

# **TOWN OF OXFORD, CT**



## **PLAN OF CONSERVATION AND DEVELOPMENT**

Town of Oxford  
New Haven County, Connecticut  
Oxford Planning and Zoning Commission

Effective Date: September 15, 2018

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October 10, 2018

To Oxford Residents and Stakeholders,

This document is the 2018 Plan of Conservation and Development (POCD) for Oxford, Connecticut. The effective date is September 15, 2018. It is a living document meant to guide Oxford's physical, social and economic development over the next ten (10) years, 2018 – 2028.

The POCD is the product of discussions with Oxford residents, town boards and commissions. Through public outreach via online surveys, public hearings and meetings, priorities for Oxford's growth and management of resources were identified. The POCD's recommended goals and strategies were based on these priorities and are designed to:

- Preserve to grow a community with a superior living environment while retain many of its rural characteristics, and
- Promote environmentally sustainable development, and
- Provide an atmosphere for economic growth to ensure a balanced and economically viable community.

We invite you to read and reflect on the plan and take an active role in its implementation. With the guiding goals and strategies of this plan, we continue our work to transition Oxford into a 21st century community which is rooted in rural traditions of family and community, to preserve the natural landscape of the Town, and to provide for sustainable economic growth.

Sincerely,

Jeffrey P. Luff, Chairman

TABLE OF CONTENTS

- I. INTRODUCTION & BACKGROUND..... 1**
  - A. PURPOSE OF POCD .....1
  - B. STATUTORY REQUIREMENTS.....4
- II. GOALS & POLICIES..... 6**
  - A. PRINCIPLES OF THE PLAN AND COMMUNITY VISION .....6
  - B. GENERAL PLANNING POLICIES .....7
- III. DEMOGRAPHICS & HOUSING ..... 8**
  - A. DEMOGRAPHIC CHARACTERISTICS.....8
    - Population Trends* .....10
    - Population Density* .....11
    - Age of Population*.....13
    - Household Size* .....17
    - Educational Attainment* .....18
    - Income*.....19
    - School Enrollment* .....20
  - B HOUSING .....21
    - Current Conditions* .....21
    - Affordable Housing* .....21
    - Housing Structure and Tenure*.....21
    - Housing Age* .....21
    - Housing Goal*.....22
    - Policies*.....22
    - Strategies* .....22
- IV. ENVIRONMENTAL & NATURAL RESOURCES.....24**
  - A. EXISTING CONDITIONS .....24
    - Topography* .....24
    - Inland Wetlands* .....27
    - Waterbodies*.....29
    - Drainage Basins*.....31
    - Floodplains* .....33
    - Groundwater Resources* .....34
    - Soil Resources*.....36
    - Agricultural Land*.....37
  - B. GOALS, POLICIES & RECOMMENDATIONS .....38
    - Environmental Preservation Goal* .....38
    - Policies*.....38
    - Strategies* .....39
    - Open Space Goal* .....40
    - Policy*.....40
    - Strategies* .....40
    - OPEN SPACE PLAN*.....42
- V. ECONOMIC DEVELOPMENT .....43**
  - A. EXISTING CONDITIONS .....43
  - B. GOALS, TARGETS AND RECOMMENDATIONS.....46
    - Economic Development Goals*.....46

<i>Potential Key Industries for Oxford</i> .....	46
<i>Policy</i> .....	47
<i>Strategies</i> .....	47
<b>VI. TRANSPORTATION &amp; CIRCULATION</b> .....	<b>48</b>
A. EXISTING CONDITIONS .....	48
<i>Existing Road System &amp; Jurisdiction</i> .....	48
<i>Traffic Counts and Areas of Potential Congestion</i> .....	50
<i>Waterbury-Oxford Airport</i> .....	51
<i>Railroad Commuter Service</i> .....	51
<i>Pedestrian Circulation</i> .....	52
<i>Transportation Deficiencies</i> .....	52
B. TRANSPORTATION PLAN .....	54
C. GOALS, POLICIES & RECOMMENDATIONS .....	54
<i>Transportation Goal</i> .....	54
<i>Policies</i> .....	54
<i>Strategies</i> .....	55
<b>VII. COMMUNITY SERVICES &amp; FACILITIES</b> .....	<b>58</b>
A. EXISTING CONDITIONS .....	58
<i>Emergency Services - Ambulance Service</i> .....	58
<i>Emergency Services - Fire Protection</i> .....	59
<i>Emergency Services - Police</i> .....	60
<i>Government Services - General</i> .....	60
<i>Public Works</i> .....	60
<i>Waste Disposal and Recycling</i> .....	60
<i>Senior Services</i> .....	61
B. PARK & RECREATION FACILITIES .....	62
<i>Town Owned Parks &amp; Recreation</i> .....	62
<i>Connecticut State Parks</i> .....	64
C. PUBLIC UTILITIES .....	65
<i>Sewer</i> .....	65
<i>Public Water</i> .....	65
<i>Public Facilities Goal</i> .....	67
<i>Policies</i> .....	67
<i>Strategies</i> .....	68
<b>VIII. HISTORIC &amp; CULTURAL RESOURCES</b> .....	<b>69</b>
A. EXISTING CONDITIONS .....	69
<i>Properties in the National Register of Historic Places</i> .....	70
<i>Properties on the State Register of Historical Places and other state historic inventories:</i> .....	70
<i>Properties are not within the National Registry are potentially eligible:</i> .....	71
<i>Other Properties of cultural significance in Oxford's History</i> .....	71
<i>Potential Historic Districts</i> .....	71
B. GOALS, POLICIES & RECOMMENDATIONS .....	72
<i>Goal</i> .....	72
<i>Policies</i> .....	72
<i>Strategies</i> .....	72
<b>IX. LAND USE</b> .....	<b>73</b>
A. GENERAL LAND USE CONSIDERATIONS .....	73
B. PROPOSED LAND USE CLASSIFICATIONS .....	76
<i>Commercial - Mixed Use</i> .....	76

<i>Industrial</i> .....	76
<i>High Technology Industrial District</i> .....	76
<i>Residential</i> .....	76
<i>Route 67 Office</i> .....	77
<i>Oxford Center</i> .....	77
<i>Route 34 Corridor</i> .....	77
<i>Age Restricted Housing</i> .....	77
<b>C. LAND USE GOALS, POLICIES AND RECOMMENDATIONS</b> .....	<b>79</b>
<i>Goal</i> .....	79
<i>Route 67 Commercial Area</i> .....	79
<i>Industrial Area-Airport</i> .....	81
<i>Oxford Center</i> .....	82
<i>Southeastern Gateway</i> .....	84
<i>Historic Core</i> .....	85
<i>Route 67 Professional Office District</i> .....	88
<i>Route 34 - Riverside</i> .....	88
<i>Quaker Farms</i> .....	89
<b>X. CONFORMITY WITH STATE AND REGIONAL PLANS</b> .....	<b>90</b>
A. STATE PLAN OF CONSERVATION AND DEVELOPMENT .....	90
B. COUNCIL OF GOVERNMENTS OF THE CENTRAL NAUGATUCK VALLEY (COGCNV) REGIONAL PLAN OF CONSERVATION AND DEVELOPMENT .....	92

### INDEX OF MAPS

Map 1 Regional Context.....	3
Map 2 Community Characterization - Development Intensity.....	9
Map 3 Population Distribution .....	12
Map 4 Concentration of Residents 65+ by Census Tract .....	16
Map 5 Elevation .....	25
Map 6 Wetlands and Waterbodies.....	28
Map 7 Major Drainage Basins in CT .....	31
Map 8 Drainage Basins.....	32
Map 9 FEMA Flood Zones & Aquifer Protection Areas .....	35
Map 10 Open Space .....	42
Map 11 Economic Development Areas.....	45
Map 12 Street Network .....	49
Map 13 Non-Motorized Transportation Plan.....	53
Map 14 Sanitary Sewer Service Area.....	66
Map 15 Land Use.....	75
Map 16 Future Land Use .....	78
Map 17 Locational Guide Map - CT C&D Policies Plan.....	91

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## I. INTRODUCTION & BACKGROUND



### A. Purpose of POCD

Chapter 126 Section 8-23 (a)(1) of the Connecticut General Statutes requires that at least once every ten years, a planning and zoning commission prepare or amend and adopt a Plan of Conservation and Development (The Plan). Although a State requirement, the most important function for a Plan is to help guide the future growth and development of the Town, through a series of coordinated goals, policies and strategies. The Plan should record the best thinking of the Town as to its future physical growth and development and to give direction to both public and private development.

The Plan should encompass a long-term vision of the community, but while its objectives are long-range, the Plan should can offer guidance for short-range land use decision upon adoption. Although it is often difficult to address immediate issues and problems with long-range concepts and principle, short term solution without respect to long-term purposes can dilute, even nullify the ultimate effectiveness and impact of the immediate solution.

The Town of Oxford has recognized the importance of planning. The Town's Plan was updated in 1991. Sections of the Plan dealing with commercial and industrial



development were updated in 1999. The ongoing emphasis and use of planning has served the Town well, but conditions have changed over the past several years. The current update is necessary for the Town to cope with these rapid sets of changes, and plan for its future.

The Town of Oxford formulated a comprehensive Plan of Conservation and Development in 2007. The plan addressed growth of the Town's economy, changing demographics and overall community improvement. Oxford was undergoing a period of rapid residential and industrial growth. The key issue was how to manage that growth in a way which would benefit and improve the community. The residential growth slowed and changed over during the great recession, however economic growth continued at a robust pace over the past several years. Recently, the Town decided to adopt a new approach, with establishment of the Village Center Mixed Use Development. This resulted in the approval of Quarry Walk, a mixed-use town center.

Therefore, the Town recognizes the underlying validity and relevance of much of the 2007 Plan, with the understanding of rapidly changing social and economic conditions. The Planning and Zoning Commission along with the Board of Selectmen together decided that several elements of the 2007 Plan did not require major updates, as the goals policies and underlying conditions remain constant. In other areas, it was designed to promote a strategic approach.

Thus, this plan update is intended to focus on priority specific actions which will help transition Oxford into a 21<sup>st</sup> century community which can enforce the sense of community, preserve the natural landscape of the Town, and provide for sustainable economic growth. The Plan envisions a progressive approach which will result in an environmentally and economic sustainable alternative to 20<sup>th</sup> century suburban development.

Map 1



# Regional Context

## Plan of Conservation & Development

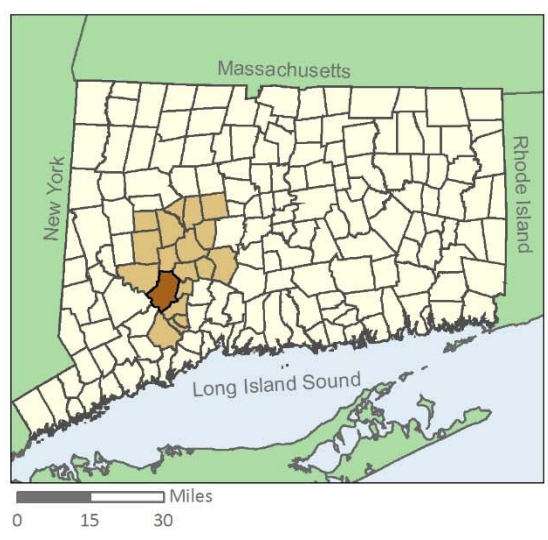
### Town of Oxford, CT



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Oxford  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

Date: 7/13/2018



## **B. Statutory Requirements**

Section 8-23 of the Connecticut State Statutes states that all plans shall consider the following:

1. The community development action plan of the municipality, if any. (Oxford does not have one)
2. Need for affordable housing.
3. Need for protection of existing and potential public surface and ground drinking water supplies.
4. Use of cluster development and other development patterns to the extent consistent with soil types, terrain and infrastructure capacity with the municipality.
5. Connecticut State Plan of Conservation and Development.
6. Regional plan of development
7. Physical, social economic and governmental conditions and trends.
8. Human resource, education, health, housing, recreation, social services, public utilities, public protection, transportation, cultural and intercommunication needs.
9. Objective of energy efficient patterns of development; use of solar and other renewable forms of energy and energy conservation.

The plans shall:

1. Be a statement of policies, goals and standards for the physical and economic development of the municipality.
2. Promote, with the greatest efficiency and economy, the coordinated development of the municipality, and the general welfare and prosperity of its people.
3. Recommend the most desirable use of land within the municipality for residential, recreation, commercial, industrial, conservation and other purposes,
4. Recommend the most desirable density of population.
5. Note any inconsistency it may have with the State Plan of Conservation and Development.
6. Make provisions for the development of housing opportunities, including opportunities for multifamily dwellings consistent with soil types, terrain and infrastructure capacity for all residents of a municipality and region.

7. Promote housing choice and economic diversity in housing, including housing for both low and moderate-income households.

The statute also states that the Plan may make recommendations for:

1. Conservation of trap rock and other ridgelines.
2. System of principal thoroughfares, parkways, bridges, streets and other public ways.
3. Airports, parks, playgrounds and other public grounds.
4. General location, relocation and improvement of public buildings.
5. General location of public utilities and terminals
6. Extent and location of public housing projects.
7. Programs for the implementation of the Plan, including schedule, budget, program for enactment and enforcement of zoning and subdivision regulations, implementation of public housing, plans for open space acquisition and greenways.
8. Any other recommendations that would be beneficial to the community.

## II. GOALS & POLICIES

### A. Principles of the Plan and Community Vision

The Plan has been formulated in accordance with a set of overall principles, which should be used as the basis for all Town actions:

1. Recognize the uniqueness of Oxford as a growing community within the growing region of southwestern Connecticut and strive to preserve to grow a community with a superior living environment. We envision Oxford as a new type of community which retains many of its rural characteristics, but provides an atmosphere for a growing economy
2. Preserve and acquire open space and promote economic growth to ensure a balanced and economically viable community.
3. Preserve the important natural characteristics of Oxford.
4. Promote the development of a modern sustainable economy that supports the residents and enhances the quality of life.
5. Plan for the changes within the community so that development results in a modern, environmentally sustainable community with a superior quality of life.
6. Use the Plan as a guide for all activities of the various town agencies, boards and commissions.
7. Enhance the sense of community for the residents of the Town, through providing for a central focus of activity, public services that enhance the quality of life of residents, and increase opportunities to live, work and shop in Oxford.
8. Continue to regulate single-family residential development to achieve consistency with the goals of the plan by utilizing the concept of Minimum Buildable Area to ensure that residential development is consistent with the goals of the plan.
9. Permit and promote economic growth consistent with the rapidly changing economy of the nation and region, in a manner consistent with the goals and policies of this plan.

## **B. General Planning Policies**

The general planning policies of the Plan are to:

1. Recognize that Oxford is part of a larger region; therefore, planning its future must consider the impact, beneficial or otherwise, of this interdependent relationship.
2. Work in conjunction with regional agencies and organizations including Naugatuck Valley Council of Governments (NVCOG), Regional Emergency Planning Team (REPT) Region 5, Pomperaug Health District.
3. Encourage actions by all town agencies and departments to reflect the goals, policies and strategies of the Plan. All pertinent codes, regulations, and ordinances which effect development should be reviewed, strengthened where necessary, and enforced to support the goals of the Plan.
4. The Town's financial resources should be considered when planning for future municipal improvements and services.
5. Promote greater citizen awareness of and participation in, local planning efforts through meetings, publications and other appropriate mechanisms.
6. Provide adequate technical support to the Town's land use boards utilizing available resources, within the budgetary constraints of the Town.
7. Concentrate commercial growth and associated higher intensity growth along the Route 67 corridor between the Seymour town line and the town hall and municipal complex
8. Promote industrial and related growth to the northern area around the airport, consistent with ongoing trends.
9. Increase opportunities for affordable housing to be built in the town.

### III. DEMOGRAPHICS & HOUSING

#### A. Demographic Characteristics



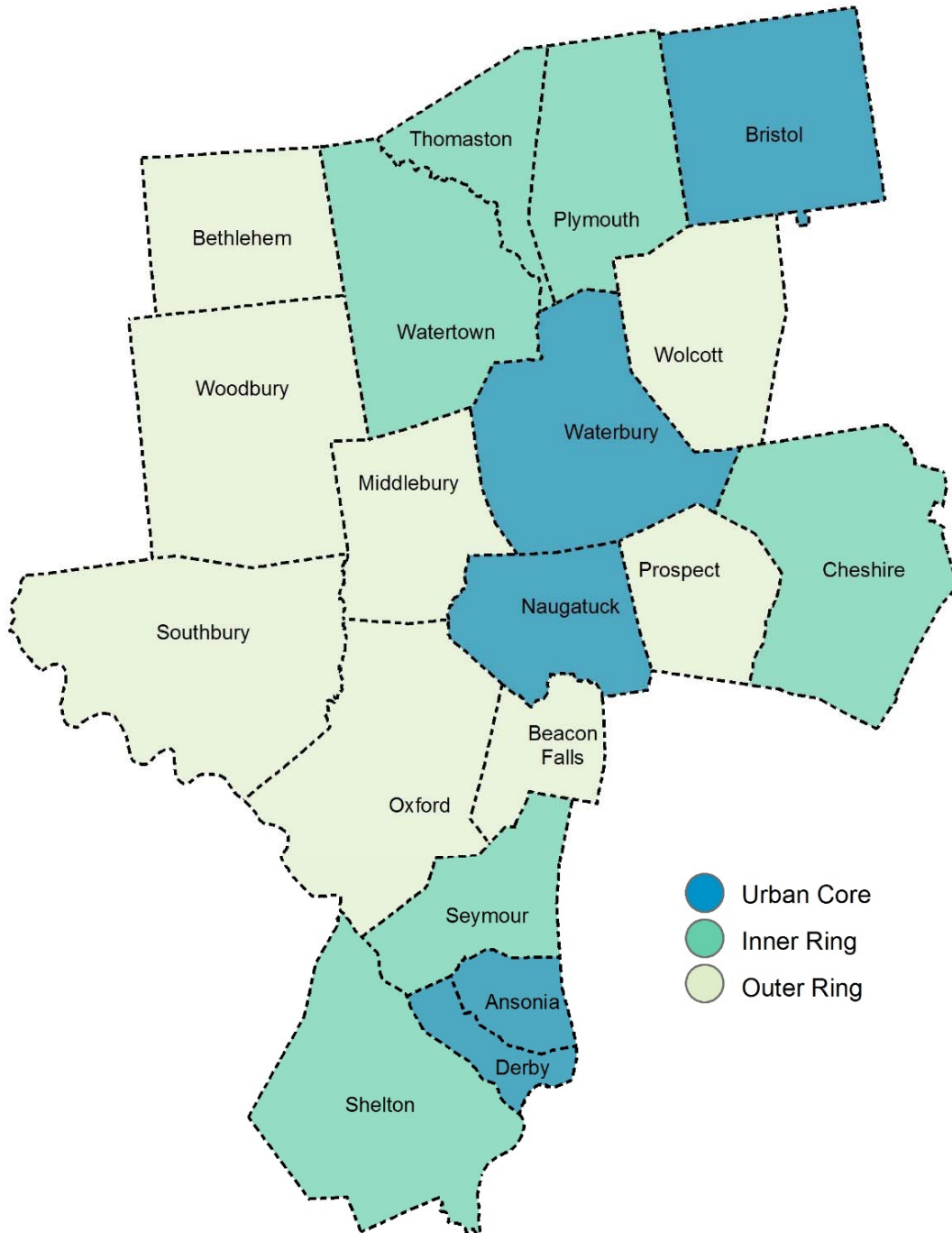
*Cub Scouts at Oxford Historical Society Photo Source: Oxford Historical Society, Fred Rowland*

In formulating the plan to meet the needs of the residents of Oxford, it was important to understand the characteristics of those residents. The demographic characteristics of the community describe some of those characteristics. It is equally important to understand the population trends and forces that will influence the development of the community.

