Town of Granby
Planning & Zoning Commission
Regular Meeting Agenda
Tuesday, October 13, 2026, at 7:00 pm
Town Hall Meeting Room

Zoom: https://us02web.zoom.us/j/85421059536?pwd=3FOmiuWAa3nVwu3S83wJGxRfbvwcSZ.1
Call-In: 1-929-205-6099
Meeting ID: 854 2105 9536
Passcode: 416614

1. Call to Order

2. Pledge of Allegiance

3. Seating of Alternates, if applicable

4. Public Session

5. Action on the minutes from September 22, 2026

6. Public Hearings
   a. Application seeking a Special Permit under Zoning Regulations Section 8.5.2 for a detached accessory apartment, 289 Granville Road, R2A Zone. (Continued from 9/22)
   b. Application seeking a Special Permit under Zoning Regulations Section 8.1.3.4 for a garage in excess of 1,000 square feet, 84 Silkey Road, R2A Zone.
   c. Application seeking to modify a Special Permit and Site Plan under Zoning Regulations Section 3.8 for a carport addition, 516 Salmon Brook Street, I Zone.
   d. Application seeking a Special Permit under Zoning Regulations Section 8.1.3.4 for a garage in excess of 1,000 square feet, 97 Loomis Street, R2A Zone.

7. Receive applications and schedule public hearings

8. Consideration of applications, where the Commission has concluded the public hearings

9. Recognition of the POCD Committee

10. Public Hearing to Consider Adoption of the 2026-2036 Plan of Conservation and Development
    a. Commission Discussion
    b. Consideration and possible vote on 2026-2036 Plan of Conservation and Development

11. Adopt Revised Zoning Map

12. Staff Report and Correspondence

13. Commissioner Reports and Correspondence

14. 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.

MEETING MINUTES
Town of Granby
Planning & Zoning Commission
Tuesday, September 22, 2026, at 7:00 pm

Present: Paula Johnson, Christine Chinni, Mark Lockwood, Eric Myers, Robert Lavitt, Steve Muller, and Meg Jabaily
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 E. Lukingbeal and M. Jabaily was seated for B. Sheahan.

4. **Public Session**
   None

5. **Action on the minutes from September 8, 2026**

   ON A MOTION by C. Chinni seconded by P. Johnson, the Commission voted (7-0-0) to approve the September 8, 2026, minutes as presented.

6. **Public Hearings**
   a. **Application seeking a Special Permit under Zoning Regulations Section 8.5.2 for a detached accessory apartment, 289 Granville Road, R2A Zone.**
   Applicants and property owners Glenn and Yumi Ballard were present to discuss the application. They are seeking permission to establish a detached accessory dwelling unit within an existing outbuilding on their property. They currently operate a Bed and Breakfast and if the apartment were approved, it would allow them to relocate into the unit and allow guests full access/use of the house. Upon closure of the business within the next few years, it would allow for a rental opportunity. G. Ballard stated that most of the infrastructure is already in place; however, they have not finalized the floor plan at this time. M. Lockwood stated that a final floor plan must be submitted for the Commission to consider action on the application and recommended leaving the public hearing open. There was no public comment, and the public hearing was continued to the next regular meeting.

   b. **Application seeking a Special Permit under Zoning Regulations Section 9.9 to allow temporary earth material crushing, screening, and processing associated with an approved re-subdivision, 37 Cider Mill Heights, R2A Zone.**
   Applicant Nick Uccello of Uccello Fine Homes, LLC was present to discuss the application and provided photos of the existing site conditions. He has been retained by the property owners to construct a new single-family home and in order to do so, there is

approximately 1,000 yards of stockpiled rock material that either needs to be processed or hauled off-site. N. Uccello stated that the site was over excavated by the prior owner, and the material can be crushed on-site to be used as backfill and a base for the driveway. It is anticipated that the crushing will take five days over a two-week period. This method is preferred over trucking the material off site, which would take approximately 60 trips, not including the trips necessary to bring fill on-site. A. Kenyon provided an overview of Section 9.9 of the Zoning Regulations and the Commission deliberated on hours of operation and a deadline for project completion.

Public Comment
Clayton Morad, 35 Cider Mill Heights, is an abutting property owner and stated concerns regarding potential impacts to his well and foundation from the vibrations caused by the mobile crusher. He questioned if the crushing could be located to the rear of the site and whether or not there would be sound and air quality impacts.

N. Uccello noted that there are multiple piles on-site, and he does not anticipate any impacts on air quality. The public hearing closed at 7:35 p.m.

7. **Receive applications and schedule public hearings**
   a. **Application seeking a Special Permit under Zoning Regulations Section 8.1.3.4 for a garage in excess of 1,000 square feet, 84 Silkey Road, R50 Zone.**

      Since the agenda was posted, two additional applications have been received. A Special Permit for a garage in excess of 1,000 square feet for a property located at 97 Loomis Street, and a modification of a Special Permit and Site Plan for a property located at 516 Salmon Brook Street. These applications have been scheduled for a public hearing on 10/13/26 at 7 p.m.

8. **Schedule Public Hearing for Adoption of the 2026-2036 Plan of Conservation and Development – October 13, 2026**
   A. Kenyon stated that the draft POCD was referred to the Board of Selectmen on 8/3/26, and all the required notifications have been completed in order to hold the public hearing on 10/13/26. C. Chinni requested that all POCD Subcommittee members be invited to attend.

9. **Consideration of applications, where the Commission has concluded the public hearings**
   a. **Application seeking a Special Permit under Zoning Regulations Section 9.9 to allow temporary earth material crushing, screening, and processing associated with an approved re-subdivision, 37 Cider Mill Heights, R2A 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 9.9 to allow temporary earth material crushing, screening, and processing associated with an approved re-subdivision, 37 Cider Mill Heights, R2A Zone; subject to the following conditions:
      1. The applicant has 3 weeks to complete the crushing, screening and processing of material located on the site;

2. Applicant will notify staff prior to the commencement of the work to select the start and stop dates;
3. Crushing, screening and processing of material shall only occur during the hours of 8 am to 4 pm, Monday through Friday. No crushing, screening or processing shall occur on the weekends or holidays;
4. All crushing, screening and processing of material shall be completed by the end of November 2026;
5. If dust becomes an issue for adjoining property owners, if there is a complaint, the applicant is required to work with staff on a dust remediation plan; and,
6. The applicant shall work with staff on site selection for location of the crusher, affording as much space from adjoining residences as is possible.

10. **Staff Report and Correspondence**
None

11. **Discuss joint meeting with Development Commission to review T1 Zone Regulations**
A. Kenyon stated that the Development Commission has begun working on the Granby Center Study items, and they are prepared to collaborate with the Planning and Zoning Commission on the re-write of the T1 Zoning Regulations. The Commission requested that the Development Commission revisit the 2023 draft regulations and present a revised document to Planning and Zoning Commission at their 11/10/26 meeting. Marty Schwager, Chair of the Development Commission, was in attendance via Zoom and stated that this request should not be an issue.

12. **Commissioner Reports and Correspondence**
M. Lockwood requested an update regarding 371 North Granby Road, as site conditions have gotten worse. A. Kenyon noted that the property owners are working with the Court on the eviction process and she will reach out regarding the status, so that an update can be provided at the next meeting.

13. **Adjourn**

ON A MOTION by P. Johnson seconded by C. Chinni, the Commission voted (7-0-0) to adjourn the meeting at 8:00 p.m.

Respectfully submitted,

Renee Deltenre

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

CC: Glenn Ballard

FROM: Abby Kenyon, Director of Community Development

DATE: October 1, 2026

RE: Application seeking a Special Permit under Zoning Regulations Section 8.5.2 for a detached accessory apartment for property located at 289 Granville Road, R2A Zone.

Per Zoning Regulations Section 8.5.2, the Commission may grant a Special Permit for one detached accessory apartment. The accessory apartment shall contain a living area of no more than 1,200 square feet; shall have its own kitchen and bath; shall have access to the outside; and any proposed exterior lighting shall be full cut-off, dark sky compliant. Please refer to the applicable section of the Zoning Regulations on the following page.

The applicant is applying for a Special Permit for a detached attached accessory apartment at 289 Granville Road. The property is in the R2A Zone and is 3.64 acres. There is a single-family house and an outbuilding on the property. The applicant proposes to construct an apartment in the outbuilding. As outlined in the narrative, the property owner currently operates a bed and breakfast and if the apartment is approved, he would move into the apartment and use of the house would be for the guests.

The public hearing for this application opened at the Commission's meeting on September 22nd. At that time, additional information regarding the proposed layout was requested. The applicant submitted the attached plan in response. As shown on the plan, there would be two entrances to the apartment, one to the side and one to the rear. The side entrance would open to a kitchen area, which would flow into a living/office area. A bedroom, bathroom, and closets would be located on the second floor. Attached to the apartment would be a garage and utility area. The living area would be 1,176 square feet.

Overall, the proposal complies with the accessory apartment regulations. The applicant is asked to provide information about the exterior lighting, if any is proposed. It is noted that all such lighting must be full cut-off, dark sky compliant.

8.5 ACCESSORY APARTMENT

8.5.1 Attached Accessory Apartment

One (1) attached accessory apartment is permitted on any conforming lot within the R30, R50, R2A, R4A, Granby Center Edge or Granby Center Commons Zone, subject to the following:

8.5.1.1 The accessory apartment must be connected to an existing single-family home. A connection is defined by a common wall of at least 8 feet, which could allow for an inside passageway between the existing single-family home and the accessory apartment. If the proposed apartment does not comply with this, it is considered detached and is subject to Section 8.5.2.

8.5.1.2 Only one of the units shall be rented. The other unit shall be occupied by the property owner;

8.5.1.3 The Building Official shall make a determination as to whether or not the accessory apartment can be reasonably constructed in compliance with the building code and may require that the applicant make any necessary modifications to the primary structure to assure that the building and unit are safe for the inhabitants.

8.5.1.4 The apartment shall contain a living area of no more than 1,200 square feet. If the proposed living area is in excess of 1,200 square feet, Special Permit approval is required under Section 8.5.3.

8.5.1.5 The apartment shall have its own outside access convenient to the parking area and vehicular and pedestrian access to the lot.

8.5.1.6 The apartment shall be equipped with its own bath and kitchen.

8.5.1.7 At least three (3) off-street parking spaces shall be provided for the use of the primary building and the apartment.

8.5.1.8 The apartment may be re-inspected annually at the request of the Building Official.

8.5.1.9 There shall be only one (1) accessory apartment per lot.

8.5.1.10 Any proposed exterior lighting shall be shown on a plan for review and approval. Lights shall be full cut-off, dark sky compliant.

8.5.1.11 No additional entrances shall be located on any wall plane generally facing any street. If an entrance will face a street, Special Permit approval is required under Section 8.5.3.

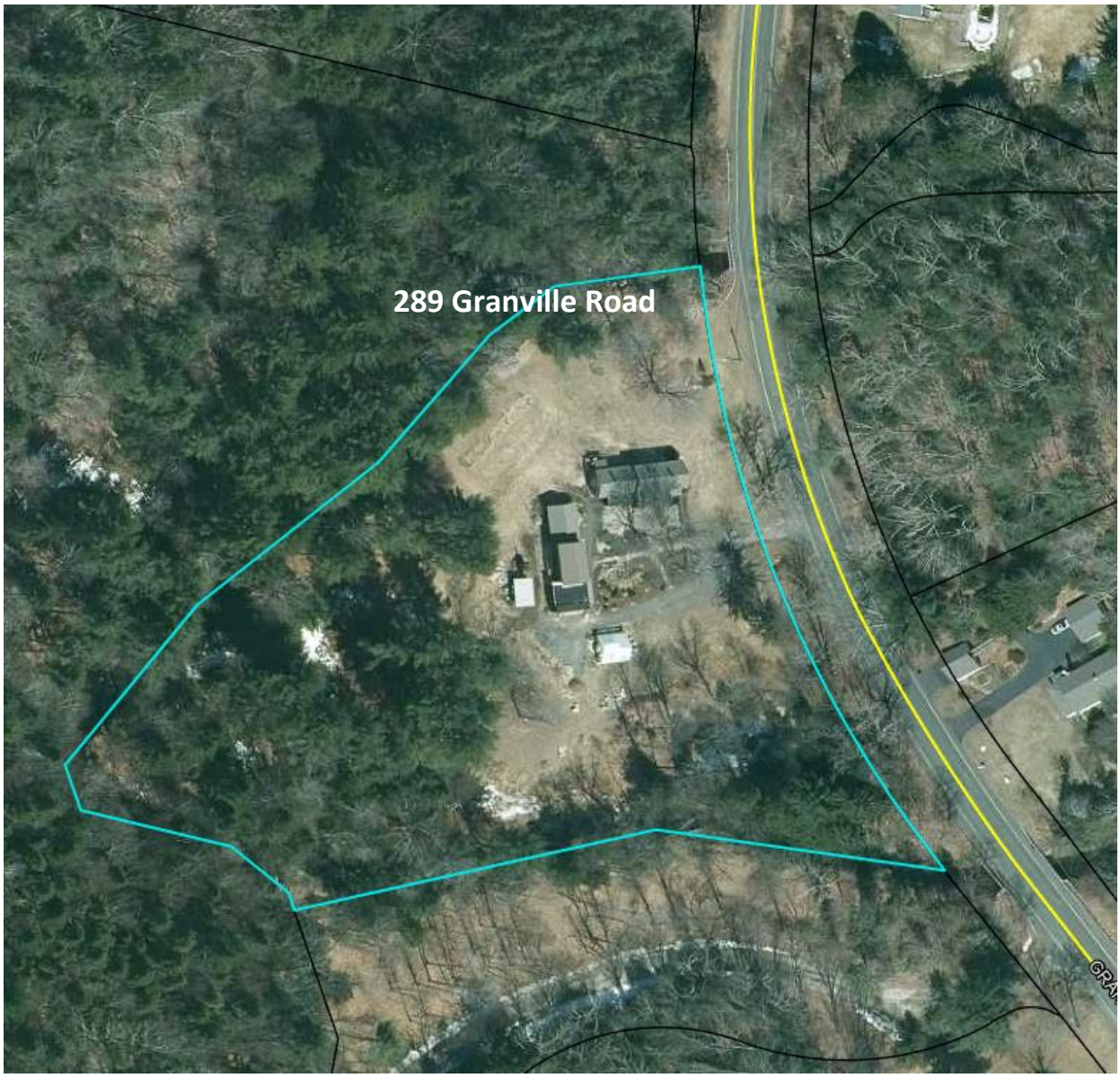
8.5.2 Detached Accessory Apartment

The Commission may allow by Special Permit one (1) detached accessory apartment on any conforming lot within the R30, R50, R2A, R4A, Granby Center Edge or Granby Center Commons Zone, subject to Section 8.2 and the following:

8.5.2.1 The detached accessory apartment shall be set back from all side and rear property lines a minimum distance equal to one and one-half (1 ½) times the maximum height of the structure; a distance equal to the longest linear dimension of the structure; or a distance in compliance with Section 5 of these Regulations, whichever is greatest. If the apartment is to be located in a detached garage or barn, then it shall comply with the required setbacks per Sections 8.1.3.2 or 8.15.10 respectively. This shall not prevent the construction of an accessory apartment in an existing, non-conforming detached structure.

8.5.2.2 The detached accessory apartment shall be subject to Sections 8.5.1.2 through 8.5.1.10.

Property Location



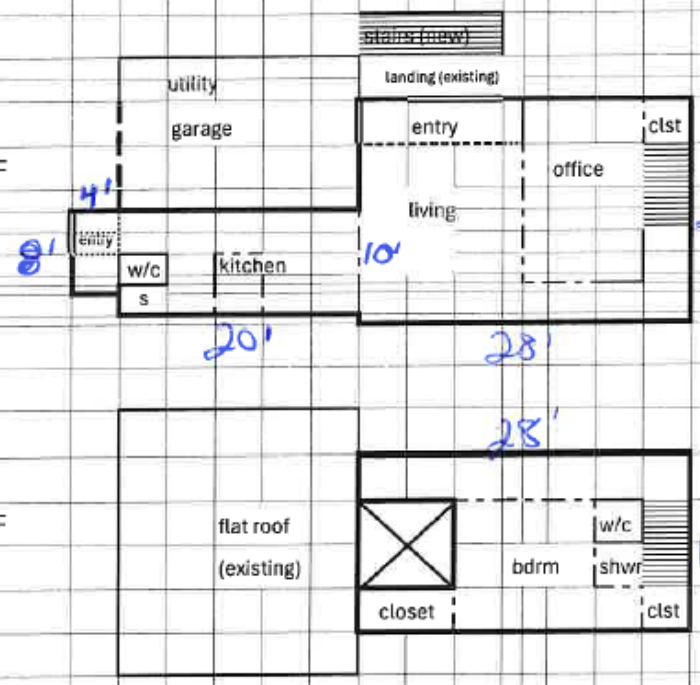

Outbuilding



Proposed Layout

Glenn and Yumi Ballard
289 Granville Rd
Detached Accessory Apartment - proposed layout

4' *dimensions are approximate and subject to adjustment*



28	20	560	entry, living, office
10	20	200	kitchen
8	4	32	side entry
28	16	448	total bedroom etc.
8	8	-64	open to below
		1176	floor area

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

There will be a public hearing conducted by the PZC on Tuesday, October 13, 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 a Special Permit under Zoning Regulations Section 8.1.3.4 for a garage in excess of 1,000 square feet, 84 Silkey Road, R2A Zone.
- Application seeking to modify a Special Permit and Site Plan under Zoning Regulations Section 3.8 for a carport addition, 516 Salmon Brook Street, I Zone.
- Application seeking a Special Permit under Zoning Regulations Section 8.1.3.4 for a garage in excess of 1,000 square feet, 97 Loomis Street, R2A Zone.

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: Mark and Sheri Tyler

FROM: Abby Kenyon, Director of Community Development

DATE: September 30, 2026

RE: Application seeking a Special Permit under Zoning Regulations Section 8.1.3.4 for a garage in excess of 1,000 square feet, 84 Silkey Road, R2A Zone.

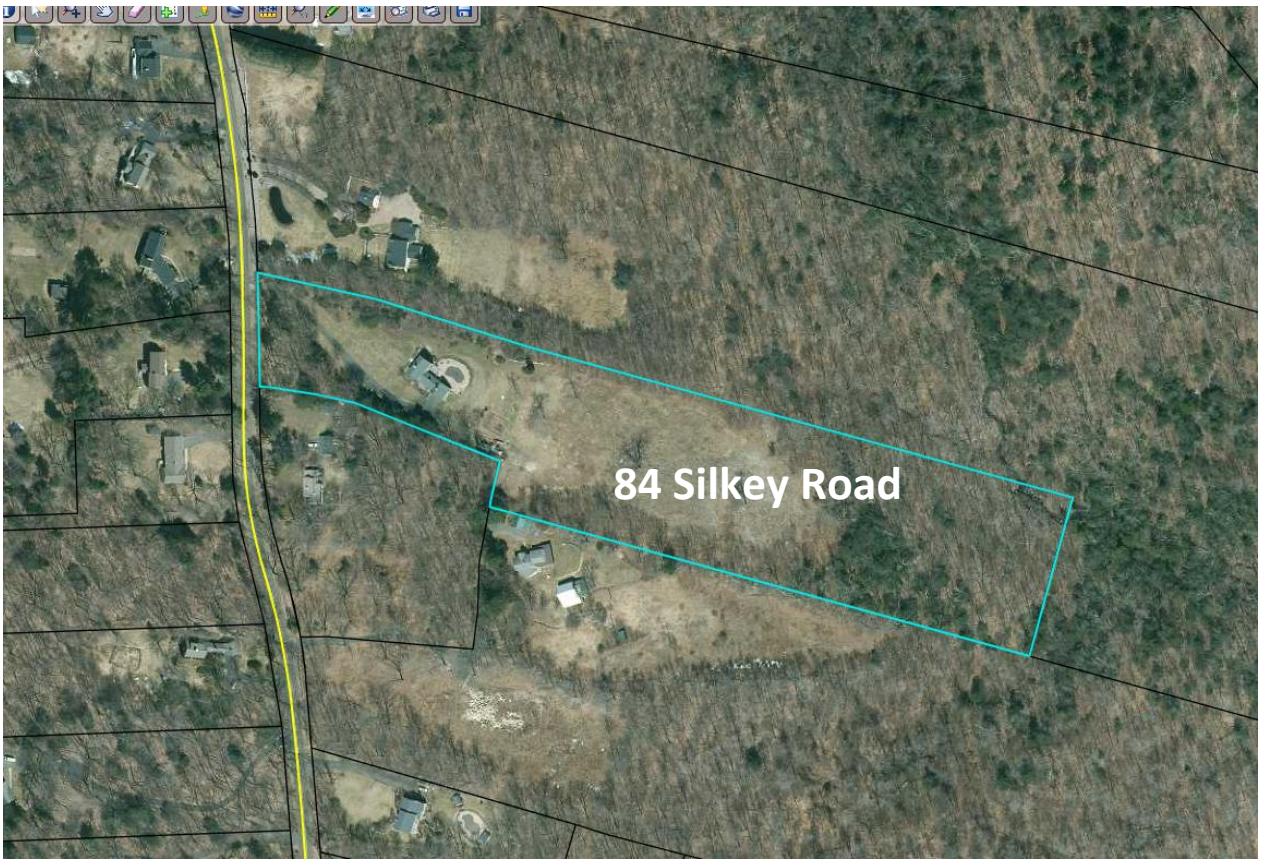
Zoning Regulations Section 8.1.3.4 requires Special Permit approval for an accessory building that is to cover a footprint of more than 1,000 square feet. The applicant proposes to construct a 1,260 square foot garage. The garage will measure 42 feet by 30 feet, which includes an open lean-to measuring 10 feet by 30 feet, and will be just under 26 feet in height to the peak of the roof. The garage will be located to the rear of the house. As shown on the plot plan, the proposed location complies with the required setbacks as it is approximately 43 feet from the nearest side property line—a setback of 42 feet is required as that is the longest linear dimension of the structure.

As stated in the applicant's narrative, the garage will be for personal use. It is noted that there will be one exterior light next to the access door. The applicant is asked to provide information about this light.

When considering the request, that Commission is to consider the criteria outlined in Section 8.2 including suitable location for use, suitable structure for use, environmental compatibility, and neighborhood compatibility.

