

# GRANBY COMPREHENSIVE PLAN

July 2023



GRANBY  
COLORADO  
1905

# Acknowledgments

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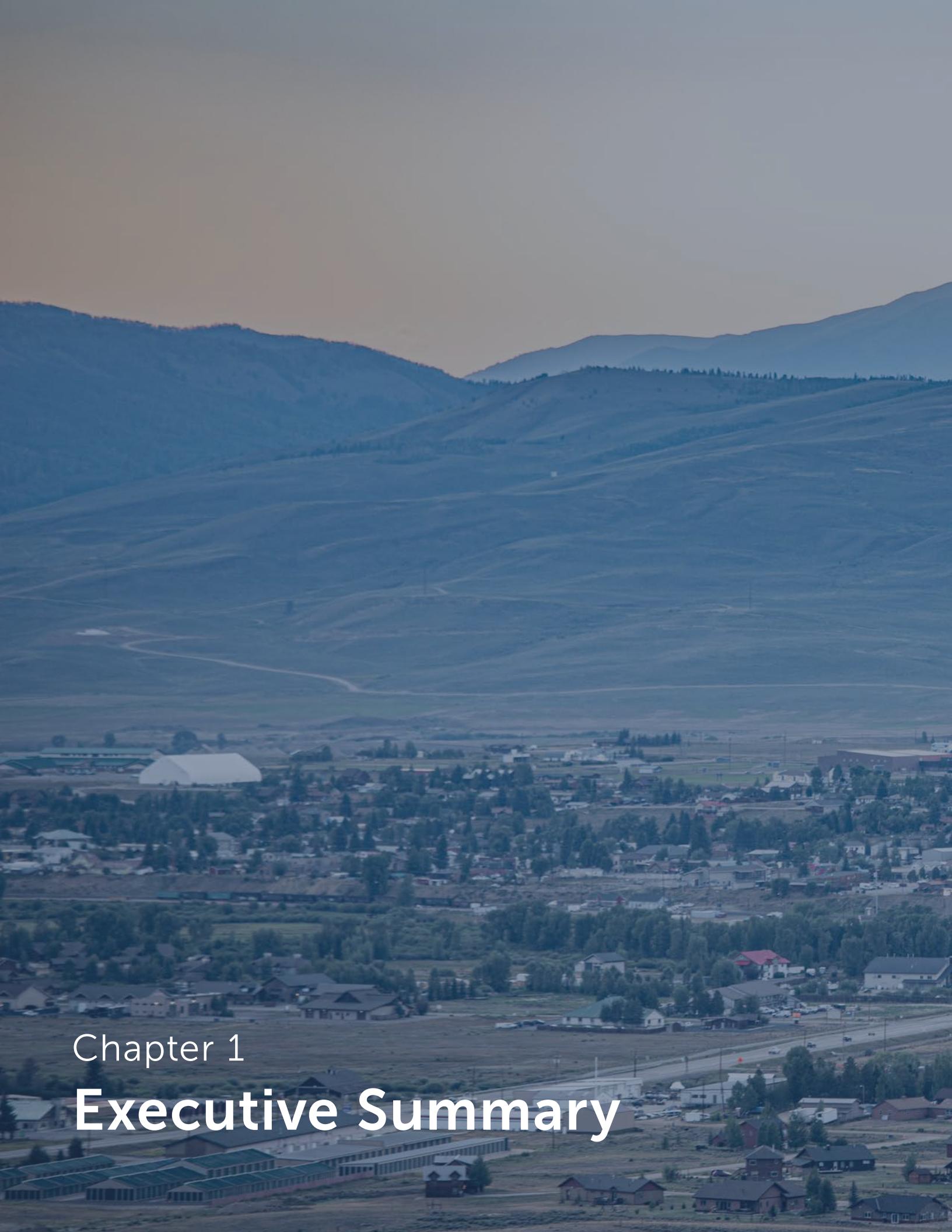
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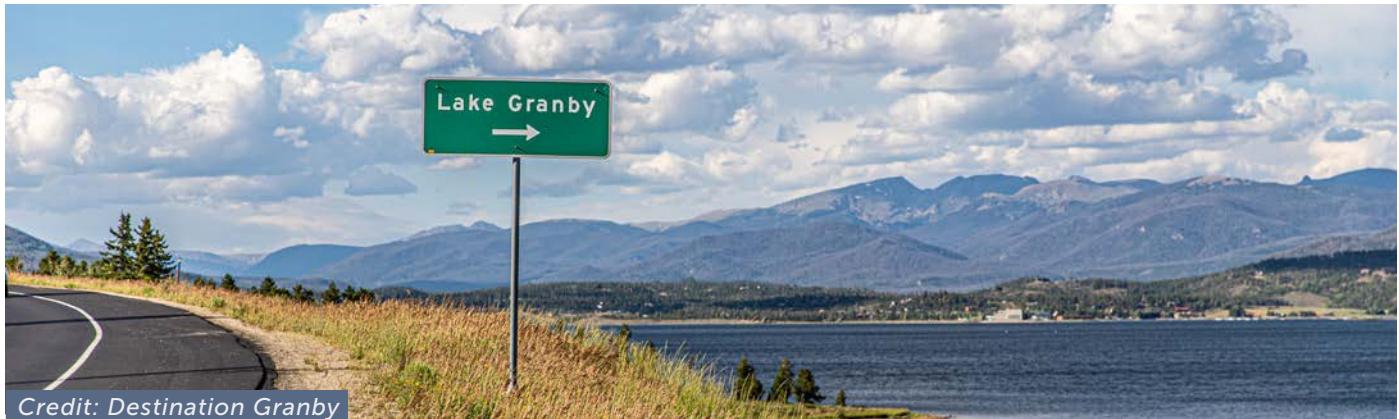
The background image shows a wide valley with a town nestled among green fields and forests. In the distance, large, rugged mountains are silhouetted against a sky transitioning from orange to blue. A winding road or river bed is visible in the valley floor.

Chapter 1

# Executive Summary



*Credit: Destination Granby*



Credit: Destination Granby

**Drawing from the input from well over 2,000 community members and stakeholders over a nearly two year period, the Granby Comprehensive Plan charts a vision for how the community will evolve over the next 20 years, through 2045. Granby has seen tremendous change over the thirty-plus years since the completion of its last Comprehensive Plan in the 1980s. Today Granby is a central hub community for Grand County and has experienced significant residential growth in recent years. The immense recreational amenities surrounding Granby have put the community on the map as a destination for tourism and a place to call home, either during part of the year or year-round.**

With this growth, Granby has encountered several notable challenges in recent years. The high cost and limited availability of housing has continued to price out long term residents and has severely impacted the ability to have essential workers (including retail and service workers, teachers, nurses, and others). The development in the area and the popularity of Grand County for weekend trips and vacation has increased traffic on local highways and increased safety risks for people walking or biking along the main routes into and through town. Many community members have expressed concern that the different neighborhoods in town feel disjointed, and that Granby needs to find a way to better unite, both physically and at the community level, in the future. While the local area features tremendous recreational opportunities, Granby is not well connected via trails to local hiking spots, lakes, and other areas of recreation. Importantly, many locals are concerned that Granby is losing the small town, Western feel that made it an attractive place to live, work, and play.

This document outlines the vision for the community and sets out goals and concrete action items for completion, both over the short term and over the long term, to improve the quality of life in Granby and preserve the qualities that make it great. The following highlight some of the major themes of this plan, across the different chapters and topic areas:

- Granby will continue to actively work with other partners in the local area to complete trail connections from Granby to the many recreational amenities and areas that surround the town.

- Granby will work with other partners and property owners to improve connections from the town to the Fraser and Colorado rivers.
- The Town, along with property and business owners, will explore a set of amenities, including alleys, a boardwalk, and various streetscape enhancements, to make Downtown Granby a great destination for locals and visitors that reflects the Town's heritage.
- The Town will continue to leverage design standards and guidelines to ensure that future construction and development reflects the desired quality of character.
- Granby will encourage the creation of districts for employment, to ensure that the community has space available for various types of businesses providing goods and services to Grand County.
- Granby will encourage the creation of additional mixed use districts, with their own sense of place, along the Highway 40 corridor to the south of the river, to enhance the community character for this newer portion of town.
- The community will continue to pursue improvements to the parks in town to create even better gathering places and facilities for residents, visitors, and households of all types and ages.
- The Town will leverage various partnerships and strategies to provide attainable housing for various ranges of households in the community.



- Granby will work with the Colorado Department of Transportation (CDOT) to develop actionable corridor plans for the two highways running through town, to improve traffic flow, safety, and the ability for people to walk and bike along these corridors.
- The Town will work with other communities in Grand County to improve transit service from Granby to other communities, from Grand Lake to Winter Park, and will work to provide local shuttle services within town for residents and visitors.
- Granby will develop detailed economic development strategies for the future to attract the types of employers and industries desired and needed in the community.



*Credit: Destination Granby*

This Comprehensive Plan, by itself, will not solve every issue facing Granby in the future, and community leaders will need to consult this document on a regular basis and update it periodically. This document is intended to remain a living document that will pivot and change as conditions change over the next ten years. Importantly, the success of Granby in reaching its desired vision depends on the leadership and determination provided by elected leaders, Town staff, and the broader community over the next 10 to 20 years. The final chapter of this document (Chapter 13) contains an Implementation strategy, which helps outline the anticipated timing and strategies for completion of the various action items in the document.

Granby has an enviable location in one of the most beautiful counties in the country. With continued vigilance, and by following the vision and actions outlined in this plan, the Granby community will continue to flourish as a great community over the next 20 years.



## Chapter 2

# The Planning Process



Credit: Sharon Silva



Credit: Destination Granby

**The Granby community executed a transparent, thorough, and inclusive process that resulted in the creation of the new Comprehensive Plan. This chapter outlines the purpose of and how different stakeholders around Granby can use this document going forward. This section provides a summary of the community engagement effort completed to arrive at the new plan, drawing from a diverse range of interests in the Granby community.**

## Purpose of the Comprehensive Plan

A Comprehensive Plan serves as an advisory document, guiding the future growth and evolution of a community over the long term. Granby's Comprehensive Plan outlines the Vision of the Granby community for the next 20 years. It sets the foundation for how the Town will operate in the future, based upon a set of identified goals and action items relating to future land use and development; community character; housing and economic development; parks, trails, and open space; multimodal circulation and transportation; community facilities and services; infrastructure; and resiliency. The Comprehensive Plan includes a robust Implementation Plan which identifies the prioritization of recommended action items from the plan and the anticipated timing and resources (financial, and non-financial) required to complete each action item. The overall goal of Granby's Comprehensive Plan is to provide a "road map" that will help the community to continue to grow while maintaining and enhancing the Town's status as a good place to live, work, and visit.

## How to Use the Comprehensive Plan

The Granby Comprehensive Plan is organized around a set of Goals and Action Items, for each topic (and organized into various chapters). Elected leaders, the business community, residents, Town staff, and visitors can refer to each chapter for guidance regarding how the community will achieve its vision for the future.

### Definitions of Goals and Action Items:

Each of the chapters relating to a general topic or foundation of the Comprehensive Plan includes the following:

#### Goals

A goal is a qualitative statement of desired direction or future condition(s). Goals read like directives to the community at-large. Goals should be carefully crafted to ensure that they are achievable. An example of a goal for Parks, Trails, and Open Space may be to "maintain an interconnected system of trails, open lands, and natural areas using a variety of conservation methods."

#### Action Items

Actions summarize recommended initiatives that the Town should pursue to achieve the goals identified in each chapter of the Comprehensive Plan. Some goals may have many actions and some goals may have only a few actions.

Actions can be assigned to general categories, such as:

- Regulations (e.g., code changes)
- Plan development / revisions
- Public / capital improvements
- Policy changes / updates
- Programs
- Coordination and partnerships
- Financial mechanisms

## Relationship to Other Planning Documents

The Granby Comprehensive Plan establishes the vision for the Granby community for the next 20 years and the foundation for other documents that provide more detailed guidance for how Granby will evolve in the future. Specifically, the Comprehensive Plan serves as an umbrella document over the following documents.

### Downtown Design Standards and Code Update

During the same timeframe as the Comprehensive Plan, the Town worked with a separate consultant to prepare Design Standards and updates to the Town development code pertaining to areas within Downtown Granby, as well as for the Highway General Business zoning category in Granby (primarily covering the Highway 40 corridor). The Comprehensive Plan informed the finalization of this separate project, in terms of guidance for future land uses in various areas around Downtown Granby and along the Highway 40 corridor.

### Granby Parks and Recreation Master Plan

This document, completed in December 2010, provides more specific recommendations for the programs, facilities, and amenities of the Town's Recreation Department, and informed the planning for parks, trails, and open space included in the new Comprehensive Plan.

### Legislative Authority

Under Colorado law, Comprehensive Plans are advisory in nature and are not binding on the future actions of the Town, the Town Board, the Planning Commission, and other boards and commissions in Granby. This plan serves as a guide for how Town staff and elected leaders make decisions in the future. The Future Land Use Map illustrates the vision for what could be developed on various parcels in the future. This map includes various parcels on the outskirts of Granby that are not currently included in the Town's boundaries. For these parcels, the

## Chapter 2: The Planning Process

Comprehensive Plan provides guidance for future land uses and development, if property owners request to be annexed into the Town, and the Town of Granby agrees to the annexation. Grand County has final authority over land use decisions for parcels located in unincorporated areas surrounding the Town of Granby, outside of the Town's boundaries. The Granby Comprehensive Plan can help inform planning decisions made by Grand County in the future. Importantly, the Comprehensive Plan does not represent an "annexation plan" for Granby. Rather, it articulates the vision of the Town for certain lands outside of its boundaries, in the event the property owners of parcels request annexation into the Town in the future.

Colorado statutes empower the Planning Commission to formally review and adopt the Town's Comprehensive Plan and refer it to the governing body (the Town Board) for final adoption.

### How the Community Will Use This Plan

The Town of Granby will use the Comprehensive Plan as the foundation to help guide its operations on a day-to-day basis. The Comprehensive Plan will provide an overall guide for decisions made by the Town Board, Planning Commission, and other boards and commissions in the Town of Granby. The business community, including developers, builders, and various business enterprises across all industries, will follow the vision and general guidance provided by the Comprehensive Plan for how the community will evolve in terms of future land uses, multimodal transportation, parks and open space, overall economic development, and other key topics. The Town, along with the business community, will use the Comprehensive Plan to help convey the vision and direction of Granby to individuals and businesses considering investment in the community. Visitors to the community will use the plan to understand the vision for Granby's future and to understand the resources available to them as they visit the area (including parks and open spaces, Downtown Granby, and other

attractions). In many ways, the Comprehensive Plan serves as a marketing document for Granby and helps the community put its best foot forward with potential businesses, visitors and residents.

Residents and visitors will use the Comprehensive Plan to understand the vision for the Granby community, the key goals and action items the community is pursuing, and how different areas around Granby may grow and change over the next 20 years. The following outlines some key points concerning what the Comprehensive Plan does and does not involve:

- The Comprehensive Plan provides a guide or vision for how future development should proceed, in various areas in and around Granby. It is NOT a formal proposal for any development (residential, commercial, etc.).
- The Comprehensive Plan provides a guide for how areas may develop, if landowners request annexation into the Town, and the Town agrees to the annexation. It is NOT a plan for future annexations.
- The Comprehensive Plan provides a guide for future land uses. It does NOT, however, provide a plan for how specific parcels must develop in the future.
- The Comprehensive Plan provides a guide for the future planning of parks, open space areas, and future trail corridors. It does NOT provide any specific proposals to develop a park or preserve an open space on a given parcel or area or to dedicate specific alignments for future trail corridors. The Comprehensive Plan does not provide specific guidance on the programs and services offered through the Town's Recreation department.
- The Comprehensive Plan provides a guide for the future evolution of the transportation network serving Granby. It is NOT, however, an official document authorizing the construction or improvement of any road, trail, or other transportation facility in Granby.

- The Comprehensive Plan provides a general guide for the expansion and maintenance of utility infrastructure in Granby. It is NOT a detailed utility plan or infrastructure study.
- The Comprehensive Plan provides a general plan for economic development in Granby. However, it does NOT provide or authorize a formal economic development tool (such as a tax incentive).
- The Comprehensive Plan provides a documented source of recommended improvements to fulfill requirements typically found in grant applications (for various funding programs). It does NOT provide project cost estimates or detailed design of the recommendations provided in this document.
- The Comprehensive Plan is advisory in nature. The Town Board and other boards in Granby are NOT obligated to follow the advisory guidance provided in the Comprehensive Plan.
- The Comprehensive Plan provides a long-term plan for the Granby community. It does NOT necessarily plan for what will happen immediately or over the short term in the various areas in and around Granby.
- Under Article 68 of Title 24, C.R.S. as amended, the Comprehensive Plan cannot "alter, impair, prevent, diminish, impose a moratorium on development, or otherwise delay the development or use of the property" for which vested property rights have been created and are currently in effect pursuant to Chapter 17.50 of the Town Code. Therefore, it is NOT the intent nor shall this Comprehensive Plan, including, but not limited to, its Future Land Use Plan, be construed, used, or applied to alter, impair, prevent, diminish, impose a moratorium on development, or otherwise delay a landowner's right to undertake and complete the development and use of property, under the terms and conditions of a site-specific development plan, including any amendments

thereto; approved and for which vested rights have been created and are in effect pursuant to Chapter 17.50 of the Town Code.

The following provides information concerning how various actors or groups around Granby will use the Comprehensive Plan.

#### **Town Staff:**

Members of the Town staff will use the Comprehensive Plan to guide their day-to-day functions, plan for future improvements and initiatives, and evaluate concepts and development proposals made to the Town. The Town staff will use the Comprehensive Plan as their "north star" to shape more detailed plans and studies conducted by various departments and to guide ongoing planning and design efforts.

#### **Town Board and Planning Commission:**

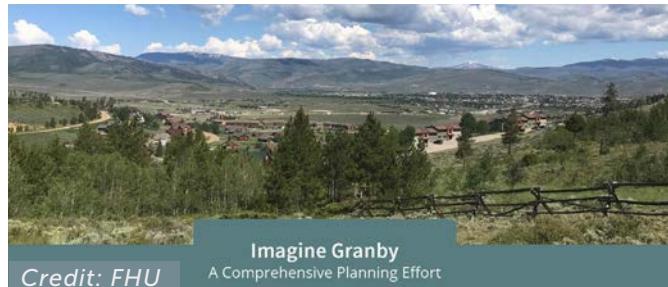
These bodies will use the Comprehensive Plan to guide their long-term strategic planning for the Town and to evaluate proposals and ideas that come before these bodies on a regular basis. Both the Town Board and Planning Commission will use the vision and various recommendations contained within the Comprehensive Plan to guide all other Town plans and programs on a yearly basis.

#### **Developers and Property Owners:**

Developers and property owners will use the Comprehensive Plan to understand how future development and redevelopment should proceed in various areas around Granby.

#### **General Public:**

Residents and visitors to Granby will consult the Comprehensive Plan to understand the community's long-term vision and the key policies and recommendations that the Town is following to achieve the vision. The general public will use the Comprehensive Plan as a reference document to understand the framework behind various Town-led programs and initiatives.



### The Comprehensive Plan Process

The project team for the Granby Comprehensive Plan executed a comprehensive, transparent, and orchestrated community outreach effort. The overall outreach effort, branded as "Imagine Granby", worked throughout the planning process to reach a broad range of participants and create a consensus for the recommendations and policies included in the Comprehensive Plan that will guide Granby over the next two decades. During the project, members of the consultant team and representatives from the Town met with community leaders, property and business owners, various stakeholder groups, and the public to review, discuss, and advance the components of the Granby Comprehensive Plan.

The Comprehensive Plan drew from input gathered from the following community outreach activities:

#### Project Webpage and Contact Database

A project webpage dedicated to Imagine Granby, [www.imaginegranby.com](http://www.imaginegranby.com), provided information throughout the planning process regarding the project schedule, community surveys, and community meetings and events held to publicize the Comprehensive Plan. The project team also maintained a database of contacts collected throughout the plan to inform everyone of new community surveys, upcoming meetings and events, and other updates for the Imagine Granby process.

### Community Open Houses

The project team hosted three community-wide open houses during the project to gain broad input as the Comprehensive Plan developed. An initial open house in January 2021 focused on gathering input from attendees regarding their Vision for Granby over the next 20 years and identified key issues or topics for focus as the Comprehensive Plan moved forward. The second open house in June 2022 presented a series of alternatives or concepts, across a range of topics, and gathered input from attendees regarding their preferred alternatives and general input regarding all of the alternatives and concepts presented. The third and final open house in November 2022 presented the preferred or draft versions of the key components of the Comprehensive Plan, including the Future Land Use Plan, the preferred plan for Downtown Granby, and preferred plans for multimodal transportation and parks and open space. The final open house presented a draft set of Goals and Action Items for inclusion in the Comprehensive Plan and asked attendees to note the action items and goals they preferred. Attendees had the opportunity to provide comments regarding any goal or action item presented at the open house and to provide general input on all of the draft components of the Comprehensive Plan presented at the open house.



Credit: Rick Planning + Design

The three community-wide open houses attracted a total of over 150 attendees, representing various neighborhoods and interests across the Granby community. Input provided at the three open houses helped guide the project team in the continued iteration and development of concepts for the Granby Comprehensive Plan.

## Outreach at Community Events

The Comprehensive Plan focused its outreach efforts where people gather, at the variety of events held around Granby throughout the year, including the following:

- Trick or Treat Main Street, Downtown Granby, October 29, 2021
- Granby Rodeo, June 11, 2022
- Music and Market at Polhamus Park, July 20, 2022
- Granby holiday lighting event, December 2, 2022

## Stakeholder Meetings

The consultant team convened a series of stakeholder meetings throughout the process to discuss key issues for the Comprehensive Plan and discuss preliminary and final concepts for inclusion in the plan document. The team convened meetings with the following groups or individuals in developing the Granby Comprehensive Plan.

- Destination Granby (4 meetings)
- Downtown property and business owners (3 meetings)
- Granby Rotary (2 meetings)
- Grand County Association of Realtors (3 meetings)
- Granby Ranch (3 meetings)
- River Run/Sun Communities (2 meetings)
- Non-profit organizations in the Granby area (1 meeting)

- Grand County (1 meeting)
- Headwaters Trails Alliance (HTA) (2 meetings)
- Colorado Parks and Wildlife (1 meeting)

In addition to these meetings with stakeholder groups in the Granby area, the project team met with numerous property owners (of parcels on the edges of Granby) throughout the process to gain input regarding alternatives and the preferred plan for future land uses, trails, and transportation in the Granby area.



Credit: Rick Planning + Design



Credit: Rick Planning + Design

## Youth Outreach

The project team conducted outreach with middle and high school students during the planning process to inform them about the components of the Granby Comprehensive Plan and to gain input from them regarding their vision for the community. This process involved meetings with several classes at East Grand Middle School and Middle Park High School.

### Community Surveys

The Granby Comprehensive Plan included three major community surveys to gain input from residents (both full-time and part-time), visitors, business and property owners, and others in the community. The three surveys were provided via Survey Monkey links and were advertised through the Town's social media channels, flyers around town, newspaper articles, emails and distribution by members of the Steering Committee. In total, the Comprehensive Plan received over 1,730 completed surveys during the effort.

### Steering Committee

A Steering Committee of 13 individuals, representing different neighborhoods and areas around the community and a range of business and non-profit interests, met on several occasions throughout the plan to review alternative, preferred, and final components of the Comprehensive Plan and provide input to the project team. Members of the Committee also helped with community outreach by helping to spread the word about the project in general, throughout the effort.

### Key Themes from Community Engagement

The following emerged as key themes or consistent takeaways from the community throughout the various engagement activities.

- The desire to maintain the small town, Western feel of Granby, even with anticipated continued growth in the local area
- The need to create more activities and places to go, geared to youth in Granby
- The significant and urgent need to provide affordable and attainable housing in the Granby area to serve the needs of full-time residents.
- The desire to better connect different areas within Granby through trails and open space connections.

- The desire to enhance connections from Granby to nearby recreational amenities (such as national forests, nearby lakes and rivers, etc.)
- The need to plan for future transportation to manage traffic along the major corridors in Granby, to provide more options for transit, and to provide safer routes for people walking and biking across major corridors and between neighborhoods.
- The desire to improve Downtown Granby so that it is a great destination for local residents and visitors that retains its small town feel.



The background of the image shows a wide-angle view of a town street. In the foreground, there's a red car and a dark pickup truck. The street leads towards a range of mountains covered in snow. A dense forest of evergreen trees sits at the base of the mountains. The sky is clear and blue.

## Chapter 3

# Community Context



**Winter Park**  
18 miles ahead  
Hot Tub HBO & ESPN  
FREE Superstart Breakfast  
**970-726-8088**



Credit: Destination Granby

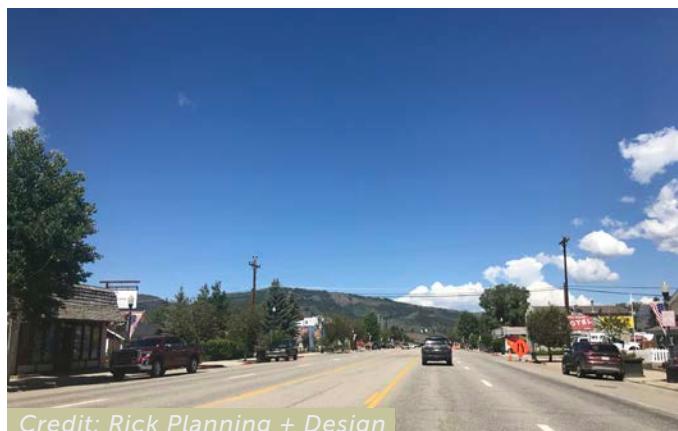


Credit: Destination Granby

**In Spring 2021, the project team completed a Community Assessment, documenting existing conditions in Granby, across a range of metrics. This effort served as a foundation for the development of the new Comprehensive Plan. The following summarizes various key takeaways from the Community Assessment and how they impact the Comprehensive Plan. Appendix A to the Granby Comprehensive Plan contains the Community Assessment document, which contains additional detailed information concerning existing conditions in the community.**

## Demographics and Population

The population of the Town of Granby has grown significantly over the last two decades, rising from 1,525 in 2000 to an estimated 2,235 as of 2021. The total number of housing units in the Town has grown much faster, effectively tripling over the same time period, although most of this growth in units is attributable to the Town's annexation of Granby Ranch in 2003, including its extensive inventory of vacation homes. About half of the housing units in Granby are currently owned by second home or seasonal homeowners (and these units are classified as vacant). Other, newer developments such as Grand Elk and Smith Creek have also contributed to Granby's growth over the last 20 years.