This memorandum is an update of the demographic section of the 2007 Plan. We utilized the data within the 2015 Profiles report, prepared by the Naugatuck Valley Council of Governments (NVCOG). The use of this data changed some of the comparison data presented within the 2007 as the base of comparison became NVCOG communities, rather than the proximate communities utilized in the 2007 analysis. However, the use of the newer benchmark did not significantly impact the overall analytical conclusions.

The NVCOG 2016 Regional Profile categorizes the communities into three groups: Urban Core, (Waterbury, Naugatuck, Ansonia, Derby and Bristol), Inner Ring; (Cheshire, Watertown, Thomaston, Plymouth, Seymour and Shelton) and Outer Ring; (Oxford, Beacon Falls, Prospect, Southbury, Woodbury Middlebury, Wolcott, and Bethlehem). These categories are based upon the intensity of development, although it is more of a continuum rather than sharp lines of difference. Oxford is categorized as an Outer Ring, although its development patterns reflect a level of development which differs from more rural communities such as Middlebury, Beacon Falls and Prospect. See Map 2 on following page for more information.

Map 2 Community Characterization - Development Intensity



Source: Naugatuck Valley Council of Governments Regional Profile 2016



## Population Trends



*Oxford Dog Days Community Event*

*Photo Source: <http://www.oxford-ct.gov/town-information/slideshows/community-events>*

<b>Year</b>	<b>Population</b>	<b>% Change from Previous Period</b>	<b>% Change from 1950</b>
1950	2,037	NA	NA
1960	3,292	61.6	61.6
1970	4,480	36.1	119.9
1980	6,634	48.1	225.6
1990	8,685	30.9	326.4
2000	9,821	13.1	382.1
2010	12,683	36.6	522.6
2014	12,831	1.2	529.9

Source: Naugatuck Valley Regional Profile 2016

The Town's population has increased over five-fold since 1950. The population increased by over 60% during the 1950's, a period during which many suburban and rural communities in Connecticut experienced significant growth. Oxford's growth has continued unabated during each decade, although it was somewhat less during the 1990's.

Certain population characteristics were compared in Oxford with that of other area towns to achieve a better understanding of Oxford's existing and potential role within the region. Oxford is adjacent to communities with larger populations. Of all neighboring communities, only Middlebury and Beacon Falls have smaller populations.

### Population Density

An examination of the relative population density of area communities can provide an indication of the overall character of the community. Much of the population increase in Oxford since 2000 is related to the development within the age-restricted communities.

#### Changes of Population Density in Naugatuck Valley Communities

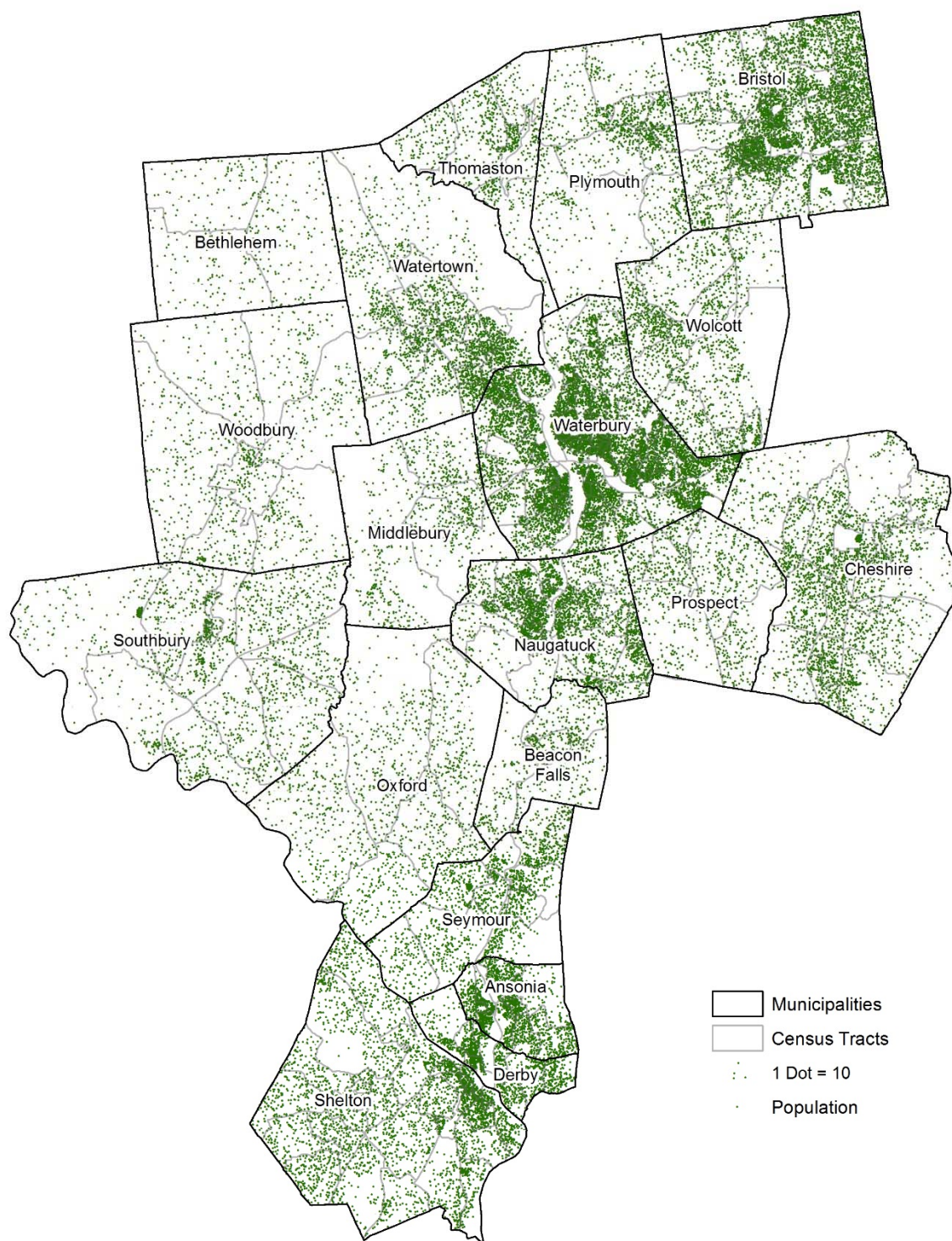
	<b>Land Area (Sq. Mi.)</b>	<b>2014</b>	<b>2010</b>	<b>2000</b>	<b>% Change 2000-2014</b>
Ansonia	6.2	3,092	3,111	2,999	3.10%
Beacon Falls	9.8	620	618	536	15.60%
Bethlehem	19.7	181	183	174	3.80%
Bristol	26.8	2,258	2,255	2,240	0.80%
Cheshire	33.4	877	877	856	2.60%
Derby	5.4	2,375	2,387	2,292	3.60%
Middlebury	18.4	411	411	350	17.40%
Naugatuck	16.4	1,938	1,943	1,890	2.60%
<b>Oxford</b>	<b>33.3</b>	<b>385</b>	<b>380</b>	<b>295</b>	<b>30.60%</b>
Plymouth	22.3	541	547	521	3.90%
Prospect	14.5	665	650	602	10.40%
Seymour	15	1,105	1,104	1,032	7.10%
Shelton	31.9	1,269	1,240	1,194	6.20%
Southbury	40.1	496	497	463	7.10%
Thomaston	12.2	639	646	615	3.90%
Waterbury	28.9	3,797	3,813	3,706	2.40%
Watertown	29.5	755	763	734	2.90%
Wolcott	21.1	793	791	721	9.90%
Woodbury	36.6	269	272	251	7.10%
Regional Total	421.5	1065	1064	1017	4.70%

Source: Naugatuck Valley Regional Profile 2016

Oxford is geographically the fourth largest of the NVCOG Towns; Southbury, Cheshire and Woodbury have more land area.

Despite the rapid residential development, Oxford still has one of the lowest population densities of all NVCOG communities, except for Woodbury and Bethlehem, both rather rural communities. Map 3 on the following page provides a visualization of population density of Oxford and its neighboring communities. It indicates: (1) a lower population density in Oxford than many neighboring communities; and (2) a slightly higher concentration of population in the eastern section of the Town.

Map 3 Population Distribution



Source: Naugatuck Valley Council of Governments Regional Profile 2016

## Age of Population

### Age Distribution by Percentage of Population 2015

	<b>Under 5 Years</b>	<b>5-17 Years</b>	<b>18-24 Years</b>	<b>25-34 Years</b>	<b>35-44 Years</b>	<b>45-64 Years</b>	<b>Over 64 Years</b>
Ansonia	6.20%	17.60%	8.50%	13.70%	13.50%	27.10%	13.50%
Beacon Falls	5.30%	17.50%	7.10%	10.50%	15.50%	31.20%	12.90%
Bethlehem	3.70%	17.10%	6.70%	6.30%	12.40%	39.00%	14.90%
Bristol	5.60%	15.80%	7.90%	13.50%	13.90%	28.30%	14.90%
Cheshire	4.40%	19.80%	7.90%	8.30%	14.30%	31.20%	14.00%
Derby	6.20%	14.80%	8.30%	13.80%	14.00%	27.30%	15.60%
Middlebury	4.70%	19.90%	5.70%	6.80%	14.90%	30.90%	17.20%
Naugatuck	5.90%	17.20%	8.60%	14.10%	14.30%	27.90%	11.90%
<b>Oxford</b>	<b>5.40%</b>	<b>18.90%</b>	<b>5.70%</b>	<b>7.80%</b>	<b>15.20%</b>	<b>33.40%</b>	<b>13.50%</b>
Plymouth	4.80%	17.30%	7.50%	10.90%	14.70%	32.00%	12.80%
Prospect	4.60%	18.00%	7.60%	7.50%	14.50%	32.70%	15.20%
Seymour	5.20%	16.70%	7.50%	11.20%	14.70%	30.50%	14.20%
Shelton	4.70%	16.40%	6.70%	9.70%	13.60%	31.50%	17.40%
Southbury	3.60%	16.80%	4.80%	5.40%	11.30%	31.80%	26.30%
Thomaston	4.60%	18.40%	6.70%	9.40%	15.30%	32.20%	13.30%
Waterbury	7.20%	18.40%	10.10%	14.10%	13.30%	24.30%	12.60%
Watertown	4.70%	16.90%	7.10%	9.70%	13.20%	32.20%	16.20%
Wolcott	4.40%	19.00%	7.80%	8.20%	14.60%	30.70%	15.20%
Woodbury	4.00%	17.10%	5.50%	7.60%	12.50%	36.20%	17.10%
Regional Total	5.6%	17.5%	8.0%	11.4%	13.8%	29.0%	14.8%

Source: Naugatuck Valley Regional Profile 2016

### Changes in Age of Oxford Population

Age Group	2000		2010		Change 2000-2010	% Change 2000-2010
	Number	%	Number	%		
Under 18 years	2,663	27.12%	3085	21.00%	422	15.85%
18 to 24 years	579	5.90%	726	5.72%	147	25.39%
25 to 34 years	1,045	10.64%	993	7.83%	-52	-4.98%
35 to 44 years	2,053	20.90%	1927	15.19%	-126	-6.14%
45 to 64 years	2,624	26.72%	4240	33.43%	1,616	61.59%
65 years and over	857	8.73%	1712	13.50%	855	99.77%

Source: Naugatuck Valley Regional Profile 2016

The changes indicated above within the age composition of the Oxford population during the first decade of the twenty-first century indicate some important trends:

- The greatest population change was in the 65 and over age group, which doubled within this 10-year period. This is a result with the continued growth of the age-restricted communities, principally Oxford Greens. This trend has several important implications to the economic growth of Oxford, the provision of services.



*Community Event at Oxford Greens*

*Photo Source: <http://www.oxford-ct.gov/town-information/slideshows/user-submitted-photos-01>*

- There was also a significant increase in the 45-64 population. This age-cohort consists primarily of “empty nesters” as well as parents with children in college, adult children living at home, or children in their latest stages of the public education age spectrum, who will leave the public-school system within the next year or so. It also indicates the demographic which may require or seek different housing types in the near future.
- The population of families within the family /formulation age groups; 25-34 and 35 to 55 decreased during this period of high population growth. This trend is prevalent throughout the State, as young families who grew up here decide that there is a more favorable economic and social environment elsewhere and relocates accordingly. this contrasts with the significant development of large single-family homes which occurred during the 1990’s, as an effect of Oxford being able to offer more affordable luxury housing to residents compared with the extremely high cost of housing in lower Fairfield County. The positive aspect is the potential stabilization of the municipal cost of education. The negative impacts are that Oxford, along with much of the State, is losing its young and productive population.

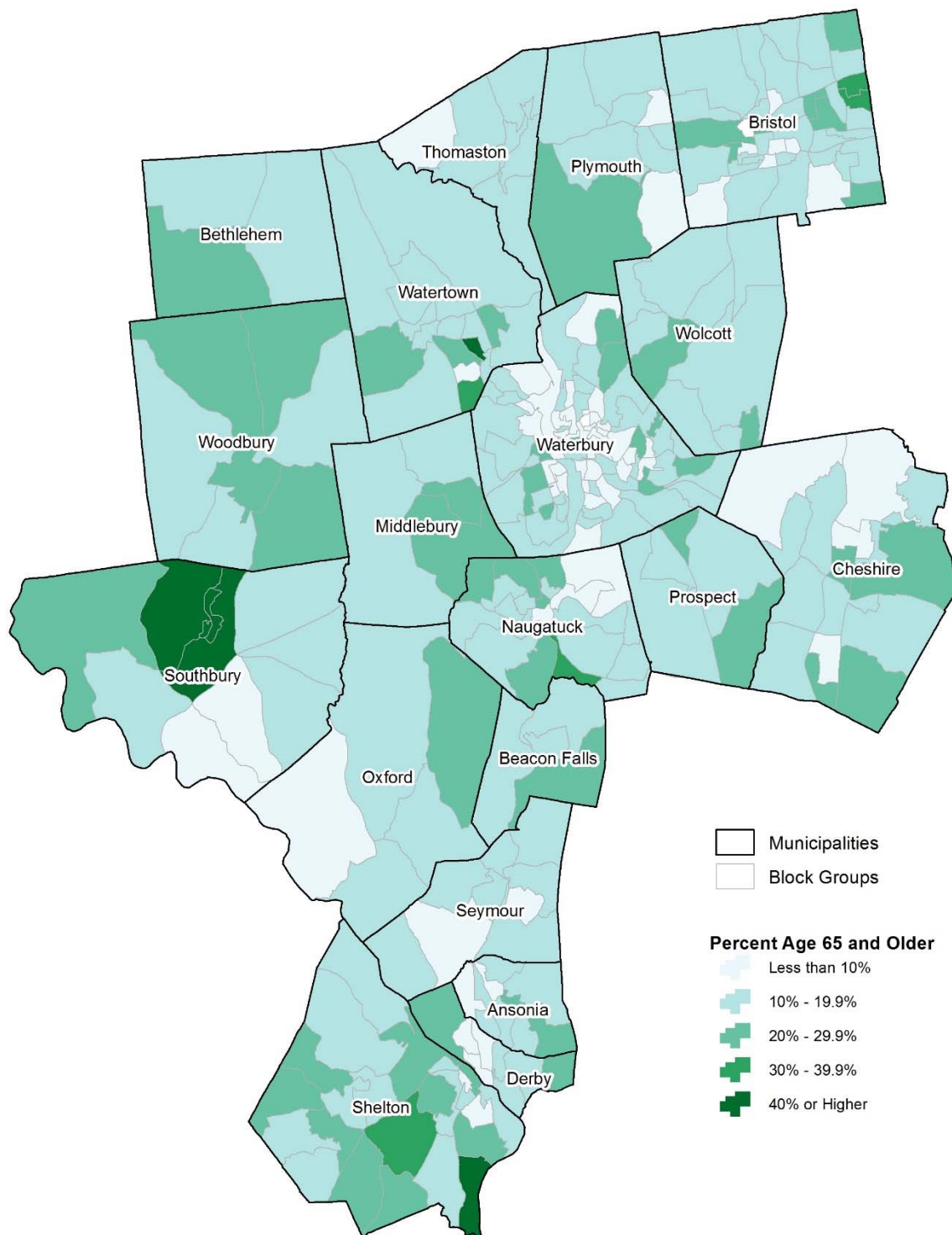
## Change of Median Age of Oxford and Naugatuck Valley Communities 2000-2010

	<b>2010</b>	<b>2000</b>	<b>1990</b>	<b>%Change 1990- 2010</b>
Ansonia	38.4	36.8	34	12.90%
Beacon Falls	41.5	36.7	32.6	27.30%
Bethlehem	47.1	42.2	36.2	30.10%
Bristol	40.3	37.6	33.7	19.60%
Cheshire	42.2	38.4	35.5	18.90%
Derby	40.3	37.7	35.6	13.20%
Middlebury	43.9	42.8	40.1	9.50%
Naugatuck	38.2	35.5	32.2	18.60%
Oxford	43.4	38.4	34	27.60%
Plymouth	41.9	37.5	33.9	23.60%
Prospect	43.8	39.4	36.3	20.70%
Seymour	41.6	38.5	34.7	19.90%
Shelton	44.4	39.8	35.3	25.80%
Southbury	49.9	45.7	42.9	16.30%
Thomaston	42.5	37.8	34.1	24.60%
Waterbury	35.2	34.9	33.3	5.70%
Watertown	44	39	35.6	23.60%
Wolcott	42.7	38.1	35.5	20.30%
Woodbury	46.9	41	37	26.80%
<b>Region Total</b>	<b>40.1</b>	<b>37.6</b>	<b>34.3</b>	<b>16.90%</b>
<b>Urban Core</b>	<b>37.3</b>	<b>35.9</b>	<b>33.2</b>	<b>12.30%</b>
<b>Inner Ring</b>	<b>42.9</b>	<b>38.7</b>	<b>35</b>	<b>22.60%</b>
<b>Outer Ring</b>	<b>45.1</b>	<b>40.6</b>	<b>37.4</b>	<b>20.60%</b>

Source: Naugatuck Valley Regional Profile 2016

The median age of Oxford residents is slightly higher than that of the Region. Like most of the region, the median age of Oxford residents has increased over the past two decades. This data and Map 4 (next page) indicates areas of the greatest concentrations of residents aged 65 and older. The highest concentration within the entire region exists within the Heritage Village area of Southbury, the small southern corner of Shelton, a small southeast area of Naugatuck dominated by condominium units, and the southeast area of Cheshire. The Census tract of the northeastern section of Oxford, east of Riggs Street, also contains a significant concentration of residents 65 and over, largely due to the growth of the Oxford Greens community. In contrast, the southwestern area of Oxford, is within the lowest concentration of residents 65 and over. This is a result of the low-density land use pattern, and the recent zoning restrictions which limit development to single-family homes on minimum lot areas of two-acres. This area is not in proximity to services which may be desirable to residents 65+.

Map 4 Concentration of Residents 65+ by Census Tract



Source: Naugatuck Valley Council of Governments Regional Profile 2016

### Household Size

The average household size has decreased from 3.18 in 1980 to 2.81 in 2010. The average household size in Oxford remains higher than the average for the NVCOG region.

