed for a specific town area. There are no known concerns with the electrical service that will impact planning over the next decade.

Communication

Granby is served by a range of communications and telecommunications providers, including Cox, Frontier, T-Mobile, Verizon, Xfinity (Comcast), Spectrum, Earthlink, and Starlink. These companies provide phone, television, and internet services through technologies such as fiber, 5G, cable, DSL, landline, and satellite, with service availability, speed, and capacity varying by provider and location.

Efforts have been made to expand fiver access throughout Granby. This has improved connectivity for residents who work remotely or operate home-based businesses. Enhanced telecommunications infrastructure can strengthen Granby's appeal as a place to live and work by supporting flexible work arrangements and reducing commuting needs. Over time, these improvements may also create opportunities for evolving home-based business activity and the development of co-working space or other community gathering places.

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Granby Tomorrow

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The first section of this Plan was an inventory of Granby and identified community issues, concerns, and opportunities. This section of the Plan begins with the community's vision for the next ten years followed by how that vision will be achieved. Included in this section is a future land use plan and infrastructure plan.

At its core, this Plan seeks to balance growth and development with conservation and preservation. Growth should generally be directed to areas with infrastructure and services that can support strategic development, while conservation efforts should be focused on areas with significant natural resources, open space, and farmland. With this careful planning, Granby can encourage the preservation of open space and farmland, foster the restoration and the preservation of historic sites and structures, preserve our scenic views, support the construction of a variety of housing types and commercial services that benefit the community, anticipate and prepare for change and technological advances, foster the economic, social and racial diversity of the community, and preserve Granby's fundamental values.

Vision Statement

Over the next decade, Granby will be a community that thoughtfully balances growth with preservation, guided by a strong commitment to environmental stewardship, rural and agricultural character, historic preservation, and long-term sustainability. We will protect our water resources, forests, wildlife habitats, and scenic landscapes, ensuring that natural systems remain healthy, resilient, and central to our community's identity.

Open spaces, farmland, and recreational resources will be preserved and expanded to maintain Granby's rural heritage while providing opportunities for outdoor recreation. Agriculture will continue to be a defining feature, supported by policies that sustain working farms, protect agricultural land, and promote local food systems.

Growth and development will be carefully managed to complement the town's fundamental values. A diverse and resilient local economy will thrive through well-designed commercial and industrial development that strengthens the tax base, supports local businesses, and meets community needs without compromising our rural character. Granby Center will continue to evolve into a vibrant, walkable hub with a mix of housing, businesses, and civic spaces that foster social interaction and economic vitality.

Housing opportunities will expand to meet the needs of residents at all life stages, including young families, workforce households, and older adults, while maintaining compatibility with existing neighborhoods and infrastructure. Our roads and transportation system will be well maintained, safer, more connected, and will offer improved options for walking and biking.

Municipal services and infrastructure will be efficient and responsive, supporting sustainable growth and adapting to changing technologies and demographics. Investments in our educational system, community facilities, government services, and infrastructure will be guided by careful financial planning, transparency, and a commitment to long-term value.

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Through collaboration, innovation, and respect for our past, Granby will remain a welcoming and vibrant community, and will carefully plan for our future.

Achieving the Vision

The following outlines the goals, policies/strategies, and actions that Granby will follow to achieve the vision. The goals are intended to be an overarching purpose or desired outcome that is specific to that topic area, while the strategies/policies provide an approach or position to accomplish the goals, and the action items are a specific task that can be completed to help implement the strategies/policies. These are divided into the following topic areas: Natural Resources and Environment; Open Space and Recreation; Agriculture; Housing; Transportation; Commercial and Industrial Development; Granby Center; and concludes with Municipal Operations and Infrastructure.

Natural Resources and Environment

Goal 1.1: Protect our water resources, including groundwater, wetlands, watercourses and watersheds.

Policy/Strategy:

1.1.1 Reduce and improve quality of stormwater runoff.

Actions:

a. The Town has adopted numerous Zoning and Subdivision Regulation amendments that promote Low Impact Development (LID). However, the Town's regulations, ordinances and general practices must be regularly reviewed to assure that the Town is in compliance with the recommendations and requirements of the State DEEP and the State General Permit Requirements for the Discharge of Stormwater from Small Municipal Separate Storm Sewer Systems.

b. Update as necessary the Town's Erosion and Sedimentation Control Ordinance which establishes minimum standards and promotes best management practices to limit erosion and sedimentation.

1.2.1 Preserve floodplains.

Actions:

a. Promote passive recreation for floodplain areas while prohibiting new development within the floodplain.

b. Continue to review the Special Flood Hazard Area Zoning Regulations for consistency with the Federal Emergency Management Administration Guidelines and the regulations of the Connecticut Department of Energy and Environmental Protection.

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Goal 1.2: Preserve, manage, and maintain our forest land and native vegetation.

Policies/Strategies:

1.2.1 Conserve and enhance forest land and native vegetation and promote biodiversity.

Actions:

a. Support and promote the town arboretum (Holcomb Farm Tree Trail).

a. Promote and create wildlife habitat and corridors in an effort to protect fish and wildlife by coordinating with other entities/organizations as needed.

b. Utilize the Natural Diversity Database when reviewing land use applications.

c. Continue to use the Farmington Valley Biodiveristy Project's Conservation Area Map and associated databases in the Planning and Zoning and IWWC land use review process and where appropriate, make regulatory changes to promote biodiversity.

d. Review the Connecticut's most current Wildlife Action Plan and determine if any regulatory actions are needed to support the effort.



Photo Credit: Austin White

Goal 1.3: Balance development with the preservation and protection of natural resources.

Policies/Strategies:

1.3.1 Minimize the impact of development on the natural environment.

Actions:

a. Establish standards to minimize light pollution and promote dark sky initiatives.

b. Consider the adoption of regulations for the preservation of Granby's ridgelines and traprock ridges to minimize the visual impact of homes or other structures, including solar, roads and other infrastructure on the surrounding landscape without breaking the natural contours of the ridgeline.

c. Assess noise pollution and recommend ways to minimize noise pollution if it is determined to be a concern.

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Goal 1.4: Promote education and pursue sustainability initiatives to reduce environmental impacts

Policies/Strategies

1.4.1 Promote and encourage Commissioners and residents to participate in educational programs and training opportunities and conservation projects.