Credit: Rick Planning + Design

Grand County as a whole has also experienced significant population growth over the last 21 years, growing by about 3,400 residents to a total population of approximately 15,800, due in particular to growth in the Fraser and Winter Park

areas. The number of housing units in the county has also increased significantly over the last two decades, in part due to the growth of second homes.

Granby has a younger population than Grand County overall but a slightly older population than Colorado. The median age for the Town of Granby in 2021 was 42.0 years, compared to 45.6 years for Grand County and 38.2 years for Colorado. The median age for Granby, and all of the other communities in Grand County, has continued to increase over the last ten years as the area has become a more popular retirement destination.

The population of Granby has grown more diverse over time. Estimates from ESRI Business Solutions (ESRI), a national database of demographic and economic data, indicate that just over 13 percent of residents in Granby were of Hispanic origin in 2021. In contrast, 10 percent of Grand County residents and 22 percent of Coloradans classified themselves as Hispanic in 2021. Over six percent of residents in Granby classify themselves as "some other race, alone", further reflecting the community's relative diversity.

The median household income in Granby was around \$75,000 in 2021, just below the median household income for the state of around \$77,000. Granby has historically had a stronger middle class segment of households than other communities in Grand County. However, escalating housing prices have begun to place pressure on middle income households in the community.

## Housing

The Community Assessment provided the following key takeaways regarding housing in Granby:

- The housing crisis is impacting all of Grand County, hurting the local economy and causing significant housing insecurity.

- The housing crisis has been worsened by a lack of supply, recent wildfires, and a significant influx of full and part-time residents post-Covid.
- There is a lack of supply for most if not all types of housing.
- Governmental actions, such as through the Fraser Valley Housing Partnership and from outcomes of the short term rental housing nexus study, may help in addressing the shortage of affordable housing.



*Credit: Rick Planning + Design*

- The Town has the opportunity to help close the gap in housing with the current Highway 40 community housing development (in progress).
- The Town has the opportunity to identify and define infill projects that can be developed to provide affordable housing.
- The Town could add more affordable housing by allowing higher density in some zoning areas and by allowing taller building heights or more units per acre, for different zoning areas.

## Employment

Granby has a relatively high ratio of jobs to households, reflecting its status as an employment center in Grand County. The community had a total of over 1,600 employment positions in 2021, according to ESRI. The community has a diverse mix of employment and employers, but has a notable concentration in the

retail and restaurant sectors, given the presence of City Market and various restaurants in Granby. Grand County Schools, Middle Park Electric, and other companies provide employment to many people in Granby and the local area. The Town also has a concentration of employment in the healthcare sector, given the presence of Middle Park Health in Granby.

## Community Health and Quality of Life

The Community Assessment provided the following takeaways concerning various quality of life metrics and measures for Granby compared to peer communities across the region.

- The community has a relatively strong overall "livability score", combining various metrics for quality of life.
- Like many rural communities, Granby does not have readily available, and affordable, high speed Internet access via broadband. Given the trends at the national level toward remote work and online commerce and collaboration, the community could greatly strengthen its economic position by enhancing the provision of Internet service in the local area.
- Given the presence of the local hospital in Granby, the community enjoys relatively good access to healthcare, compared to state averages.
- Granby has relatively similar metrics for health (including obesity and smoking) compared to the state, but has a higher metric for unhealthy air, likely as a result of an increased risk for wildfires in the local area.
- Granby has relatively strong civic engagement, as evidenced by the local voting rate (estimated at around 75 percent in 2023 by the AARP Livability Index).
- Granby enjoys great community gathering spaces (such as Kaibab Park and Polhamus Park) and is known for having great community gatherings and events (such as the 4th of July parade).



Credit: Sharon Silva

- Granby's access and proximity to a wide range of outdoor recreational amenities (boating, camping, fishing, horseback riding, skiing, hiking, biking, and more) help create the great quality of life that attracts many people to visit Granby and consider living here.

## Multimodal Transportation

The Community Assessment provided the following takeaways concerning the multimodal system of transportation serving people driving, walking, cycling, and using transit in the Granby area.

- Increasing pass-through traffic on the US 40 corridor through Granby is creating an increase in conflicts with local traffic and people walking and biking, particularly in the Downtown district.
- A number of key intersections in the Granby area are congested and dangerous and may require redesign going forward. Solutions for these issues would require more study and may involve additional traffic signals or roundabouts, depending on input from CDOT.

- Additional trail connections are needed from outlying neighborhoods to the rest of Granby, including the Downtown area.



- The Town has a limited staff to provide recreational programs and maintain the parks owned by the Town.



- The Town has an opportunity to better design the Downtown area to provide for safer and more comfortable environments for people walking and biking.
- There is a demonstrable need to enhance transit service within Granby and between Granby and other destinations in the county and regionally, to help serve all users and reduce congestion. Many people have found themselves stranded upon departing the Amtrak train at Granby, for example, and have had trouble finding transportation to their final destination in the community. Many people drinking or dining at establishments in Downtown Granby require transportation back to their residence or place of lodging, and options do not exist for them.

## Parks and Open Space

The Community Assessment provided the following summary of issues related to parks, open space, and tourism in Granby:

- Granby hosts a wide variety of community events (such as the weekly rodeos during the summer and Halloween and Christmas celebrations).
- Facilities provided by the East Grand School District (such as school gyms and playgrounds) help to supplement the facilities maintained by the Town.

- An abundance of public land, the character and beauty of the area, and access to rivers and lakes make Granby a top tourism destination in Grand County.
- Granby lacks connections to the various trailheads in the area and to rivers and lakes. The Town has an opportunity to work with other partners to help create these connections.
- The Town lacks trails and sidewalk connections between different neighborhoods and areas around Granby.
- Some of the trails and other open space amenities are closed to the general public or closed during the winter, which limits the connections within the area.

## More Information: Community Assessment Document

The Community Assessment document contains additional information and data concerning all of the topics addressed in the Comprehensive Plan, including topics not highlighted in this chapter (including Resiliency and Infrastructure).



Chapter 4

# Community Vision



Credit: Destination Granby



Credit: Destination Granby

**The Granby Comprehensive Plan draws from the overarching vision of the community for what it envisions for the next two decades. Imagine Granby drew from significant community input during the initial stages of the effort to develop a draft vision statement. This statement reflects the desired position of Granby over the long term. This chapter describes the overall vision for Granby. Subsequent chapters of this document describe how the community will help achieve this desired vision through the completion of action items and projects across a range of topics.**



Credit: Rick Planning + Design

The Imagine Granby effort gathered input from hundreds of local residents, businesses, property owners, stakeholder groups, and visitors throughout the process that informed the 20-year vision for the Granby community. The first community survey and the first community open house, in particular, focused on gathering input from participants about the desired future position of Granby. The community vision serves as an umbrella over all of the subsequent goals and action items in the Comprehensive Plan. It also serves as a "north star" guiding actions and programs carried out by the Town Board, other boards and commissions, and the Town staff.

The first community survey asked respondents to select the options, in Question 3, that best describe their perception of Granby today. The table on the following page contains the results of this question.

Most of the respondents believe Granby is a growing town that maintains its small town mountain feel, or that it has become a bedroom community for other communities in the county.

The first community survey also asked respondents to select the top four values that should guide the vision for Granby's future. The second table on the following page contains the results of this question from the survey.

First Survey, Question 3: Which of the following most closely describes your perception of Granby today? (Please choose all that apply)

OPTION	NUMBER OF RESPONSES
A growing town that retains its small town mountain feel	367
A small town that serves as a bedroom community for Winter Park and other Grand County communities	345
A community growing into a notable tourism destination	172
Other	92
A hub for shopping, business, and services for all of Grand County	91

*Credit: Rick Planning + Design*

First Survey, Question 14: Please select the top FOUR values that should guide the vision for Granby's future.

OPTION	NUMBER OF RESPONSES
Family focused / community minded	547
Retaining a small town feel	434
A community focused on recreational opportunities	351
A community that recruits new businesses and expands workforce opportunities	209
A community focused on locals	206
Preservation of Granby's history	195
Regional hub for locals / workers	180
Tourist destination / focus on tourism	166
A community with great entrepreneurial opportunities	127
A creative district	115
A community that serves as an agricultural area for Grand County and surrounding areas	96
A community that celebrates its history going back to frontier days	93
A community that serves as an industrial / business park area for Grand County and surrounding areas	29

*Credit: Rick Planning + Design*

## Chapter 4: Community Vision

The results of this survey suggest a vision centered around small town living and a small town feel, family activity, and creating a community focused on locals that provides economic and recreational opportunities, while maintaining its history.

This input, along with various discussions with stakeholders and all three Community Surveys conducted for the Comprehensive Plan, informed the following Vision Statement.

**Importantly, this statement does not necessarily represent the current conditions in Granby but describes the ideal position of the Granby community roughly 20 years into the future, in 2045.**

***Granby is a hub, destination community for Grand County, retaining its small town, Western feel and character and providing quality opportunities to live, work, and play for the full range of residents and visitors. Granby grows in a thoughtful, high quality manner, leveraging its tremendous location and access to natural resources and outdoor recreational activities. It is the "heart of something Grand" and preserves its status as a unique small town hub in the Rockies.***

The following provides additional descriptions of the key tenets of this Community Vision for the future.

**Again, these descriptions illustrate the desired condition of Granby in the future and may not represent current conditions in the community.**



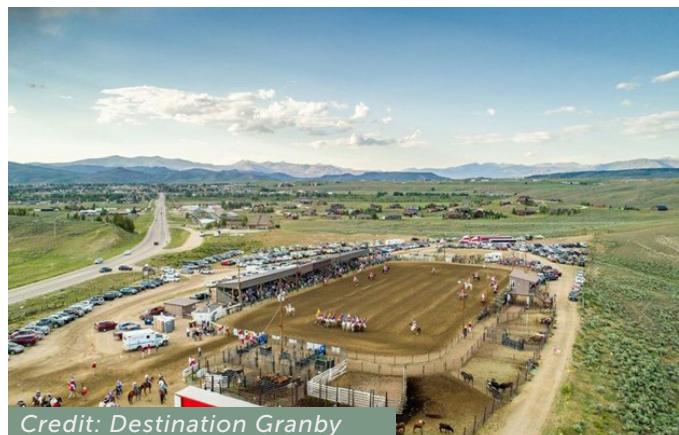
The subsequent chapters within this document provide more detail concerning how the Granby community will achieve its vision across a range of topics (transportation, land use, community character, etc.)

### High Quality of Life for Locals

Granby offers the features, amenities, and programs necessary to provide a high quality of life for residents. It offers a range of affordable housing options to provide safe, quality housing and choices for residents of all incomes. Granby continues to develop parks and recreation facilities and amenities that serve the needs of families, single persons, and residents of all ages and provides safe routes for walking and biking between different neighborhoods and districts in the community. It offers arts and cultural opportunities through schools, Town initiatives, and other entities in the local area. Granby offers choices in shopping and employment to serve the interests of a broad spectrum of residents, and supports an environment conducive to entrepreneurial activities. Granby works with CDOT and other partners to enhance the safety and efficiency of roads and streets and the overall transportation system serving the community and surrounding areas.

### A United Granby

Granby has experienced significant growth over the last twenty years in several outlying developments, contributing to a sense that the community is somewhat disjointed and lacks connections. To achieve the desired





Credit: Destination Granby

Vision, Granby provides safer connections (for vehicular traffic, walking, biking, and transit) to tie the various areas of the community together and it works with other partners to improve transportation connections to other towns in Grand County. It encourages the development of projects that reflect a common character, drawing from its small town, Western heritage, to cultivate a consistent look and feel across different neighborhoods. The community encourages activities and develops facilities that bring everyone in town together, for festivals, educational and cultural events, and other activities. While Granby will likely see continued growth, the community is mindful of maintaining a sense of cohesion and character going forward.

## Downtown Granby - the Heart of the Community

While the Granby Comprehensive Plan anticipates additional growth and development along the Highway 34 and Highway 40 corridors over the next 20 years, the community supports strengthening Downtown as the true heart and uniting district in town. Downtown contains additional civic and gathering places, an inviting streetscape design, and an attractive mix of shops, restaurants, and entertainment offerings. It is well connected to nearby amenities including Kaibab Park and the community park near Sun Communities, as well as to nearby neighborhoods. Downtown Granby serves as one of the key attractions in Grand County and, in contrast to many mountain communities, maintains the small town, Western feel that makes this community unique.

## A Hub for Outdoor Recreation, for Locals and Visitors

Granby serves as a central hub from which locals and visitors pursue a cornucopia of outdoor adventures. Granby's strengths go beyond skiing to include access to some of the world's best areas for snowshoeing, fishing, bicycling, equestrian activities, kayaking, camping, and other outdoor pursuits. The community embraces its access to the region's incredible outdoor resources and supports ongoing efforts to provide trails and other connections to these amenities. Granby provides good transportation connections (shuttles and bike and pedestrian facilities) to help locals and visitors reach the many outdoor recreational opportunities in the Granby area. The community supports efforts, along with other agencies and partners, to preserve the environmental quality of outdoor recreation and the local environment of the Grand County area.

## A Strong, Balanced Economy

Granby provides a balanced economy with employment opportunities for locals with various skills and backgrounds and provides the resources for local entrepreneurs to thrive. The local economy continues to build its strength from the outdoor recreation and tourism areas, but also features a range of other businesses and industries that help shield Granby from downturns in the tourism economy. Granby serves as a model for having a balanced and strong economy, for other mountain communities in the state.



Credit: Destination Granby



Chapter 5

# Future Land Use and Development



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Credit: Destination Granby



Credit: Destination Granby

**The Future Land Use Plan provides the framework for the future use of land, including development and redevelopment, for areas within the town limits of Granby and for surrounding unincorporated areas of Grand County that may develop in the future, within the boundaries of the town. The Future Land Use Plan articulates the growth patterns desired by the Granby community and will serve as the foundation for the evaluation of development concepts, site plans and proposals by the Town as it continues to evolve.**

The Future Land Use Plan, as well as the Three Mile Plan (which projects the expected future land uses in areas within three miles of the Town's current boundaries), articulate the vision of the Granby community for future land uses in unincorporated Grand County that may remain under the county's jurisdiction over the next few decades. Changes in land uses in the unincorporated portions of Grand County, near Granby, can impact the quality of life in the Town. Therefore, the Future Land Use Plan and Three Mile Plan will serve as important tools for Granby to provide feedback to Grand County and voice its opinion concerning land use requests that may arise from areas in the unincorporated county, within three miles of the Town. The Three Mile Plan contains the same land use designations for areas on the outskirts of Granby contained in the Future Land Use Plan. The Three Mile Plan simply encompasses a wider area, up to three miles away from the current Town limits, compared to the Future Land Use Plan.

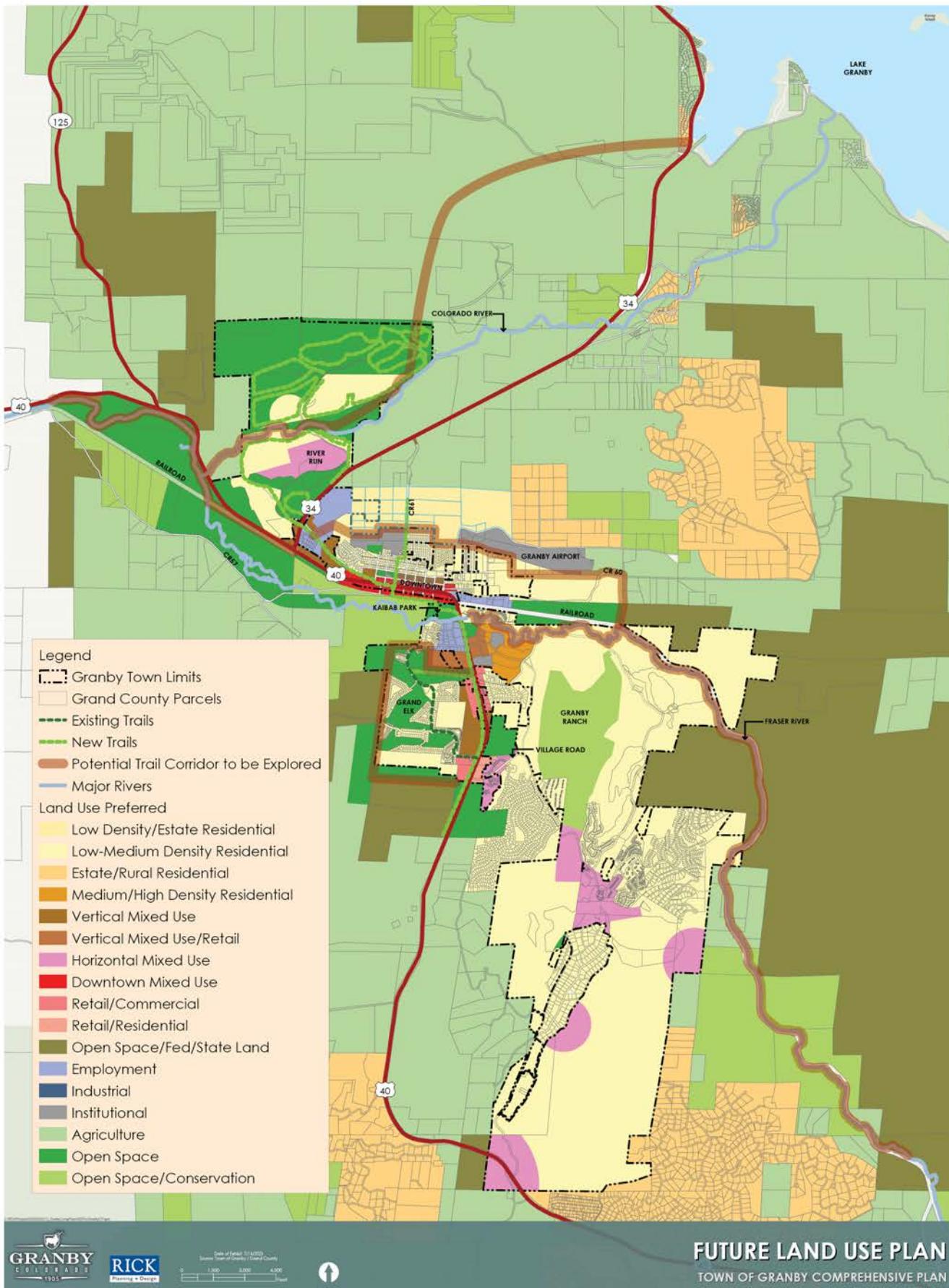
The Future Land Use Plan presented in this chapter has a planning horizon of 2045. The Community Vision, along with input from the community, property owners, and stakeholder groups throughout the planning process, informed the development of the Future Land Use Plan and the Three Mile Plan for Granby. A review of the physical characteristics of areas within and near Granby and a review of infrastructure facilities serving the area also informed the creation of preliminary and final versions of the Future Land Use Plan and Three Mile Plan. Real estate and market forces will continue to

influence the phasing and implementation of the Future Land Use Plan. As market conditions and trends change, the Town should periodically review and update the Future Land Use Plan and Three Mile Plan (at least every five years) to ensure that the Comprehensive Plan remains a strong tool to guide community growth and development.

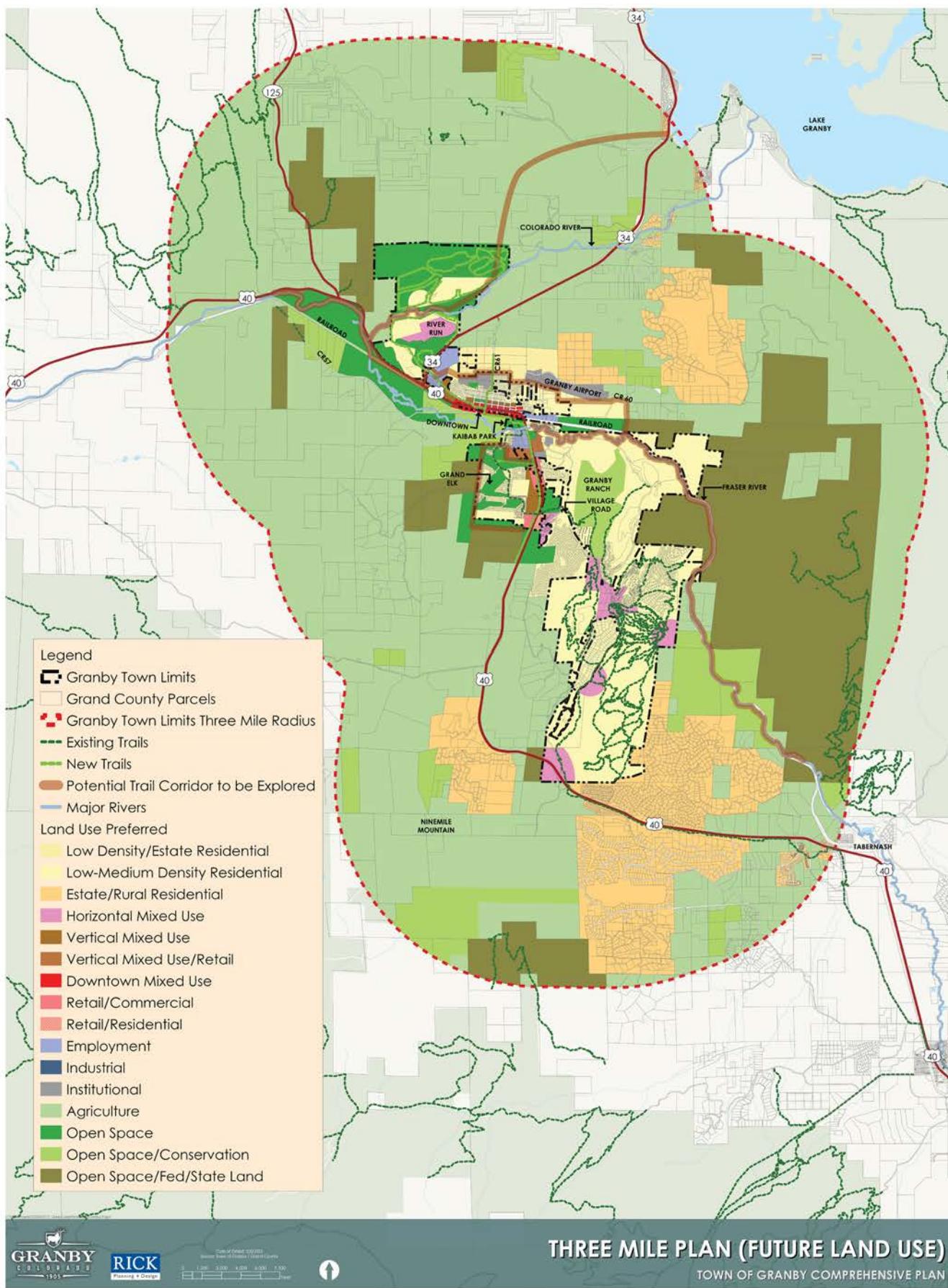
Any changes to the Town's boundaries should be made on the request of property owners. It is very unlikely that the Town will execute any forced annexations in the future.

The changes to the Future Land Use Plan provide the foundation for the Town to complete updates to its Zoning Code over the next few years. This effort would involve updating the rules and regulations for the different zoning categories to align with the vision for future land uses in Granby outlined in this chapter.

## FUTURE LAND USE PLAN



## THREE MILE PLAN



### Land Use Category Descriptions

The following pages provide general descriptions of the land use categories included within the Future Land Use Plan. These descriptions provide the general guidelines for land use planning by category in and near Granby through 2045. The categories provide guidance for the application of the Town's development code and zoning ordinance in regulating land development and redevelopment.

#### Agriculture:

The Granby Comprehensive Plan assumes that most of the area surrounding Granby, within unincorporated Grand County, will be preserved as agricultural or ranching operations. This land use category includes properties outside of the Granby town limits that are used for farming, ranching, or related uses and are anticipated to remain as Agricultural. The plan assumes that areas shown as Agriculture would not be developed into residential or commercial uses through 2045.



Credit: Sharon Silva



Polhamus Park

Credit: Rick Planning + Design

#### Open Space:

This land use category captures the existing parks within the Town of Granby (including Kaibab Park, Raffety Park and Morales Park) as well as additional areas that have been formally designated for open space areas or corridors in the Granby area, or may be designated in the future. As discussed in greater detail in Chapter 10 (Parks and Open Space), the open space designation includes Town-owned parcels designated for parks and / or open space (including the park along the west side of Highway 34, to the north of Highway 40, and areas within the Sun Communities project). The Open Space category includes areas along the Fraser River that could provide future open space for the community, as well as areas around the edges of Grand Elk that could provide additional areas for trails in the Granby area.

#### Open Space (Conservation):

This land use category includes parcels in the Granby area that have some form of conservation easement or restriction in place, as of Spring 2022. Given the nature of these restrictions, the plan assumes that these parcels (colored in a lighter green color) would remain as open spaces (and undeveloped) in the future. Many of the parcels with the Open Space (Conservation) designation remain privately owned and may not be accessed without permission from individual property owners.