#### Average Household Size 1980-2010

	2010	2000	1990	1980	% Change 1980-2010
Ansonia	2.55	2.46	2.57	2.71	-5.9%
Beacon Falls	2.56	2.58	2.69	2.98	-14.1%
Bethlehem	2.49	2.69	2.73	2.86	-12.9%
Bristol	2.35	2.38	2.51	2.77	-15.2%
Cheshire	2.66	2.71	2.82	3.06	-13.1%
Derby	2.35	2.32	2.4	2.65	-11.3%
Middlebury	2.72	2.66	2.73	2.94	-7.5%
Naugatuck	2.56	2.6	2.69	2.8	-8.6%
<b>Oxford</b>	<b>2.81</b>	<b>2.94</b>	<b>3.09</b>	<b>3.18</b>	<b>-11.6%</b>
Plymouth	2.53	2.6	2.72	2.92	-13.4%
Prospect	2.76	2.83	2.97	3.24	-14.8%
Seymour	2.46	2.49	2.55	2.73	-9.9%
Shelton	2.55	2.65	2.79	3.05	-16.4%
Southbury	2.33	2.41	2.34	2.39	-2.5%
Thomaston	2.53	2.57	2.64	2.86	-11.5%
Waterbury	2.54	2.46	2.48	2.67	-4.9%
Watertown	2.57	2.67	2.8	3	-14.3%
Wolcott	2.75	2.79	2.93	3.3	-16.7%
Woodbury	2.36	2.48	2.51	2.61	-9.6%
Region Total	2.53	2.54	2.62	2.81	-10.2%
Urban Core	2.48	2.45	2.52	2.71	-8.5%
Inner Ring	2.56	2.64	2.75	2.97	-13.8%
Outer Ring	2.59	2.65	2.72	2.91	-11.0%

Source: Naugatuck Valley Regional Profile 2016



### Educational Attainment

The level of educational achievement among the residents of a community often correlates directly with income levels. Educational achievement also has important ramifications for local and regional economic development efforts. Many of the growing, emerging industries that could be the basis for future economic growth in Oxford require an educated work force. The economic development strategy should be consistent with the skill and educational levels of the population.

The data indicates that the educational achievement in Oxford is generally comparable or higher than regional averages. Over 40% percent of Oxford adults achieved a Bachelor's degree.

#### **Educational Attainment by Communities**

	<b>Population 25 years and over</b>	<b>Less than High School</b>	<b>High School Graduate</b>	<b>Some College</b>	<b>Associates Degree</b>	<b>Bachelor's Degree and Higher</b>
Ansonia	13,181	12.10%	45.50%	19.20%	7.00%	16.30%
Beacon Falls	4,311	6.40%	35.80%	20.80%	8.50%	28.60%
Bethlehem	2,524	6.40%	26.00%	21.40%	8.90%	37.40%
Bristol	43,135	11.00%	36.60%	20.40%	8.20%	23.70%
Cheshire	20,303	5.60%	22.50%	13.80%	6.30%	51.70%
Derby	9,093	12.60%	36.10%	18.10%	6.50%	26.70%
Middlebury	5,338	4.10%	17.90%	17.60%	10.70%	49.60%
Naugatuck	21,883	12.60%	32.80%	21.00%	9.10%	24.50%
<b>Oxford</b>	<b>8,648</b>	<b>5.10%</b>	<b>26.90%</b>	<b>20.40%</b>	<b>6.00%</b>	<b>41.60%</b>
Plymouth	8,384	10.60%	36.70%	21.90%	11.50%	19.40%
Prospect	7,002	9.60%	32.80%	15.40%	8.10%	34.20%
Seymour	11,045	5.10%	36.10%	20.30%	7.00%	31.50%
Shelton	29,230	7.20%	28.50%	18.70%	7.80%	37.80%
Southbury	14,705	7.70%	22.20%	16.90%	7.20%	46.00%
Thomaston	5,508	9.50%	35.50%	19.60%	10.60%	24.90%
Waterbury	70,744	20.50%	36.20%	19.10%	8.20%	16.00%
Watertown	15,706	7.20%	30.40%	19.90%	9.70%	32.70%
Wolcott	11,772	8.60%	36.70%	16.70%	9.60%	28.30%
Woodbury	7,372	4.90%	21.80%	16.70%	7.70%	48.90%
Region Total	309,884	11.40%	32.80%	18.90%	8.20%	28.80%
Core	158,036	15.70%	36.60%	19.70%	8.10%	19.90%
Inner Ring	90,176	7.00%	29.60%	18.40%	8.20%	36.80%
Outer Ring	61,672	6.90%	27.50%	17.70%	8.10%	39.70%

Source: Naugatuck Valley Regional Profile 2016

### Income

The incomes within the Naugatuck Valley have generally declined, (adjusted for inflation) between 1999 and 2014. In Oxford, the median family income declined by 10.1% and the mean family income by 7.0%. However, the incomes in Oxford were higher than that of most communities.

#### **Income in the Naugatuck Valley 1999-2014 Adjusted for Inflation**

	Median Household Income			Mean Household Income		
	2014	1999	% Change	2014	1999	% Change
Ansonia	\$43,144	\$61,097	-29.4%	\$61,840	\$76,280	-18.9%
Beacon Falls	\$87,273	\$80,361	8.60%	\$106,630	\$88,695	20.20%
Bethlehem	\$88,616	\$97,330	-9.0%	\$99,756	\$111,985	-10.9%
Bristol	\$60,208	\$67,339	-10.6%	\$74,047	\$82,728	-10.5%
Cheshire	\$107,716	\$114,262	-5.7%	\$125,625	\$128,899	-2.5%
Derby	\$52,136	\$64,851	-19.6%	\$65,087	\$77,695	-16.2%
Middlebury	\$95,320	\$100,066	-4.7%	\$105,691	\$115,545	-8.5%
Naugatuck	\$58,641	\$72,771	-19.4%	\$77,372	\$84,087	-8.0%
<b>Oxford</b>	<b>\$98,504</b>	<b>\$109,519</b>	<b>-10.1%</b>	<b>\$106,216</b>	<b>\$114,199</b>	<b>-7.0%</b>
Plymouth	\$71,441	\$76,325	-6.4%	\$82,966	\$88,906	-6.7%
Prospect	\$100,592	\$95,935	4.90%	\$109,665	\$105,134	4.30%
Seymour	\$77,465	\$74,419	4.10%	\$95,490	\$92,317	3.40%
Shelton	\$88,369	\$95,555	-7.5%	\$105,833	\$107,243	-1.3%
Southbury	\$76,896	\$87,925	-12.5%	\$101,423	\$115,175	-11.9%
Thomaston	\$73,679	\$77,102	-4.4%	\$88,239	\$90,428	-2.4%
Waterbury	\$41,136	\$48,685	-15.5%	\$48,256	\$60,066	-19.7%
Watertown	\$78,767	\$84,376	-6.6%	\$97,647	\$97,641	0.00%
Wolcott	\$83,317	\$87,154	-4.4%	\$94,080	\$95,966	-2.0%
Woodbury	\$84,868	\$97,017	-12.5%	\$105,691	\$117,350	-9.9%
Region Total	\$66,989	\$73,563	-8.9%	\$82,378	\$88,444	-6.9%
Urban Core	\$49,560	\$58,749	-15.6%	\$61,409	\$71,866	-14.6%
Inner Ring	\$86,633	\$91,418	-5.2%	\$104,145	\$105,498	-1.3%
Outer Ring	\$87,357	\$93,268	-6.3%	\$102,851	\$108,375	-5.1%

Source: Naugatuck Valley Regional Profile 2016

### School Enrollment

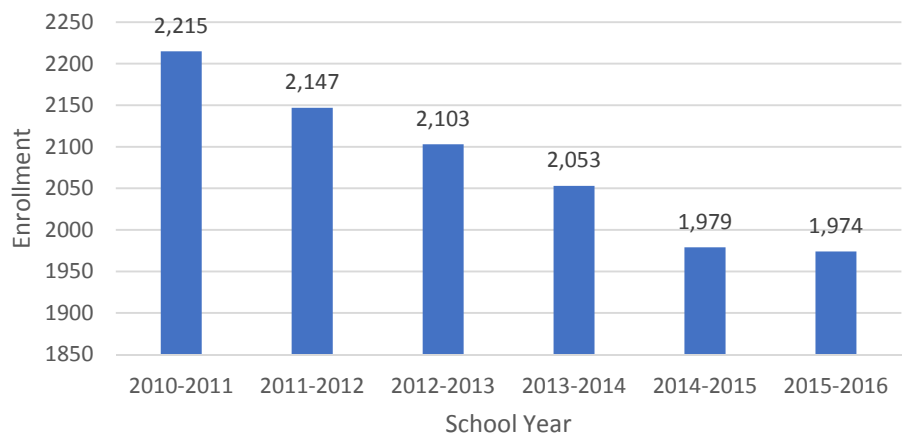


Oxford High School Photo source: <http://www.oxford-ct.gov/town-information/slideshows/around-town-01>

The following data was obtained from the State Department of Education. The data indicates that public school enrollment has declined in Oxford. The decline is projected to continue over the next ten years.

### Oxford Public School Enrollment

Source: CT State Dept of Education



## B Housing



### Current Conditions

### Affordable Housing

As per CT Department of Housing 2017 Affordable Housing Appeals List, 1.5% of Oxford's total housing units were considered affordable. There are 36 government subsidized units, 5 tenant rental assistance and 27 CHFA/USDA mortgages. In addition, two major affordable housing developments have been approved and are currently under construction.

### Housing Structure and Tenure

96% of Oxford housing consists of single family homes, with an additional 3% of multifamily homes. 87% of the housing is owner occupied, with 12% renter occupied. The homes in Oxford 51% are 3bdr, 26% have 4bdr, 19% have 2bdr and just 4% are 1bdr or studio.

### Housing Age

The majority housing stock in Oxford was built after 1970 (68%), with some built between 1940 and 1969 (23%) and a small percentage (9%) pre-1939.

### Housing Goal

*All expansion of the housing stock should be of the highest quality and consistent with the rural character of the community.*

### Policies

1. Detached single-family housing shall remain the predominant form of housing within the community.
2. Preserve the integrity and quality of existing neighborhoods.
3. The neighborhood should be the basis for residential development in Oxford, with residential development designed to create and/or enhance the sense of neighborhood.
4. Continue to ensure that residential development includes the preservation of open space.
5. Provide limited new opportunities for housing of residents aged 55 and over in high quality developments that further the goals of the community, in addition to those developments already approved.
6. Recognize the need to provide affordable housing to residents of Oxford, who cannot afford the current high costs of housing, in a way consistent with the character of the community.
7. Ensure that the residential development can be safely accommodated by the road system of the area. This is especially important in areas west of Route 188.
8. Provide additional opportunities to develop affordable housing within the town, specifically along the Rt. 343 corridor. This may be a good location for transit oriented housing, however further study may be required.
9. Residential Cluster Housing should be considered as a way to preserve open space, but only in areas covered by public sewer and water. Total housing density should remain at 0.5 units/acre.

### Strategies

1. The Town's zoning regulations should permit age-restricted housing under the following circumstances:
  - Residential Golf Community District - The Commission should continue to try to ensure that the Residential Golf Community District continue to be developed for its principal use for residents 55 and over, recognizing that some minor adjustments may be necessary.

- The Town should refrain from approving any additional age-restricted developments for the foreseeable future, unless it is part of a larger development which would provide an important overall benefit to the Town.
2. The use of conservation / open space developments should be considered on appropriate areas with the residential districts. These proposed developments should be considered to permit residential development to protect sensitive environmental areas, and provide a mechanism for the provision of affordable housing. Generally, these developments should not permit a significant increase in the density or number of units, at the discretion of the Planning and Zoning Commission.
  3. Continue to re-evaluate the residential development regulations to ensure low-impact development.
  4. Encourage the production of affordable housing for veterans of the United States Military through the pursuit of grants, cooperation with developers, and zoning change amendments as appropriate.
  5. Town zoning regulations should allow for affordable housing along the Rt. 34 corridor, with the possibility of transit oriented housing development.

## IV. ENVIRONMENTAL & NATURAL RESOURCES



### A. Existing Conditions

This plan recognizes that the preservation of the important environmental resources of Oxford are a very important characteristic of the community. This plan update is intended to preserve these environmental assets, and channel growth into areas deemed most appropriate for commercial and residential growth, in a manner which respects and preserves the environmental attributes of the community. Residents have indicated that the rural character and natural environment are very important aspects to Oxford's quality of life. Although the community has experienced substantial growth in the recent past, much of the natural environment of Oxford remains.

#### Topography

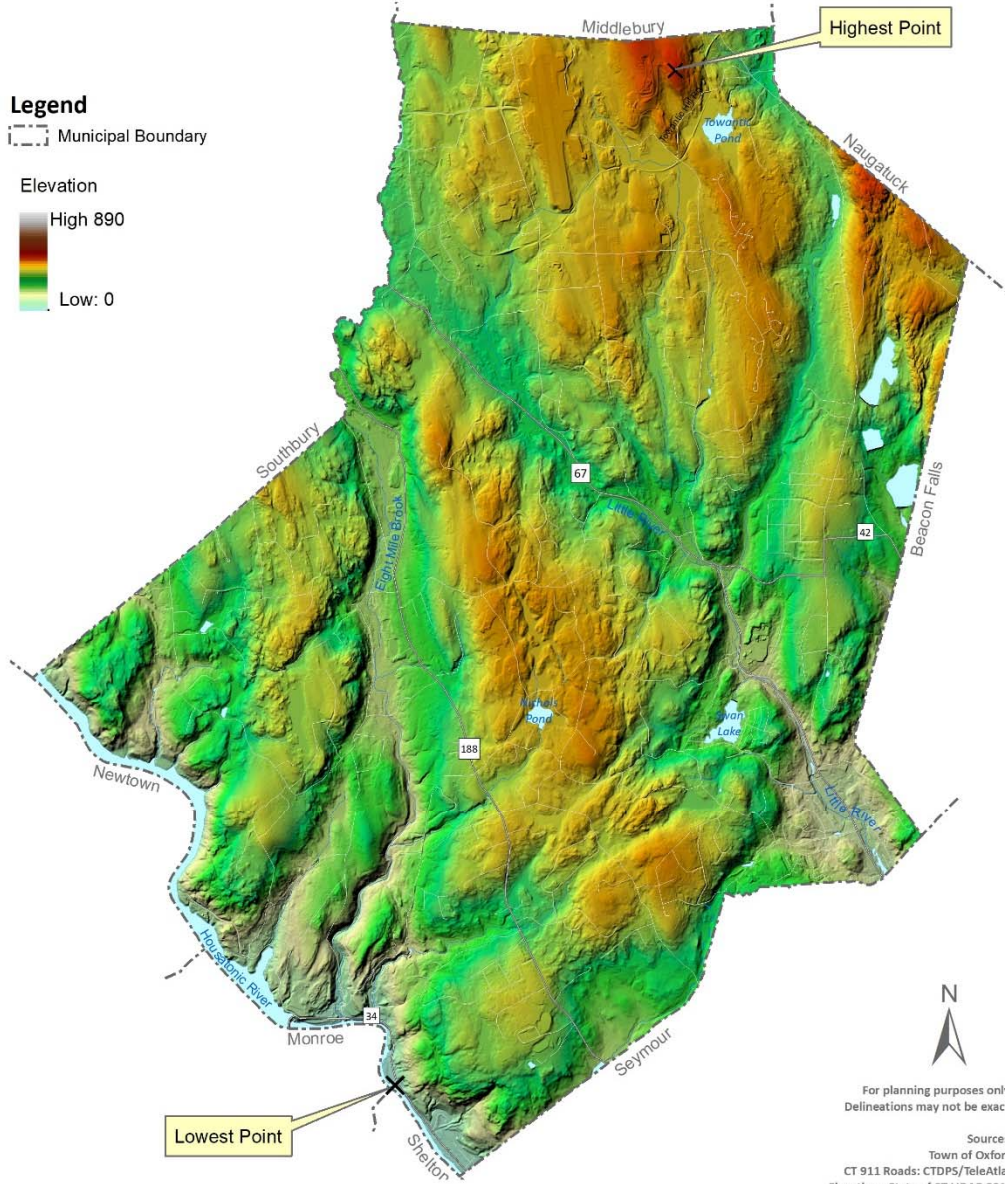
Oxford is a community of hills and valleys with very few large level areas. The town's overall topography consists of three upland areas, separated by the lowlands and valleys along the Little River and Eight Mile Brook. The valley areas are not broad, nor do they contain extensive areas of floodplain. The upland areas are bisected by numerous smaller stream valleys, making a generally rolling topography.

Map 5



# Elevation

*Plan of Conservation & Development*  
Town of Oxford, CT



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For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Oxford  
CT 911 Roads: CTDPS/TeleAtlas  
Elevation: State of CT LIDAR 2016  
Hydrography: CT DEEP

Date: 7/16/2018



As shown in map 5, the highest point in the Town is on Towantic Hill, at about 890 feet above mean sea level, just east of Long Meadow Road. The lowest elevation is along the Housatonic River bank, north of the Seymour Town Line, at an elevation of about 20 feet above mean sea level. The Housatonic River defines the southwest boundary of the Town. The land rises sharply from the river, with hills and ridges defining the area northeast of Route 34, which runs along the river. The northern area of Oxford, near the airport, is a plateau, where the topography is less severe.

The severe topography of Oxford has defined the traditional development pattern of the community. Nearby communities along the Naugatuck River valley were urbanized centers for the past century, but the highlands and severe topography of Oxford limited development until recently. The topography, wooded hillsides and areas of severe slope still define the community and influence the pattern of development. However, as areas with less development constraints within southwestern Connecticut have developed, developers have looked for areas which have presented prior developmental challenges. As a result, there has been increasing pressure for the development of areas with environmental challenges, including the Oxford hillsides. The Oxford Planning and Zoning Commission responded to this pressure in 2004, when the approved amendments to the Zoning Regulations that would control and limit development and alteration of sloped areas.



*Cascade along Pomperaug Trail, Oxford, CT*  
Photo Source: <https://connecticutexplorer.blogspot.com/2013/09/whats-in-name-pomperaug.html>

## Inland Wetlands

Connecticut statutes define wetlands as those soil types designated poorly drained, very poorly drained, and alluvial and floodplain. These soil types perform several valuable functions:

- Flood control, through absorption of water and reduction of runoff;
- Water Quality, by absorbing contaminants and allowing vegetation to renovate water quality;
- Wildlife habitat is a source of food and shelter for a wide variety of animal and aquatic life;
- Water availability, by slowly releasing the water that they have absorbed into the ground and recharging the aquifer; and
- A range of other conservation, economic aesthetic, recreational and other uses and values.

To protect these functions and values in Oxford, activities within wetland areas are regulated by the Oxford Inland Wetlands Commission. The Commission is charged by State law to regulate the use of wetlands; “to protect the citizens of testate by making provisions for the protection, preservation, maintenance and use of the inland wetlands and watercourses by minimizing their disturbance and pollution; maintaining and improving water quality in accordance with the highest standards set by federal, state or local authority; preventing damage from erosion, turbidity or siltation; preventing loss of fish and other beneficial aquatic organisms, wildlife and vegetation and the destruction of the natural habitats thereof; deterring and inhibiting the danger of flood and pollution; protecting recreational and other public and private uses and values; and protecting the state’s potable fresh water supplies from the dangers of drought, overdraft, pollution, misuse and mismanagement by providing an orderly process to balance the need for economic growth of the state and the use of its land with the need to protect its environment and ecology in order to forever guarantee to the people of the state, the safety of such natural resources for their benefiting and enjoyment and for the benefit and enjoyment of generations yet unborn;” (Section 22-36 CGS.)

The State defines wetlands by soil types. As an upland hilly town, most of the wetland areas are small strips located the Town’s watercourses. There are also many smaller wetland areas of differing characteristics located throughout the Town. Most of the wetlands retain certain natural characteristics that make them important components of the storm drainage and natural ecosystems. Some of the wetland areas have characteristics or locations that can significantly restrict the development potential of building sites.