The applicant will be at the hearing to answer any questions.

Location Map





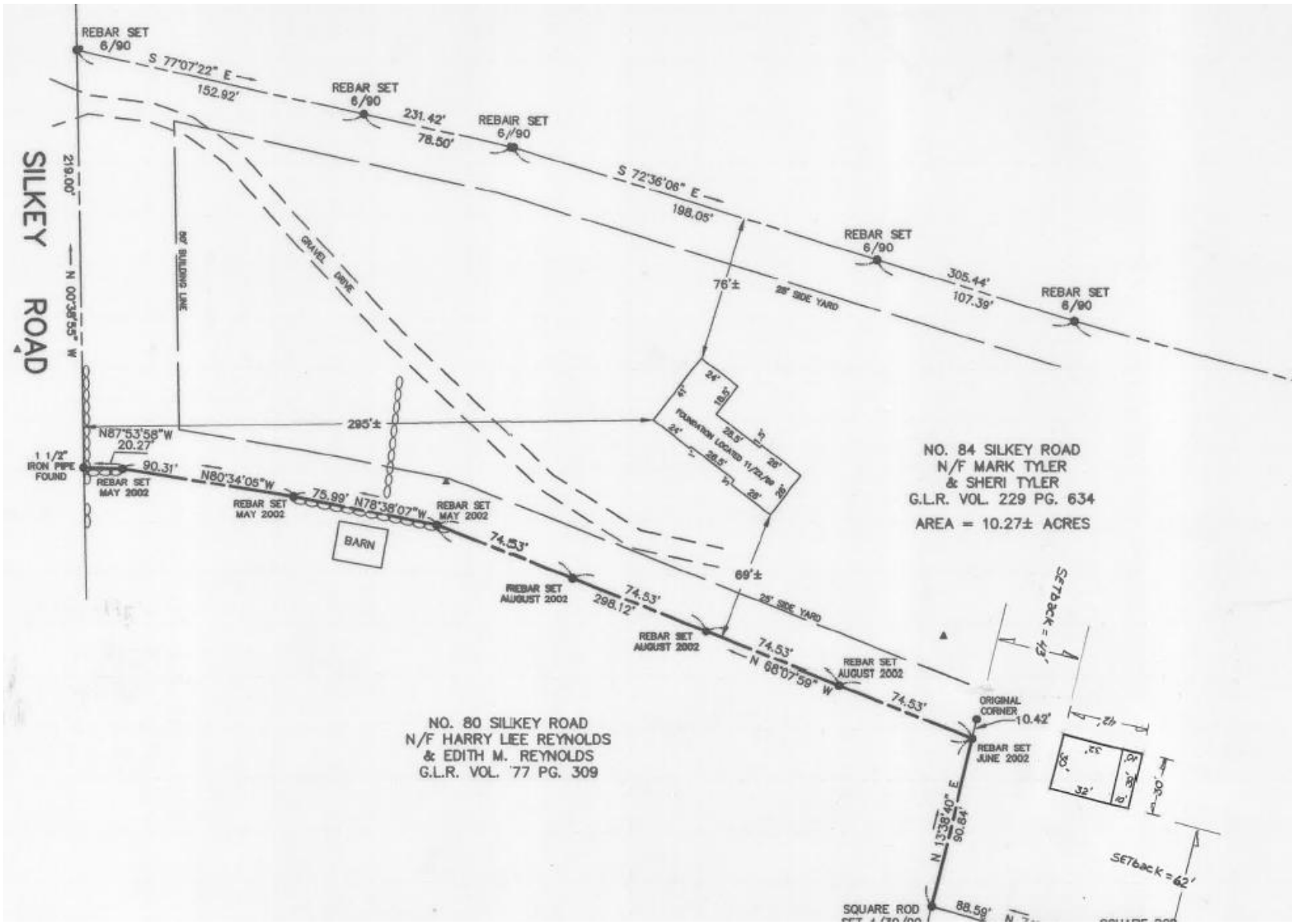
Application Materials

Good Morning Renee,
Thank you for your assistance in obtaining all the necessary information for obtaining the building permit for our project. Below is the narrative description:

The project at 84 Silkey Road involves The Barn Yard installing the foundation and building a two bay garage with a small workshop area and loft storage. The building will be used for personal hobby activities and storage. We plan to have one exterior light next to the access door which is located on the left side of the building.

Please let me know if you need any additional information.

Sheri Tyler
sktyler@cox.net
(860) 202-2521


SILKEY ROAD
REBAR SET 6/90
S 77°07'22" E
152.92'
REBAR SET 6/90
231.42'
78.50'
REBAIR SET 6/90
S 72°36'06" E
198.05'
REBAR SET 6/90
305.44'
107.39'
REBAR SET 6/90
219.00'
N 00°38'55" W
80' BUILDING LINE
GRAVEL DRIVE
76'±
25' SIDE YARD
295'±
N87°53'58"W
20.27'
1 1/2" IRON PIPE FOUND
90.31'
N80°34'05"W
REBAR SET MAY 2002
75.99'
N78°38'07"W
REBAR SET MAY 2002
REBAR SET MAY 2002
BARN
74.53'
REBAR SET AUGUST 2002
74.53'
298.12'
REBAR SET AUGUST 2002
74.53'
N 68°07'59" W
REBAR SET AUGUST 2002
74.53'
69'±
25' SIDE YARD
FOUNDATION LOCATED 11/23/98
NO. 84 SILKEY ROAD
N/F MARK TYLER
& SHERI TYLER
G.L.R. VOL. 229 PG. 634
AREA = 10.27± ACRES
NO. 80 SILKEY ROAD
N/F HARRY LEE REYNOLDS
& EDITH M. REYNOLDS
G.L.R. VOL. 77 PG. 309
SETBACK = 42'
ORIGINAL CORNER
10.42'
REBAR SET JUNE 2002
N 13°38'40" E
90.84'
SETBACK = 62'
SQUARE ROD
88.59'

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32'X30' NEWPORT GARAGE FOR:

SHERI & MARK TYLER

84 SILKEY ROAD
NORTH GRANBY, CT 06060



The BARN YARD
CUSTOMER APPROVAL DOCUMENT

Client Approval Required

Please review all drawings, specifications, and details carefully prior to construction. Your initials below indicate that you have reviewed and approved the construction documents as presented, and that the information accurately reflects your design intent.

Any revisions requested after approval may result in additional design or construction costs and schedule delays.

Special attention is required to confirm all color choices are correct which shall included by not limited to: Roofing, Siding, Trim, Doors and Windows.

I permit you to proceed with the project scheduling and manufacturing.

The Barn Yard will [illegible] scheduling and manufacturing [illegible] payment and all outstanding signed [illegible] have been reviewed.

Signed by: Mark Tyler
Client Signature: 00CB15ABFFF2491
Date: 8/28/2026

DESIGN DATA:

SNOW LOAD:	GROUND =35 PSF; ROOF =35 PSF
WIND SPEED:	Vult = 120 MPH; Vasd = 93 MPH (3 SEC. GUST)
FLOOR LIVE LOAD:	40 PSF
BUILDING CODE REFENCE:	2022 CONNECTICUT STATE BUILDING CODE. 2021 INTERNATIONAL RESIDENTIAL CODE.

32'X30' NEWPORT GARAGE WITH 10' TIMBER FRAME LEAN-TO

REVISION DATE: 08/25/2026	REVISION #:0

DESIGNED & FABRICATED BY:

The BARN YARD

DRAWING LIST

COVER	TITLE SHEET & DESIGN DATA
SHEET 1	ELEVATIONS
SHEET 2	ELEVATIONS
SHEET 3	FOUNDATION PLAN
SHEET 4	FIRST FLOOR PLAN
SHEET 5	ROOF FRAMING PLAN & NOTES
SHEET 6	BUILDING SECTION
SHEET 7	BRACED WALL SECTION & DETAILS
SHEET 8	TRUSS INFORMATION
SHEET 9	TRUSS INFORMATION

THE BARN YARD
MANUFACTURING & DESIGN FACILITY
9 VILLAGE ST.
ELLINGTON, CT 06029
860.454.9103
SHOWCASE LOCATIONS
120 WEST RD. ELLINGTON, CT 06029 860.896.0636
RTE. 6 BETHEL, CT 06801 203.740.7433
www.barnyard.com
CT LICENSE # 558916 MA LICENSE # 127550

THE BARN YARD CONTACT INFO:
PROJECT MANAGER
ANDREW PLANTE
O: 860-454-9103 x124
C: 860-840-3984
ANDREWP@BARNYARD.COM

NOTE:
ELEVATIONS & RENDERINGS ARE ARTISTS CONCEPTIONS. COLOR AND OPTION STYLES MAY DIFFER FROM ACTUAL CONSTRUCTION.

PROJECT NO. 13746 PRINT DATE: 08.25.2026

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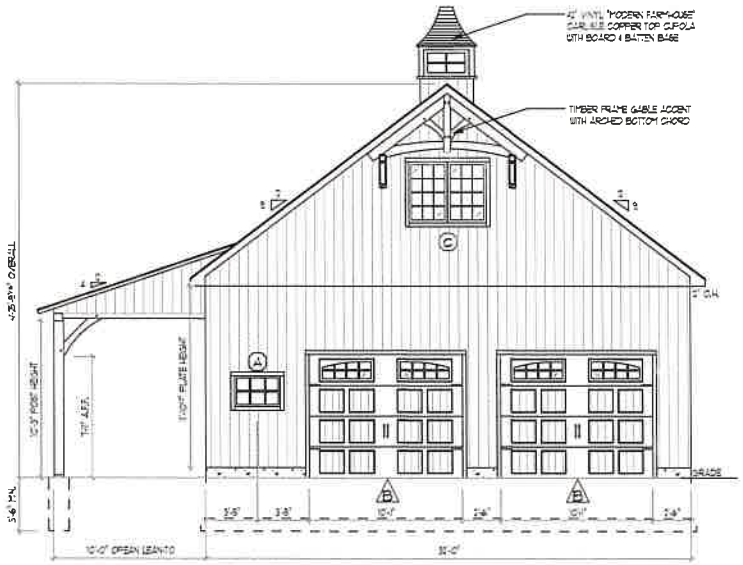


FRONT ELEVATION

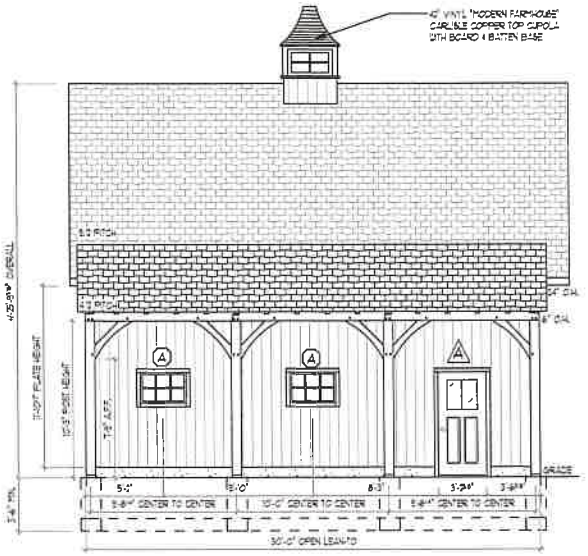
SCALE: 1/8"=1'-0"

WINDOW SCHEDULE

LETTER	MANUFACTURER	SERIES	MODEL #	TEMP	GRILL	COLOR	EGRESS	QTY	ROUGH OPENING
A	ANDERSEN	100	3010 AWNING	NO	GBG	TERRATONE	NO	5	3'-0" X 2'-0"
B	ANDERSEN	100	2640 SINGLE HUNG	NO	GBG	TERRATONE	NO	1	2'-6" X 4'-0"
C	ANDERSEN	100	2640-2 SINGLE HUNG	NO	GBG	TERRATONE	NO	1	5'-0" X 4'-0"

DOOR SCHEDULE

LETTER	MANUFACTURER	MODEL #	SIZE	HINGE	SWING	QTY	ROUGH OPENING
A	THERMATRU	MODEL 5462 FIBERGLASS INSULATED ENTRY DOOR WITH HALF GLASS	3068	R	IN	1	3'-2 3/8" X 6'-10 1/2"
B	GARAGA	10' X 8' DARK SAND ACADIA 138 CARRIAGE HOUSE NORTH HATLEY 8P STEEL INSULATED OVERHEAD DOOR WITH DOUBLE STOCKTON ARCHED INSERTS & STRAP HINGES /HANDLES	10'X8'	N/A	N/A	2	10'-1" X 8'-1"



LEFT ELEVATION

SCALE: 1/8"=1'-0"

APPROVAL INITIALS

Client Initials: MT

SEAL

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THE BARN YARD
MANUFACTURING • DESIGN FACILITY
5 VILLAGE DR.
ELLINGTON, CT 06029
860-454-1603
CT LICENSE # 550866
MA LICENSE # 121900

DESIGNED & FABRICATED BY:

The BARN YARD

32'X30' NEWPORT FOR:
SHERI & MARK TYLER
84 SILKEY ROAD
NORTH GRANBY, CT 06060

ELEVATIONS

STYLE: NEWPORT

JOB NO.:	13146
DATE:	08-23-16
SCALE:	AS NOTED
DRWN BY:	CGS
CHKED BY:	EWS

S-1

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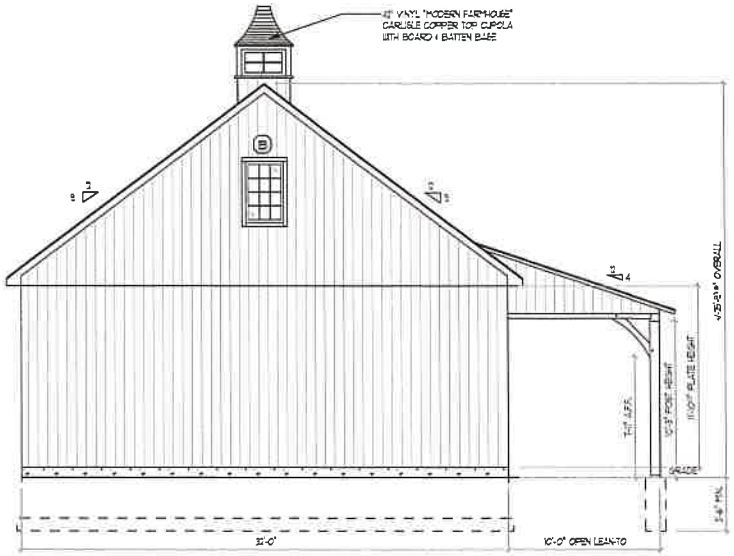


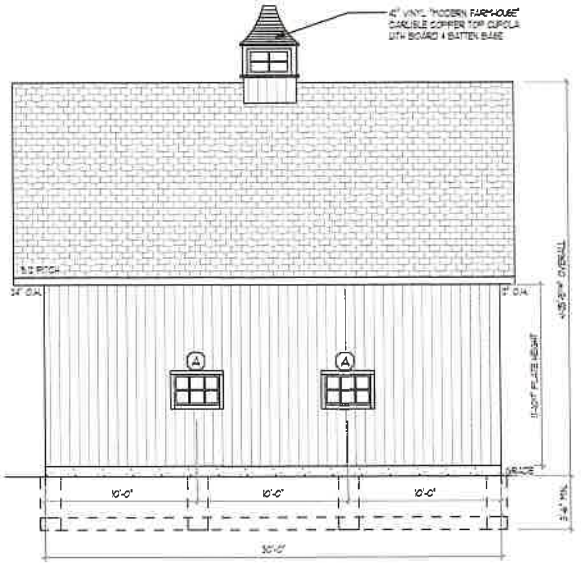
REAR ELEVATION

SCALE: 1/8"=1'-0"

BUILDING MATERIAL SCHEDULE

ITEM	DESCRIPTION	FINISH / COLOR
ROOF ASSEMBLY		
ROOFING	30 YR TAMKO ARCH SHINGLES	WEATHERED WOOD
WEATHER BARRIER	SYNTHETIC UNDERLAYMENT	N/A
ROOF DECKING	1/2" DOUGLAS FIR PLYWOOD	N/A
RIDGE VENT	CONTINUOUS ROLLED VENT	N/A
EAVE OVERHANGS	12" w/ LP SOFFIT	TIMBERLAND SUEDE
GABLE OVERHANGS	12" 2x6 LADDER FRAMED W/ LP SOFFIT	TIMBERLAND SUEDE
FASCIAS	1x LP	TIMBERLAND SUEDE
RAKES	1x LP	TIMBERLAND SUEDE

WALL ASSEMBLY		
FRAMING	2x6 STUDS @ 16" O.C.	N/A
SHEATHING	1/2" DOUGLAS FIR PLYWOOD	N/A
WEATHER BARRIER	TYVEK BUILDING WRAP	N/A
NAILING	1X3 HORZ. FURRING STRIPS @ 24" O.C.	N/A
EXTERIOR SIDING	1X10 LP SMART PANEL BOARD & BATTEN	TIMBERLAND SUEDE
DOOR TRIM	1X LP	TIMBERLAND SUEDE
WINDOW TRIM	1X LP	TIMBERLAND SUEDE



RIGHT ELEVATION

SCALE: 1/8"=1'-0"

APPROVAL INITIALS

Client Initials: MT

SEAL

THE BARN YARD
DESIGNERS & DESIGN FACILITY
& VILLAGE OF
ELLINGTON, CT 06029
860-454-1601
SO SEDITIONARY LOCATION
RTE. 6
ELLINGTON, CT 06029 BETHEL, CT 06801
860-875-3618 203-743-5513
CT LICENSE # 556866
MA LICENSE # 070550

DESIGNED & FABRICATED BY: The BARN YARD

32'X30' NEWPORT FOR:
SHERI & MARK TYLER
84 SILKEY ROAD
NORTH GRANBY, CT 06060

ELEVATIONS

STYLE: NEWPORT

JOB NO.:	13146
DATE:	08-23-16
SCALE:	AS NOTED
DRWN BY:	CGS
CHKED BY:	EWB

S-2

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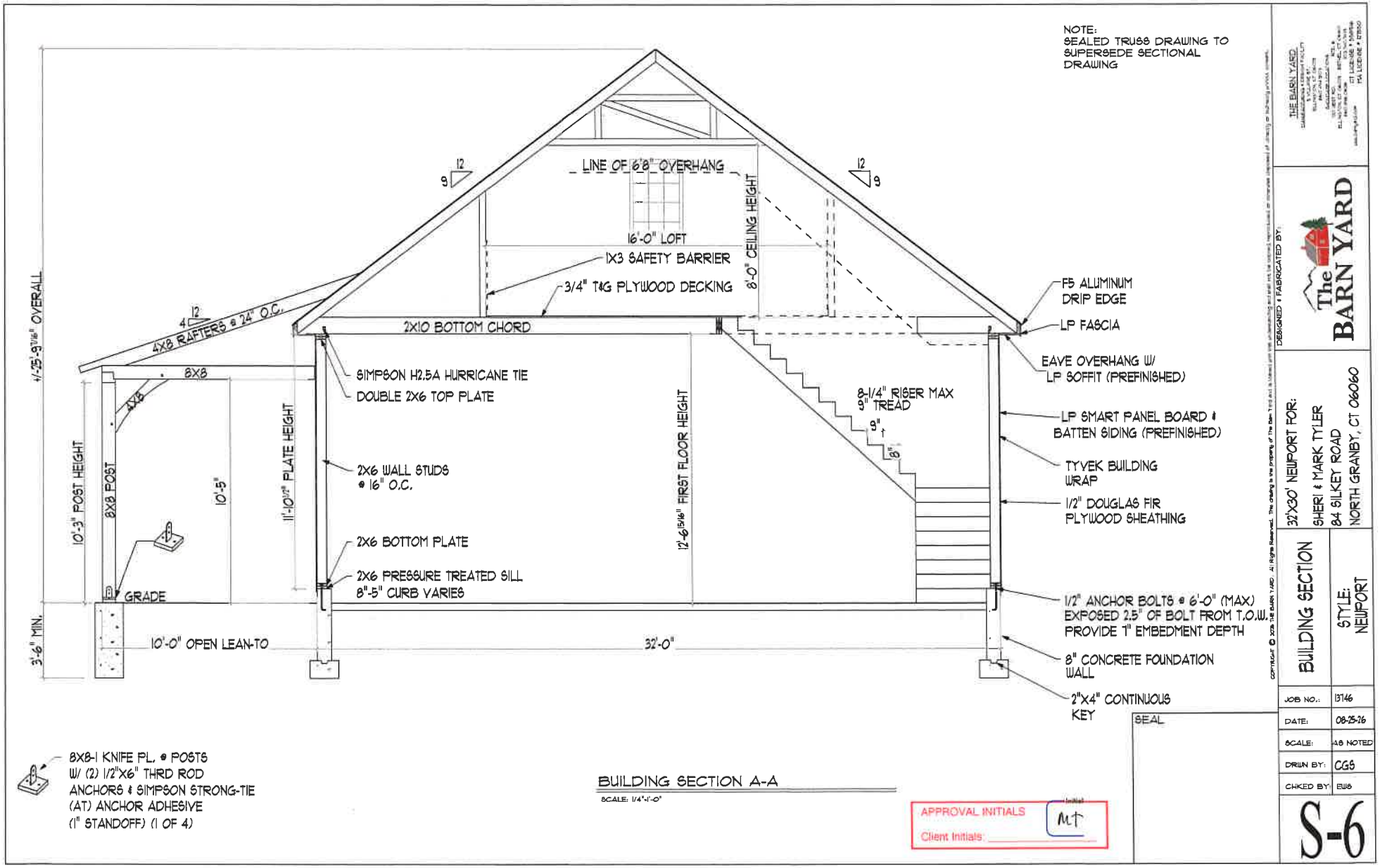

8X8-1 KNIFE PL. @ POSTS W/ (2) 1/2"X6" THRD ROD ANCHORS & SIMPSON STRONG-TIE (AT) ANCHOR ADHESIVE (1" STANDOFF) (1 OF 4)

BUILDING SECTION A-A

SCALE: 1/4"=1'-0"

APPROVAL INITIALS
Client Initials: MT

SEAL

THE BARN YARD

DESIGNED & FABRICATED BY: The BARN YARD

32'X30' NEWPORT FOR:
SHERI & MARK TYLER
84 SILKEY ROAD
NORTH GRANBY, CT 06060

BUILDING SECTION

STYLE: NEWPORT

JOB NO.:	13146
DATE:	08-25-26
SCALE:	AS NOTED
DRWN BY:	CGS
CHKED BY:	EWS

S-6

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84 Silkey Road, Proposed Lights





Sent from my iPhone

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

CC: Maximum Enterprises / Doug Max

FROM: Abby Kenyon, Director of Community Development

DATE: October 7, 2026

RE: Application seeking to modify a Special Permit under Zoning Regulations Section 3.8 for a carport addition, 516 Salmon Brook Street, I Zone.