Actions:

a. Continue the Conservation Commission's conversation series to educate homeowners about the importance of reducing their individual impact on water quality by minimizing the use of fertilizers, herbicides, and pesticides; maintaining septic systems; properly disposing of cleaning products and automotive oil and grease; the importance of wetland resource areas and buffers; and about animal and human interactions.

b. Encourage the construction of rain gardens where appropriate to treat and minimize stormwater runoff.

c. Encourage members of the Conservation Commission and others to complete the DEEP Master Wildlife Training Program.

d. Educate and encourage residents to participate in forest management plans.

1.4.2 Assess Town facilities and explore sustainability initiatives.

Actions:

a. Assess and evaluate renewable energy options for town facilities.

b. Examine and assess ways to reduce energy consumption and carbon emissions for town facilities and vehicles. This should include planning for energy efficiency and cost savings as equipment is replaced.

c. Promote waste reduction and recycling, including electronic disposal, clothing donation, textile recycling, composting, and hazardous waste reduction.

d. Promote water conservation, such as rain harvesting, stormwater management, etc.

Open Space and Recreation

Goal 2.1: Preserve future open space areas to maintain the character of Granby.

Policies/Strategies:

2.1.1 Identify areas to preserve that connect existing permanently preserved parcels, preserve wildlife corridors, provide hiking or other passive recreational activities, or preserve agricultural land.

Actions:

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a. Update the open space plan and town-owned land. Use this plan when making land use and acquisition decisions.

b. Utilize wetlands, streams, and floodplains as open space linkages

2.1.2 Develop methods to both increase funding for and ways to encourage the preservation of strategic undeveloped properties or areas.

Actions:

a. Recommend an annual Town budgeted contribution to the open space fund to assure the availability and immediate access to funds as needed.

b. Continue to either require the dedication of open space or fee-in-lieu of open space with all subdivision applications, placing an emphasis on those areas that can link existing open space parcels. Where no beneficial land areas are included within the land proposed for development, require payment of a fee-in-lieu.

c. Encourage Flexible Residential Development* particularly where larger areas of open space will benefit the community and where the open space will be adjacent to existing open properties, this should include an assessment if FRD should be allowed in all residential zones.

d. Prioritize conservation easements over areas where public access is not anticipated and where the goal is primarily the preservation of flora, fauna, and environmental features.

e. Maintain the Town's favorable tax policies to protect open space land area and periodically audit PA-490.

f. Evaluate other funding courses for the support and acquisition of open space.



Photo Credit: Rick Orluk

*A Flexible Residential Development arranges homes closer together on smaller lots than those normally required under the Zoning Regulations in exchange for additional open space.

2.1.3 Enhance communication, dialogue, and coordination with preservation groups about open space acquisition and preservation.

Actions:

a. Evaluate the open space fund. This fund can be used to assist the Granby Land Trust or other groups in acquiring open space areas, or to supplement the State's purchase

of development rights program. This fund could also be available for matching funds with state and federal open space acquisition program grants.

b. Collaborate with the Granby Land Trust, McLean Game Refuge, and Farmington River Watershed Association on conservation and preservation efforts, including planned acquisitions.

Goal 2.2: Promote, encourage, and provide for a wide variety of outdoor recreational activities.

Policies/Strategies:

2.2.1 Expand and promote the use of Town parks and other properties for uses beyond organized sports

Actions:

a. Consider providing outdoor recreational activities on 107 East Street and Holcomb Farm.

b. Designate wildlife or scenic viewing areas.

c. Maintain the Holcomb Farm as open space, for community, educational, recreational, and agricultural activities.

d. Evaluate open space areas and determine maintenance requirements, if needed, and plan for the maintenance and management of open space areas.



Photo Credit: Rick Orluk

2.2.2 Preserve, maintain, create and extend hiking, biking, and horse trails.

Actions:

a. Consider the acquisition of easements over existing trails, particularly where such trails may be threatened by the future sale of property.

b. Coordinate efforts to create a comprehensive trail map and trail system. This should include the creation and regular update of a Town trail map and enhancement of the Holcomb Farm trails.

2.2.3 Ensure that open space is accessible and meets user needs.

Actions:

a. Consider the provision of parking areas when planning for open space.

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b. Plan for multi-use trails and ADA accessibility.

c. Designate some areas of open space properties as pet-friendly areas.

d. Design and utilize throughout Town a specific post or sign, which identifies preserved areas of open space



Photo Credit: Don Shaw, Jr.

Agriculture

Goal 3.1: Encourage the preservation of new and existing farmlands, existing farm operations, agricultural soils, and farm architecture.

Policies/Strategies:

3.1.1 Develop and consider methods to alleviate economic pressures which force land into development.

Actions:

a. Encourage the permanent preservation of farmland through the State of Connecticut development rights purchase program, through the activities of the Granby Land Trust, and through Town purchase of development rights.

b. Continue that Town's favorable tax policies to protect farmland (PA-490).

c. Consider the adoption of a farm property abatement ordinance as outlined in CGS 12-81m. Such an ordinance would allow for the abatement of up to 50 percent of property taxes of a dairy farm, fruit farm, vegetable, nursery or similar farm.

3.1.2 Review and modify regulations as necessary to support farm operations and to preserve farmland.

Actions:

a. Undertake a comprehensive review of the Zoning Regulations Section 8.15 Agriculture, including Farm Stores, Limited Farm Store and Agritourism, and identify changes that may be needed that will support farms, allowing diversification of farming operations and minimizing potential conflicts with surrounding areas.

b. When reviewing subdivision applications and the open space requirement, consider acquiring prime or important agricultural land that could be utilized for agricultural purposes.

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c. Educate and communicate information about state regulations, including Connecticut's Right to Farm Law, that support farm operations.

3.1.3 Collaborate to support the preservation of historic farm structures.

Actions:

a. The great variety and number of old barns are an important part of Granby's agricultural heritage. Consider supporting and assisting where feasible the Salmon Brook Historic Society in an effort to establish a process or a fund to help with the repair and maintenance of such barns.



Photo Credit: Austin White

Goal 3.2: Promote sustainable farming practices and methods.

Policies/Strategies:

3.2.1 Encourage farming practices that are consistent with preserving environmental resources and can respond to the changing climate.

