



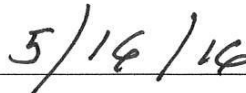
Granby Town Plan

Adoption Date: May 16, 2016

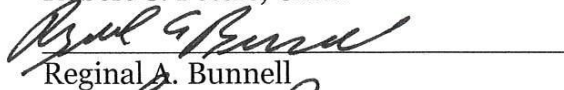
Granby Selectboard



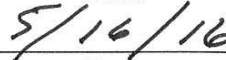
Robert C. Peters, Chair



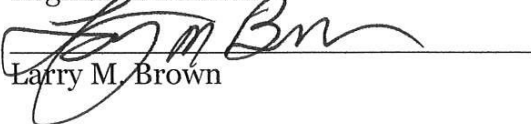
Date



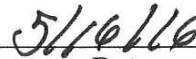
Reginal A. Bunnell



Date



Larry M. Brown



Date

Attest:



Nellie Noble, Town Clerk

Granby Planning Commission: Tom Duffy, Chair, Debra Bunnell, John Noble, Nellie Noble, Sonia Peters

The plan was developed in part by a Municipal Planning Grant, awarded by the Department of Housing and Community Affairs.

Table of Contents

Executive Summary	3
1. Introduction.....	9
2. Land Use	12
3. Preservation and Conservation	16
4. Utilities and Facilities	19
5. Transportation	23
6. Education	27
7. Adjacent Towns	30
8. Energy	31
9. Housing	32
10. Economic Development.....	34
11. Flood Resilience.....	38
12. Implementation	45

The cover illustration was painted by Lilla Buzzell, 1873-1954. Long known as Granby’s town artist, Lilla studied art in New York in her youth, but returned to live in Granby for the rest of her days. In her later years, Lilla lived mainly off the land, in a “bread box” (the van body of a delivery truck). More information about Lilla and her art can be found in “Thru the Woods...Down the River...Over the Hill...Granby, VT,” a town history, which is referenced throughout this plan.

Executive Summary

This document states the considerations and priorities upon which the majority of the townspeople want decisions on future town developments to be made. The planning commission has made every attempt to make this plan consistent with public comments received since the town instituted a planning process in 1988. The planning commission recognizes the importance of public involvement in the town planning process, since most plan implementation measures – regulatory or nonregulatory – must be consistent with the goals and strategies laid out in the town plan, as per 24 V.S.A. Chapter 117, the Vermont Municipal and Regional Planning and Development Act.

Community Survey

In the summer of 2008, all Granby landowners received a survey, results of which are included all through this plan. There were 38 respondents, 20 full-time and 18 part-time. Respondents had some strong ideas about Granby's future. Although eight years have passed since the community survey was completed, many of the desires expressed by survey respondents remain valid. Here is a summary of their responses when asked to identify Granby's greatest planning challenges:

-
- *Sticking to the town plan of 1992. (3 responses)*
 - *The greatest challenge will be to implement the 1992 town plan into the future. I feel it is still the best plan! It will be increasingly difficult to maintain it as current owners of large-tracts of land (or their heirs) find it difficult to avoid sub-dividing in the face of financial necessities.*
 - *Maintaining original thinking.*
 - *I would like to see Granby maintain its current planning priorities.*
 - *Maintaining and or increasing growth, keeping costs down, preventing more control from the state government that wants all control because of increasing liberalization, control of ATV & snowmobiles, increasing energy costs, garbage pickup.*
 - *Development...Growth...Development of new homes...Over development.*
 - *Land development by parties interested in income rental of recreational cottages.*
 - *Town roads and affordable community cost.*
 - *Maintaining an affordable cost of living.*
 - *Land use. Maintain accessible large tract forest lands.*
 - *Attracting new residents.*
 - *The controlling of population density and housing possibly due to the Burke MT expansion projects so our taxes don't get like some towns and cause residents to lose their homes and farms, also keeping the large tracts of forest as they are (and no view tax).*

- *Maintain low density of permanent and seasonal residential housing.*
- *Community cost of living. Land use is very important, what we allow now will affect our children in years to come. I feel Granby is a very special little town. I hope that in many years to come we will still be proud of our town.*
- *Keeping large tracts of forested land accessible to use for fishing, hunting, snowmobiling, maybe ATV's. Affordable taxes!!!!!!*
- *Most of the people in town are senior citizens or are close to it. Who is going to take their places and help pay taxes when a lot of the younger generation is moving out? Price of fuel and gas and other things are so high that people won't be able to afford to live out here.*
- *Preserving rural setting, preserving forest land.*
- *Getting better subsidy to wind power, or extend grid. Improving roads that owner has already improved-including plowing on class 4 road-Porrell Rd; making the Granby store a viable business proposition; developing cleared land on Porrell Rd for residential projects.*
- *Possibly wind energy proposals.*
- *Protecting traditional uses of land and access to these lands for recreation and sustainable resources like timber.*
- *Maintain forested lands.*
- *Keeping the character and lifestyle that now exist in Granby. As people discover Granby keeping the town roads to correct numbers and cost. The community services are great now! Not to overburden the community with excess cost.*
- *Sale of land.*
- *Age of permanent residents probably will get older as retired people move in. People will find it harder to drive to work so not many workers will live here. This could prevent people's ability to pay 'high enough taxes to support town. I think Granby will become a Vacation or "Bedroom" town shortly.*

Another open-ended question asked Granby respondents to identify the three things they liked the most about living in Granby. Respondents had a hard time limiting their responses to just three things. By far, respondents cited the rural character of the community (29 responses.) Others cited the people of Granby, its natural environment, access to recreation, freedom, and affordability. Here is a representative sampling of responses:

- *Being out of the bigger towns, less people, less traffic.*
- *Privacy, mostly quiet, wilderness and the citizens of Granby.*

- *Peacefulness, good neighbors, good clean air and water.*
- *It's Vermont.*
- *Quiet, forest, snow, fall.*
- *Space, being able to do things you want without too much traffic like riding 4 wheelers and snow machines. (2 responses)*
- *Traditional way of life, environment, controlled town spending.*
- *Secluded, not over populated, access to large tracts of land for hunting & fishing.*
- *Freedom, enjoyment of open space & it's home.*
- *Peaceful, quiet, isolated, clean surroundings, friendly-helpful people.*
- *Rural nature, clean air, less pollution.*
- *Low taxes so you can afford to live here, not being taxed poor. Knowing everyone in the town makes the town ...closer feeling. Country living with wildlife*
- *Peaceful & quiet. Not like life in the bigger towns. Friendly, neighborly.*
- *Away from the cities, quietness, very friendly atmosphere.*
- *Community pride, peacefulness, and independence.*
- *Small population, pure air, good neighbors.*
- *Rural setting, honesty of townspeople.*
- *Hunting, fishing, solitude.*
- *Meeting the neighbors, wildflowers, the wind, views, hiking, owning a very nice piece of property.*
- *The people, the wilderness, the wildlife-including bugs.*
- *Rural way of life, beautiful summers and fall and the "great Northwoods."*
- *Quiet, isolated, friendly people.*
- *Scenery, privacy, people/residents.*
- *Rural community, peace + quiet, beauty of Granby.*
- *Easy access to forest, streams + ponds (not posted).*
- *Remoteness, lack of development, clean air.*
- *Remote and access to land; like the way of life; has power; keep ancient roads open; roads are good year around.*
- *Woods-fishing-hunting; semi private place to stay; good neighbors; not having too many foolish regulations.*

Another open-ended survey question asked respondents to identify the things they liked the least. Naturally, some respondents had no complaints and wished to keep the town the way

it is! That aside, complaints were primarily related to distance from necessities. Other concerns were related to traffic and speeding, misuse of roads and/or road conditions, growth, neglected properties, damage to others' property, and littering. Here are their representative responses:

-
- *Too much traffic, people driving too fast, too many new houses & camps going up on very narrow pieces of road frontage.*
 - *Garbage pickup, loss of our school, expense to travel for shopping & recreation.*
 - *Out of staters with no respect for others' property.*
 - *Snow and roads in the winter.*
 - *Living so far away from required necessities, energy cost, garbage pickup.*
 - *It would be nice to have the Granby Country store back in operation again.*
 - *The speed people travel the roads, the traffic.*
 - *The roads sometimes.*
 - *Snow machines and four wheelers on power line road. Not enough sand on road in winter (on hills and tops of hills).*
 - *Speed; four wheelers*
 - *Losing land line phone regularly, the amount of litter along the road.*
 - *Poor cell phone signal. Washboard road in certain hills.*
 - *No community store, bad roads, bad cell phone reception.*
 - *No fire dept., no store.*
 - *Growth, lack of store in village.*
 - *Road conditions seasonally, coyote packs, porcupine damage to forests, trying to get rid of the undisclosed squatter trailers.*
 - *It's too hot & dry; where's the Fishers!!*
 - *Distance to shopping, harsh winters and mud season.*
 - *Logging, ATV's on roads, no store.*
 - *Fear of over developing community resources; no country store; changing of major land ownership.*
 - *Unreliable electric service.*
 - *Land use changes (large tracts); possible posting of land; fishing not as good as it once was.*
 - *Wish Granby store was open.*
 - *Lack of young peoples' self-control of their actions; partying-destroying property; loss of mature woodlands to excess logging; Lack of school age children.*

Finally, Granby residents were asked to identify the most significant changes that had taken place over the past 10 years (whether they were viewed as positive or negative). By far, respondents cited the loss of the school as the single most significant change (16 responses). The loss of the store was also cited four times. Other change factors varied widely, citing both positive and negative changes. Here are the remaining responses:

- *Poor garbage pickup service, lost gravel supply in town, higher taxes, high cost of living due to energy costs. Better law enforcement, improved roads, forests growing back.*
- *More traffic on the main road through town; subdividing of large tracts of land; dwindling attendance at Town Meeting. (2 responses)*
- *I don't like the loggers cutting down all of our timber.*
- *Road conditions (viewed positively); recycling (viewed positively); No set speed limit on main road; snow machines and 4-wheelers on land that they did not ask permission to cross. Outside road plowers.*
- *More & more younger people moving out of the town because of no work and cost of living.*
- *The building of new homes and the improvements of the exterior of Town Hall and Church. Watch residential-businesses. (viewed negatively); Planning-zoning keep them separate.*
- *New post office building.*
- *Growth, reduced deer herd, reduced grouse population.*
- *New 'reservoir' with stand pipe, great environmental & safety proactively.*
- *Champion land deal; Cow Mountain Pond Forest Legacy Project.*
- *The old folks are passing away.*
- *The main road appears to be better maintained.*
- *Private developing for personal gain; permitting process; changing of land ownership major parcels.*
- *The setting aside of "special natural areas" for the public (Mud Pond & Cow Mountain Pond; Development and posted property (viewed negatively).*
- *Change of ownership of large tracts of land*
- *Upgraded roads; other roads leading to Granby improved*
- *Loss of mature woodland; zoning (maybe wasn't done in last 10 years)*

OM Gallup Logging Operation, Late 1880s. 1

Granby's planning priorities are:

- Maintain the character of the Town, including its traditional way of life, environmental quality, and land use patterns;
- Maintain accessible large tract forested lands;
- Maintain an affordable community cost of living;
- Limit town roads to the current number of extent;
- Maintain a low density of permanent and seasonal housing;
- Provide acceptable levels of community services at an affordable cost to the community;
- Continue to explore adaptive reuses for the historic Granby school and identify ways to stabilize the structure.