The property, 516 Salmon Brook Street, is 2.69 acres in the Industrial Zone. There is one building on the property, which is approximately 4,000 square feet. The property is used by Maximum Tree Service and the existing structure houses equipment for the business. This site development was approved in 2004 by site plan/special permit.

The applicant recently was granted Special Permit approval to convert a portion of the building into a 720 square-foot caretaker apartment. The applicant is now applying to the Commission to add an open carport off the side of the building, adjacent to the caretaker apartment. This carport would measure 20 feet by 40 feet, and would extend the width of the building. The proposed addition would be in line with the existing building and would comply with the required side yard setback. The carport would allow the parking of vehicles next to the apartment and would provide a covered entrance.

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

516 Salmon Brook Street






Proposed carport
Canopy enclosed for apartment

Applicant's Narrative

To the Granby Planning & Zoning Commission:

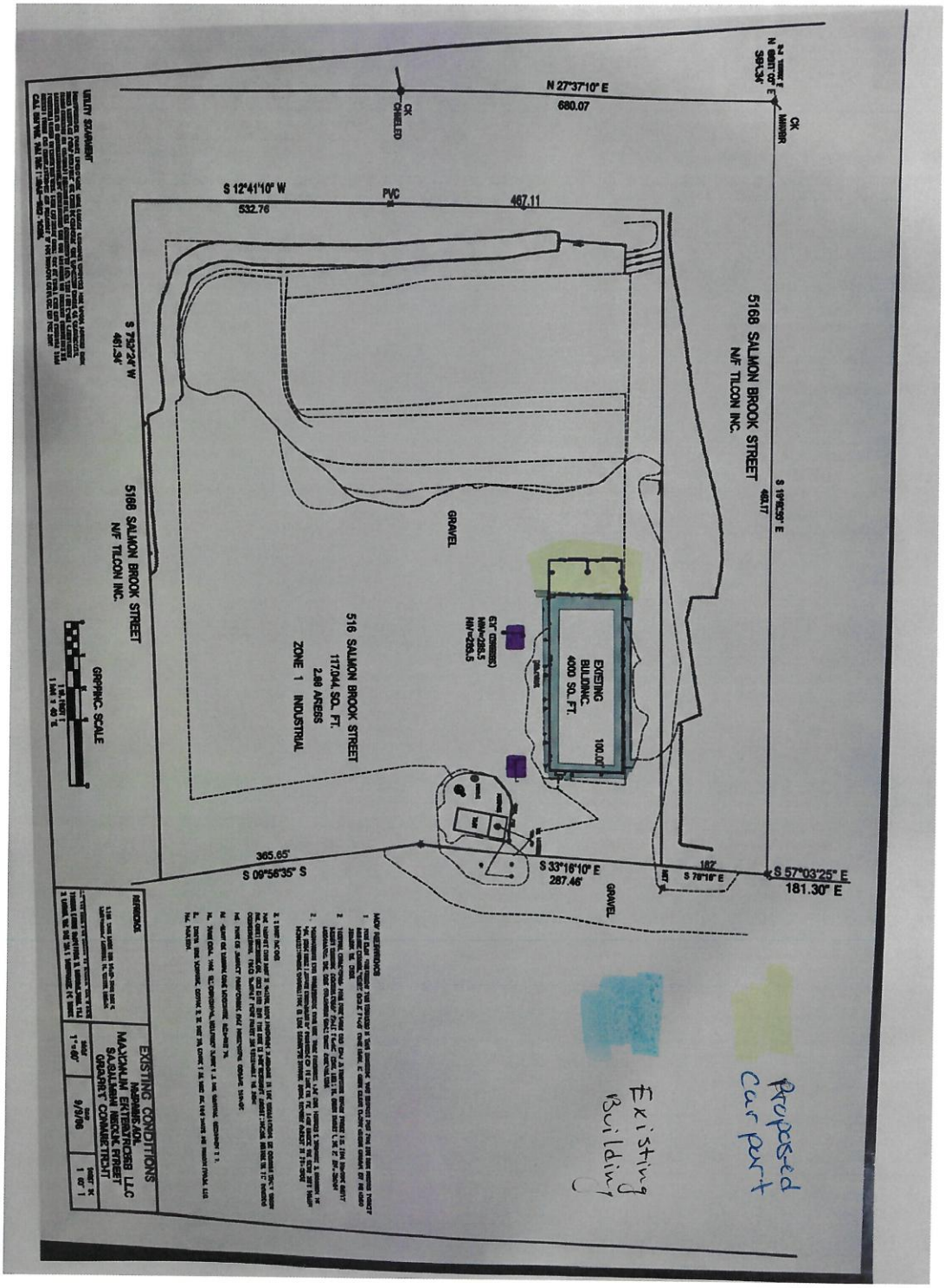
I, Doug A. Max appear before you requesting a site-plan modification to an existing site-plan @ 516 Salmon Brook Street.

I seek permission to add an open car port off the side of the pre-existing shop. We were granted permission to create a care-takers apartment.

This carport would allow us covered parking adjacent to the apartment.



Layout



N 27°37'10" E
680.07
CK
CHIELED
CK
MWRR
S 12°41'10" W
532.76
PVC
467.11
5168 SALMON BROOK STREET
N/F TILCON INC.
S 19°02'30" E
468.17
S 7°52'24" W
461.34'
5168 SALMON BROOK STREET
N/F TILCON INC.
GRAVEL
516 SALMON BROOK STREET
117,044 SQ. FT.
2.68 ACRES
ZONE 1 INDUSTRIAL
EXISTING
BUILDING
4000 SQ. FT.
100.00'
GRAPHIC SCALE
365.65'
S 09°56'35" S
S 33°16'10" E
287.46'
182'
S 78°16' E
S 57°03'25" E
181.30" E
GRAVEL
UTILITY STATEMENT
REFERENCES
EXISTING CONDITIONS
MAXIMUM ENTERPRISES LLC
SALMON BROOK STREET
GRANBY CONNECTICUT
Proposed Car port
Existing Building

Pictures





TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

CC: Robert Clark

FROM: Abby Kenyon, Director of Community Development

DATE: September 30, 2026

RE: Application seeking a Special Permit under Zoning Regulations Section 8.1.3.4 for a garage in excess of 1,000 square feet, 97 Loomis Street, R2A Zone.

Zoning Regulations Section 8.1.3.4 requires Special Permit approval for an accessory building that is to cover a footprint of more than 1,000 square feet. There is an existing barn/garage structure on the property that is 1,840 square feet. The application proposes to construct an addition off the back of this structure that will measure 14 feet by 40 feet (560 square feet). This would bring the total size to 2,400 square feet. The existing structure is located about 178 feet from the front property line, about 170 feet from the nearest side property line, and about 1,300 feet from the rear property line. The proposed addition to the rear would comply with the required setbacks.

It is understood that the structure is for personal use, however the applicant is asked to confirm this. It is noted that there will be exterior lights at the doors. The applicant is asked to provide information about the proposed lights.

When considering the request, that Commission is to consider the criteria outlined in Section 8.2 including suitable location for use, suitable structure for use, environmental compatibility, and neighborhood compatibility.

The applicant will be at the hearing to answer any questions.

Location Map

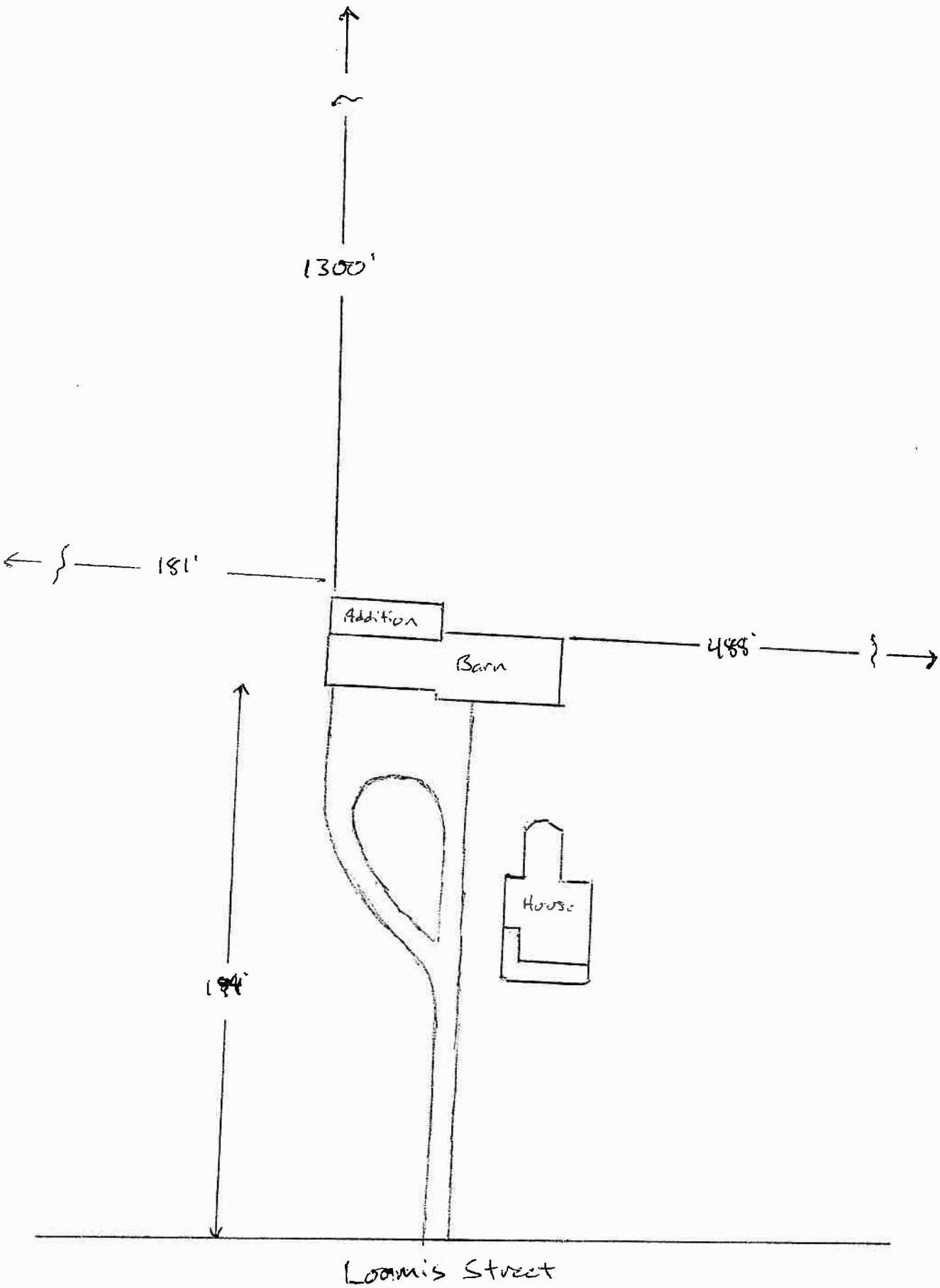



Proposed addition
(approx.)
LOOMIS STREET


omis St
Connecticut
oogle Street View
See more dates
Proposed addition to rear of
this structure

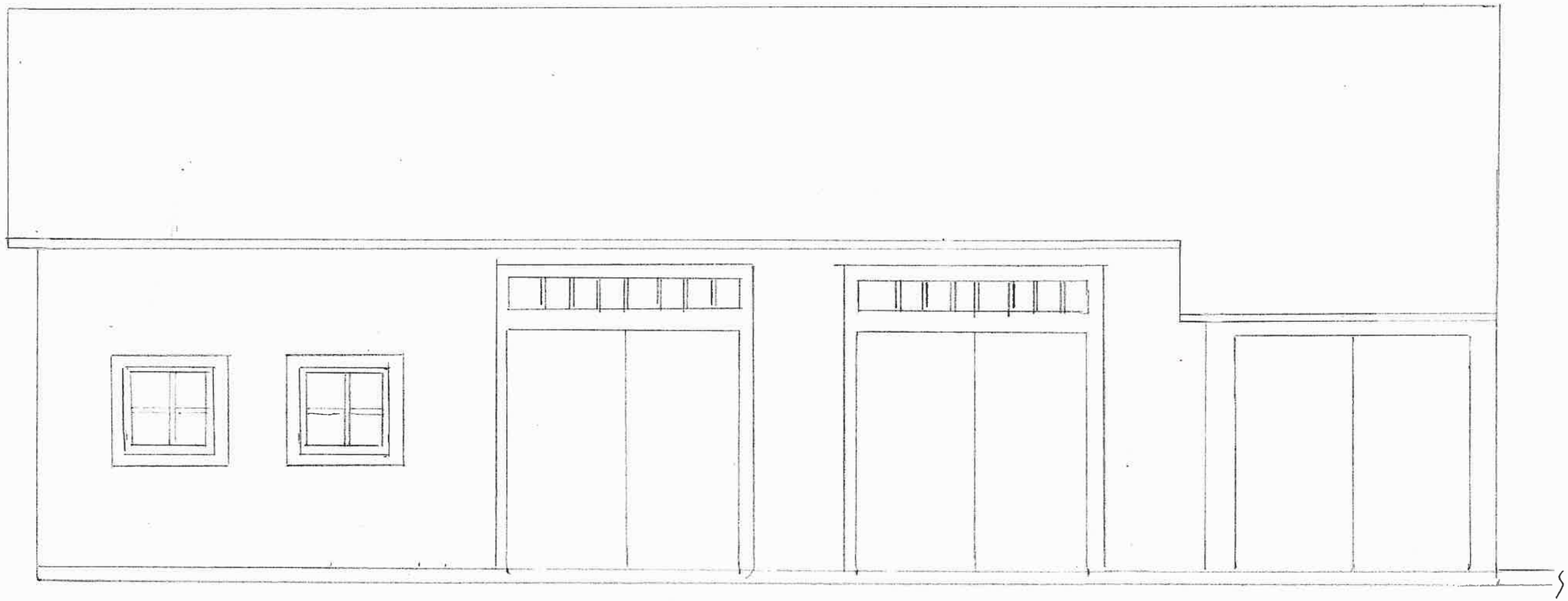
Application Materials

Proposed construction is a 14' x 40' (560 sq. ft.) addition to existing 18'6" x 40' (740 sq. ft.) barn where two bays are currently used as a carport and the third was previously used as stables. Existing barn is attached to another 25' x 44' barn. Proposed addition will have only one exterior man-door to the rear of the addition. Exterior lighting will be limited to lights at doors.

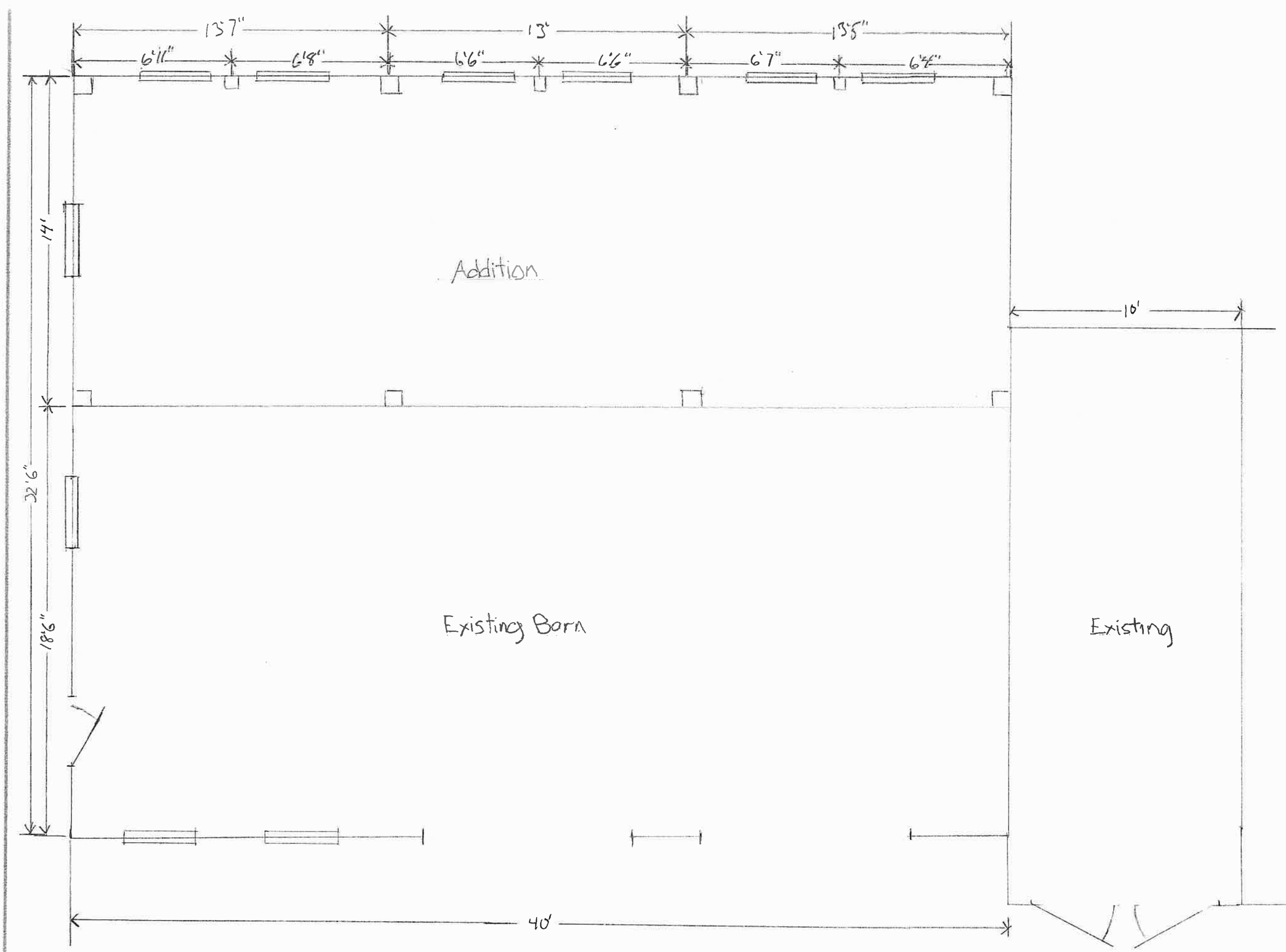

1300'
181'
Addition
Barn
488'
House
194'
Loomis Street

Bob Clark
97 Loomis St.
(619) 865-5253

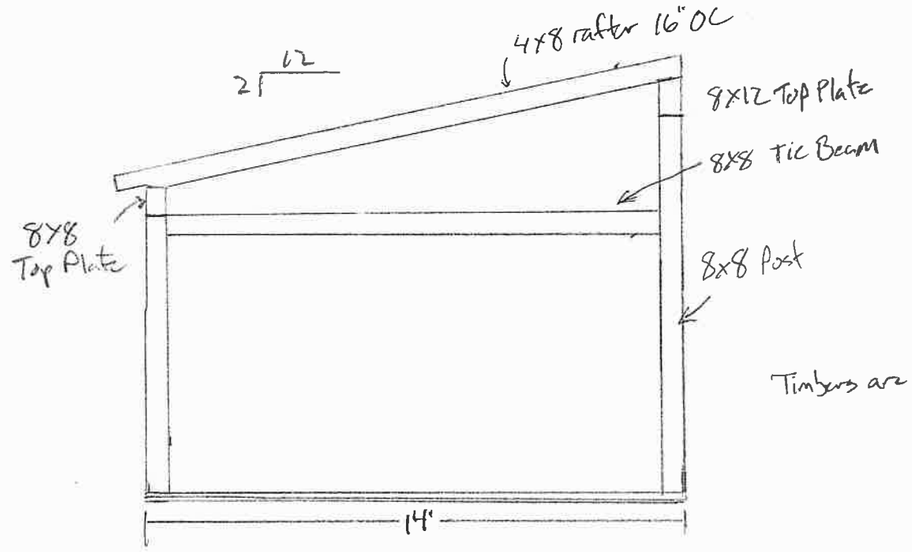
OVER 1000 #



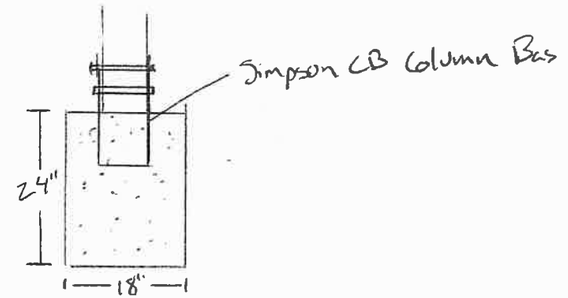

12
2½
14'
18'6"


13'7"
13'
15'5"
6'11"
6'8"
6'6"
6'6"
6'7"
6'4"
14'
Addition
10'
32'6"
18'6"
Existing Barn
Existing
40'

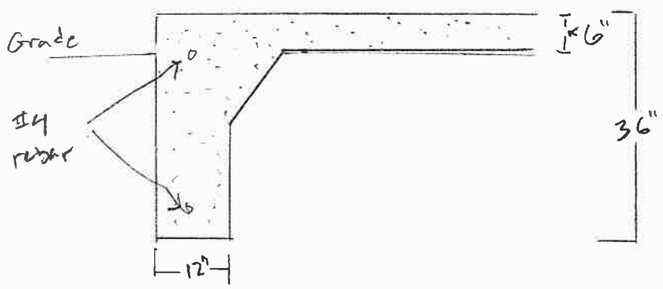
Roofing - Asphalt over Ice & Water Shield



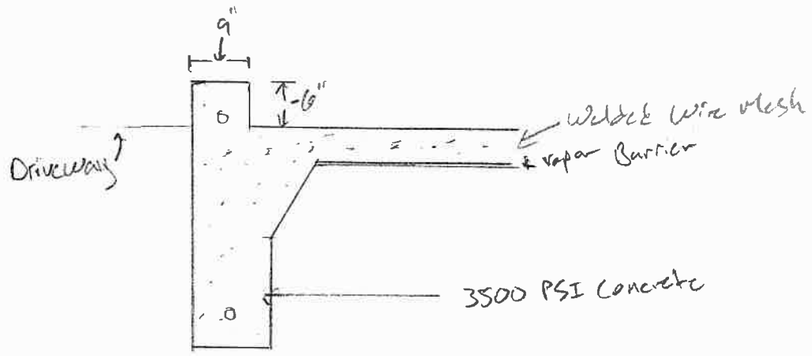
Timbers are Eastern White Pine



Interior Post Footing



Slab (Except along Driveway)



Slab with Stem Wall along Driveway

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

FROM: Abby Kenyon, Director of Community Development

DATE: October 2, 2026

RE: 2026-2036 Plan of Conservation and Development

Background

Every ten years as required under Connecticut State Statute, municipalities must prepare and adopt a plan of conservation and development (POCD). A POCD is a document that outlines policies, goals, and standards for the physical and economic development of a municipality. It recommends the most desirable uses of land within a municipality for residential, recreational, commercial, industrial, conservation, agricultural, and other uses. Granby's last POCD was adopted in September 2016.

