

# SOUTHFORD

2006 Plan of Conservation & Development

2006 Plan of Conservation & Development  
for  
**SOUTHFORD**



Town of Southbury, Connecticut



Southbury Planning Commission

*Originally adopted effective April 28, 1966*  
*Revision adopted effective February 27, 1981*  
*Revised June 30, 2006*  
*Revision adopted effective September 30, 2006*

# **Southbury Planning Commission**

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## Table of Contents

Section:	Page:
1. Authority .....	5
2. Southford Past and Present.....	5
3. Observations .....	11
4. Recommendations .....	21
5. Land Use and Circulation .....	23
6. The Plan Goals .....	24
7. Plan Elements .....	27



**Appendices:**

**A. Inventory of existing floor areas by Planning Area: ..... 30**

**B. Traffic volume data, ADT 1980 to 2004: ..... 31**

**C. Traffic accident data from 1997 to 2006: ..... 32**

**D. Sample Village District Regulation: ..... 33**

**E. Existing historic structures of Southford Village: ..... 35**

**F. Index and Photographs of each property as visible from  
the public way, 2006: ..... 36**



## Section 1. **Authority.**

- 1.1. General: This Plan for Southford is a part of the Plan of Conservation and Development for Southbury, Connecticut, which was prepared and adopted by the Southbury Planning Commission under the authority of Connecticut General Statutes Chapter 126 § 8-23. It supercedes and replaces the Comprehensive Plan of Development, Amendment #5, Southford which was adopted February 17, 1981, effective February 27, 1981. This Plan is in compliance with both the Regional and State Plan of Conservation and Development.

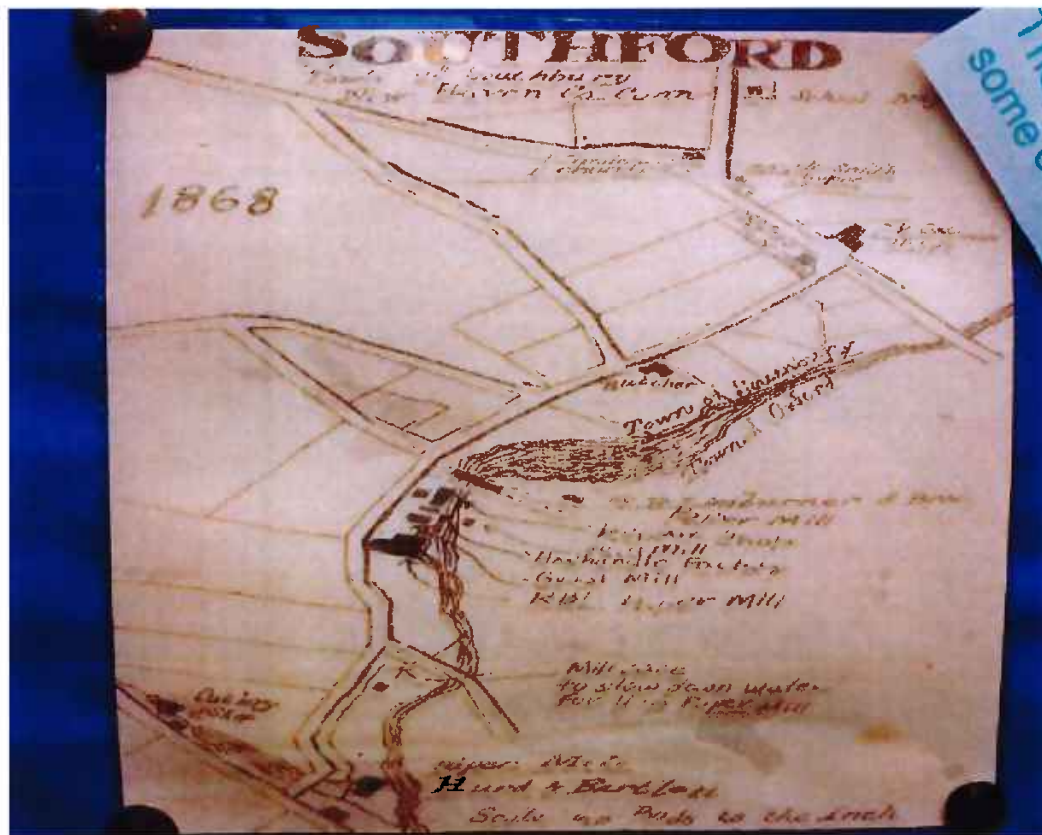
## Section 2. **Southford, Past and Present.**

- 2.1 Southford history: Southford's history is tightly bound to its location in many ways. It has long served as a crossroad of sorts for a wide variety of people with occupations including farmers, merchants, small businesses and larger industrial workers and owners. It has provided a much anticipated stopover for travelers using the main road from New Haven to Litchfield and for travelers using the rail line as well. It is a place where towns, occupations, modes of travel, religions and cultures have all met and crossed paths.

This area was originally largely agricultural. In fact, some historical references point out that in Southford, the morning arrival of the milk truck was the event of the day. However, the 1800s saw the agrarian character of Southford changed significantly with the influx of many factory workers into the local mills and shops.

Southford has also had several names in the past. Originally this area was called "Out East." After some further settlement occurred it was called "Union Village." In 1840 the post office was established. The first postmaster, John Peck, with the help of Judge Phelps of Woodbury, named the village Southford, derived from Southbury and Oxford. Even at this early stage of its development the intertown aspects of this area were well recognized. The area where the rail line crossed Strongtown Road was referred to as "Southford Crossing."

The Eight Mile Brook has had a significant historic role in the development of Southford Village. The brook emanates from Lake Quassapaug in Middlebury and flows approximately eight miles by the time it reaches Southford. It has served as the literal driving force for many of the mills built near and along its course. The fact that the Eight Mile dropped 92 feet in topographic elevation by the time it got to the Village allowed it to be harnessed to provide enough head force to power the many local mills. These mills remained the central focus of many business enterprises over the years.



*1868 Map of Southford Village showing some of the many mills in the area.*

Southford Store which was constructed around 1750 served the needs of many of the area residents. The Store was patronized by residents and workers of the area mills. Southford Falls was the site of several different mills. The Diamond Match Company which made paper at this location, burned to the ground in 1923. This site was taken over by the State of Connecticut in the 1930s and is now the site of Southford Falls State Park.



*Diamond Match Company paper mill at Southford Falls was a large employer in the area in the 1800s.*



Construction on The Chapel of the Good Shepard was underway in 1825. The Chapel was also known as Union Church or Union Chapel. This building, located at the intersection of Strongtown Road and Route 67, served as a social center and house of worship which could be used by all the residents of the intertown area. Over time nearly all religious denominations used the Chapel for meetings or services of one kind or another. The building remains at its original location today.



*The Chapel built in 1825 at the intersection of Route 67 and Strongtown Road, is still in its original location today.*

There were also several hotels in Southford in the 1800's for travelers passing through the area by roadway or rail. The Oatman Inn or Oatman Hotel was built in 1806 and remains in its original location across from the Southford Store today. Others that were of service to travelers were the Sherwood House, the Bartholomew Hotel and the Southford Lodge.



*The former Oatman Hotel now a private residence, at 1531 Southford Road was one of the many hotels and inns in the area.*

The New York and New England Railroad constructed the railroad line and station in 1881. The railroad went bankrupt in 1894 and became part of the New York, New Haven and Hartford line. Passenger service ended in 1931 and freight service ended in 1939. The rail bed property was given by the Larkins to the State in 1943 to be made into a linear park and equestrian trail. This feature remains an important part of the public open space available in the area today as it continues to link other areas to Southford as it has done historically.

The existence of the railroad and the main roads through the area at this time gave rise to the name "Southford Crossing." While the railroad has long since ceased operation, the use of the rail bed has continued as a linear recreational park linking some of the intertown areas. In addition, the area roadways have continued to increase their role in linking all of the intertown areas and beyond.

There is little doubt that Southford Village has historically had an intertown role. The Village has long served as an area for commerce, local retail operations and services. Many of the family members that originally settled in this Village were later buried in what is an intertown cemetery located at the corner of Route 67 and Hawley Road just south of the Oxford town line.

- 2.2 Southford today: The Southford section of Southbury is located in the vicinity of the intersection of State Route 67 and State Route 188 as shown on the maps included with this Plan. The boundaries of this Planning Area are shown on the Plan Map included as part of this Plan. The Southford area contains established intertown service and commercial areas, activities, residences and historic buildings.

### Section 3. **Observations.**

- 3.1 General: As part of its continuing responsibilities under Chapter 126 of the CGS §8-23, the Planning Commission prepares studies and amendments to Southbury's Plan of Conservation and Development. During the course of preparing this amendment, observations were made about trends and conditions that pertain to Southford at this time with a view to the future. They have been reviewed in the context of updated information and newly available planning techniques which the Commission believes will help attain the goals for Southford. These observations are summarized in the sections that follow.

This Plan provides an updated guide for the development and conservation of land and buildings in Southford. It also sets goals and makes recommendations for the location, extent and character for a variety of land utilization and conservation measures in this Planning Area. These goals and recommendations are based on the historic and current intertown role of the Village of Southford.

This Plan also includes recommendations for specific site development standards, including traffic management techniques and recommendations for amendments to the zoning regulations which will help the Town achieve the goals and recommendations for the conservation and development of this area as set out in this Plan.

### 3.2 Existing Conditions:

- a. Intertown Location: Southford continues to serve an intertown market area function due to its location at the intersection of Route 188 and Route 67

The Southford area abuts the Oxford town line to the south. The Southford commercial area serves portions of Southbury, Oxford and Middlebury. The commercial aspects of the area are growing rapidly, which consequently will reinforce the commercial function and other intertown aspects of the area. Current features of this intertown area include the following:

- b. Commercial zoning: The zones of the Southford District commercial area are Business District #1A, Zoning Map Code: B-1A and Business District #1B, Zoning Map Code: B-1B. The B-1A zone contains 23.84 acres and the B-1B zone contains 20.52 acres. The total area of these zones is 44.36 acres. The most significant amount of new development has taken place recently in the B-1B zone.

The B-1A and B-1B zoned land is located in a 300 foot wide strip on the north side of Route 67 from the bridle trail approximately 3,600 feet in length to the Oxford town line. On the south side of Route 67 a 300 foot strip runs from Burma Road to just north of Quaker Farms Road, where it becomes 550 feet in width as it meets the Oxford Town line. The Eight Mile Brook is also the location of the Town line.