1. Introduction

It is the purpose of this Town Plan to specify those characteristics and attributes of the Town of Granby that the Townspeople value. These features include clean water, forested countryside, non-congested housing, and the traditional lifestyle of the Town.

This Town Plan, along with Town's Zoning Bylaw serve as a firm guide to the Town for making the decisions and the plans that will shape its future. Although specific items will be deleted, modified, or retained with the passage of time, adherence to the ideas contained in this Town Plan by all members of the Granby community is the best assurance that the Town's grand vision of itself will be achieved. The Townspeople assume that all Town officials, employees, and volunteer workers will act in accordance with the statements and philosophies set forth in this document as they represent the Town and conduct Town business.

Vision

The Town of Granby strives to maintain the current conditions of the environment and lifestyle.

History

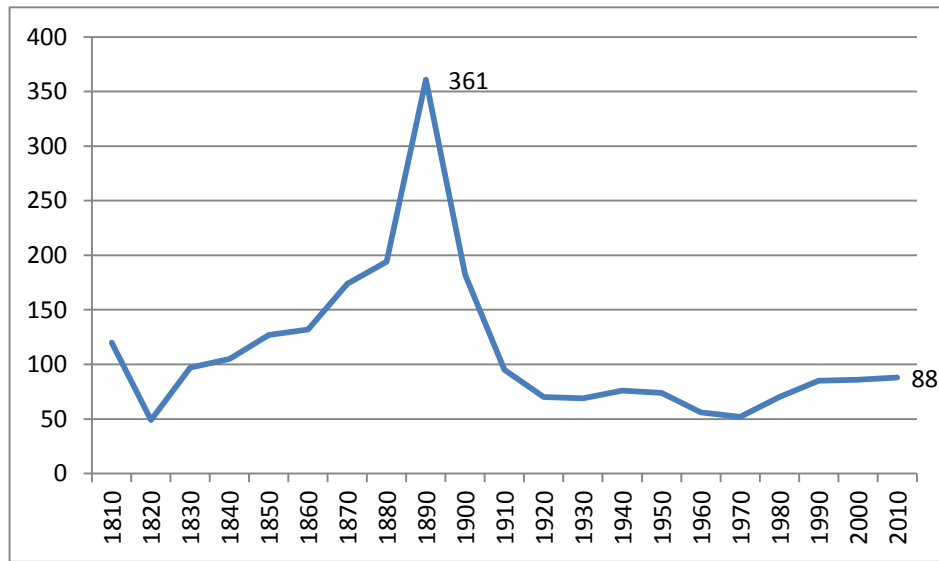
The Town of Granby is historically and presently 97% forested, with the majority of the dwellings clustered in the small village center along the main town road.

Since its founding in the 1760s by a few farming families, the population of Granby has varied greatly. *"Through the Woods..."*, the town history, reports that there were only three families left in Granby during the severely and unseasonably cold summer of 1816. The town was reorganized in 1822. Granby's population peaked at the height of the logging days in the 1890s. According to the 2010 US Census, there were 88 residents in the Town. The most current population estimates (2014) show 85 residents.



OM Gallup Logging Operation, Late 1800s.
Logging has played a critical role in Granby's rich history.

Figure 1.1: Granby Population, 1800-2000



Source: US Census Bureau

For most of its early history, the population of the Town was concentrated on the ridge tops, especially along Porrell Road. In recent years, most of the Town’s population has been concentrated in the valleys and along the hillsides.

In 1963, Granby was the last town in Vermont to receive electric power.

The Granby History Group has published a full-length book detailing the history of the Town and some of its families. A supplement was published in 1996. The reader is referred to those books for information on the history of the Town over the past 250+ years. They are available for purchase at the Town Clerk’s Office.

“Granby, fragile and unique, set apart from the rushed pace of the surrounding metropolitan areas, with its forests and streams, its splendid special life of wilderness. Make sure it will always have a future; that those of you who care will keep Granby on the map.”

--- from Thru the woods... Down the river... Over the Hill...Granby, VT, published 1990

Population Projections

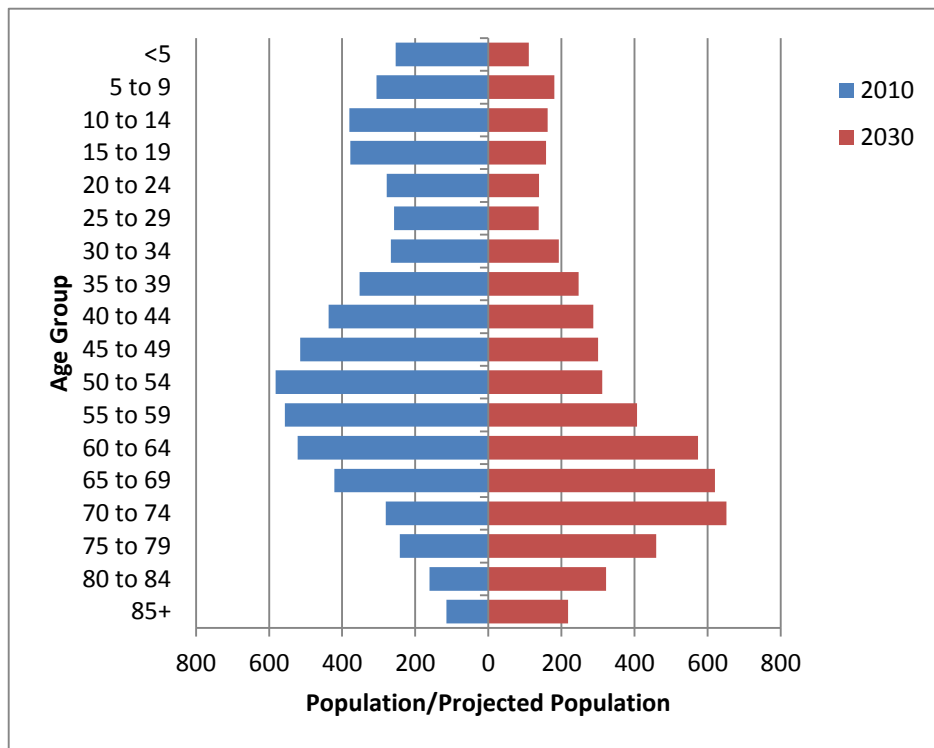
Making accurate long-term projections is difficult, especially in a town as small as Granby. In August 2013, the State of Vermont released two sets of population projections to 2030. These projections use TWO scenarios. “Scenario A” assumes an in-migration rate similar to what occurred from 1990 to 2000, when the economy was more robust. “Scenario B” assumes an in-migration rate in line with what occurred from 2000 to 2010, a decade plagued by lingering recession and economic turmoil. In either scenario, the projections show a slight drop in Granby’s population to 77 over the next two decades. There is a major caveat:

Projections are NOT predictions of what’s to come. Rather projections assume that trends that have occurred in the past will continue. This projection does not take into account any significant economic changes to the region, such as the impacts of the EB-5 developments that are planned for the Northeast Kingdom.

Vermont’s population projections have been based on an age cohort model (defined age groupings such as: 35-39 year-olds) using US Census data as the basis for calculations. Mortality, birth rate and migration rate data from 1990-2010 are factors used to develop the projections.

Granby’s population, like the rest of the county, is aging. County-wide population projections indicate an aging demographic, with decreases in each age category under 60 and increases for every age group over 60. This projection aligns with trends seen throughout the state and the northeastern U.S. This trend has significant long-range implications for demand for services and housing, and the regional and local economy.

Figure 1.2: Population Projections by Age Category for Essex County



Source: Vermont Agency of Commerce and Community Development, 2013, Scenario A

Despite the very low numbers and projected population decline for Essex County, Granby has a population that is dedicated to the town – and remaining there. Its location is remote, which means long drives for work, shopping and daily errands. However those who live in Granby have expressed a love for the land, the quality of life, and a time-honored rural tradition. According to most recent American Community Survey estimates, at least a quarter of the population has lived in Granby since prior to 1969 (compared to less than 5% statewide).

2. Land Use

Goal:

Strive to maintain the current level of environmental integrity while providing free public access to large tract forested lands for traditional recreational activities.

Land use practices should continue, insofar as feasible, not to disrupt or degrade the present state of the land. Land use practices which promote a scenic landscape and which preserve open space such as farming and forestry, should be encouraged. Activities which destroy open space, mar scenic views, significantly alter the landscape, increase erosion, render large areas impermeable, and have the potential to pollute the ground water should be avoided. Traditional local land-use practices should be encouraged, especially farming and forestry.

The forest should continue to be properly managed and maintained as a major positive feature of our Town's environment. Good forestry practices must be maintained and encouraged to insure that our present large tracts of forested lands are sustained in a productive state. The preservation of quality forests in Town will go a long way towards insuring that all the treasured natural, physical, biological, aesthetic and human environmental aspects of the Town will be

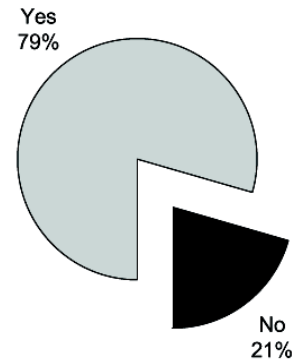
preserved as well.