To oversee the 2026 POCD update, the Planning and Zoning Commission created a POCD Committee. This Committee included representative from various Town Boards and Commission and residents. The Committee first met in September 2025 and over the course of ten months, worked on the POCD update. The Committee met once a month, held several public workshops and distributed an online survey. The work culminated in a draft POCD that was referred to the Planning and Zoning Commission at the end of June.

At the Commission's July 14th meeting, the Commission reviewed the POCD, minor changes and edits were made, and at the Commission's July 23rd meeting, the POCD was referred to the Board of Selectmen and Capitol Region Council of Governments. The Commission also decided to hold a public hearing at the October 13th meeting. The POCD was filed with the Town Clerk and posted on the Town website, as required. It is noted that while the Board of Selectmen did not take formal action on the POCD, members were asked to forward any comments to the Commission for consideration. Attached to this memo are comments that were received for the Commission's consideration. Also attached is the referral letter from CRCOG.

During the public hearing on October 13th, the Commission will receive input from the public. The Commission may decide to revise or modify the POCD in response to any comments.

Next Steps

After conclusion of the public hearing, and discussion of any possible changes, the Commission can vote on POCD adoption. When voting, the Commission must establish an effective date and

notice of POCD adoption must be published in the newspaper prior to that date. Within 30 days after adoption, the POCD must be posted on the website and filed with the Town Clerk and within 60 days, the POCD must be filed with the State Office of Policy and Management.

Comments Received

From: Margaret Chapple
To: Abigail Kenyon; Renee Deltenre
Subject: Fw: Granby Draft POCD comments
Date: Tuesday, September 15, 2026 8:20:35 PM

Abby and Rene,

I'm not sure whether Mark Neumann's comments about the draft POCD have made their way to you, but wanted to make sure that you saw them. Thank you.

Peggy

From: Mark Neumann <neumann@granby-ct.gov>
Sent: Tuesday, August 25, 2026 8:29 AM
To: Mark H. Fiorentino <mfiorentino@granby-ct.gov>; Margaret Chapple <mchapple@granby-ct.gov>
Subject: Granby Draft POCD comments

Mark,

At the August 3rd BOS meeting you asked for Board member comments to the Draft POCD to be sent to Peg for review and consolidation before forwarding to the Plan of Conservation and Development committee.

Here are my comments to the Draft of Granby's Plan of Conservation and Development 7-30-26.

Page 9 includes the statement that "Connections to the Farmington Valley Canal Heritage Trail should be considered," Granby has a connection at Floydville Rd., so could the wording be changed to say "Additional connections to the Farmington Valley Canal Heritage Trail should be considered"?

Page 73 uses the term "sharrows". Could a definition be added?

Page 85 Paragraph 3 "...Granby's 1963 Pilot Pan of Development," Should be "... Granby's 1963 Pilot Plan of Development."

Page 85 recommends, "Consideration should be given to include the remainer of the Kearn's School property (5 Canton Road) in the sewer service area." The proposed additional area is mostly wetlands and the non-wetlands area is accessible by crossing wetlands. Using the sewer capacity to promote development on this lot has a low benefit for the cost.

Regards,
Mark Neumann

CRCOG Referral

CRCOG CAPITOL REGION COUNCIL OF GOVERNMENTS
Working together for a better region.

350 Church Street / Hartford / Connecticut / 06103
Phone (860) 522-2217 / Fax (860) 724-1274
www.crcog.org

September 15, 2026

TO: GRANBY PLANNING AND ZONING COMMISSION

REPORT ON ZONING REFERRAL POCD-2026-8: Proposed comprehensive update to the POCD.

COMMISSIONERS: Receipt is acknowledged of the above-mentioned referral. Notice of this proposal was transmitted to the Regional Planning and Development Division of the Capitol Region Council of Governments under the provisions of Section 8-3b of the Connecticut General Statutes, as amended.

COMMENT: The staff of the Regional Planning Commission of the Capitol Region Council of Governments has reviewed this zoning referral and finds no apparent conflict with regional plans and policies or the concerns of neighboring towns. The POCD update greatly aligns with the Regional POCD. The Town of Granby stands out in the Region as a municipality with an incredible wealth of natural resources. This update takes great measures to not only protect this wealth of natural resources but outlines actions to specifically enhance natural systems with some emphasis placed on natural habitat preservation and development. This directly aligns with the Regional POCD's goal to Protect our Region's natural resources and landscapes and minimize impacts from development and human activity. Additionally, the local POCD update makes great effort to invest in bicycle and pedestrian facilities. This directly aligns with the Regional POCD's theme to Invest in transportation options for every journey. While not outlined in the Regional POCD, staff wanted to commend the specific action item to limit cul-de-sac developments. A single cul-de-sac development may not seem regionally significant, but the existing series of them across the region make it much more difficult to plan effective regional transportation systems, create burdensome bicycle and pedestrian conditions, and often result in traffic congestion by concentrating traffic on one major arterial. This effort to limit them does not go unrecognized and is commended. CRCOG staff look forward to working with the municipality of Granby to achieve the overlapping goals in both the local and regional POCDs.

The public hearing date has been scheduled for 10/13/2026.

In accordance with our procedures this letter will constitute final CRCOG action on this referral. Questions concerning this referral should be directed to Jacob Knowlton.

DISTRIBUTION: Planner: Suffield, East Granby, Simsbury, Canton, Hartland, Barkhamsted, Northwest Hills COG

Respectfully submitted,

Jennifer Bartiss-Earley, Chairman
Regional Planning Commission

William Rice, Vice Chairman
Regional Planning Commission



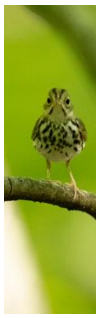






Town of Granby
Plan of Conservation and Development
2026-2036















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Back Page Photo Credit: Rick Orluk

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 are current as of July 2026.

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Executive Summary

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 (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 Plan. The Table of Contents will provide a full guide to the sections of the Plan and where in the document those subjects are addressed. We hope that interested Town residents and others will read the Plan in its entirety.

Purpose & Process

- Connecticut General Statutes requires all municipalities to create such a plan every ten years. This plan replaces Granby's 2016–2026 Plan of Conservation and Development.
- The Plan is the Town's official 10-year planning document guiding land use, conservation, and community development decisions. It also provides guidance for zoning regulation amendments, capital improvement planning, and grant applications.
- The Plan of Conservation and Development 2026 Committee sought input from Town residents through community surveys, public workshops, stakeholder interviews. This work culminated in this Plan that reflects Granby's values. Among the most important values 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.
- 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 Town's surrounding areas are predominantly residential and agricultural.

Demographics

- Granby's population is 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 size is shrinking.
- Granby's adult residents have a relatively high level of educational attainment, and the median household income in Town is above state and regional 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 Plan.

Housing

- Granby's housing stock is predominantly single-family, although in the past few years the Town has seen some increases in multifamily and rental options.
- Housing costs in Granby have risen and affordability is a growing concern for Town residents, especially for young families and seniors on fixed incomes.
- The Plan notes that accessory dwelling units are a 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 10 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.

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- The zoning map should reflect and reinforce the Plan'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.
- The Route 10 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.

Historic Resources

- Granby has a rich historic built environment — historic homes, farms, stone walls, cemeteries, and public buildings.
- Historic preservation efforts are coordinated with the Salmon Brook Historical Society.
- Some of the key threats to the historic properties in Granby 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: Salmon Brook, 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.
- 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.

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● 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.
● Many residents identified loss of farmland as 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. Possible 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.
● 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: Municipal Complex, which includes the Town Hall, Police Department, Granby Public Library, Board of Education, and Senior Center & Youth Services buildings, Public Works Facility, Animal Shelter, Cossitt Library, Salmon Brook Park, Ahrens Park, Granby Memorial High School, Granby Memorial Middle School, Kelly Primary Lane School, Wells Road Intermediate School, Holcomb Farm, and the Town Green.
● The Town Green is the center of the community; reservation and enhancement of this community space is recommended.
● 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 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.

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Transportation & Infrastructure

- Granby's transportation network is almost entirely automobile-dependent. There is minimal public transit service, and this is unlikely to change.
- The Town's pedestrian and bicycle infrastructure is limited. Additional sidewalks along Route 10 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 aging infrastructure and investments that may be needed to the sanitary sewer system.

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Introduction

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Background

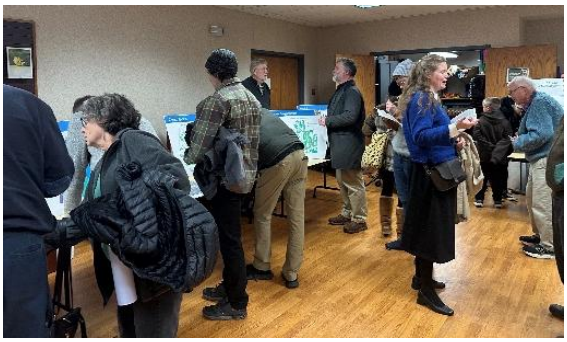
Every ten years as required under Connecticut General Statutes Section 8-23, entitled 'Preparation, Amendment or Adoption of Plan of Conservation and Development', municipalities must prepare and adopt a Plan of Conservation and Development (Plan). According to State Statute, Plans of Conservation and 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 meetings 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 October 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.



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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

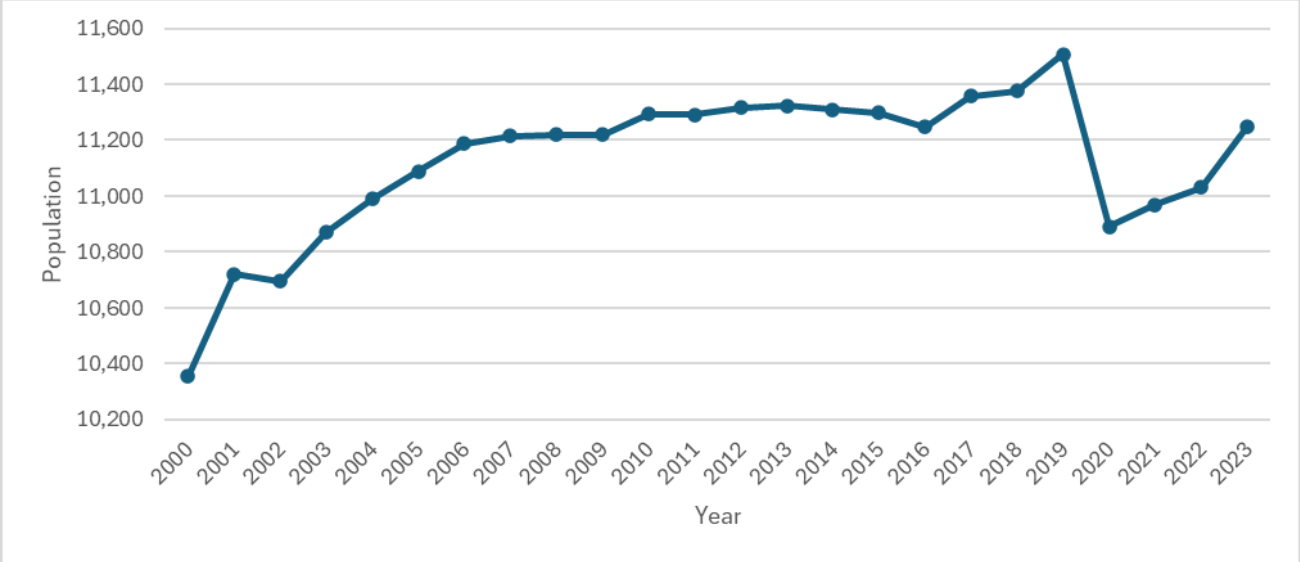
Demographics

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

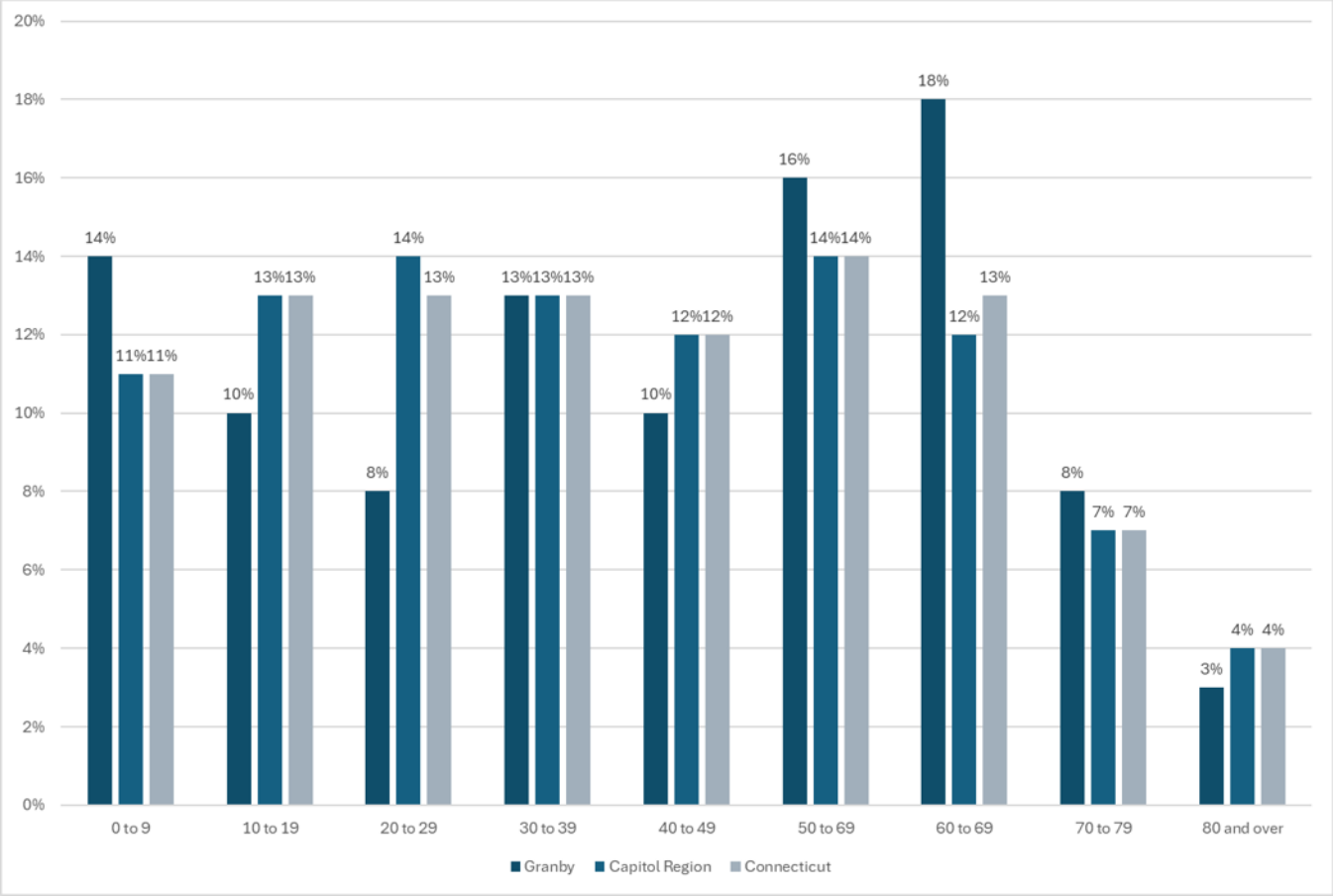
Age

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

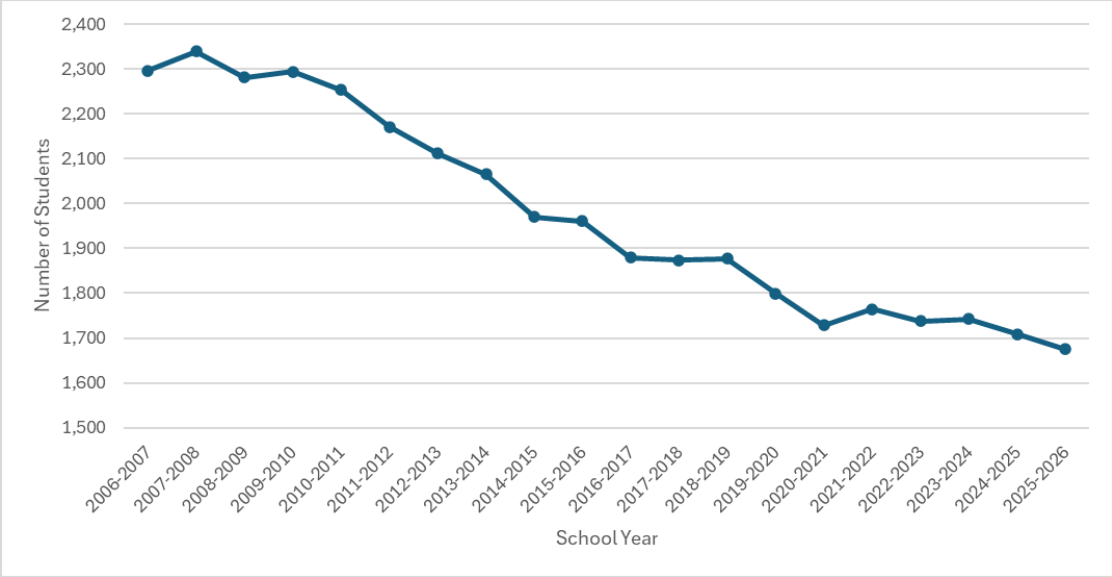


Source: 2022 American Community Survey 5-year Estimates

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.

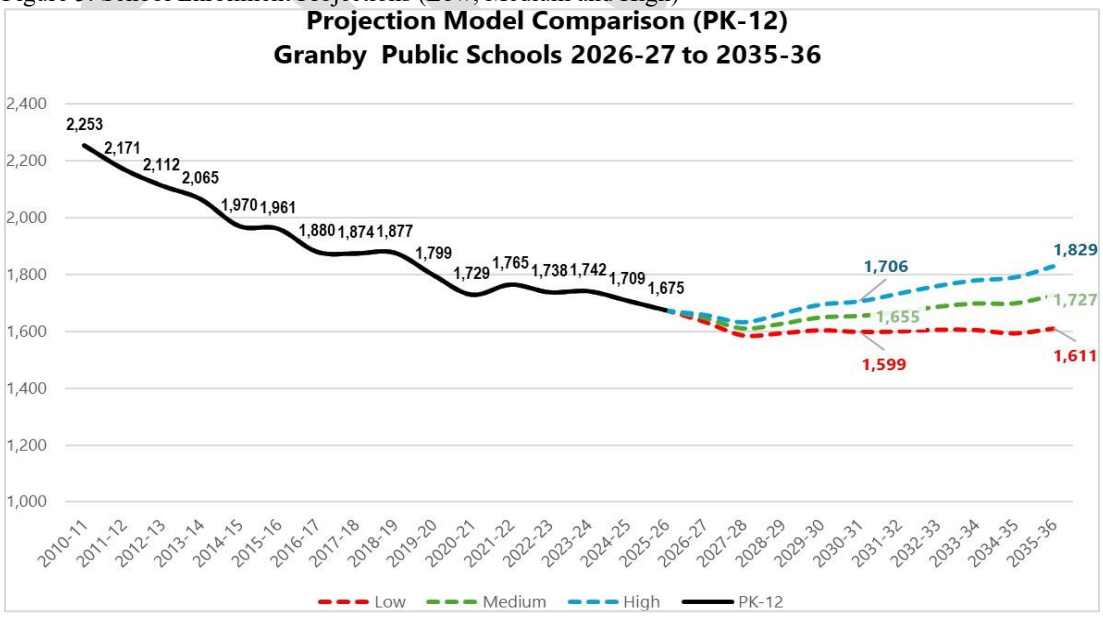
Figure 4: School Enrollment 2006 - 2026



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)

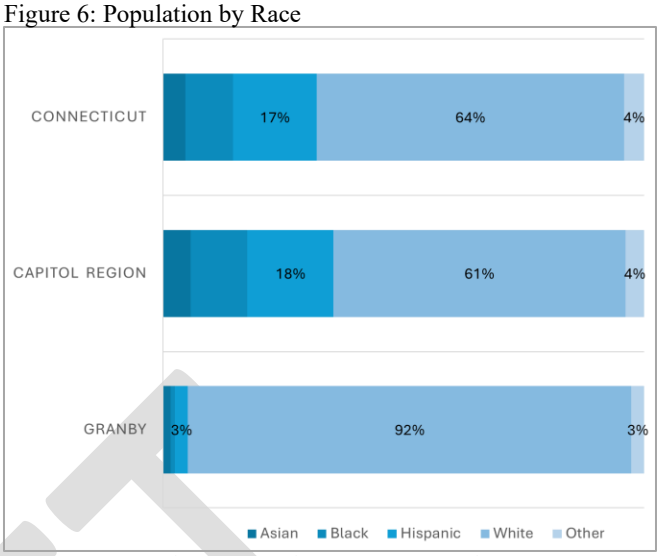


Source: Granby Public Schools Enrollment Projections Report, Executive Summary, February 2026. MP Planning Group.