Actions:

a. Collaborate with, and refer farmers to, the Natural Resources Conservation Service, Connecticut Department of Agriculture, University of Connecticut Agriculture Extension, and other entities, to implement BMPs. Agricultural Best Management Practices (BMPs) are practical cost-effective actions that agricultural producers can take to reduce the amount of pesticides, fertilizers, animal waste, and other pollutants entering our water resources and to conserve water supply.

b. Educate residents, farmers, and developers about integrated pest management programs to reduce the negative impacts of pesticides and herbicides.

c. Study how much food is annually produced locally, how it is marketed, when it is harvested, and the primary concerns regarding overall crop production, with an emphasis on crops that will serve the local population, including farm to table where appropriate.

Goal 3.3: Utilize Town property where appropriate for agricultural activities.

Policies/Strategies:

3.3.1 Maintain and preserve Holcomb Farm for agricultural purposes in addition to its open space, social, education and recreational activities.

Actions:

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a. Regularly review the farm management for assurance that the farm operation is managed in the most efficient, productive, economic and environmentally sustainable manner.

b. Continually review and consider how Holcomb Farm crops might best serve Granby and the region, including how it can produce fresh produce for the elderly and those of less economic means.

c. Continue to use the farm for agriculture and seek opportunities for expansion.

3.3.2 Inventory town property to identify areas with primary farmland soils and those most suitable for continued and future agricultural activities.

Actions:

a. The Town's community gardens offer an ideal opportunity for residents to share in the experience of growing their own food. The Town should expand the gardens as the need arises.

b. The Town should continue to lease town-owned properties to farmers, including the East Street farm, farmland along Barn Door Hills Road, and properties on Loomis Street.

c. Survey other existing town-owned properties to identify other properties that might be used for agricultural purposes and to support the local agricultural community.

d. Engage the Agricultural Commission to play an important advisory role on the use of Town properties for agriculture.



Photo Credit: Don Shaw, Jr.

Transportation

Goal 4.1: Support and encourage modes of transportation other than the motor vehicle.

Policies/Strategies:

4.1.1 Seek ways to support and enhance bus service, particularly regarding access and improvements to public transportation.

Actions:

a. Continue to participate in the Greater Hartford Transit District, which will allow access to grants.

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b. Examine the CTTransit bus route in Granby, including bus stop location(s), park-and-ride lot, and route timing, and consider recommendations to encourage the use of public transportation, particularly in and around Granby Center.

c. Study the success of the senior van program. Following this lead, consider additional programs to promote shared trips for seniors as well as the youth population.

4.1.2 Increase and enhance pedestrian and bicycle facilities.

Actions:

a. Consider bike lanes, paths, sharrows, and other bicycle facilities throughout Granby, including establishing east/west connections.

b. Require the construction of sidewalks for commercial and residential developments to increase connectivity.

c. Provide for the construction of sidewalks, pedestrian crossings, and bike paths, particularly in and around Granby Center as outlined in the Granby Center Study. Seek to connect these facilities to traffic generators, such as commercial and residential developments and town facilities, and to existing pedestrian and bicycle infrastructure, including the Farmington Valley Canal Heritage Trail.

d. Provide for the construction of sidewalks along Salmon Brook Street to connect Salmon Brook Park to the bike path along Floydville Road; within proximity to the schools; and other areas to enhance pedestrian safety.

e. Encourage developments and town properties to include pedestrian and bicycle amenities, such as bike racks, benches, etc.

Goal 4.2: Provide for the safety of residents through proper street maintenance and design of roadways and intersections.

Policies/Strategies:

4.2.1 List, prioritize and improve problem intersections.

Actions:

a. Define a process to develop a list of intersections which are deficient in safety and/or design and prepare a plan for their improvement. Any such list should include but is not limited to: Simsbury Road/Route 20; Bushy Hill Road/Route 20; Day Street/Route 189; Mechanicsville Road/Route 189 and Route 10; Meadowbrook Road/Route 10; Case Street/Route 219; and Wells Road/Route 189/Route 20.

b. Relocate, re-design or eliminate the Hungary Road/Route 20 intersection.

c. Clear vegetation, regrade and continually maintain the sight lines at intersections and consider other mechanisms, such as roundabouts, to improve safety.

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d. Monitor the Granby Center intersection improvement project and make recommendations to the Connecticut Department of Transportation as necessary.

4.2.2 Encourage the maintenance and design of roads based on traffic engineering principles and with regard to the overall goals of this POCD and our fundamental values.

Actions:

a. When roads are reconstructed/repaved, consideration should be given to provide adequate shoulders to accommodate the safe passing of vehicles, pedestrians and bicycles.

b. Continue to review and participate in regional long-range roadway and traffic plans for Granby.

c. Provide for the careful placement of curb cuts along collector and arterial roads and seek to limit the number of curb cuts along all roadways.

d. Encourage street design that complements residential neighborhoods and include traffic calming mechanisms to reduce vehicular traffic volume and speed of vehicles.

e. Consider other mechanisms to address vehicle speed concerns.

f. Continue to support the road paving and reconstruction program.

Goal 4.3: Encourage a connected transportation network.

Policies/Strategies:

4.3.1 Require connections between developments, including provisions for vehicles, pedestrians, and bicyclists

Actions:

a. Minimize the construction of new cul-de-sac roads when feasible except where they are designed as a private drive.

b. Require rights of way in various locations along proposed streets to accommodate connections to future or planned developments, open space, and other properties.

c. Develop a system of central parking areas and user-friendly sidewalks that include landscaping and benches to encourage pedestrian traffic and reduce vehicular movements.

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Commercial and Industrial Development

Goal 5.1: Provide opportunities for new commercial and industrial development to broaden the tax base, increase employment opportunities, and increase the availability of local commercial goods and services.

Policies/Strategies:

5.1.1 Review regulations and infrastructure needs and identify opportunities for changes to encourage commercial and industrial development.