## Open Space (Federal or State Lands):

This land use category (denoted in a darker green color) includes parcels owned by State or Federal agencies (such as the Bureau of Land Management, the U.S. Forest Service, or Colorado's Department of Parks and Wildlife) in the Granby area. The Future Land Use Plan assumes that these properties will remain undeveloped as open space in the future. State and federal agencies manage the access and use of these properties by the public and private parties.

## Estate / Rural Residential:

This land use category includes residential subdivisions, or other homes located on parcels of 20 or fewer acres, located outside of the Granby town limits. The Future Land Use Plan assumes that these properties will remain unchanged in terms of use and will remain in unincorporated Grand County.

## Low Density / Estate Residential:

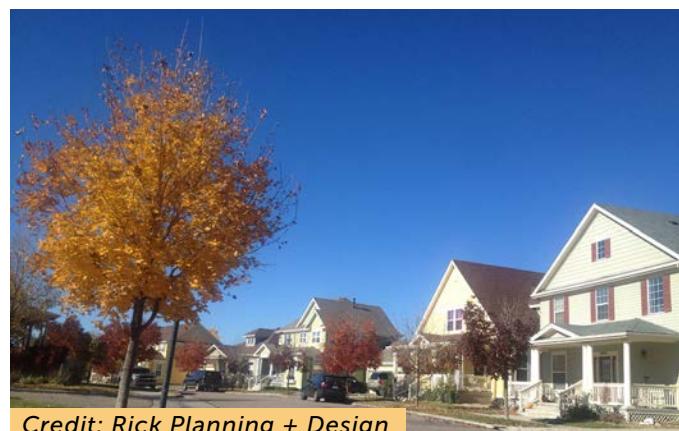
### Housing Types: Single Family Detached

This land use category includes areas in unincorporated Grand County, along the northern edge of the Town of Granby, on either side of County Road 61. The Future Land Use Plan provides the flexibility for property owners in this area to maintain their larger lot, single family residential properties (consistent with the definition of Estate / Rural Residential). Alternatively, the Future Land Use Plan allows these property owners to develop their properties as low density residential, including single family homes developed on local streets, in a neighborhood fashion. These areas have maintained a rural character but enjoy proximity to the new East Grand School District campus, to the south, and thus could be developed into traditional residential neighborhoods over time. This designation provides property owners the flexibility to modify or develop their properties as economic conditions change and the desires of property owners change over the next 20 years.

## Low - Medium Density Residential:

### Housing Types: Single Family Detached, Townhomes, Duplexes, and Patio Homes

This land use category includes a variety of home sizes, ranging from single family detached homes to attached side-by-side townhomes, duplexes, and patio homes. The Future Land Use Plan assumes that these homes would be developed as part of a cohesive neighborhood or development, as opposed to by the construction of a single home on a larger acreage of land. The Future Land Use Plan anticipates that the Old Town area of Granby will remain within the Low to Medium Density Residential classification, as well as various neighborhoods in Grand Elk, Granby Ranch, Sun Communities, and other outlying neighborhoods. The Plan anticipates that a new area of low to medium density residential could develop to the south of the Granby Airport, and to the east of Highway 40, over time, representing an extension of the Town's historic development fabric and feel. In addition to residential uses, areas shown as Low to Medium Density Residential on the Future Land Use Plan may include various parks and open spaces, including neighborhood and pocket parks, faith-based institutions, schools, and other community facilities and amenities.



Credit: Rick Planning + Design

### Medium - High Density Residential:

**Housing Types:** Single Family Detached, Townhomes, Duplexes, Patio Homes, Condominiums, Apartments

This land use category includes various housing styles and types with a relatively wide range of densities. Neighborhoods within this land use category may also include various parks and open spaces, public uses, and faith-based



Credit: Rick Planning + Design



Credit: Shutterstock



Credit: Rick Planning + Design

organizations. Smaller areas of commercial land uses may also be located within the Medium-High Density Residential category, primarily along arterial streets, to serve neighborhood needs.

The Future Land Use Plan anticipates that an area within Granby Ranch, to the east of Highway 40 and south of the Fraser River, could develop as Medium to High Density Residential, based upon approved entitlements for the Granby Ranch project.

### Vertical Mixed Use:

**Housing Types:** Townhomes, Row Homes, Condominiums, Apartments

The intent of the Vertical Mixed Use category is to integrate more than one land use within a particular building or property and create an improved sense of place within new developments around different areas of Granby. The Vertical Mixed Use category encourages the combination of different land uses vertically, with more active uses (such as retail, commercial, or amenities) on the ground floor of buildings, and less active uses (including residential, lodging, and offices) on upper floors of buildings.

While projects in the Vertical Mixed Use areas would not develop as new "downtowns" for Granby (and Downtown Granby would remain as the small town heart of the community), these Vertical Mixed Use areas would develop with a Main Street-like character. These districts would include seating areas, landscaping, improved lighting, public art, and other streetscape features. They would connect to surrounding neighborhoods and destinations in Granby through trails and would include gathering places, plazas, and other areas to encourage a greater sense of place. In order to encourage the creation of more places to live in Granby, these Vertical Mixed Use areas could include buildings of greater than three stories in height, and the Town may elect to allow for more intensive development if projects include more housing units designated as affordable, as part of Granby's housing strategy.

The overall goal of Vertical Mixed Use is to better tie different land uses within a given project or within a neighborhood and to avoid the strict separation of land uses that are typical of most forms of development completed in the United States since World War II.

The Vertical Mixed Use category includes several areas along the Highway 34 and Highway 40 corridors in the Granby area. The vacant parcels to the north of City Market and along the west side of Highway 40 could be developed into a smaller version of a "town center", featuring a Main Street with two or three story buildings (with uses oriented vertically). The surrounding streets in this area could include a mixture of residential and commercial land uses. This area could serve as a hub for the southern portion of Granby and complement the historic Downtown district.

The areas along the Highway 40 corridor, between Downtown and the junction with Highway 34, as well as other parcels along



Credit: Rick Planning + Design

Highway 34 in the general vicinity, could also develop as Vertical Mixed Use in order to provide a more attractive gateway into Granby. The generally highway-oriented businesses along these highways could be redeveloped into projects that include a mixture of residential and commercial uses.

Chapter 6 (Community Character) provides additional details and guidance concerning how these and other subareas around Granby should develop.

## Vertical Mixed Use / Retail:

**Housing Types:** Townhomes, Row Homes, Condominiums, Apartments

This land use category provides flexibility for property owners to develop their land using a Vertical Mixed Use orientation, or to develop it as traditional retail or commercial space. The Granby Comprehensive Plan calls for high quality development (as described in further detail in Chapter 6, Community Character), whether a property develops as conventional retail or Vertical Mixed Use. This category provides flexibility for property owners as market conditions and trends change and impact the viability of specific types of development.

The Future Land Use Plan includes two areas with this hybrid land use designation, along either side of Highway 40, to the south of the Fraser River. These areas include properties owned by Granby Ranch on the east side of the highway and other private property along the west side of Highway 40.



Credit: Legacy Development Website

## Horizontal Mixed Use:

**Housing Types:** Townhomes, Row Homes, Condominiums, Apartments

This land use category retains many of the place-making qualities of the Vertical Mixed Use category, including the creation of areas for community gathering; sidewalks, trails and streets connecting different land uses and connecting to nearby neighborhoods; and improved lighting, signage, and public art. In contrast to the Vertical Mixed Use category, this category would allow

## Chapter 5: Future Land Use and Development

for different land uses to be arranged horizontally (next to each other) and would not require having different land uses on different floors, within the same building. This land use category provides greater flexibility for site layouts of land uses but retains the same focus on creating distinct and higher quality focal points for neighborhoods around Granby.

The Future Land Use Plan includes several areas designated as Horizontal Mixed Use, within the Granby Ranch development and in alignment with approved plans for this project. It also includes an area of Horizontal Mixed Use within the Sun Communities neighborhood to the west of Highway 34.

### Downtown Mixed Use:

**Housing Types:** Townhomes, Row Homes, Condominiums, Apartments

This area includes Agate Avenue (Highway 40) and surrounding streets in the Downtown business district. The Downtown Mixed Use category may include retail and commercial establishments, as well as residential or mixed use development (oriented either vertically or horizontally), and entertainment uses. The intent of the Downtown Mixed Use category is to preserve and further enhance the character and quality of Granby's Downtown district. Chapter 6 (Community Character) provides additional details and guidance for the continued evolution of Granby's Downtown area.



Credit: Rick Planning + Design

### Retail / Commercial:

These areas include commercial uses that provide goods and services. They may include uses geared to daily needs (such as a pharmacy, dry cleaner, or bank) or may include commercial-oriented uses that draw shoppers from a wider trade area. The Future Land Use Plan anticipates Retail / Commercial areas along the Highway 40 corridor, between Middle Park Health and Flying Heels Arena.

The designation also includes the shopping center anchored by City Market at the southwest corner of Highway 40 and Thompson Road.



Credit: Destination Granby

### Retail / Residential:

**Housing Types:** Townhomes, Row Homes, Condominiums, Apartments

This designation encompasses a currently undeveloped area along the east side of Highway 40, to the south of Thompson Road. This designation provides the flexibility for the property to be developed as retail / commercial (following the guidance for the Retail / Commercial land use designation) or to develop as medium to high density residential.

### Employment District:

Areas within Employment Districts could accommodate a range of commercial uses, focusing on employment, and providing space for small and emerging companies. These districts may include a range of different sized buildings for smaller and larger companies to conduct

operations. These areas may also include areas of retail and entertainment uses (such as a coffee shop, brewery, or small restaurant) and may also include “live / work” units that provide space for business operations along with living spaces for business operators. Employment Districts may also include an “incubator” space that provides small spaces for fledgling companies, along with common office spaces such as conference and meeting rooms and kitchen spaces.

Employment Districts should be developed as cohesive districts, with street trees and landscaping, seating areas, trails, sidewalks, and improved signage to create a unique look and feel (as opposed to simply an area designed only for businesses). The trails and sidewalks, along with the street and driveway network, should provide connections to nearby neighborhoods and the broader Granby community.



Credit: High Desert Business Park website

## Institutional:

This land use category includes publicly-owned properties that are used for community-wide uses. This category includes the Granby Airport, the school campus on the north side of town, Town Hall, and the Town’s water treatment plant.

## Goals and Actions

Goals and actions provide the direction to implement the Granby Comprehensive Plan. The following goals and action items are not listed in order of priority but are intended to cover a wide range of land use related topics.

**Land Use Goal 1: Facilitate the development of two-mixed use districts along Highway 40 to the south of the Fraser River (one around Middle Park Hospital, and another near City Market).**

**Land Use Action 1:** Complete more detailed subarea plans, outlining the street network, amenities desired for streets and parks, the building height and density of development, and other elements.

**Land Use Action 2:** Formalize agreements with the State Land Board (the owner of the property north of City Market) to facilitate development of this area as a mixed-use district.

**Land Use Goal 2: Facilitate the development of an Employment district in the areas to the north of Highway 40, and along the east side of Highway 34, as shown on the Future Land Use Plan.**

**Land Use Action 3:** Modify the zoning for the properties included within the Employment district area to allow the land uses outlined in the Comprehensive Plan for this area.

**Land Use Action 4:** Over time, develop a marketing program for the Employment district area to promote the concept to local and regional audiences.

**Land Use Goal 3: Implement the overall framework outlined in the Future Land Use Plan and the Three Mile Plan.**

**Land Use Action 5:** Adopt an Intergovernmental Agreement (IGA) with Grand County concerning the plan for future land uses within three miles of the Town’s limits.

**Land Use Action 6:** Acquire additional lands or coordinate with other parties to establish conservation easements or protections, to provide for the open space areas outlined in the Future Land Use Plan.

**Land Use Action 7:** Evaluate future rezoning and site plan applications for alignment with the Future Land Use Plan.

Chapter 6

## Community Character



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LINFIELD  
SIGN WORKS

*Credit: Destination Granby*



Credit: Sharon Silva

**The term “community character” typically refers to the distinct identity or “feel” of a place. Community character influences the collective impression that Granby presents to residents and visitors. Companies and potential residents often choose a city or town in which to live and conduct business, in part, based upon the perceived character of the community. Community character relates to the aesthetic appearance or quality of different parts of Granby. The way that neighborhoods are laid out, how public improvements are implemented, and the features that distinguish Granby from other mountain communities influence the character of the community.**

The Fraser and Colorado Rivers and the views of the Rocky Mountains in all directions, along with the historic character of the Old Town area in Granby, provide the backdrop for the continued evolution of the town’s character. The heritage of ranching, the railroad and outdoor recreation also provide Granby with a character focused on its Old West and “western” history. The character of Granby distinguishes it from a number of ski resort communities in Colorado and enhances the uniqueness of the town within Grand County. Granby has an opportunity to draw from and build upon its Western heritage and character to maintain a vibrant community that retains its small town feel.

Granby desires to cultivate its own character so that it can accommodate new businesses and residents without beginning to resemble the sameness that has characterized a number of Western towns over the last few decades. The community desires to grow thoughtfully with an emphasis on well designed building forms and attention to providing high quality places to live, work, and play.

Participants in the first community survey were asked to provide their input regarding the overall approach that Granby should take toward development. Respondents overwhelmingly believe that the Town should grow at a reasonable pace, with an emphasis on planning and design, as outlined in the results that follow.

Annual events in Granby, including the Granby Rodeo, the Fourth of July parade, Halloween events, and holiday gatherings contribute to the small town character of the community.

First Survey, Question 17: What approach would you take toward Granby's growth? (Please choose one)

OPTION	NUMBER OF RESPONSES	% of Total Responses
Ensure development meets community needs, is well-designed, and tied to water and sewer capacity	362	48.0%
Carefully manage the look, feel, and placement of future development, even if it means growth is slower	333	44.2%
Grow as much as possible with relatively few guidelines or requirements for new development	25	3.3%
I don't know, I would like to learn more	34	4.5%

*Credit: Rick Planning + Design*

## Downtown Granby

The Downtown Granby district, stretching from around Mesa Street to past 6th Street, and within a block or two on either side of Agate Avenue (Highway 40), represents one of the most defining features of Granby's small town heritage. While newer neighborhoods and developments in Granby have stretched the community to the northwest and to the southeast over the last few decades, Downtown Granby remains the central gathering place for the community. Discussions with stakeholders throughout the Imagine Granby process emphasized the need to connect various neighborhoods (such as Sun Communities, Grand Elk, and Granby Ranch) to the Downtown Granby district.

The Granby community, in collaboration with other partners such as CU Denver, has completed previous design efforts to develop ideas for the future of Downtown Granby, and this work informed the efforts during the Comprehensive Plan process to define the vision for Downtown Granby, catalytic projects to stimulate its continued growth, and improvements to the public realm around the Downtown Granby district. Participants throughout the Imagine Granby process indicated that they wanted to see improvements to Downtown Granby but wanted to avoid haphazard or poorly planned development and wanted to retain the small town feel.

Two survey questions from the first community survey, outlined on the next page, provided an indication of the improvements and changes for the Downtown Granby district desired by the community.

These responses highlight that the community desires more places to go, to eat, and to hang out, along with more entertainment, in Downtown Granby. Above all, the results reflect the need to increase the level of activity and vitality in Downtown Granby.

Input from the three rounds of community engagement (and three associated surveys) along with multiple stakeholder meetings with Downtown Granby business owners and property owners, informed the creation of the following Downtown Conceptual Plan as a component of the overall Granby Comprehensive Plan. The following highlights the components of the Conceptual Plan and how each component would help the Downtown Granby district in its continued evolution.



*Agate Avenue, Downtown Granby, Summer 2020  
Credit: Rick Planning + Design*

## Chapter 6: Community Character

First Survey, Question 15: What would attract you to Downtown Granby? Choose all that apply.

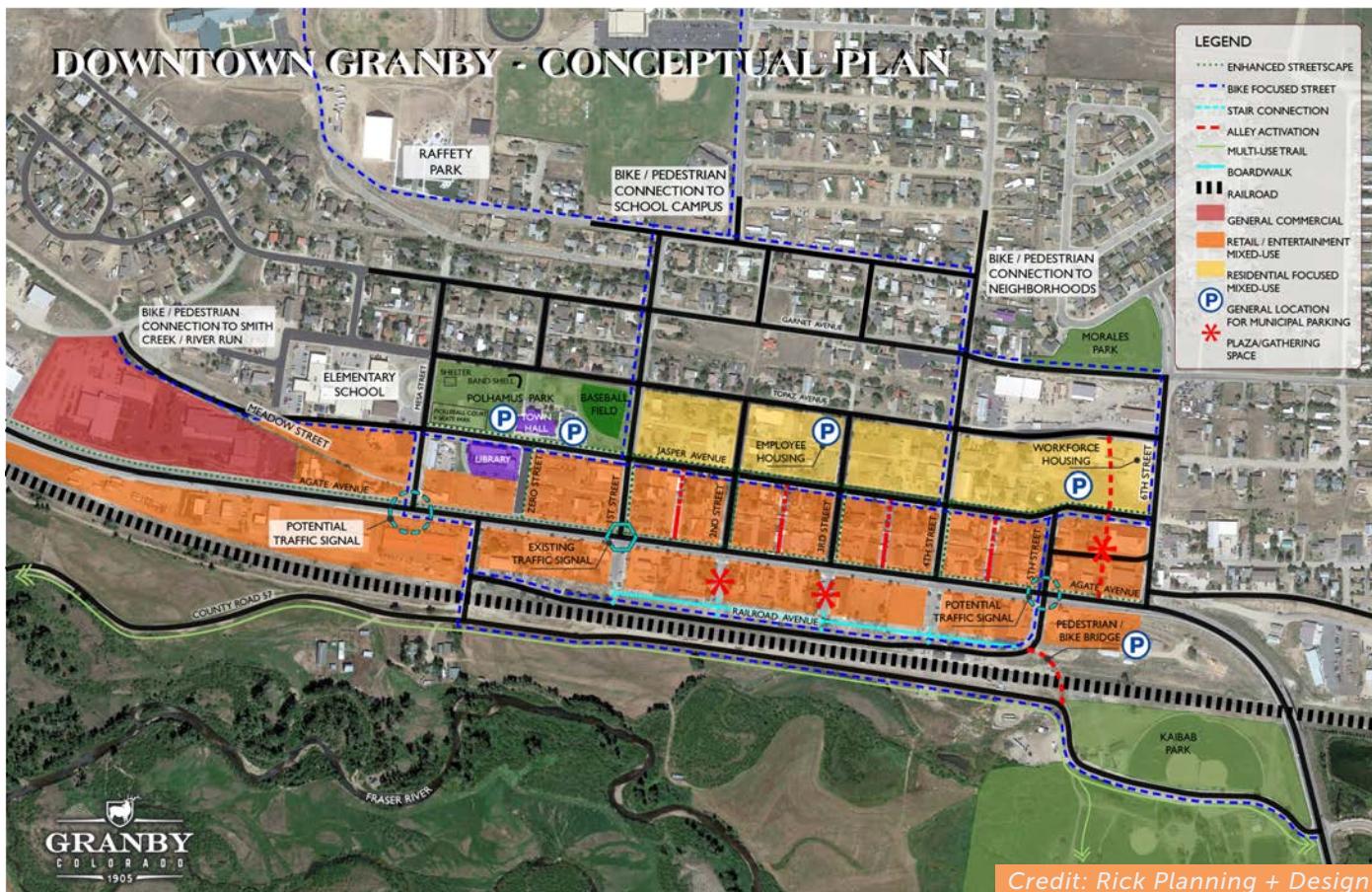
OPTION	NUMBER OF RESPONSES
Variety of places to eat	680
More shops and services	511
Music and entertainment	496
Scheduled events and activities	459
Parks and plaza spaces	276
More public art / art galleries	229
Housing options	150
More parking	112

*Credit: Rick Planning + Design*

First Survey, Question 16: If you could improve THREE things in Downtown Granby, what would they be?

OPTION	NUMBER OF RESPONSES
Number of restaurants and eateries	527
Better variety of downtown businesses	416
Having more events	289
More comfortable environment to visit (more shade, better lighting, better security, etc.)	190
Enhancements to sidewalks and crosswalks for people walking	184
Having stores open later, or at more convenient hours	152
Bike lanes, bike storage, or other facilities for bicyclists	146
Having more public art / art galleries	93
More parking	89
More places to live in the Downtown area	77
Other	71

*Credit: Rick Planning + Design*



### Retail / Entertainment Mixed-Use

The Conceptual Plan assumes that the Downtown Granby district, in keeping with the character of other downtown districts in small towns around the country, could include a mixture of commercial, residential, and entertainment land uses ("mixed use" development). However, the areas on either side of Agate Avenue, between Jasper and Railroad Avenue, are more likely to have an emphasis on retail or entertainment-oriented land uses on ground floors, with the possibility of office or residential units on upper floors. Buildings in this area could extend to three stories in height, based upon the existing design standards provided by the Town of Granby.

### Residential Focused Mixed-Use

The Conceptual Plan assumes that the area between Jasper and Topaz Avenues would serve as a transitional zone, providing for a "step down" in the intensity of buildings from the heart of Downtown Granby, along Agate Avenue, to existing residential neighborhoods to the north. While retail or commercial uses could locate in this area, the emphasis of development is likely to focus more on residential uses or lodging. Potential land uses in this area could include apartments, condominiums, townhomes or row homes, smaller or boutique hotels, and other moderate density residential uses.

### Boardwalk Concept:

The southern edge of the Downtown Granby district, following the backside of properties located on the southern side of the Agate Avenue corridor, enjoys tremendous views of the Gore Range to the south and west. The orientation of this area also provides for ample sunshine, and thus faster melting of snow during winter months. The boardwalk concept provides a vision for the eventual creation of a promenade or walkway along the edge of this bluff, above Railroad Avenue. Businesses along the promenade could use the space for outdoor dining or for the outdoor display of products during good weather. The promenade would include seating areas and could include features such as fire pits,



enhanced and decorative lighting, decorative pavers, and other features designed to create a unique walking environment. Development of the boardwalk is likely a longer term proposition. The Town would need to require that redevelopments or enhancements to properties that abut the location for the future boardwalk provide room for the eventual installation of the boardwalk facility. As land dedications for the boardwalk are secured on a block-by-block basis, the Town can install segments of the boardwalk over time. The Town may secure funding for the boardwalk from federal or state grants or through donations.

While the boardwalk may take some time to develop, it has the potential to create a unique setting for outdoor dining and entertainment, taking advantage of the strategic location, only a block removed from Agate Avenue.

### Pedestrian Alleys or Promenades off of Agate Avenue:

The Downtown Conceptual Plan highlights the locations for potential development of pedestrian-oriented alleys or promenades, oriented perpendicularly from Agate Avenue to the north, and located at mid-block locations (between 1st Street and 2nd Street, for example). As enhancements are made to properties along the north side of Agate Avenue over time, the Town could require site plans to provide room for the installation of these alleys. The alleys would extend from Agate Avenue to Jasper Avenue and could include areas for outdoor dining and public seating, landscaping, and public art sculptures and murals. The alleys would provide focal points for dining and entertainment located away from the traffic and bustle of Agate Avenue and would help to extend the energy of Downtown Granby to the full block to the north of Agate. Several Western communities have developed these types of alleys and promenades. The construction of the promenades could be completed by the Town of Granby or through partnerships with businesses along the route of each alley.



*Pedestrian Alley, Park City, UT  
Credit: Rick Planning + Design*



*Pedestrian Alley, Longmont, CO  
Credit: Rick Planning + Design*

### Pedestrian Bridge to Kaibab Park and the Railroad Museum

Kaibab Park is the most visible park in Town, given its adjacency to Highway 40, and has the potential to serve as a great gathering place in the community through the expansions of trails and other features, as outlined in the Parks and Open Space chapter. Kaibab serves as the home for various sporting events each year. Participants in Imagine Granby indicated that connecting from Downtown Granby to Kaibab Park is difficult, given that pedestrians must either walk on the Highway 40 bridge over the railroad tracks or cross the railroad at Zero Street, toward the west end of Downtown Granby, and then travel along the south side of the tracks to reach Kaibab Park.

The Railroad Museum is currently undergoing renovations and after the completion of these efforts has the potential to attract greater numbers of visitors to the museum and to Granby in general. Improving connections between the Railroad Museum and Downtown Granby would help both of these destinations in terms of their marketability and access for residents and visitors.

## Chapter 6: Community Character

The Downtown Conceptual Plan (as depicted in the map on Page 49) envisions the eventual construction of a pedestrian bridge from the east end of Downtown Granby, over the railroad corridor, and ending around the Railroad Museum in Kaibab Park. This connection would allow people attending events or enjoying Kaibab Park to easily reach eateries, shops, and entertainment offerings in the Downtown Granby district. In turn, visitors to the Downtown Granby district would be able to connect with the Fraser River and trails along the river more easily. The connection would also help connect residents and visitors from the southern part of Granby, using bike trails or walking to Kaibab Park, to connect into Downtown Granby more safely and easily. The design of the pedestrian bridge should include attractive colors, murals and other types of public art, and distinctive lighting to make the bridge a signature feature in Granby. These types of enhancements to the bridge design will further establish the character of Granby in the minds of residents and visitors.

### Parking Facilities

As Downtown Granby gains businesses and additional visitation, the needs for parking will increase over time. The Downtown Conceptual Plan suggests that the Town leverage its own land holdings to develop municipal parking lots, open to any visitors to Downtown Granby. Locations for additional parking lots include the area just west of Town Hall, a Town-owned parcel at the southwest corner of 3rd and Topaz, and the Town-owned property that currently houses Public Works facilities, between Jasper and Topaz avenues, at the northeast end of Downtown Granby.

The Town could relocate the Public Works facilities to another location in Granby, freeing up this valuable real estate to integrate into the fabric of the rest of Downtown Granby. The Town, working with private land owners, could also develop a parking facility in the area between Agate Avenue and the railroad, to the

east of 5th Street. This area is currently located below the elevation of Agate Avenue and could be developed with a multi-story parking facility, to take advantage of the change in grade at this end of Downtown Granby. The developments of parking facilities in these two locations represent very long term propositions but may help provide additional parking for Downtown Granby over the long term.