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



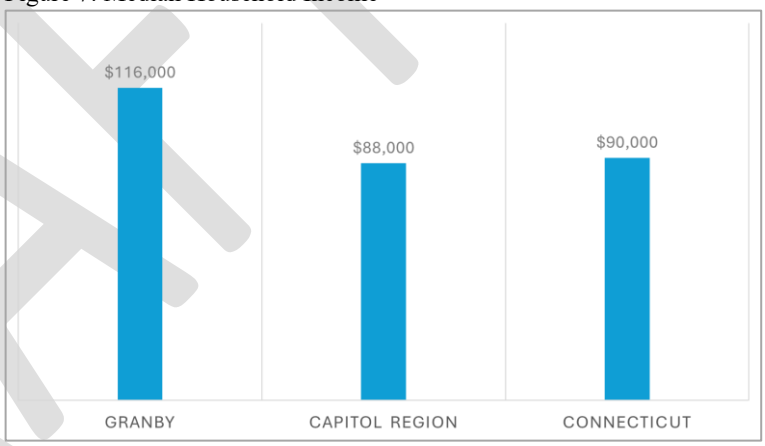
Source: 2022 American Community Survey 5-year Estimates

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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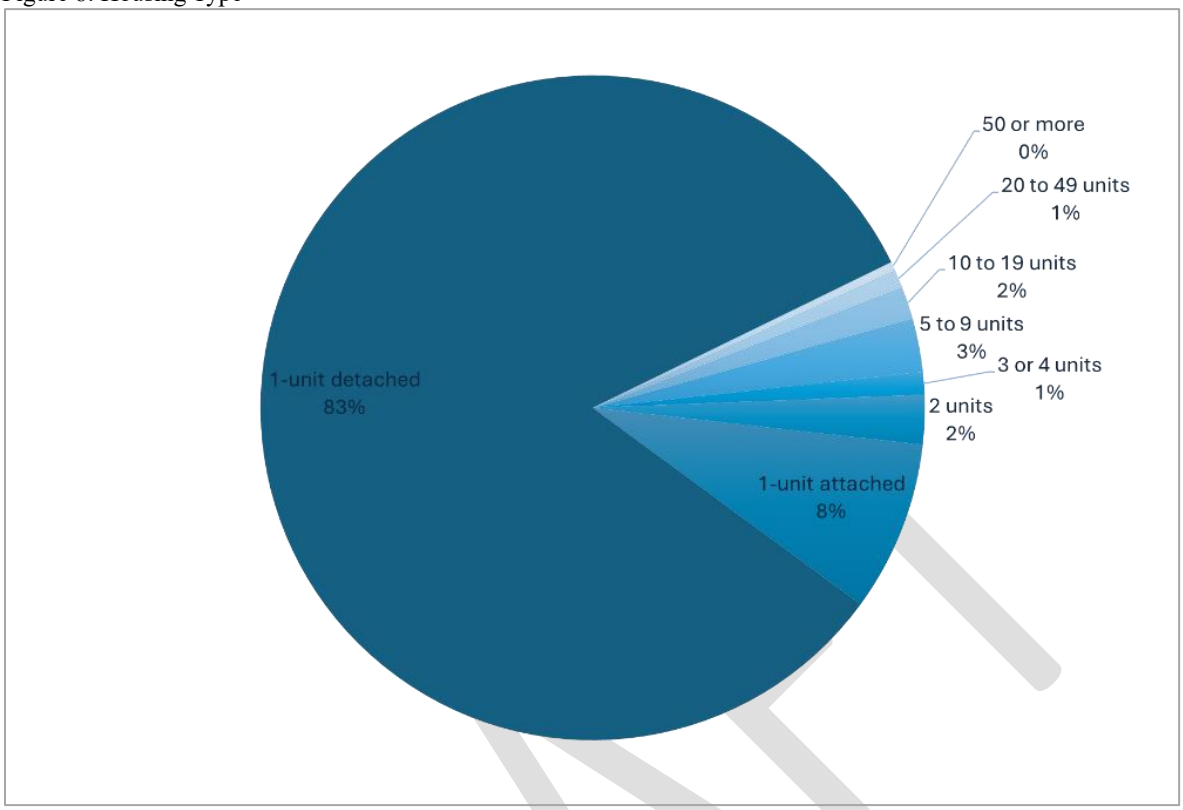
Figure 8: Housing Type



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. These rental rates are likely not yet reflected in the rental data outlined above, as such the median rent may be higher. 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

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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.

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

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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 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.

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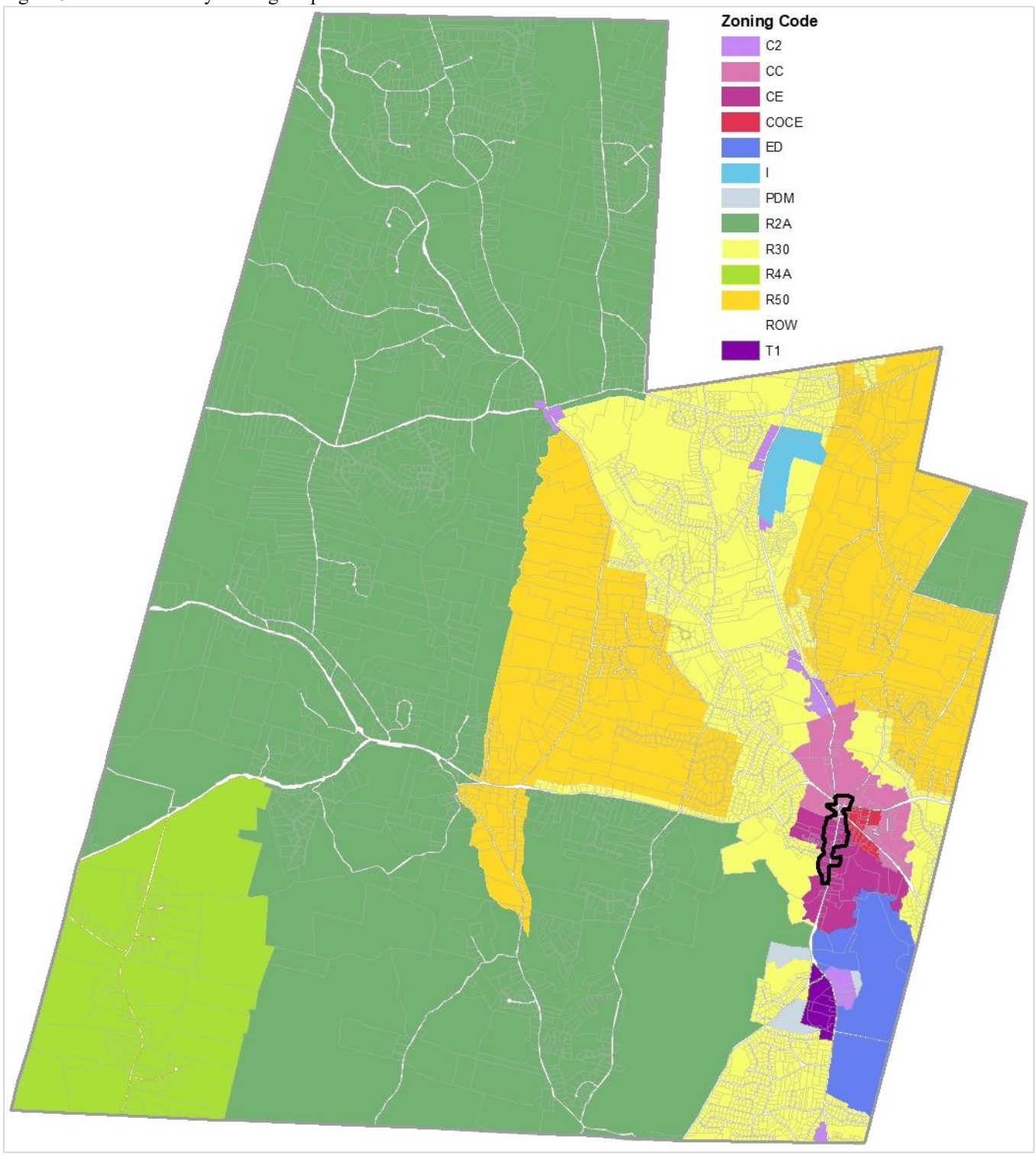
Figure 9: Town of Granby Zoning Map

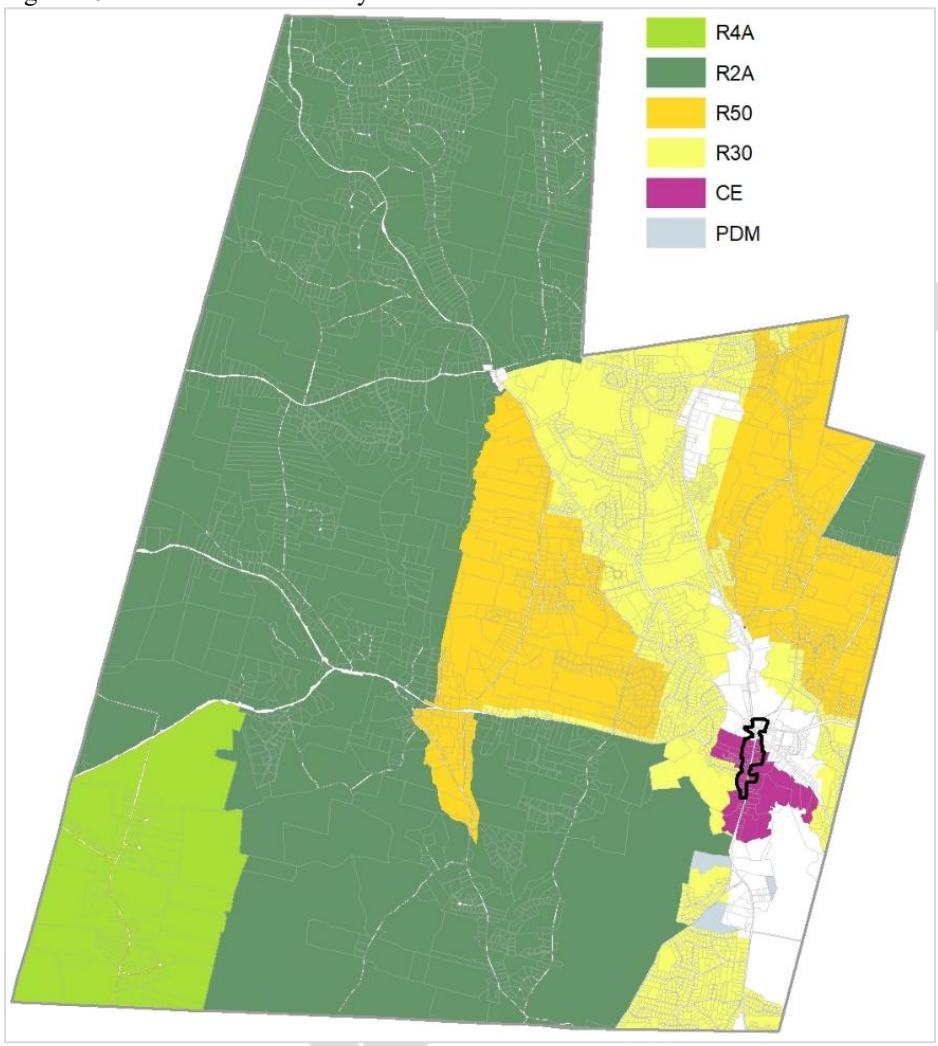


Residential

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



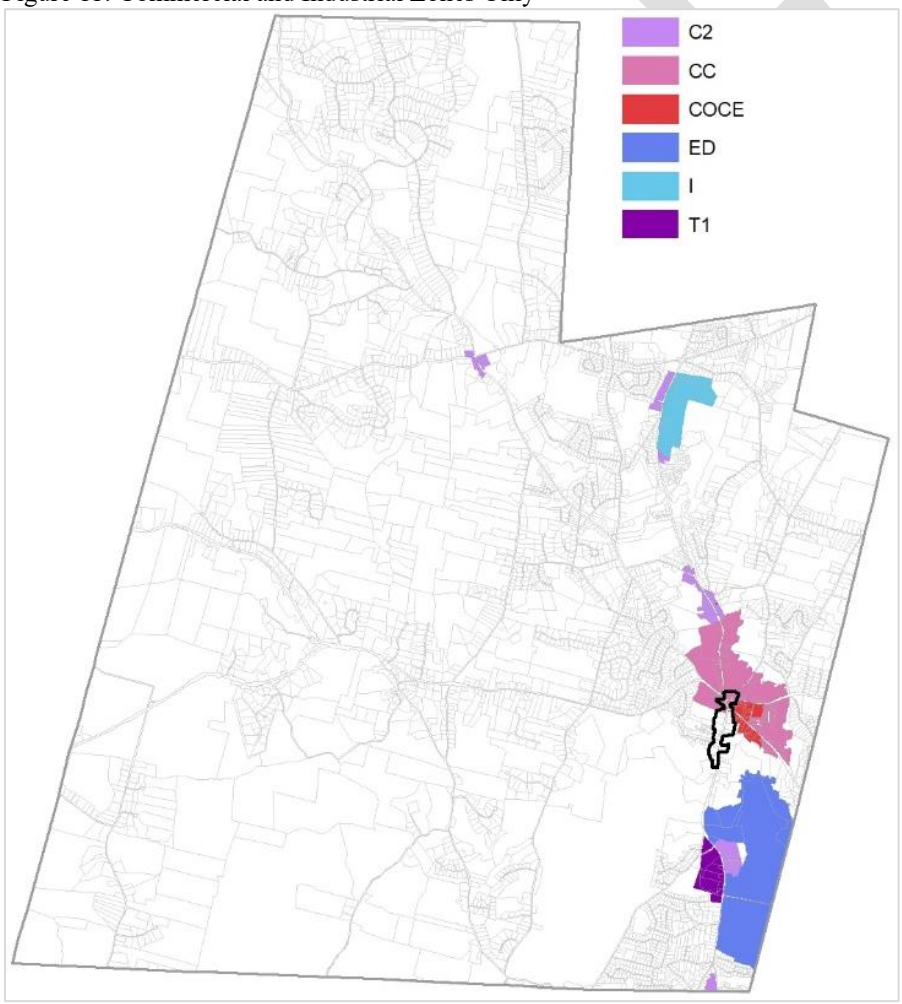
Commercial and Industrial Development

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

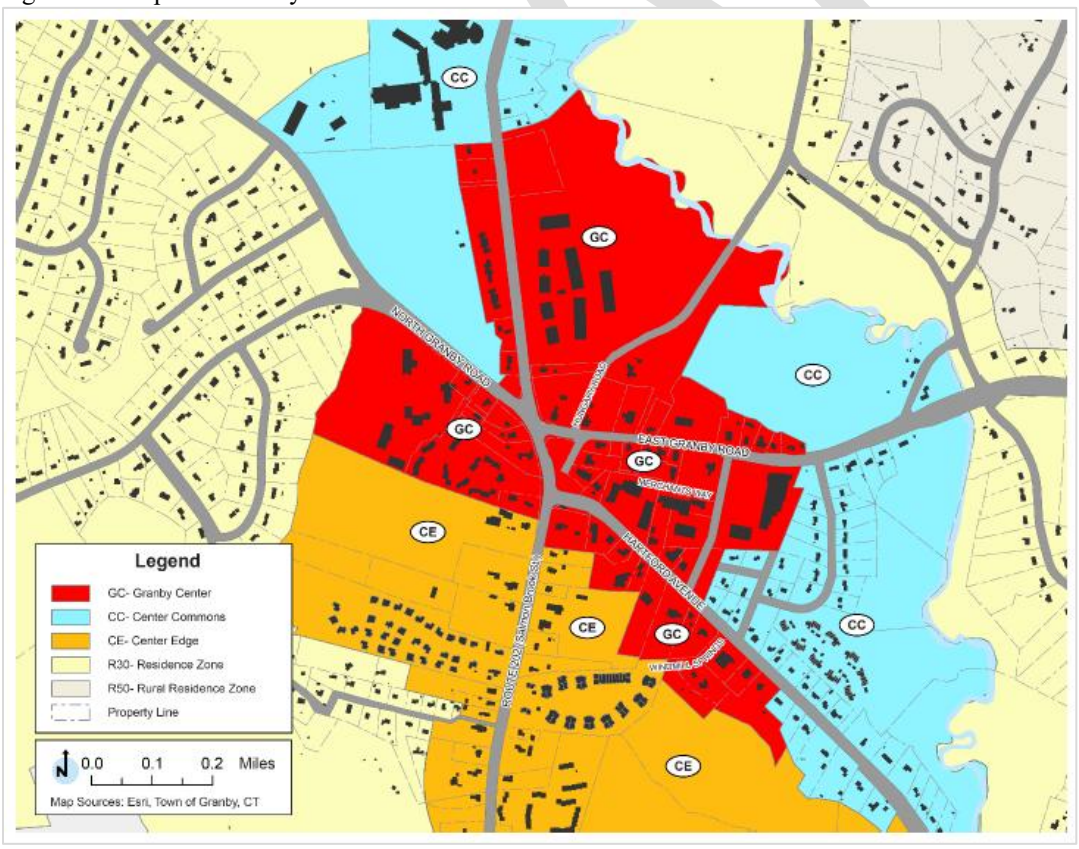


Granby Center

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

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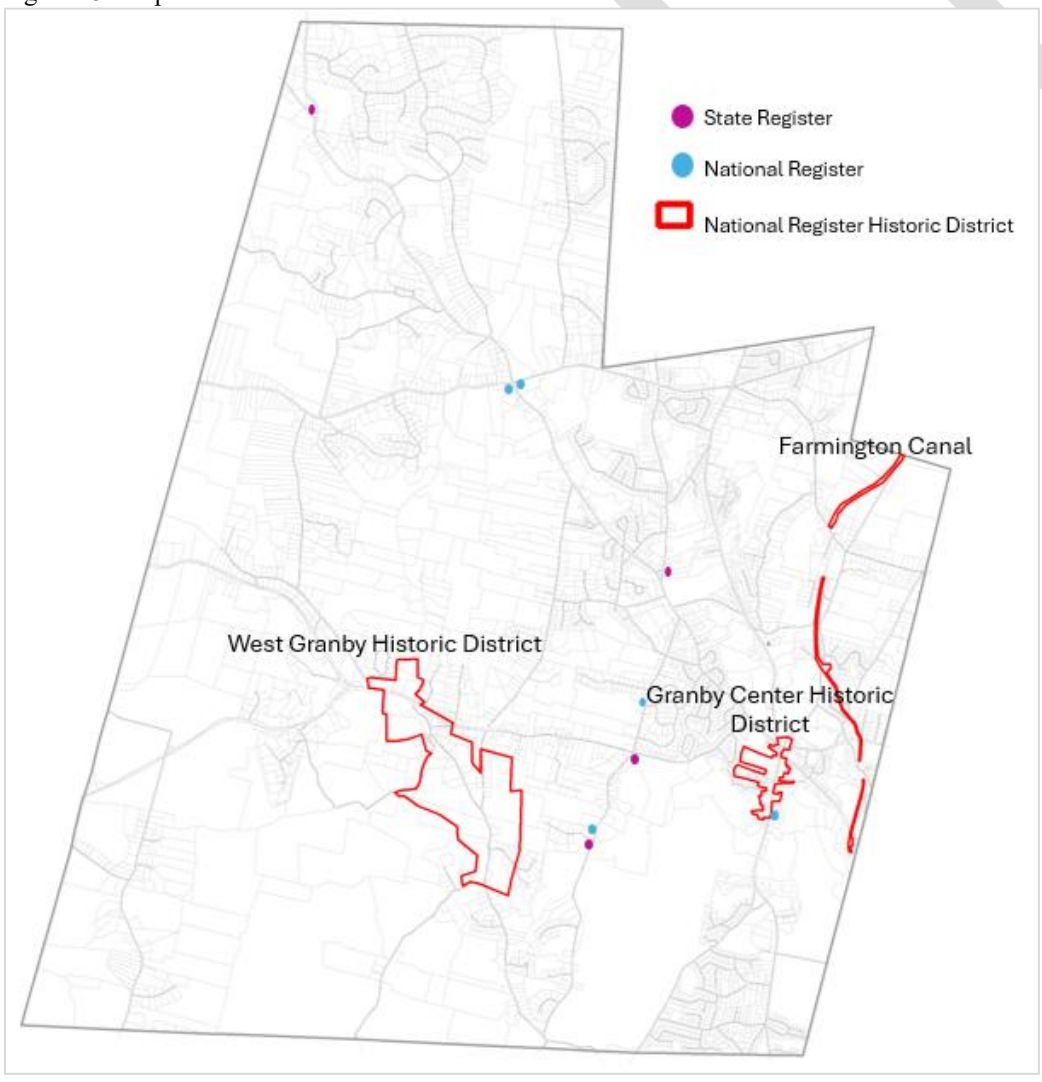
West Granby Historic District