Actions:

a. Prepare a list of commercial uses, products, and services that are presently unavailable within the Town and review the zoning regulations to determine if barriers exist that would prevent the establishment of such uses. This should also be responsive to and reflect anticipated changes in the commercial and industrial marketplaces.

b. Review the T1 and ED Zones and consider amendments to allow greater opportunities for commercial, mixed use, and multifamily developments.

c. Review the zoning regulations and provide greater opportunities for mixed use developments in appropriate areas.

d. Identify areas that may be appropriate for low intensity commercial or light industrial uses that can serve as a transition between commercial and residential developments.



e. Improvements to infrastructure will increase opportunities for new, expanded, and improved commercial development. Consider improvements and extensions where such infrastructure (sewer, water, gas) will encourage new commercial uses or will support commercial expansion.

5.1.2 Enhance communication with local business owners and the Chamber of Commerce to better support Granby businesses.

Actions:

a. Engage with local business owners and commercial property owners to discuss programs or opportunities the Town can pursue to address challenges in maintaining or improving a business or commercial property in Town, including regulatory change(s), infrastructure improvement(s), etc.

b. Partner with local businesses and the Chamber of Commerce to coordinate community events in Granby.

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Goal 5.2: Establish and maintain standards to encourage cohesive commercial development that is of an appropriate scale and relation to its surroundings.

Policies/Strategies:

5.2.1 Encourage the appropriate scale and design of development within the various zones by reviewing and amending the zoning regulations as necessary.

Actions:

a. Avoid the construction of small scale, individual commercial and strip developments by placing size limits on new or modified commercial buildings, encouraging shared parking, limiting curb cuts, and ensuring site design is appropriate to the surrounding context, this should include buffers as needed.

b. Consider amendments to the zoning regulations that require specific architectural guidelines to be used in the design of commercial buildings, as appropriate for the zone and area where such buildings are proposed. As part of this, consideration should be given to the entity responsible for the implementation and application of these guidelines.

Housing

Goal 6.1: Provide housing opportunities to support current and future residents.

Policies/Strategies:

6.1.1 Support the increase of housing opportunities in Granby Center and in areas that may be served by public infrastructure, primarily water and sewer.

Actions:

a. Review the recommendations from the Granby Center Study and update the Zoning Regulations related to density, coverage, height, parking, minimum lot size, landscaping requirements, buffers, and architectural design standards, to encourage high-quality housing development in Granby Center that is of suitable scale. In this process, consideration and attention shall also be given to the historic properties and historic overlay zone to maintain and enhance the historic resources in the area.

b. Review the Zoning Regulations in other areas that may be served by public infrastructure to determine changes that may be needed to support housing. This should include regulations related to density, coverage, height, parking, minimum lot size, landscaping requirements, buffers, architectural design standards, and others as applicable.

c. Consider a Zoning Regulation amendment that permits a mix of housing and commercial uses as appropriate in different areas.

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d. Consider a Zoning Regulation amendment which would allow the construction of two-family structures or a mix of one- and two-family structures in areas served by public infrastructure or in areas where soils can support this.

6.1.2 Explore and encourage housing opportunities for older residents.

Actions:

a. Pursue the development of senior housing, including the Kearns School property and inventory other town land that may be suitable for housing.

b. Encourage the construction of active adult, elderly housing, and assisted living facilities. This may include consideration of a Zoning Regulation amendment related to accessory apartments, density bonus, a simplified approval process for senior housing, or other mechanisms.

c. Encourage the investigation of senior housing grant opportunities and other collaborations and support when appropriate.

d. Maintain a list of senior housing developments in Granby and contact information to provide to residents.

6.1.3 Support affordable housing opportunities and housing for younger residents seeking to move to or to stay in Granby.

Actions:

a. Pursue workforce housing and inventory town land that may be suitable for housing.



b. Consider mechanisms including inclusionary zoning requirements, density bonuses, simplified approval process for affordable housing, and others as appropriate.

c. Explore ways to support the existing affordable housing developments in Granby, including investigating grant opportunities and other collaboration and support when appropriate.

d. Maintain a list of existing affordable housing developments in Granby and contact information to provide to residents.

e. Monitor the recent changes to the accessory apartment regulation and determine if further changes are needed, including the allowable size, occupancy requirements, and approval process for attached and detached structures, or other provisions.

f. Consider a change to the zoning regulations that will allow single-family housing on smaller lots where infrastructure will support such density.

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6.1.4 Ensure traditional housing development patterns are sustainable and sensitive to the surrounding area.

Actions:

a. Continue to promote the use of the Flexible Residential Development, to cluster houses where appropriate and to preserve open space and agricultural land.

b. Encourage the construction of housing that utilizes alternative energy sources and is designed for energy conservation.

c. Discourage high density land uses in rural areas where existing and proposed infrastructure is inadequate and where such development is inconsistent with sustainability principles. Encourage high density land uses in areas where existing or proposed infrastructure is adequate and where such development is consistent with sustainability principles.

d. Review the Zoning Regulations for permitted housing types, lot size, and density within the residential districts.

Goal 6.2: Encourage the upkeep and maintenance of Granby's existing housing stock.

Policies/Strategies:

6.2.1 Seek to provide mechanisms to support property maintenance.

Actions:

a. Continue the Housing Rehabilitation Program and seek and promote other state and federal sources of home improvement funds.

b. Collaborate with other entities to address property maintenance issues and concerns.

c. Educate residents as necessary on the importance of long term and consistent home maintenance.

d. Encourage the renovation, restoration, maintenance, and preservation of older homes with special attention to the architectural integrity of the exterior.

Granby Center

Goal 7.1: Develop and re-develop the Center as a dynamic area that fosters connectivity and supports a diverse mix of uses.

Policies/Strategies:

7.1.1 Review regulations and identify opportunities for mixed-use developments, housing, and diversified commercial opportunities in appropriate areas.

Actions:

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a. Review the Granby Center Study and consider the adoption of the proposed new Granby Center Zone. This includes proposed permitted and Special Permit uses; the area and bulk standards; and parking requirements within this Zone.

b. Review the Center Commons and Center Edge Zones and identify changes to the zone boundaries and uses in these Zones.

c. Inventory undeveloped and underdeveloped areas within the Center. Analyze the possibilities for future development and determine changes to the regulations that may be needed to facilitate future uses. Also assess the suitability of connecting these sites to public water and public sewer.

7.1.2 Assess existing infrastructure and determine needed improvements and/or expansions to better support the Center.

Actions:

a. Discuss water service with the Salmon Brook District Water to better understand their system capacity and any planned changes in Granby Center.

b. Engage Connecticut Natural Gas to determine needed improvements to the system to increase and enhance service to Granby Center.