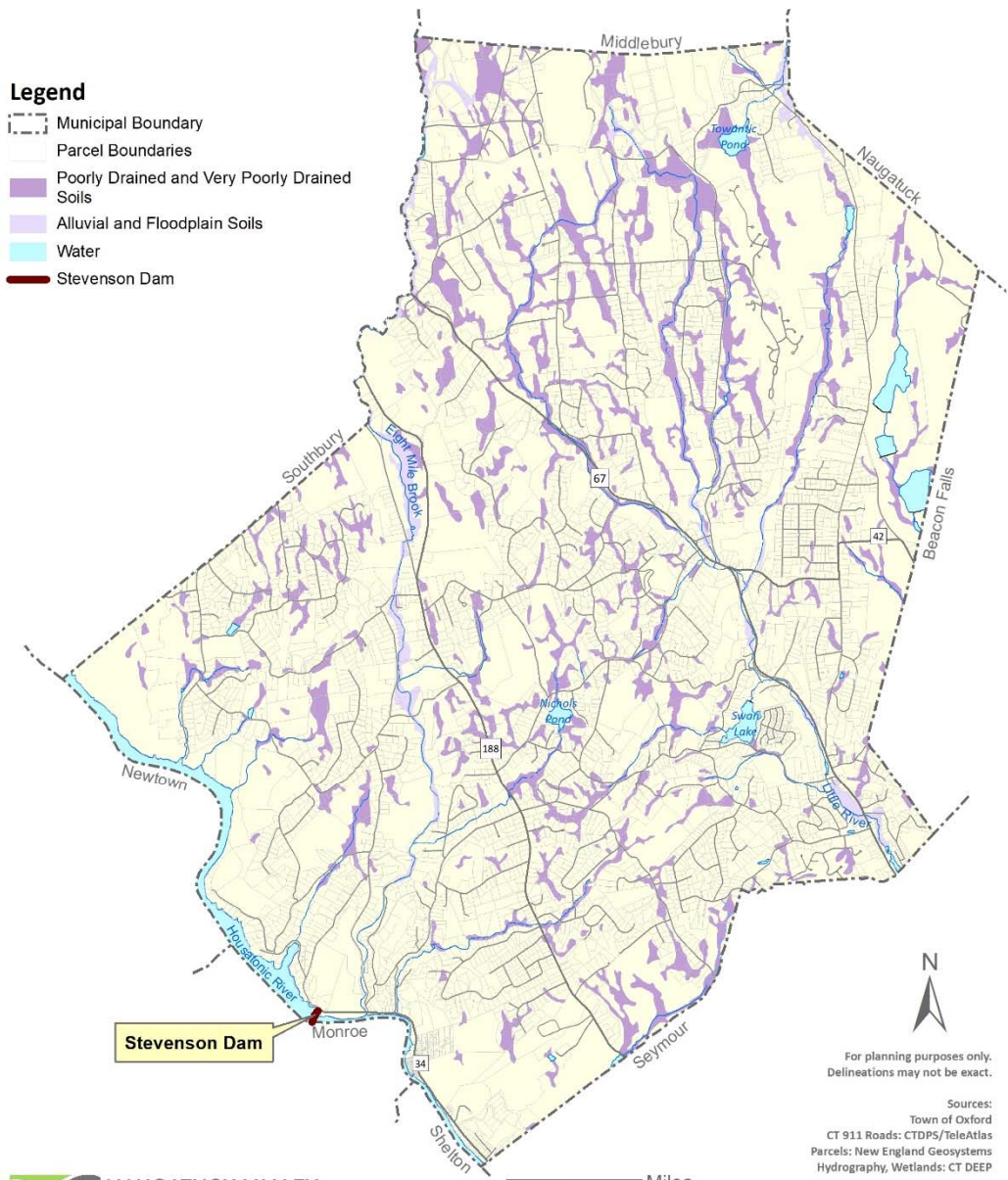
Map 6



# Wetlands & Waterbodies

## Plan of Conservation & Development

### Town of Oxford, CT



## Waterbodies

One of the most significant water body in or adjacent to the Town of Oxford is the Housatonic River, and Lake Zoar, which is the portion of the river above the Stevenson Dam. The Housatonic River flows from the Berkshire Mountains of Massachusetts into Long Island Sound, between Milford and Stratford, approximately ten miles downstream of the Oxford town line. The river defines the southwestern border of Oxford, separating it from Shelton, Monroe, and Newtown. The river, as it flows past Oxford, is broad and slow flowing, and it has long been a recreational resource, particularly upstream of the Stevenson Dam. Jackson's Cove, an important recreational resource of the Town, is located on the shore of Lake Zoar.



*Stevenson Dam on Housatonic River - Photo source: CT Post, Morgan Kaolian AEROPIX*

The Little River and Eight Mile Brook are the other important watercourses in the community. Both have several tributaries that flow through Town. The Little River runs through the center of the Town, along the Route 67 corridor, before flowing into the Naugatuck River in Downtown Seymour.

There are several ponds and small lakes in Oxford, many of which have been created by the impoundment of a watercourse. The largest of these are Swan Lake and Towantic Pond. Swan Lake is in the southern section of the town. The shores of Swan Lake were subdivided prior to the establishment of land use regulations and developed for vacation cottages during the early part of the twentieth century. Homes were built around the lake on lots as small as five to ten thousand square

feet with onsite waste disposal systems. Originally constructed as seasonal homes, the conversion of these homes to permanent dwellings has potential implications for the water quality of Swan Lake. Care must be taken to not further degrade the water quality of the lake.

Towantic Pond is in the northern part of the Town, just east of Towantic Road and the Larkin Bridal Path. Some subdivision activity has occurred north of the pond, but unlike Swan Lake, the lots are larger and more consistent with contemporary zoning and waste disposal standards.

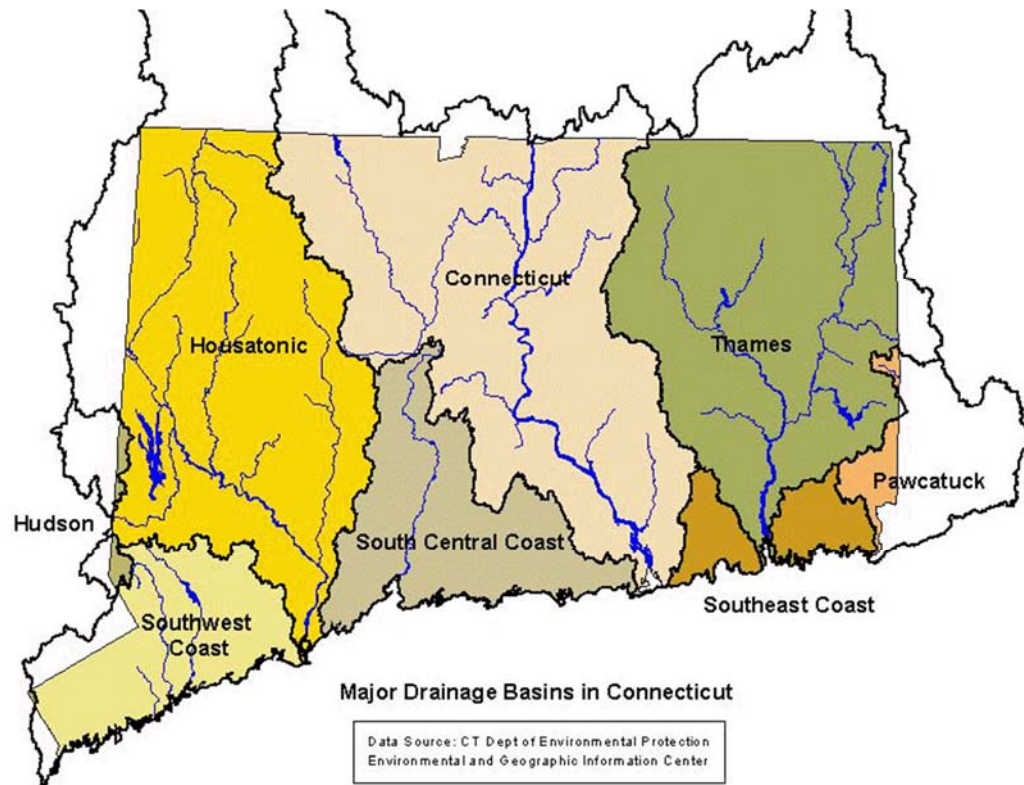


*Towantic Pond - Photo source: <http://ctnemba.blogspot.com/2014/10/larkin-state-bridle-trail.html>*

## Drainage Basins

Drainage basins are based upon a river or other principal watercourse. They are defined as all the land that drains into the watercourse. The largest category of drainage basins is Major Drainage Basins. These are relatively large areas drained by major rivers or watercourses. All of Oxford is within the Housatonic Major Drainage Basin (see Map 7 below and Map 8 on following page).

Map 7



Regional Basins are defined by the tributaries of the major watercourses. The Town is relatively evenly divided between two regional basins. The western half of the Town is within the Housatonic Regional Basin and the eastern half within the Naugatuck Regional Basin.

The sub regional drainage basins are based upon specific rivers, streams or other water bodies. The Housatonic, Kettlebrook and Eight Mile Brook are all part of the Housatonic Regional Basin and drain the western area of the Town. The Little River, Naugatuck and Long Meadow Pond Brook sub regional basin are all part of the Naugatuck basin and drains the eastern half of the Town. The Little River sub regional basin is the largest within the Town, draining a wide north-south swath through the center of Oxford.

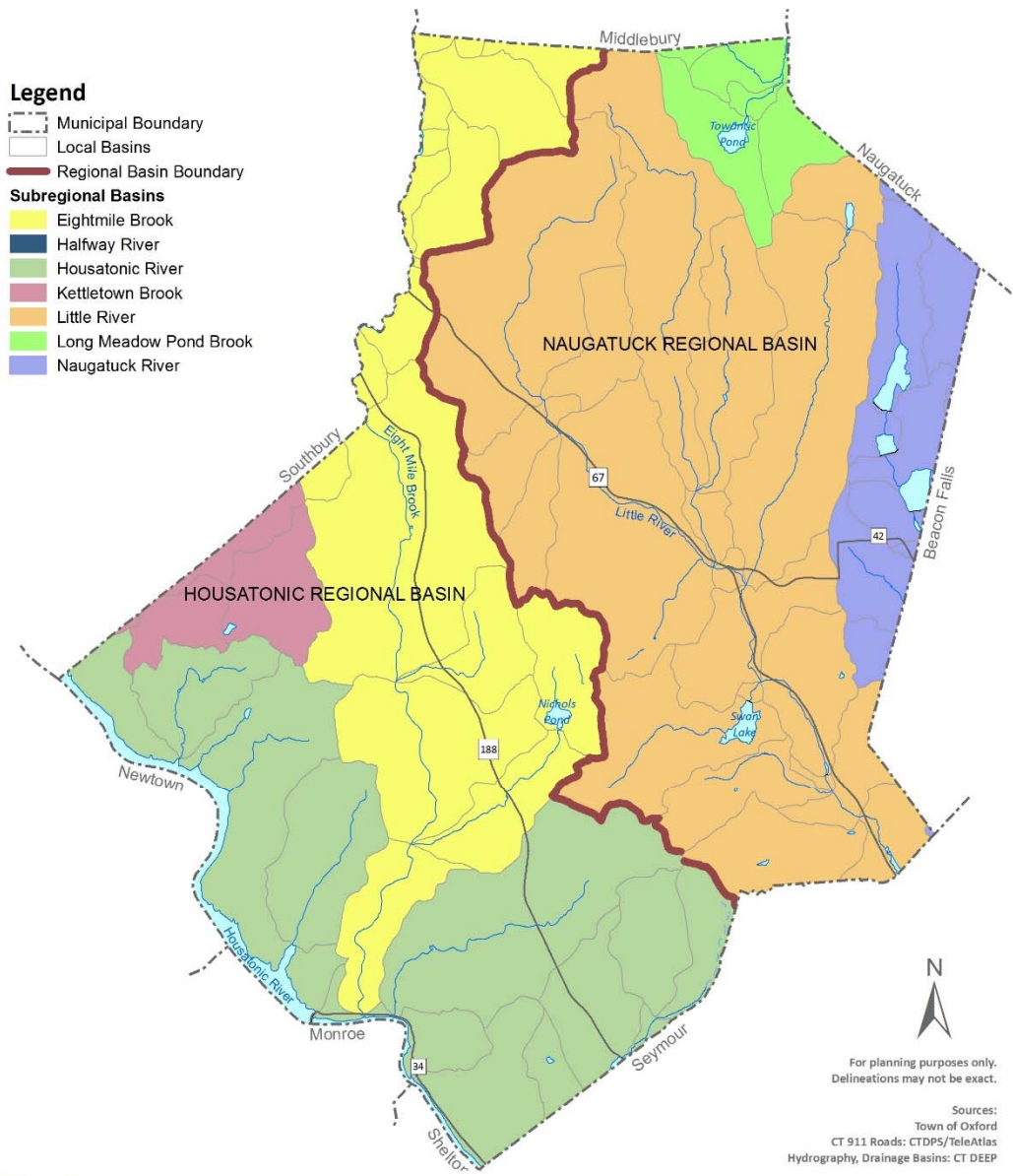
Map 8



# Drainage Basins

## Plan of Conservation & Development

### Town of Oxford, CT



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Oxford  
CT 911 Roads: CTDPS/TeleAtlas  
Hydrography, Drainage Basins: CT DEEP

Date: 7/13/2018

### Floodplains

Floodplains are low land along watercourses that are subject to periodic flooding. A 100-year flood is a flood that has a one percent probability of occurring in each year. Similarly, a 500-year flood is one with a 0.2 percent probability of occurring in each year. The extent and boundaries of the floodplains have been determined by the Federal Emergency Management Agency, (FEMA). Floodways are those areas within the floodplains that convey the floodwaters. The floodways are subject to water being carried at relatively high velocities and forces. The floodway fringe are those areas of the floodplain outside of the floodway which are subject to inundation but do not convey the floodwaters.

Development or alteration of areas within the 100-year floodplain area is restricted by local regulations. Development activities that are permitted must conform with standards related to safety and the impact on floodwaters. Generally, development within the floodway fringe is permitted if it is adequately flood proofed, and has a base floor elevation above the level of the 100-year flood, while development within the floodway is more restricted. These standards have been incorporated within Town regulations. They have been adopted to follow FEMA regulations, so that properties in Town are eligible for federally sponsored flood insurance.

Although there are numerous rivers and streams within the Town, there are not extensive floodplain areas. The steep topography has limited the extent of the floodplains along the smaller rivers and streams to the lowland area immediately adjacent to the watercourses.

The floodplain along the Housatonic River has been controlled by the Stevenson Dam. The shore area upstream of the dam is part of Lake Zoar, and the flood elevations are a function of the spillway elevation and capacity, so potential flooding is limited. The potential flooding of the land downstream of the dam is somewhat limited by the flood control capacities of the dam. The extent is limited to portions of the strip of land between Route 34 and the river.



*Lake Zoar - Photo Source: CT Post H John Voorhees III / Hearst Connecticut Media*



## Groundwater Resources

Groundwater is the result of precipitation that has been absorbed into the ground. Water in the ground may either be returned to the atmosphere through evaporation and transpiration, or it may percolate downward to the water table and eventually become part of the groundwater. At any time, this groundwater may be held in place or move down gradient to springs, streams, wetlands, and lakes. It can also be transported back to the surface through wells and serve as a supply of drinking water.

The quality of the groundwater resources is particularly important in Oxford, whereas a clear majority of landowners obtain their drinking water from individual on-site wells. Therefore, it becomes particularly important to protect the groundwater quality of those areas of Oxford that rely on wells.

The quality of groundwater is affected by land use and activity on the land above the aquifer. A pollutant will tend to move with the natural flow of the groundwater through the underlying soil and bedrock. In time and over distance, pollutants will decrease in concentration because of dilution, decay absorption and death of bacteria. The sources of groundwater pollution are extremely varied. Sanitary landfills, road salt storage and application, leaks and spills of petroleum or other chemicals, industrial or commercial waste disposal, septic systems, land disposal of septic and sewage sludge and some agricultural practices are all potential sources of groundwater pollution.

Public Act 89-305 requires that public and private water companies serving more than 1,000 persons prepare maps delineating the recharge areas for wells using stratified drift aquifers. The Department of Environmental Protection is required to formulate regulations for land uses in these designated recharge areas. These regulations are to include best management practice standards for land uses in these areas, including standards for existing regulated activities and a compliance schedule for nonconforming activities. The most recent information from the State Department of Environmental Protection shows an area of potential impact within the southeastern area of the Town, adjacent to the Seymour town line.

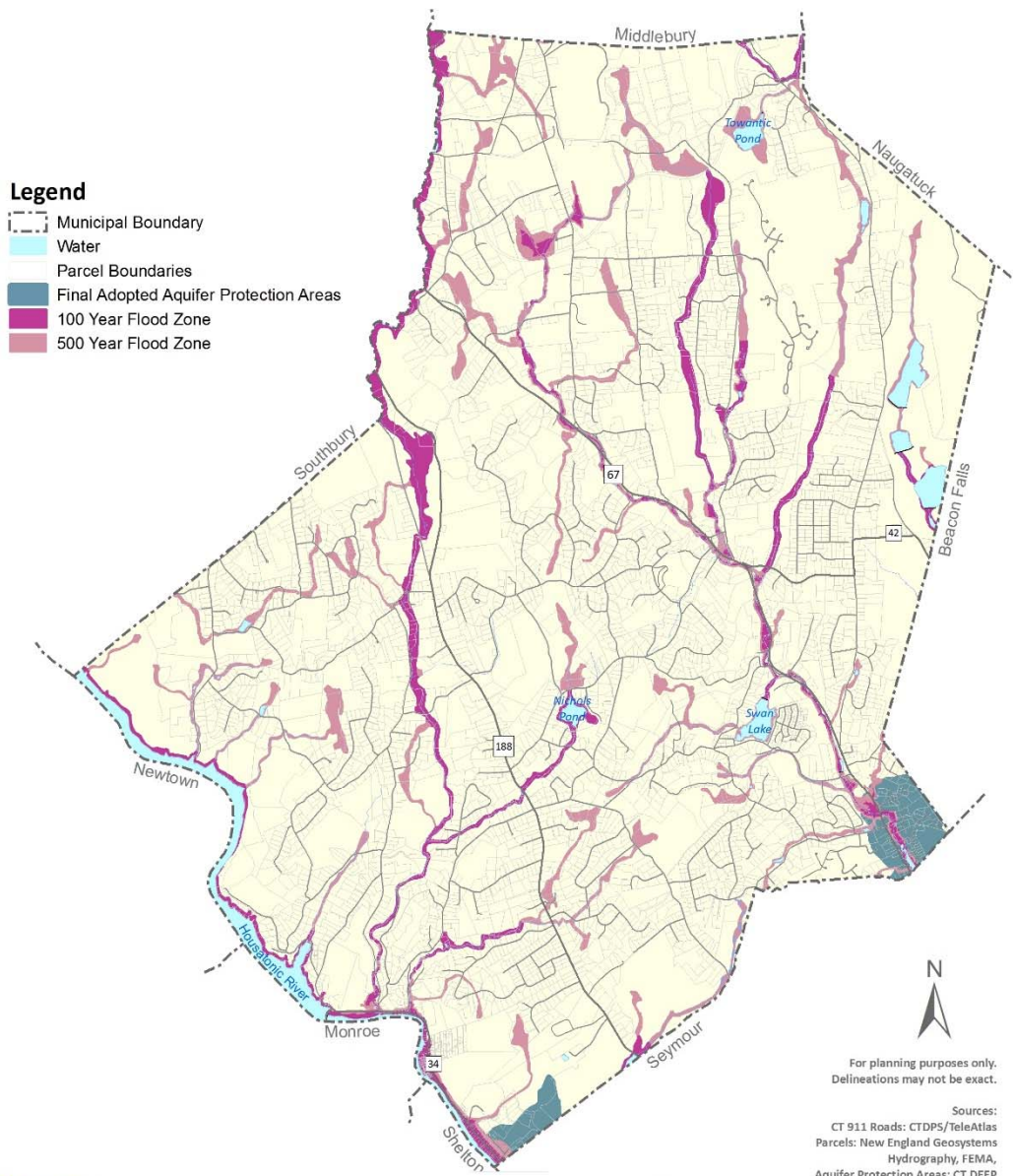
Map 9



# FEMA Flood Zones & Aquifer Protection Areas

## Plan of Conservation & Development

### Town of Oxford, CT



Date: 7/13/2018

## Soil Resources



*Photo Source - Central CT Regional Planning Agency*

The soil characteristics of a rural community such as Oxford are important determinants in the pattern of land use. Most of the land in Oxford cannot be served by public sanitary sewers or water. Therefore, all water supply and wastewater disposal must occur on site. The inherent physical characteristics of the land determine the capability of the land to accommodate these necessary on-site functions. Different soil types have different capabilities to accommodate on-site wastewater disposal systems. Soils with high concentrations of clay are more difficult for the construction and maintenance of on-site wastewater disposal systems.