The Townspeople greatly appreciate the opportunity to enjoy many safe and pleasurable outdoors-recreational activities within the Town borders. There is an abundance of good quality trails available for public use. There are abundant, accessible, small, private picnicking areas scattered throughout the Town.

In addition, most of the visitors who come to Town are attracted here by the freedom, peace, and beauty of the non-polluted, uncluttered, open-space, and low population density aspects of the large undeveloped areas, which constitute most of the Town.

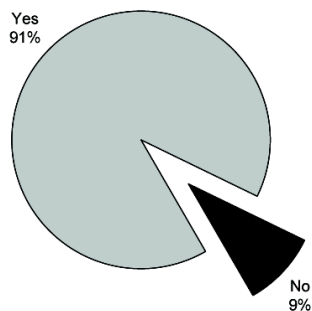
There are minimal flood hazard areas in the town of Granby. The two locations identified by Federal Emergency Management Agency are along the Moose River and in Granby Bog area. In

Survey Snapshot on Agriculture
Q: Should agricultural land be protected?
(29 responses)



Respondents who indicated YES were asked HOW they'd wish to see agricultural lands protected. Six respondents cited restrictions or regulations; 3 cited conservation measures, such as outright acquisition or cooperation with conservation programs, 7 cited tax incentives to landowners.

Survey Snapshot on Forests
Q: Should forest land be protected?
(32 responses)



Respondents who indicated YES were asked how they'd wish to see forest land protected. 12 respondents indicated restrictions or proper forest management practices, 9 cited tax incentives or conservation efforts.

2012, the Town of Granby adopted flood hazard regulations and joined the National Flood Insurance Program (NFIP). Enrollment in the NFIP enables residents to purchase flood insurance (whether or not they are located in the mapped flood hazard areas), and it enables the town to access numerous benefits, which are identified in the Flood Resilience element of this plan.

**Figure 2.1 Granby Land Profile
(Multiple Sources)**

Population Density per Square Mile	2.20	US Census
Area of Land, Acres	24,979.20	US Census
Area of Water, Acres	32	US Census
Total Private and Public Conserved Lands, Acres, 2016	6,516	NVDA
Percent Private and Public Conserved Lands, Acres, 1999	26.10	NVDA
Federal Administered Conserved Lands, 1999	1,628.81	UVM School of Natural Resources, Spatial Analysis Lab
State Administered Conserved Lands, 1999	207.83	UVM School of Natural Resources, Spatial Analysis Lab

Figure 2.2 Lake Water Quality Summary Reports

Body of Water	Formation	Classification Water Quality	Area	Watershed Area	Water Monitoring	Uses
Cow Mountain Pond	Natural	B	10 acres	128 acres	Lay monitoring program	No developed Access
Little Mud Pond	Natural	B	n/a	n/a	n/a	No developed access
Mud Pond	Natural	B	55 acres	2,128 acres	Lay monitoring program	Fishing, no developed access

Source: Agency of Natural Resources, Department of Environmental Conservation, Water Quality Division

Explanation: Waters of the state are classified by the Water Resources Board as either A, B, or C. The vast majority of Vermont's lake acreage is Class B. Class A waters are primarily drinking water reservoirs. Class C waters are small "zones" in an otherwise Class B water created to receive permitted discharges. A few lakes in Vermont have Class C zones, notably Lake Champlain and Lake Memphremagog. Class B waters are managed to support the following uses:

- Aesthetics: quality consistently exhibits good aesthetic value
- Public water supply: public drinking water supply with filtration and disinfection
- Agricultural water supply: irrigation and other agricultural uses
- Good habitat: provides high quality habitat for aquatic biota, fish and wildlife
- Recreation: swimming and recreation

Figure 2.3: Current Use Enrollment

Total Number of Parcels	Enrolled Homestead Acres	Enrolled Non-Residential Acres	Enrolled Forest	Enrolled Agricultural
29	178	20319	20,434	62

Source: Vermont Department of Taxes, Division of Property Valuation and Review, FY2015 Annual Report

Grand List:

The State 2015 Grand List shows that there are 145 parcels in Granby, 133 are taxable.

- There are 38 residential parcels in Granby, 15 of which are on lots that are six acres or larger.
- There are 11 mobile home parcels, two of which are unlanded.
- There are 50 seasonal homes, half of which are on lots that are six acres or larger.
- Three parcels are owned by utility companies.
- Just over 20% of all parcels are owned by Granby residents.

Source: Vermont Department of Taxes)

Act 250 Review:

Nothing has met Act 250 jurisdiction for review over the past three years. There have been three Act 250 permits issued in Granby in the past three decades: St. Regis Paper Company, CVPS distribution line in 2000, and the construction of a general store in 1999 (which is now closed).

Zoning:

Granby has enforced a zoning bylaw since 1993. There are three districts:

Village: Contains much of traditional residential core and provides for neighborhood-type commercial facilities at a higher density (1 acre) to create a clustered, compact village center. This district runs along town highways from the border with Victory to School House Brook and Roger’s Ranger grave site.

Rural Residential: Provides for rural residential development and neighborhood-type commercial facilities at a moderate density (1.5 acres), while allowing for the continuance of agriculture and forestry activities. This district incorporates all areas along town roads that don’t fall into the Village District.

Forest District: This district provides for traditional long-term forest management, while allowing for the development of seasonal dwellings. There is a minimum of 5 acres. Single family dwellings are conditionally approved.

Granby’s zoning also prohibits construction of dwellings within 75 feet of any surface waters (ponds, streams, and rivers) and requires maintenance of a natural vegetation

Survey Snapshots on Zoning
Q: Is it reasonable to specify minimum amounts of acreage on which to build homes in different parts of Granby? (34 responses)

Yes	31
No	3

Q: Is it reasonable to prohibit certain types of uses in some parts, while allowing them in other parts? (31 responses)

Yes	22
No	9

Sample responses: “Businesses should not be in the middle of town.” “Gravel pits, high structures, junk yards, building near water.” “In town, not out of town.” “To protect visual impact.” “Commercial activities, except small in-house businesses should be concentrated in the built-up section of town.” “Home sites in wetlands.” “Environmental impact may vary in different areas.” “Village=smaller lots=no town streets.”

Q: Should there be restrictions on the number of homes that can be built on a single lot? (33 responses)

Yes	30
No	3

Q: How many acres do you consider the ideal lot for future residential use? (35 responses)

1/2 acre	3
1 acre	5
2 acres	9
5 acres	6
10 acres	5
Don't know	7

buffer of at least 50 feet within that area. A shoreland buffer provision permits only light thinning and selection harvesting so that breaks in the canopy are minimal, and a continuous cover is maintained. Effective July 1, 2014, the Vermont Legislature passed the [Shoreland Protection Act](#), which regulates shoreland development within 250 feet of a lake's mean water level for all lakes greater than 10 acres in size. Any development, redevelopment, or clearing within 250 feet of the mean water level of Mud Pond will require a state permit, and the state regulations will supercede local standards.

Earth extraction – The Town would rely on Act 250 review of such activities and directs the Natural Resources board to consider such commercial-scale activity in a way that minimizes adverse impacts to adjoining residential uses. Gravel should be stored and sited in a manner that does not impair wetlands and water resources. Truck traffic should not degrade our roads and daily truck traffic should not exceed the town's ability to service such roads. Transport of earth materials should be done in a manner that minimizes dust.

Strategies

- Ensure that regulatory documents maintain the integrity of the Town Plan.
- Initiate dialog and negotiate with new property owner(s) about maintaining public right-of-way for recreational activities.
- Establish an appropriate recreational area in the Cow Mountain Pond area.
- Maintain free public accesses to lands within the Town boundaries by working with landowners and including them in the planning process.

3. Preservation and Conservation

Goal:

Protect all aspects of the current conditions within the Town including, but not limited to, the environment, air quality, and water quality.

Description:

The conditions of the environment, air and water provide the residents with very desirable living conditions.

We have no major local sources of air pollution, including noxious odors and noise. As a result, visibility can be unlimited and breathing is easy and healthy. This adds to the enjoyment and appreciation of being and working in the outdoors and living in Granby. We wish to discourage local activities that are potentially harmful to the local atmosphere, plants, and animals; the global atmospheric environment and its related weather and climate features; and the bodies of the local inhabitants, especially their respiratory and auditory tracks.

Basic to the quality of life in Granby for people, animals, and plants is the abundance of pure water in Town. It occurs in many different formats (wetlands, streams, ponds, surface springs, and subsurface flows) and in many places throughout the Town. It is a resource that is vital to all the aspects of life in Town; human, plant, and animal. Its present quality and quantity and its historic flow paths and volumes must be preserved in the future.

There are three areas designated in town as conservation land. They are Cow Mountain Pond, Little Mud Pond and Mud Pond. There is a conservation easement on Nurse Mountain.

Forest Land Evaluation Site Analysis

About 97% of Granby's land is forested. In 1991, Granby became the first municipality in the nation to perform a Forest Land Evaluation Site Analysis (FLESA). The FLESA uses a comparative scoring system to assess the viability of individual forested parcels for timber management, wildlife habitat, recreational use, scenery, and other uses such as development potential.

The origin of Granby's FLESA can be traced to 1988, when the Granby Planning Commission was created. At that time, a New Hampshire developer purchased 22,426 acres of northern forest from Diamond International Corporation, thus creating a development scare that prompted the town to take action.

Forest Legacy Program

The potential uses of FLESA are numerous and include:

- Open space planning and conservation
- Identifying land units as candidates for conservation easements or other land protection easements.



Aerial shot of Cow Mountain Pond

rights to this property. A Forest Stewardship Plan has been prepared by the Town of Granby to guide forest management, and a Forest Management Committee has been appointed by the board of Selectmen.

The Cow Mountain Pond Forest parcel contains “Governor’s Corner,” approximately 600 acres. A 200-acre portion of the Cow Mountain Pond forest parcel also has been designated as an “old growth forest” in order to promote large tree growth and biological diversity. (This designation was required in order to satisfy the requirements of the various entities that supported the Cow Mountain Pond Preservation Project.) These lands must remain undisturbed, except for moving fallen trees out of the way of trails. A barway at the beginning of the Pond path ensures that trails in this area are open to foot traffic only.