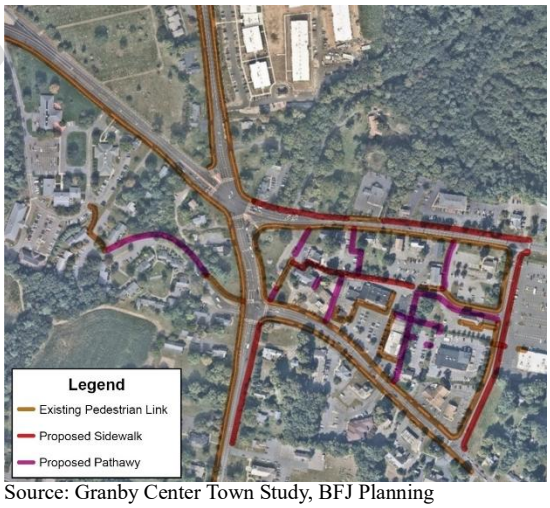
c. Continue to monitor wastewater flows and determine improvements that may be needed to the sewer system based on projected needs in Granby Center.

7.1.3 Promote a well-connected Center area.

Actions:

a. Improve pedestrian access by extending existing sidewalks and establishing crosswalks where necessary. This includes filling in sidewalk gaps within the Center and also linking adjacent residential areas and other properties to the Center with sidewalks.

b. Modify the Zoning Regulations to require connections and linkages between Granby Center developments.



Source: Granby Center Town Study, BFJ Planning

c. Assess and determine a bicycle/pedestrian connection to the Farmington Valley Greenway to the southeast along Route 189.

d. Assess parking needs and evaluate opportunities for shared parking if needed.

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e. Explore the potential to extend Merchants Way as outlined in the Granby Center Study.

Goal 7.2: Establish and maintain standards to ensure a cohesive Center area.

Policies/Strategies

7.2.1 Promote streetscape improvements.

Actions:

a. Add additional street and business lighting to enhance nighttime activity as appropriate.

b. Assess the Bank Street recommended improvements as outlined in the Granby Center Study and facilitate the implementation of such improvements.

c. Evaluate the existing streetscape throughout the Center and assess opportunities for tree planting, the installation of other planters, benches, and other minor improvements within the right of way.

d. Assess the installation of wayfinding signs and sign/banner attachments to street lights to help identify the Center area.

e. Review and update the sign regulations to ensure coordinated, complementary signage throughout the Center in conjunction with architectural design guidelines.

7.2.2 Review and recommend improvements to the Town Green, both design and function.

Actions:

a. Review the conceptual Town Green design plan in the Granby Center Study and use this as a starting point for the development of a detailed plan for the Town Green area, this includes the recommendation to reclaim a portion of Park Place to expand the Town Green.

b. Assess potential uses of the Town Green and ensure the proposed design would facilitate these uses.

7.2.3 Develop and implement design guidelines for Center properties

Actions:

a. Determine desirable building and site elements to promote in the development or redevelopment of properties so that projects harmonize with current and future developments. Update the Granby Center zoning regulations to incorporate these desirable elements.

b. Assess the Granby Center Historic Overlay District and determine if specific guidelines or other regulatory tools should be pursued for these properties.

c. Explore the creation of a Local Historic District for the Granby Center Historic Overlay District properties.

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Municipal Operations and Utility Infrastructure

Goal 8.1: Maintain and enhance community facilities and services.

Policies/Strategies:

8.1.1 Ensure that community facilities are maintained and enhance those that are aging or in need of renovation to better serve residents.

Actions:



a. Review the recently completed study of Salmon Brook Park and Ahrens Park and use this as a guide for future improvements and renovations.

b. Continue the library phased renovation and planning project efforts.

c. Review other town facilities, including the schools, and identify improvements that may be needed to continue to meet the needs of residents.

d. Adopt, maintain, and follow the capital improvement plan and ensure such plan reflects and prioritizes the improvements that will be needed to town facilities.

e. Identify and consider the acquisition or sale of strategic properties where such acquisitions or sale can benefit the community.

8.1.2 Assess community services and seek to ensure that they meet the needs of current and future residents.

Actions:

a. Review changing demographics and assess and adjust administrative costs and community services as needed, particularly regarding the aging of the population and youth services.

b. Seek opportunities to combine, complement, or share services with other communities to reduce costs and maximize benefit.

c. Explore opportunities to share services and to improve communication among various Town departments and schools.

d. Maintain and support our high quality of public education.

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Goal 8.2: Ensure that the utility infrastructure matches the needs of the community.

Policies/Strategies

8.2.1 Assess existing infrastructure and ensure that it is of sufficient capacity and design to meet current and future needs.

Actions:

a. Promote the extension of water lines along the southern portion of Salmon Brook Street and Floydville Road.

b. Coordinate with Aquarion Water Company and Salmon Brook District Water to understand current and planned improvements.

c. Review the wastewater flow study that was completed and assess and plan for upgrades to the sewer system to support current and future needs.

d. Modify the existing sewer service area map, allowing for an expansion of the sewer service area along Salmon Brook Street and north and south of Floydville Road, and eliminating areas north of Crest Road, along North Granby Road.

e. Consult with Connecticut Natural Gas regarding the gas system and encourage and support changes that may be needed to increase capacity and support potential expansions if needed.

f. Encourage the development of strategies to keep up to date on changing technology and trends.

g. Review and coordinate with providers of electric and telecommunications services to support enhancements to the system as may be needed.

Goal 8.3: Enhance and maintain a transparent and carefully planned budgeting process.

Policies/Strategies

8.3.1 Continue the Town's long-range financial planning efforts, pursue innovative funding opportunities, and maintain a stable and predictable tax rate, recognizing the overall economic impact of any proposed property tax increase.

Actions:

a. Continue to seek alternate sources of revenue. This should include pursuing grant opportunities, other funding sources, and other creative ways to avoid increases in expenditures.

b. Support strategic commercial and industrial development.

c. Continually evaluate the cost and effectiveness of existing public services.

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d. Promote enhanced, consistent communication about the budget and budget process that is responsive to public inquiries. This includes the use of consistent tools and methodology in the budget preparation.