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


Photo Credit: Austin White

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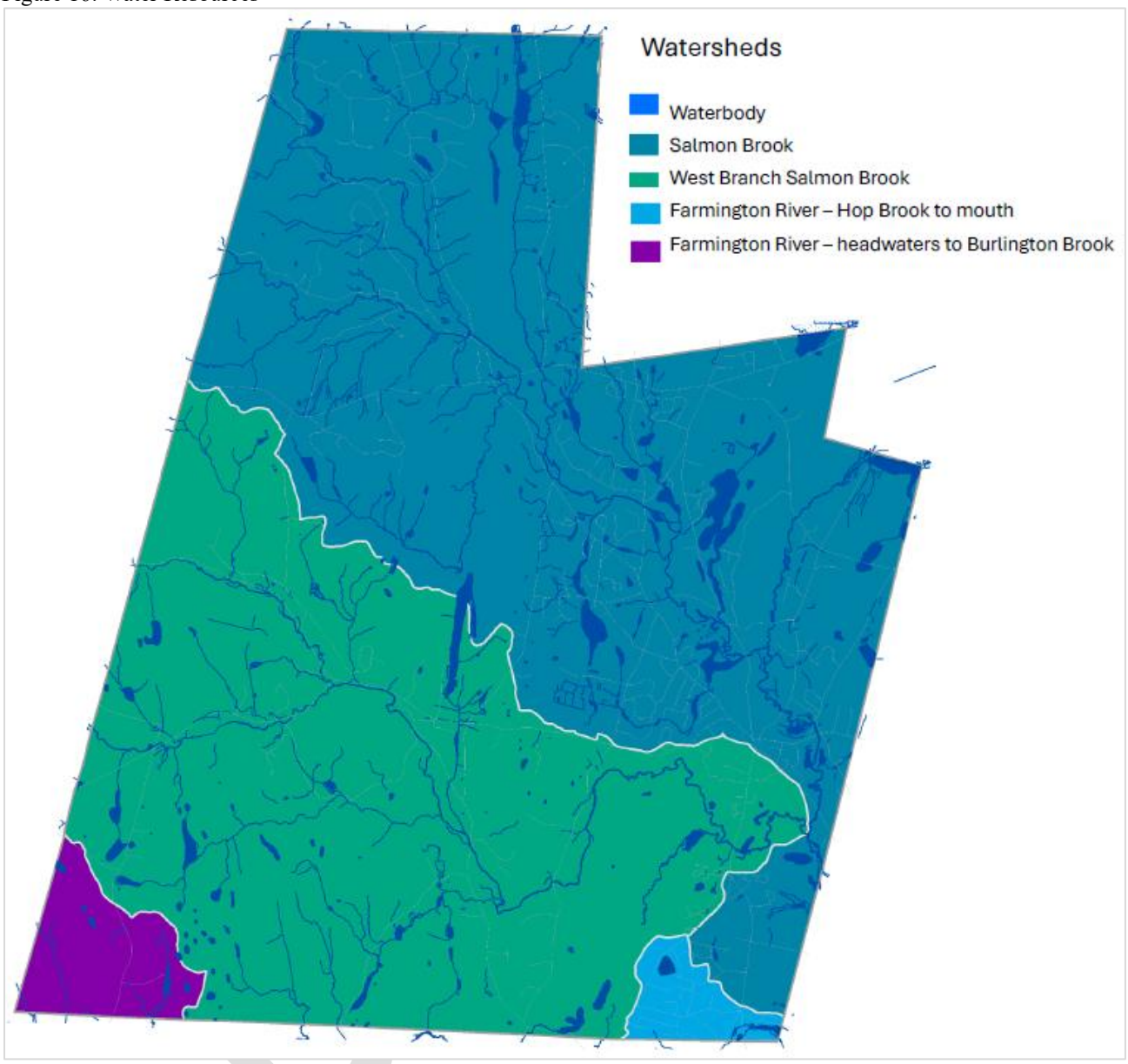
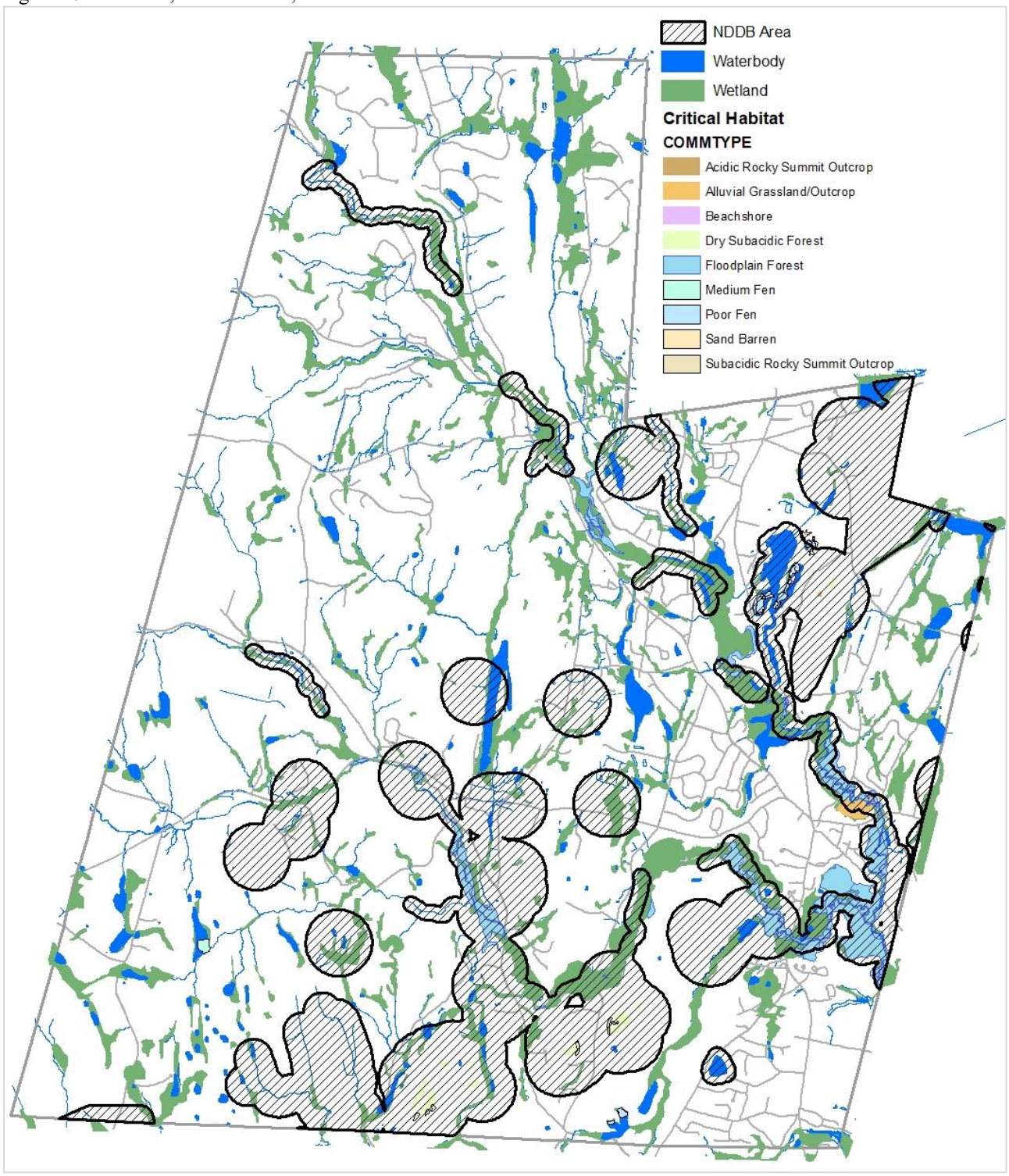
Figure 16: Water Resources



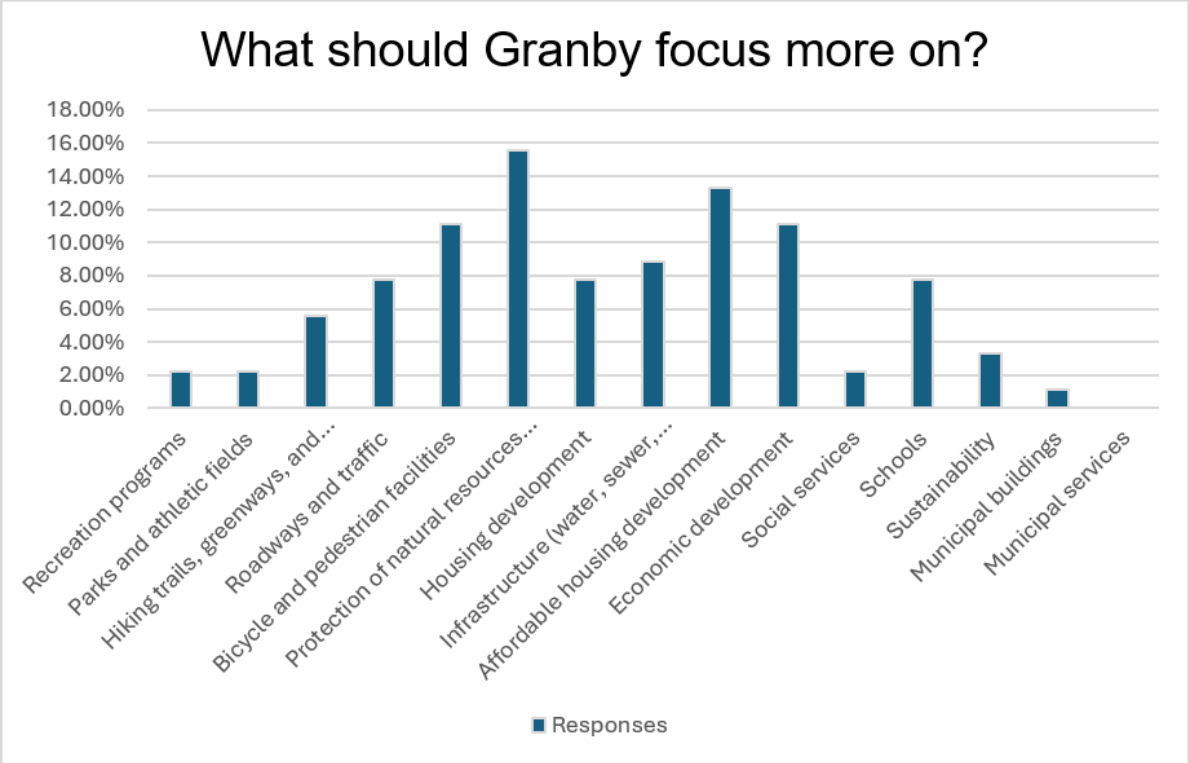
As shown in Figure 17 on the following page, many of the mapped critical habitat areas and **N**atural **D**iversity **D**atabase (NDDB) mapped areas fall around these waterbodies. The NDDB is maintained by the Connecticut Department of Energy and Environmental Protection and shows approximate locations 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.

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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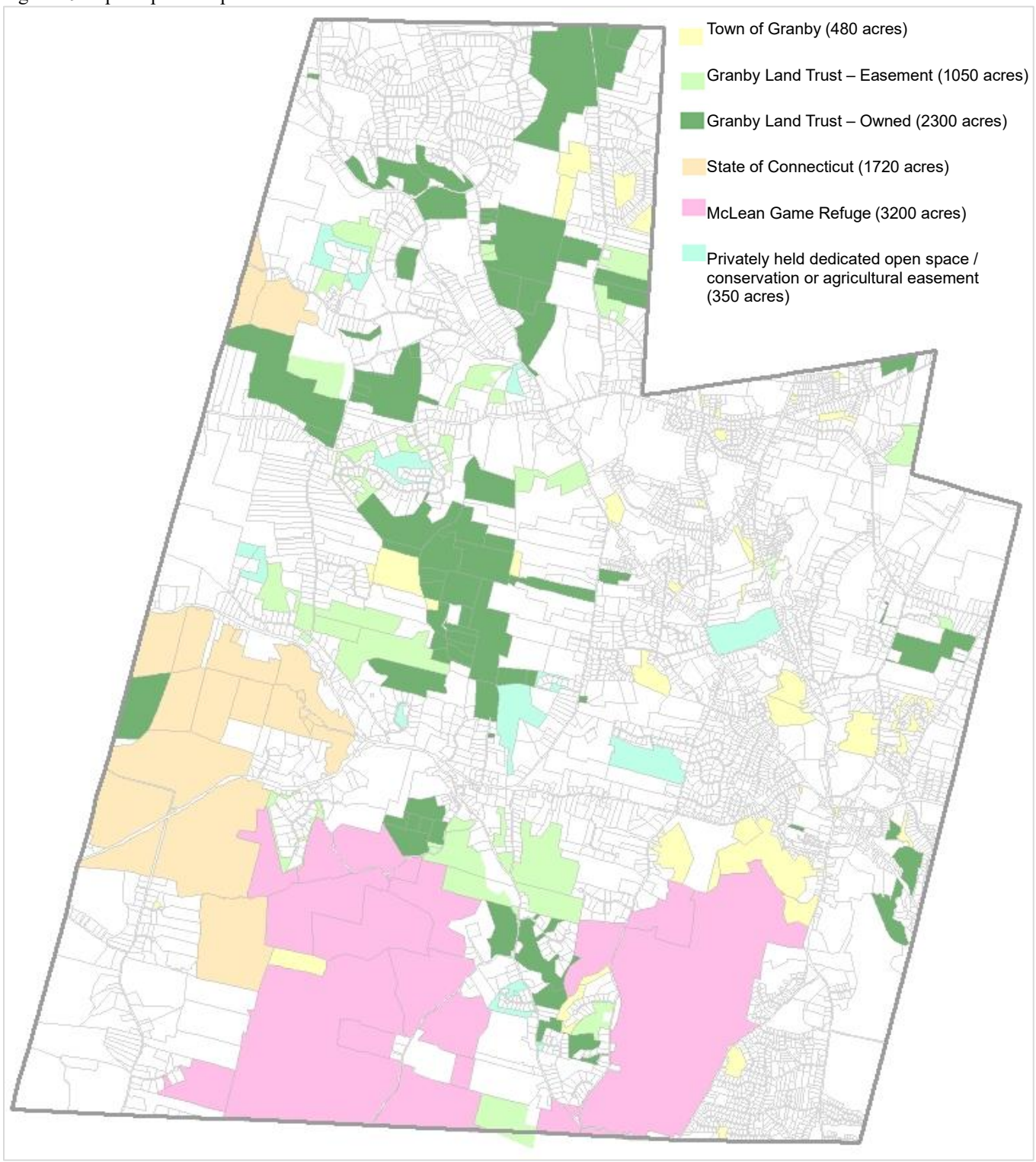
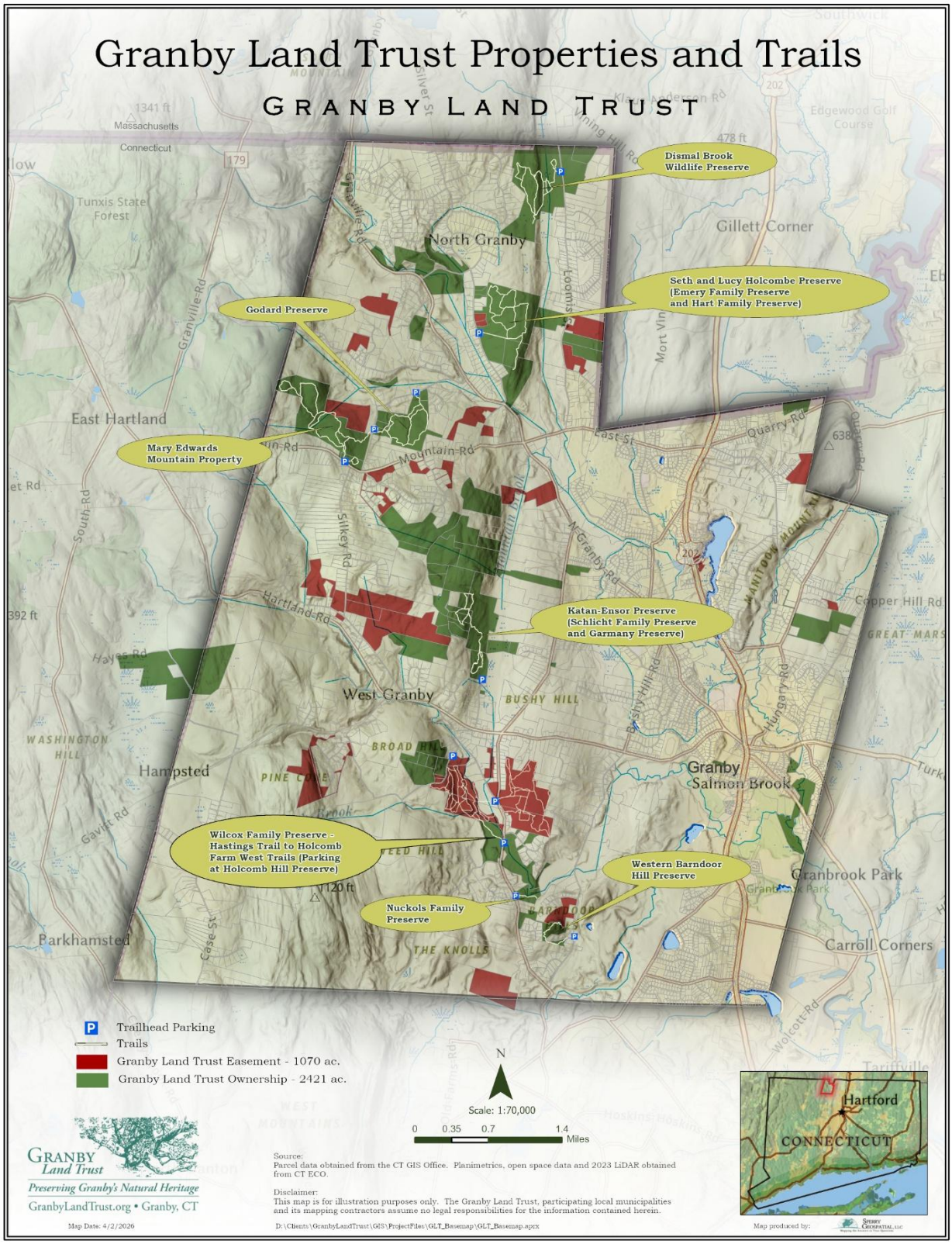
Figure 19: Open Space Map



Acreage noted is approximate.

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 Right to Farm Ordinance, evaluation of other town-owned properties that could be leased to

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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.



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

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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.

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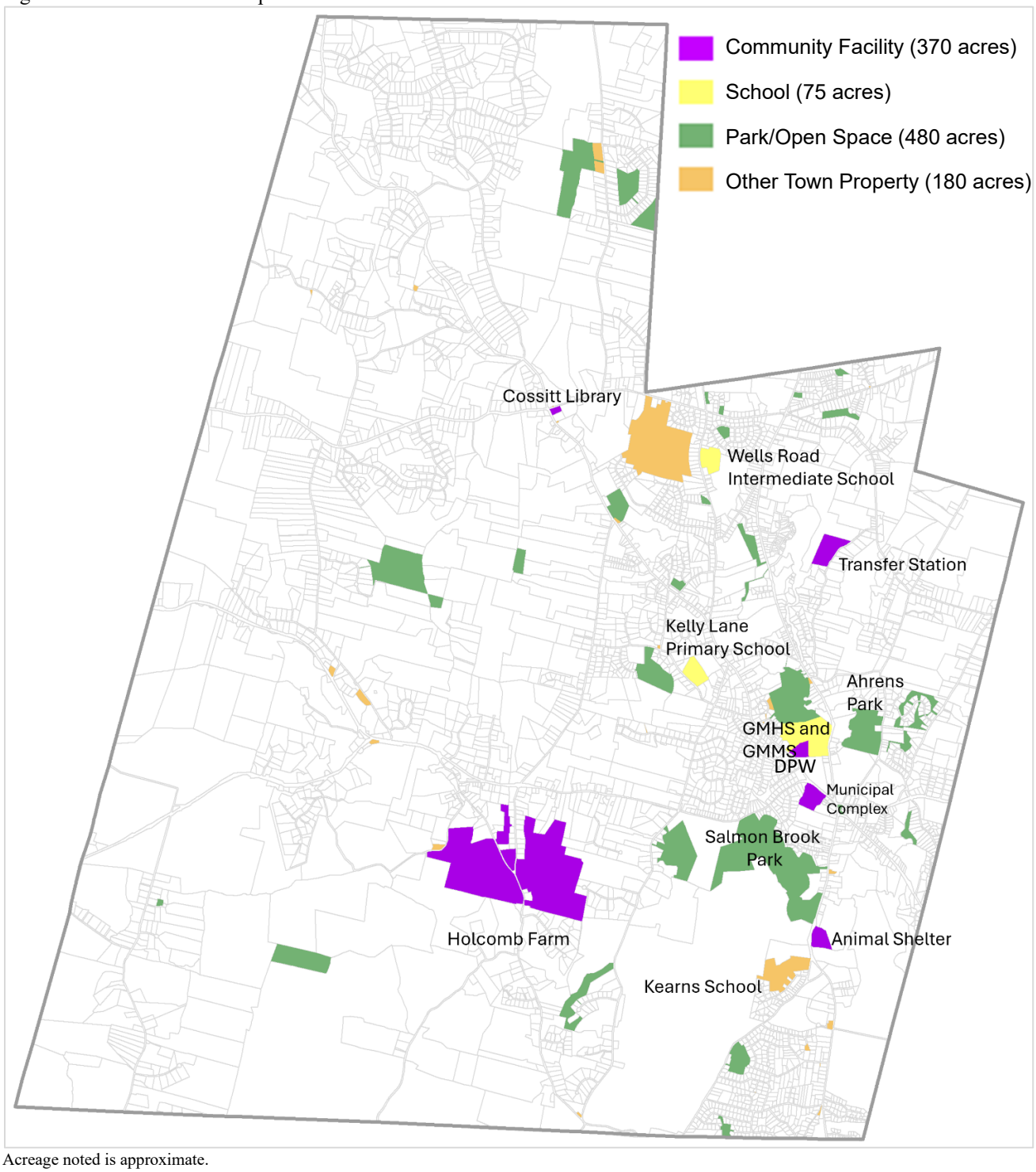
Figure 22: Town Facilities Map



Acreage noted is approximate.