The cost of acquisition was \$570,000. In addition to the \$271,000 in federal funds, the State of Vermont Housing and Conservation Fund supported the purchase with \$180,000. The Town of Granby took out a loan for \$55,000 and raised an additional \$73,000 through exhaustive fund-raising and solicitation of private donations.

All Granby lands remain eligible in the Forest Legacy Program. Since the completion of the Cow Mountain Pond tract, development rights from an additional 935 acres around Nurse Mountain have been acquired as well.

Preservation of Historic Sites/Sites of Interest

- The Granby Town Hall (built in 1891) was repainted in 2008.
- Number 1 Schoolhouse Site: The cellar hole of the first framed schoolhouse, built in 1825 has been preserved at the initiative of private landowners.
- The Roger’s Rangers Gravesite is

In 1993, the Town of Granby therefore achieved another first in the nation: the completion of a forest legacy project, which provides no more than 75% of total program costs to purchase development restrictions from willing landowners. Two parcels of land (approximately 1,660 acres) surrounding Cow Mountain Pond were acquired by the Town of Granby through this program, thus ensuring that they will remain essentially as they are now, providing recreation, scenery, and timber. The Town of Granby holds the timber



Stevens Village/Moccasin Mill, Late 1800s. The old train turntable nearby (but not visible here) still exists.

privately owned, and the Town keeps the property mowed.

- There are a number of private and/or unmarked graves on private property, such as the Wilkie Baby Stone (shown below), which are often preserved at the initiative of the landowners.
- The round stone foundation of the train turntable, which once served the Granby Branch railroad, remains intact.



The Granby-Victory Congregational Church

- The Granby-Victory Congregational Church was built in 1845. The church is responsible for the maintenance and upkeep of the Granby Congregational Church cemetery and gravesites. In 2007, the roof was replaced, and the building was repainted.
- The Town of Granby owns the land that contains the Granby School building, which is owned by the Granby School District. The Town of Granby assumes the cost of electricity and insurance.



The Wilkie Baby Stone

- Have the town continue to support the Cow Mountain Pond Management Committee.
- Pursue the possibility of conducting a natural resources inventory.

Strategies

- Maintain the trails in the Cow Mountain Pond area.
- Negotiate access right to Cow Mountain Pond property.
- Negotiate access right to large parcels of land for traditional recreational usage.

4. Utilities and Facilities

Goal:

Maintain the facilities at their present appearance and conditions and to continue to provide its residents with local postal service, emergency services, garbage and recycling services, and access to town building(s) for public and private functions.

Properties

Granby has several buildings that provide a sense of community. They include: Town Hall and Town Offices, Post Office, Church, Library, Granby Central School (which is now

closed), the Town Tool House, and the Town Garage (aka “Sherwood’s Garage”).



The Granby Town Hall

There is one town-owned cemetery, the Appleton Cemetery, as well as two other private cemeteries, the Rogers Rangers Gravesite and the Boyce Cemetery. The town provides maintenance and upkeep to all three. There is also a cemetery beside the Church that is owned by and maintained by the Granby-Victory Congregational Church.

Public Safety

The Town provides various services to its residents. Emergency services are coordinated by the Selectboard.

Fire is a very real threat to life and property in a remote location such as Granby. Fire protection is provided by the East Burke Volunteer Fire Department. In 2007, a dry hydrant was installed just over the town line, in Victory.

Medical emergencies are always serious threats to persons living in remote areas. There are two first responders. Lancaster Ambulance responds to calls within the village and east of the village. Lyndon Rescue responds to calls in the vicinity of Lund Lane and Moccasin Mills Road. The average response time for first responders is about 30 minutes.

The proper level for local law enforcement is a function of local need. At present, the Town's constable is adequate. Contracting for law enforcement services with County or the neighboring municipalities on an as-needed basis should be continued. Residents are to contact the Vermont State Police or the Essex County Sheriff (from Guildhall) for police service.

Survey Snapshots on Emergencies

Q: The Granby Planning Commission is exploring options to improve local medical emergency response practices.

Would you support creation of a local emergency network who could be contacted in the event of a medical emergency?

Yes	30
No	2

Q: If YES, would you be interested in volunteering in such a network or receiving emergency medical training?

Yes	13
No	12

Q: Would you support the town's purchase of medical emergency response equipment, such as defibrillators?

Yes	26
No	5

Solid Waste

Act 148, Vermont's Universal Recycling Law, was passed in 2012. The purpose of this law was to increase recycling, reduce greenhouse gas emissions, decrease the dependence on landfilling, and reduce municipal expense by diverting recyclables and compostable materials from the waste stream. This law enforced the practice of unit-based pricing for trash disposal (sometimes called "Pay As You Throw") by July 2015. It also banned the disposal of recyclable materials (glass, metal, plastics #1 and #2, cardboard and paper) on July 2015. The law will ban the disposal of leaves, yard debris and clean wood in July 2016 and food scraps by July 2020. All solid waste facilities (transfer stations, drop-offs, and landfills) that collect trash were required to offer collection of baseline recyclables by July 2014. (Commercial haulers were exempted from this requirement.) Solid waste facilities -- including commercial haulers -- must offer collection of leaf and yard debris by July 2015 and food scraps by July 2017. Facilities cannot charge an additional fee for the collection of recyclables, but they can charge for the collection of yard debris and food scraps.

The Town belongs to the Northeast Kingdom Waste Management District. Until the summer of 2015, free refuse disposal was provided at no charge to the residents of Granby as long as they recycled. In accordance with Act 148, the Town now charges per bag, utilizing special tags that have to be placed on each bag. Each resident household receives 52 free tags a year, and each non-residential household receives 20 a year. If those run out before the end of the year, additional tags can be purchased from the Town Clerk.

On-Site Potable and Waste Water

Most occupied dwellings in Granby have septic systems. In 2007, the State of Vermont took delegation of all enforcement of local potable water and wastewater systems. Systems that were previously considered exempt from state regulation may now require a permit. (*Environmental Protection Rules, Chapter 1, Wastewater System and Potable Water Supply Rules, Effective Sept. 29, 2007*) Some activities that may now require a permit include: construction of single-family residences; construction or modification of a wastewater system or potable water supply; new connections to an existing wastewater system or potable water supply, subdivisions of land; and repair and replacement of a failed wastewater system or potable water supply.

There are currently 27 permits on file with the Agency of Natural Resources, Department of Environmental Conservation. The most recent-- as are the majority of permits issued in Granby-- are for the subdivisions of land. (New lots are created with a notice of permit requirement, and a permit is obtained when the property owner intends to build.)

Utilities

Power is provided by Green Mountain Power.

Telephone service is provided by FairPoint Communications. During a power outage the phone system is only operational for the first two hours. In an emergency this situation has the potential to be disastrous. This service has been identified as a potential area in need of upgrading.

Granby’s All Hazard Mitigation Plan

Granby had an All Hazard Mitigation Plan (now called Local Hazard Mitigation Plan) which was developed in 2005. The medium-to-high-risks identified in the plan are fire, power failure, winter storm/ice, high winds, town road incidents and school safety issues. (The Granby School was still open at the time this plan was adopted.) Here are some of the recommendations that were drafted for Granby in 2005:

Figure 4.1: Granby Hazards and Mitigation Strategies

Project/Priority	Mitigation Action	Who is Responsible	Time Frame and Potential Funding	Initial Implementation Steps
Designate a shelter and generator. HIGH	Provide a central place for a shelter when power is out and roads are inaccessible.	The Selectboard and Local Emergency Management Coordinator.	Homeland Security and Fire Grants.	Seek appropriate grant source, obtain cost estimate and apply for funding.
Need adequate power and phone service - HIGH	Emergency use is inadequate without redundant service in remote areas.	Selectboard	Utility Companies	Contact Public Service Board to petition for service

The plan was not formally adopted by the Town, nor did FEMA approve the plan. Since the time this plan was developed, FEMA has raised its standards for approving Local Hazard Mitigation Plans. The town may benefit from having a FEMA-approved Local Hazard Mitigation Plan. This is discussed further in the Flood Resilience Element.

Strategies

- Maintain adequate funding for upkeep of town buildings.
- Monitor and encourage the upgrade of existing phone system.
- Work with partners to bring high-speed broadband to Granby.
- Explore local fire protection options.
- Fire prevention education and the signing of mutual aid agreements for first responders should be continued.
- Develop reimbursement policy for emergency services.
- Provide 911 education, including training on accident prevention and basic first-aid, choking relief, and CPR techniques.
- Investigate the procurement of appropriate medical response equipment.
- Provide education on homeland security and survival techniques.
- Support the Hazard Mitigation Priorities identified in Granby’s All-Hazard Mitigation Plan.

- Explore the possibility of establishing alternate energy resources for the town, using the town-owned lands if necessary. Possible resources include water or wind turbines.
- Explore grant opportunities to support alternative energy resources, such as the Clean Energy Development Fund.
- Encourage the use of alternative energy resources by private landowners.

5. Transportation

Goal:

Provide the public with an infrastructure system that is safe, well maintained and is passable as outlined in the Vermont State Statues.

Description:

Granby needs an adequate, but not extensive, road system. The present system is serving the Town quite well. The infrastructure system includes*:

5.27 miles of class 2

5.19 miles of class 3

6.11 miles of class 4

6.68 miles of legal trails

5 bridges (Shores Hill Bridge is scheduled for replacement in 2016 with State Emergency Fund Grant of \$248,370. Town share for project will be \$6,630)

*Mileage totals are from the most recently published Town Highway map (published 2/2015), and do not include the 1600' extension of Porrell Road, which occurred in 2015.

All of the roads in Granby are gravel. There are two concrete slab bridges and two pipe arch bridges. The majority of culverts are metal. The system as a whole is in adequate condition. The Town has adopted the 2013 VTtrans current Road and Bridge Standards.

Road maintenance is important to the town, as Granby's main connection to goods and services exists off of the main road, the Granby Road. This road connects to areas outside Granby through two adjacent towns (Victory and Guildhall). To the east is Guildhall, which includes a small village and access to a larger regional center, Lancaster, New Hampshire, located just across the Connecticut River. The other main road connections exist through the Town of Victory. River Road runs south through Victory and provides connections to Concord, St. Johnsbury, and Lunenburg; while Burke Road runs east-west and provides connections to Burke, Lyndonville and northern Essex County. For shopping, residents travel is equally divided between the directions of Lyndon and St. Johnsbury. Commuting patterns based on most recent data from W-2s also appear to be similarly dispersed. (See Economic development.)