Goal 8.4 Evaluate, modernize and maintain a user-focused Town information process to support the timely and well-planned use of technology to benefit the Town's management and governance.

Policy/Strategy

8.4.1 Continue the Town's ongoing information system and process upgrades to provide an efficient, transparent, easy to access and useful framework for Town governance, processes, requests and business.

Actions:

a. Evaluate the present systems (eCode360 etc.) used to support the Town's activities and identify key areas for improvement for the next decade.

b. Promote a focus on the implementation of the next generation of adequate supporting technologies, including structure, organization and accessibility for:
   i. The Town Charter, Administrative Legislation and General Legislation
   ii. Town Zoning regulations,
   iii. Town financial planning and management,
   iv. Town Board and Commission management and communication and
   v. other similar areas

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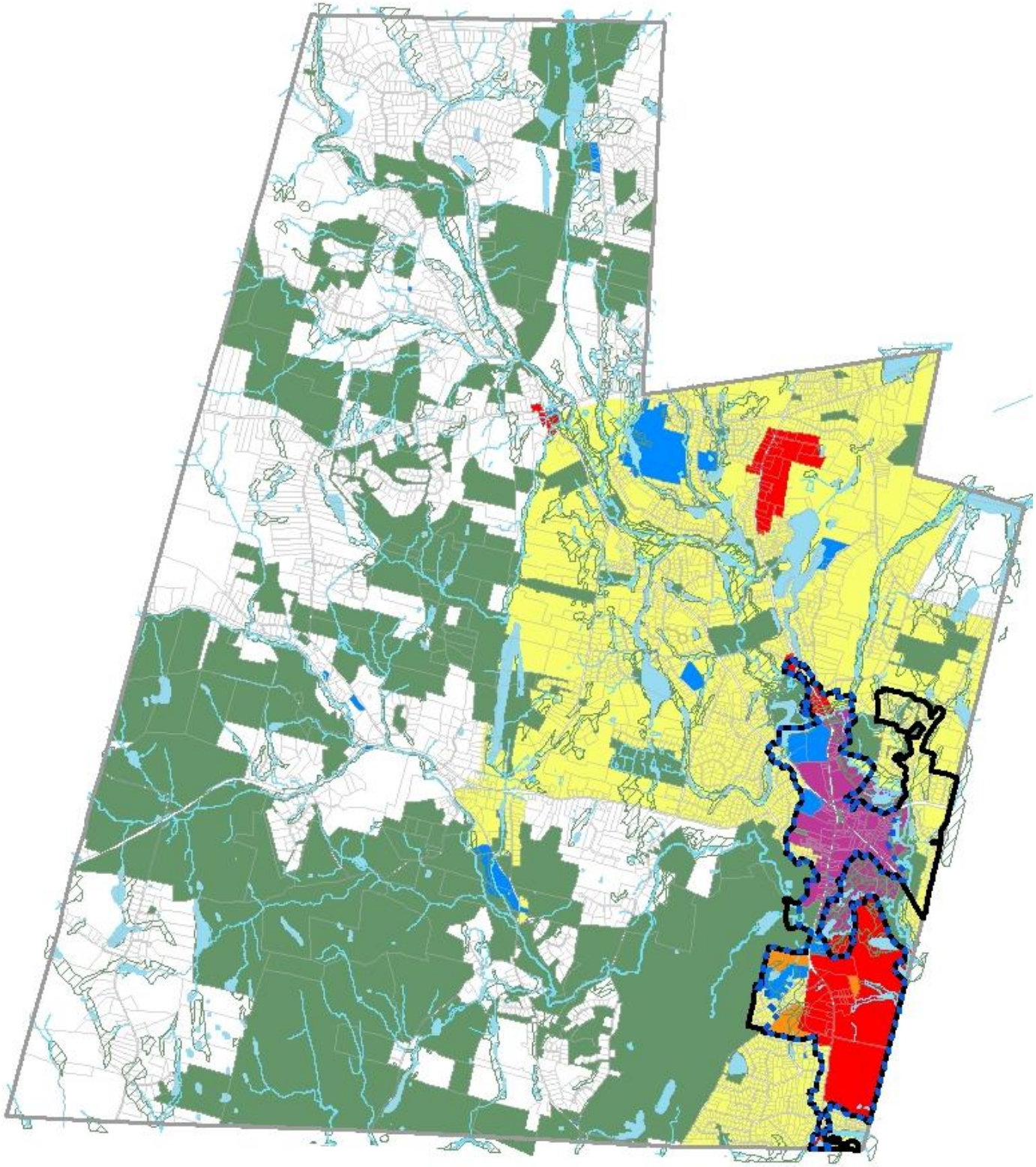
Future Land Use Plan



Sanitary Sewer System Plan

In accordance with Connecticut State Statute §8-23, any municipal plan of conservation and development shall identify the general location and extent of areas served by existing sewer systems, areas where such systems are planned, and areas where sewers are to be avoided. The location and description of the system is outlined in an earlier section of this Plan. Below is information that addresses the other requirements.

As noted throughout this Plan, Granby will remain a very low density, open space and agricultural community. This is primarily due to the historic land use development patterns, the Town's abundance of permanently preserved open space and to the significant areas of undevelopable land. This is one of many reasons why the Plan recommends focusing on future development and revitalization within Granby Center and within areas where public sewer and public water exists and where such lines are expected to be extended. In the past years as public water and sewer lines were improved and expanded throughout the center and the southeastern portion of town, a variety of higher density residential developments were approved and constructed along with commercial developments. These developments have found success and helped to diversify the town's housing and commercial base. This Plan recommends that the Town continue to diversify its commercial and housing development permitting residential and commercial developments where public water and sewer exist. The Plan anticipates extending the existing sewer lines where such extensions will encourage increased housing opportunities, new commercial use or provide for commercial expansion.

The Sewer Service area should be expanded to include properties located at 90 Salmon Brook Street and 35 Floydville Road. Including these areas within the sewer service area is consistent with the Town's Plans for Development dating back to at least Granby's 1963 Pilot Pan of Development. It is also consistent with the 1980 extension of the sewer line, the Regional Plan of Conservation and Development and the Connecticut Conservation and Development Policies Plan, dated 2013 -2024. While these properties may be used for a large-scale solar project, the Town seeks to see some of the land reserved for future development. Therefore, until any potential plans are finalized, these properties should be considered for inclusion in the sewer service area. Future development of this area will be more compatible with the Town, Regional and State development plans and more beneficial to the Town and the region if such development has access to public sewer. Consideration should be given to include the Kearns School property in the sewer service area. Another area for consideration is Hartford Avenue east of Bank Street. While this area is currently within the existing Sewer Service area, the expansion of sewers from Bank Street to the east should be considered as it is within the Granby Center area and additional development can be supported. Refer to the Proposed Sewer Service Area Map in Figure 34 on the following page.