- c. **Residential zoning:** The residential zones abutting the Southford District as shown on the Zoning Map, are Residential R-30 District (R-30) and Residential R-60 District (R-60). The total amount of residentially zoned land in the planning area is 41.76 acres. The residentially zoned property typically contains single family dwellings on approximately 30,000 or 60,000 square foot lots. While some development of residentially zoned property has occurred since the 1980 plan was adopted, the most significant development in Southford, in terms of amount and size, has been non-residential. The primary focus of this Plan is the non-residential development of the Southford Village. The surrounding residentially zoned areas have developed with permitted uses and at a relatively moderate pace to date.



*1800 dwelling just north of Southford Village District.*



*Day Care Center on Southford Road.*

- d. Abutting towns land use: At the time of the preparation of this plan it is clear that the proposed land designations and uses in the surrounding towns are in flux. The recent decision by the Town of Oxford to sell 60 acres comprising the Twin Brooks property abutting Route 67 in Oxford, previously earmarked for open space, for private retail development is an example of this activity. The development of land in Middlebury along Route 188, near Route 84 for corporate business and a “smart business park” is continuing at this time as well. While most of this land has not yet been developed for these uses, it is likely that these developments will proceed at some point. When they do, the impact in terms of traffic and the potential for an increased customer base in Southford is a certainty.

The land in the nearby areas in the surrounding towns of Oxford and Middlebury has developed at a relatively moderate pace to date. Recent efforts to change the proposed uses of property and to actually rezone land in some of these areas from residential to commercial purposes will, if changed, have a significant effect on Southford in the future.

In Oxford, approximately 2,400 acres are currently zoned for industrial use. While this is a town wide figure, much of this industrially zoned land is in close proximity, with good access to Southford.

In Middlebury, the Council of Governments of the Central Naugatuck Valley calculates, there are presently approximately 620 acres of land zoned for business or light industrial use abutting Southbury. Much of the land zoned for these uses is along Route 188, Strongtown Road, with good access to the Southford area.

- c. The Oxford Airport: This general aviation facility, which contains a main runway of approximately 5,000 feet, is owned by the State of Connecticut. It is located approximately 1.5 miles northeast of the center of Southford. The airport has principal access from State Route 486 off Route 188 approximately one (1) mile from its intersection with Route 67.
- f. Streams and wetlands: Sensitive environmental areas such as streams and wetlands are also located in this area. It is important that these features be clearly identified and protected from adverse impacts due to proposed development of any sort in this area. The preservation of these natural resources are important to the preservation and functioning of the natural drainage systems in the area.

These existing conditions present a variety of constraints for the development of Southford. The main constraints are the existing, relatively small size of the commercial Planning Areas of Southford, which are bounded by abutting residential and industrially zoned land and the fact that it is dissected by the arterial highways that run through it.

While existing conditions present several constraints to development, they also present many opportunities for the implementation of this Plan. As is evidenced in the 2002 Plan of Conservation and Development, Southbury has decided to retain and strengthen its commercial areas, including Southford. Maintaining the current size of this area allows the land use pattern recommendations in this Plan to be set with relative certainty. This fact should then help assure the Plan can be implemented into zoning law as written, if the regulatory recommendations are adopted.

This Plan discusses several techniques for achieving its goals. Conventional commercial zoning exists in Southford today. This Plan includes a recommendation to consider the adoption of a Village District Regulation for this area. Its limited size and known boundaries make this a supportable and manageable recommendation.

- 3.3 Commercial Uses: Current commercial uses include relatively small scale retail stores, truck and automotive services, sales and repair. These uses are supported by the residents of the intertown market area represented by Southbury, Oxford and Middlebury.

Relatively recent additions to this area include small scale food service establishments, retail operations and day care facilities, banking and a larger retail and office complex. This trend is seen as one which may well continue into the future as the area develops. The scale and design of proposed development in the area is seen as key to maintaining the character of Southford Village. Efforts to rehabilitate structures which have historic character and a part of the past in Southford Village have been made and should continue where they strengthen the village character.





*The Lodge at 1455 Southford Road. A rehabilitated multiuse structure.*

- 3.4 **Land Use Pattern:** Although there has been some recent development, the current pattern of commercial development in Southford is relatively unchanged since the 1980 Plan. It is essentially in a strip with many driveways onto the highway. While there has been no new parking established within the highway right-of-way, some older parking configurations near the curb remain. Sites more recently developed contain parking farther from the edge of the highway right-of-way. The overall parking pattern presents an opportunity to upgrade parking location and appearance.

The existing older buildings present opportunities to improve, preserve and upgrade their appearance while maintaining the original village character of Southford. Opportunities to screen existing less attractive storage areas on several properties are also evident. The desirability of Southford village as a location for small scale retail and office establishments is based on its intertown location and current development projects. The opportunity to upgrade overall land utilization and site development in this area is at hand. Buildings which are presently not used or are underutilized should be evaluated to determine whether they contribute to the desired village character of the area or not. Establishment of a clear set of standards which will help strengthen the village character of Southford is a main goal of this Plan.

The 1980 Plan stated that if the total acreage of all commercially zoned land in Southford were all usable, it would exceed the market potential. This is no longer the case. For several reasons, this Plan suggests that nearly all the available commercially zoned land, excluding wetlands and watercourses and their required setbacks is usable for some purpose. Its use for the future should now be anticipated and carefully planned. The reasons for this shift in the Plan are:

- The desire to achieve a low-intensity “village” appearance in the area.
- The desirability of locating in Southford is clear as evidenced by current trends, applications and actual development projects.
- The relatively small amount of available land in the business zones means the Town can expect competition for space to increase. As a result the Commission envisions a higher quality of development which will increase the benefits to residents, patrons of the area and the Town.
- The availability of newer legislation which allows clearer definition of Plan-linked standards to new development and redevelopment in an established Village District.
- The establishment of a pattern of development which is in the Town’s best interest. The recommendations which are part of this Plan codify the desired village character of the area for the commercially zoned properties.
- To enable the Commission and staff to use detailed review and permitting processes for achieving quality land development.
- To allow control of many of the undesirable aspects of the land disturbance process using modern technology to shorten the disturbance period, along with the ability of modern construction techniques and equipment which is capable of performing more quickly, with less noise, and with less overall disturbance to surrounding residential areas.

The 1980 Plan stated and this Plan reinforces the fact that better land utilization is much more preferable than the continuation of the existing use pattern. The Village District designation will allow the Town to establish a more desirable land utilization pattern in the commercial zones.

- 3.5 Highways: Southford is literally at a crossroads. The volume of traffic in this area is a major consideration and will continue to have significant impact on traffic planning measures in the future. Route 67 and Route 188 are classified as regional arterial roadways and form the central travelway through Southford to other municipal centers. Route 67 is a gateway to Southbury and continues to increase in importance as a connecting route between Route 8 and Interstate Route 84. The traffic volume where Route 67 and Route 188 overlap has increased 164% since 1980. Traffic volume on the roads in this area will also continue to increase as Southford itself develops and as the contributing areas around Southford develop regardless of whether they are developed for residential, retail or industrial purposes.

A significant issue for consideration at this time, as it was in the 1980 Plan, is the speed of vehicles on these roadways. The traffic accident data for a number of locations in this area are contained as appendix C of this Plan. The Town should work with Connecticut Department of Transportation, the State Traffic Commission and the Council of Governments of the Central Naugatuck Valley to reduce the current 45 mile per hour speed limit on state roads in this area to 30 miles per hour for the area in and around the Village of Southford. It is also recommended that the Town adopt a policy regarding context-sensitive highway design and development. This philosophy simply means that highway plans and designs are required to be sensitive to the larger goals of the Plan for the area. This policy should play an influential role in future traffic planning measures in the Southford area. The Town should work with the Connecticut Department of Transportation regarding its interest in and use of these techniques in the future.

Multiple driveway access locations onto highways were an issue in the 1980 Plan. Efforts have been made to reduce the number of individual driveway curb cuts wherever possible. This effort should be continued. Multiple driveway access locations along arterial highways, present safety hazards for local and through traffic. The fact that no revisions are planned for any significant realignment of these arterial roads indicates that significant effort should continue to be put into minimizing the number of new curb cuts and combining existing access points wherever possible.

- 3.6 Southford's role: Southbury's 2002 Plan of Conservation and Development shows the Southbury Center Area as the primary location for retail, office and community services in Southbury. The Plan states that there is adequate land available for these services. This Plan does not propose to establish a competing center of major commercial activity. Southford is already established as a location for convenient commercial services for the intertown area. It should continue to improve in this role and provide convenient commercial services for the residents and workforce in the area. Southford has a future as an appropriately sized, intertown mixed use area. This is consistent with all Town of Southbury and Regional Plan of Conservation and Development Policies.
- 3.7 Landscape/Topography: The center of Southford contains both opportunities and constraints for development. While the area has excellent vehicular access, it has limitations presented by steep slopes, rock outcrops and some wetlands and watercourses. Some properties contain earth cuts which could be made much more appealing for aesthetic and landscaping purposes.

On several parcels, significant lawns and mature trees exist. These establish a rural setting or a small village feel, which is quite desirable. There are also some remaining vintage houses and buildings which contribute to the historic character of the area. These remaining features of country character are evident as they are located throughout Southford. These remaining elements of Southford's historic character should serve as anchor points to coordinate future development scale, style and design in the area. They should be preserved wherever possible.

- 3.8 Sewer and water: The Southford area, including the commercial area relies upon on-site sewage disposal and drinking water supply systems. Any development plans, including those containing more intense development aspects, must take this infrastructure fact into account. This Plan does not anticipate or propose the development of a sewer or public water supply system for this area. This is a key component of this Plan and is consistent with the Town's overall sewer avoidance policy.

- 3.9 **Stormwater and Drainage:** Stormwater from the commercial center of Southford drains to Walnut Hill Brook and the Eight Mile Brook. These watercourses are also bordered by wetlands systems which serve a number of environmental functions including stormwater purification and stream buffering. These areas must be protected from unnecessary encroachment and degradation. It is the clear intent of this Plan that these important natural resources be preserved in accordance with all applicable regulations.
- 3.10 **Findings:** Southford can accommodate future growth and development. This growth must be accomplished in a manner that supports and strengthens the theme of a village and promotes safe transit through the area. These findings are consistent with Southford's historical and present day role as part of Southbury.