In addition to the development of additional Town-owned parking facilities to serve Downtown Granby, the Downtown Conceptual Plan recommends that the Town improve signage directing visitors to parking areas and parking spaces in the Downtown Granby district. The Town should also improve the markings of parking spaces that currently exist along the streets in the Downtown Granby district to make them more visible to visitors.

### Employee or Workforce Housing

The Downtown Conceptual Plan suggests two locations for the Town to potentially develop employee or workforce housing on Town-owned land: the property at the southwest corner of 3rd and Topaz, and the Public Works facility in the northeastern corner of Downtown Granby. These potential housing developments could include a mixture of apartments, townhomes, and cottages geared to serve individuals working in the Downtown Granby district.

### Bicycle Movement in Downtown Granby

Previous planning efforts for the Downtown Granby district have considered installing bike lanes or similar features along Agate Avenue to provide for bicycle movement through Downtown Granby. However, given the higher volume of traffic along Agate and potential conflicts between bicyclists and vehicles – as well as pedestrians crossing streets along this stretch of road – the Conceptual Plan recommends that bike movement focus on the streets running parallel to Agate Avenue – Jasper Avenue and Railroad Avenue. The rights of ways of these streets provide sufficient room to install bike lanes for bicycle movement and would provide

a more relaxed experience for people traveling by bicycle in an east-west direction through Downtown Granby. The Conceptual Plan also recommends that the two main streets (1st Street and 4th Street) providing connections from Downtown Granby to the neighborhoods on the bluffs to the north (and the school campus) include facilities for bike lanes or bike routes, to connect Downtown Granby with the northern part of Granby. As noted in the overall parks and open space framework for the Granby area, Meadow Road provides the main bicycle and pedestrian connection from Downtown Granby to the west, toward an area of retail and residential development along Highway 34 (in an area designated for mixed use) and toward the Sun Communities neighborhood.

The Downtown Conceptual Plan recommends that the detailed design of streetscape for Agate Avenue and for the other streets in Downtown Granby include bike parking stations, every one to two blocks. The Downtown Granby district should also include one or two bike repair and service stations, including tools to adjust bike equipment and free air for bicyclists to use.

### **Streetscape Recommendations for Downtown Granby**

The Downtown Conceptual Plan diagram does not provide detailed recommendations for streetscape features to be installed along the different streets in Downtown Granby. However, the Comprehensive Plan recommends that detailed design and construction efforts include the following features:

- Bulbouts or curb extensions, to provide for shorter distances for pedestrians to cross streets
- Clearly marked and designated pedestrian crossings and crosswalks, including sufficient lighting. Certain intersections may require the installation of pedestrian signals to control traffic for pedestrian movement (particularly along Agate Avenue).
- Improved lighting for vehicular as well as pedestrian movement.

- Design of sidewalks and promenades to provide room for outdoor dining
- Landscape enhancements tailored to Granby's mountain climate and designed for water conservation and other resiliency principles.
- Public art installations
- Trash and recycling receptacles on each block
- Improved signage to guide visitors to destinations in Downtown Granby and adjoining neighborhoods

The Comprehensive Plan also recommends that the Town work with community partners to introduce additional events in Downtown Granby and the surrounding area. Granby would benefit in particular from the introduction of additional events and activities (indoor or outdoor) during the winter months.

### **Design and Development Standards**

The Town of Granby will continue to work on the completion of design standards for Downtown Granby (an effort that began in 2022). The completion of these design standards should be informed by the goals and action items identified in the Granby Comprehensive Plan.

### **Highway 40 (from the Fraser River to City Market)**

The Comprehensive Plan provides additional detail concerning this stretch of the Highway 40 corridor, as illustrated in the diagram that follows. This more in-depth concept for Highway 40, and properties on either side of Highway 40, draws from the guidelines provided by the Highway 40 Access Management Plan and the desire of community members to develop areas of character unique to Granby in the future.

The Comprehensive Plan encourages the development of two neighborhood districts, with one focused on the area just north of the medical center on the east side of Highway 40, and the other located to the north of City Market on the west side of Highway 40. Both districts would represent secondary focal points for activity,

## Chapter 6: Community Character

compared to Downtown Granby, but would provide areas for greater activity and vitality, serving surrounding neighborhoods. As illustrated in the diagram, these districts could orient around a grid of streets, with one or two streets serving as the primary or "Main Street" where shops or restaurants would orient. Residential uses could locate above active or retail uses on second floors along these primary streets, or could orient along the secondary streets in the vicinity. The mixture of uses in these districts could include restaurants, general retail, hotels, smaller groceries, banks, breweries, or entertainment centers such as bowling centers or a small movie theater. These districts could include offices or spaces for small to mid-sized businesses in the Granby area. The design of these districts should emphasize walkability and connections to surrounding neighborhoods, through sidewalks or bike trails.

The South Main development in Buena Vista, Colorado, serves as a good example of how these secondary districts could evolve over time. South Main is located roughly a half mile outside of Buena Vista's Downtown and does not compete directly with the Downtown district. Instead, South Main complements the offerings in that community's downtown, with a small cluster of restaurants and a hotel, a small amphitheater, and connections to the Arkansas River. Attached and detached residential units orient along the side streets that surround the heart of the South Main development.

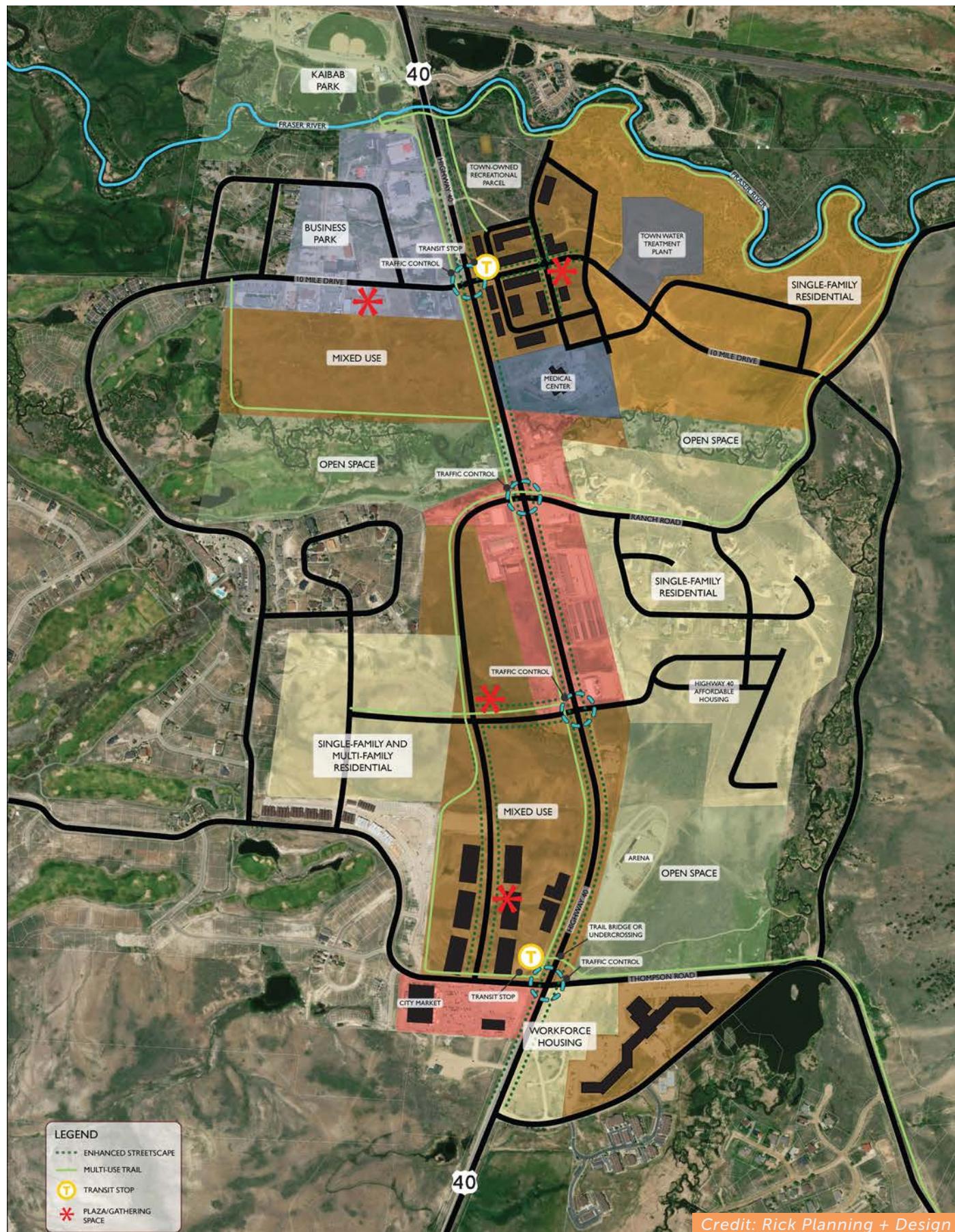
The development of these secondary mixed-use districts could help complement what Downtown Granby has to offer. The careful design of these districts as one or two story buildings, with a compelling mix of uses, would help to reinforce the small town character of Granby, in contrast to more suburban development patterns that have emerged in places like Silverthorne in the High Country. In order to promote the small town character of Granby, the Comprehensive Plan calls for the Town to intentionally set

expectations for these districts along Highway 40 to be developed using urban design principles that support the small town character.

Outside of these two secondary districts, the subarea diagram for Highway 40 (to the south) calls for the installation of parallel streets to Highway 40, where feasible, to help relieve traffic volumes along Highway 40. With parallel streets present, motorists would be able to use these side streets to access businesses from their neighborhoods without accessing Highway 40. The subarea diagram anticipates that retail uses will continue along Highway 40, between the medical center and Thompson Road, and that medium density residential will orient farther from Highway 40, within the Granby Ranch project.

As mentioned in the Multimodal Transportation chapter, the Comprehensive Plan recommends that the Town work with CDOT to complete a formal corridor plan for Highway 40 in this part of Granby. This plan will address mobility improvements along and near Highway 40, and will also provide a more detailed vision for how future land uses will interact with the transportation functions of Highway 40 and the local street network, as well as the framework of parks, trails, and open spaces in the vicinity. The subarea diagram identifies two locations for more significant transit stops serving this part of Granby, to the north of the medical center and near City Market, along Highway 40.

## HIGHWAY 40 - SOUTH SUBAREA DIAGRAM



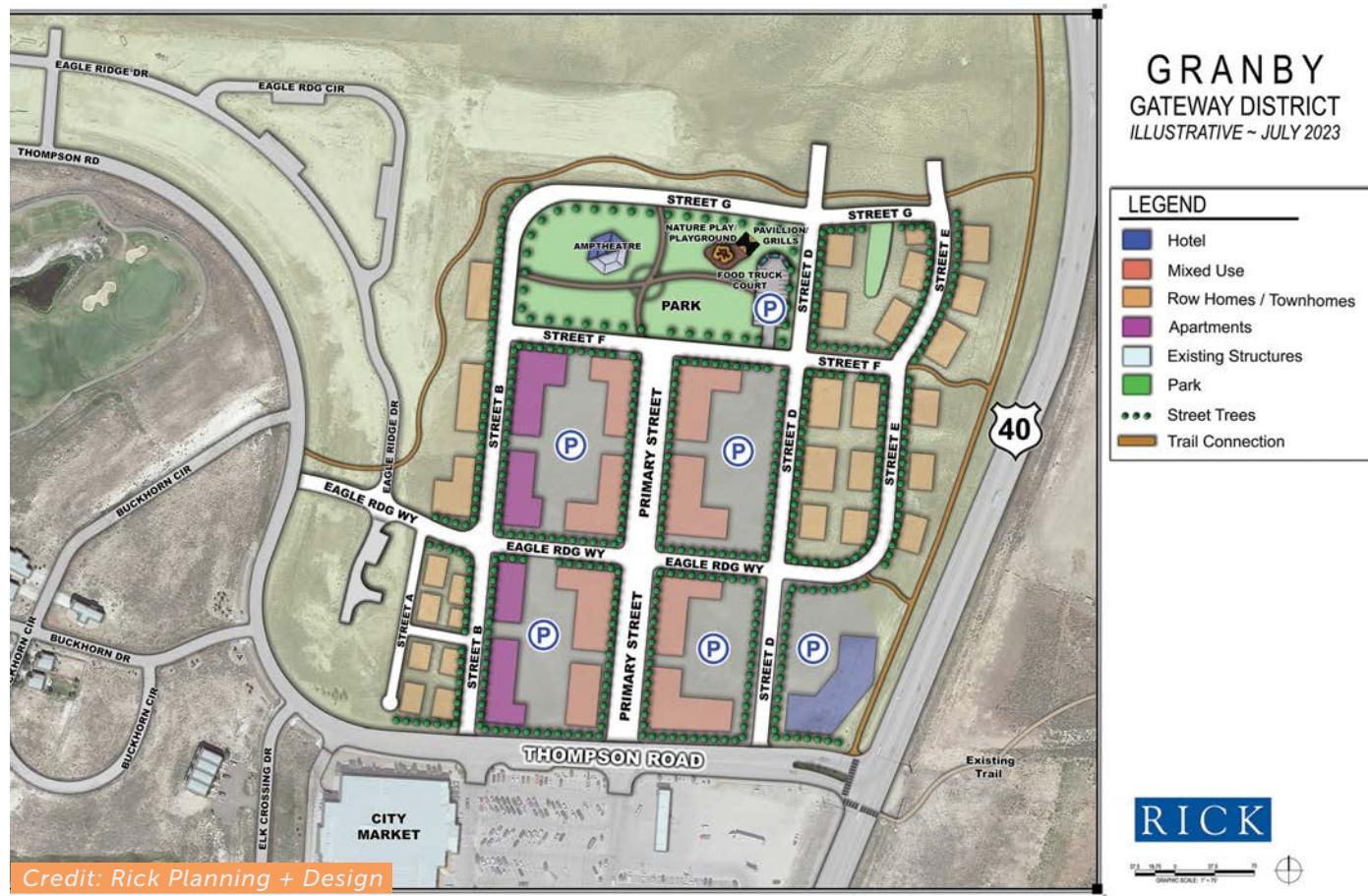
## Chapter 6: Community Character

The following diagram illustrates a potential concept for the development of land owned by the State Land Board, to the north of City Market and Thompson Road, and to the west of Highway 40. The concept envisions the creation of a small, walkable, mixed-use district that could serve as a notable southern gateway into Granby. Importantly, this concept would be designed to not compete with Downtown Granby. A two block long primary street, extending north-south, would include active uses such as small shops and businesses, as well as seating areas and streetscape improvements, to create an inviting environment. A small neighborhood park at the north end of the development would include a playground and other features, including a small amphitheater, and would provide an additional amenity for the neighborhoods in the southern portion of Granby, including Grand Elk and Granby Ranch. The development of housing (in the form of townhomes, row homes, or apartments) in this "gateway district" could be developed specifically for affordable or workforce

housing, to serve local residents in Granby. The southeast corner of the project could develop as a hotel, taking advantage of visibility from Highway 40 and its location at the south end of Granby.

The development of this "gateway district" would require the Town to coordinate and negotiate the use of the land, currently owned by the State Land Board, for this type of development. Given that this potential concept would likely involve the development of a significant number of affordable and workforce housing units, it could create a notable public benefit for the Granby community. The Town could develop the gateway district on its own or facilitate the development of the project by a third party, with oversight provided by the Town.

The diagram shown is intended to represent a potential concept for this land and the development would require additional studies, planning, and coordination with the State of Colorado, the current owner of the property.



## Northwest Area (Highway 40 and Highway 34 Vicinity)

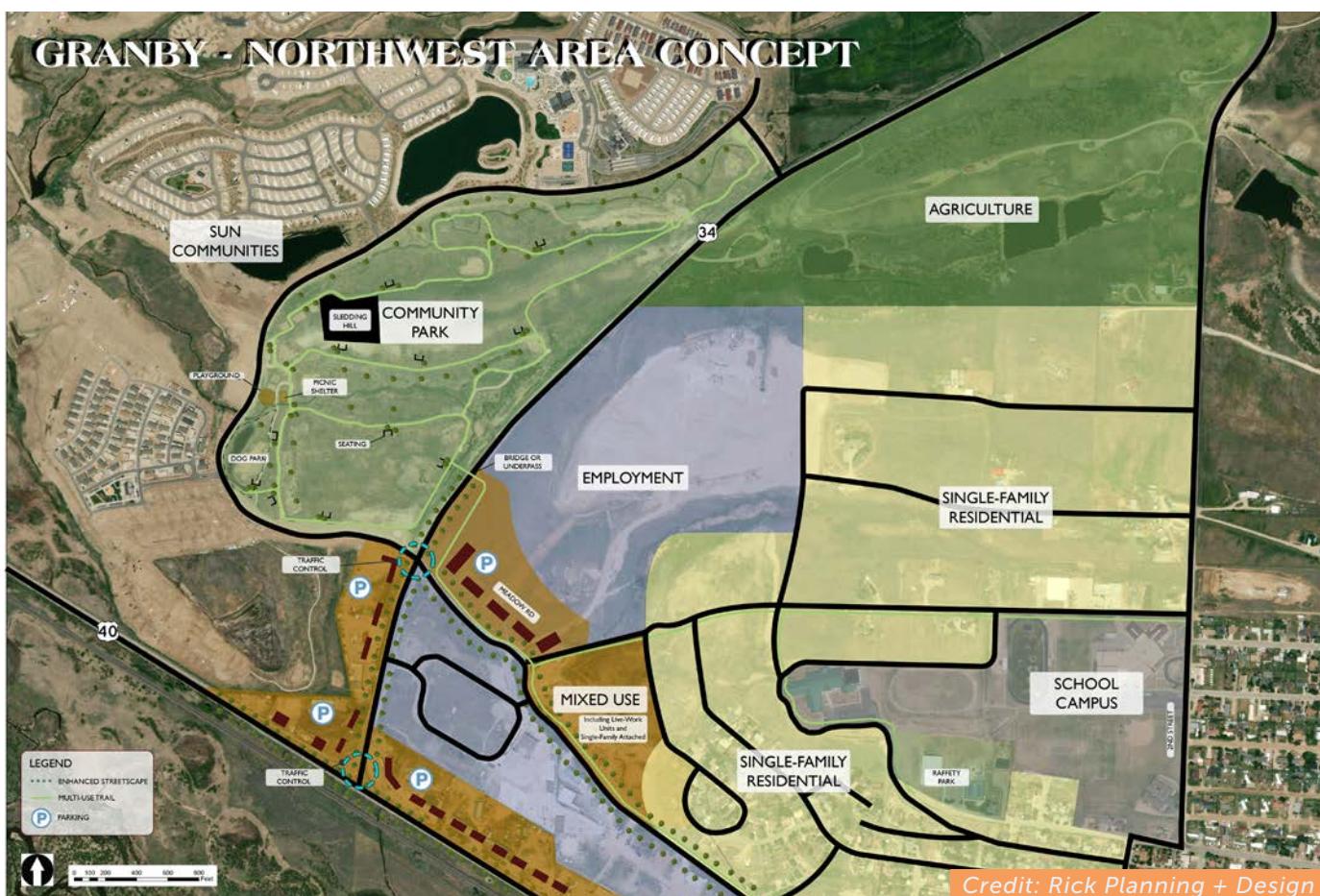
The Multimodal Transportation chapter articulates the need to complete formal corridor plans for both Highway 34 and Highway 40 as they enter Granby from the north and west, and calls for the design of these corridors using Complete Streets principles. The Parks and Open Space chapter highlights the potential to improve the community park on the Town-owned parcel along the west side of Highway 34, in front of Sun Communities.

Beyond this framework of recommendations, the subarea diagram for this northwest portion of Granby highlights the following design concepts:

- As properties directly fronting Highway 40 (to the east of Highway 34) and Highway 34 (between Highway 40 and Meadow Drive) redevelop or change use over time, the subarea diagram calls for the development of mixed-use buildings along these corridors.

Buildings along these stretches of road would orient toward the street, with parking to the side or to the rear of buildings, to provide a more attractive look and feel to these corridors.

- The area at the northeast corner of Meadow Road and Highway 34 could develop as a mixture of retail and employment uses, including a neighborhood-level concentration of shops, eateries, and convenience uses (such as a gas station). This area would serve as a secondary or neighborhood hub, serving everyday needs for residents on this side of town. It would also serve demand generated from traffic entering Granby along Highway 34 from the Grand Lake area.
- The design of the Highway 34 and Highway 40 corridors in this part of Granby should include enhanced streetscape features, including street trees and landscaping, lighting, public art, seating areas, and at least one transit stop location.



## Chapter 6: Community Character

Overall, the Comprehensive Plan calls for the rethinking of the Highway 40 and Highway 34 corridors as they enter Granby from the north and west to provide a more cohesive character of development and the public realm. These enhancements will help establish a better front door into Granby and help to reinforce the small town character desired by residents and visitors.

### Approach to Neighborhood Revitalization and Development

The Town of Granby will explore and pursue various tools and strategies to encourage the rehabilitation and maintenance of housing in established neighborhoods, including the potential for sales tax credits for qualified expenses. The Town of Granby should provide information and education to residential property owners about tax incentives and grants offered at the state and federal levels to support home improvement efforts including the installation of energy efficient appliances and features, weatherization improvements, wildfire mitigation, and other applicable projects.

The Town should also explore offering property tax abatements to incentivize property owners in Downtown Granby to complete upgrades to their properties. Tax increment financing could also be offered for projects in Downtown Granby to incentivize property owners and developers to pursue projects that align with the vision for Downtown Granby.

### Community Design Principles and Approaches

The Granby Comprehensive Plan, as noted in Chapter 2, does not serve as a regulatory document, governing the approvals of individual projects within the town. However, this chapter outlines community-wide principles and guidelines for design and development that will serve as the basis for updates to Granby's land use code and future planning efforts for different districts and neighborhoods. This chapter helps guide projects and improvements within the town going forward.

The following community design principles extend across all neighborhoods and areas of Granby, as the community continues to change and develop.



Credit: Rick Planning + Design

- Parking areas should be located away from streets, to the rear or to the side of commercial and other non-residential buildings, to avoid having large, paved parking areas dominate the landscape along streets and corridors.



Credit: Rick Planning + Design

- Developments should plan for shared parking areas between different buildings to reduce the footprint of parking areas in the community and to improve connections between different developments.
- The Town will encourage integration and connections between different neighborhoods and between different shopping or civic spaces around Granby. The Town can require the following as tools to provide for better connections:
  - » Sidewalk, walkway, and / or trail connections between different neighborhoods

- » Street connections, including a grid of streets, to link different neighborhoods and districts.
- Developments should provide for appropriate transitions between land uses, including transitions in density, height and architecture between commercial and residential uses. In general, areas of greater density or development intensity should be located closer to arterial corridors within Granby or near intersections of collectors. Areas located farther away from these intersections, within the interior areas of neighborhoods, should have lower densities and lower building heights.
- The Town will work with the development community and other regional partners to implement non-vehicular and multimodal routes around and through various parts of the town. Additional trails, sidewalks, bike lanes, and paths will enhance the non-vehicular movement of people across the community. Chapter 9 (Multimodal Transportation) provides additional guidance regarding how Granby can improve connections between different neighborhoods and areas of the community, for all types of mobility and movement.
- The Town will encourage neighborhoods and business districts to include community amenities that enhance quality of life and the sense of place, including gathering places such as plazas, small parks, and connections to nearby parks and designated open spaces.

## Complete Streets

The term "Complete Streets" refers to efforts by communities to plan for major street corridors in a comprehensive way. Complete Streets plan for people walking and biking, in addition to vehicular traffic. They create a more attractive environment that improves the look, feel, and economic strength of surrounding neighborhoods and businesses. The term "Complete Streets" does not mean that every street must serve all modes of traffic. Rather, a

"Complete Streets" network as a whole serves all modes of travel by prioritizing different streets for different modes of travel.

Complete Streets corridors typically include the following:

- Improved landscaping and street trees
- Improved street lighting (for vehicular traffic) and lighting along sidewalks and walking areas (for people walking)
- Public art installations
- Signage, monumentation and improved gateways
- Installation of public seating areas and related street furnishings
- Redevelopment along corridors geared to create a walkable, bikeable, and more active corridor that promotes community interaction and vitality similar to traditional Main Streets and related types of districts

As outlined in the Multimodal Transportation chapter, the Granby Comprehensive Plan envisions that the Highway 34 and Highway 40 corridors should be reimagined and improved over time with "Complete Streets" concepts.

## Approaches to Historic Preservation

The overall goal for historic preservation in Granby involves preserving the historic character of Downtown Granby, the original neighborhoods of the Town, Polhamus Park, and other historic resources around the community. The Town will continue to explore and introduce new tools and policies to encourage the preservation and enhancement of historic properties and resources in the community. A proactive approach to historic preservation will ensure that the historic character of Granby is preserved and contributes to the community's overall quality of life.

Specifically, the Comprehensive Plan recommends the following as key elements for the Town's historic preservation strategy.

## Chapter 6: Community Character

- Completion of a historic properties and resources survey, to officially identify historic properties and resources. This survey would list resources that could be listed on the state and federal historic places registries in the future. Properties listed on state and federal historic registers are eligible for tax credits for applicable rehabilitation projects for historic properties.
- Development of signage and markers around Granby, identifying the locations of historic properties and highlighting the history of Granby and this part of Grand County, going back to frontier days.
- Work with Destination Granby and other partners to incorporate stories about Granby's history in marketing and promotional efforts for Granby.
- Ensure that the design guidelines for Downtown Granby and any design guidelines completed in the future for Old Town neighborhoods incorporate historic themes and architecture.