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 is ranked 18th 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

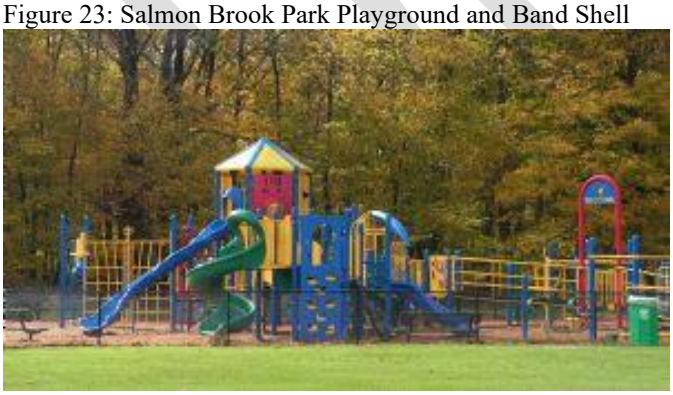




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Figure 24: Slamon Brook Park Master Plan, Prepared by GZA

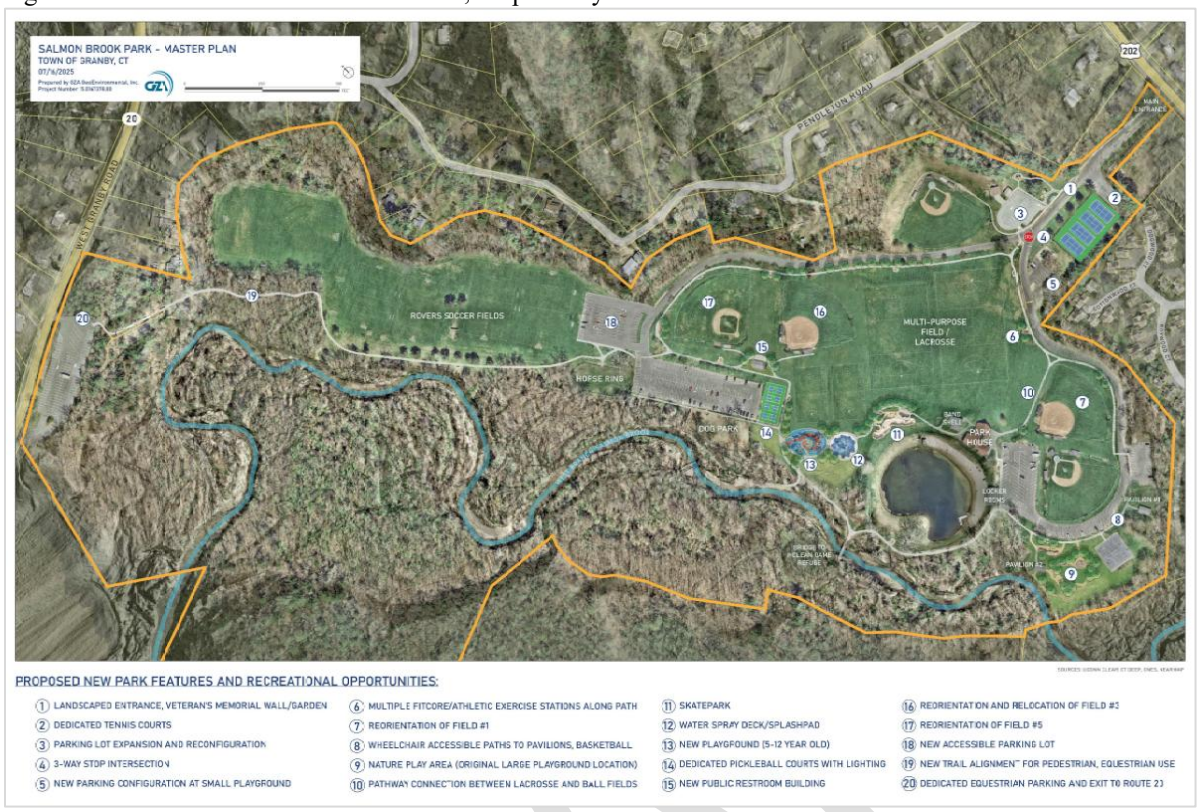

Figure 25: Ahrens Park Master Plan, Prepared by GZA



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, 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.

Figure 26: Moosehorn Road and Simsbury Road





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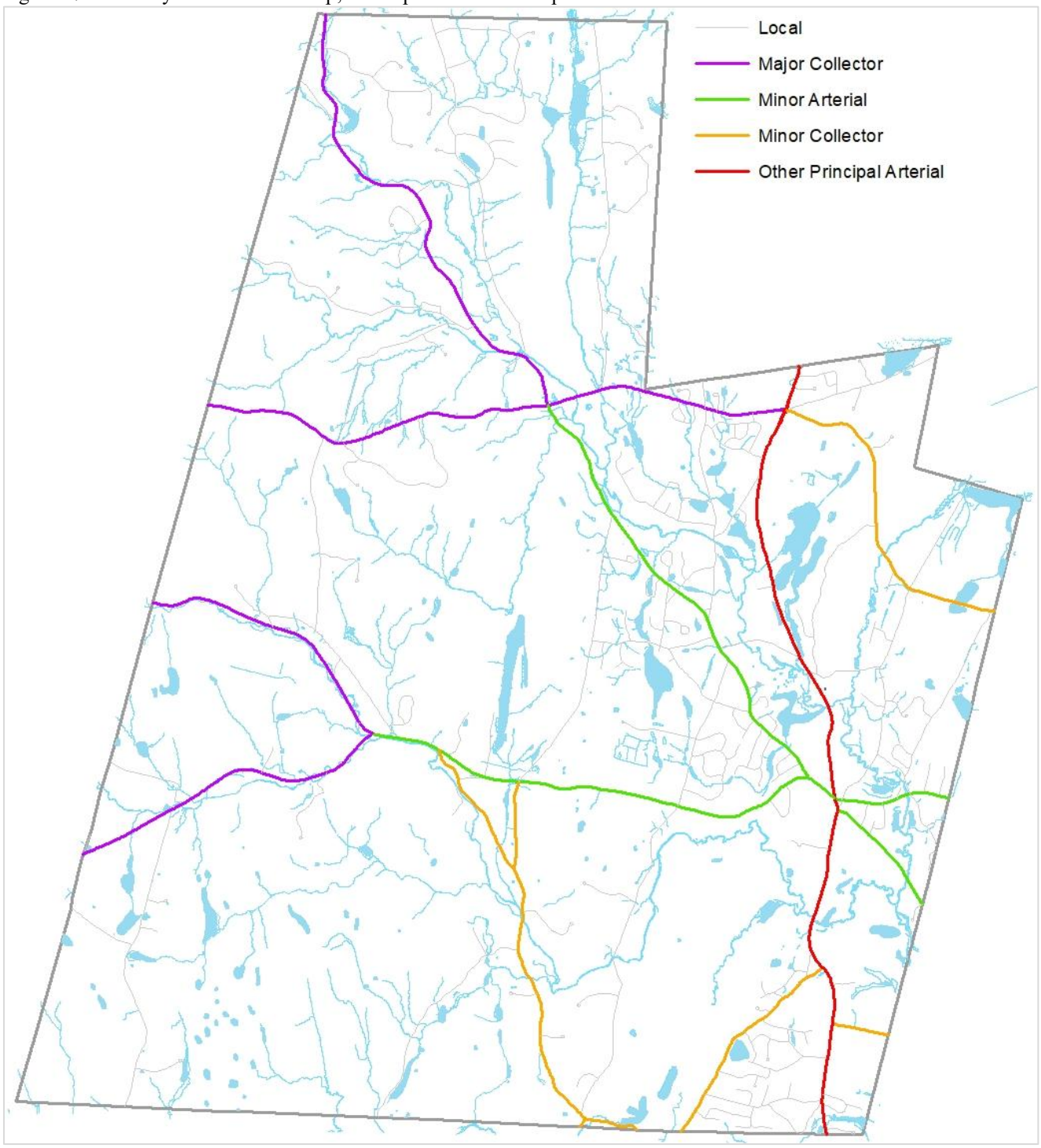
Figure 27: Roadway Classification Map, CT Department of Transportation

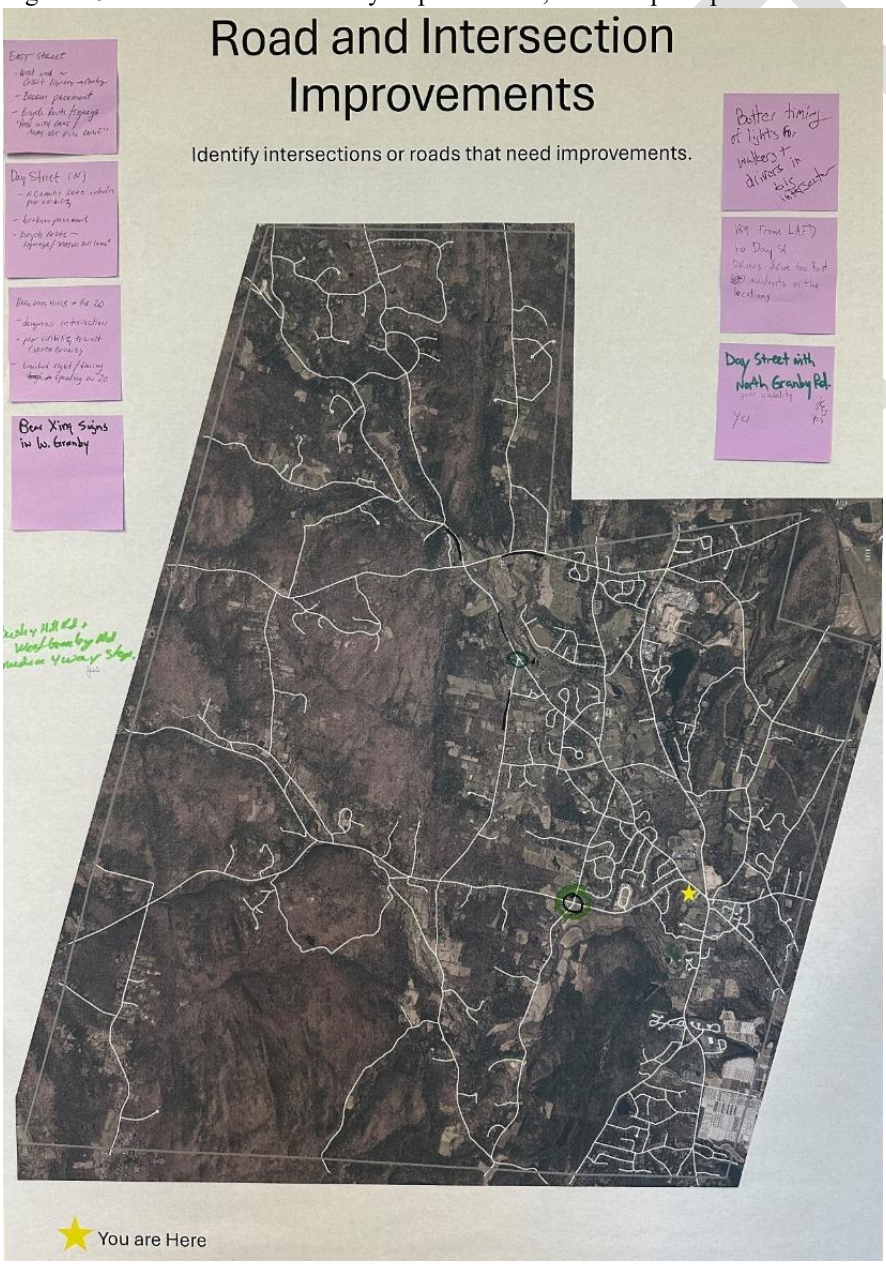


Since adoption of the 2016 Plan, the Town has continued its reconstruction and repaving program of Town streets. The State Department of Transportation also made significant changes to intersections on State routes. The first was the construction of a roundabout at the Route 10, East Street, and Notch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

Figure 28: 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 29: Salmon Brook Street Sidewalk Construction

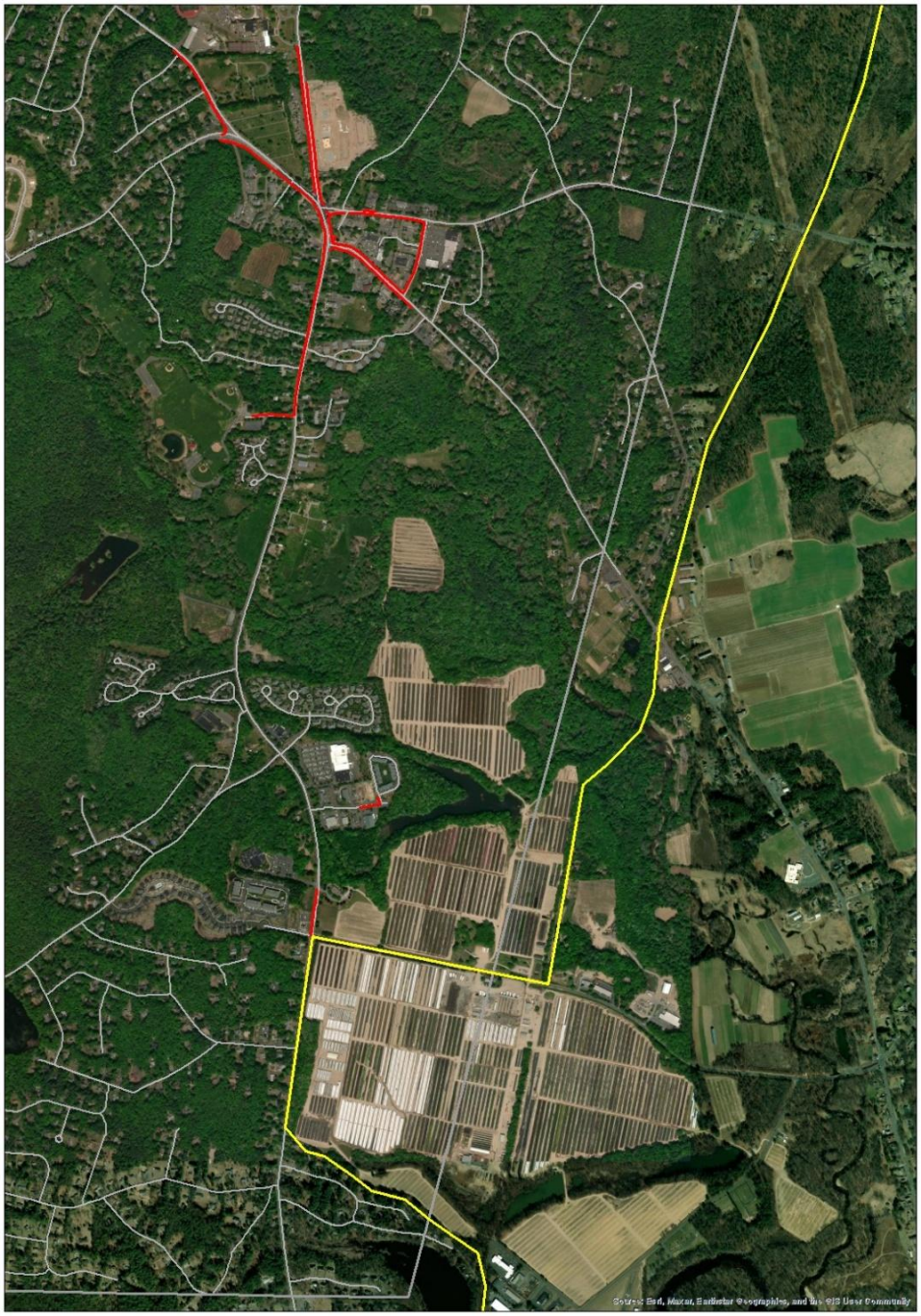




Outside of the Granby Center area, sidewalks were installed along a portion of Mill Pond Drive as part of the development of vacant properties, including the Greenway Village apartment development and two commercial properties. A multi-use asphalt path was also installed on the

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

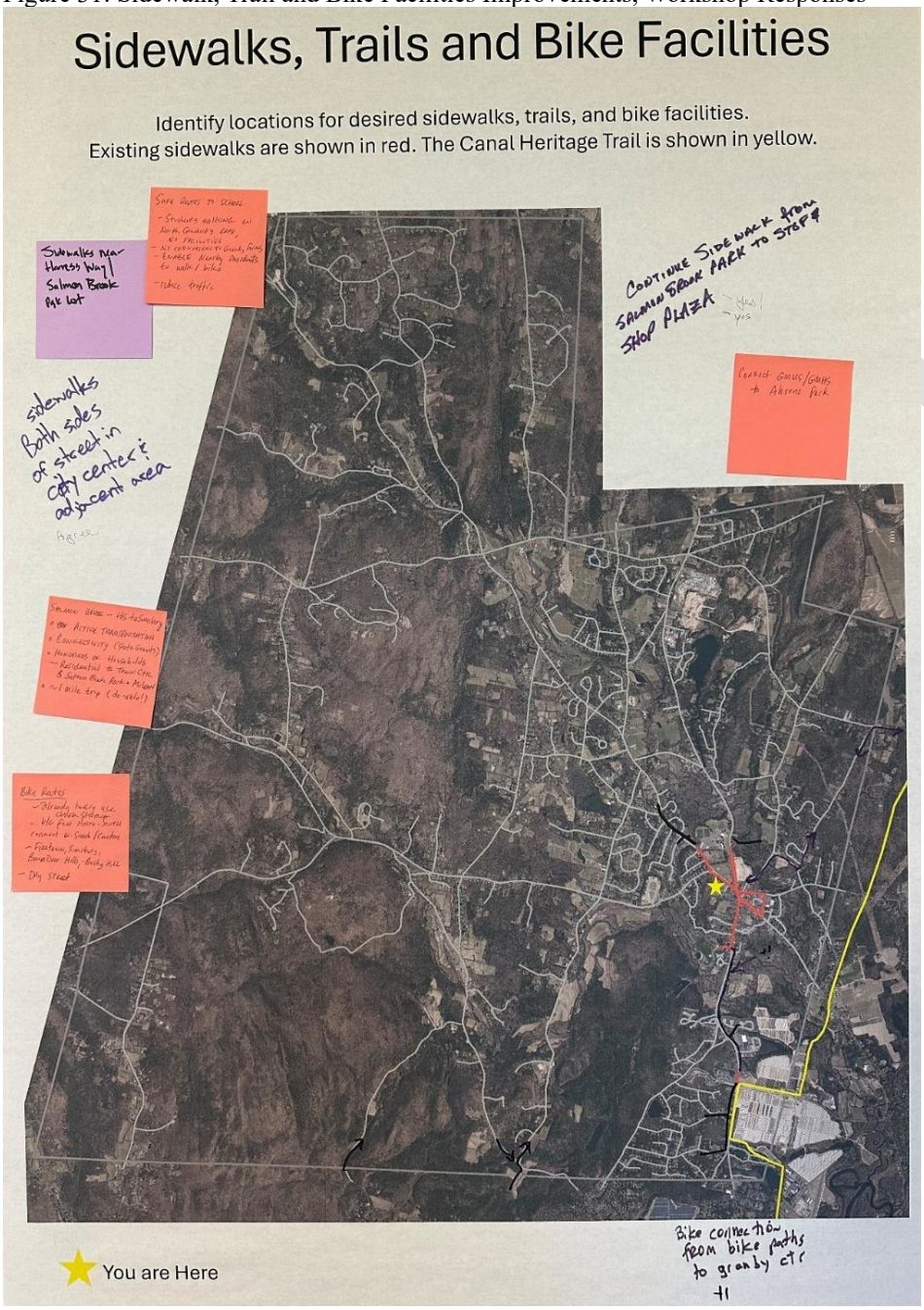
Figure 30: Sidewalk (red) and Farmington Canal Heritage Trail Location (yellow)



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 31: Sidewalk, Trail and Bike Facilities Improvements, Workshop Responses

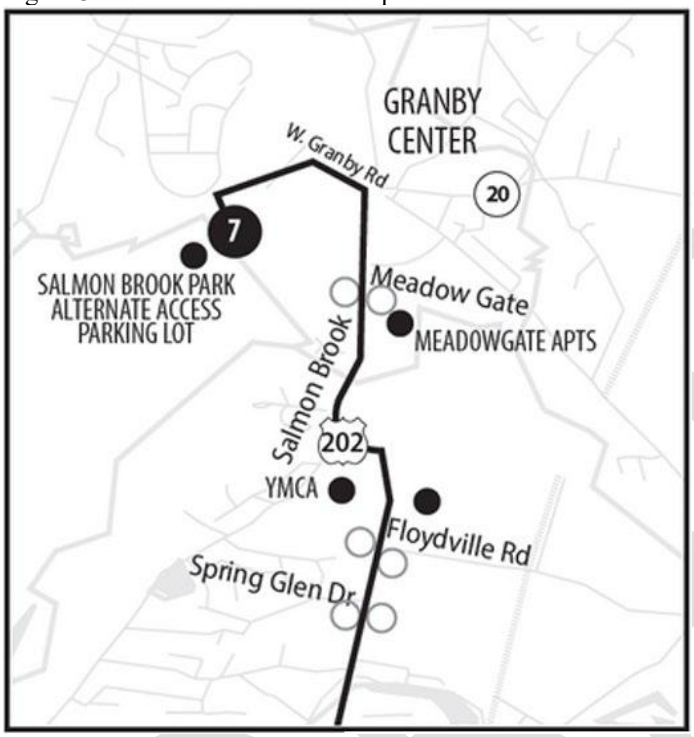


Public Transportation

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 32: 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.