Road maintenance is currently overseen by the road foreman and contracted out for grading services and snow removal. Snow removal is provided on the Class 2 road and all Class 3 roads that connect with the main road.

The average annual budget for road maintenance has been relatively stable – about \$70,000 in the previous town plan. The most recently approved budget was \$75,500.

The Town also has a number of recreation trails that serve the public. These include VAST snowmobile trails, hiking paths, and a legal trail that allows for limited use, since it mostly crosses private property. Travelers seeking beautiful scenery and a quiet country road also enjoy the Granby Road, which is identified as part of larger regional loops in the Northeast Kingdom Cycling Map and self-guided fall foliage and wildlife tours.

Like all municipalities, Granby receives an appropriation from the state to pay for the maintenance of town highways. This appropriation does not require a match, as long as at least the municipality spends at least \$300 per mile of local tax revenues on its highways. The appropriation is based on the mileage and classification of roads (44% for Class 2 and 50% for Class 3).

State funds are available for repairs and replacement of bridges and culverts on town highways, Classes 1 through 3. The state share is limited to \$175,000 per project. The local share is 20% of the project cost, unless the municipality has done the following

- Adopted the current VTrans Road and Bridge Standards
- Conducted a highway infrastructure study (not less than three years old) which identifies all town culverts, bridges, and identified road problems. The inventory would include location, size, deficiency/condition, and estimated cost of repair – where the condition is less than acceptable.

If both requirements are met, the local share of the project cost drops to 10%. The Town should consider these cost implications for future and potential projects involving Granby’s road infrastructure.

VTrans is required to inspect all bridges with a span of 20 feet or longer, whether they are located on a federal-aid system or a town highway. These inspections occur once every two years, and reports of the inspections are sent to the Town.

Bridges with a span of less than 20 feet but equal to or greater than 6 feet are considered “short structures.” They are neither inspected nor prioritized by the state, and no formal system for identifying or assessing them currently exists. In fact, short structures have not been regularly depicted on the Town Highways Maps since 2003. Towns are responsible for the inspection of their own short structures. In 2016, the regional planning commission will organize condition assessments on town short structures, classifying them as “Good,” “Fair,” or “Poor.” The conditions assessment will be an important tool for identifying medium- to long-range costs for maintaining, upgrading, and repairing short structures.

Table 5.1: Granby Bridges

Bridge #	Highway & Locations	Span
B2	Town Highway 2, Lund Lane, crossing Lund Brook, noted to be in good condition as of 2014.	15'
B6	Town Highway 1, Granby Road, crossing Schoolhouse Brook, noted to be in poor condition as of 2014	6'
B3	Town Highway 6 crossing Granby Brook, Shores Hill. Condition was poor due to abutment washout in 2014. Replacement of this bridge is nearly complete.	13'
B1	Town Highway 1, crossing Granby	8'

	Brook, inspected 2014, but condition is unknown	
B5	Town Highway 1, inspected 2014, but condition is unknown	Span not identified

Source: VTrans Town Highway Maps 2003 and 2014, VOBCIT

Granby’s culvert and bridge inventory noting the location, size and condition of all culverts and bridges can be found in the Vermont Online Bridge and Culvert Inventory Tool (VOBCIT). The Town’s Road Foreman has been very diligent at recording data in this system. At present there are 122 culverts that are classified in the system. More information about the condition of the culverts can be found in the Flood Resilience plan.

Municipal Roads General Permit

Act 64, the Clean Water Act, will require municipalities to develop and implement a customized, multi-year plan to stabilize their road drainage system, bring road drainage systems up to basic maintenance standards, and implement additional corrective measure to reduce erosion.

The plan will be based on a comprehensive inventory of the road network that identifies priority road segments that are connected to surface waters through ditches, culverts or other drainage structures. Towns will prioritize road segments and develop remediation plans and implementation schedules (capital budgets). Towns can apply for funding through the Better Back Roads Program for both the inventory and remediation process. Technical assistance is available through the County Conservation District, VTrans Maintenance District, Vermont Local Roads, and NVDA.

How this is implemented is yet to be determined. The Vermont Department of Environmental Conservation (DEC) will be developing a draft Municipal Road General Permit and standards by 12/16 and a final version one year later. Towns will begin applying for MRGP coverage between 2018-2021. Towns can be apprised of the coming requirements through participation in the Regional Road Foreman Group facilitated by NVDA and their VTrans District or by going to the DEC MRGP website above. Before the MRGP and standards are finalized, towns can begin identifying road erosion sites that could potentially impact waterways and begin implementing road best management practices. Towns identifying sites and implementing best management practices will be credited for this work as part of the MRGP. Ongoing coordination with NVDA and training support from Vermont Local Roads will be critical.

Strategies:

- Maintain the number of town-owned roads.
- Pursue available grants to help offset the cost of maintaining the system.
- Develop appropriate town road policies in conjunction with the Selectboard.
- Continue to update the Town’s transportation infrastructure information in the Vermont Online Bridge and Culvert Inventory Tool.
- Continue to replace undersized and failing culverts.

- Encourage continued involvement with NVDA's Road Foreman Meetings and Transportation Advisory Council.
- Encourage continued participation at Vermont Local Road Trainings.

6. Education

Goal

To provide several desirable options for educating the community’s children, from kindergarten through high school.

“Education has never been taken lightly here. The character and qualities of its teachers down through the years has been first priority to our school board. The aim of the parents was to educate the children to read with ease and propriety, to write a plain and legible hand, and to have them acquainted with the rules of arithmetic as far as shall be necessary to carry on the most common and necessary occupation of life and happiness.”

From Thru the woods...Down the river...Over the hill...Granby, Vermont

Survey Snapshot on The Granby Central School

Q: What use of the school do you think would be appropriate?

Library	11
Museum	9
Community function	10
School	3
Other	4
All the above	5
“Other” included renting the building out for use, recreation center and town park, and parking, and old-time logging style of living.	

Description

The Granby Central School dates back to 1885. Until 2006, this one-room schoolhouse provided education for kindergarten through 6th grade. The curriculum and facilities of this one-room school were adequate for fulfilling the basic educational needs of the Town's children. This was deemed much more desirable than to transport children to a neighboring town for their elementary education.



The Granby School

In 2006, with its youth population in decline, a difficult decision was made to close the schoolhouse. This was clearly a loss to the community, as it has been the center of the community for generations. The facility was in excellent condition at the time of the school closing. Substantial work has been done on the facility in recent years, including the installation of a new septic system, a

firewall, and an ADA-compliant entrance ramp and bathroom.

Granby offers school choice for all grades. Nearest opportunities for additional learning can be found at Lyndon State College and Community College of Vermont in Newport.

Act 46 was passed in 2015, with the purpose of unifying and consolidating disparate governance structures into more sustainable systems that minimize the equalized rate per student. To consolidate all schools must offer the same level of school choice. Since Granby now offers school choice from PreK through grade 12, the school district is exploring the

option of combining similar schools from three districts: Essex-Caledonia Supervisory Union: Guildhall, Kirby, Maidstone, Victory; Essex North: Bloomfield, Brunswick, Lemington, and Norton; Caledonia North: East Haven.

Strategies

- Find ways to keep the school facility vital within the community. Although the school closed, the historic facility still plays a significant role in the community. Currently, the facility houses the Granby Library, which is open seasonally.
- Identify potential funding sources for keeping the facility in operation as some kind of community facility. Possible funding sources include, but are not limited to: Vermont Community Development Program (Community Development Block Grants), USDA Rural Development, Preservation Trust.
- Get the Granby School listed on the State Historic Register.

7. Adjacent Towns

Goal

The town strives to maintain a positive relationship with the surrounding communities and work together to share resources.

Description

Due to its relative small size and remoteness and its limited financial resources, Granby has often found it to be advantageous to maintain active inter-municipal cooperation with neighboring towns. The Town has a positive attitude toward using a regional approach to overcome some of the issues encountered in municipal planning.

As previously discussed, the Town contracts with neighboring towns to provide emergency services and is a member of the Northeast Kingdom Waste Management District.

Strategies

- Participate in public committees with adjacent communities, such as Regional School Board, Waste Management, etc.
- Send town officials to training.
- Review planning, zoning policies of neighboring towns while developing same.
- Explore expanding local first responder services.
- Work in partnership with surrounding towns to reduce the cost of various maintenance materials.
- Continue to explore the option of cost sharing large purchases.

8. Energy

Goal

To ensure the continued wise use of energy and to promote energy conservation.

Description

Most activities in Granby are presently low energy users and there is little evidence of inordinate energy waste.

Utility distribution facilities and service junctions associated with utilities, when not disruptive of the Town's environment and character, will be encouraged for the tax benefits which might be associated with them. Use of small-scale energy efficient systems, which provide some individual energy self-sufficiency, should be encouraged.

Granby was the last town in Vermont to receive electric power, (in 1963) and due to our isolated mountainous location we still have long stretches without electric power. The residents are very knowledgeable on survival techniques during these phases. About 6% of year-round homes are off the grid. Heating sources are largely determined by market fluctuations. Our environment provides fresh air in abundance in all seasons. Therefore, no energy scarcities are anticipated in the near future.

Strategies

Encourage the continued wise use of energy resources in Town by keeping the Town residents informed on energy related issues; including potentially local useful technologies, especially those with economic and conservation advantages and those that promote energy self-sufficiency.

Educate on available energy efficient products such as light bulbs.

Explore the possibility of establishing alternate energy resources for the town, using the town-owned lands if necessary. Possible resources include water or wind turbines.

Explore grant opportunities to support alternative energy resources, such as the Clean Energy Development Fund.

Encourage the use of alternative energy resources by private landowners.

Contact the Extension Service, or other appropriate agencies, to inquire about energy audits in Granby.

Consider a bylaw revision to include screening standards for ground mounted solar plants that are greater than 15kW.

9. Housing

Goal

Maintain attractive, natural, uncluttered, low density housing that is currently in existence throughout most of the Town and moderate density of housing currently in existence in the small center of Town near the intersections of Town Roads 1 and 3 that retains the Town's traditional rustic charm.