The construction of homes on soils that were inadequate to support on-site wastewater disposal has been a significant problem. Cotemporary health codes, as enforced in Oxford by the Pomperaug Health District, has resulted in performance standards that must be demonstrated prior to the construction of dwellings or commercial uses utilizing on-site disposal systems. The Oxford zoning and subdivision regulations have further supported these requirements, through the adoption of minimum buildable area provisions. Therefore, recent development has been consistent with the physical capabilities of the soil types.

## Agricultural Land

Farmland is the source of the nation's food and fiber. It has been disappearing at a rapid rate, largely through development of farmland to urban uses. Farming is still a major industry in the State, and is locally important in Oxford.

The State of Connecticut, in recognition of the value of the preservation of agricultural land, has had a special Farmland Preservation Program, in which the development rights for farms, where purchased, with the ownership of the land and the right to farm is maintained by the farmer. The current Open Space Purchase



*Rich Farm - Oxford Road Photo Source: trover.com*

Program does provide for the purchase of agricultural lands, or the purchase of the development rights to those properties.

Oxford has a long-standing agricultural heritage. Although most of the land was too steep or rocky for extensive cropland, there is a strong heritage of dairy farms within the Town. There has been a pronounced loss of dairy farming in

Connecticut over the past several decades, as the rising price of land has made it more economical to move dairy herds to more inexpensive areas of the Northeast, such as northern New England and upstate New York.

Although the large dairy farms are disappearing, there is still an important agricultural "flavor" to Oxford. The rural characteristics of the Town are important to residents and businesses of the Town. Many residents of Oxford enjoy living in the community as it affords them the opportunity to raise or keep a small number of horses, goats or other livestock. These "hobby" farms may be small, and not the primary source of income to the landowner; however, they still contribute to the cultural landscape and the overall character of the community.

Some farming practices have impacts upon their new residential neighbors. The Town of Oxford adopted a Right - to Farm ordinance, which protects farmers from nuisance complaints.

## **B. Goals, Policies & Recommendations**

### Environmental Preservation Goal

*The preservation of Oxford's natural resources and open spaces for the benefit of current and future residents should be of the highest priority, given the dwindling supply of raw land within the Town.*

### Policies

1. Preserve the quality of the Town's bodies of fresh water, so that they may be used for public recreation and environmental conservation.
2. Protect the groundwater resources of the Town as much of Oxford will continue to utilize individual wells into the foreseeable future.
3. Work with State and Regional agencies to maintain the air quality of the Town and Region.
4. Continue to protect inland wetland areas from development that impairs their ability to store floodwater, to control erosion, to recharge and purify surface and groundwater and to support wildlife.
5. Protect the unique natural features of Oxford, which define the character of the community, such as hilltops, and stream corridors.
6. Preserve the agricultural resources of Oxford, as an important component of the community.
7. Consider updating the regulation of development so that it is of low environmental impact, through strategies concerning drainage, use of alternative transportation, encouragement of alternative power sources, and other means to enforce Oxford as a modern emerging, sustainable "green" community.
8. Establish new hiking trail, bicycle paths, and other methods to increase the opportunities of residents to enjoy the town's natural resources.

### Strategies

1. Given fiscal constraints, the Town should continue to utilize a range of other methods of open space preservation in addition to public acquisition. These methods include imposition of conservation easements during the development review process, dedication of open space for subdivisions, payment of a fee-in-lieu of dedication and other appropriate methods.
2. Encourage developers of larger tracks of property to conserve biologically functional pieces of open space within them not just marginal undevelopable pieces such as wetlands.
3. Continue to enforce the wetland regulations.
4. Continue to protect the slopes and hillsides of Oxford in residential development, through provisions in the zoning and subdivision regulations.
5. Recognize the Housatonic River, Little River, Eight Mile Brook, and other watercourses as important natural resources to the community, and work to expand physical and visual access to the river.
6. Utilize public-private partnerships to preserve open space whenever possible.
7. Ensure that the zoning regulations do not inhibit the operation of bona fide agricultural operations. The Commission should consider permitting “farm stores” and other agriculturally related uses by special exception in residential zones when conducted in conjunction with an agricultural operation.
8. Formulate and adopt aquifer protection regulations to protect the drinking water of Oxford residents.
9. Continue to require the installation of street trees in conjunction with all new development to enhance the streetscapes of the community.
10. Evaluate the feasibility of requiring protection of hilltops within the zoning regulations.
11. Reconsider the regulations concerning solar installations, wind turbines and other contemporary alternative non-fossil fuel based sources of energy.

### Open Space Goal

*Preserve a system of open space throughout the Town that will maintain and enhance the community's rural environment*

#### Policy

1. Provide an interconnected system of passive and active recreation that links neighborhoods within Oxford with open space and community resources.

#### Strategies

1. Explore the utilization of open space residential subdivisions as an effective method to preserve natural features on a site as an alternative to conventional subdivisions. The amount of open space that could be preserved by this method should be 50% of the site, exceeding the maximum of 20% that can be preserved as part of a conventional subdivision.
2. The acquisition of open space parcels should prioritize those which contain ecologically important areas, hillsides, linkages between other open space areas, and areas useful for public recreation.
3. Sites with threatened or endangered flora/fauna species will provide greater restrictions on potential development thus provide encouragement for private owners to offer town opportunity to purchase.
4. Explore the use of easements and/or purchasing riparian corridors when possible for protection of water assets and public access to identified water courses, especially those near larger waterbodies such as Towantic Brook.
5. Establish a system of natural river corridor open space greenways throughout the Town to protect the major watercourses of the Town. This shall include corridors with a minimum width of 100 feet, or 50 feet off the centerline of the watercourse. This should include Eight Mile Brook, Towantic Brook, Little River, and Jacks Brook.
6. Incorporate the appropriate sections of greenway system into a community development strategy which integrates non-vehicular circulation pathways and bicycle friendly facilities with the creation of a town center corridor. The central focus of this type of greenway would be along Route 67 between the

- Town Hall and the Seymour Town Line. This greenway could utilize the Route 67 right-of-way and land along the Little River.
7. Greenways and paths can also be established along unused public rights of way such as Old Litchfield Turnpike, Larkey Road and Condon Road. It may be possible to utilize these rights-of-way to link the lands of the State Forest with Oxford Center.
  8. Acquire for public usage Towantic Pond and the land around the pond, as a recreational facility for Town residents, which would be a component of an open space system that would include the State Bridal Trail.
  9. Use open space to maintain the physical separation of Oxford from its neighboring communities, as much as feasible, to retain the distinctive Oxford community.
    - The southwest boundary is defined by the Housatonic River. Open space with views and/or access to the river should be acquired. This should include the steeply sloped areas rising from the river's floodplain.
    - The South Community Buffer with Seymour is partially developed, but the area contains existing open space and opportunities for future open space acquisitions.
    - The East Community Buffer separates Oxford from Beacon Falls and Naugatuck. Much of this area is within public ownership, as part of the Naugatuck State Forest, or land owned by the Town of Beacon Falls. The Town should strive to add to this area, particularly lands east of Chestnut Tree Hill Road.
  10. The Town should strive to protect the major ridgeline through Town, generally lying within the area between Routes 67 and 188. This should be protected through open space acquisition, where feasible, including subdivision dedication.

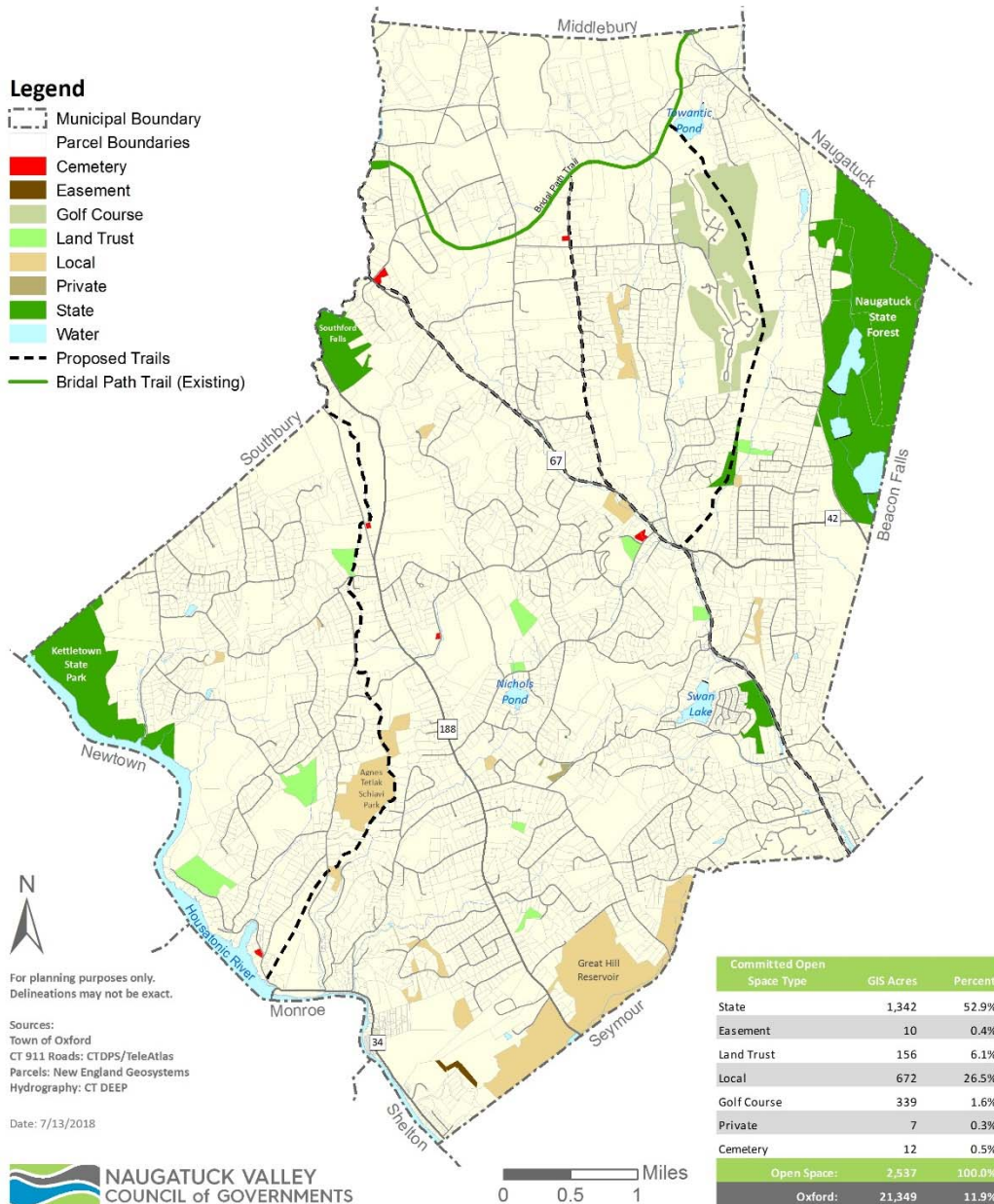


# OPEN SPACE PLAN

Map 10



## Open Space Plan of Conservation & Development Town of Oxford, CT



## V. ECONOMIC DEVELOPMENT



### A. Existing Conditions

This analysis of Oxford and the economic region of which it is a part yield insight into the economic market and structure and opportunities for growth. Because of this analysis certain key findings emerge, which make Oxford conducive to economic growth:

1. Interstate 84 - Although the town lacks direct access to interstate highways, east-west corridors are within proximity in neighboring towns.
2. State Rt 8 - Is a major north-south corridor passing through Oxford.
3. Superior market location - Oxford, is located within one of the wealthiest regions in the country, southwestern Connecticut. The town has attracted many residents from Fairfield and Westchester counties. Further, it is within a two-hour drive of the metro New York City area, one of the largest urban areas in the world and the financial services capital of North America.

4. Relatively affluent middle-income community with a median house hold income of \$98,504 vs \$69,899 for the State, and a low poverty rate of 3.7% vs 12.7% for New Haven County and 10.5% for the State.
5. Open space and low population density are assets - With large amounts of vacant and open space and with population density less than half that of the State, Oxford has an invaluable asset.
6. Oxford zoning regulations set aside over 2500 acres in the northwest quadrant surrounding the Waterbury/Oxford Airport for industrial development. For the last decade, the town has aggressively improved this land area by subdividing large parcels into shovel ready industrial lots served by sewer, water, three phase industrial power and natural gas. Five new industrial parks now provide a ready inventory of shovel ready lots that can be marketed to new businesses seeking to relocate in Oxford.
7. A tax advantaged enterprise zone was established with a two-mile radius of the Waterbury Oxford Airport. The enterprise zone now incents new business relocation and investment which adds value to the grand list while providing new in-town employment opportunities.
8. Favorable demographics with a high level of education with 42% of Oxford citizens vs 37% for the state having a Bachelor's degree or higher.
9. Other factors include the Towantic Power Plant, the Quarry Walk Shopping Center with the Market 32 Supermarket, two large 55 and over communities (Oxford Greens and Meadow Brook) a new library with media center and Oxford's first High School.
10. Emerging strengths include the combined energy technologies of the high-tension power lines, Algonquin gas line and the Towantic Power Plant. These combined technologies could be used to facilitate new industries for Oxford such as a Data Center and off-site Data Protection, or Vaulting.
11. There is an emerging mixed-development which includes major commercial services, is planned to include medical services, community services and alternative residential development for young professionals and empty nesters. This is all constructed within a comprehensively planned, pedestrian friendly environment at the nexus of Oxford's major corridor.

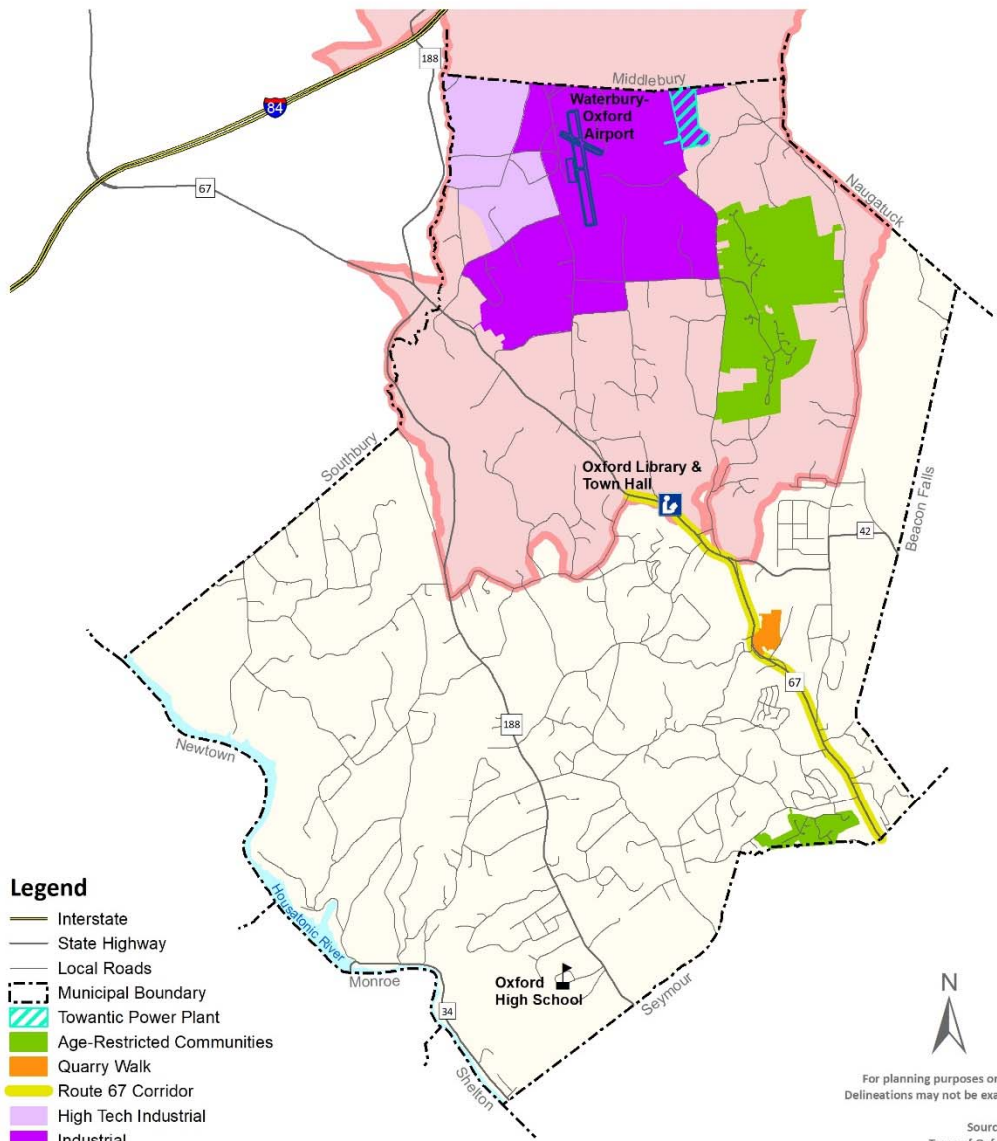
Map 11



# Economic Development Areas

## Plan of Conservation & Development

### Town of Oxford, CT



- Legend**
- Interstate
  - State Highway
  - Local Roads
  - - - Municipal Boundary
  - ▨ Towantic Power Plant
  - Age-Restricted Communities
  - Quarry Walk
  - Route 67 Corridor
  - High Tech Industrial
  - Industrial
  - Waterbury-Oxford Airport Development Zone



For planning purposes only. Delineations may not be exact.

Sources:  
Town of Oxford  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

Date: 7/13/2018

## B. Goals, Targets and Recommendations

### Economic Development Goals

*The goal is to grow Oxford on a path that is rooted in rural traditions of family and community, employing new technologies and sound financial policies that will protect and enhance our growth, physical environment and create a solid tax base.*

### Potential Key Industries for Oxford

Town economic development efforts and regulatory tools should facilitate the attraction and growth of the following targeted businesses and industries:

- Distribution Centers
- Long Term Age Care
- Healthcare Center
- Small Retail & Food Services along 67
- Information Storage Facility
- Off-site Data Protection Vaulting
- Financial Services
- Health Care
- Community based Retail
- Business Services
- Technology
- Specialized Transport
- Precision Machining, Fabrication & Prototyping
- Brewing & Beverage Distribution
- Plastic Injection Molding
- Manufacturing and Assembly
- Green Energy Products & Services
- Avionics Installation and Repair
  - General Aviation FBO Operations
  - General Aviation Charter Services
  - Power Generation CPV Towantic
  - Natural Gas Transmission Spectra
  - Commercial Retail Development - Quarry Walk
  - Medical Care, Specialties, Imaging

### Policy

1. Provide a regulatory environment with supportive services which embraces and attracts emerging and sometimes unique businesses into the large industrial area of northern Oxford, to take advantage of access to I-84 and the airport.