*New commercial construction at 1570 Southford Road.*

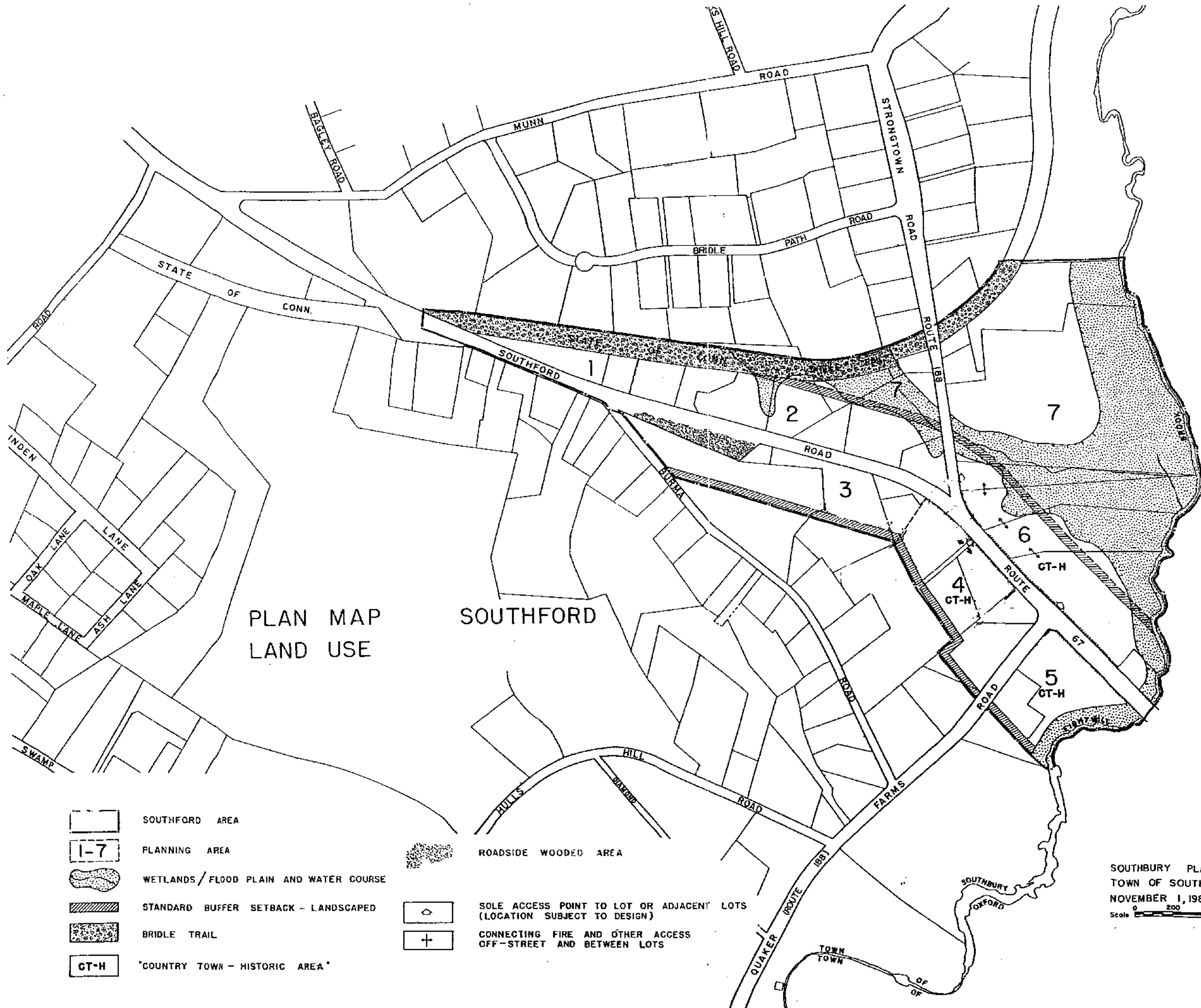
#### Section 4. **Recommendations.**

Recommendations for the future: In order to optimize the limited land area, protect the environment and best serve the needs of the surrounding residents and the workforce in the area this Plan recommends the following:









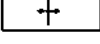
- Adoption of design guidelines for new structures or the rehabilitation of existing structures which are appropriate to the establishment of a Village District as enabled by CGS 8-2j.
- Adoption of regulations which will be consistent with the best available design standards and which are appropriate for the area as an intertown Village District. These regulations should build upon and strengthen Southford's historical character as a village center.
- Reducing or eliminating current traffic safety problems wherever possible by reducing vehicle speeds and minimizing highway access.
- Establishing solid communication with the Connecticut Department of Transportation regarding the Town's interest in traffic management measures including adopting a philosophy and policy of context-sensitive highway design in the Southford Village area.
- Site development guidelines which are appropriate to a village center setting that is accessible by pedestrian as well as vehicular traffic. These guidelines need to provide year round screening and protection from commercial lighting, glare, noise and traffic for residential areas which abut commercial uses.
- Correcting or minimizing less than optimal land utilization issues and encourage the continued use of the second floor of commercial buildings for apartments where feasible.

**Section 5. Land Use and Circulation Map.**

- 5.1 Plan Map: As a guide for the conservation and development of land in the Southford District this document incorporates the following map:



PLAN MAP  
LAND USE  
SOUTHFORD

-  SOUTHFORD AREA
-  PLANNING AREA
-  WETLANDS / FLOOD PLAIN AND WATER COURSE
-  STANDARD BUFFER SETBACK - LANDSCAPED
-  BRIDLE TRAIL
-  "COUNTRY TOWN - HISTORIC AREA"
-  ROADSIDE WOODED AREA
-  SOLE ACCESS POINT TO LOT OR ADJACENT LOTS  
(LOCATION SUBJECT TO DESIGN)
-  CONNECTING FIRE AND OTHER ACCESS  
OFF-STREET AND BETWEEN LOTS

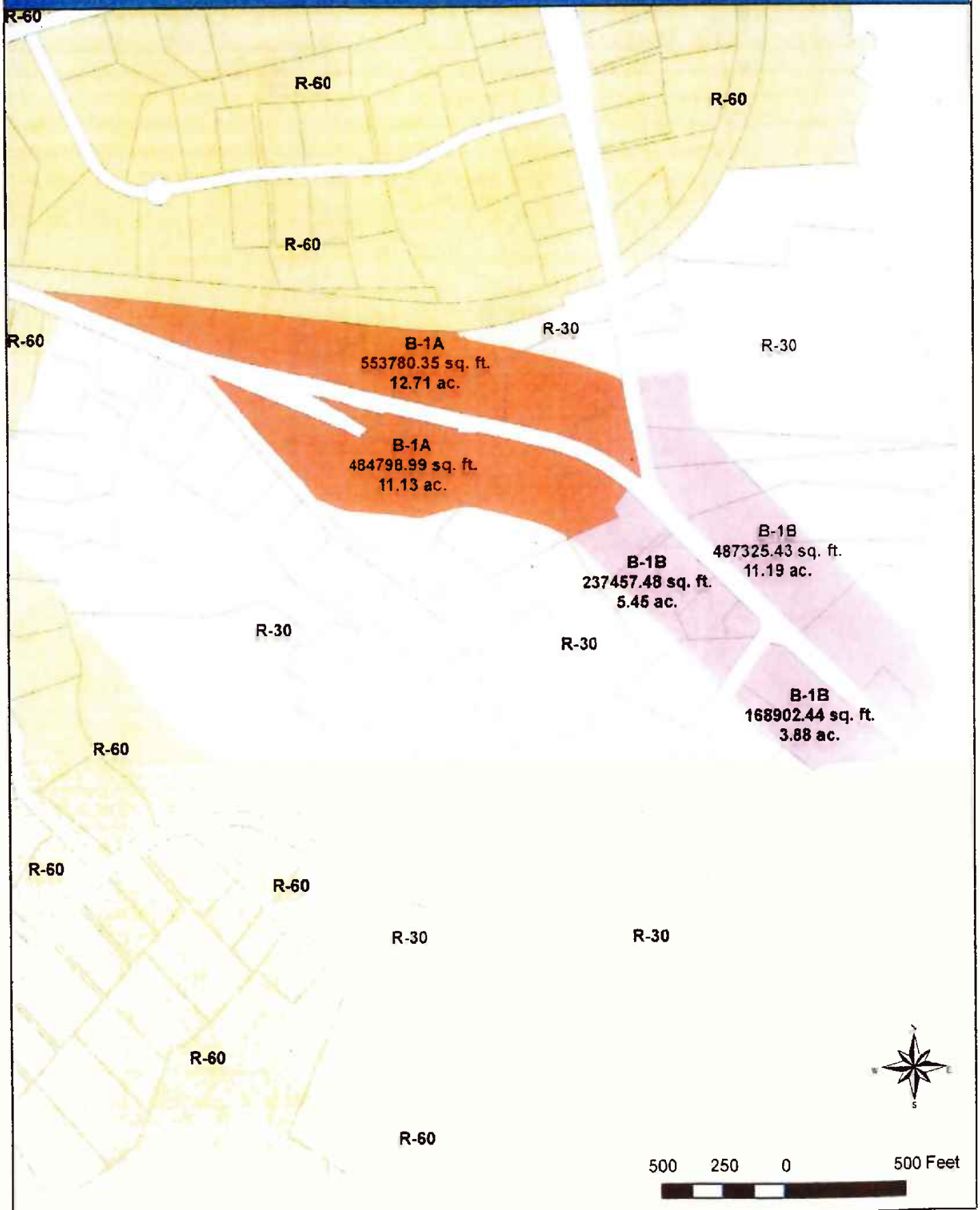
SOUTHBURY PLANNING COMMISSION  
TOWN OF SOUTHBURY, CONN.  
NOVEMBER 1, 1980 REV. JANUARY 20, 1981  
Scale 0 200 400 600 800 Feet



# SOUTHFORD, CT - 2006 PARCEL MAP



# SOUTHBURY, CT - B-1A & B-1B ZONING





## Section 6. The Plan Goals.

6.1 **Plan Goals:** The Southford District, as shown in this Plan and on the adopted Zoning Map of the Town of Southbury, is the focus for certain commercial and community service activities for this intertown area serving parts of Southbury, Oxford and Middlebury. In order to implement the recommendations of this Plan, especially Section 4, the following goals and implementation measures are set forth:

- a. Southford Village District: A significant recommendation of this Plan is that the Town designate this area as the Southford Village District (SVD). This designation, which is done in accordance with the authority granted by CGS 8-2j, allows for the adoption of specific development and conservation standards which would be sensitive to the established and adopted local policies and goals of this area as they are outlined in this Plan. This recommendation would be established by adoption of the Southford Village District into the Southbury Zoning Regulations; and
- b. Establish and maintain graceful transitions for the residential areas of the towns of Oxford and Middlebury and with established residential uses that are contiguous to the Southford Planning Area through the recommendation of specific regulations for this area as shown in the Guides for Development included in this Plan; and
- c. Achieve a “local village center” character for Southford through the application of plan reviews which will use the Village District designation and applicable regulations to achieve the desired character for Southford Village.
- d. Encourage the continued use of the second floor of existing commercial buildings for apartment units. Further, encourage apartment units on the second floor of new and modified site plans as they evolve over this planning period.

6.2 **Function:** This Plan and its recommendations provide for the continued development of the Southford District as a limited, convenience-retail and commercial service location of general benefit to residents, nearby residential neighborhoods and the intertown area which is developed for economic development purposes.

