



TO: Richard Mancuso – Upstream Properties, LLC

FROM: Steve Kochis, P.E. – Milone & MacBroom, Inc.

DATE: October 28, 2016

RE: Zone Change Application for Salmon Brook Street Parcels
Granby, Connecticut
MMI #6041-01

We are pleased to present our review of Granby's 2016 Plan of Conservation and Development (POCD) with respect to the proposed zone change of 91 and 85R Salmon Brook Street from R-30 to Planned Development Multifamily (PDM). Our understanding is that this project envisions the construction of 60 single-family homes and 130 units in five residential apartment buildings; the change in zone to PDM provides for the layout of the 60 single-family units in a clustered planned unit development style. This memorandum describes values, goals, and strategies of the POCD that are supportive of this change in zone.

Granby's recently updated POCD (adopted September 27, 2016 and effective October 17, 2016) presents a statement of the core values that unite the community and constitute the core of Granby's identity as a rural residential town. It provides clear guidance toward goals and policies to further realize these values with attention to preserving the community's character, open space, and agricultural heritage as well as providing for appropriate patterns of growth and development that respect its existing strengths and meet the needs of a changing and diversifying population.

The proposed zone change would allow for approximately 60 single-family units to be built in a clustered style on 26 acres of land lying predominately within the existing R-30 zone. The proposed change would allow for the conservation of greater quantities of existing woodlands on the site while allowing for a development featuring substantially smaller lots within the resulting internal neighborhood.

The provision of single-family homes on smaller lots than the predominant 2-acre zoning found in much of the community is a stated priority of the POCD. As a parcel with access to one of the town's major arterial roadways as well as water and sewer service and close proximity to existing amenities (dining and retail establishments and the YMCA's recreational facilities), the area is well suited to supporting this style of development and increasing the diversity of housing choices within the community. The provision of both single-family and multifamily homes provides for the range of housing choices envisioned in the POCD that will be equally attractive to the community's existing population and the diversity of people considering Granby as a new home. Furthermore, the addition of new housing options to the town directly addresses the POCD's stated goal of attracting new residents.

The POCD directs attention toward providing for development that accommodates active transportation to nearby destinations with greater connectivity, including walking and bicycling. The development of new homes in this area furthers the plan's goal to enhance Granby's supply of walkable neighborhoods, providing pedestrian access to adjacent businesses as well as the area's recreational amenities, including the McLean Game Refuge. Should the bike path envisioned for the western side of Route 10 be realized,

the development would also benefit from safe and direct access for cyclists to the town center and middle and high schools.

The POCD calls out the community's wooded and scenic drives as important contributors to the town's existing character. The wooded buffer area envisioned under conceptual plans of the development would ensure the future preservation of the scenic character of Canton Road, which at present is forested along one or both of its sides for the majority of its extent from Country Road to Salmon Brook Street. By contrast, the construction of additional units of a similar design to existing residential properties in the R-30 zone would likely result in the clearing of much of this forested area, reducing the scenic qualities of Canton Road beyond its frontage on the McLean Game Refuge.

The contemplated design of this development allowed by the change in zone to PDM is also congruent with the stated goals of the adjacent T1 zone, including avoidance of strip commercial development, minimization of curb cuts on Salmon Brook Street, and the construction of an internal service road connecting Floydville Road to Canton Road. The addition of this road would enhance vehicular access to Salmon Brook Street and increase the connectivity of the area's overall vehicular and pedestrian network. The conceptual design would minimize additional curb cuts, adding just one each to Salmon Brook Street and Canton Road. In addition, the site's proximity to the CT Transit 912 Simsbury-Granby Express bus route and its existing stop at the YMCA increases the suitability of the site for the landing of the PDM zone and aligns new development with the POCD's expressed goals of providing access to a variety of transportation options beyond the private automobile.

In summary, the proposed rezoning to PDM would enable development aligned with key stated goals of Granby's POCD, including expanding the supply and variety of housing options (including multifamily and rental housing), enhancing traffic flows, preserving scenic rural drives, and increasing the number of residences with access to amenities (including transit service) within reasonable walking distances.

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