## Approaches to Community Gateways

The Comprehensive Plan recommends that the Town explore designs to provide for entry monumentation into Granby, along the major highways, as part of efforts to establish distinct gateways into the community. The design of a community gateway pattern for Granby should incorporate the Town's logo and reflect the Old West, mountain town orientation of Granby.

Common strategies for the development of community gateways for smaller communities around the country have oriented around the following themes:

- Gateways that reflect the predominant vernacular of the surrounding area (such as mountain communities adopting gateways emphasizing a log cabin theme)
- Gateways that reflect other key landscape features in the surrounding area (such as mountains, grasslands, prominent rock formations, etc.)

- Gateways that reflect the history of the community, including (for example) historical figures or a historic industry in the town.
- Gateways that actively convey the slogan or vision of the community. An example of a phrase of this nature is the phrase sometimes used for Granby ("In the Heart of Something Grand.")

The Town should complete a more detailed design for community gateways in the future.



Credit: Destination Granby

## Goals and Actions:

Goals and actions provide the direction to implement the Granby Comprehensive Plan. The following goals and actions for Community Character (abbreviated as "CC") are not listed in order of priority but are intended to cover topics related to community character.

### CC Goal 1: Enhance streetscapes and the street network around Granby.

**CC Action 1:** Establish a "Complete Streets" policy and associated design guidelines to guide the designs of major corridors and all street types as streets are upgraded or constructed.

**CC Action 2:** Pursue grants and other funding to complete walking and biking trails between different neighborhoods of the town.

**CC Action 3:** Update the Town's design and development standards to require new developments and redevelopments to provide street or driveway connections to adjacent developments or neighborhoods, where feasible.

**CC Goal 2: Promote the creation of additional community gathering places as Granby continues to grow and evolve.**

**CC Action 4:** Identify opportunities to include public spaces (such as plazas, recreational facilities, parks, and similar gathering places) to serve the needs of residents and visitors, in new developments.

**CC Action 5:** Update the Town's design standards and codes as they relate to the design of public spaces such as plazas and parks.

**CC Action 6:** Integrate plans for public improvements associated with community gathering places in a newly created Capital Improvement Plan (CIP) for Granby.

**CC Goal 3: Execute the vision for Downtown Granby presented in the Granby Comprehensive Plan**

**CC Action 7:** Complete detailed streetscape designs and improvements for Agate Avenue in Downtown Granby (from Mesa to 6th Street)

**CC Action 8:** Complete detailed streetscape designs and improvements for Jasper Avenue, as well as cross streets in Downtown Granby (Mesa, Zero, 1st, 2nd, 3rd, 4th, 5th and 6th Streets)

**CC Action 9:** Incorporate the concepts for the boardwalk and pedestrian alleys into the site plan review process. Require new developments to leave room and incorporate these concepts into their site plans.

**CC Action 10:** Proactively plan, design, and construct municipal parking lots or facilities where shown in the Comprehensive Plan, as well as in additional locations as they become available, to serve future Downtown Granby development and businesses.

**CC Action 11:** Complete detailed design and pursue funding for the pedestrian bridge concept connecting Downtown Granby to Kaibab Park and the Railroad Museum.

**CC Action 12:** Implement the outcomes of the Downtown Granby design guidelines (a separate document) as part of the Town's development code and site review process.

**CC Goal 4: Promote public art and arts and cultural programs in the Granby community.**

**CC Action 13:** Update the Town's Development Code to encourage and provide incentives for the installation of public art within new developments.

**CC Action 14:** Develop a public art program to provide for the annual installation of public art around different neighborhoods of Granby.

**CC Action 15:** Collaborate with community groups and partners to add more events and programming during months of the year that have fewer community events.

**CC Action 16:** Continue to pursue grants and other sources of outside funding to provide for enhanced arts and cultural events and programming in Granby.

**CC Goal 5: Identify, enhance, and preserve historic resources in Granby.**

**CC Action 17:** Conduct an inventory of historic resources and properties in the Granby area

**CC Action 18:** Explore outside funding sources for projects involving the rehabilitation or preservation of historically-designated properties and an inventory of historic resources and properties in the Granby area.

**CC Action 19:** Identify opportunities to document and communicate Granby's history (through permanent displays, marketing materials, and other methods of communication).



## Chapter 7

# Economic Development and To



urism

*Credit: Destination Granby*



Credit: Destination Granby

**Granby serves as the central hub for Grand County and includes a wide range of businesses and operations. Granby is the home to Middle Park Health, the East Grand School District (including the high school and middle school) and a range of smaller companies benefiting from the central location. Tourism to Granby Ranch, Sun Communities, and other attractions in the Granby area brings substantial visitation and tourism spending to the Town, especially during the winter and summer.**

The expansions of operations at Granby Ranch will likely add to this economic base of tourism in the Granby area. The overall interest in recreational pursuits in Grand County, including hiking, fishing, camping, boating, and other outdoor activities, will continue to contribute to Granby's economic base.

Although Granby's economic strength has continued to grow in recent years, input from stakeholders throughout the planning process emphasized that the Town should plan for a balanced economic development strategy. In addition to supporting local tourism generators such as Sun Communities and Granby Ranch, the Town aims to support small business and entrepreneurial ventures in other industries. The Comprehensive Plan emphasizes the creation of a more balanced base of employment in Granby. The Town should look for opportunities to provide job and career opportunities for young people in Granby, so that young graduates can stay in the area to build their careers or return after completing higher education or other experiences elsewhere. Having a more diverse and balanced economic base will also help protect Granby from downturns hitting a particular industry. For example, tourism tends to experience slowdowns during recessions, and companies and employers in more "essential" areas (such as the school district and in health care) may help buffer the Town from a jobs and revenue perspective.

The following results, from the first community survey, highlight the importance of economic development and job creation for residents and stakeholders in the Granby area. Majorities of respondents indicated that all of the three objectives outlined for economic development in the question were "very important" or "somewhat important".

First Survey, Question 12: How important are the following items for the future of Granby?					
OPTION	Very Important	Somewhat Important	Neither	Somewhat Not Important	Not Important
Job Creation	48.9%	36.4%	8.3%	3.7%	2.7%
Having a good mix of businesses to shop at	53.2%	38.3%	5.3%	1.8%	1.4%
Having a good mix of businesses for employment opportunities	55.5%	33.8%	7.3%	1.8%	1.6%

*Credit: Rick Planning + Design*

## Overall Economic Development Strategy

The following guiding principles serve as the foundation for Granby's economic development strategy for the next ten to twenty years.

- Granby will continue to pursue opportunities and provide a business climate conducive to expanding and diversifying its economic base.
- As outlined in Chapter 8, Granby should proactively pursue projects and strategies to provide housing sufficient to serve the needs of local residents and to provide housing needed to support local employers.
- Granby will continue to support smaller, local businesses as a key element of its economic development strategy.
- Granby will support the development of an Employment District to attract new businesses or provide space for business expansions in the community.
- The Town will support efforts to strengthen Downtown Granby as a notable attraction, drawing visitors and businesses to the community.

- Granby will support efforts to strengthen workforce training and apprenticeship programs, to ensure that employees in the area have the skills needed by local companies.
- The Town will work with Destination Granby and other partners to enhance tourism marketing efforts for Granby and the surrounding area.
- The Town will develop a more detailed Economic Development Plan as a follow up to the Comprehensive Plan. This will define an economic development strategy for the Town, with two of the main goals involving: providing workforce housing and associated services such as daycare, and supporting entrepreneurial activity across the Town.

### Employment District

While the Future Land Use Plan provides a variety of areas in Granby for business and retail operations, including in Downtown and along the Highway 40 and Highway 34 corridors, input from stakeholders supported the idea of developing a specific "Employment District" as an area for future expansions of businesses, large and small,

## Chapter 7: Economic Development and Tourism

from a range of industries. Given that Granby enjoys a central location in Grand County, the Employment District outlined along Highway 34 has the potential to attract companies desiring a strategic location from which to serve the northern mountains in Colorado, Grand County, and the Granby area.

The following question, from the second community survey, revealed general support from respondents for developing a business park in the Granby area. Just over 50 percent of respondents either "strongly agreed" or "agreed" with the idea of developing a business park or "innovation district" in Granby. The concept of a business park evolved to the idea of an "employment district" as the Future Land Use Plan was finalized.

The traditional planning concept of "business parks" has evolved into ideas such as "innovation districts" or "employment districts", with a focus on a wider range of amenities and features to enhance marketability to employers and employees. The Town should integrate the following in the formal development of an Employment District in the northwestern portion of Granby.

- The Employment District should be developed using a set of design guidelines regulating the design and aesthetic appearance of buildings and structures, to provide for a high quality and integrated look and feel to the park. The design guidelines should also require the installation of sidewalks, landscaping, and trails to serve the needs of employees and enhance the attractiveness of the district to new companies.
- The Employment District should allow the development of retail, offices for smaller companies (such as insurance agents, financial services, etc.), and other service uses, especially along Highway 34 and Meadow Road, to provide for the everyday needs of employees and visitors. The design of the Employment District should provide for the integration of these service uses with other areas of the district through a grid street system, trail and sidewalk connections, and other features.
- The Employment District should allow for the development of breweries, distilleries, various types of restaurants and eateries, and activity or recreation-related uses (such as climbing gyms, trampoline parks, boxing centers, and related facilities) to diversify the tenant

Second Survey, Question 11: I would be in favor of the Town identifying and developing a Business Park or Innovation District to support a diversity of employment opportunities in the local area

OPTION	NUMBER OF RESPONSES	% of Total Responses
Strongly agree	86	17.3%
Agree	164	33.0%
Neutral	122	24.5%
Disagree	50	10.1%
Strongly disagree	43	8.7%
I don't know; I would like to learn more	32	6.4%

Credit: Rick Planning + Design

base in the district and provide amenities for companies, employees, and the broader community.

- The Employment District should allow for the development of live-work units or employee housing units, as needed, to serve the needs of companies.
- The development of a system of trails and sidewalks can provide an attractive amenity for employers and employees and enhance the marketability of the district.
- The Employment District should integrate attractive signage and wayfinding, along with an overall branding of the district, to enhance its marketability locally and across the region.

## Goals and Actions:

Goals and actions provide the direction to implement the Granby Comprehensive Plan. The following goals and actions are not listed in order of priority but are intended to cover topics related to economic development (ED).

### **ED Goal 1: Diversify and grow the base of employment in the Granby area.**

**ED Action 1:** Work with the private sector to establish a new Employment District along Highway 34 in the northwest part of Granby.

**ED Action 2:** Work with Destination Granby to create marketing materials promoting Granby as a place for establishing and growing companies.

**ED Action 3:** Explore opportunities to establish training programs with community technical colleges and schools in the region, to provide for workforce training for companies in the Granby area.

**ED Action 4:** Explore the potential to create a "small business incubator" in the Granby area, to provide support services for startup companies.

**ED Action 5:** Tied to the strategies and actions described in Chapter 8 (Housing), expand housing that meets the needs of the local workforce and local employers.

### **ED Goal 2: Strengthen the tourism portion of the economy in the Granby area**

**ED Action 6:** Update the marketing program for tourism in Granby, working with Destination Granby.

**ED Action 7:** Create and integrate promotional materials for tourism in the Granby area in marketing efforts for tourism at the county-wide and state levels.

**ED Action 8:** Explore the feasibility of creating a new visitors center to serve the Granby area, in or close to Downtown Granby.

**ED Action 9:** Enhance the attractiveness of Downtown Granby as a place to dine, shop, and linger by implementing the Conceptual Plan for Downtown Granby (see Chapter 6 - Community Character).

**ED Action 10:** Enhance the accessibility of Downtown Granby from nearby resort developments to encourage the patronage of downtown businesses by visitors to the area (see Chapter 9 - Multimodal Transportation).

### **ED Goal 3: Pursue collaboration with Grand County and communities in the area, from Winter Park to Grand Lake, to advance the economic development of the local area.**

**ED Action 11:** Explore the creation of an economic development alliance or organization spanning all of the communities within Grand County.

**ED Action 12:** Develop a more detailed Economic Development Plan as a next step after the adoption of the Granby Comprehensive Plan.

The background image shows a wide-angle view of a residential neighborhood. In the foreground, there's a sandy path or beach area with some low-lying green plants. Beyond it is a grassy field. In the middle ground, several single-story houses are visible, some with dark roofs and others with lighter ones. One house has a prominent gabled roof and a small tower-like structure on top. In the background, a range of mountains is visible under a clear, deep blue sky.

# Chapter 8

# Housing



Credit: Rick Planning + Design



**The lack of sufficient and affordably priced housing for a wide range of households has severely impacted Granby and the surrounding communities over the last several years. A major housing crisis is now being felt across all of Colorado and in many other mountain communities across the West.**

Issues with housing affordability have spread from communities that have contended with the problem for many years (such as Aspen, Vail, and Breckenridge) to a wide range of smaller mountain communities across the western half of the state. As interest in Grand County from second homeowners and other part time residents, including those working remotely, increased during the Covid-19 pandemic, and following the destruction of housing stock in the October 2020 East Troublesome fire, housing availability and affordability issues in the county erupted into a crisis.

Input from participants during the initial stages of the Granby Comprehensive Plan indicated that housing was one of the top issues affecting the community. The lack of housing affects the ability of Granby to attract and retain essential workers, such as nurses, teachers, service and retail workers, and other personnel across the wage scale. Many businesses in Granby have limited their hours over the last few years because they simply cannot find enough workers, and the lack of available and affordable housing has made it very difficult for potential workers to locate in the area. The Town needs more income-appropriate housing, to serve residents making different wages and having different financial resources.

Almost 64 percent of participants in the first community survey for Imagine Granby indicated that it was "very important" for the Town to have various types of housing available. An additional 27 percent of respondents indicated that having various types of housing available was "somewhat important".

Participants in the first community survey expressed support for adding to the quantity of housing, across a fairly wide range of housing types, as outlined as follows.

First Survey, Question 7: What is your opinion of Granby's housing options? (1 = Have Too Much, 2 = Have Enough, 3 = Need More, 4 = Not Sure)				
OPTION	Have too Much	Not Enough	Need More	Not Sure
Duplexes	3.6%	18.9%	50.2%	27.3%
Mobile Homes	36.7%	32.0%	8.8%	22.5%
Apartments	4.1%	15.5%	58.8%	21.6%
Townhomes or Condominiums	6.4%	27.0%	51.8%	14.7%
Starter Homes	1.5%	10.0%	75.9%	12.6%
Higher-end Homes	25.5%	40.0%	18.7%	15.8%
Single Family Homes	1.1%	16.1%	69.9%	12.9%
Housing for Seniors	0.8%	7.8%	54.2%	37.2%
Accessory Dwelling Units, such as a basement apartment, or apartment(s) over a garage	4.0%	10.6%	34.4%	51.0%

Credit: Rick Planning + Design

Respondents to the first community survey indicated that Granby needs more duplexes, apartments, townhomes or condominiums, starter homes, single family homes, and housing geared for seniors. Respondents were unsure whether the Town should add more accessory dwelling units (sometimes referred to as "granny flats"). Respondents indicated that Granby either had enough or too many mobile home units and higher end homes.



Residential neighborhood near Downtown Granby  
Credit: Rick Planning + Design

## Chapter 8: Housing

Participants in the Imagine Granby effort supported initiatives to provide a diverse range of housing options, given the urgent needs in the area. The Comprehensive Plan outlines a series of goals and action items for the Town to continue pursuing to help address the significant housing issues in the area. The Town has already made significant efforts over the last two years to help address these housing issues. While these measures will not fully solve the area's housing problems, they provide a great foundation for efforts in Granby and throughout Grand County.

### Site Plan



**Conceptual Plan for Highway 40 Affordable Housing Project**  
Credit: Town of Granby

The conceptual plan for the project also included the following features:

- Affordable housing goals aimed to provide deed-restricted housing for households meeting residency requirements and income requirements tied to the area median income (AMI)

### Highway 40 Affordable Housing Project

The Town of Granby acquired an approximately 30 acre parcel on the east side of Highway 40, to the north and east of Flying Heels Arena, several years ago and has conducted planning and design for a new neighborhood of affordable housing units on the property over the last two years. A conceptual planning effort for the project called for 258 housing units, including 100 apartment units, 77 townhomes, 32 duplex units, and 49 single family housing units.

- Additional deed restrictions placed on units in the project, including work requirements, restrictions on the appreciation of values of homes, and a ban on the use of units for short term rentals.
- A connection to the existing trail systems, and views to natural amenities.
- A welcoming neighborhood entrance to the community at US 40.

The Town of Granby issued a Request for Proposals in late 2022 for developers to implement the conceptual plan for the Highway 40 project. Detailed planning for the project continued in 2023 as the Comprehensive Plan moved toward completion. The Town selected a developer for the project in early 2023 and the Town will continue working through entitlement approvals on the property with construction projected to begin in Spring 2024.

The Highway 40 project provides a model for how the Town of Granby may proactively address housing issues in the future. By purchasing parcels that could be developed into affordable housing, the Town can proactively establish a pipeline of land for ongoing housing development. If the Town owns a given parcel,

it can tailor the development of the parcel to ensure that developers and builders will deliver the types of units, sales or rent prices, and permanent affordability guarantees needed to serve the local market. While "land banking" and orchestrating the development process for affordable housing may not fully satisfy local housing needs, the Town will continue to look for opportunities that are similar to the Highway 40 project in the future, as parcels become available.

## Regulatory Efforts Related to Housing

Respondents to the second community survey for Imagine Granby expressed support for various tools to provide for additional housing, and affordable housing in particular, in the community.

**Second Survey, Question 8: Housing has been identified as one of the top issues facing Granby. Which of the following would you like to explore as strategies to provide affordable and attainable housing, now and in the future? Please select all that apply.**

OPTION	NUMBER OF RESPONSES
Joining a housing authority (county-wide) to coordinate affordable housing initiatives and programs	264
Instituting inclusionary zoning requirements, mandating that a certain percentage of units in new developments must remain "affordable", given the area's median household income	237
Having the Town proactively purchase additional parcels (land banking) to reserve them for construction of workforce or affordable housing	234
Implementing a dedicated tax to help fund the construction of workforce or attainable housing	114
I don't know, I would like to learn more	64
Other	90

*Credit: Rick Planning + Design*

The Town of Granby joined the Fraser River Valley Housing Partnership (FRVHP) in 2022, and the goal of this partnership is to help build workforce housing geared to year-round residents across the Fraser Valley, including the Towns of Granby, Fraser, and Winter Park. Voters within the boundaries of the partnership passed an increase in the property tax mill levy of 2.00 mills

in November 2022 to provide over \$1.2 million annually for the FRVHP to help support the construction of workforce housing in the valley.

As outlined in the Goals and Actions that follow, the Town of Granby intends to proactively support the development of housing, and in particular workforce housing, through a range

of strategic moves, including: an inclusionary zoning ordinance, to require the development of affordable housing units in projects; incentives (either financial or through a density bonus) to encourage the development of affordable housing units; and updating the zoning code to encourage the construction of accessory dwelling units and encourage mixed use development as a way to provide for additional residential units.

The Comprehensive Plan encourages the maintenance and rehabilitation of housing units in Granby by educating residents about federal tax incentives tied to installing energy efficient features. It also calls for the creation of a rental licensing program to help manage the quality of rental housing in the community.

### Resources to Support Additional Housing Construction

The plan also calls for the Town to work with other partners, such as the East Grand School District, to provide the facilities and services needed to support the community as residential units are developed, including school services, child care, parks and recreation, utilities, and other community services and resources.

### Goals and Actions:

Goals and actions provide the direction to implement the Granby Comprehensive Plan. The following goals and actions are not listed in order of priority but are intended to cover topics related to housing.

**Housing Goal 1: Build the inventory of attainable housing, geared to low and moderate income residents in Grand County, to address the affordable housing crisis.**

**Housing Action 1:** Purchase additional parcels (land bank) for the future construction of affordable housing units, as parcels become available.

**Housing Action 2:** Implement an inclusionary housing zoning ordinance that would require a certain percentage of residential units constructed in all projects to be designated as affordable units.

**Housing Action 3:** Develop an incentive program to encourage the development of affordable housing units, including density bonuses or tax incentives.

**Housing Action 4:** Work closely with the Fraser Valley Housing Partnership and other partners on comprehensive regional plans, strategies and programs to expand the availability of affordable housing for local residents.

**Housing Action 5:** Pursue funding from state and federal sources to support local and regional housing initiatives, where applicable and where consistent with the Town's development vision.

**Housing Goal 2: Encourage housing diversity in terms of unit mix, size, bedroom configuration, and overall density, to serve the full range of households in the Granby area.**

**Housing Action 6:** Update the Town's Development Code to encourage the construction of accessory dwelling units across all residential and mixed use zoning classifications.

**Housing Action 7:** Adopt a zoning classification specifically for mixed-use development that will allow for residential units at various densities, including live-work units.

**Housing Goal 3: Pursue initiatives to provide for housing quality, including the maintenance and rehabilitation of older homes in Granby.**

**Housing Action 8:** Educate or provide information to residents and property owners about federal tax incentive programs available to help fund maintenance and rehabilitation efforts (such as tax credits for energy efficient appliances and features).

**Housing Action 9:** Implement a rental licensing program, requiring the maintenance of units used for short or long term rentals in Granby.

**Housing Goal 4: Coordinate with other agencies to provide the services needed to support the growth of the residential population in Granby.**

**Housing Action 10:** Coordinate as needed with the East Grand School district to ensure that sufficient school resources (including classrooms, curriculum, and supportive services such as child care) are provided as the residential population continues to grow.

**Housing Action 11:** Provide the necessary Town services (including parks and recreation, emergency services, and water and sewer infrastructure) as the residential population continues to grow.



Chapter 9

# Multimodal Transportation



Credit: Destination Granby



Credit: Destination Granby

**The central location of Granby in Grand County and at the junction of US 40 and US 34 brings considerable traffic into and through Granby. The volume of traffic at peak times (particularly on weekends) has increased significantly in recent years, as visitation to Grand Lake, Rocky Mountain National Park, and the Granby area from the Front Range and other areas of Colorado has increased. Additional development in Granby, including the Sun Communities neighborhood, numerous residential, commercial, and entertainment neighborhoods within Granby Ranch, and the Highway 40 affordable housing project, will increase traffic levels within the Town and along the highways connecting Granby to the rest of Grand County.**

Input from the community throughout the Imagine Granby effort noted significant safety issues for people walking and biking around Granby. Many locals are not comfortable crossing Agate Avenue (Highway 40) in Downtown Granby and noted a perception of vulnerability when crossing Highway 40 or Highway 34 in general, throughout Granby, whether on foot or on a bike. Just under 200 of the 765 respondents to the second community survey favored the improvement of crosswalks along Agate Avenue in the Downtown. Discussions with downtown property owners and business owners indicated that the Town and CDOT need to focus on how to improve safety for people crossing Agate Avenue and walking around the Downtown district. Community members also expressed a desire for better connections between different areas of Granby and for the completion of additional trails to allow people walking and biking to navigate between different areas of town.

While newer developments in Granby have a larger inventory of sidewalks and trails to serve residents and visitors, most of the older parts of town lack these features. The overall network of sidewalks and trails remains disjointed. The network of streets in Granby appears disjointed as well, with most streets connecting within a particular development, with limited connections between different developments. This fractured orientation results in higher traffic volumes on collector streets in Granby and creates additional congestion on certain streets, since fewer options to connect around town are present.

Based upon input from the community and analyses of the local transportation network, the Granby Comprehensive Plan establishes a framework of recommendations and action items the Town will pursue to shape future transportation in the area. This chapter does not constitute a detailed transportation or traffic plan. However, it provides the foundation for the Town to complete additional designs and implementation tasks needed to prepare Granby's transportation system for the future.

## **Overall Approach to Multimodal Transportation**

The following highlight the major components of Granby's strategy for multimodal transportation for the next ten to twenty years.

- Granby will work with CDOT to establish detailed corridor plans (including the updating of access control plans) for the Highway 34 and Highway 40 corridors within the Town. These corridor plans will address potential transportation enhancements and expansions for vehicular traffic, but will also address mobility for people walking, bicycling, and taking transit along these corridors.
- Granby will work with CDOT and Downtown stakeholders to complete a detailed improvement plan and streetscape plan for Agate Avenue within the Downtown area.
- Granby is already served by Winter Park Transit through the Lift bus service. The Town will work with Grand County, CDOT, other towns, and other partners to expand this bus service and enhance regional transit connections.
- The Town will apply Complete Streets policies to the revitalization of the major corridors in town (Highway 34 and Highway 40) as well as local and collector streets in the community.
- The Town will work with HTA, CPW, private landowners, and other partners to define and complete trail corridors along the general corridors highlighted in the Comprehensive Plan.

- The Town will enhance the network of sidewalks, bike lanes, and other enhancements along local streets, to improve the safety and attractiveness of biking and walking in Granby.
- The following provides additional information and guidance concerning these key multimodal transportation approaches.

### **Planning for County Road 61 North of Granby**

County Road 61 (CR 61) connects from the northern edge of Granby to Highway 34 north of town and serves as the main road for residents and visitors to access the Old Town portion of town from the north. With the construction of the new elementary school as part of the school campus that already includes the middle school and high school, traffic on CR 61 will likely increase. Residents in the area have expressed concerns about the safety of driving along CR 61 and entering or exiting the road, given the increase in traffic over the years. The Town of Granby will work with Grand County to explore improvements to CR 61 to improve safety along the road, including strategies to reduce the speed of traffic, eliminate blind spots, and improve safety for people crossing the road.