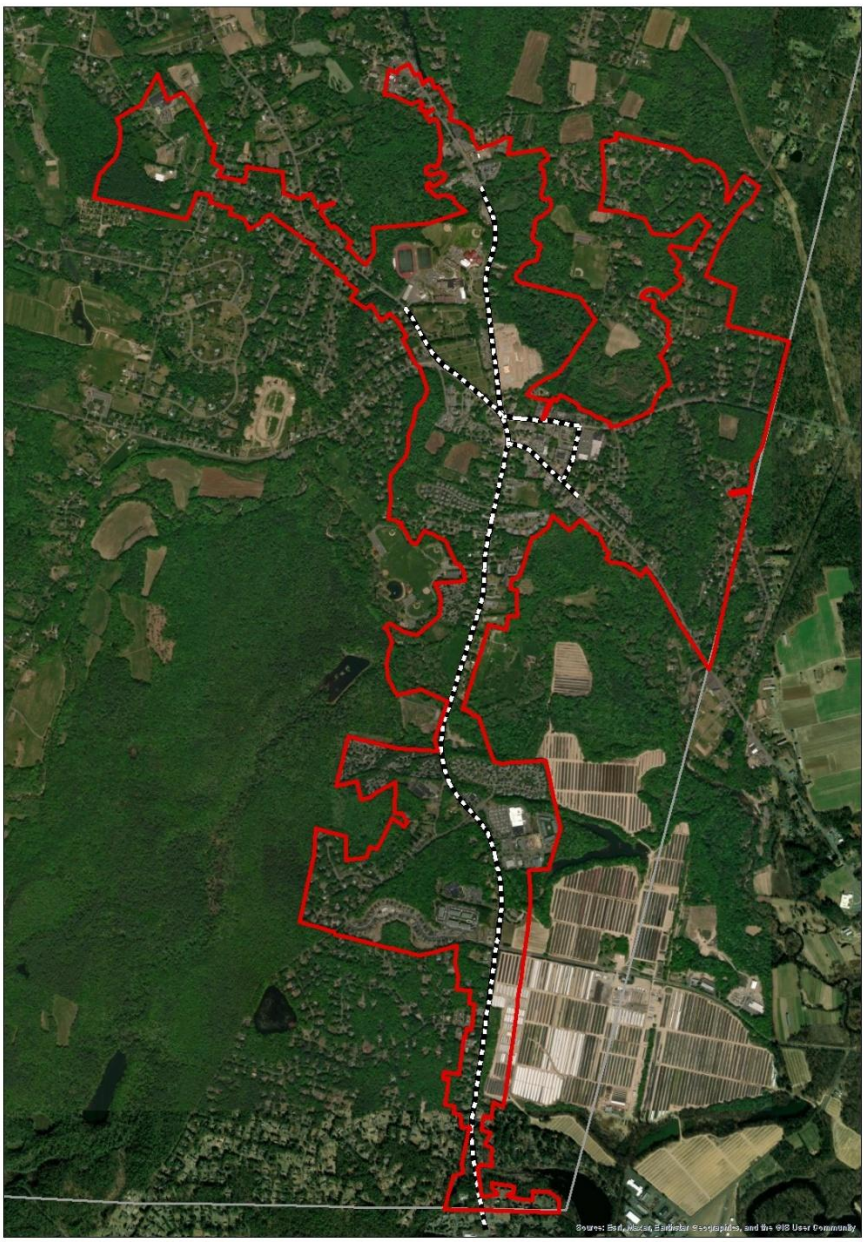
Survey respondents and workshop participants identified a need for additional local transportation options, including expanded senior transportation services and a 'hop-on, hop-off' service. Others suggested improvements to the existing CTTransit service, including bus stop locations and route timing. 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 33: 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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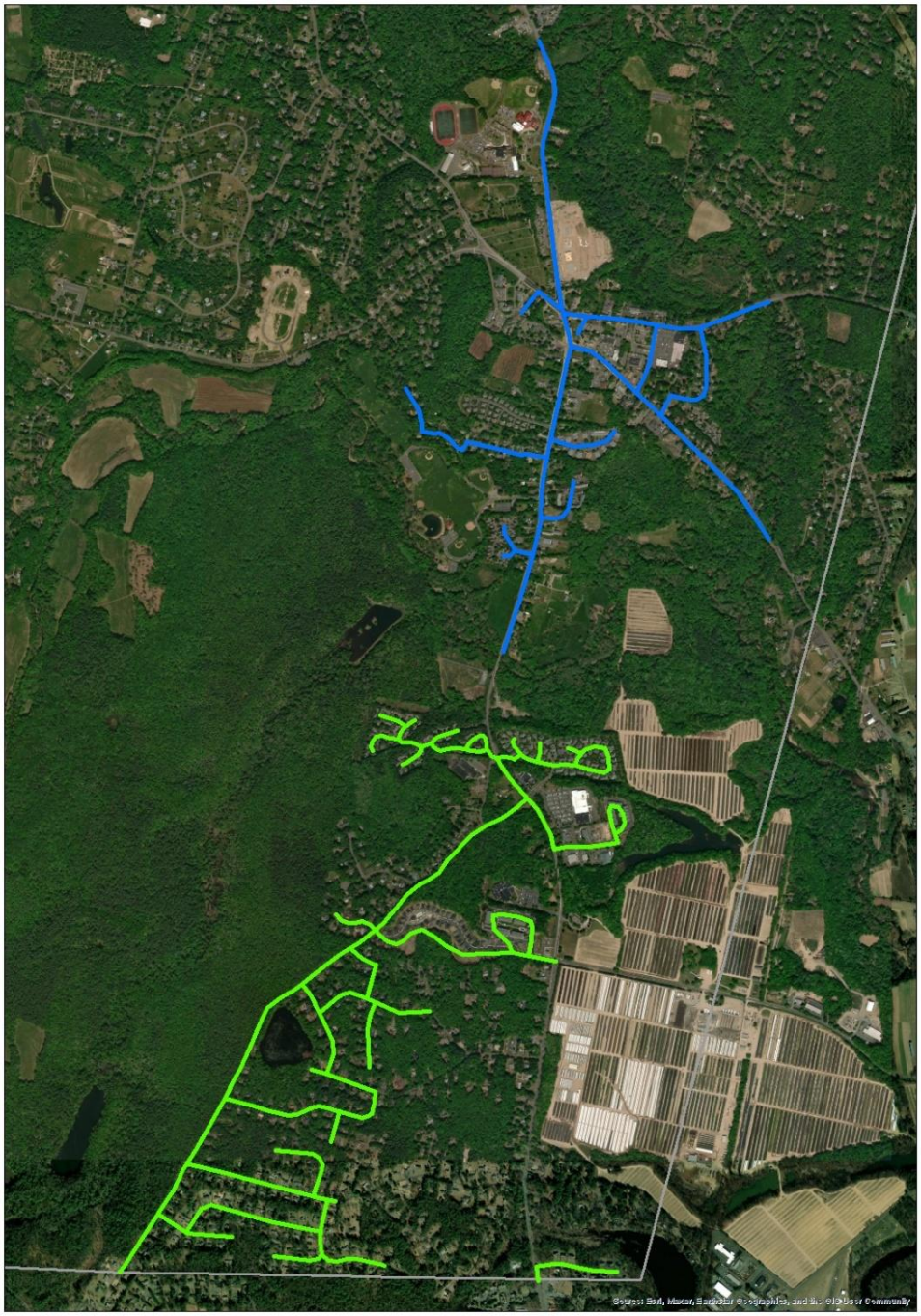
Simsbury town line (shown in green in Figure 33). Salmon Brook District Water provides water service to the Granby Center area (shown in blue in Figure 34). Any property located outside of these areas is on a private well. Below is a map showing the general locations of water service.

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 34: 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 fiber 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.



Photo Credit: Austin White

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

e. Consider where appropriate the adoption of a street tree planting program.

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.

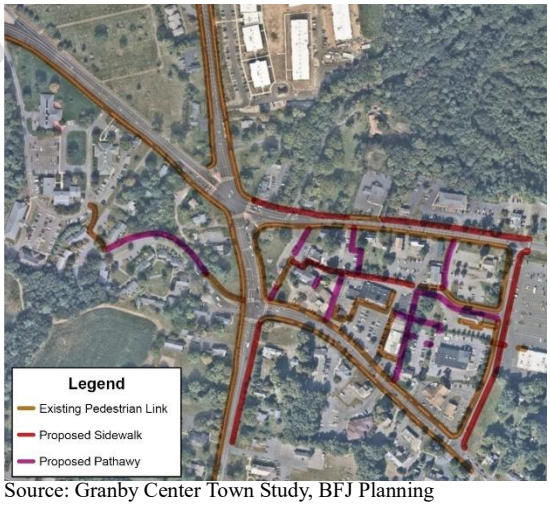
b. Engage Connecticut Natural Gas to determine needed improvements to the system to increase and enhance service to Granby Center.

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.



Source: Granby Center Town Study, BFJ Planning

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

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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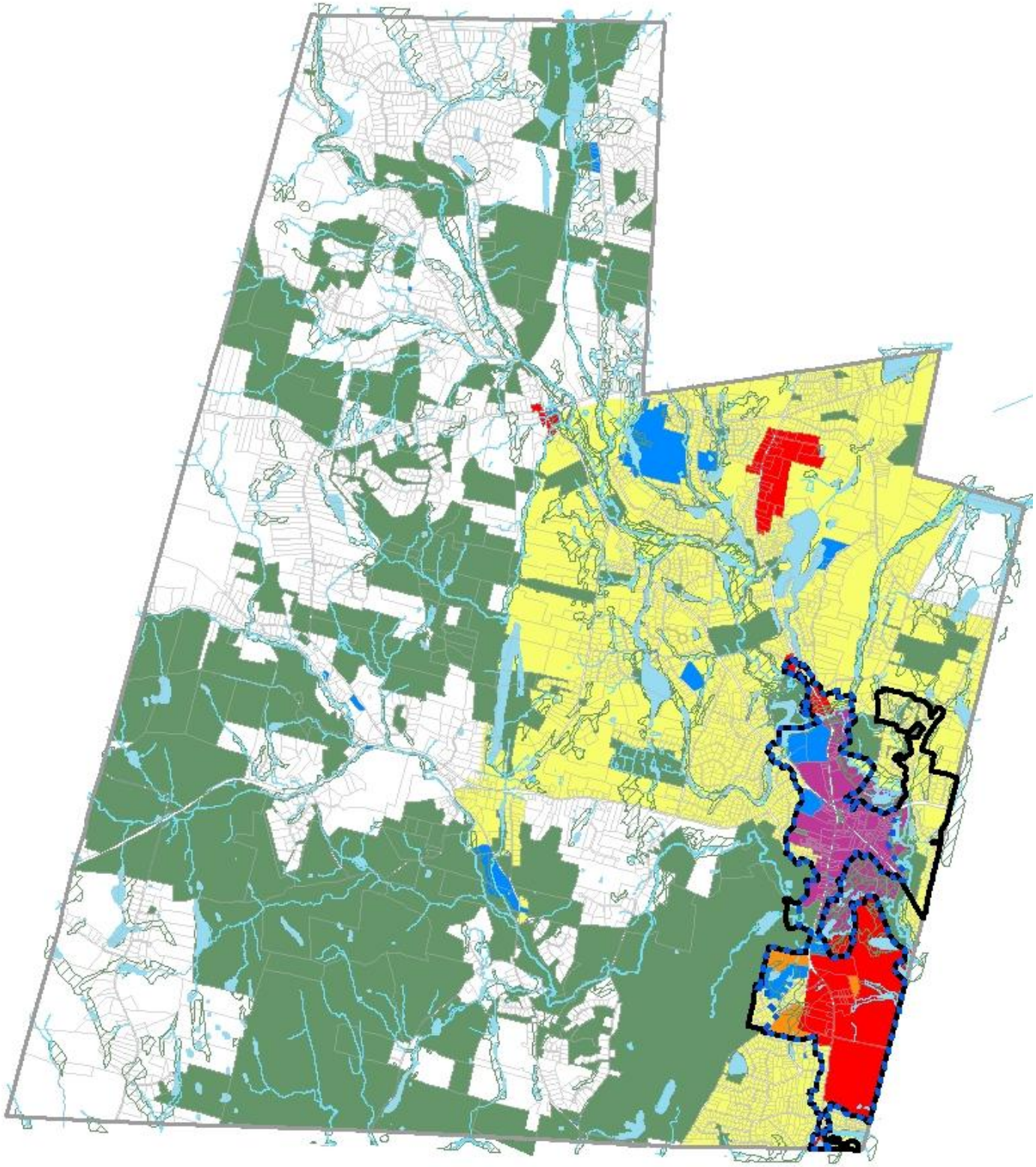
Future Land Use Plan



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 (5 Canton Road) 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

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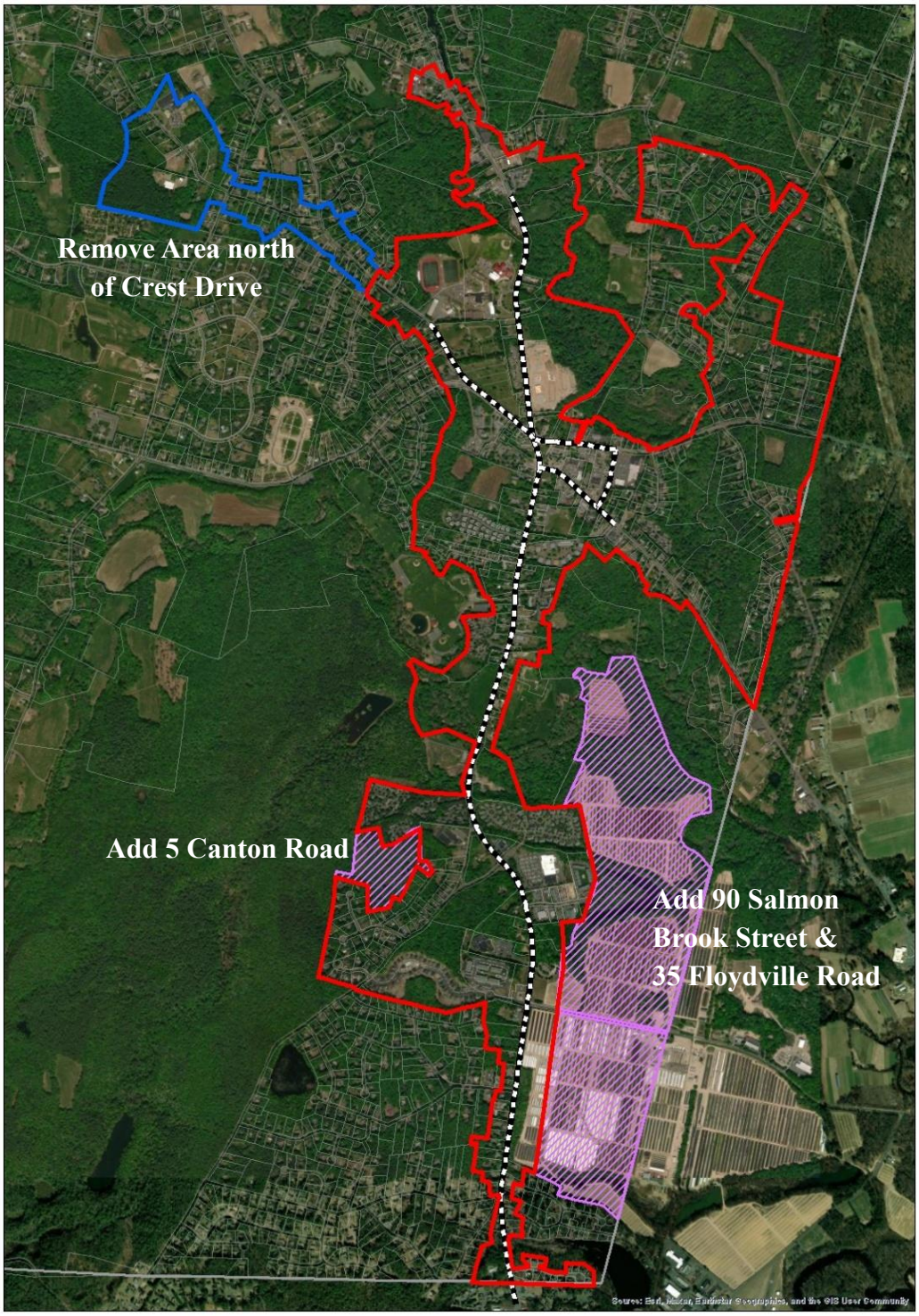
the school the existing sewer line would need to be extend over 4000 feet, while providing little benefit to the adjacent area. Therefore, it is recommended that this area be studied further to determine if the area north of Crest Drive should be removed from the Sewer Service area (see Figure 34 below).

Figure 35: 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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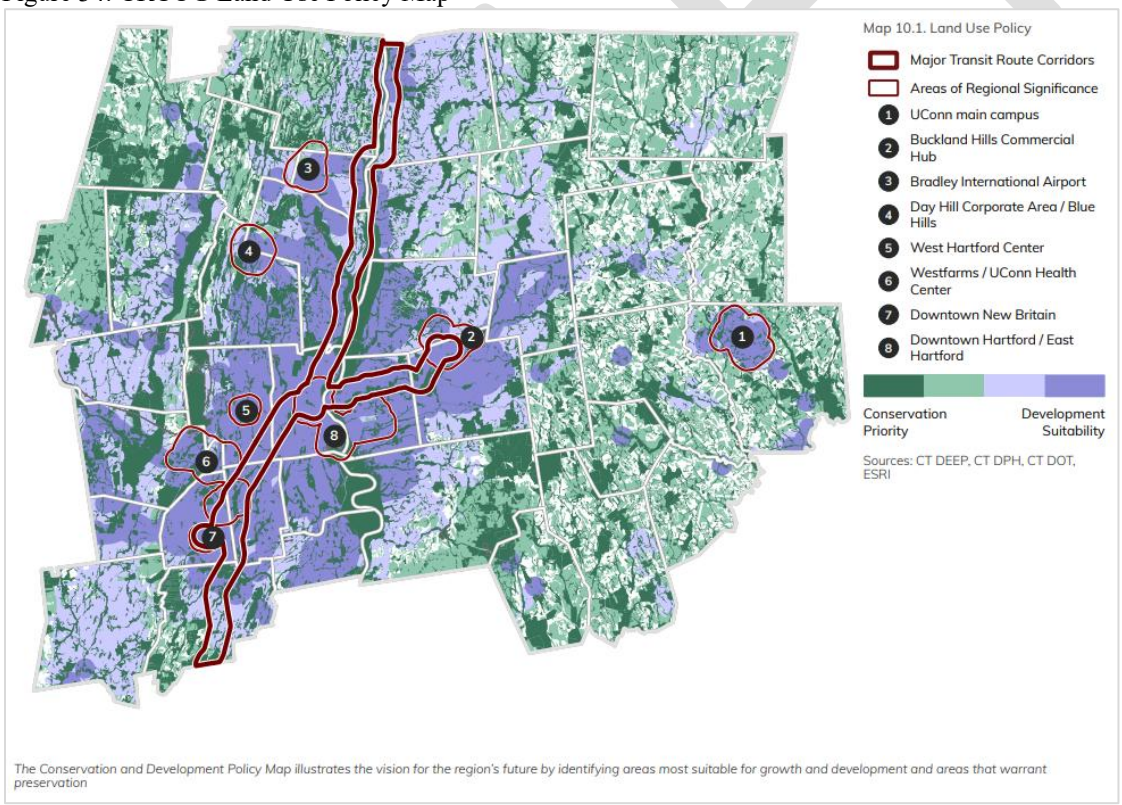
Principle 6: Integrate planning across all levels of government to address issues on a local, regional and state-wide basis

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.


Dewey
Granby Oak

TOWN OF GRANBY

MEMORANDUM

TO: Planning and Zoning Commission

FROM: Abby Kenyon, Director of Community Development

DATE: October 1, 2026

RE: Adoption of Revised Zoning Map

At the Commission's July meeting, regulations were adopted regarding Transit Community Middle Housing. As part of that regulation update, changes to the parking standards were also adopted. During the discussion and adoption of the revised parking standards, the Commission adopted two 'Conservation and Traffic Mitigation Districts'. Following adoption of those districts, the zoning map was updated to include those districts. In addition to those districts, the compiled zoning map reflects the zone change that was approved for 254 Salmon Brook Street.

The Commission is asked to review the revised zone map and to consider a formal motion to approve and adopt the revised zone map with a revision date of October 13, 2026.

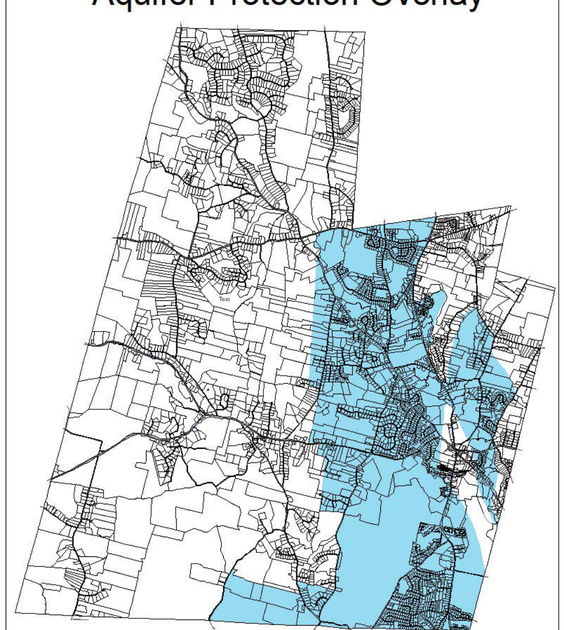
Town of Granby Zoning Map

Revised October 13, 2026

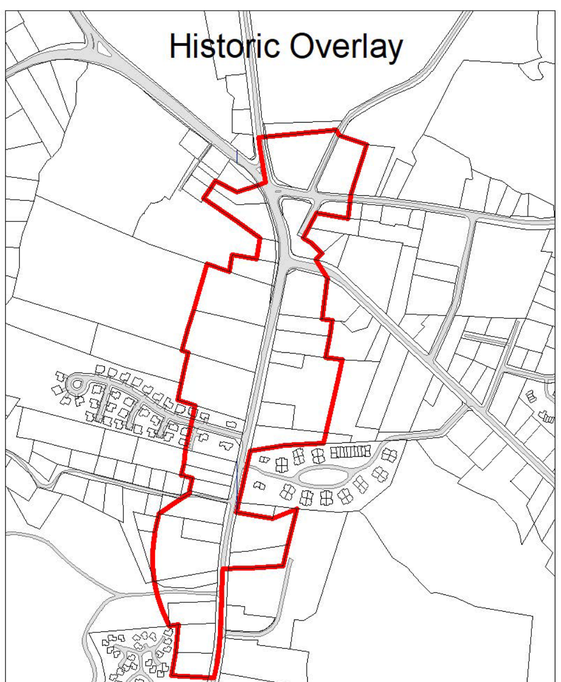
Zoning Classification

- C2 - Business
- CC - Center Commons
- CE - Center Edge
- COCE - Commercial Center
- ED - Economic Development
- I - Industrial
- PDM - Planned Development Multifamily
- R2A - Rural Residential
- R30 - Residential
- R4A - Rural Conservation
- R50 - Rural Residential
- ROW - Right-of-Way
- T1 - Neighborhood & Commercial Transition

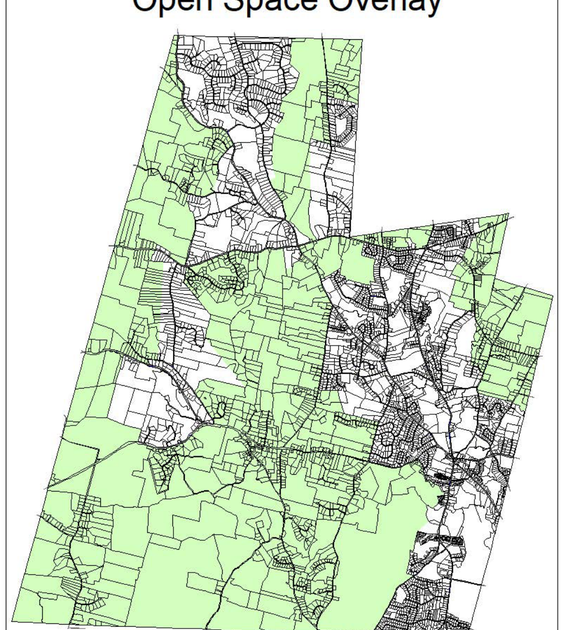
Aquifer Protection Overlay



Historic Overlay



Open Space Overlay



Conservation and Traffic Mitigation Districts