- 6.3 **Traffic:** This Plan and its recommendations help provide for the protection of motorists and pedestrians through the management of traffic volume and the reduction of vehicle speed in and through this area.
- 6.4 **Appearance:** This Plan and its recommendations provide for the maintenance and improvement of the appearance of the land and buildings in Southford Village as an area with a decided village character.

Promotion of the following key characteristics will help improve and strengthen the small village character:

- a. Compactness of building with a tighter physical form than the surrounding areas. The village has a distinguishable form which contains small nodes of development with reduced side yard setbacks in some cases.
- b. Slightly more dense than surrounding development, but still clearly able to be supported by the land without public sewer and water.
- c. Buildings which are closer to the street edge and which house mixed uses. Small gathering places, public buildings, parks and open spaces. Keys to this element are: The allowable height and bulk of buildings in the village; setbacks of buildings and structures; design characteristics including architecture, landscaping, lighting and site design with parking in the rear when feasible.
- d. Small retail buildings with uses which are intended to meet everyday needs of local residents and the area workforce.
- e. Residential uses which are close to commercial uses but are adequately protected from undesirable intrusion of light and noise.
- f. An area which is pedestrian friendly and may include sidewalks, but is also easily accessible by auto.
- g. Streets which are vehicle safe but are more pedestrian friendly. This includes reduced vehicle speeds and installation of crosswalks where appropriate.
- h. A commercial zone which will allow for development of buildings with village character, but is limited in overall size.

- i. Greenways to connect pedestrian walkways where possible and open space areas, logically located to preserve and protect rural and historic character.

6.5 Site Development: In accordance with the above stated goals, including function, traffic, appearance and the village character keys as stated in Section 5.4.4, this Plan encourages land use and site development which provide for the following:

- a. Local commercial and community services which are an appropriate size and type for Southford and nearby areas.
- b. Uses which are of an intensity, scale and type and which are designed to accommodate safe traffic management, including safe vehicle and pedestrian access to and egress from all sites.
- c. Proper transition from commercial to residential uses. These uses are to be separated by retention of sufficient year round screening or installation of plantings so as to create year round appropriate buffers, screening and landscaping.
- d. Provision of adequate on-site sewage disposal and safe drinking water supplies that avoid any future necessity to provide a central water supply or sewage disposal system.
- e. Preservation and improvement of the landscape, including lawns, stone walls, trees, and natural features which contribute to the rural setting of the area.
- f. Rehabilitation of existing buildings and construction of new buildings using designs which include roof lines, maximum footprint, bulk, setbacks and building materials which are consistent with the historic village and rural character of the area.
- g. Careful use of signage and outdoor illumination so as to avoid any hazard to traffic safety or highway access or egress and which avoids any undue disturbance of nearby residential areas and supports the rural setting of the area.
- h. Establishment of criteria for the effective screening of outside storage and parking as viewed from Route 67 and contiguous residential areas.

## Section 7. Plan Elements.

The Plan Map shows the Planning Areas of the Southford Village District. The Guides for Development show the regulatory recommendations for each Planning Area. Elements of the Plan are further described as follows:

- 7.1 Circulation: Efforts to reduce motor vehicle speed in this area should be made. These efforts should include a concerted effort to have the State Traffic Commission lower the speed limit on the State roads in the Southford Village District area to 30 miles per hour. In addition, normal speed enforcement procedures should continue. This Plan recommends additional appropriate signage alerting motorists to reduce speed as they are approaching a village area. These signs should be placed at all four entry locations along the State right-of-way to enhance area safety and the success of this Plan.

The alignment of the arterial road system, Route 67 and Route 188, and the traffic circulation as it exists today is not proposed to change significantly. The realignment and signalization noted in the 1980 Plan have been completed. It is recommended that turning lanes for the roadway section where Route 67 and Route 188 overlap, be studied in order to smooth traffic flow and relieve congestion during peak hours of operation.

Local roads: Efforts should be made to realign Burma Road where it intersects Route 67. Efforts to make this intersection more of a "T" intersection would have a positive effect on the available sightlines and thus create a safer intersection. This realignment would also require southbound vehicles turning onto Burma Road to slow more than is currently required. This would also have a favorable impact on vehicle travel speeds in this area and may reduce the shortcut or bypass traffic using Burma Road.

Pedestrian access: Pedestrian access should be improved along the State roads and to the various commercial uses in and through Southford village. Linkages, in the form of trails or sidewalks, either by easement or fee simple arrangement, connecting the village to recreational resources, such as Southford Falls State Park and the State Bridle Trail should be established in the future. These access possibilities should be reviewed on a case by case basis when reviewing development or land use applications for this area.

7.2 Wetlands and Watercourses: These natural features, especially Eight Mile Brook and its associated wetlands and flood prone areas must be protected from encroachment, pollution, erosion and sedimentation. The remaining wetlands and watercourse systems in the area should also be protected using all appropriate review and regulatory measures. These natural features help control stormwater and flooding events. In order to remain effective they must be kept viable so that they will continue to serve their full natural functions.

7.3 Bridle Trail: The former New York and New England Railroad railroad bed, now a State Bridle Trail, is the only one in Connecticut intended to be used primarily for horses. The grades of this trail are up to 3%. This rail line operated until the Depression, then was formally abandoned in 1937, given to the State and converted to a linear park in 1943. Today the Bridle Trail offers a unique linear recreational feature which links Southbury, Oxford and Naugatuck trail areas. It also provides a clear delineation between the Southford village area at its northwestern end and the residentially zoned property abutting Southford to the north.

7.4 Landscape Features or Elements: The following features or elements are recommended for consideration and implementation wherever possible.

Buffer strips, at least 40 feet in width provide a smooth transition from commercial to residential use. These strips should be natural vegetation or topography, where they are dense or high enough to provide a sufficient natural buffer. Planted vegetative buffers should be used where the existing vegetation is insufficient to have the desired effect of screening out undesirable amounts of light, glare and noise on a year-round basis. These buffers should be provided by the commercial user rather than the residential user.

The historic structures identified in this Plan should be maintained and enhanced if possible. These structures serve as the basis for determining appropriate coordinated design or design features for new site development. The preservation of these structures will confirm the Town's attitude toward the historic character of the remainder of Southford as a village.

The preservation or conservation of the triangular shaped wooded area between Burma Road and Route 67 will help provide a natural transition to the more developed Village area of Southford. These woods provide a natural softening in the area and help separate the residences on Burma Road from the higher volume of traffic on Route 67. This area could possibly serve as one segment of a possible pedestrian link from the Bridle Trail to Southford Falls in the future.



Natural topography which separates existing residentially zoned property from commercially zoned property should remain to serve as a buffer. Topography in the commercially zoned areas should be considered in the context of the fully developed area. Topographic changes which are proposed should be minimized and should be in keeping with this Plan and the policies and regulations that may be adopted to facilitate its implementation.

The intensity of land use should be in accordance with the goal of allowing for the preservation of the lawns, trees and other natural features cited in this Plan which give Southford its rural village character.

- 7.5 Access: The Plan proposes that access to and from private property to the public right-of-way and between properties should be accomplished as follows:
- a. Access for future development of properties with road frontage, should be limited to locations providing safe access and serving more than one lot when possible.
  - b. Common driveway access should serve two or more parcels, if this can be done safely, and with consideration to the volume of traffic which the access drive will serve.
  - c. Efforts should be made to connect existing driveways between parcels where possible to allow customer travel from building to building without the need to use the highway. This will also reduce the number of access points onto the highway.

These proposals are designed to minimize the number of driveway access points onto State Highways wherever possible. This policy is to be implemented wherever feasible and appropriate for any development proposal.

- 7.6 Planning Areas: The Plan Map divides Southford village into seven (7) planning areas that are bounded by streets or other features such as significant changes in usage, edges created by topography, wetlands and other features and differences between existing and potential usage. Currently the principal uses found in each Planning Area are as indicated below:

Planning Area and existing land uses:

1. Office, residential, storage and commercial uses.
2. Automotive, office, storage, commercial and retail uses.
3. Limited office, automotive, storage and residential uses.
4. Retail, office and day care uses.
5. Retail, banking and residential uses.
6. Retail, Excavating Company, restaurant and residential uses.
7. Single family residential uses.

Existing floor area calculations for the seven (7) Planning Areas indicate the following at this time: (See Appendix A for details).

Office use:	39,065 square feet
Retail use:	51,379 square feet
Other uses:	77,401 square feet
Total floor area :	167,845 square feet

Area zoned for business uses in all 7 planning areas is then found to be:

Zone B-1A= 23.84 ac. Zone B-1B= 20.52 ac.

Business acreage in planning areas: 44.36 acres

Total Acreage in 7 planning areas: 86.12 acres.

*Note: These numbers represent the areas indicated by staff review of the Assessor's field cards. The areas shown on the zoning map of the B-1A and B-1B areas were obtained by using a Geographic Information System computer map. Any differences in these areas may be a result of the different calculation systems used.*

Based on the above acreage the following are the potential floor areas by zone:

- Potential floor area for uses allowed in the B-1A zone: 415,388 square feet (with allowable maximum floor area at 40% of lot area under current regulations).
- Potential floor area for uses allowed in the B-1B zone: 178,770 square feet. (with allowable maximum floor at 20% of lot area under current regulations).
- Total potential floor area for uses allowed in the business zones: 594,158 square feet or 350% of existing floor area.
- Maximum lot coverage (at 20% in both zones under current regulations) by buildings, structures and parking in business zones: 405,195 square feet or 8.87 acres of additional impervious area.