Description

Currently there are approximately 90 residents in Town. There are about 80 part-time residents. They own about 90% of the roughly 35 summer and hunting camps, which are scattered, throughout the forested areas of Town.

Currently the population is concentrated in the valleys and along the hillsides and nearly all the permanently occupied homes in Town (about 35) are located along either Town Road 1, 2, 3, or 6. The greatest population density (approximately 40% of the permanent population) is currently in the area near the intersection of Town Roads 1 and 3.

The Northeast Kingdom has traditionally had some of the highest percentages of seasonal and vacation housing stock in the state, and Granby is no exception. According to the 2010 Census, 43% of Granby's housing units are for seasonal, recreational or occasional use.

In 2004, major revisions to 24 V.S.A., Chapter 117, (the statute that regulates planning and zoning) instituted a number of changes regarding the way towns plan and make accommodations for affordable housing. Town plans, for example, should define the cost thresholds for affordable housing in their respective communities. Affordable housing is defined by the state as such:

Housing that is owned or rented by its inhabitants, whose gross annual household income does not exceed 80 percent of the county median income, as defined by the United States Department of Housing and Urban Development, and the total annual cost of the housing, including principal, interest, taxes and insurance, or rent, utilities, and condominium association fees, is not more than 30 percent of the household's gross annual income.

Figure 9.1 Granby Households

Number of Housing Units, US Census, 2010	Granby	Essex County	Vermont
...owning home	36	2,260	181,407
...renting home	7	558	75,035

The State of Vermont Tax Department does not have information about the median price of a primary residence in Granby. The 2014 median price for a primary residence (single family home) in Essex County is \$93,250. The average price of primary residences sold in Essex County is \$121,604. In housing, the average price of housing is nearly always higher. This indicates that outliers -- sales of extremely high-priced homes -- are skewing averages upward.

The median household income for a family of four in Essex County is \$47,300 (HUD, 2014). The “housing rate,” i.e. the wage needed to pay only 30% of income toward housing is as follows:

Figure 9.2 Affordable Housing in Granby

	Housing Wage, 2015 (HUD)
0 bedroom unit	\$10.52
1 bedroom unit	\$11.60
2 bedroom unit	\$113.75
3 bedroom unit	17.12
4 bedroom unit	\$22.00

Strategies

- Encourage permanent housing along existing Town roadways through public education and non-regulatory and regulatory techniques.
- Make sure that Granby’s zoning bylaw continues to reflect the statutory requirements that impact affordable housing, such as the allowance of accessory dwelling units as a permitted use of an owner-occupied dwelling.
- Develop policies that encourage appropriate upkeep of properties to uphold the character of the town.

10. Economic Development

Goal:

To provide a strong and diverse economy that provides satisfying and rewarding job opportunities and that maintains high environmental standards, and to expand economic opportunities.

According to American Community Survey (ACS) 5-Year Estimates, there are 63 individuals aged 16 and older in Granby. Of these, there are 29 individuals in the civilian labor force, and all are currently employed. The remaining 34 not in the labor force are not considered unemployed.

Commuting

Four of the workforce work out of their home, and the rest drive alone to work. Essex County residents have some of the longest commutes to work in the state. However, the mean travel to work time for Granby residents is 40 minutes, which is in stark contrast with the rest of the county (27.5 minutes) and the state of Vermont (22 minutes).

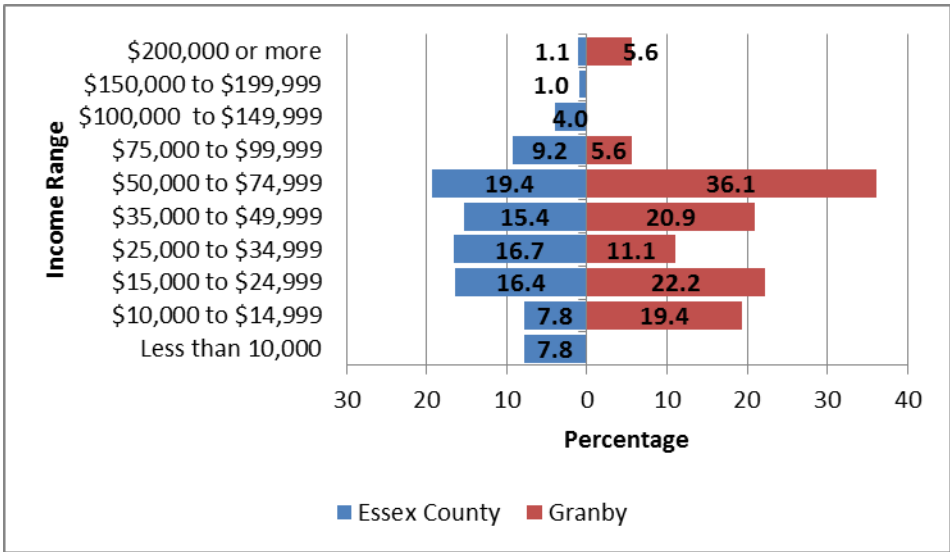
Table 10.1: Industry and Occupation of Granby Workers

Industry	#	Occupation	#
Agriculture, forestry, fishing and hunting, and mining	4	Management, business, science, and arts occupations	4
Construction	4	Service occupations	4
Manufacturing	13	Sales and office occupations	3
Retail trade	2	Natural resources, construction, and maintenance occupations	6
Professional, scientific, and management, and administrative and waste management services	4	Production, transportation, and material moving occupations	12
Educational services, and health care and social assistance	2		

Source: American Community Survey, Selected Economic Characteristics 2009-2013

Granby's median household income is \$30,000, which is 16% lower than the countywide median (\$35,916) and 44% lower than the statewide median of \$54,267. The mean (average) household income in Granby is \$60,458, which is significantly higher than average household income in Essex County (\$46,494), which is because of a small number of households at the highest income level of \$200,000+. Otherwise, Granby incomes tend to be weighted more heavily to moderate to mid-level ranges.

Figure 10.1: Household Incomes, Granby and Essex County



Census/On-the Map

The US Census Bureau’s OnTheMap, a web-based mapping and reporting application that shows where workers are employed and where they live. The application is populated with W-2 forms from 2013, so there is a certain degree of accuracy. However, the W-2 might be issued from a location other than the resident’s place of work – which might actually be the resident’s home. Nevertheless, New Hampshire appears to be the predominant source for employment. The Newport-Jay area, which has seen significant level of investment of EB-5 dollars in recent years, does not seem to be a strong source of full- or part-time employment for Granby residents.

Table 10.2: Where Granby Residents are Employed

	Primary		ALL Jobs	
	Count	Share	Count	Share
Lancaster CDP, NH	2	8.3%	2	7.4%
Littleton CDP, NH	2	8.3%	2	7.4%
Montpelier city, VT	2	8.3%	2	7.4%
St. Johnsbury CDP, VT	2	8.3%	3	11.1%
West Stewartstown CDP, NH	1	4.2%	1	3.7%
Elizabethtown CDP, NY	1	4.2%	1	3.7%
Beecher Falls CDP, VT	1	4.2%	1	3.7%
Concord CDP, VT	1	4.2%	1	3.7%
Danville CDP, VT	1	4.2%	1	3.7%
Newport city, VT	1	4.2%	1	3.7%
Randolph CDP, VT	1	4.2%	1	3.7%
Rutland city, VT	1	4.2%	1	3.7%
Burlington, VT	0	0.0%	1	3.7%
All Other Locations	8	33.3%	9	33.3%

Source: Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2013). (CDP stands for “Census Designated Place,” which is a concentration of population identified by the United States Census Bureau

for statistical purposes. CDPs are delineated for each decennial census as the statistical counterparts of incorporated places, such as cities, towns, and villages.

Covered Employment

The Vermont Department of Labor reports that there are only four establishments in Granby providing “covered” employment. Collectively, they employ 24 people at a total of \$414,747 for the first quarter of 2015. “Covered” employers include private for-profit businesses with one or more employee or federal, state and local government (such as town offices, post office). Because of the small numbers, most data is suppressed.

Table 10.3 Covered Employment in Granby

NAICS	Description	Establishments
1133	Logging	1
484	Truck transportation	1
541	Business and Technical Services	1
921	Executive, legislative and general government	1

Source: Quarterly Census of Employment and Wages (QCEW) program, Vermont Department of Labor, Economic & Labor Market Information Office, in cooperation with the [U.S. Bureau of Labor Statistics](#).

Self-employment

According to ACS estimates, of the 29 Granby residents in the civilian workforce, 27 are private wage and salary workers. Only 2 are reported to be self-employed in their own (but not incorporated) business. It is highly possible that ACS figures under-represent self-employment.

Unfortunately covered employment does not include self-employment and sole proprietorships which may or may not be the primary source of income. Self-employment in the Northeast Kingdom represents a significant share of total employment, compared to the rest of Vermont. In 2008, self-employed workers represented about 17.1 percent of the regional workforce, compared to 14.1 percent of the state workforce.¹

The U.S. Census Bureau reports on nonemployers using tax return information from the Internal Revenue Service. These are largely self-employed individuals operating unincorporated businesses (known as sole proprietorships), which may or may not be the owner's principal source of income. The data consist of the number of businesses and total receipts by industry. More than half of these non-employers are engaged in construction; retail trade; professional and technical services; forestry, fishing, and agricultural support services; healthcare and social assistance, and other services.

The US Census Bureau reports that there were 540 non-employers in Essex County in 2013. The largest sectors of non-employers were “Agriculture, forestry, fishing and hunting” (76 establishments) and construction (108). Data is suppressed at the local level.

¹ Economic & Policy Resources, Inc.

Childcare

According to most recent ACS estimates, there are no workers with own children under the age of 6, which indicates that access to childcare is not an issue facing Granby's civilian workforce. Young working families in Granby would most likely find childcare in Lyndon. Additionally, Granby's zoning bylaw was updated to reflect statutory requirements regarding protection of home daycares. Such a use would be considered a permitted use of a single family dwelling.

Strategies

- Encourage continued improvement in telecommunications.
- Make sure that zoning bylaws continue to accommodate home employment and daycares.