### Strategies

1. Facilitate through regulations and affirmative economic development efforts the retention, growth and attraction of the targeted industries, as this is important to the growth of the community.
2. Review Zoning regulations and economic development strategies to assure accomplishments of the first strategy.
3. Recognize that the retention and growth of the existing businesses is the most efficient economic growth strategy, and revise zoning regulations as appropriate.
4. Continue to encourage the development of industrial inventory by using public/private partnerships to create shovel-ready industrial lots.. This should include the extension of utility infrastructure, the construction and improvement of roads, and of new lots for industrial growth.
5. Attract additional retail and community center businesses to the commercially zoned properties along Route 67.

## VI. TRANSPORTATION & CIRCULATION



Waterbury-Oxford Airport (Aerial View)

### A. Existing Conditions

#### Existing Road System & Jurisdiction

The jurisdiction of roads is important in that it indicates what agency has the authority to implement improvements or changes to a road. It also indicates who is responsible for maintenance.

The existing road system in the Town of Oxford consists of a network of State and local roads. The principal roads within the Town are state highways; Routes 67 (Oxford Road), 42, 34 (Roosevelt Drive), 188 (Quaker Farms Road), 486 (Oxford Airport Road). These roads are maintained by the State of Connecticut. The Town, except for private roads maintained by their owners, maintains all other roads.

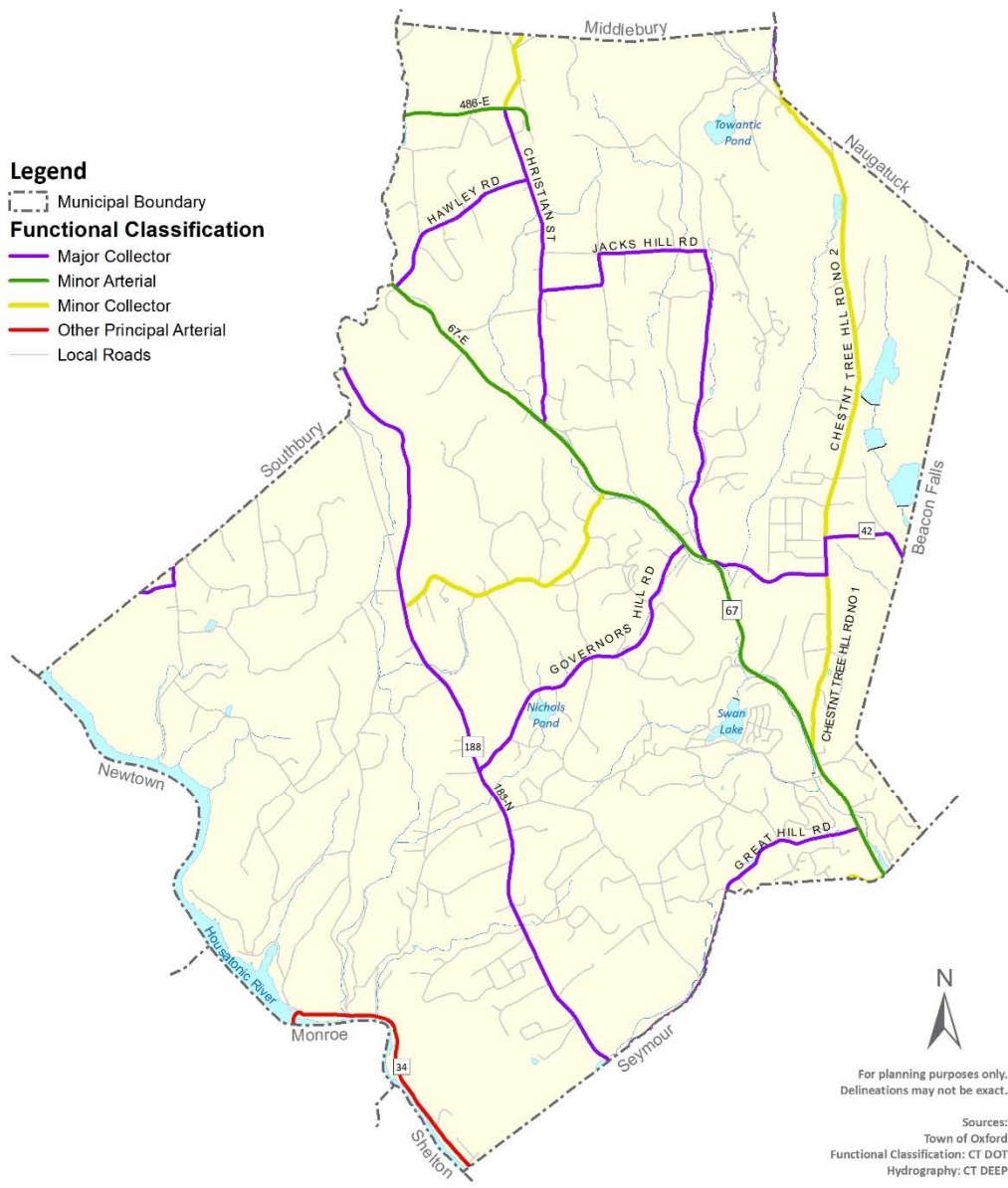
Map 12



# Street Network

## Plan of Conservation & Development

### Town of Oxford, CT



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Oxford  
Functional Classification: CT DOT  
Hydrography: CT DEEP



Date: 7/20/2018



### Traffic Counts and Areas of Potential Congestion

Traffic counts were obtained from the Connecticut Department of Transportation Bureau of Policy and Planning for the Town of Oxford. The data was examined to determine the level of usage of existing roadways in the Town and to identify areas of congestion that may exist. Average Daily Traffic volumes for each of the Town's State routes are shown in the table below.

#### **Oxford Average Daily Traffic Volumes 2012**

<b>Route</b>	<b>Location</b>	<b>ADT</b>
34	Stevenson Dam	9200
34	N of Seymour TL	9800
42	W Beacon Falls TL	2900
42	N of Chestnut Tree Hill Rd. Ext.	3400
42	E of Old State Rd. #3	2600
42	W of Rt. 67	2400
67	S of Southbury TL	10800
67	S of Hogsback Rd.	12300
67	S of Academy Rd.	12800
67	S of Riggs St.	15500
67	S of Christian Rd.	12700
67	N of Chestnut Hill Rd.	13000
67	N of West St.	14300
67	S of Park Rd.	16300
67	N of Seymour TL	17900
188	S of Southbury TL	3200
188	N of Captain Wooster Rd.	3500
188	N of Governors Hill Rd.	4300
188	N of Seymour TL	5000
486	E of Southbury TL	2500
486	W of Christian St.	2300

Source: Connecticut Department of Transportation (CTDOT)

Route 67, Oxford Road, is the main traffic artery in the Town, has the highest traffic volumes. The volumes shown above does not include Quarry Walk. Route 67 is being planned as the focus of commercial development in this plan, so volumes can be expected to grow. Improvements will be needed in conjunction with development.

## Waterbury-Oxford Airport



*Clay Lacy Facility at OXC - Photo Source: [www.claylacy.com](http://www.claylacy.com)*

The Waterbury-Oxford Airport (OXC), classified as a “General Aviation” (GA) facility, is located in the north-central portion of the Town and occupies 424 acres within a 3,000 acre zone of industrial land. The OXC provides facilities and services for corporate, freight, and recreational flights. The airport is owned and operated by the Connecticut Airport Authority (CAA), and has

provided general aviation services since its completion in 1971. The airport’s runway is 5,800 feet long by 100 feet wide. In 2018, there were 2 helicopters and 106 aircraft based at the Waterbury-Oxford Airport, of which 17 were medium and large corporate jets, 3 were multi-engine, and 84 were single-engine aircraft. In 2017, OXC handled an average of 119 flights a day, approximately 75,000 flights a year.

The Airport does not offer scheduled airline service, but serves many charter, corporate, and personal aircraft users residing in or visiting New Haven, Fairfield, and Litchfield Counties (Connecticut’s Naugatuck Valley Region).

The Waterbury-Oxford Airport Master Plan (2007) calls for safety improvements including expanded taxiways, new lighting, and obstruction removal. Concurrent with the latest master plan update, an airport noise study was completed by the Federal Aviation Administration to understand the noise impacts of the airport and to identify the areas around the airport that are eligible for noise abatement. The study recommends that undeveloped land near the airport be rezoned for non-residential uses.

## Railroad Commuter Service

Metro-North Railroad, a division of the Metropolitan Transit Authority (MTA) provides commuter rail service from the Naugatuck Valley to Bridgeport, Stamford, New York City, and all other stops on the Railroad’s New Haven Line. Stations in Naugatuck, Beacon Falls and Seymour are within a five to ten-minute drive of much of Oxford, and offer an alternative means of commuting.

### Pedestrian Circulation

There were few sidewalks in Oxford until very recently. The recently approved Oxford Greens and other age-restricted developments have included an internal sidewalk system. The Meadowbrook development on Great Hill Road included the construction of several hundred feet of sidewalk along Great Hill Road to the intersection of Oxford Road. In addition, recent commercial approvals, such as Quarry walk, have resulted in the installation of sidewalks along Route 67.

### Transportation Deficiencies

Except for the airport, the Oxford transportation system consists of a road system that was essentially designed to serve the needs of a rural community. The needs of a growing suburban community are different, and Oxford needs to accommodate its system to accommodate these changing needs.

Many of the local roads are generally narrow and winding with areas of poor horizontal alignment. Improvements are needed for many of the local roads throughout the community, to improve safety and accommodate the increasing volumes of traffic.

East-west access is inadequate in the residential areas of the Town, between the Quaker Farms area and Route 67. Access currently is primarily by way of Great Hill Road, Hogsback Road and Governors Hill Road. The road system west of Route 188 is particularly inadequate. Access to many areas is indirect and circuitous.

East-west access in the north industrial area is also currently inadequate to support planned economic and residential development within that area. Jacks Hill Road is currently the major east-west access there. Its jog along Larkey Road makes it dangerous and inadequate to support projected traffic volumes from the Oxford Greens development and industrial development of vacant lands within the area.

The Town has started to implement a ten-year program to improve Town roads. Riggs Street was improved in conjunction with the development of Oxford Greens. O'Neil Road was recently improved, and improvements are underway for sections of Chestnut Tree Hill Road. Improvements are planned within the next year for Good Hill Road, Hog's Back Road, and Punkup Road.

Automobiles are and will remain the primary mode of transportation in Oxford. However, some residents, primarily elderly residents, may be unable to drive or lack access to an automobile. Perhaps the major deficiency of the Oxford transportation system is the lack of any facilities for non-automobile oriented transportation. This includes any type of mass transit, and non-vehicular circulation. The Town would eventually like to link a series of non-motorized trails and greenways to serve these residents (see Map 13 on following page)

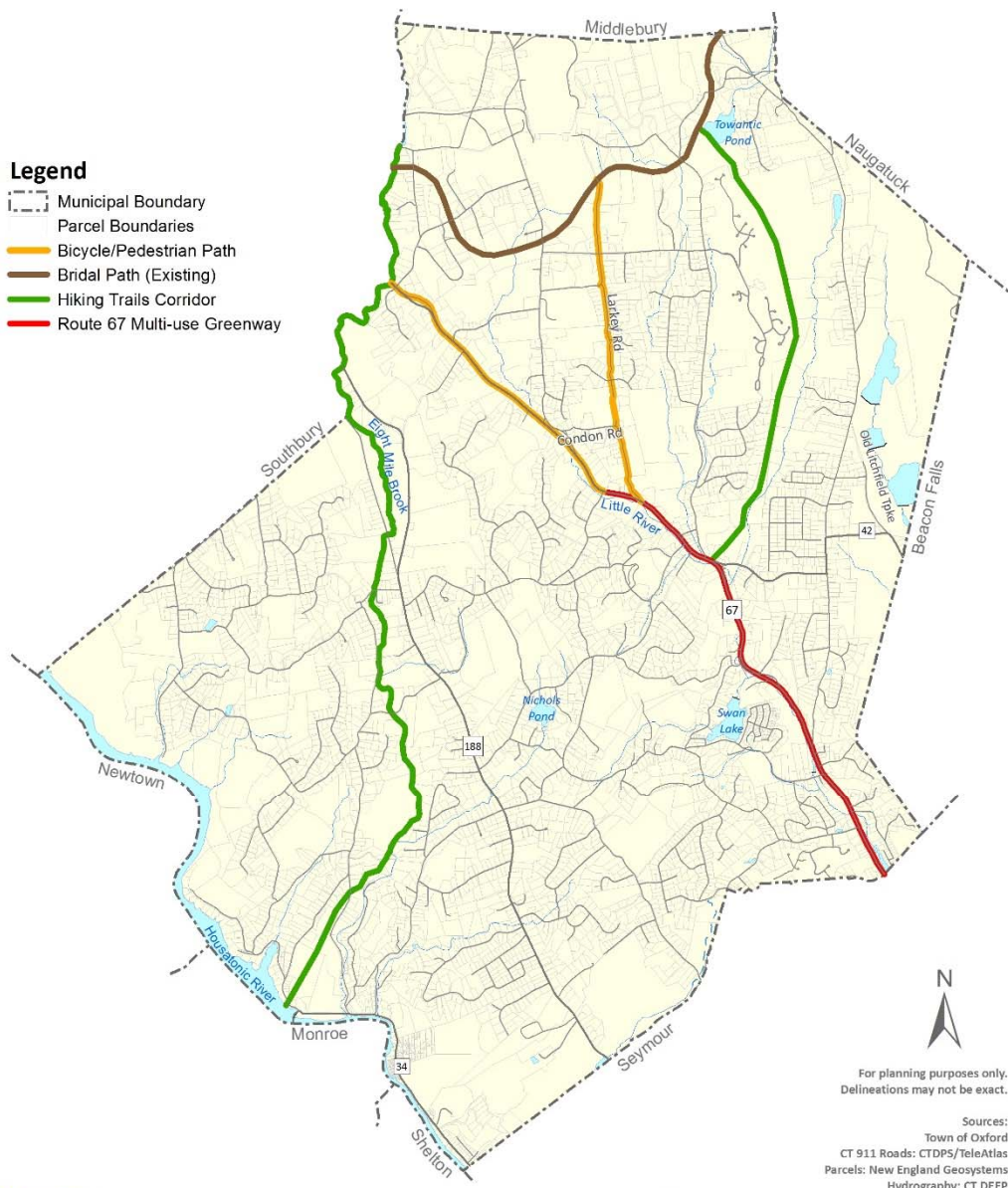
Map 13



# Non-Motorized Transportation Plan

## Plan of Conservation & Development

### Town of Oxford, CT



NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

0 0.5 1 Miles

For planning purposes only. Delineations may not be exact.

Sources:  
Town of Oxford  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

Date: 7/13/2018

## B. Transportation Plan

Further develop Oxford Airport to be a regional transportation hub for private and small commercial aircraft.

Maintain a safe and efficient roadway system and seek to reduce traffic congestion. Continue to work with the Naugatuck Valley Council of Governments (NVCOG), and the Connecticut Department of Transportation to obtain state and federal funding to address traffic issues. However, any improvements (even on State highways), need to be conducted in a way that respects the rural character of Oxford and do not create an undue burden on the community

Improve the facilities for pedestrians and cyclists along the major corridors of Rt 67 of Rt 188. This will include linking Oxford Center to the Seymour rail hub.

## C. Goals, Policies & Recommendations

### Transportation Goal

*Provide for the efficient and orderly movement of people and goods into, out of and within Oxford and provide adequate access to place of employment, residential, recreational and commercial activity.*

### Policies

1. Work with the appropriate State and regional agencies to establish a demand-oriented transportation system which would serve the needs of the growing industries within Oxford's industrial areas.
2. Improve the street system to assure safety of motorists and pedestrians. However, all improvements to residential roads should be consistent with maintaining the rural character.
3. All collector roads within the residential areas of Oxford should remain as two-lane roads.
4. Although automobile travel will remain the dominant mode of travel into the foreseeable future, the Town should explore and be receptive to alternative modes of transportation, especially for those residents who are unable to use an automobile.
5. Oxford Airport is a unique transportation asset in the Town, and should be protected.

6. Access to regional destinations from points within Oxford need to be improved, in cooperation with State and Regional organizations.

### Strategies

The Long Range Regional Transportation Plan: 2004-2030, compiled by the Central Naugatuck Valley Council of Governments in 2004 include the following transportation improvement recommendations:

1. Establish a Greenway pedestrian oriented system which links the important destinations in the Town with other destinations, including the Metro-North Station in Seymour. These destinations will include the municipal complex along Route 67, Quarry Walk, other commercial destinations along Route 67, and ultimately, the Seymour Metro- North commuter railroad station. This implementation will require cooperation and coordination between the State and the Towns of Oxford and Seymour.
2. The Town should work with State and Regional officials to research the need establishment of a shuttle contemporary mass transit system which would provide transportation for the workers within the industrial area of Oxford cooperation with the employers within the area. Many of the workers may live in Waterbury or Naugatuck, and the establishment of such a system, in cooperation with the State and private employers would enhance the economic development of the Town.
3. The greenway/walk way should extend up Larkey Road to connect with the Bridal Trail and incorporate areas within the industrial district.
4. The pedestrian greenway should also be expanded within the industrial area, to provide alternative means of transportation.

In addition to the above indicated recommendations, it is important that the Town continue to implement its ten-year road improvement plan. Improvements needed include the following:

- Drainage along Quaker Farms Road (Route 188) should be improved just north of Edmunds Road.
- There are eight skewed intersections along Route 67, remaining from where the old highway was located approximately seventy years ago. Site lines should be improved on spurs along Route 67, from Chestnut Tree Hill Road to Hawley Road. Spurs demanding attention include Old State Road 67, Old State Road #3, Old State Road #2, and Old State Road #1.

- Chestnut Tree Hill Road (Route 42) should be straightened at its intersection with Oxford Road. The spur (Old State Route #3) should be eliminated, and the intersection should be at a 90-degree angle.
- Curves along Christian Street, from Jacks Hill Road to Oxford Road, should be straightened and sight lines improved.
- A major curve in Pines Bridge Road at the intersection with Old Litchfield Turnpike should be softened. This roadway is a heavily used route into and out of Beacon Falls.
- Hawley Road should be improved to accepted collector road standards between Christian Street and Route 67 as part of the Airport Loop.
- Pisgah Road should be improved out to O'Neil Road. The Town should take measures to ensure that developers provide as much financial assistance for this improvement project as is legally possible.
- Old Good Hill Road should be improved out to Freeman Road. The Town should take measures to ensure that developers provide as much financial assistance for this improvement project as is legally possible.
- The additional development of properties between Thorson Road and Quaker Farms Road should provide for better east-west connections in this area.
- The road system west of Route 188 is particularly inadequate. Access to many areas is indirect and circuitous. Some of the principal roads within this area, such as and Good Hill Roads will need to be improved to accommodate increased levels of traffic resulting from residential development.
- Continue to review the impact of major development proposals along Route 67 and require necessary improvements, in cooperation with the State Traffic Commission.
- A multi-use pedestrian greenway - pedestrian and bicycle area should be installed along Route 67 within the existing commercial area.
- There should be coordination with the Town of Seymour to extend the major greenway/bicycle connections into Seymour to link with the Metro-North railroad station.
- The new streets within subdivisions are likely to be of better quality than the existing town roads. Therefore, subdivision streets should be designed to avoid dead-ends and cul-de-sacs.