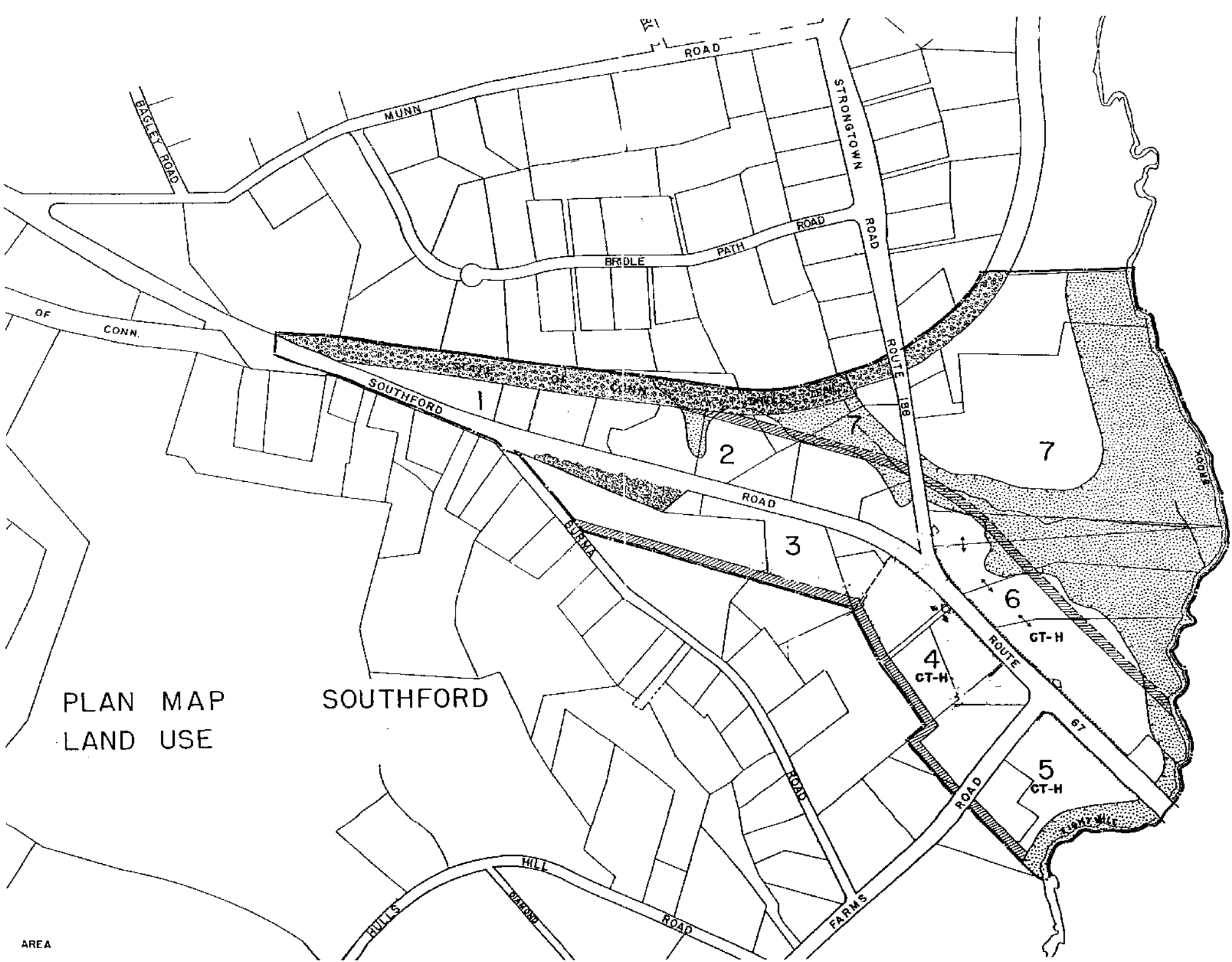
Based on these calculations it is clear that significant potential for growth remains in the Southford District. Variables which may affect the exact number of square feet in the District include topographic constraints, parking requirements, wetlands constraints and storage requirements related to the principal use. Even taking into account all applicable constraints, significant development potential remains in this area.

7.7 Guide for Planning Areas: The Guide for Development for each of the seven (7) Planning Areas is found below. The guide for each Planning Area contains the following sections:

- a. Features of the Planning Area that are of significance for the development and conservation of land and which are important to the Plan implementation.
- b. Objectives for the use of land and the future design of each Planning Area.
- c. Standards or recommendations for regulations regarding the character and intensity of land use in at least the following areas:
  - i. Maximum percent of ground coverage of a lot by each building, all buildings, paving and outside storage; and
  - ii. Maximum height of buildings and other structures; and
  - iii. Setbacks of buildings, other structures and storage areas, from the right-of-way of streets and highways, and from property lines and residential areas; and
  - iv. Maximum extent of outside storage on a lot, either as a percent of lot area or as a percent of the ground floor area of a building on the lot; and
  - v. Minimum lot size in the event that a parcel is to be subdivided; and
  - vi. Uses of land and buildings that are preferred, acceptable and excluded; and
- d. Special planning criteria and zoning recommendation criteria; Village District Regulation regarding desirable design of sites and buildings and related improvements.

SOUTHFORD, CT - 2004 ORTHOPHOTOGRAPHY





PLAN MAP  
LAND USE

SOUTHFORD

AREA

BAGLEY ROAD

MUNN ROAD

ROAD

STRONGTOWN ROAD

BRIDLE PATH

ROAD

ROAD

ROUTE 188

SOUTHFORD

1

2

7

ROAD

3

ELMIRA ROAD

ROUTE 67

GT-H

4

CT-H

5

CT-H

67

OF CONN.

HULL'S HILL

HILL

ROAD

FARM'S ROAD

FARM'S HILL

ROUTE 67

**Guide for Development**  
**Planning Areas 1, 2, and 3.**

Features:

Planning Areas 1, 2, and 3 essentially contain existing strip commercial development along Route 67. The area actually available for development is shallow. The lots are constricted by the Bridle Trail, uneven topography at the rear of some lots, wetland conditions in Areas 1 and 2 and by steep slopes and residences to the rear of Area 3. Existing building development is as shown on the detail sheets in appendix A.

Area 2 is currently the location of small offices, trade shops and automotive uses with outside storage, retail stores, garden center structures with outside storage and some older, obsolete and unused buildings which create the general impression of clutter. The corner of Area 2 contains "the Chapel", an older building that could contribute significantly more to the historic, rural setting if maintained and repaired.

Area 3 has restricted sightlines on the inside of the curve of Route 67 and is characterized by a mixture of residences, offices in houses, an automotive trades retail outlet, disabled vehicles or parts of vehicles, outside storage and unfinished excavations. Existing unscreened storage adds to the clutter in this area.

Objectives:

1. To provide safe local road and driveway access at controlled locations with adequate sight distances; and
2. To allow continued development of automotive trade uses in Area 2, but with improved standards of building and site development as the use provides a service activity of general benefit to residents of the intertown area. Allow continued use of other retail uses such as those established, but with encouragement for improved quality of buildings where needed and where feasible. Minimize use of any temporary structures.
3. To convert Area 3 to office and residential uses which are minor generators of traffic. To screen, reduce or eliminate visible outdoor storage or to relocate such areas to locations which are less visible from off-site. All mechanicals are to be screened from view from the travelway and abutting residential properties.
4. To continue to upgrade all signs and outdoor illumination to current Town standards or to the recommended standards for a Village District as applicable.
5. To allow the continued use and development of the Burma Road residential area under the general zoning standards of the Residential R-30 District.

**Standards:**

	Area 1	Area 2	Area 3
<b>Maximum Ground Coverage</b> a. By any single bldg. b. By all buildings and other structures c. Total of all coverage Note: Max cov. also applies to street setback. See Special Planning Element 4.	5,000 sq. ft.  20%  (50%)  May be increased to 55% if parking is at rear of building(s) and stormwater is managed on site.	5,000 sq. ft.  20%  (50%)  May be increased to 55% if parking is at rear of building(s) and stormwater is managed on site.	5,000 sq. ft.  15%  (50%)  May be increased to 55% if parking is at rear of building(s) and stormwater is managed on site.
<b>Height</b>	(35) feet**	(35) feet**	(35) feet**
<b>Building Setback:</b> a. From Route 67/188* b. Other street c. Bus. Prop. Line d. Res. Area	(20) feet* (N/A) (15) feet 40 feet	(20) feet* (N/A) (15) feet 40 feet	(20) feet* (50) feet (15) feet 40 feet
<b>Outside storage</b> a. Unscreened b. % of lot	Not permitted (10)%	Not permitted (10)%	Not permitted (10)%
<b>Min. lot size</b> <b>Zone B-1A</b>	1 acre	1 acre	1 acre
<b>Uses:</b> P = preferred A = acceptable X = excluded  Dwellings w/acc apt Bus/ Prof. offices Retail stores Restaurants (sit dn.) Trades shops Auto service, repair Auto sales Lumber/ building-materials yards Contractors yard Trucking terminals	(A) P A A A A X X X X X X X	(A) A A A P P A A X X A A X	P P A A X X X X X X X



Note: Items in (parentheses) indicate proposed changes.

Note: Accessory apartments are to be incorporated into the building containing the principal use on the lot and not as stand alone dwelling units.

Note: \* This is a “build to” line. Street façade of a proposed structure may not be set back farther than this distance, unless prevented by wetlands or watercourse constraints or unless a different location can be shown which better supports the recommendations of this Plan and the characteristics of the desired Village District.

Note: \*\* Building height to be measured from the average grade along the street front façade of the building measured at the “build to” line or the agreed upon front building line.

### Special Planning Elements for Planning areas 1, 2 and 3:

1. In Areas 2 and 3, there may be potential to establish combined driveways onto Route 67 serving more than one lot. Both areas appear too shallow to allow for a frontage road (divided from the highway by a continuous island) with only three or four points of access unless a detailed traffic design study finds this could be safely done.
2. Land development to any greater depth on Area 2 may be severely restricted by topography and wetland areas. It is important to protect the ability of Walnut Hill Brook to accept and flow stormwater from its natural drainage area. Some conversion to usable land of low lying areas may be possible if on-site detention is provided.
3. Existing historic homes and buildings and mature trees, including those trees along Route 188 should be retained.
4. The preferred pattern of building development in these Planning Areas is a series of small buildings or connected structures having a village scale and character that supports the flavor of the existing desirable structures. Ordinary single-story, flat facade storefront patterns are to be avoided. In general, buildings should have a pitched roof and finish materials of wood, brick or stone. Facades of buildings should not exceed 40 feet in length without a minimum 10 foot plane break. No individual commercial building should exceed a footprint of 5,000 square feet.
5. The recommended setback from any street or highway may be required to be used for creation of pedestrian walkways, sidewalks. However the total ground coverage maximums should not be exceeded.
6. Parking is to be located at rear of any building if it is feasible. Parking along side a building may be acceptable if parking in the rear is not possible.

**Guide for Development:**  
**Planning Areas 4, 5, and 6.**

Features:

Planning Areas 4, 5 and 6 constitute the easterly half of the Route 67 frontage and together support the historic and rural character for the center of Southford. All three areas contain sites for new potential development as evidenced by recently approved applications for some of these areas. These sites provide enough size and dimension to allow conformance with current standards. Each area contains mature trees, lawns, houses and barns that contribute to the existing village character.

Area 4 has frontage on both Route 67 and 188 and contains a degree of topographic relief which divides the area somewhat. At the corner of Route 67 and 188 is a country store where cars park in front and in the rear of the building. Parking in front is separated from the highway by a small landscaped island which channels vehicles to the entrance and exit of the lot. The country store retail and office mixed use and scale set the tone for the village character in this Planning Area.

Area 5 is a site which is currently, in part, under construction for a banking facility. It is also the location of the historic blacksmith shop at the corner of Route 67 and Quaker Farms Road. This area contains wetlands and some flood prone areas which restrict the use of a portion of the land. This area is the location of a segment of the Eight Mile Brook which drains the area.