Currently the Sewer Service Area permits the extension of sewer lines north of Muriel Drive, along State Route 189 and northwest along Kelly Lane to the Kelly Lane School. This area is fully developed, with no history of excessive septic failures. The soils along this route are moderate to excellent and residential lots are compliant with Zoning and sized to accommodate septic repairs. As of the adoption of the 2016 Plan, the Kelly Lane School had recently installed a septic system and there is no indication that such system cannot be maintained into the distant future. To service the school the existing sewer line would need to be extend over 4000 feet, while providing little

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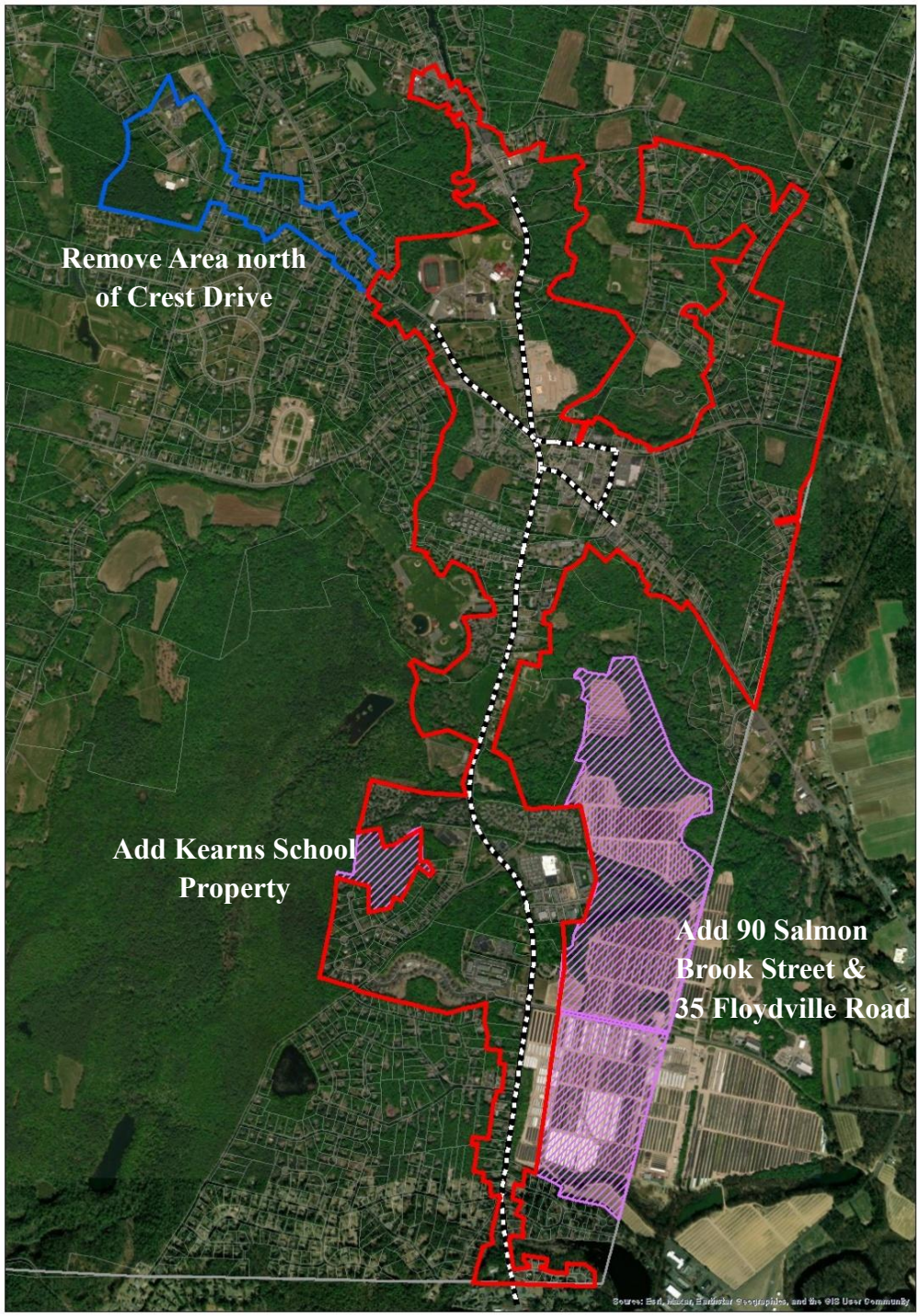
benefit to the adjacent area. Therefore, it is recommended that this area be studied further to determine if the area north of Crest Drive should be removed from the Sewer Service area (see Figure 34 below).

Figure 34: Proposed Sewer Service Area



This Plan recommends that sewer lines not be extended outside of the areas outlined above. As noted throughout, this plan recommends that the Town remain predominantly a low density residential, open space, agricultural, recreational community. As such, there is no need to extend sewers beyond those areas noted above. The vast majority of developed Granby properties have private wells and septic systems which function without concern. Such systems support ground water recharge and can function for many years into the future. The residential density provided in the zoning regulations, outside of the Sewer Service Area, is consistent with the soil types necessary for the installation of septic systems to support the zoned development.

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Consistency with State and Regional Plans

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State of Connecticut Growth Management Principles

Connecticut State Statute §8-23 requires a municipality to consider the State and Regional Plans of Conservation and Development while developing its Plan. The municipal Plan must also address any inconsistencies with the growth management principles outlined in Connecticut State Statute. In accordance with this requirement, the following is noted:

Principle 1: Redevelop and revitalize commercial centers and areas of mixed-land uses with existing or planned physical infrastructure.

Granby's infrastructure is concentrated in the Granby Center area and along Salmon Brook Street extending south to the Granby/Simsbury town line. This Plan recommends promoting housing, commercial, and mixed-use opportunities in these areas and examining infrastructure improvements that are needed to support these uses.