11. Flood Resilience

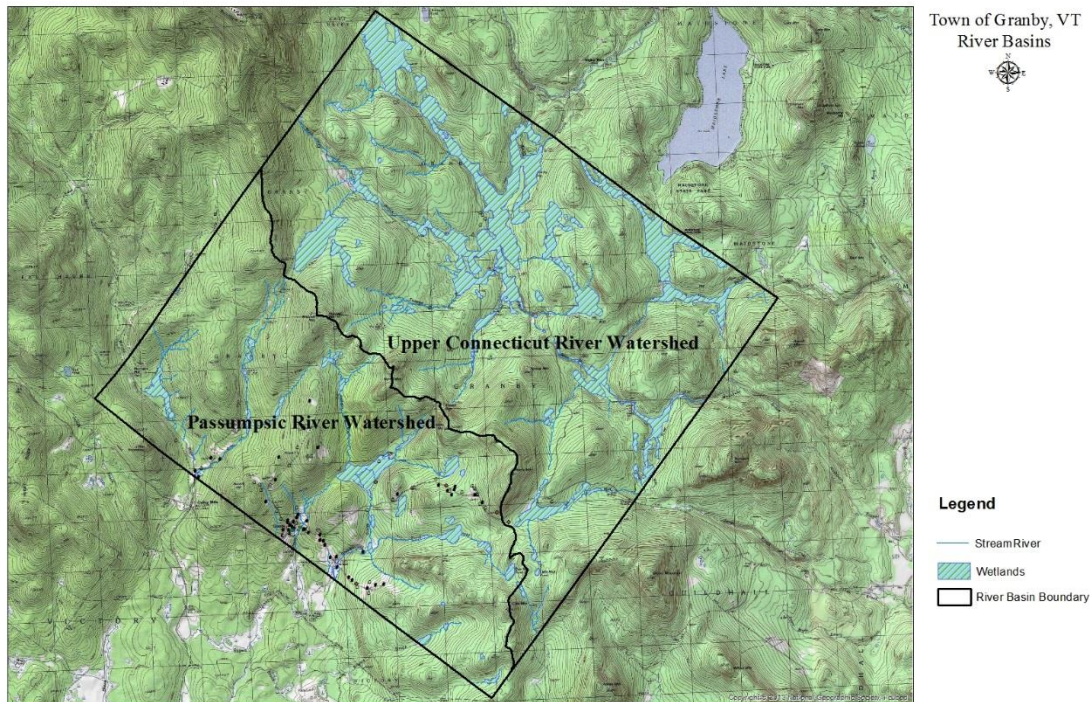
As of July 1, 2014, all duly adopted municipal plans must contain a flood resilience plan that identifies flood and fluvial erosion hazard areas and designates those areas to be protected, including floodplains, river corridors, land adjacent to streams, wetlands, and upland forests to reduce the risk of flood damage to infrastructure and property; and recommends policies and strategies to protect the areas.

Flood Resilience Goals:

- Mitigate Granby’s flood hazards in the most cost-effective manner possible.
- Minimize the risk exposure and associated expense to Granby tax payers.
- Ensure the Town and its facilities are prepared to meet the demands of the next flood.
- Ensure the Town can receive the maximum outside assistance in the event of the next federally declared disaster.

Existing Conditions

The Town of Granby, Vermont is bordered by Guildhall, VT in the east, and East Haven, VT in the west. In the north 22,000 acres in the West Mountain Wildlife Management Area and to the south 16,000 acres of the Victory State Forest. Geographically Granby is dissected from its southern point to its northwest boundary by a range of 2000’ mountains. South of this mountain range is the Passumpsic River Basin and north of the range is the Upper Connecticut River Basin. In the Upper Connecticut River Basin waters flow north northeast draining into Granby Bog and surrounding wetlands. In the Passumpsic River Basin waters flow south southeast.



Soil Profile

The National Resource Conservation Service (NRCS) soil data sets depict information about soil features on or near the surface of the Earth. The NRCS has developed a Highly Erodible Land Class (HELCLASS) data set. The HELCLASS data for Granby is depicted below:

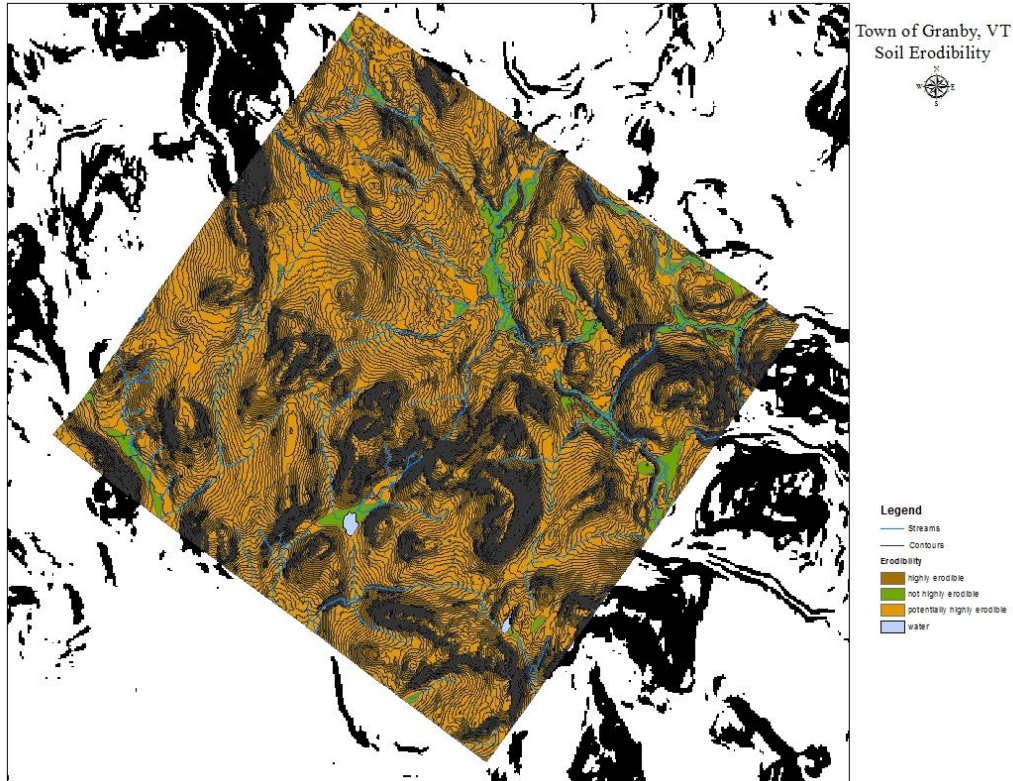


Table 11.1: Soil Erodibility

Erodibility	Acres	Percentage of soils
Highly Erodible	9390	37.8%
Potentially Highly Erodible	14487	58.3%
Not Erodible	923	3.7%
Water	31	0.12%

Flood Risks in Granby

One FEMA declared disaster has occurred in Granby's history during the spring of 2011.

Granby currently prohibits development in the flood plain.

Table 11.2 Federally Declared Disasters in Granby

Disaster Declaration #	Date	Total FEMA Public Assistance
4001	7/8/2011	\$81,612.17

Dams

There are no dams in the Town of Granby therefore, there is no risk of failure during a flood.

Floodplains

Floodplains are low-lying areas adjacent to a river channel that become inundated as floodwaters rise up and spill out over a river bank. They provide an important ecological function by storing and conveying floodwaters, reducing downstream flood velocities, and mitigating riverbank erosion. Floodplains also help to protect water quality by filtering nutrients and impurities from runoff, processing organic wastes, and moderating temperature fluctuations.²

Granby’s floodplains are depicted on a FEMA Flood Insurance Rate Map (FIRM) that was created in 1974. This map depicts the Special Flood Hazard areas, which are floodplains that would likely become inundated during a significant flood known as a “base flood.” The base flood is often referred to as the “100-year flood.”

Unfortunately, the term “100-year flood” is misleading, because it creates the false impression that a flood of that magnitude will only occur once a century. What the term really means is that the base flood has a 1% chance of flooding in ANY given year. With a one percent annual chance, a structure in the Special Flood Hazard Area has more than a one-in-four chance of being affected by a flood during a thirty year mortgage. By comparison the same structure has less than a one-in-ten chance of being damaged by fire over the same mortgage.³ Granby’s FIRM is not accompanied by any insurance studies or base flood elevations, which would indicate how high the water would rise in a 100-year flood event.

The Special Flood Hazard Areas are found in two areas one in the southwest corner of town along the Moose River and in the north northeast portion of town along the Granby Stream. There is no development in the Flood Hazard Area. Future development in the Flood Hazard Area is prohibited in Granby’s zoning regulations. Of the total of 115 structures in Granby 1 are in the flood plain and 3 are within a river corridor.

Table 11. 3: Granby Structures in Flood Hazards

Structure Type	Structures inside Flood Plain	Structures inside River Corridor
Critical structure		
Single Family home		3
Seasonal home	1	

² Floodplain Management Requirements A Study Guide and Desk Reference for Local Officials, FEMA 2005

³ www.floodready.Vermont.gov

River Corridors

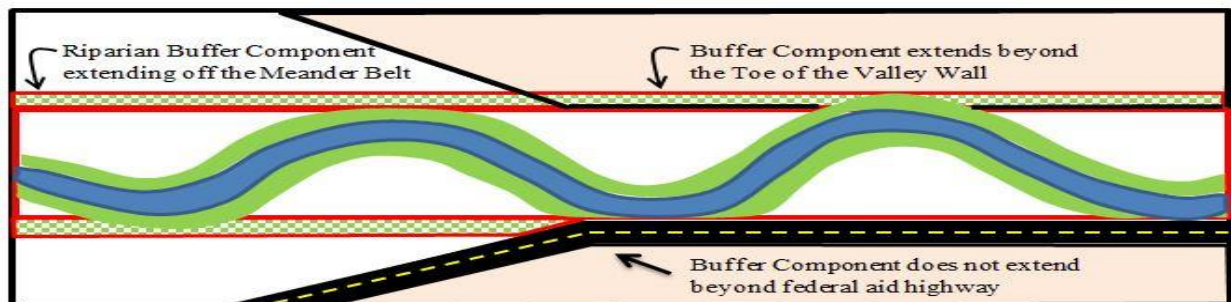
River Corridors encompass the area of land surrounding a river that provides for the meandering, floodplain, and the riparian functions necessary to restore and maintain the naturally stable or least erosive form of a river thereby minimizing erosion hazards over time.