- Punkup is a major connection between state routes 188 and 34. This road should be straightened and widened to facilitate traffic flow between these two thoroughfares.
- The Town should review the status of paper and unimproved roads, in consideration of abandonment or to accept the financial responsibility for improvement of the road. The Town is legally responsible for maintaining accessibility along these streets. It is also legally difficult to limit development along these streets. Abandonment of some of these streets should be considered. This would ensure that improvement to accommodate development would be the responsibility of the developer.



## VII. COMMUNITY SERVICES & FACILITIES



*Oxford High School*

Community services and facilities are important components of the Town that enhance the Town's residents' quality of life. They include the buildings, land, and equipment generally associated with government services and facilities owned and operated by other public, quasi-public, and private organizations for the benefit of the community. The demand for more and varied community facilities and services will increase as the Town's population increases, existing facilities become outmoded, and public expectations rise. Community needs will also depend on the population being served - for example, senior citizens will require different services than teenagers.

### **A. Existing Conditions**

#### Emergency Services - Ambulance Service

Oxford Ambulance Association (484 Oxford Road) is the primary transporting ambulance service for all 9-1-1 medical emergencies in the Town of Oxford. The organization provides, among other things, public safety programs such as CPR classes at no cost to town residents, First Aid certification, and senior citizen training. It is anticipated that Oxford Ambulance will continue to serve the Town.

The Association is comprised of about 55 members, including trained Emergency Medical Technicians and Emergency Medical Responders. If advanced life support by a paramedic is required for patient care, clients are billed for those services by Valley Emergency Medical Services, a Valley-wide regional recourse based out of Seymour. Oxford Ambulance will also provide transportation by ambulance to and from hospitals or doctor offices for those residents whom cannot walk and have to be moved on stretchers through the Oxford Senior Center.

- As the Town's population grows, so does the need for additional resources for Oxford Ambulance. In 2004, when both The Village at Oxford Greens and The Meadow Brook Estates were first built, 9-1-1 calls for medical emergencies doubled
- These numbers are only expected to continue to increase in the coming years with the construction of the housing units at Quarry Walk, Oxford Greens, Garden Homes, and other projects such as the one on Rt. 67. This could potentially mean an increase in population of approximately 1500 people, one and a half times that of last year's growth.
- Oxford Ambulance has several internal training programs for new or young individuals interested in the Emergency Medical Services. These programs include, but are not limited to our Explorer Post, our EMT Certification Courses, and our New Member Training Program. This means that it is a very common occurrence for our ambulances to have up to two extra crew members. Those two preceptors are in attrition to our crew of two EMTs and the VEMS Paramedic. It is because of this fact that Oxford Ambulance is required to operate only in Type 1 Ambulances.

#### Emergency Services -Fire Protection

The Town of Oxford Fire Department consists of three volunteer fire companies: Oxford Center, Quaker Farms and Riverside, and the Oxford Junior Fire Corps, based at Riverside Fire Station. The department is administered by the Board of Fire Chiefs, which consists of one Fire Chief (including two Assistant Chiefs) from each of the Town's three fire companies. The Board of Fire Chiefs reports to the Board of Selectmen, which is the Board of Fire Commissioners for Oxford. The Department has not reported any difficulties in effectively responding to calls.

The Department responds to calls ranging from fires to false alarms to motor vehicle rescues. The Department has mutual aid agreements with each of the Town's surrounding communities including Beacon Falls, Naugatuck, Middlebury, Southbury, Monroe, and Seymour. The typical response times of the Department

in most areas of town are six minutes or less. Response times to the area of the Town in the vicinity of Chestnut Tree Hill Road are typically more than six minutes, and as a result do not meet State fire standards for response.

#### Emergency Services - Police

Police protection in Oxford is provided by the Town of Oxford Police Department, located at 429 Oxford Road. The Police Department consists of police officers employed by the Town and Resident Troopers employed by the Connecticut State Police and contracted by the Town. Their services include routine protection and law enforcement activities including patrolling the Town's roads, responding to emergencies, and typical disturbances. Though the Department does not have an official mutual aid agreement with any of the Town's surrounding police departments, the police departments from the Towns of Seymour and Monroe typically assist in responding to calls in Oxford when requested.

The police station was established when Oxford was a small rural community. Replacement will be needed in the near future with a facility that meets contemporary standards.

#### Government Services -General

Day-to-day governmental services are administered through a combination of Town programs and services. Functions carried out at Oxford Town Hall, located at 486 Oxford Road, in the central portion of the Town, include: local law enactment; building inspection/code enforcement; wetland regulation; planning and zoning including site plan and subdivision review; board of appeals; tax assessment and billing; and senior citizen programs.

#### Public Works

The Town's Public Works Department, located on Great Oak Road, is responsible for the maintenance and repairs of local roads. In addition to oiling, chip sealing and paving, the Department posts road signs, applies sand to roads, and plows snow.

#### Waste Disposal and Recycling

Disposal of garbage and other household waste is the responsibility of homeowners. A recycling station, located at the Department of Public Works garage on Great Oak Road is open to residents on Saturday's, weather permitting. Proof of residency is required. Household refuse is not accepted at the recycling station.

The Center accepts glass and metal food containers; scrap metal, white goods, bundled newspaper, paper, corrugated cardboard, junk mail, waste oil, batteries, and tires. Bulky waste items that are accepted include furniture, appliances, mattresses, wood, rugs and construction and demolition materials.

### Senior Services

The Commission for the Elderly recommends and provides programs for older citizens of the Town. The Commission studies the conditions and needs of elderly persons in relation to housing, health, employment, the cultivation of friendships, the development of mutual interests, and the sharing of social, educational and recreational projects. The operation of the local senior center is under the auspices of the Commission.

The Oxford Senior Center was constructed in 2014. It is located on Old Church Street and is open from 9am to 5pm Monday through Friday and offers many ongoing programs. These include out-trips, speakers and presentations on various subjects, social luncheons, arts and craft groups, billiards, a bereavement group, line dancing, exercise groups and other activities of interest to seniors. A mini-van with handicapped accessibility is also available to transport seniors to the Center and for trips to the supermarket and medical centers.

## B. Park & Recreation Facilities



*Jackson Cove park on Lake Zoar Photo source: [www.oxford-ct.gov](http://www.oxford-ct.gov)*

### Town Owned Parks & Recreation

Recreational facilities that are located throughout the Town are owned and maintained by a number of local and regional agencies. The maintenance of Town-owned parks is the responsibility of the local Park and Recreation Commission. There are the following parks:

1. Posypanko Park

The 16.5-acre tract contains ball fields and a batting cage, a basketball court, a concessions stand/storage facility and playground.

2. Jackson Cove Park

Jackson Cove Park on Lake Zoar was purchased from the Connecticut Light and Power Company in 1969. The park offers a quiet beach with a large pavilion and 27 acres of woodland trails. Use of the park and boat launch requires a permit and it is primarily used for swimming, water skiing, boating, and hiking. The Park is open from Memorial Day to Labor Day by permit only.

3. Oxford Glen

Oxford Glen is located on Roosevelt Drive. A former gravel mine, the property was donated to the Town during the 1960's. The 3-acre park offers a softball field and a soccer field.

4. Victory Memorial Park

Victory Memorial Park is a small wooded parcel just south of the Oxford Green on Oxford Road (Route 67). The park is the site of a memorial dedicated to veterans of the community.

5. The Oxford loop of the Pomperaug Trail

The Oxford loop of the Pomperaug Trail is a hiking trail which offers scenic views of the Housatonic River. The loop consists of a 4.6-mile trail extending from Fiddlehead Road to Kettle town State Park. The trail was blazed by volunteers from the Connecticut Forest Parks Association along with members from the Oxford Land Trust and community residents. It was put into use on June 4, 1994 as the first completed trail segment of the Housatonic River Belt Greenway.

6. Rockhouse Hill Sanctuary

The Rockhouse Hill Sanctuary (RHS) is 600, town-owned, acres of preserved, forested watershed of Four Mile Brook and the Housatonic River. The Town and The Oxford Land Trust share land-management responsibilities. Over the last 10 years, 15 miles of trails have been developed and upgraded by the Oxford High School Youth Conservation Corps (OHS YCC), through Boy Scout Eagle Projects, and by members of the Oxford Land Trust.

7. Tetlak Park

Tetlak Park consists of 97 acres Bowers Road. The park includes two soft ballfields, and walking trails. The primary use of the pack is for girls little league soft ball. The majority of the site (about 67 acres) is for passive recreation.

8. Kirk's Pond

Kirk's Pond, located on Route 67 near the Town Hall is available for youth fishing and ice-skating.

9. Academy Green

This small triangular area is surrounded by Route 67, Academy Road and Riggs Street. It is a focus of the historic area of Oxford Center.

10. Ryans Courts

These tennis courts are located across the street from Quaker Farms School.

11. Lily Park

Lily Park playground is located near Great Oak School. The playground consists of two playscapes - one for children between the ages of 2 and 5 years and a second for children ages 5-12 years. There are swings and slides, poles to climb, ladders to scale, beams to balance on, sand to dig and build upon and a cabin to hide in.

Connecticut State Parks

Oxford is bordered by several state parks. These include:

1. Kettle town State Park

The Kettle town State Park is a 220-acre park that offers camping, swimming, hiking and a picnic area. It is accessible from Kettle town Road in Southbury.

2. The Larkin Bridle Trail

The Larkin Bridle Trail passes through the Town's industrial zone and is a favorite of area equestrians.

3. The Naugatuck State Forest

The Naugatuck State Forest is comprised of 365-acres of forestland and is used primarily for hiking and picnicking.

4. Southford Falls

Located on Route 188, Southford Falls is a 115-acre park bisected by Eight Mile Brook. Scenery, including a cascading waterfall, covered bridge and lush foliage, make the park a popular locale. A dam, stocked with trout, provides good fishing in the springtime and ice-skating in the winter. The park also has hiking trails, a pavilion and picnic benches.

Pedestrian access to all recreational facilities is limited as the Town currently does not have a formal pedestrian or bicycle trail system.

## C. Public Utilities

### Sewer

The Oxford sanitary sewer system (see Map 14 on the following page) is operated and maintained by the Water Pollution Control Authority. The system consists of approximately 28 miles of sewer lines in the town and 4 pump stations and a meter station. The Oxford system does not operate a waste water treatment plant. The Oxford WPCA has an agreement with the City of Naugatuck to utilize 1,000,000 gallons per day (gpd) of the Naugatuck wastewater treatment plant. The Naugatuck area of the Oxford system serves the northern part of town, including the industrial area and Oxford Greens.

The WPCA also has an agreement the Town of Seymour for 250,000 gpd of treatment capacity at the Seymour wastewater treatment plant. The Seymour section of the system serves the southern section of the Town, principally the Route 67 corridor.

In addition, there are 4 private sewer areas. Facilities in the private sewer areas include 11 pump stations. All the private sewage goes into the town's public sewers. Most of the low density residential properties in Town utilize individual on-site waste disposal systems.

The WPCA has adopted a sewer service map in accordance with State Department of Economic and Environmental Policy. This Plan shows the area currently served by public sanitary sewer as well as properties planned for future service.

### Public Water

Oxford is served by two water companies. The Heritage Hills Water Company serves the northern section of the Town, including Oxford Greens and the industrial area. Aquarian Water Company serves the southeastern section of Town, particularly the Route 67 corridor.

The two water companies basically serve the business areas and condominium developments, areas of higher intensity development. Most of the single-family dwellings in Oxford utilize individual wells. There does not appear to be any widespread problems with the water quality of the individual wells.



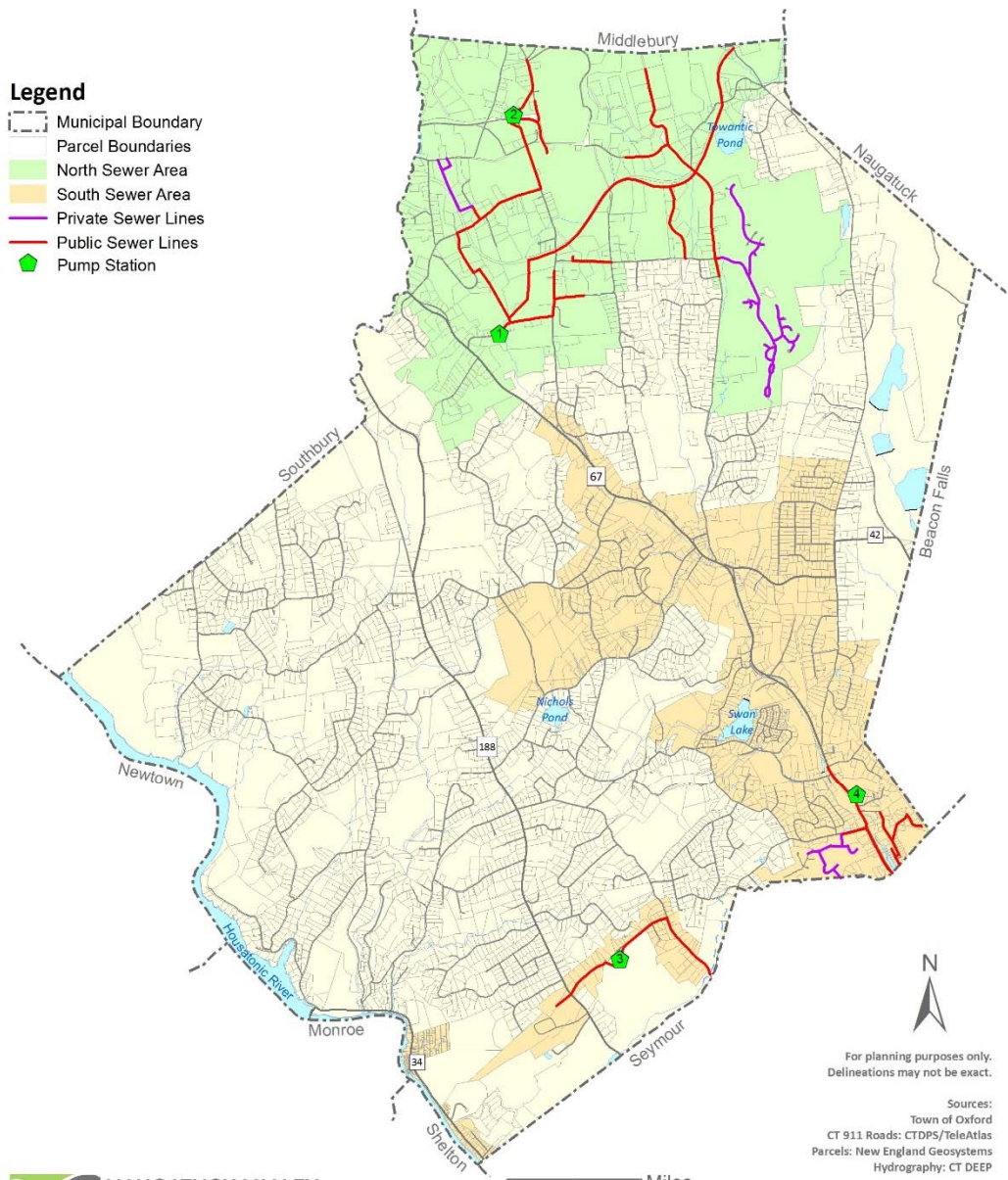
Map 14



# Sanitary Sewer Service Area

## Plan of Conservation & Development

### Town of Oxford, CT



- Legend**
- Municipal Boundary
  - Parcel Boundaries
  - North Sewer Area
  - South Sewer Area
  - Private Sewer Lines
  - Public Sewer Lines
  - Pump Station

For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Oxford  
CT 911 Roads: CTDPs/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

Date: 7/13/2018



## D. Goals, Policies & Recommendations

The Town will need to balance the needs of the community with the costs associated with expanded services. Given the Town's current and anticipated population base, it will be important to explore options including partnerships where the cost and maintenance of facilities are shared among other agencies and service providers. Wherever possible, we recommend that the Town continue to initiate and/or expand relationships with other service providers to share the burden of providing services.

### Public Facilities Goal

*Provide Town residents with a range of recreational, educational, social and protective services to meet the needs of residents in a contemporary society, consistent with the Town's fiscal limitations.*

### Policies

1. Continue to improve and upgrade the Oxford public school system to enable students to meet the future challenges of the work force into the twenty-first century.
2. Provide the widest possible range of educational, recreational and social facilities consistent with population to be served, and located so as to be easily accessible to all residents of all ages.
3. Provide sites for community facilities reflecting existing and future needs.
4. Continue to provide and maintain public infrastructure facilities such as roads, sewers and storm drainage, where needed, in all areas throughout the town to prevent physical deterioration.
5. Prior to the future development of all types of land uses, consider the feasibility of their being served well, efficiently, and at reasonable cost with public facilities; which facilities shall not necessarily always be the Town's responsibility to provide.
6. Broaden cooperation between the Board of Education and Town government with the sharing and joint use of facilities and coordination of programs and services.
7. Continue cooperation with the Towns of Naugatuck and Seymour to provide adequate sewer capacity to enable growth in the Town.

8. Program capital improvements on the basis of a priority system carefully related to the needs of the community and fully integrated with the Plan of Conservation and Development.

#### Strategies

1. Additional parkland will be needed. The Town should acquire a site suitable for a town wide recreational complex.
2. Evaluate the need for additional emergency medical services to serve the 55 and over population within the northeastern section of Town. This may include an ambulance station.
3. At some point in the future, a new police station will be needed as well.
4. The need for additional public meeting space will be met with the construction of the new library.
5. Consider the consolidation of town offices, the Police Department and other town offices in one centralized location.
6. The extension of public sanitary sewer service should only occur within areas so designated within the sanitary sewer service area.
7. Oxford should avoid the use of individual package sewage disposal facilities for any developments.

## VIII. HISTORIC & CULTURAL RESOURCES



### A. Existing Conditions

The cultural and historic resources of Oxford contribute greatly to the character of the community. The historic streetscape of Oxford Center with its green, old farmhouses and churches is important to the uniqueness of our town. This plan attempts to provide a basis for actions to continue to preserve and enhance these unique features.

Oxford is an historic community with roots dating back to the 1600's. Its history and places of historic distinction have been well documented by efforts of the Oxford Historical Society and interested citizens.

The Historical Society in a recent review of assessor records, found 142 buildings within the Town built before 1900. They also note 52 buildings that have been lost which will be included in their forthcoming republication of *Early Houses of Oxford*.

There are some concentrations of these buildings, but many are scattered throughout the town. The primary historical resources within our boundaries

include the following properties that are listed in the National Register of Historic Places.

Properties in the National Register of Historic Places

1. The Washband Tavern  
90 Oxford Road  
Underground Railroad station, tavern and stage stop in Colonial period.
2. Wooster Sawmill  
On National Register of Historic Sites.
3. Quaker Farms Historic District  
467-511 Quaker Farms Rd.,  
Oxford (150 acres, 19 buildings), including these historic buildings:
  - Tomlinson-Lum House, 467 Quaker Farms Rd.
  - Christ Church Episcopal, 470 Quaker Farms Rd.
  - The Carriage House, 486 Quaker Farms Rd.
  - Hotchkiss-Tomlinson House, 487 Quaker Farms Rd.
  - Eliza Tomlinson House, 489 Quaker Farms Rd.
  - Griffin Tomlinson House, 491 Quaker Farms Rd.
  - Perry-Pangman House, 511 Quaker Farms Rd.
4. Stevenson Dam Hydroelectric Plant

Properties on the State Register of Historical Places and other state historic inventories:

1. Joseph Twitchell Homestead  
Known as Twitchell-Rowland Homestead, formerly at 116 Christian Street, moved to 60 Towner Lane.
2. The Bristol House  
127 Hurley Road
3. The Charles Meigs Farmstead,  
429 Quaker Farms Road.
4. Old Tan, Russian House,  
644 Roosevelt Road.