### **Corridor Plans for Highway 34 and Highway 40**

While CDOT has added features such as right or left turn lanes at certain locations along Highway 34 and Highway 40 in Granby over the years to provide access to local businesses and local streets, the overall design of these two highways as they enter and move through most of the Town has remained unchanged over the last few decades. Both highways remain as two-lane highways, serving as part of a rural highway network in this part of Colorado. Highway 40 has a 50 miles per hour (mph) speed limit in the southern portion of Granby, south of the Fraser River, and a similar speed limit as the highway leaves Granby to the west. Highway 34 begins at the junction with Highway 40 and quickly accelerates to a speed limit of 60 mph

as it leaves Granby, just past the turnoffs for Sun Communities. The nature of these highways, designed primarily as rural and high speed roads, conflicts with the residential and commercial developments that have emerged within the Granby town limits over the last few decades. Both highways experience a good deal of ingress and egress traffic, with motorists accessing local neighborhoods such as Sun Communities, Grand Elk, and Granby Ranch and neighborhoods within the Old Town area, and shopping and business areas such as City Market and various businesses along Highway 40 between the Fraser River and Thompson Road. The high speed nature of vehicular traffic along both highways creates risk for people who cross the corridor on foot or travel along the roads via bicycle. Based upon discussions with stakeholders during the Comprehensive Plan process, many retailers in town would prefer that these highways proceed through the community at slower speeds, to provide for greater visibility for their stores and operations and safer traffic movement for visitors and customers. At the same time, CDOT has an objective to ensure that Highway 34 and Highway 40 provide efficient movement of traffic through the Granby area, given the role these highways play in connecting different parts of the state to major destinations along Highway 34 and Highway 40, including Rocky Mountain National Park and resort destinations to the west. Given the growth the community has experienced the last twenty years and the potential for continued growth in the area, the time has come for Granby to partner with CDOT to reimagine these two corridors in the Granby area.

Over the next few years, Granby will advocate for the completion of new corridor plans with CDOT for Highway 34 and Highway 40 that achieve the following key objectives:

- Exploring the potential expansion of the corridors to four lanes through Granby to accommodate existing and projected regional and local travel. This expansion to four lanes would include Highway 40 to the south of the railroad bridge and near the junction

with Highway 34, and Highway 34 from its junction with Highway 40 to the north and east, to the Town limits.

- Updating plans for access management along the two corridors, to provide safe access to local businesses while providing for efficient movement of traffic. This component of the corridor plans will draw from the guidance for access management illustrated in the subarea diagrams for the Highway 34 and Highway 40 corridors provided in Chapter 6 of the Comprehensive Plan.
- Identifying locations for major bike and pedestrian crossings of Highway 34 and Highway 40, including potential grade separated crossings for people walking or biking across the highway corridors.



*Grade Separated Bike and Pedestrian Crossing,  
Fort Collins, CO*

Credit: Shutterstock

- Identifying opportunities to enhance transit stops along both corridors, including the installation of shelters, lighting, and improved signage.
- Identify opportunities to introduce additional transit stops, as needed, along both corridors, as development along the corridors progresses.
- Enhancing the aesthetic quality of the two corridors through landscaping, signage and lighting. These improvements will improve the qualities of the entries into Granby and provide a great "front door" experience for people visiting or passing through the community.

- Planning holistically for how transportation enhancements will align with land use planning and developments along the two corridors, as part of an overall “complete streets” approach, described in greater detail in this chapter.



- Careful consideration and integration of planning for future land uses and the public realm, away from right of ways, as part of corridor designs.



*Complete Streets Rendering of the Highway 40 corridor, looking north from the Medical Center area  
Source: Rick Planning + Design*

## Complete Streets Planning in Granby

The corridor plans for Highway 34 and Highway 40 will reimagine these routes in Granby as “Complete Streets” corridors. Chapter 6 illustrates the vision for these corridors from an overall community character perspective. In terms of multimodal transportation planning, the Town will pursue improvements for these corridors, and for other collectors in Town as improvements occur over time, that achieve the following Complete Streets goals.

- Completion of facilities, including bike lanes, sharrows, bike storage, bike signage, and bike stations, along or crossing Complete Streets corridors
- Construction of sidewalks, promenades, plazas, crosswalks and other facilities to encourage walking and make the experience of walking enjoyable.
- Construction of transit stops and facilities as needed along corridors
- Installation of crosswalks, pedestrian signals, bulbouts or other streetscape and traffic calming methods to slow traffic and increase safety for people walking and biking.

## Streetscape Design for Agate Avenue in Downtown Granby

The Town of Granby, along with CDOT and downtown businesses and property owners, has explored various improvements to Agate Avenue over the past ten years as part of efforts to enhance the experience of walking, bicycling, and driving along and near the major corridor extending through Downtown. Previous efforts explored ideas such as installing a median or bulbouts, improving crosswalks, and other safety features along Agate. The lack of a consistent message concerning the plan for improvements to Agate has created confusion and complicated efforts to improve properties along the corridor in the Downtown area. The Comprehensive Plan does not provide a detailed design for the Agate Avenue corridor but recommends that the Town, CDOT, and other partners formally complete a detailed design for the corridor, including roadway and streetscape improvements, to enhance its function as a public right of way serving Downtown. The streetscape plan for Agate Avenue should incorporate the following features:

- Installation of improved crosswalks, including consideration of pedestrian traffic signals to stop traffic, to improve safety for people crossing Agate on foot.
- Installation of new traffic signals at Mesa and at 5th Streets. The introduction of these additional traffic signals will naturally slow the pace of traffic moving through Downtown, thus increasing visibility for local businesses and improving safety for people walking around the district.
- Installation of attractive and improved lighting along the corridor for vehicular traffic as well as for pedestrian movement.
- Enhanced signage to guide visitors to individual businesses and destinations around Downtown. Signage for local streets and for parking should also be addressed.
- Enhanced landscaping along Agate to improve the experience of walking along the sidewalks and improve the overall aesthetic appearance of the Downtown area. Plans for landscaping and street trees should consider the local climate and the costs of maintaining these features.
- Designs for seating areas, plazas, and gathering places along Agate. The plan should demonstrate how the design for Agate will integrate with other components of plans for Downtown, including those for the pedestrian alleys / promenades illustrated in Chapter 6 (perpendicular to Agate Avenue).
- Designs for public art and monumentation along and near Agate, including gateway monumentation welcoming people to the Downtown district. The designs should align with the themes for community character in the Downtown area illustrated in Chapter 6.

### Enhancing Local and Regional Transit Service

The Lift bus system currently provides limited bus service from Granby to YMCA of the Rockies, Tabernash, Fraser, the Town of Winter Park, and Winter Park Resort at peak times. However, the Lift system does not currently represent a comprehensive bus or transit program serving Granby and surrounding communities. Participants in the Imagine Granby effort supported initiatives to expand transit services in Granby and the surrounding area. Improving transit would provide greater mobility for people who do not drive and greater choices for how to move around the community. Many participants noted, for example, that it would be great to visit the Downtown district for dinner and a drink and take a shuttle or bus back to their local neighborhood, to avoid driving. Improving transit between different neighborhoods in Granby would help tie the community together better. Improving transit from Granby to other communities in Grand County (Grand Lake, Hot Sulphur Springs, Fraser, and Granby) would improve access to recreational destinations in the area and may make it easier to attract employees to work in local businesses. Improving transit would also, of course, help relieve traffic pressure on Highways 34 and 40 in the Granby area.

Participants in the second community survey expressed support for a variety of strategies to improve transit around the Granby area, as illustrated in the following table.

Second Survey, Question 5: I am interested in exploring the following types of ideas for providing improved transit service in the Granby area. Please select all that apply.

OPTION	NUMBER OF RESPONSES
Increase frequency of buses connecting Granby to Fraser and Winter Park	287
Increase frequency of train service connecting Granby / Grand County to Union Station in Denver	216
Add a trolley or shuttle service to connect Granby Ranch, Grand Elk, and River Run to Downtown Granby	201
Introduce bus service connecting Granby to Grand Lake and Hot Sulphur Springs	197
Call-a-ride shuttle that serves the Granby area	158
Add a circulating shuttle service to connect neighborhoods with community activity centers	138
I don't know, I'd like to learn more	41

*Credit: Rick Planning + Design*

The Town of Granby will collaborate with other communities in Grand County to improve the frequency of bus service and to extend service to additional communities (including Grand Lake).

The Town will explore the introduction of trolley or shuttle service around different neighborhoods in Granby, particularly during peak travel times. These trolleys or shuttles could connect, for example, from Downtown to Granby Ranch, Grand Elk, and Sun Communities. This shuttle could serve residents who work in a different part of Granby and could also serve visitors to the community. A shuttle operating during the evening could allow for residents or visitors to visit restaurants and brewpubs Downtown and make their way back to their neighborhoods without driving impaired (from alcohol consumption). Introducing this type of shuttle would also reduce the need for parking in the Downtown area and reduce the level of traffic along local streets and the major routes in Granby (Highway 34 and Highway 40).

Participants in the second community survey provided guidance regarding the destinations desired to be served via a shuttle or trolley service around Granby.



*Credit: Shutterstock*



*Credit: Shutterstock*

Second Survey, Question 6: Which community activity centers would you like to see served by a shuttle? Please select all that apply.

OPTION	NUMBER OF RESPONSES
Grocery Store	313
Downtown	310
Parks and Recreation	292
Town Services (library, town hall, post office)	261
Medical Center	246
Trailheads	201
Places of Worship	67
Other	26

*Credit: Rick Planning + Design*

Participants expressed support for connecting a shuttle service to locations providing services or amenities in Granby, including the grocery store (City Market), Downtown Granby (including Town Hall, the library, and post office), major parks, and the medical center. Participants also expressed support for shuttles connecting to major trailheads for hiking in the area and noted they often transport their bikes via private vehicle to access trailheads because of perceived vulnerability while crossing Highways 40 and 34.

### Improvements to Local Streets and Planning for Streets in New Neighborhoods

As safety issues are raised, the Town will explore installing improvements to local streets to slow traffic and improve safety for people walking and biking. These improvements may include speed humps, speed tables, the narrowing of travel lanes using striping, or the installation of additional stop signs. The Town may also explore installing additional crosswalks and pedestrian

signals at locations where people frequently walk across streets. The Town may also explore instituting lower speed limits for some residential streets to improve safety within neighborhoods.

As new neighborhoods or developments proceed, the Town will use the following guiding principles to direct the planning and construction of the local street network.

- Local streets in new neighborhoods will follow a grid network where feasible to increase the efficiency of movement between neighborhoods and disperse traffic. Introducing a grid network may not be feasible on areas with ridges and other topographic challenges but would be more likely in neighborhoods with more level terrain.
- New neighborhoods will include street connections to adjoining developments and neighborhoods, wherever possible, to provide additional routes for multimodal connectivity and emergency egress.

- New streets will include sidewalks to promote walking and biking
- New streets will explore the introduction of traffic signals, roundabouts, and other speed and traffic control devices to slow traffic and enhance safety for people walking and biking.

## Completion of Biking and Walking Trails Around and Near Granby

The Town continues to work on completing needed linkages on several trails, including the completion of a trail along the west side of Highway 40, to the south of the Fraser River. The Parks and Open Space chapter highlights a desired network of bike and hiking trail corridors connecting different areas of Granby. The network provides for trails along or near the Fraser and Colorado rivers and connects the Town to nearby recreational amenities including Lake Granby, the Windy Gap area, and nearby national forests. The Town will encourage the completion of linkages from neighborhoods and new developments to regional trail networks within or near the Town.

As the Town completes the design and installation of these improvements, it will integrate the following features and amenities where feasible.

- Seating areas with shade and / or shelters along trails and sidepaths
- Signage, including maps of the overall Granby-area bike / ped network, to help guide users
- Bike repair stations
- Bike storage facilities at various locations, including near major destinations such as Downtown Granby, Kaibab Park, and the community park along Highway 34
- Landscaping and plantings, to enhance the aesthetic quality of trails and other bike / pedestrian corridors
- Public art to improve the aesthetic quality and reflect the character and heritage of the Granby area

- Lighting, in select locations, to improve safety and allow for nighttime biking and walking
- Trash receptacles to help control litter



## Completion of Gaps in Sidewalk Network

Most of the older residential areas in Granby do not have sidewalks and gaps remain elsewhere around the Town. As funding becomes available, Granby will continue to work with residents and business owners throughout the Town to close gaps in the sidewalk network. Filling these gaps will provide safer routes to school for youth and encourage people of all ages to walk more around the community.



## Long-Term, Dedicated Funding Strategy

Developing and pursuing a long-term funding strategy for transportation related improvements is critical to the implementation of the transportation strategies and solutions identified in the Comprehensive Plan. The Town will develop a calendar of upcoming funding opportunities (at the county, state, and federal levels) and complete the necessary homework to be ready to successfully pursue grants and other funding opportunities when they arise. Funding programs typically have specific program requirements and specific application processes and deadlines to follow. The Town will regularly monitor the requirements and timing of potential funding programs and sources to ensure that Granby is well prepared to apply for and win grants and other funding awards for improvements identified in this plan. The Town will complete more detailed planning and design (as needed) for the transportation improvements and infrastructure outlined in the Comprehensive Plan, as many funding programs require some degree of planning and design to identify funding needs. Completing additional design efforts, as well as maintaining updated GIS data and other quantitative data (concerning vehicle, bicycle and pedestrian counts, crash data, and other metrics) will increase the quality of grant applications made by the Town and increase the chances of securing funding to implement the transportation improvements identified in the Granby Comprehensive Plan.

### Goals and Actions:

The following goals and actions will guide the Town and partners at the local, regional, and state levels in implementing the vision for multimodal transportation in Granby. The following are not listed in order of priority but are intended to cover the full range of topics related to multimodal transportation.

**Transportation Goal 1: Update the Town's regulations and operations to improve safety and provide efficient movement of all modes of travel in the future**

**Trans. Action 1:** Encourage changes to the Development Code to build sidewalks as part of new developments and to introduce sidewalks in areas where sidewalks are not present and would improve safety and mobility.

**Trans. Action 2:** Update the Development Code to encourage trail connections from neighborhoods to regional trail routes.

**Trans. Action 3:** Update the Development Code to encourage developments to include features providing for the safety of all modes of travel (including bike racks and bike lanes, benches, etc.)

**Trans. Action 4:** Integrate plans for regular street maintenance into an ongoing Capital Improvement Program (CIP) for the Town.

**Trans. Action 5:** Develop a long-term dedicated funding strategy and comprehensive toolbox of information to support the pursuit of transportation funding opportunities.

**Transportation Goal 2: Implement "Complete Streets" plans for major routes serving the Granby area**

**Trans. Action 6:** Collaborate with Grand County to explore strategies to improve the safety of the CR 61 corridor to the north of Granby.

**Trans. Action 7:** Complete a multimodal corridor plan for the Highway 40 corridor, including an update to the Highway 40 Access Management Plan.

**Trans. Action 8:** Complete a multimodal corridor plan for the Highway 34 corridor.

**Trans. Action 9:** Complete and implement a streetscape design plan for Agate Avenue in Downtown Granby.

**Transportation Goal 3: Improve local and regional transit service**

**Trans. Action 10:** Work with Grand County and other jurisdictions to establish and improve bus transit routes to Winter Park, Grand Lake, and other communities.

**Trans. Action 11:** Design and construct a series of transit hubs / transit stops along Highway 40 and Highway 34, serving different subareas within Granby.

**Trans. Action 12:** Explore ways to provide local shuttle services between key destinations in Granby (Downtown, Sun Communities, Grand Elk, Granby Ranch) at peak times or more regularly.



Chapter 10

# Parks and Open Space



Credit: Sharon Silva



**The stunning views of the Rocky Mountains and the variety of recreational opportunities present in Grand County have attracted many people to choose the Granby area as a place to live, visit, or conduct business. Input throughout the Comprehensive Plan process highlighted the importance of preserving and enhancing parks and open space amenities in and around Granby.**

Respondents to the first community survey expressed support for parks and open space as the most important type of future land development they would like to see moving forward in Granby, as outlined in the table that follows.

First Survey, Question 13: What are the THREE most important types of future land development you would like to see moving forward in Granby?

OPTION	NUMBER OF RESPONSES
Parks and open space	548
Residential	486
A mix of uses in one location	409
Retail / commercial	394
Industrial / business park	62
Office	29

*Credit: Rick Planning + Design*

The Town of Granby operates and maintains four parks in the community (Kaibab Park, Polhamus Park, Raffety Park, and Morales Park) and provides recreational programs and classes for Town residents and visitors. Many of the areas that residents or visitors enjoy as parks or open spaces in Granby are owned and maintained by different developments, such as Grand Elk and Granby Ranch, and several trails within these two neighborhoods are designated as private and available only to residents or visitors of these neighborhoods or their guests.



Granby is valued for having outstanding natural resources for outdoor recreation. The demand for outdoor recreation significantly increased across the country over the last few years during the COVID-19 pandemic. Some local communities in Colorado reported an increase in the usage and visitation to open space areas of over 1,000 percent during the pandemic period of 2020 and 2021.

Granby enjoys a great location within a short drive of Rocky Mountain National Park and several national forests that surround the valley in Grand County. However, trails largely do not connect from the Town to surrounding public lands that may be used for hiking, camping, and other forms of recreation. The waters of the Fraser River are public and can be used for kayaking by the general public. However, most of the acreage along the main waterways in the Granby area (the Fraser and Colorado rivers) is privately owned. Public access points to the rivers (for put-in and take-out of kayaks, for example) is limited to publicly owned lands along the rivers.

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Fraser River, just west of Highway 40, September 2022

Credit: Rick Planning + Design

Input from the community supported the idea of working over time to provide for greater public access to the rivers in the area as part of a larger effort to better connect Granby with the great recreational amenities in the area. As illustrated in the following table, 94 percent of respondents to the second community survey, conducted during Summer 2022, supported a strategy to preserve river and creek corridors in the Granby area as permanent open space, including trails and potential park facilities.

Second Survey, Question 3: I agree with a strategy to preserve river and creek corridors in the Granby area as permanent open space, including trails and potential park facilities

OPTION	NUMBER OF RESPONSES	% of Total Responses
Strongly agree	404	78.6%
Agree	79	15.4%
Neutral	15	2.9%
Disagree	5	1.0%
Strongly disagree	3	0.6%
I don't know; I'd like to learn more	8	1.6%

Credit: Rick Planning + Design



Walking trail in Kaibab Park, September 2022

Credit: Rick Planning + Design

The community expressed significant support for improving walking and biking trails, and access to recreational opportunities along the river, as illustrated by the results from the following question, in the first community survey.

First Survey, Question 9: What THREE types of park and recreation features, that Granby currently has, would you like improved or expanded?	
OPTION	NUMBER OF RESPONSES
Walking and biking trails	571
Access to recreation options along the river	448
Community facilities, such as a senior center and library	176
Playgrounds	141
Pickleball courts	126
Multi-purpose fields, such as those for soccer, football, etc.	122
Other	108
Picnic shelters	83
Indoor basketball courts	65
Golf courses	61
Outdoor tennis courts	49
Outdoor skatepark	47
Basketball / softball diamonds	16

*Credit: Rick Planning + Design*

## Chapter 10: Parks and Open Space

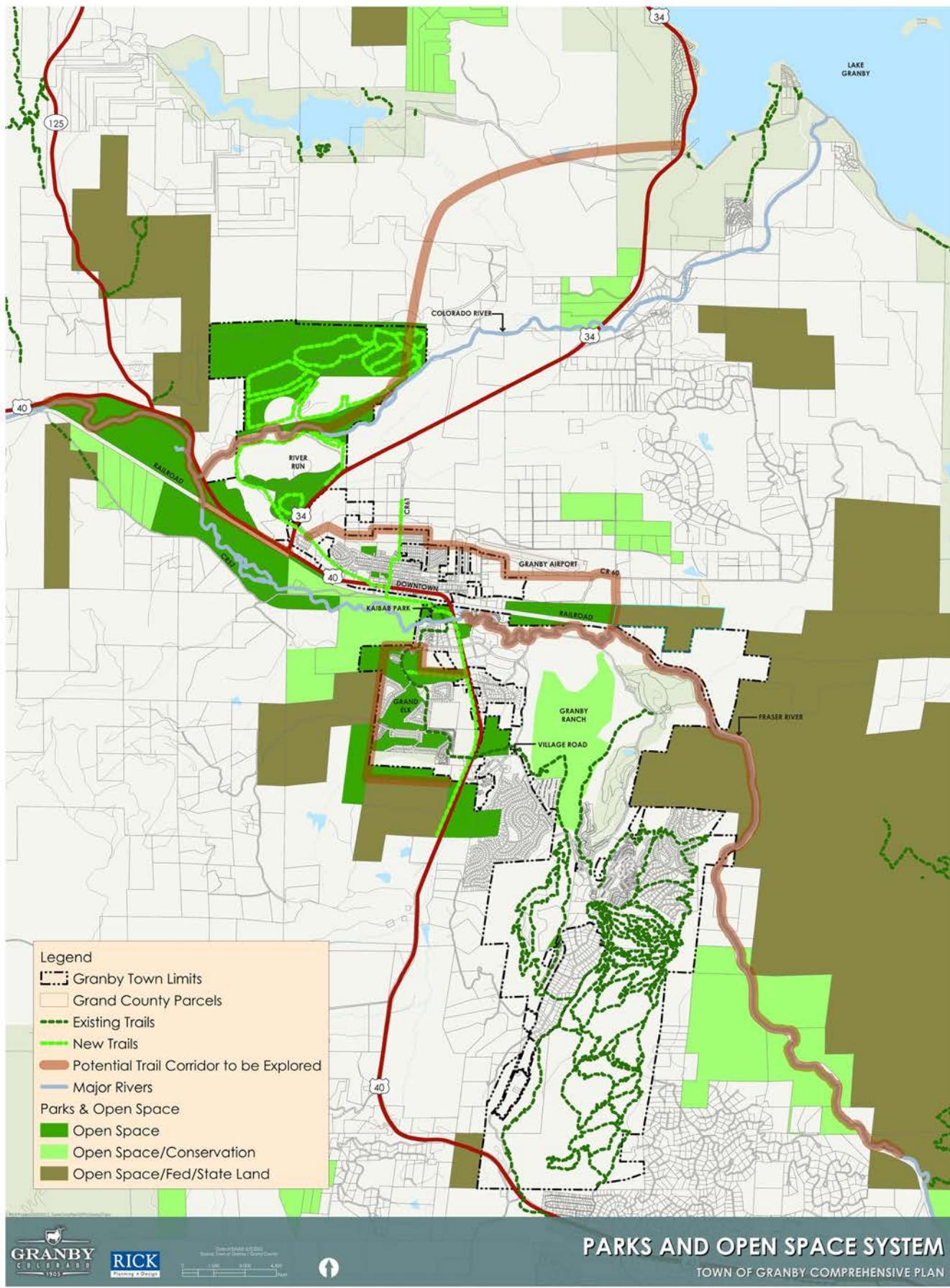
The community also supported the concept of using open space corridors and areas around the edges of Granby to provide sufficient buffers between the Town and the surrounding rural landscape in Grand County, as illustrated in the following table. Nearly 70 percent of respondents to the following question, from the second community survey conducted for the Comprehensive Plan, supported the concept of having open space areas serve as buffers around the edges of Granby. The following parks and open

Second Survey, Question 12: I am in favor of designating official open space or "buffer" areas to provide separation between the Town of Granby and surrounding areas, as Grand County continues to grow		
OPTION	NUMBER OF RESPONSES	% of Total Responses
Strongly agree	183	36.1%
Agree	169	33.3%
Neutral	79	15.6%
Disagree	29	5.7%
Strongly disagree	17	3.4%
I don't know; I'd like to learn more	30	5.9%

*Credit: Rick Planning + Design*

space map highlights the locations of future open space preservation around Granby. The plan anticipates eventually preserving areas along the Fraser River, between the heart of Granby and the Windy Gap project, as open space to preserve access to and the qualities of the Fraser River as it passes to the west of Granby. The plan designates new areas for open space preservation on the south and west sides of the Grand Elk neighborhood, to provide a buffer between the Town and agricultural and ranch lands to the south and west. This open space corridor around

the edges of Grand Elk could also provide room for additional trails to be developed along the corridor. The plan identifies areas in the northern portion of the Sun Communities neighborhood for open space preservation, providing a buffer between the northwest edge of Granby and ranch lands to the north and west of town. It also identifies future trails envisioned for the northern portion of Sun Communities, along the north side of the Colorado River.



## Chapter 10: Parks and Open Space

Input from private property owners during the Comprehensive Plan process expressed a desire for the Town to avoid identifying specific trail alignments on several private properties. Instead, the parks and open space map highlights future, general locations for trail corridors around the Granby area. The Comprehensive Plan calls for the Town to work with other partners involved in open space preservation in the Grand County area, including the Headwaters Trails Alliance (HTA), the Colorado Department of Parks and Wildlife (CPW), and various private property owners to confirm appropriate routes for trails in the local area and preserve these corridors for the development of bike paths, walking trails, and other features. The shaded trail corridor alignments shown on the parks and open space map provide the foundation for ongoing planning and negotiation with private property owners to establish these trails and open space corridors. The parks and open space map highlights zones for future trail corridors, including along the Fraser River to the west and east of town and along or near the Colorado River from the Sun Communities area to the north and east, to Lake Granby.

The parks and open space plan identifies more definitive alignments for other trail corridors in the Granby area, within the Town's boundaries. Meadow Road, from Sun Communities to Downtown Granby, is identified as a key corridor for the installation of bike lanes or bike routes and a walking path to connect Sun Communities with the rest of Granby. The plan shows the alignment of the Fraser to Granby multi-purpose trail (for biking and walking).

While the Comprehensive Plan does not provide for specific guidance for every trail corridor to be developed in the Granby area, it does suggest that the Town work with other partners to integrate the following types of amenities along trails in and near the Town of Granby:

- Seating areas, particularly at trail junctions

- Signage to guide trail users to destinations in the Granby area, including mileage information
- Drinking fountains, where trails connect with parks or other community facilities, depending on the availability of potable water in a given location
- Bike repair and air stations, at trail junctions

In addition, the Comprehensive Plan suggests that the Town work with other partners to create connections (including sidewalks or trail linkages) from major trails in the Granby area to nearby neighborhoods (including both existing and future neighborhoods).