About two-thirds of Vermont's flood-related losses occur outside of mapped floodplains, and this reveals the fundamental limitations of the FEMA FIRMs: A mapped floodplain makes the dangerous assumption that the river channel is static, that the river bends will never shift up or down valley, that the river channel will never move laterally, or that river beds will never scour down or build up.

In reality, river channels are constantly undergoing some physical adjustment process. This might be gradual, resulting in gradual stream bank erosion or sediment deposit – or it might be sudden and dramatic, resulting a stream bank collapse. In fact, this type of flood-related damage occurs frequently in Vermont, due in part to the state's mountainous terrain.

Land near stream banks are particularly vulnerable to erosion damage by flash flooding, bank collapse, and stream channel dynamics. The Vermont Department of Environmental Conservation, Agency of Natural Resources, has identified river corridors, which consist of the minimum area adjacent to a river that is required to accommodate the dimensions, slope, planform, and buffer of the naturally stable channel and that is necessary for the natural maintenance or natural restoration of a dynamic equilibrium condition. In other words, the river corridor provides “wobble room” for a stream as its channel changes over time. Keeping development out of the river corridors therefore reduces vulnerability to erosion.

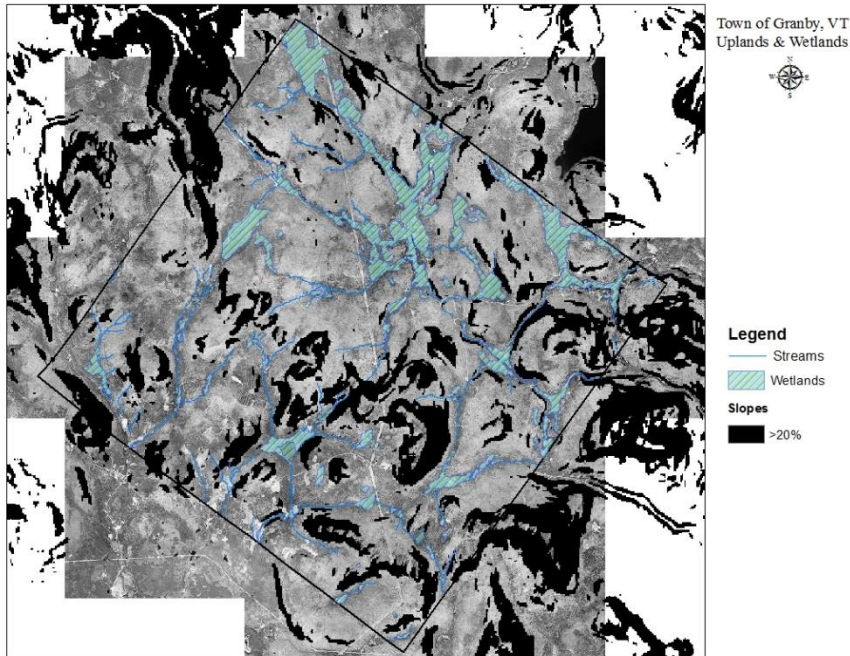
A statewide basemap of river corridors was released in November 2014. The map is essentially a computer-modelling product, completed on all streams with a watershed area of more than two square miles. The river corridors include the meander belt – the lateral extent the river can move to maintain channel equilibrium – and an area extending from the edge of the meander belt that can provide a natural vegetation buffer that resists streambank erosion and dissipates stream energy. Over time, the basemap can be updated to reflect field-based data as it becomes available. River Corridor's in Granby cover the Moose River, Cutler Mill Brook, Stony Brook, Fitch Brook, and Granby Brook. As well as northern half of Granby Stream and southern section of Jones Brook.



Showing the (green cross-hatched) riparian buffer component of the river corridor, as an extension off the meander belt, to accommodate the actual buffers (green bands) when the stream meanders are at their equilibrium amplitude. Buffer components are drawn beyond natural confining features such as the valley wall but not beyond engineered levees, railroads, or federal aid highways.

Uplands and Wetlands

Proper management of upland areas also plays an important role in flood hazard management. Limiting clearing of upland slopes helps to attenuate flood flows and reduce stormwater runoff. Granby sets a very high standard for the stewardship of upland slopes and forested lands. The development of a Forest Stewardship plan accompanied by the appointment of a Forest Management Committee allows the Town of Granby to ensure best management practices of its forestry resources. Of the 24842 acres in the Town of Granby roughly 90% is forested.



Wetlands also have the capacity to retain significant amounts of water. The State of Vermont regulates activities in and adjacent to wetlands. These rules apply to the wetlands and associated buffer zones within 100 feet of Class I wetlands, and 50 feet of Class II wetlands. Any activity in a Class I or II wetland requires a state permit. There are 86 identified class II wetlands covering 2151 acres collectively. There are no class I wetlands. The majority of wetlands are within the Upper Connecticut River watershed located in the northern and eastern parts of Granby.

Transportation Infrastructure

The Town of Granby has adopted VTrans Road and Bridge Codes and Standards (which can be found in the VTrans Orange Book: Handbook for Local Officials). Granby's culvert and bridge inventory noting the location, size and condition of all culverts and bridges in Town can be found in the Vermont Online Bridge and Culvert Inventory Tool (VOBCIT). At present there are 122 culverts that are classified in the system, the majority of which are in FAIR condition (13%) Excellent (12%) GOOD. The remainder are FAIR (73%) or POOR (2%). This inventory is being updated by the Town annually. There was a road closer due to a culvert failure during spring runoff in 2011. Critically undersized culverts have been replaced since 2011.

Emergency Relief and Assistance Fund

Since 2000, Granby had one flooding event that incurred more than \$80,000 in damages. In the event of a presidentially declared disaster, FEMA provides public assistance to cover 75% of the damages, but depending on the scope and severity of the losses, the amount can be higher.

Until October 2014, the State of Vermont had covered half of the remaining match through its Emergency Relief and Assistance Fund. Since then new legislation has taken effect that will tie the level of state funding to local flood resilience initiatives.

For federally declared disasters that occur after October 23, 2014, ERAF will contribute half of the required match only if the town has taken all the following steps to reduce flood damage. Otherwise, the level of State funding will be reduced to 30% of the remaining match, which will usually be about 7.5% of the total cost:

- Adopt the most current Town Road and Bridge Standards (which can be found in the VTrans Orange Book: Handbook for Local Officials).
- Adopt flood regulations that meet the minimum standards for enrollment in the National Flood Insurance Program
- Maintain a Local Emergency Operations Plan (LEOP adopted annually after town meeting and submit before May 1)
- Adopt a FEMA-approved Local Hazard Mitigation Plan (LHMP).

The Town of Granby currently meets the first two requirements. Granby needs to adopt a LEOP and a LHMP to qualify for maximum ERAF funding. Although data from previous losses is not an indicator of what's to come, the table below illustrates how the change in the ERAF funding formula may have impacted the town's bottom line, if FEMA declarations 4001 had taken place after October 2014.

Table 11.4: Potential ERAF Funding Scenarios after October 2014

Disaster	Total Amount	Federal Amount Obligated	If Granby DID Meet all ERAF Requirements		If Granby DID NOT Meet all ERAF Requirements		Difference
			State Share	Local Share	State Share	Local Share	
4001	\$81,612.17	\$61,209.12	\$10201.5	\$10201.5	\$6120.90	\$14282.10	\$4080.6

Local Emergency Operations Plan

The Local Emergency Operations Plan (LEOP) establishes lines of responsibilities in the critical hours immediately following a disaster. This information is particularly important in coordinating responses through mutual aid towns, and regional and state entities. The LEOP is updated and adopted annually after Town Meeting Day.

Local Hazard Mitigation Plan

A local hazard mitigation plan prioritizes hazard issues and details next steps for addressing them. It is required by FEMA in order to receive grant funding to reduce or eliminate hazards such as moving or elevating structures or acquiring repetitive loss structures. A local

hazard mitigation plan was developed for Granby as an annex to regional plan for the Northeast Kingdom. The town will now need to develop a single-jurisdiction plan if the Town wishes to seek FEMA funds for mitigation projects, such as replacing bridges, elevating structures, or purchasing a generator for an emergency shelter. In addition a LHMP is needed to qualify for the maximum Emergency Relief and Assistance Funds available from the State of Vermont. Granby has been selected to receive funds through the Hazard Mitigation Grant Program to develop a LHMP. If Granby accepts HMGP funds the plan will need to be completed by December 2018.

Above and Beyond

The legislative changes to ERAF funding propose to address the limitations of the National Flood Insurance Program by providing an incentive: Under ERAF, the Town may receive an increased state match for federally declared losses, if the town adopts flood regulations that are more aggressive than the minimum standards of the National Flood Insurance Program. These above-and-beyond standards include prohibiting most forms of new development in the river corridor, prohibiting most forms of new development in the Special Flood Hazard Area, and requiring structures that are more than 50% damaged to be elevated or floodproofed to at least one foot above the base flood elevation. The Town of Granby already has flood hazard regulation that effectively prohibit new development in the floodplain and requires elevation of damaged structures to at least one foot above the base flood elevation. Additionally, the existing zoning bylaws already prohibit development in areas at least 50 feet from the edge of waterways, which is part of an effective river corridor hazard management strategy. It is possible that Granby could add river corridor standards to its flood hazard regulations without significantly affecting existing development practices in town. This regulatory revision merits exploration.

Flood Resilience Strategies

- Adopt and maintain the Local Emergency Operations Plan.
- Review and evaluate river corridor areas. Consider adopting regulations to protect river corridors from additional development and encroachment.
- Maintain Vtrans Road and Bridge standards. Participate in regional road foreman trainings. Invite municipal road crew to attend Vtrans Rivers and Roads Training.
- Keep the town's culvert data current by updating the information on the Vermont Online Bridge and Culvert Tool.
- Conduct landowner outreach and education on the importance of stream bank protection, erosion and run off attenuation, and riparian buffers.

12. Implementation

The Planning Commission has responsibility of initiating and monitoring the strategies as outlined in this plan. Each Planning Commission member will be responsible for the oversight of assigned strategies. The Planning Commission will meet every other month for a status meeting on on-going initiatives.