Principle 2: Expand housing opportunities and design choices to accommodate a variety of household types and needs.

This Plan identifies a need to increase housing options so that both an aging population and younger residents can live in Granby. Affordability is also identified as a concern, for both buyers are renters. This Plan seeks to identify areas in Granby that are appropriate for additional housing, including areas supported by infrastructure and other areas where such development is appropriate.

Principle 3: Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.

As outlined in this Plan, several major State Routes traverse Granby, converging in Granby Center. Bus service is also provided in this area, extending south to the Granby/Simsbury town line. This Plan highlights this area as suitable and appropriate for commercial, residential, and mixed-use development.

Principle 4: Conserve and restore the natural environment, cultural and historical resources and existing farmlands.

Open spaces, agricultural lands, and the natural environment are defining characteristics of Granby. This Plan strives to balance the protection and preservation of these with a need for development opportunities.

Principle 5: Protect environmental assets critical to public health and safety.

This Plan recommends protecting natural resources, such as watersheds, wetland resource areas, and critical habitats. In addition, this Plan recommends low-impact design strategies.

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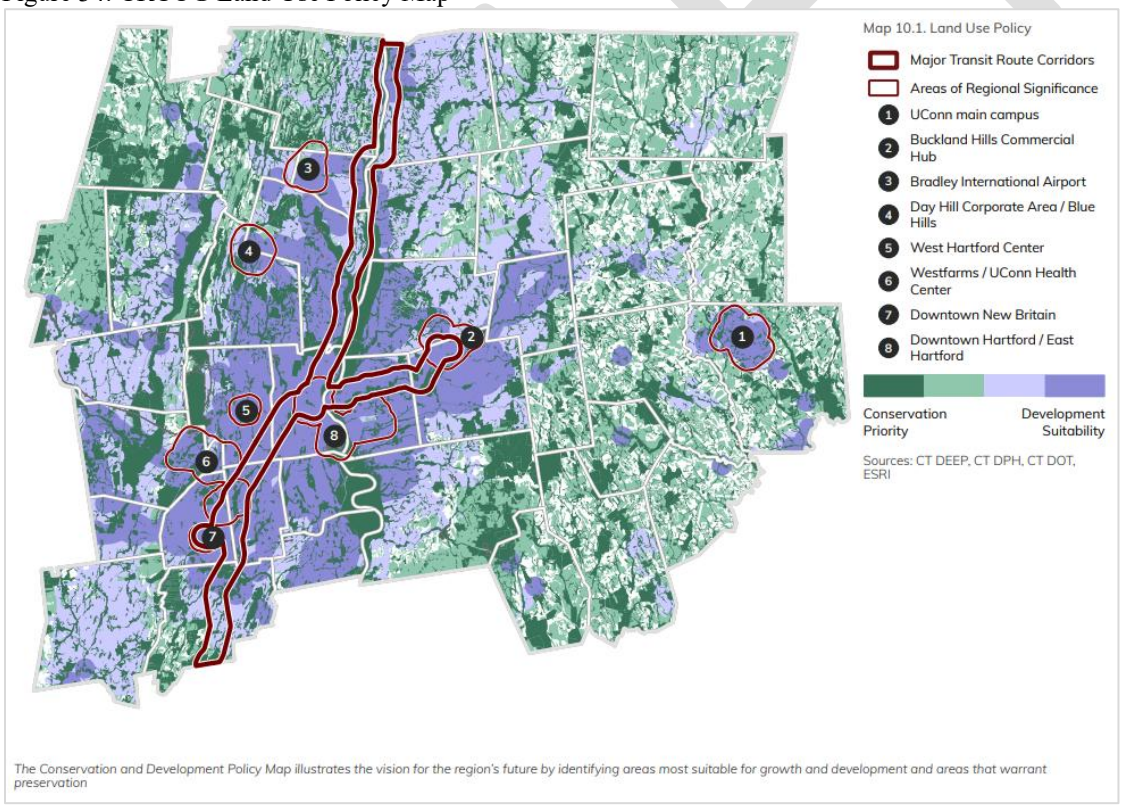
Principle 6: Integrate planning across all levels of government to address issues on a local, regional and state-wide basis

This Plan will be used to coordinate efforts with adjacent municipalities, regional organizations, and state agencies.

Regional Plan of Conservation and Development

The Capitol Region Council of Governments (CRCOG), of which Granby is a member, adopted its Regional POCD in November 2024. CRCOG's POCD addresses regional conditions and trends; outlines vision, themes, goals and strategies, and contains a land use policy map. Granby's POCD is consistent with the Regional POCD, specifically overall Granby's POCD identifies that areas with infrastructure, including Granby Center and south to the Simsbury Town Line, may be suitable for development while areas beyond this should have lower density development patterns and conservation/preservation efforts should be directed here. Refer to the Land Use Policy Map from CRCOG's Regional POCD below:

Figure 34: CRCOG Land Use Policy Map



Source: CRCOG 2024 Plan of Conservation and Development

[i] Connecticut State Data Center, Connecticut Town Population Projections, 2015-2040, https://data.ct.gov/Government/Connecticut-Town-Population-Projections-2015-2040/p6hp-fnp7/about_data.
[ii] Town of Granby, Assessor Vision Database.

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

FROM: Abby Kenyon, Director of Community Development

DATE: April 9, 2026

RE: CRCOG Housing-Related Webinars

Staff received an email from the Capitol Region Council of Governments (CRCOG) regarding housing webinars planned for this fall. Please refer to the following:

*CRCOG is developing a series of housing-related webinars that will be released this fall. Planned topics include "Housing 101" that will explain common housing and affordable housing terms and understanding market realities when it comes to building housing. Please note that these trainings **are separate** from the new legislation for Housing Growth Plans.*

As part of these webinars, we plan to include a question-and-answer segment addressing topics of interest to local Planning and Zoning Commissioners and other local officials involved with housing. We invite you to submit questions using this form.

We will review all submissions and select questions to address during the webinar series. While we may not be able to answer every question, we encourage you to submit questions that you believe would be most helpful to better understand housing and affordable housing issues.

Here is the link: https://forms.cloud.microsoft/r/ZEkED10yLd

The webinars will be recorded for viewing convenience (not live).