The Granby Comprehensive Plan provides conceptual designs for two major park facilities in Granby: Kaibab Park and improvements to the community park on Town-owned land, on the west side of Highway 34, to the north of Meadow Road and in front of the entrance to Sun Communities.



Credit: Destination Granby

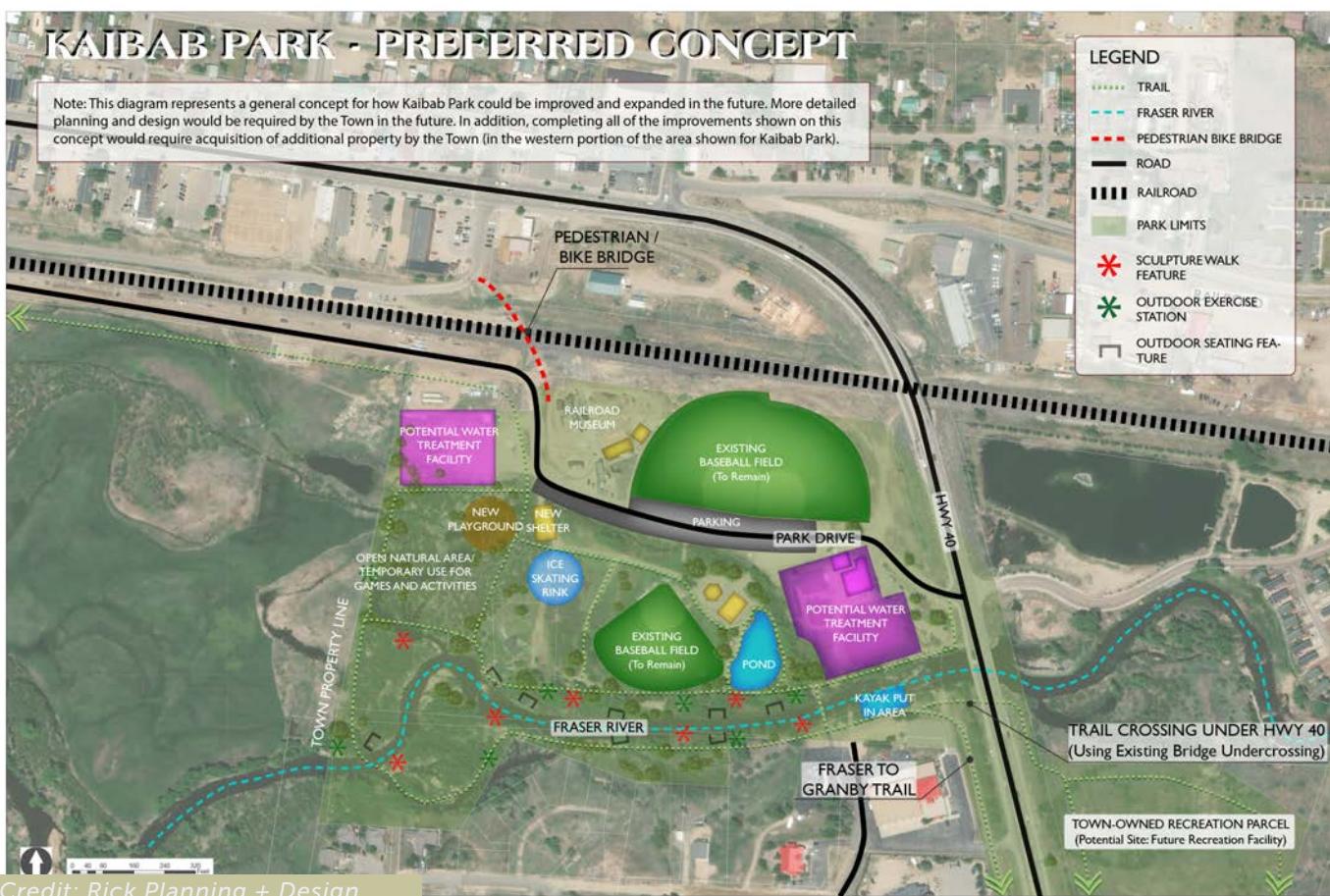
## Kaibab Park

The Town owns a sizeable acreage of land along either side of the Fraser River as part of its land holdings around Kaibab Park, and this area represents the largest area of publicly owned land along the river within the Town of Granby. The Town also owns currently unimproved lands to the west of the existing park facilities.

The conceptual plan for Kaibab Park calls for the extension of the existing walking trails to both sides of the river, along with seating areas and locations for public art (such as sculptures) along these walking paths. It identifies a location for kayak access (put-in and take-out) along the Fraser River, just to the west of Highway 40. The conceptual plan assumes that the existing amenities in Kaibab Park, including the baseball diamonds, playground, and seating areas, would remain. The Town could develop an additional playground area to the west, on Town-owned

land, and provide additional grassy areas for open play and sporting activities (such as pick-up soccer games). A privately owned parcel is present in the middle of Kaibab Park and the Town will not force the current owner, or any subsequent owner, of this parcel to sell the property to the Town. Therefore, the additional features at Kaibab Park shown within the boundaries of this parcel are conceptual in nature and would not occur unless the property owner is willing to sell to the Town in the future.

National trends indicate that water-based recreation activities have experienced the highest growth in demand for outdoor recreation over the last three years. Given its location in the middle of a county known as a premier outdoor recreation destination, Granby should expect demand to increase for water-based recreation (such as along the Fraser River) and other outdoor recreation services in the future.



## Chapter 10: Parks and Open Space

The conceptual plan for Kaibab Park illustrates how the Town could take advantage of its existing access to the Fraser River and create additional amenities for people wanting to access the river and enjoy more room for picnics and other gatherings and sports events in the park. The Town would need to complete more detailed designs for Kaibab Park as the prelude to formally moving forward with improvements to the park.

The conceptual plan for Kaibab Park also identifies a potential trail connection under Highway 40 to the east, to provide for an eventual extension of trails along the Fraser River to the east. This trail would also connect to a Town-owned parcel identified for recreational uses, along the east side of Highway 40 and to the south of the Fraser River. The Comprehensive Plan identifies this parcel as a potential location for the development of a recreation center for the Granby community. Input from throughout the planning process revealed support for the exploration of developing an indoor recreation center for the community, and this location would provide a central location for residents and visitors to the north and south of the Fraser River to enjoy a modern, indoor recreation facility.

The conceptual plan for the park reflects two potential locations for a water treatment facility (one just west of Highway 40, and one to the

west of the Railroad Museum). The future facility would be located at one of these two locations, and therefore the final decisions on the siting of the water treatment facility may impact future and more detailed planning for Kaibab Park. Any areas shown in purple (for the potential future water treatment facility) that are not used for the facility in the future could be used for additional open areas, trails, and other park features similar to those depicted on the conceptual plan for Kaibab Park.

Respondents to the third community survey supported the conceptual plan for Kaibab Park, with 74 percent indicating that they "Strongly agree" or "Agree" with the conceptual plan.



Existing Pond at Kaibab Park, September 2022  
Credit: Rick Planning + Design

Third Survey, Question 30: I am in favor of the conceptual plan for Kaibab Park, as shown

OPTION	NUMBER OF RESPONSES	% of Total Responses
Strongly agree	50	23.7%
Agree	107	50.7%
Neutral	43	20.4%
Disagree	5	2.4%
Strongly disagree	6	2.8%

Credit: Rick Planning + Design

## Improved Community Park Along Highway 34

The Comprehensive Plan also provides a conceptual plan for improvements to the Town-owned community park along the west side of Highway 34. This park currently includes some concrete paths on the various hills and valleys on the property, as it was initially to be developed as a golf course. Given that the golf course project did not move forward, the conceptual plan for enhancements to this park identifies a series of trails around the park, using some of the existing trails on the property, to create a series of loops that would be suitable for people walking and biking. The plan also identifies potential locations for seating areas along the paths. Given that the property includes a hill in the middle, the plan suggests that a sledding hill could be developed in the middle of the park. The conceptual plan

also identifies the existing dog park and a location for a new playground and new picnic shelter.

Enhancements to this park would provide an improved amenity for the north and west sides of Granby and help to better tie the Sun Communities neighborhood with the rest of the town. It also would serve as an attractive gateway for visitors entering Granby along Highway 34 or departing the Town to travel toward Grand Lake and Rocky Mountain National Park. The diagram that follows provides a visualization of the enhancements to the community park along Highway 34.

### CONCEPTUAL PLAN FOR UPGRADES TO COMMUNITY PARK ALONG HIGHWAY 34



## Chapter 10: Parks and Open Space

As outlined in the table that follows, 71 percent of respondents to the third community survey indicated that they "Strongly agree" or "Agree" with the conceptual plan for this community park, as shown.

Third Survey, Question 31: I am in favor of the conceptual plan for the new community park along US 34, as shown		
OPTION	NUMBER OF RESPONSES	% of Total Responses
Strongly agree	45	21.0%
Agree	107	50.0%
Neutral	41	19.2%
Disagree	14	6.5%
Strongly disagree	7	3.3%

*Credit: Rick Planning + Design*

The Granby Comprehensive Plan does not provide detailed recommendations for the programs or amenities to be developed or programmed within the Town's parks or recreational facilities. However, it does provide a framework for the Town to continue detailed planning for the parks and recreation system as part of the process to complete a new Parks and Open Space Plan. As outlined in the results that follow from the first community survey, participants expressed support for Granby to develop several features that the town does not have, including swimming pools, an ice arena, a gymnasium, and disc or frisbee golf courses.

First Survey, Question 10: What THREE types of park and recreation features, that Granby currently does NOT have, would you like to see developed in the future?		
OPTION	NUMBER OF RESPONSES	
Swimming pools	480	
Ice arena	348	
Gymnasium	292	
Disc / frisbee golf courses	206	
Other	169	
Outdoor basketball courts	127	
Indoor tennis courts	120	

*Credit: Rick Planning + Design*

Participants throughout the Comprehensive Plan process indicated support for the Town exploring the construction of an indoor recreation center to serve the community. As mentioned, the Town's recreation parcel along the east side of Highway 40 and south of the Fraser River may serve as a logical location for a new recreation center. Granby has an opportunity to develop a recreation center that is "right sized" to the population of the town and the numbers of visitors and part time residents in the area. The indoor recreation center may include several of the amenities desired by participants during the Comprehensive Plan process, including a swimming pool, gym, indoor workout facilities and rooms for classes and meetings.

## Planning for Raffety, Morales, and Polhamus Parks

The completion of a more detailed Granby Parks and Open Space Plan, as a separate planning effort, would provide more detailed guidance regarding the standards and amenities to be developed for all current and future parks and open spaces in town. The Comprehensive Plan identifies the following enhancements to be included in ongoing planning and design efforts for these parks.

### Raffety Park

Raffety Park will continue to operate as a nicely landscaped park that serves the adjacent school campus of the East Grand School District. The Parks and Open Space Plan, along with discussions with school district officials, will help pinpoint necessary upgrades to the facilities at Raffety Park.



Credit: Rick Planning + Design

### Morales Park

Morales Park will continue to operate as a true neighborhood park for the Old Town neighborhoods in Granby. Improvements to this park may involve the introduction of new types of playground equipment and seating areas. The Parks and Open Space Plan effort will help identify more specific types of equipment desired for this park.



Credit: Rick Planning + Design

### Polhamus Park

Polhamus Park serves as an event space for community events and will retain its open feel in the future. Input during the Comprehensive Plan identified the construction of a band shell at the park as a priority for the Town to host live music and other performances. A project to construct the band shell could also encompass the replacement of the restroom facilities at Polhamus Park and the incorporation of concession services for food and drink at the park.



Credit: Rick Planning + Design

## Planning for New Neighborhood Parks

The Town will continue to identify locations for new neighborhood parks as new residential units are constructed around Granby. National benchmarks call for the construction of a new neighborhood park (of around five acres in size) for every 200 residential units constructed (assuming an average household size of 2.5 persons). Neighborhood parks normally include a sitting area and playground and may include informal areas for sports play. These types of parks provide flexible spaces that support social connections, physical activities and access to nature, and they normally serve local residents and visitors.

As the community adds neighborhoods over time, planning for future parks should also ensure that every resident or visitor is within a 10-minute walk of a park facility (including a neighborhood or smaller park).

### Goals and Actions:

The following goals and actions will guide the Town and its partners at the local, regional, and state levels, as well as the private sector, in implementing the vision for parks and open space in Granby. The following are not listed in order of priority but are intended to cover the full range of topics related to parks, recreation, and open space (abbreviated as "POS" in the sections below).

#### POS Goal 1: Improve trail and open space connectivity in the Granby area

**POS Action 1:** Coordinate with Headwaters Trails Alliance (HTA), Colorado Parks and Wildlife (CPW), Bureau of Land Management (BLM), and other organizations to determine routes for future trail corridors along or near the Fraser and Colorado Rivers and coordinate to secure easements or properties necessary for these trail alignments.

**POS Action 2:** Strategically purchase lands for open space preservation in the Granby area, as they become available, in alignment with the vision established in the Comprehensive Plan.

**POS Action 3:** Complete a more detailed Parks and Open Space Plan as a follow up to the Comprehensive Plan.

#### POS Goal 2: Maintain and improve existing park and open space facilities in Granby

**POS Action 4:** Complete more detailed planning and design for Kaibab Park, using the conceptual plan from the Comprehensive Plan as a foundation.

**POS Action 5:** Complete design and construction of improvements to Polhamus Park

**POS Action 6:** Complete design and construction of improvements to Morales Park (drawing from the guidance provided in the most recent Parks Plan).

**POS Action 7:** Complete design and construction of improvements to the community park along Highway 34 in front of Sun Communities.

#### PROS Goal 3: Plan for future parks, recreational facilities, and civic spaces as different areas of Granby grow

**POS Action 8:** As part of the completion of a new Parks and Open Space Plan, amend the Development Code to require developments to provide a minimum percentage of total project acreage (to be determined with the new Parks and Open Space Plan) as dedicated parks or open space areas, or to contribute funds to a parks and open space fund in lieu of the land dedication.

**POS Action 9:** Pursue the development of "infill" parks and gathering areas necessary to ensure that all residents of Granby are within a 10 minute walk of a park or open space facility.

**POS Action 10:** Explore the creation of an indoor recreation or civic center facility for the Granby community.



Credit: Sharon Silva



Chapter 11

Community Facilities and Services



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Credit: Destination Granby



Credit: Destination Granby

**Community facilities refer to police, fire, and other municipal functions that allow the Town, its residents, visitors, and businesses to operate on a daily basis. The Town of Granby operates its own police department and the community relies on the Grand Fire Protection District for fire protection services. The Granby Sanitation District provides sewer wastewater collection systems for the Granby area, including the North Service Area, Moraine Park, and the West Service Area.**

Infrastructure systems support all daily activities in Granby and serve as the foundation for the community's continued growth. Investments in infrastructure include capital outlays for facilities and improvements, expenditures for ongoing maintenance and operations, and expenditures for replacement when systems have reached the end of their useful lives or have become economically inefficient.

The Town of Granby manages multiple utility districts that oversee the municipal water, wastewater, and stormwater infrastructure serving homes, businesses, and other properties in Granby. The Town of Granby's Public Works Department maintains the infrastructure related to Town streets, parks, trails, and buildings. Multiple private utility companies currently provide customers in the Town with dry utilities including electricity, natural gas, and Internet services.

Four separate water districts provide municipal water to the Granby area: the North Service Area, the South Service Area, the West Service Area, and the Moraine Park Service Area. The North and South Service Areas are the two largest water districts, serving the majority of the Town's residential population.

The North Service Area includes the areas within the Town to the north of the Fraser River and the Granby bridge on Highway 40. The existing water plant serving this area is approximately 40 years old and requires significant investments in improvements to bring the plant to full operating capacity. The Town is currently working on

engineering studies as the foundation for these improvements to the existing water plant. Some of the existing water distribution infrastructure in the North Service Area has been identified as undersized or in need of repair and portions of this infrastructure were installed as many as 80 years ago. In addition, the water treatment plant for the North Service Area has inadequate storage capacity and thus serves as a limiting factor on the overall capacity of the water system for this part of Granby.



*Credit: Destination Granby*

The South Service Area includes areas to the south of the Fraser River, and this district provides wastewater collection and treatment, in addition to water distribution, for this portion of Granby. The existing water treatment plant for the South Service Area is approximately four years old, has significant additional capacity available, and may be expanded in the future. Most of the infrastructure in the South Service Area is in relatively good condition. However, the Town has identified some older or undersized infrastructure in this district that will require repair or replacement.

The West Service Area includes the River Run Ranch and Sun Communities area, on the northwestern edge of Granby. The system serving this area is a manufactured system specifically designed to serve these new communities. The system serving the West Service Area does not have additional capacity available, but it was designed to allow for expansion of water treatment and distribution to serve additional development in the future. The West Service

Area is required to replenish water levels for the reservoir serving the system, including replenishment to account for evaporative losses. The infrastructure in the West Service Area is relatively new and is in good working condition.

The Moraine Park Service Area is not located within the Town limits of Granby, but the Town operates the system for this district. The infrastructure serving this district is five to seven years old and is in working condition. The Moraine Park Service Area includes multiple dead end water mains that require maintenance to avoid stagnation and the Town has noted that installing looping mains would increase the resiliency of the system. The Town does not anticipate any significant additional development in this service area and the current system for Moraine Park currently operates near its capacity.

The Granby Sanitation District controls the sewer wastewater collection system for the North Service Area, Moraine Park, and the West Service Area, and discharges wastewater from these areas to the North Service Area Water Plant. The condition of the wastewater collection infrastructure for the Granby Sanitation District varies widely in material, age, and condition across the different parts of the service area. The district includes clay sewer collection mains and infrastructure as much as 80 years old, as well as other areas with relatively new infrastructure in working condition. The Downtown area is believed to contain most of the aging infrastructure in the district that is due for replacement.



*Credit: Destination Granby*

The Town's Public Works Department maintains the storm drain systems within the Town. Granby is located within the Fraser River Watershed and all runoff eventually discharges to the Fraser River, or to the Colorado River. The Town does not have any planned regional detention or water quality areas. The Town's Public Works Manual, published in 2020, contains the stormwater drainage standards for Granby. Much of the stormwater infrastructure serving older developments in Granby contains corrugated metal pipe, which can degrade and collapse over time, causing reduced capacity in storm sewer systems and other issues related to pipe integrity.

As Granby continues to experience growth and development, it will remain imperative for Town officials to regularly monitor the capacity and integrity of the various utility systems serving the Town. Although the Town has an inventory and mapping of much of the existing utility infrastructure, it has not implemented a GIS-based system to better organize and make this data available. As detailed above, the various infrastructure systems contain a range of aging, undersized, and damaged infrastructure throughout the Town, but mostly localized in the Downtown area and older developed areas of Granby.

While the Town continues to grow, planning for the maintenance and possible replacement of older utility systems must remain a key priority for Granby over the next 20 years. The extent of development outlined in the Future Land Use Plan for Granby (from Chapter 5) would likely require expansion of water and sewer systems, and potential transfers of water capacity from one service area to another, to provide adequate service levels. Specific development proposals and site plans presented for areas around Granby will need to demonstrate that sufficient infrastructure capacity is present to serve the scale of development proposed. The Town, as part of its inventories of infrastructure capacities, will need to project the capacities of its water supply to serve residents, households, and companies through 2045.

As outlined in the Goals and Actions that follow, the Comprehensive Plan highly recommends that the Town conduct a detailed review of its infrastructure systems and capacities and integrate specific projects for maintenance and system upgrades into a regular Capital Improvement Program (CIP). The Town Board along with Town staff may use the CIP as a guide for setting budgets and executing infrastructure projects on an ongoing basis.

### Goals and Actions

The following goals and actions will guide the Town's Public Works Department and other public and private sector partners in providing infrastructure services as Granby continues to grow. The following are not listed in order of priority but are intended to cover the full range of topics related to community facilities and infrastructure (abbreviated as "INFR" in the sections below).

**INFR Goal 1: Preserve and enhance the quality of police and fire protection services in the Granby community.**

**INFR Action 1:** Update operational plans for the Town's police department on a regular basis.

**INFR Action 2:** Collaborate with the Grand Fire Protection District to ensure that the District is providing adequate service levels as the Granby area continues to grow.

**INFR Goal 2: Collaborate with other partners to effectively plan for community facilities and services.**

**INFR Action 3:** Share demographic data and projections with the East Grand School District as the district plans for its facilities and programs.

**INFR Action 4:** Collaborate with Grand County, the state, and other agencies and partners to ensure that social services and programs are adequately provided to senior citizens, disabled individuals, and other individuals with special needs in the Granby community.

**INFR Goal 3: Provide high quality water, sewer, and stormwater infrastructure to the Granby community.**

**INFR Action 5:** Conduct a detailed inventory of infrastructure facilities and capacities in different areas of Granby, to understand current resources of the Town with regard to infrastructure, before conducting additional planning for subareas in Granby.

**INFR Action 6:** Develop a Capital Improvement Program that identifies infrastructure projects on a year-by-year basis for completion by the Town, before the completion of additional planning for subareas in Granby.

**INFR Goal 4: Provide high quality dry utilities (broadband and Internet, electricity, natural gas, etc.) to the Granby community.**

**INFR Action 7:** Recruit additional companies to provide broadband service to the Granby area, thus providing for higher quality and more affordable broadband service to local customers.

**INFR Action 8:** Encourage providers to make upgrades to dry utilities (for cell phone service, natural gas, and others) over time to improve service and serve the Town's growth and changing needs.



# Chapter 12

# Resiliency



Credit: Rick Planning + Design



*Credit: Destination Granby*

**The Granby Comprehensive Plan outlines strategies for the community to maintain its operating systems and quality of life, withstanding potential shocks the community may face (whether natural, or human caused). Granby is proactively planning for natural hazards, including wildfires and hazardous winter weather, that may impact the local area. It also is planning for shocks to the local economy and other shocks that may impact the community in the future.**

While resiliency is often thought of in environmental terms, it serves as a term covering the ability of a community to respond to adverse conditions or shocks that may be environmental, economic, or community oriented. The goals and action items outlined in this chapter will help increase the capacity of Granby to better respond to shocks as they occur in the future.

## **Environmental**

### **Drought and Water Conservation**

All of Colorado and the West is susceptible to lengthy periods of drought, including the current multi-year drought affecting the region. The water from the Colorado River watershed is precious and highly demanded by hundreds of downstream entities, stretching all the way to Mexico. Although Granby and Grand County enjoy access to the headwaters of the Colorado River and water from the snowpack in the region, the Town must carefully plan to ensure it uses water wisely to have sufficient capacity to serve current and future users. Granby, along with its neighbors, considers the latest techniques and best practices for water conservation to prudently plan for water use in the community.

Granby will proactively plan for water conservation and its water supply using the following primary strategies:

- Providing incentives and regulations to pursue the use of xeriscaping, native plantings, and other low-water vegetation

in new developments and in existing neighborhoods and commercial areas in Granby.

- Providing incentives and regulations to encourage the use of water efficient appliances and water efficient fixtures (such as toilets) in Granby.

## Wildfire and Other Natural Hazards

The East Troublesome fire in 2020 consumed vast swaths of land in Grand County, just to the north and west of Granby, and led to the full evacuation of the community and visitors to the area. As the climate continues to warm and wildfire has become a year-round risk across Colorado, the Granby area now proactively plans for wildfire emergencies. Furthermore, Granby and many jurisdictions across Colorado are actively promoting wildfire mitigation practices to minimize the spread of wildfires.

As outlined in this chapter, Granby will proactively plan for wildfires through the following strategies:

- Developing incentives for landowners to reduce the risks of wildfires through wildfire mitigation efforts
- Working with Grand County and other agencies to prepare and maintain a wildfire preparedness plan

Given its location, Granby regularly experiences significant snow events and sub-zero temperatures. The Granby Comprehensive Plan calls for Granby to work with Grand County and other partners to provide for redundancies in the provision of utilities and for the Town and its partners to maintain an emergency preparedness plan.



Credit: Rick Planning + Design

## Economic

Granby will continue to plan for potential economic shocks (such as recessions) by providing six months of reserves in every fund in its budget for these periods of uncertainty. It will continue to pursue opportunities to diversify the local economy to mitigate downturns that may affect a certain sector of the economy (such as tourism).

## Community

Granby will plan proactively for the physical infrastructure needed to successfully provide critical services to residents, visitors, and businesses over the long term. The Town will develop and maintain a Capital Improvement Plan and a Capital Replacement Plan to plan for necessary upgrades to infrastructure, community facilities, transportation features, and other Town resources. The Town will update these documents on a regular basis (approximately every 12 months) to reflect updated cost estimates, funding sources, and the changing needs of the Town over time.

## Goals and Actions

The following goals and actions will guide the Town's resiliency efforts over the next few decades. The following are not listed in order of priority but are intended to cover the full range of topics related to resiliency and sustainability (abbreviated as "RES" in the sections below).

**RES Goal 1: Promote green infrastructure and environmental sustainability initiatives in Granby.**

**RES Action 1:** Implement green infrastructure strategies for stormwater management, including the use of natural drainage systems.

**RES Action 2:** Update the Town's Development Code to provide incentives for the use of sustainable strategies in development projects

(such as water conservation-oriented appliances, xeriscaping, the use of renewable energy features such as solar, etc.).

**RES Action 3:** Update the Town's Development Code to require the use of green infrastructure in development projects, where feasible.

**RES Action 4:** Implement other sustainable strategies in the Town's municipal operations (including conversion to electric vehicles over time, recycling, use of renewable energy, and water conservation strategies).

### RES Goal 2: Prepare Granby for severe weather and natural hazards.

**RES Action 5:** Develop a wildfire preparedness plan, working with Grand County and other agencies, to outline preparation for and coordinate responses to wildfire emergencies in the local area.