Area 6 has about 1,400 feet of frontage along Route 67. This area currently contains some residences, dwellings and apartments, retail and restaurant establishments. Curb cuts have been limited to the extent possible for the newer developments. This practice should continue where possible. This Area also includes some open fields, mature trees the Southford Lodge and some outbuildings of rural and historic interest. The rear of Area 6 is defined by a large wetlands system which also extends along the Eight Mile Brook. Efforts should be made to preserve the large historic dwelling at 1531 Southford Road if possible.

Objectives:

1. To retain wherever possible, existing historic dwellings and structures and farm buildings, along with the mature trees, stonewalls and lawns as adjuncts to the rural and historic village character.
2. To limit development for Area 4 to the extent permissible to small scale stores and offices or for residences which are to be served by a common driveway with safe access points to Route 67 and 188. It is acknowledged that a recent development may contain buildings which are larger than this Plan recommends. The larger scale of this development should not serve as a model for further development in Southford.
3. To encourage development of retail stores and offices in Area 5 with site design components which provide environmentally sound and safe vehicular access to lots.
4. To encourage development of Area 6, which includes convenience retail, small offices and community services. This development should be provided with as few driveway access points as are feasible.
5. To rehabilitate and reuse existing historic buildings, such as the blacksmith shop. This was done in the reconstruction of the Lodge in a manner that preserved the desirable architectural character and features as much as possible. New construction should be done allowing for bulk, roof line and other desirable architectural features which are compatible with the desirable village character of Southford. All mechanicals should be screened from view from the travelway and from abutting residential properties. These improvements should be done using building materials that are complementary to the rural character and historic flavor of the three planning areas.
6. Provide regulation recommendations which will preserve the desirable characteristics and improve the other characteristics of Southford in keeping with the recommended goal of establishing and implementing the Southford Village District.

**Standards:**

	Area 4	Area 5	Area 6
<b>Maximum Ground Coverage</b>			
a. By any single building	7,000 sq. ft.	7,000 sq. ft.	7,000 sq. ft.
b. By all buildings and other structures	30%	30%	30%
c. Total of all coverage	May be increased to 35% if parking is at rear of building(s) and stormwater is managed on site.	May be increased to 35% if parking is at rear of building(s) and stormwater is managed on site.	May be increased to 35% if parking is at rear of building(s) and stormwater is managed on site.
Note: Max cov. also applies to street setback. See Special Planning Element 5.			
<b>Height</b>	(35) feet**	(35) feet**	(35) feet**
<b>Building Setback:</b>			
a. Route 67/188*	(30) feet*	(30) feet*	(30) feet*
b. Other street	N/A	N/A	N/A
c. Bus. Prop. Line	(15) feet	(15) feet	(15) feet
d. Res. Area	40 feet	40 feet	40 feet
<b>Outside storage</b>			
a. Unscreened	Not permitted	Not permitted	Not permitted
b. % of lot	2%	2%	2%
<b>Min. lot size</b>			
Zone B-1B	(2) acres	(2) acres	2 acres
<b>Uses:</b> P = preferred A = acceptable X = excluded			
Dwellings w/acc apt	P	A	A
Bus/ Prof. offices	P	P	P
Retail stores	A	P	P
Restaurant (sit dn.)	A	X	(East X: West A)
Trades shops	X	X	X
Auto service, repair	X	X	X
Auto sales	X	X	X
Lumber/ building-materials yards	X	X	X
Contractors yard	X	X	X
Trucking terminals	X	X	X

Note: Items in (parentheses) indicate proposed changes.

Note: Accessory apartments are to be incorporated into the building containing the principal use on the lot, not as stand alone dwelling units.

Note: \* This is a “build to” line. Street façade of proposed structure should not be set back farther than this distance unless prevented by wetlands or watercourse constraints or unless a different location can be shown which better supports the recommendations of this Plan and the characteristics of the desired Village District.

Note: \*\* Building height to be measured from the average grade along the street front façade of the building measured at the “build to” line or the agreed upon front building line.

#### Special Planning Elements for Planning Areas 4, 5 and 6:

1. Applicable ground coverage standards are designed to encourage retention of lawns, existing mature trees and other landscape features and allow for proper stormwater management on site.
2. The preferred pattern of building development in these Planning Areas is a series of small buildings or connected structures having a village scale and character that supports the flavor of the existing desirable structures. Ordinary single-story flat façade storefront patterns are to be avoided. In general, buildings should have a pitched roof and finish materials of wood, brick or stone. Facades of buildings should not exceed 50 feet in length without a minimum 10 foot plane break. No individual commercial building should exceed a footprint of 7,000 square feet.
3. Driveway access controls as recommended should be achieved through the use of casements wherever feasible in order to minimize the number of curb cuts onto a highway.
4. Areas 5 and 6 drain to Eight Mile Brook and related wetlands and flood prone areas. This fact requires special attention as part of any development proposal so as to protect this natural system’s water quality and to avoid subjecting it to the effects of erosion and sedimentation.
5. Buildings may extend to the minimum setback line abutting a highway. However the total ground coverage including any required pedestrian walkways or sidewalks must not be exceeded.
6. Multiple dwellings, such as apartments, including those over retail operations are intended to be a part of the pattern and character of village development for these areas, provided that each dwelling has outside access, adequate parking and outdoor living area clearly separate from any commercial or office use.

7. The development of these Planning Areas is proposed to take place in accordance with the recommendation for the establishment of the Southford Village District as contained in this Plan.
8. Parking is to be located at rear of any building if it is feasible. Parking along side a building may be acceptable if parking in the rear is not possible.

### **Guide for Development: Planning Area 7.**

#### Features:

Planning Area 7 is made part of the Southford Plan as a result of the selection of natural planning area boundaries, the State Bridle Trail and the Southbury- Oxford Town Line. The former freight station location is in Area 7 and the Southford Firehouse is just north of the Bridle Trail. Area 7 extends on both sides of Route 188 but is cut off from the center of Southford by intervening wetlands. This section of Route 188 is expected to be more heavily traveled as land in the area is developed. This roadway is bordered by mature trees and dwellings and other residential structures. It is visualized as the entrance to a growing residential area.

#### Objectives:

1. To continue the use and development of area 7 as a single family residential area under the general zoning standards of the R-30 District.

Appendix A

**Inventory of existing floor areas by Planning Area:  
Detail Sheets**

INVENTORY OF EXISTING FLOOR AREAS  
SOUTHFORD PLANNING AREA

ADDRESS OF PROPERTY	OWNER OF PROPERTY	TRACT	ZONE	ACRES	EXISTING FLOOR AREA (SQ FT) FOR			TOTAL	GROSS ASSESSMENT	
					OFFICE	RETAIL	OTHER			
****PLANNING AREA 1****										
1225 SOUTHFORD RD 1235 SOUTHFORD RD	SOUTHFORD PLACE ASSOC	48-33-12	B-1A	1.27		6,947 1,420		8,367	422,580	
1257 SOUTHFORD RD Offices/Apts	OLSEN, Harold, Jr.	54-33-11	B-1A	.73	6,920	1,620 Apts 4,068 Ware/Storage		12,608	502,800	
<b>TOTALS FOR PLANNING AREA 1</b>					<b>2.00</b>	<b>6,920</b>	<b>0</b>	<b>14,055</b>	<b>20,975</b>	<b>925,380</b>
****PLANNING AREA 2****										
1277 SOUTHFORD RD	SAJ HOLDINGS	54-33-10A	B-1A	1.25	660	1,386 1,302 4,992 Storage/Assembly		8,340	300,920	
1295 SOUTHFORD RD	MONGELLI, Heather & James	54-33-10	B-1A	1.06	1,654			1,654	117,810	
1319 SOUTHFORD RD Classic Coach	MONGELLI, James & Heather	54-33-10B	B-1A	1.66		3,200 Auto Body		3,200	379,050	
1349 SOUTHFORD RD	HADDER, Lance	54-33-9	B-1A	1.65	169	1,886 Auto Body		2,055	151,460	
1369 SOUTHFORD RD	SOUTHFORD ASSOCIATES	54-33-8	B-1A	.88		6,000		6,000	372,030	
1411 SOUTHFORD RD Garden Center	BALDWIN, Leroy **ALSO PLAN AREA 7**	54-33-7	B-1A R-30	3.80		364		364	154,800	
19 STRONGTOWN RD Garage Chapel House	BALDWIN, Leroy	54-33-6	B-1A	1.14			1,853 Storage 1,930 Storage 1,945	5,728	177,590	
<b>TOTALS FOR PLANNING AREA 2</b>					<b>11.44</b>	<b>2,483</b>	<b>7,750</b>	<b>17,108</b>	<b>27,341</b>	<b>1,653,660</b>



ADDRESS OF PROPERTY	OWNER OF PROPERTY	TRACT	ZONE	ACRES	EXISTING FLOOR AREA (SQ FT) FOR			TOTAL	GROSS ASSESSMENT	
					OFFICE	RETAIL	OTHER			
****PLANNING AREA 3****										
33 BURMA & SOUTHFORD House	DA SILVA, Americo	54-28-1 R-30	B-1A	7.28			841	841	113,590	
1334 SOUTHFORD RD House	SMITH, Donald	54-28-2	B-1A	.36			1,275	1,275	119,350	
1356 SOUTHFORD RD Office	PURFECT OIL LLC	54-28-3	B-1A	.29	1,660			1,660	167,370	
1380 SOUTHFORD RD	TOMLINSON, Melvin & M	54-28-4	B-1A	3.99		4,900	6,892	11,792	602,540	
1388 SOUTHFORD RD	" "						House/Storage			
1416 SOUTHFORD RD Auto Body/Storage	" "	54-28-5	B-1A	.30			3,008	3,008	95,220	
1440 SOUTHFORD RD Storage Yard	" "	54-28-6A	B-1A	1.00					73,500	
	**ALSO PLAN AREA 4**									
<b>TOTALS FOR PLANNING AREA 3</b>					<b>13.22</b>	<b>1,660</b>	<b>4,900</b>	<b>12,016</b>	<b>18,576</b>	<b>1,171,570</b>