**RES Action 6:** Develop incentives for landowners to provide wildfire mitigation around structures and on their properties.

**RES Action 7:** Coordinate with utility providers (electric, natural gas, etc.) to provide for redundancy in the Granby area in the event of severe winter weather.

**RES Action 8:** In coordination with other agencies, update emergency warning systems as needed and periodically review and refresh emergency management procedures.

### RES Goal 3: Prepare Granby for economic downturns and related community shocks.

**RES Action 9:** Maintain a "rainy day fund" in the Town's budget (six months of reserves in every fund) to prepare the Town for fiscal impacts resulting from economic downturns.

**RES Action 10:** Work with Grand County and other jurisdictions to help recruit companies that enhance economic diversity in Granby.

### RES Goal 4: Plan proactively for improvements, maintenance, and replacement of Town resources, to ensure the resiliency of Town services.

**RES Action 11:** Establish and update regularly (every 12 months) a Capital Improvement Plan and a Capital Replacement Plan.



Credit: Sharon Silva



# Chapter 13 Implementation Plan



Credit: Destination Granby



Credit: Destination Granby

**The Town Board, Planning Commission, Town staff and other organizations in the Granby area will help implement the various actions and recommendations outlined in the Comprehensive Plan. The Implementation Plan matrix that follows outlines the nature of each action item listed in the Comprehensive Plan, potential partners for collaboration in completing the action item, the overall level of cost for each action item, the level of priority for each action item, and the general timing for the completion of action items (short-term, mid-term, or long-term). Some of the action items listed in the plan will continue on an ongoing basis and, therefore, boxes are checked for all three timeframes for these action items.**

Input from the community, particularly through the final community survey, influenced the timeframes listed for each action item. Numerous action items listed in the Comprehensive Plan involve regulatory or administrative changes that involve relatively minimal expense and as a result are listed as "short term" in nature. The community supported planning and execution of strategies to expand the trail and open space system and thus the associated action items are listed as short-term. Actions to implement several of the recommendations for Downtown Granby also received significant support.

The prioritization of action items may change over time due to changes in conditions in the Town and changing preferences of elected and appointed leaders in Granby over time. The Implementation Plan is intended to remain as a living document to guide Town actions from year to year and will likely change as economic and fiscal conditions change.

The Town will use this Implementation Plan to identify and further develop the planning and design for specific projects going forward (for transportation, parks and open space, infrastructure, and other categories of improvements). The Town will monitor the requirements and calendars of funding programs and complete the homework necessary, in advance, to successfully pursue grant and other funding opportunities for the projects and initiatives identified in the Granby Comprehensive Plan.

## Chapter 5: Future Land Use and Development (LU)

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	General Timing
<b>LU Goal 1: Facilitate the development of two mixed-use districts along Highway 40 to the south of the Fraser River (one around Middle Park Hospital, and another near City Market.)</b>								
LU Action 1: Complete more detailed subarea plans, outlining the street network, amenities desired for streets and parks, the building height and density of development, and other elements.	New study	Private property owners, developers	\$	High	X			
<b>LU Goal 2: Facilitate the development of an Employment district in the areas to the north of Highway 40, and along the east side of Highway 34, as shown on the Future Land Use Plan.</b>								
LU Action 3: Modify the zoning for the properties included within the Employment district area to allow the land uses outlined in the Comprehensive Plan for this area.	Staff action; Approval by Town Board	State Land Board	\$	Medium		X		
LU Action 4: Over time, develop a marketing program for the Employment district area to promote the concept to local and regional audiences.	Staff action	Property owners, local business community, Destination Granby	\$	Medium		X		
<b>LU Goal 3: Implement the overall framework outlined in the Future Land Use Plan and the Three Mile Plan.</b>								
LU Action 5: Adopt an Intergovernmental Agreement (IGA) with Grand County concerning the plan for future land uses within three miles of the Town's limits.	Staff action; Approval by Town Board	Grand County	\$	High	X			

## Chapter 13: Implementation Plan

						General Timing		
		Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
LU Action 6: Acquire additional lands or coordinate with other parties to establish conservation easements or protections, to provide for the open space areas outlined in the Future Land Use Plan.		Approval by the Town Board	HTA, CPW, BLM, Grand County, private land owners	\$\$	High	X		
LU Action 7: Evaluate future rezoning and site plan applications for alignment with the Future Land Use Plan.		Staff action		\$	High	X	X	X

## Chapter 6: Community Character (CC)

						General Timing		
		Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
<b>CC Goal 1: Enhance streetscapes and the street network around Granby.</b>								
CC Action 1: Establish a "Complete Streets" policy and associated design guidelines to guide the designs of major corridors and all street types as streets are upgraded or constructed.		Staff action; New study; Approval by Town Board	CDOT, Destination Granby	\$	Medium		X	
CC Action 2: Pursue grants and other funding to complete walking and biking trails between different neighborhoods of the town.		Staff action; New projects; Approval by Town Board	CDOT; GOCO	\$\$	High	X		

					General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
CC Action 3: Update the Town's design and development standards to require new developments and redevelopments to provide street or driveway connections to adjacent developments or neighborhoods, where feasible.	Staff action; Approval by Town Board	Destination Granby	\$	Lower		X	
<b>CC Goal 2: Promote the creation of additional community gathering places as Granby continues to grow and evolve.</b>							
CC Action 4: Identify opportunities to include public spaces (such as plazas, recreational facilities, parks, and similar gathering places) to serve the needs of residents and visitors, in new developments	Staff action	Developers and property owners; Destination Granby	\$	High	X		
CC Action 5: Update the Town's design standards and codes as they relate to the design of public spaces such as plazas and parks.	Staff action; Approval by Town Board	Destination Granby	\$	Lower			X
CC Action 6: Integrate plans for public improvements associated with community gathering places in a newly created Capital Improvement Plan (CIP) for Granby.	Staff action; Approval by Town Board	Destination Granby	\$	Lower	X	X	X

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						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
<b>CC Goal 3: Execute the vision for Downtown Granby illustrated in the Granby Comprehensive Plan.</b>								
CC Action 7: Complete detailed streetscape designs and improvements for Agate Avenue in the Downtown area (from Mesa to 6th Street).	New study (planning, engineering, and landscape design)	CDOT; Downtown business and property owners; Destination Granby	\$\$\$	Medium		X		
CC Action 8: Complete detailed streetscape designs and improvements for Jasper Avenue, as well as cross streets in Downtown Granby (Mesa, Zero, 1st, 2nd, 3rd, 4th, 5th, and 6th Streets).	New study (planning, engineering, and landscape design)	CDOT; Downtown business and property owners; Destination Granby	\$\$\$	Lower			X	
CC Action 9: Incorporate the concepts for the boardwalk and pedestrian alleys into the site plan review process. Require new developments to leave room and incorporate these concepts into their site plans.	New study (planning, engineering, and landscape design); Staff action	CDOT; Downtown business and property owners; Destination Granby	\$\$\$	Medium		X		
CC Action 10: Proactively plan, design, and construct municipal parking lots or facilities where shown in the Comprehensive Plan, as well as in additional locations as they become available, to serve future Downtown Granby development and businesses.	New study (planning, engineering, and landscape design); Staff action		\$\$	Lower			X	

						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
CC Action 11: Complete detailed design and pursue funding for the pedestrian bridge concept connecting Downtown Granby to Kaibab Park and the Railroad Museum.	New study (planning, engineering, and landscape design); Staff action	Railroad museum; CDOT; Federal funding; Destination Granby	\$\$	Lower			X	
CC Action 12: Implement the outcomes of the Downtown Granby design guidelines (a separate document) as part of the Town's development code and site plan review process.	Staff actions		\$	High	X	X	X	
<b>CC Goal 4: Promote public art and arts and cultural programs in the Granby community.</b>								
CC Action 13: Update the Town's Development Code to encourage and provide incentives for the installation of public art within new developments.	Staff action	Public Arts Commission; Destination Granby	\$	Lower		X		
CC Action 14: Develop a public art program, to provide for the annual installation of public art around different neighborhoods of Granby.	Staff action; Approval by Town Board		\$\$	Lower			X	
CC Action 15: Collaborate with community groups and partners to add more events and programming during months of the year that have fewer community events.	Staff action; Approval by Town Board	Various community groups (Rotary, Destination Granby etc.)	\$\$	Medium		X		

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	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
CC Action 16: Continue to pursue grants and other sources of outside funding to provide for enhanced arts and cultural events and programming in Granby.	Staff action; Approval by Town Board	Various community groups	\$	Medium	X	X	X
<b>CC Goal 5: Identify, enhance, and preserve historic resources in Granby.</b>							
CC Action 17: Conduct an inventory of historic resources and properties in the Granby area.	New study	Grand County Historical Association; History Colorado State Historical Fund	\$	Medium		X	
CC Action 18: Explore outside funding sources for projects involving the rehabilitation or preservation of historically-designated properties and an inventory of historic resources and properties in the Granby area.	Staff action	History Colorado State Historical Fund; Destination Granby	\$	Medium		X	
CC Action 19: Identify opportunities to document and communicate Granby's history (through permanent displays, marketing materials, and other methods of communication).	Staff action	Grand County Historical Association	\$	Lower			X

## Chapter 7: Economic Development and Tourism (ED)

						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
<b>ED Goal 1: Diversify and grow the base of employment in the Granby area.</b>								
ED Action 1: Work with the private sector to establish a new Employment area along Highway 34 in the northwest part of Granby.	Staff action; Approvals potentially needed from Town Board	Businesses and property owners	Varies	Medium		X		
ED Action 2: Work with Destination Granby to create marketing materials promoting Granby as a place for establishing and growing companies.	Staff action	Destination Granby	\$	Lower		X		
ED Action 3: Explore opportunities to establish training programs with community or technical colleges in the region, to provide for workforce training for companies in the Granby area.	Staff action; Approval of programs and standards by Town Board	Nearby technical and community colleges	\$\$	Medium		X		
ED Action 4: Explore the potential to create a "small business incubator" in the Granby area, to provide support services for startup companies.	Staff action; Approval of by Town Board	Colorado Small Business Development Center Network	\$\$	Lower			X	
ED Action 5: Tied to the strategies and actions described in Chapter 8 (Housing), expand housing that meets the needs of the local workforce and local employers.	See Chapter 8 (Housing)					X	X	X

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						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
<b>ED Goal 2: Strengthen the tourism portion of the economy in the Granby area.</b>								
ED Action 6: Update the marketing program for tourism in Granby, working with Destination Granby.	Staff action; Approval of by Town Board	Destination Granby	\$	Medium		X		
ED Action 7: Create and integrate promotional materials for tourism in the Granby area in marketing efforts for tourism at the county-wide and state levels.	Staff action	Destination Granby; Visit Grand County; Colorado Tourism Office	\$	Medium		X		
ED Action 8: Explore the feasibility of creating a new visitors center to serve the Granby area, in or close to Downtown Granby.	Staff action; Potential study	Destination Granby; Visit Grand County	\$\$	Lower			X	
ED Action 9: Enhance the attractiveness of Downtown Granby as a place to dine, shop, and linger by implementing the Conceptual Plan for Downtown Granby (see Chapter 6 - Community Character).	See Chapter 6 (Community Character)					X	X	X
ED Action 10: Enhance the accessibility of Downtown Granby from nearby resort developments to encourage the patronage of downtown businesses by visitors to the area (see Chapter 9 - Multimodal Transportation).	See Chapter 9 (Multimodal Transportation)					X	X	X

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
<b>ED Goal 3: Pursue collaboration with Grand County and communities in the area, from Winter Park to Grand Lake, to advance the economic development of the local area.</b>							
ED Action 11: Explore the creation of an economic development alliance or organization spanning all of the communities within Grand County.	Staff action; Approval of by Town Board	Destination Granby	\$	Medium		X	
ED Action 12: Develop a more detailed Economic Development Plan as a next step after the adoption of the Granby Comprehensive Plan.	Staff action; Approval of by Town Board		\$	Medium		X	

## Chapter 8: Housing

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
<b>Housing Goal 1: Build the inventory of attainable housing, geared to low and moderate income residents in Grand County, to address the affordable housing crisis.</b>							
Housing Action 1: Purchase additional parcels (land bank) for the future construction of affordable housing units, as parcels become available.	Action by the Town Board	Grand County, Fraser River Valley Housing Partnership	\$\$\$	Lower	X	X	X
Housing Action 2: Implement an inclusionary housing zoning ordinance, that would require a certain percentage of residential units constructed in all projects to be designated as affordable units.	Action by the Town Board	Fraser River Valley Housing Partnership	\$	Medium		X	

## Chapter 13: Implementation Plan

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
Housing Action 3: Develop an incentive program to encourage the development of affordable housing units, including density bonuses or tax incentives.	Action by the Town Board	Fraser River Valley Housing Partnership	\$	Medium		X	
Housing Action 4: Work closely with the Fraser Valley Housing Partnership and other partners on comprehensive regional plans, strategies and programs to expand the availability of affordable housing for local residents.	Action by the Town Board	Fraser River Valley Housing Partnership	\$	High	X		
Housing Action 5: Pursue funding from state and federal sources to support local and regional housing initiatives, where applicable and where consistent with the Town's development vision.	Staff Action, Approval by the Town Board	Fraser River Valley Housing Partnership	\$	High	X		
<b>Housing Goal 2: Encourage housing diversity in terms of unit mix, size, bedroom configuration, and overall density, to serve the full range of households in the Granby area.</b>							
Housing Action 6: Update the Town's Development Code to encourage the construction of accessory dwelling units across all residential and mixed use zoning classifications.	Staff Action, Approval by the Town Board	Fraser River Valley Housing Partnership	\$	Lower		X	
Housing Action 7: Adopt a zoning classification for mixed-use development that will allow for residential units at various densities, including live-work units.	Staff Action, Approval by the Town Board		\$	High	X		

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
<b>Housing Goal 3: Pursue initiatives to provide for housing quality, including the maintenance and rehabilitation of older homes in Granby.</b>							
Housing Action 8: Educate or provide information to residents and property owners about federal tax incentive programs available to help fund maintenance and rehabilitation efforts (such as tax credits for energy efficient appliances and features).	Action by the Town Board	Fraser River Valley Housing Partnership	\$\$	High	X		
<b>Housing Goal 4: Coordinate with other agencies to provide the services needed to support the growth of the residential population in Granby.</b>							
Housing Action 10: Coordinate as needed with the East Grand School district to ensure that sufficient school resources (including classrooms, curriculum, and supportive services such as child care) are provided as the residential population continues to grow.	Staff Action	Fraser River Valley Housing Partnership	\$	High	X		
Housing Action 11: Provide the necessary Town services (including parks and recreation, emergency services, and water and sewer infrastructure) as the residential population continues to grow.	Staff Action		\$	High	X	X	X

## Chapter 9: Multimodal Transportation (TRANS)

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
<b>TRANS Goal 1: Update the Town's regulations and operations to improve safety and provide efficient movement of all modes of travel in the future.</b>							
TRANS Action 1: Encourage changes to the Development Code to build sidewalks as part of new developments and to introduce sidewalks in areas where sidewalks are not present and would improve safety and mobility.	Staff Action	Grand County Builders Association	\$	High	X		
TRANS Action 2: Update the Development Code to encourage trail connections from neighborhoods to regional trail routes.	Staff Action	Grand County Builders Association	\$	High	X		
TRANS Action 3: Update the Development Code to encourage developments to include features providing for the safety of all modes of travel (including bike racks and bike lanes, benches, etc.)	Staff Action	Grand County Builders Association	\$	High	X		
TRANS Action 4: Integrate plans for regular street maintenance into an ongoing Capital Improvement Program (CIP) for the Town.	New study		\$\$	Med	X	X	X
TRANS Action 5: Develop a long-term dedicated funding strategy and comprehensive toolbox of information to support the pursuit of transportation funding opportunities.	Staff Action	Grand County, CDOT, other funding organizations	\$	High	X	X	X

						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
<b>TRANS Goal 2: Implement "Complete Streets" plans for major routes serving the Granby area.</b>								
Trans. Action 6: Collaborate with Grand County to explore strategies to improve the safety of the CR 61 corridor to the north of Granby.	Staff Action; Action by the Town Board	Grand County	\$\$	Medium		X		
TRANS Action 7: Complete a multimodal corridor plan for the Highway 40 corridor, including an update to the Highway 40 Access Management Plan.	New study (planning, engineering, and landscape design)	CDOT, Grand County	\$\$	High	X			
TRANS Action 8: Complete a multimodal corridor plan for the Highway 34 corridor.	New study (planning, engineering, and landscape design)	CDOT; Destination Granby	\$\$\$	High	X			
TRANS Action 9: Complete and implement a streetscape design plan for Agate Avenue in Downtown Granby.	New study (planning, engineering, and landscape design)	CDOT; Destination Granby	\$\$\$	High	X			
<b>TRANS Goal 3: Improve local and regional transit service.</b>								
TRANS Action 10: Work with Grand County and other jurisdictions to establish (or improve) bus transit routes to Winter Park, Grand Lake and other communities.	Staff Action, Approval by the Town Board	Grand County, other municipalities	\$\$	High	X			

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						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
TRANS Action 11: Design and construct a series of transit hubs / transit stops along Highway 40 and Highway 34, serving different subareas within Granby.	New projects	CDOT, Grand County	\$\$	Lower			X	
TRANS Action 12: Explore ways to provide local shuttle services between key destinations in Granby (Downtown, Sun Communities, Grand Elk, Granby Ranch), at peak times or more regularly.	New projects	Grand County	\$\$	Medium		X		

## Chapter 10: Parks and Open Space (POS)

						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
POS Goal 1: Improve trail and open space connectivity in the Granby area.								
POS Action 1: Coordinate with Headwaters Trail Alliance (HTA), Colorado Parks and Wildlife (CPW), Bureau of Land Management (BLM), and other organizations to determine routes for future trail corridors along or near the Fraser and Colorado Rivers, and coordinate to secure easements or properties necessary for these trail alignments.	Staff Action	HTA, CPW, BLM, Grand County, private land owners	Varies	High	X	X	X	

						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
POS Action 2: Strategically purchase lands for open space preservation in the Granby area, as they become available, in alignment with the vision established in the Comprehensive Plan.	Action by the Town Board	HTA, CPW, BLM, Grand County, private land owners	Varies	Medium	X	X	X	
POS Action 3: Complete a more detailed Parks and Open Space Plan as a follow up to the Comprehensive Plan.	New study	Grand County, GOCO Funding	\$	Medium		X		
<b>POS Goal 2: Maintain and improve existing park and open space facilities in Granby.</b>								
POS Action 4: Complete more detailed planning and design for Kaibab Park, using the conceptual plan from the Comprehensive Plan as a foundation.	New study (planning, engineering, and landscape design)	GOCO Funding	\$	High	X			
POS Action 5: Complete design and construction of improvements to Polhamus Park.	New study (planning, engineering, and landscape design)	GOCO Funding	\$\$	Lower			X	
POS Action 6: Complete design and construction of improvements to Morales Park (drawing from the guidance provided in the most recent Parks Plan).	New study (planning, engineering, and landscape design)	GOCO Funding	\$\$	Lower			X	
POS Action 7: Complete design and construction of improvements to the community park along Highway 34 in front of Sun Communities	New study (planning, engineering, and landscape design)	GOCO Funding	\$\$	Medium		X		

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						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Lower, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
<b>POS Goal 3: Plan for future parks, recreational facilities, and civic spaces as different areas of Granby grow.</b>								
POS Action 8: Pursue the development of "infill" parks and gathering areas necessary to ensure that all residents in Granby are within a 10 minute walk of a park or open space facility.	New projects	GOCO Funding; Destination Granby	\$\$	Lower			X	
POS Action 9: As part of the completion of a new Parks and Open Space Plan, amend the Development Code to require developments to provide a minimum percentage of total project acreage (to be determined with the new Parks and Open Space Plan) as dedicated parks or open space areas, or to contribute funds to a parks and open space fund in lieu of the land dedication.	Staff Action, Approval by the Town Board		\$	High	X			
POS Action 10: Explore the creation of an indoor recreation or civic center facility for the Granby community.	New projects	GOCO Funding	\$\$\$	High	X			

## Chapter 11: Community Facilities and Infrastructure (INFR)

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Low, Medium, High)	General Timing		
	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)				
<b>INFR Goal 1: Preserve and enhance the quality of police and fire protection services in the Granby community.</b>							
INFR Action 1: Update operational plans for the Town's police department on a regular basis.	Staff Action		\$	Medium		X	
INFR Action 2: Collaborate with the Grand Fire Protection District to ensure that the District is providing adequate service levels as the Granby area continues to grow.	Staff Action	Grand Fire Protection District	\$	High	X	X	
<b>INFR Goal 2: Collaborate with other partners to effectively plan for community facilities and services.</b>							
INFR Action 3: Share demographic data and projections with the East Grand School District as the district plans for its facilities and programs.	Staff Action	East Grand School District	\$	Medium	X	X	X
INFR Action 4: Collaborate with Grand County, the state, and other agencies and partners to ensure that social services and programs are adequately provided to senior citizens, disabled individuals, and other individuals with special needs in the Granby community.	Staff Action	Grand County, Grand County Council on Aging, Division of Intellectual / Developmental Disabilities (DI/ DD) of the State of Colorado	\$	High	X	X	X

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						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Low, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
<b>INFR Goal 3: Provide high quality water, sewer, and stormwater infrastructure to the Granby community.</b>								
INFR Action 5: Conduct a detailed inventory of infrastructure facilities and capacities in different areas of Granby, to understand current resources of the Town with regard to infrastructure, before conducting additional planning for subareas in Granby.	New study; Staff action	Granby Sanitation District, SilverCreek Water & Sanitation District	\$	High	X			
INFR Action 6: Develop a Capital Improvement Program that identifies infrastructure projects on a year-by-year basis for completion by the Town, before the completion of additional planning for subareas in Granby.	Staff Action; Approval by the Town Board		\$	High	X			
<b>INFR Goal 4: Provide high quality dry utilities (broadband and Internet, electricity, natural gas, etc.) to the Granby community.</b>								
INFR Action 7: Recruit additional companies to provide broadband service to the Granby area, thus providing for higher quality and more affordable broadband service to local customers.	Staff Action	Broadband providers	\$	High	X	X	X	
INFR Action 8: Encourage providers to make upgrades to dry utilities (for cell phone service, natural gas, and others) over time to improve service and serve the Town's growth and changing needs.	Staff Action	Utility providers	\$	High	X	X	X	

## Chapter 12: Resiliency (RES)

	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Low, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)
<b>RES Goal 1: Promote green infrastructure and environmental sustainability initiatives in Granby</b>							
RES Action 1: Implement green infrastructure strategies for stormwater management including the use of natural drainage systems.	Staff Action; Projects to be approved by Town Board	EVCO, Grand County, local water districts, local trash companies	\$\$	Medium		X	
RES Action 2: Update the Town's Development Code to provide incentives for the use of sustainable strategies in development projects (such as water conservation-oriented appliances, xeriscaping, use of renewable energy features such as solar, etc.)	Staff Action	Grand County Builders Association	\$	High	X		
RES Action 3: Update the Town's Development Code to require the use of green infrastructure in development projects, where feasible.	Staff Action	Grand County Builders Association	\$	Medium	X		
RES Action 4: Implement other sustainable strategies in the Town's municipal operations (including conversion to electric vehicles over time, recycling, use of renewable energy, and water conservation strategies).	Staff Action		\$	Medium	X	X	X
<b>RES Goal 2: Prepare Granby for severe weather and other natural hazards.</b>							
RES Action 5: Develop a wildfire preparedness plan, working with Grand County and other agencies, to outline preparation for and coordinate responses to wildfire emergencies in the local area.	Study; Staff Action	Grand County, State of Colorado	\$	High	X		

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						General Timing		
	Type of Action / Project	Potential Partners with the Town	Order of Magnitude Cost (to the Town)	Priority (Low, Medium, High)	Short Term (1 - 3 years)	Mid Term (3 - 7 years)	Long Term (7 - 10 years)	
RES Action 6: Develop incentives for landowners to provide wildfire mitigation around structures and on their properties.	Staff Action; Approval of Incentive Policy by the Town Board	Grand County Fire Protection District	\$	Lower		X		
RES Action 7: Coordinate with utility providers (electric, natural gas, etc.) to provide for redundancy in the Granby area in the event of severe winter weather.	Staff Action	Utility providers	\$	High	X	X	X	
RES Action 8: In coordination with other agencies, update emergency warning systems as needed and periodically review and refresh emergency management procedures.	Staff Action	Grand County, State of Colorado	\$	Medium	X	X	X	
<b>RES Goal 3: Prepare Granby for economic downturns and related community shocks</b>								
RES Action 9: Maintain a "rainy day fund" in the Town's budget (six months of reserves in every fund) to prepare the Town for fiscal impacts resulting from economic downturns.	Action by the Town Board		\$\$	High	X	X	X	
RES Action 10: Work with Grand County and other jurisdictions to help recruit companies that provide for economic diversity in Granby.	Staff Action	Grand County, other municipalities	\$	High	X	X	X	
<b>RES Goal 4: Plan proactively for improvements, maintenance, and replacement of Town resources, to ensure the resiliency of Town services.</b>								
RES Action 11: Establish and update regularly (every 12 months) a Capital Improvement Plan and a Capital Replacement Plan.	Staff Action; Approval by Town Board		\$	High	X	X	X	







Credit: Sharon Silva

# GRANBY COMPREHENSIVE PLAN

August 2023

Appendix A:  
Community Assessment



  
**GRANBY**  
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# GRANBY COMPREHENSIVE PLAN

August 2023

Appendix B:  
Results from 1st Community Survey



  
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Appendix C:  
Results from 2nd Community Survey



  
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August 2023

Appendix D:  
Results from 3rd Community Survey



  
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# GRANBY COMPREHENSIVE PLAN

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Appendix E:  
Prioritization of Recommended Action Items



  
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