ADDRESS OF PROPERTY	OWNER OF PROPERTY	TRACT	ZONE	ACRES	EXISTING FLOOR AREA (SQ FT) FOR			TOTAL	GROSS ASSESSMENT
					OFFICE	RETAIL	OTHER		
<b>****PLANNING AREA 4****</b>									
1450 SOUTHFORD ROAD	GSG ENTERPRISES LLC	54-28-6	B-1B	3.48	10,484	13,305	23,789	Under Construction	
		54-28-9	B-1B						
1486 SOUTHFORD ROAD	SANTOS-ARGENTA, Maria	54-28-8B	B-1B	.94		4,742	4,742	Under Construction	
1500 SOUTHFORD ROAD Leisuretime	COLE, Thomas & Nancy	54-28-8A	B-1B	.75		4,364	4,364	474,810	
1514 SOUTHFORD ROAD General/Office	DAVIS, Harold W, Jr.	54-28-10	B-1B	.33	1,410	2,220	3,630	299,960	
30 QUAKER FARMS RD	G.H. VENTURES, INC.	54-28-11	B-1B	2.30	12,228		12,228	1,369,540	
<b>TOTALS FOR PLANNING AREA 4</b>				<b>7.89</b>	<b>24,122</b>	<b>19,889</b>	<b>4,742</b>	<b>48,753</b>	<b>2,144,310</b>
<b>****PLANNING AREA 5****</b>									
1532 SOUTHFORD ROAD "Blacksmith Shop"	NAUGATUCK VALLEY	54-12-1	B-1B	4.11		720	720		
1570 SOUTHFORD ROAD	" "					4,688	4,688	Under Construction	
45 QUAKER FARMS ROAD	DAMBRUOSO, Peter & Mary J	54-12-1A	B-1B	1.58		2,325 Home	2,325	241,320	
<b>TOTALS FOR PLANNING AREA 5</b>				<b>5.69</b>	<b>0</b>	<b>4,688</b>	<b>3,045</b>	<b>7,733</b>	<b>241,320</b>

ADDRESS OF PROPERTY	OWNER OF PROPERTY	TRACT	ZONE	ACRES	EXISTING FLOOR AREA (SQ FT) FOR			TOTAL	GROSS ASSESSMENT
					OFFICE	RETAIL	OTHER		
****PLANNING AREA 6****									
12 STRONGTOWN ROAD Res/Excavating/Garage	WILSON, Margaret O.	54-11-11	B-1B R-30	2.07			810 House 2,016 Garage	2,826	158,200
1455 SOUTHFORD RD	SOUTHFORD LODGE	54-11-12	B-1B	1.40	2,256	3,696 1,440 Restaurant	3,696 Apts	11,088	699,200
SOUTHFORD ROAD	ZALOUMIS, Shirley	54-11-12A	R-30	2.77	VACANT				1,460
1481 SOUTHFORD RD	1148 WILLIAM ST LLC	54-11-13	B-1B R-30	4.60		9,016	5,376	14,392	671,330
1531 SOUTHFORD RD	GARDELLA, Gina & J	54-11-14A	B-1B R-30	3.52			3,568 2 Houses	3,568	249,360
1565 SOUTHFORD RD	SPINELLI, Maria R.	54-11-14	B-1B R-30	3.76	1,624			1,624	162,700
1583 SOUTHFORD RD	WILLIAMS, Mary T.	54-11-15	B-1B	1.00			837 House/Shed	837	111,230
<b>TOTALS PLANNING AREA 6</b>				<b>19.12</b>	<b>3,880</b>	<b>14,152</b>	<b>16,303</b>	<b>34,335</b>	<b>2,053,480</b>

ADDRESS OF PROPERTY	OWNER OF PROPERTY	TRACT	ZONE	ACRES	EXISTING FLOOR AREA (SQ FT) FOR			GROSS ASSESSMENT		
					OFFICE	RETAIL	OTHER		TOTAL	
****PLANNING AREA 7****										
STRONGTOWN ROAD	KRC, Eugene & Tatana	54-11-6	R-30	4.71				14,840		
78 STRONGTOWN RD	PALLMAN, Theodore &	54-11-8	B-1B	.45		3,360	3,360	94,790		
64 STRONGTOWN RD Residence	WILSON, Margaret O.	54-11-9	R-30	1.00		840	840	90,960		
40 STRONGTOWN RD Residence	WILSON, Margaret O.	54-11-10	R-30	18.80		2,792	2,792	244,700		
73 STRONGTOWN RD	TOMLINSON, Melvin &	54-33-5	B-1B	1.80		3,140	3,140	89,130		
<b>TOTALS PLANNING AREA 7</b>				<b>26.76</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>10,132</b>	<b>10,132</b>	<b>534,420</b>

Appendix B

**Traffic Volume Data, ADT : 1980 to 2004**

Appendix B

**Traffic Volume Data, ADT: 1980 - 2004**

Re: Average Daily Traffic volumes for Southford

The following information has been assembled from ConnDOT ADT traffic logs for the road segments and years indicated:

Road Segment:	Year:									
	1980	1985	1990	1993	1997	2000	2001	2002	2004	Incr.**
Rte 67 north of Strongtown Rd.	6,500	7,600	9,700	9,800	10,700	10,600	10,700	9,300	9,200	(141.5%)
Rte 67/188 fr Strongtown Rd. to Quaker Farms Rd.(ovlp)	7,300	8,500	10,800	12,000	10,800	12,700	12,800	12,000	12,000	(164.3%)
Rte 67(@ town line)	6,500	7,300	9,400	10,200	10,400	11,200	11,300	11,200	10,400	(160.0%)
Rte 188 Strongtown Rd.	3,100	3,200	3,900	4,100	3,400	4,900	5,000	4,700	4,700	(151.6%)
Rte 188 Quakerfarms Rd.	1,250	1,600	3,200	3,500	4,300	3,600	3,700	4,000	3,900	(212%)

\*\* ADT % increase since 1980

Compiled: March 29, 2006

## Appendix C

### **Traffic Accident Data 1997 to 2006** (Source: Resident State Trooper's Office)

The following motor vehicle accidents occurred in the Town of Southbury from January 1997 to March 16, 2006

Southford Road/ Strongtown	9
Southford/ Quaker Farms	13
Southford/ Burma Road	7
Southford/ Quaker Farms/ Burma Road	1
Strongtown/ Route 188/ Munn Road	7

As a result of this data it is recommended the Town request the Connecticut Department of Transportation, Traffic Engineering Section, examine this accident data to determine if the actual accident data exceeds the "critical" accident threshold so as to warrant further detailed traffic study.

This information should be viewed along with the Town's important request to lower the speed limit to 30 miles per hour throughout this area.

## Appendix D

### **Sample Village District Regulation**

This sample Village District Regulation is provided as a recommendation to be considered for adoption into the existing Southbury Zoning Regulations for application to the Southford District. This recommendation will allow the Town to implement this Plan and create the Southford Village District.

#### Southford Village District Regulation

(Recommendation to be considered for adoption into Southbury Zoning Regulations).

The Zoning Commission of the Town of Southbury, acting through and by the authority granted to it under Connecticut General Statutes Chapter 124, § 8-2j. Village districts. (a) through (g) hereby adopts the Village district to be known as the Southford Village District (SVD).

The boundaries of the SVD are the current boundaries of the Southford District as shown on the existing Zoning Map of the Town of Southbury, CT as revised to November 1, 2002. The Southford Village District is comprised of the properties as shown on this map that lie within the present boundaries of the B-1A and B-1B zones as shown on the referenced map.

(It is recommended the Zoning Commission adopt the Planning Guidelines for areas 1-7 and the specific standards for Planning Areas 1-6 as are adopted through the approval of this Plan as the zoning standards for the SVD).

The purpose of the Southford Village District is to require land use applications for the SVD, whose boundaries are as described above and as adopted by the Southbury Planning Commission, to be in compliance with the goals and recommendations and standards as contained in this Plan.

All land use applications in the SVD shall be reviewed in the context of the policies, goals, recommendations and standards established and found in the Southford POCD and as is implemented by the adoption of this Village District Regulation.



In addition to the underlying Zoning Regulations and applicable Subdivision Regulations, reviews of all land use applications for land in the SVD, shall be conducted based on this POCD as adopted and sections (a) through (g) of § 8-2j. of the CGS. Any consultants deemed necessary by the Town Commissions shall be paid for by the applicant. All consultant invoices shall be paid prior to rendering a decision on an application in the SVD.

The SVD regulation is adopted to assist in implementing the goals, recommendations and standards found in this Plan and in addition to assist in the following ways by also allowing or encouraging:

1. Consolidation of parking at the rear of buildings with fewer curb cuts onto State Highways.
2. Sharing of driveway access wherever practical to reduce curb cuts and improve safety.
3. Parking to be located or relocated behind buildings and heavily landscaped around the edges.
4. Parking to be placed or moved to the sides of buildings when it cannot fit behind them.
5. Buildings to be arranged in varied clusters, with their masses and facades more related to the street.
6. Use of hedges, fences and other traditional devices to define a formal yet friendly street relationship.
7. Retain large deciduous shade trees to reinforce the street edge.
8. Use landscaping to reflect the natural landscape where possible.
9. Creation of pedestrian friendly sidewalks and walkways.
10. Allow building additions to be located in front or toward the front to strengthen town-like qualities with appropriate village style architecture.
11. Allow for the reduction of side setbacks which may allow varied massing of buildings.
12. Allow for buildings with upper stories to create a better streetscape and allow for housing on the second floor to help keep an area well populated after hours, improving security, adding vitality to the area, while providing varied housing opportunities with rental income to the building owner.

Appendix E

**Existing Historic Structures  
Southford Village**

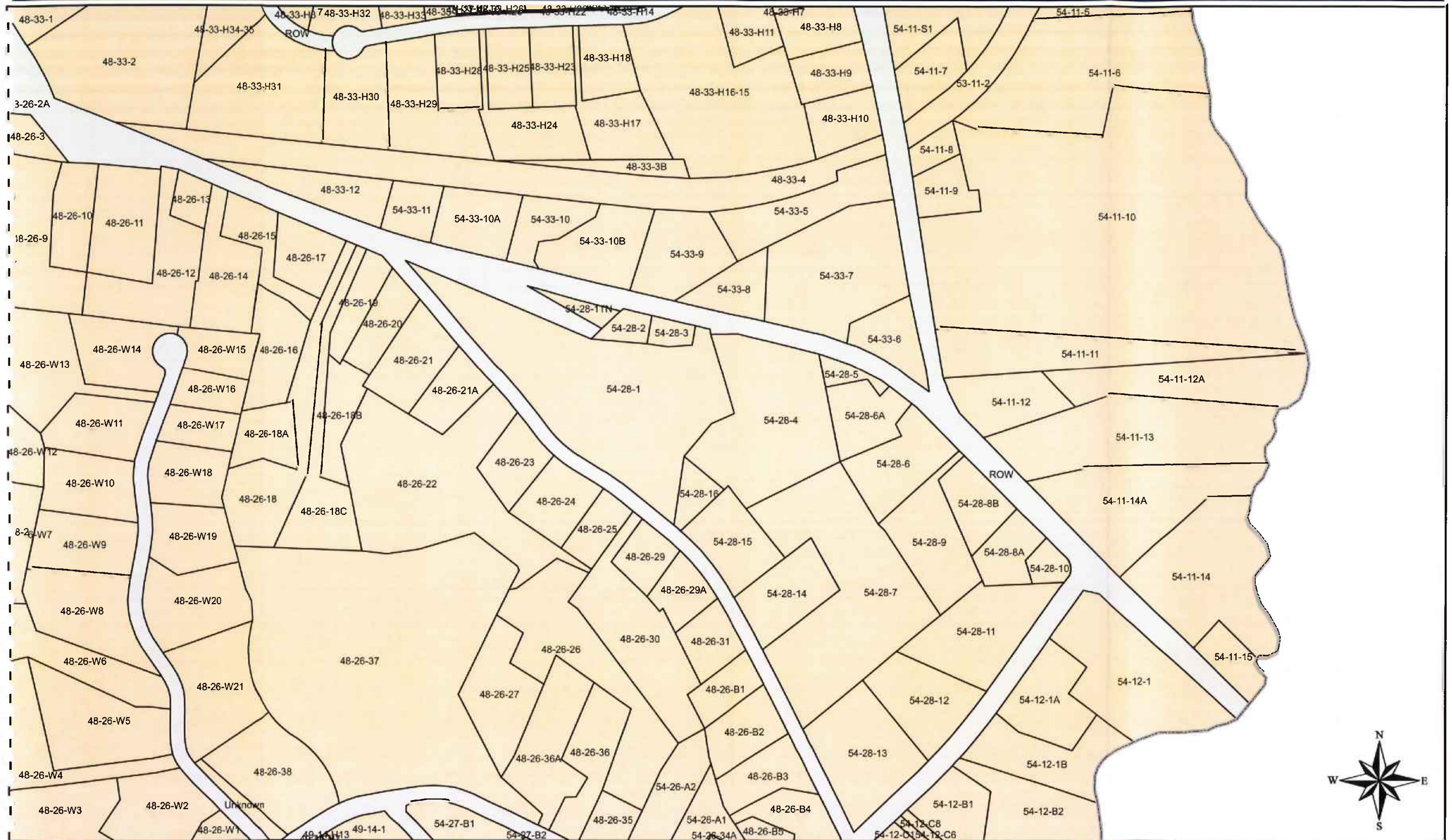
Number:	Location:	Historic Feature:
1.	1228 Southford Road	Residence circa 1800
2.	1455 Southford Road	Forge/Res/Hotel/Apts/Inn circa 1806
3.	1514 Southford Road	Rural Store circa 1805
4.	1531 Southford Road	Hotel/Residence 1806
5.	1532 Southford Road	Blacksmith Shop 1800
6.	19 Strongtown Road	Union Church/ Chapel of the Good Shepard/Social center/Firehouse circa 1825
7.	14 Strongtown Road	School/Residence circa 1825

It should also be noted that there are several other structures which may well merit study and consideration for their ability to contribute the historic character of the Village District. These should be studied as they come under consideration.

Appendix F

**Photographs of properties in the Southford Village District Area  
as visible from the public way in 2006**

# SOUTHFORD, CT - 2006 MAP-BLOCK-LOT



Planning Area I

Map 48 Block 33 Lot 12  
1225 Southford Road



Map 48 Block 33 Lot12  
1235 Southford Road



Planning Area 1



Map 54 Block 33 Lot 11  
1257 Southford Road

**Planning Area 2**



**Map 54 Block 33 Lot 10A  
1277 Southford Road**



**Map 54 Block 33 Lot10  
1295 Southford Road**

Planning Area 2



Map 54 Block 33 Lot 10B  
1319 Southford Road



Map 54 Block 33 Lot 9  
1349 Southford Road



**Planning Area 2**



**Map 54 Block 33 Lot 8  
1369 Southford Road**



**Map 54 Block 33 Lot 7 (Also in Planning Area 7)  
1411 Southford Road**

Map 54 Block 33 Lot 6 (Garage)  
19 Strongtown Road



Map 54 Block 33 Lot 6 (Chapel, front)  
19 Strongtown Road



**Planning Area 2**



**Map 54 Block 33 Lot 6 (Chapel, side)  
19 Strongtown Road**



**Map 54 Block 33 Lot 6 (residence)  
19 Strongtown Road**

**Planning Area 3**



**Map 54 Block 28 Lot 1  
33 Burma Road and Southford Road**



**Map 54 Block 28 Lot 2  
1334 Southford Road**

Planning Area 3



Map 54 Block 28 Lot 3  
1356 Southford Road



Map 54 Block 28 Lot 4  
1380 Southford Road

**Planning Area 3**



**Map 54 Block 28 Lot 5  
1416 Southford Road**



**Map 54 Block 28 Lot 6A (Also in Planning Area 4)  
1440 Southford Road**

**Planning Area 4**



**Map 54 Block 28 Lots 6 and 9  
1450 Southford Road**



**Map 54 Block 28 Lot 8B  
1486 Southford Road**

**Planning Area 4**



**Map 54 Block 28 Lot 8A  
1500 Southford Road**



**Map 54 Block 28 Lot 10  
1514 Southford Road**



**Planning Area 4**



**Map 54 Block 28 Lot 11  
30 Quaker farms Road**

Planning Area 5



Map 54 Block 12 Lot 1 (Blacksmith Shop)  
1532 Southford Road



Map 54 Block 12 Lot 1 (Bank)  
1235 Southford Road

Planning Area 5



Map 54 Block 12 Lot 1A  
45 Quaker Farms Road

Planning Area 6



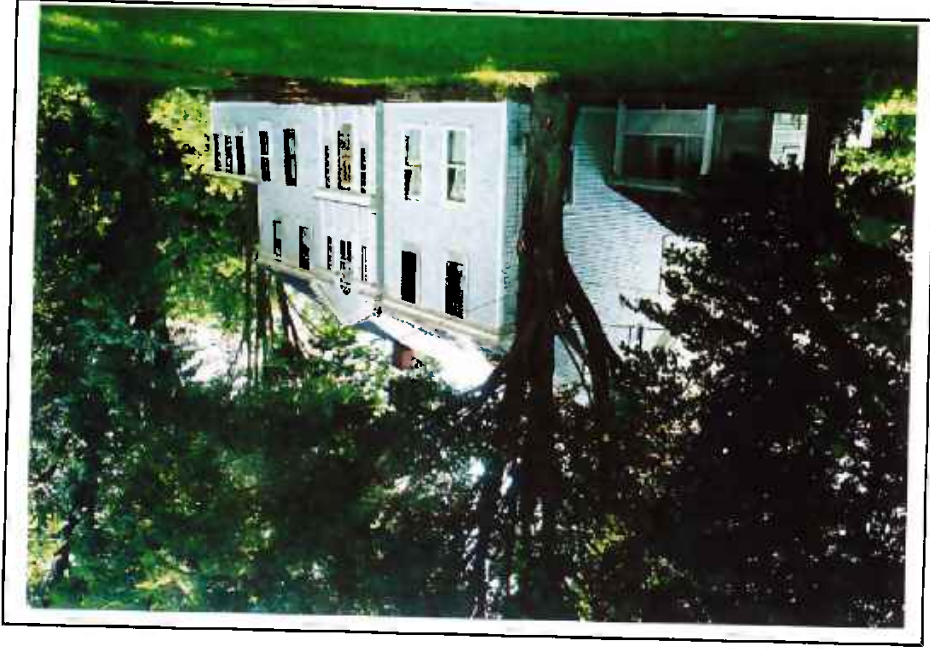
Map 54 Block 11 Lot 11  
12 Strongtown Road



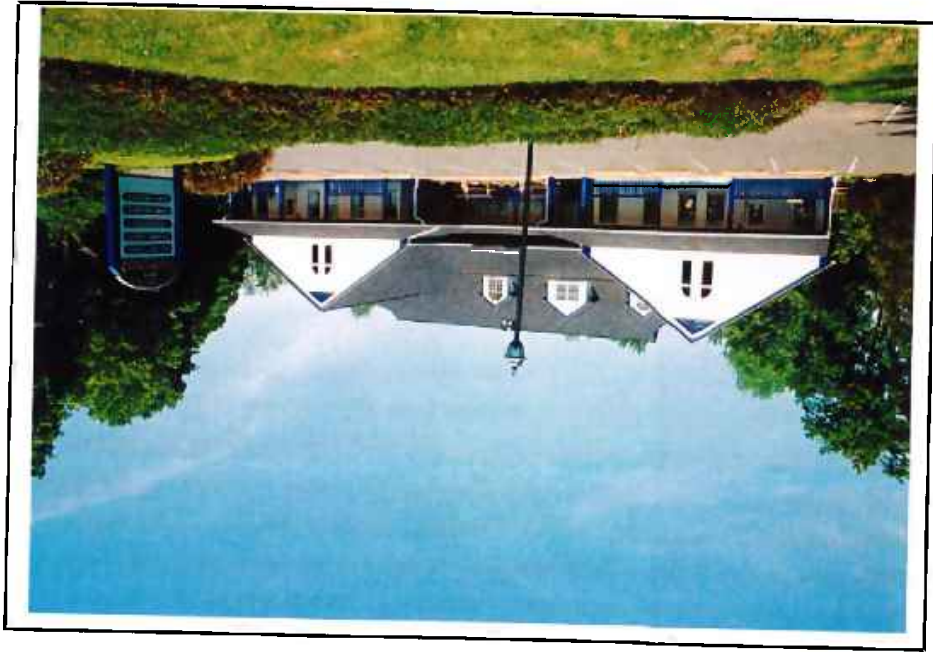
Map 54 Block 11 Lot 12  
1455 Southford Road

Planning Area 6

Map 54 Block 11 Lot 14A  
1531 Southford Road



Map 54 Block 11 Lot 13  
1481 Southford Road



Map 54 Block 11 Lot 15  
1583 Southford Road



Map 54 Block 11 Lot 14  
1565 Southford Road



Map 54 Block 11 Lot 9  
64 Strongtown Road



Map 54 Block 11 Lot 8  
78 Strongtown Road



Map 54 Block 11 Lot 10  
40 Strongtown Road



Map 54 Block 33 Lot 5  
73 Strongtown Road





## Grateful Acknowledgements

This Plan could not have been completed without the assistance of the following individuals or organizations. I would like to thank them all.

DeLoris Curtis, AICP, Planning Administrator

Nancy van Norden, CZET

Reference Staff of the Southbury Public Library

June L. Davis Photography

L. Hoskins Graphic Design

Council of Governments of the Central Naugatuck Valley

Fuss and O'Neill Technologies, LLC, GIS assistance

*With the sincere belief that the foundations of the past will provide the firm basis upon which to build a solid future for Southford Village.*

Hiram W. Peck III, AICP  
Planning Consultant