Properties are not within the National Registry are potentially eligible:

1. Oxford Congregational Church
2. St. Peter's Church
3. Oxford Congregational Parsonage  
Childhood home to Martha Hubbell, Martha, daughter of Noah Stone, M.D. She wrote the popular novel "The Shady Side" in 1853, which sold 42,000 copies by 1860; By comparison, Nathaniel Hawthorne's Scarlet Letter, written in 1850, sold 11,800 copies by 1860. Her novel was influential in securing reforms regarding the treatment of New England clergy by their parishes.
4. Hudson House  
430 Oxford Road, Mary's Little Lamb Tea House
5. Oxford House  
Early stagecoach stop, inn and tavern
6. John Twitchell House.
7. Academy Road  
Congregational Church organized there, served as early post office, and general store. Was at one time the Episcopal parsonage.

Other Properties of cultural significance in Oxford's History

There are other individual houses scattered about town that are equally worthy of inclusion, but they are not so easily grouped together.

- 561 Oxford Road: Beardsley House and Mr. Munn's School for Boys -- private school in 1800's.
- 423 Oxford Road: Formerly the home of Mr. W. W. Hughes, who founded the Oxford Circulating Library, with the assistance of the Episcopal rector, and ran it out of his home for many years. This later became the Oxford Public Library.
- 154 Hogs Back Road, McEwen House, where a boarding school for boys was held.

Potential Historic Districts

1. Oxford Center  
A proposal for historic district there failed to gain residents' approval, as did the bid to place the
2. Quakers Farms  
Also failed to gain residents' approval district under State Statutes as a Local Historic District with property restrictions.)

## **B. Goals, Policies & Recommendations**

### Goal

*Conserve and enhance the components of Oxford that contribute to the character and quality of life of the Town.*

### Policies

1. Preserve the historically significant structures and landmarks in the Town.
2. Encourage the re-use of culturally and historically significant structures in an economically viable way which preserves their cultural or historical significance as much as is feasible.
3. Maintain and enhance the Town streetscapes, including street trees and walking paths.

### Strategies

1. Inventory the Town's historically significant structures and landmarks. The inventory should identify those at risk due to physical deterioration or changing economic circumstances.
2. Revise the zoning regulations to permit the re-use of historically significant structures that have been identified, under special circumstances. The proposed reuse should be consistent with the character of the neighborhood. These uses should only be permitted where the use permitted in the underlying zone may not be economically viable for the unique nature of the historic structure.
3. Explore the feasibility of establishing a town commission for historic districts or historic properties. Such an exploratory study could be appointed by the Board of Selectmen to explain to local property owners the benefits and restrictions of both Historic Districts and Historic District Commissions (HDC). If there are not enough interested property owners to create a historic district in Oxford Center, a Historic Properties Commission (HPC) could accept individual properties for registry, which would be enrolled voluntarily by each property owner. The creation of an HDC or HPC is established by ordinance, in compliance with state statutes. An HPC would regulate exterior modification of property within the district, as to conformance to standards of historical integrity. An HPC would do the same for individual properties voluntarily entered by property owners. The Historic Properties enrollment would remain with the property when ownership changes.
4. Enforce the demolition delay ordinance and utilize it to fully explore re-use option for historically significant structures.

## IX. LAND USE



### **A General Land Use Considerations**

The land use plan of a community must reflect the goals and objectives of the community. It should be based upon realistic expectations as well as environmental conditions. The plan should reflect a balance between respect for private property and achievement of public welfare.

In the formulation of a land use plan for a community, it is important to identify those factors that are the major influences on land use. The following are the primary considerations in the formulation of a land use plan for Oxford:

1. Land use regulatory decisions were made many years ago to zone the northern section of the Town, around Waterbury-Oxford Airport for industrial and related uses. This decision has essentially remained in place, with some minor revisions, and enforced by recent zoning amendments.
2. The road system of the western area of Town, west of Route 188, is particularly inadequate to support substantial levels of development.
3. The Town of Oxford is categorized by a hilly topography, and any future development should be respectful of these development limitations.



4. Route 67 between the Town Hall and the Seymour Town Line has been the traditional “spine” of activity within the Town. Future development within this area has been somewhat limited by the presence of the Little River and steep hillsides, as well as the lack of sewers. The development of the Village Center Mixed Use District Quarry Walk has resulted in the expansion of the sewer line north along Route 67 up to the Village Center Mixed Use District area. This will facilitate development of the properties south along the corridor, and facilitate development of the properties to the north, along, up to the municipal complex, which includes the Town Hall.
5. Economic growth will be needed to balance the needs of a growing population with the ability of the municipal government to supply those needs.
6. The environmental characteristics of Oxford are important components of the quality of life of the Town.
7. The economy of Oxford has remained vibrant, in spite of the overall state economic environment.

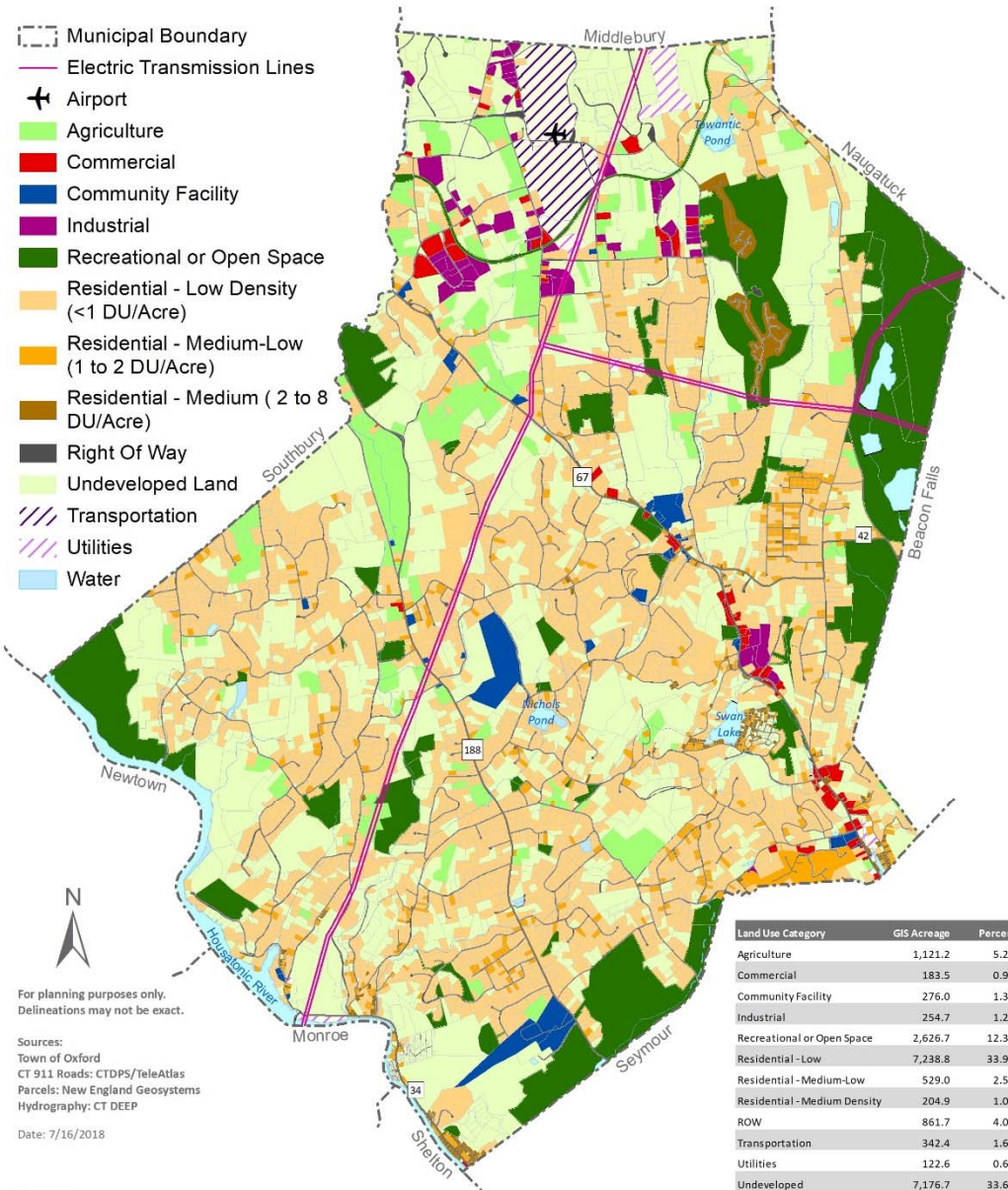
On the following Page, Map 15 identifies current general land uses in Oxford.

Map 15



# Land Use Plan of Conservation & Development Town of Oxford, CT

- Municipal Boundary
- Electric Transmission Lines
- Airport
- Agriculture
- Commercial
- Community Facility
- Industrial
- Recreational or Open Space
- Residential - Low Density (<1 DU/Acre)
- Residential - Medium-Low (1 to 2 DU/Acre)
- Residential - Medium (2 to 8 DU/Acre)
- Right Of Way
- Undeveloped Land
- Transportation
- Utilities
- Water



N  
For planning purposes only.  
Delineations may not be exact.  
Sources:  
Town of Oxford  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP  
Date: 7/16/2018

Land Use Category	GIS Acreage	Percent
Agriculture	1,121.2	5.2%
Commercial	183.5	0.9%
Community Facility	276.0	1.3%
Industrial	254.7	1.2%
Recreational or Open Space	2,626.7	12.3%
Residential - Low	7,238.8	33.9%
Residential - Medium-Low	529.0	2.5%
Residential - Medium Density	204.9	1.0%
ROW	861.7	4.0%
Transportation	342.4	1.6%
Utilities	122.6	0.6%
Undeveloped	7,176.7	33.6%
Water	418.9	2.0%
<b>Totals</b>	<b>21,357.1</b>	<b>100.0%</b>



## **B. Proposed Land Use Classifications**

The Land Use Plan is based upon a series of land use classifications. Some of these classifications correspond with current zoning districts, but there may be a need to create additional zoning districts to accommodate future classifications. Map 16 on the following pages details the location of Proposed Land Use categories described below.

### Commercial - Mixed Use

Intended for retail and other consumer oriented businesses that benefit from the visibility along Route 67 and a location central to the Oxford Community. Most of the retail developments will be small, but there may be the opportunity for larger scale development at select sites within the corridor. The goal should be to improve the aesthetic character of the corridor, and promote more a pedestrian oriented development.

### Industrial

Intended for industrial and related development at contemporary standards. Development here will primarily consist of buildings used for manufacturing, warehousing, wholesaling, research and development, or office uses. Where yard based industrial or similar outdoor activities occur, they should be visually screened and landscaped to avoid adverse offsite visual impact.

### High Technology Industrial District

This category is intended as an area reserved for the emerging industries that have the potential to be major components of the future regional economy. The airport and accessibility to Interstate 84 will be major determinants for uses within this area. These uses are intended to be developed in accordance with the highest contemporary architectural and site development standards, including extensive landscaping, and buildings with a high architectural finish. Within a comprehensively planned office/industrial development, it may be appropriate to permit a limited amount of small scaled retail and restaurant uses, to support and enhance the overall business park environment.

### Residential

Single-family residential development that will preserve the rural character of the community and be as harmonious as possible with the natural environment, respecting topography, watercourses and other significant natural features. Overall density shall not exceed 0.5 units per acre, but in most areas densities are likely to be lower due to environmental limitations. Public water and sewer service is not required nor is it available to serve most of the areas designated as

residential, but the road system should be upgraded to adequately handle the increased traffic that would result from residential development.

#### Route 67 Office

Limited small scale non-residential uses that would not detract from the residential and rural environment, such as small offices, day care centers, houses of worship and similar uses. Retail uses are not included within this category.

#### Oxford Center

To retain the existing historic character and maintain the area as the governmental center of the community, the area will continue to be predominately residential, with limited commercial uses that will support the historic character of the area.

#### Route 34 Corridor

Development within the Route 34 Corridor may be considered to include clustered housing, including age-restricted housing, which utilizes disturbed areas, but preserves the natural slopes and does not degrade the water quality of the Housatonic River. Development within this area should include substantial areas of open space.

#### Age Restricted Housing

There are existing areas of age-restricted housing, that when fully developed will provide homes for several thousand residents aged 55 and over. These areas are all served by public water and sewer.

Map 16



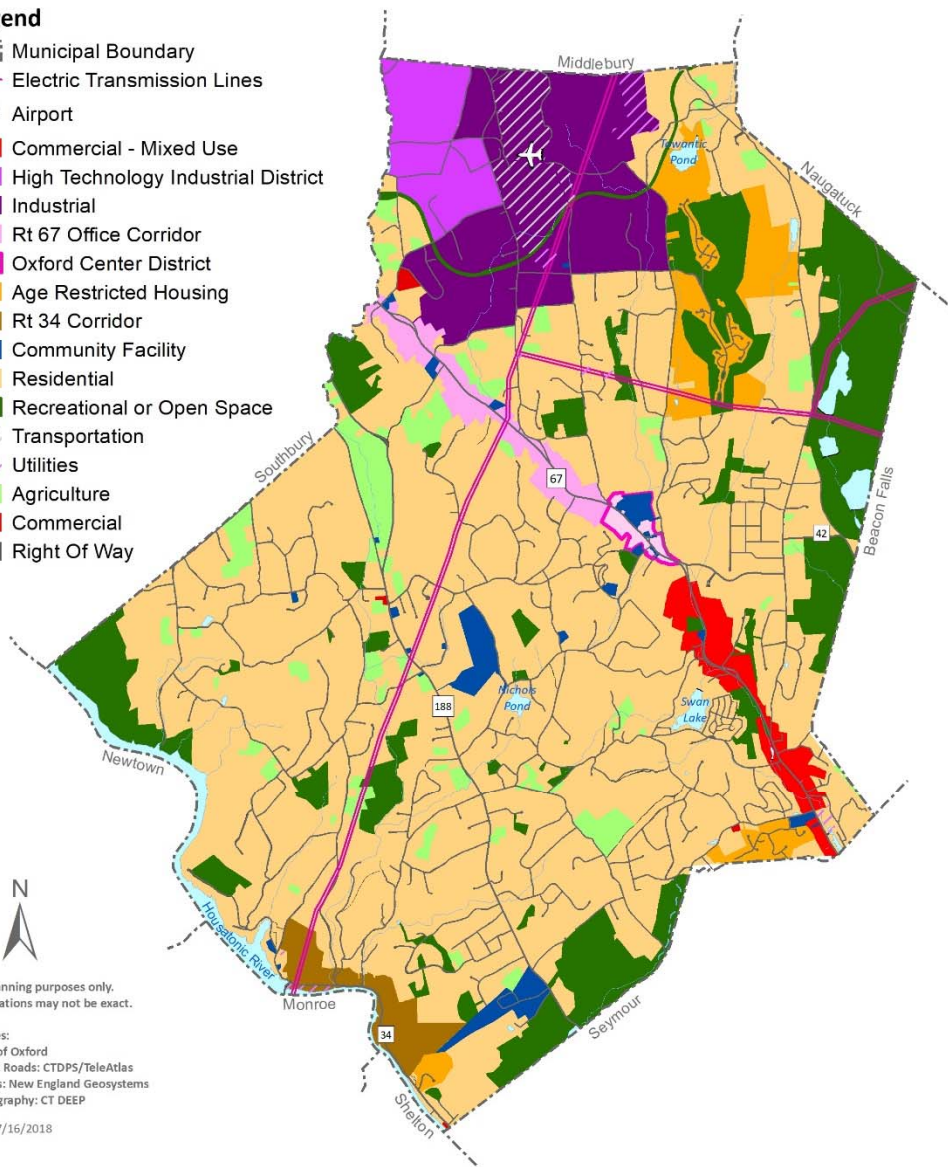
# Future Land Use

## Plan of Conservation & Development

### Town of Oxford, CT

#### Legend

- Municipal Boundary
- Electric Transmission Lines
- Airport
- Commercial - Mixed Use
- High Technology Industrial District
- Industrial
- Rt 67 Office Corridor
- Oxford Center District
- Age Restricted Housing
- Rt 34 Corridor
- Community Facility
- Residential
- Recreational or Open Space
- Transportation
- Utilities
- Agriculture
- Commercial
- Right Of Way



For planning purposes only.  
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Sources:  
Town of Oxford  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

Date: 7/16/2018



## C. Land Use Goals, Policies and Recommendations

### Goal

*Maintain the rural character of Oxford, providing for the appropriate mix of residential, commercial, industrial and public uses that will enhance the quality of life of a growing community.*

There are several distinct geographic areas of Oxford that help define the character of the Town. As the Town continues to grow, these areas will take on a more distinctive appearance and be important in defining the Town. Although they do not necessarily correlate with neighborhoods, these areas all have distinctive needs.

### Route 67 Commercial Area

This includes the area along the Route 67 corridor, from the Seymour Town Line to the area just south of the intersection of Route 42. This area has been the major commercial area of the Town, and the Plan envisions that this be continued. However, this is changing, with the major factor of the Village Center Mixed-Use District, which is creating an actual Town Center for Oxford. This new development should be a catalyst to create a more pedestrian friendly, corridor, with design issues taking on additional importance. The area needs to be viewed as the “heart of the community,” with aesthetic and functional characteristics that will define Oxford into the future.

The overall policy should be that commercial development should be encouraged along Route 67 at a scale, design and locations to meet the needs of Oxford residents.

### Strategies

1. The installation of sewers along Route 67 offers the opportunity for more intensive commercial development along Route 67. This more intensive development should be accompanied by higher design standards and the creation of more pedestrian - friendly environment.
2. The setback requirements of the zoning regulations should be evaluated and revised to facilitate the commercial development of the smaller parcels that proliferate along Route 67, and create incentives for lot consolidation.
3. The boundaries of the Commercial District should continue to be readjusted, upon request, to coincide with parcel boundaries.
4. In several locations, there are parcels large enough to accommodate a significant commercial development. These developments should be

- designed to include a pedestrian orientation and serve as focus of activity along the corridor.
5. The Commission should strengthen the design review of proposed developments and improvements within the commercial zone. Elements for review could include overall building architectural design, building orientation, exterior materials, orientation, roof pitch, relationship to the linkages of the overall corridor and compatibility with other existing and planned projects.
  6. The Town should formulate a plan of streetscape improvements along Route 67 between Oxford Center and the Seymour Town Line. The Plan should address the following:
    - Landscaping, including street trees, and a program of landscaping for the private property along the corridor;
    - Sidewalks, walkways and other pedestrian improvements;
    - Street furniture, including lighting;
    - Pedestrian circulation;
    - Public spaces, including small park areas along the river;
    - Integration of the Little River as a linear open space trail along the Little River. The corridor can be a walking or bicycle trail and it can be developed in conjunction with the development of the commercial properties;
    - Determination of overall theme of roadway and design features; and
    - Coordination with State Department of Transportation in design.
  7. Retail developments that include office space should be encouraged to provide space for small and growing businesses.
  8. Retail and office development should be encouraged within commercial centers that are planned and developed in accordance with a comprehensive unified plan.
  9. The existing commercial areas along Route 67 should be enhanced through public and private actions, including redevelopment of existing properties, design regulation, and the installation of right-of-way improvements, such as landscaping and sidewalks, where feasible.
  10. The completion of the installation of sewers offers the opportunity for higher density development along the Route 67 corridor that would enhance the feel of a centered commercial area. The sewers would permit more intensive development, and the higher densities would support and enhance commercial development along the road.

11. The establishment of a Main Street Committee is critical to the successful implementation of the pedestrian and greenway improvements necessary to create the Oxford Main Street Corridor.

### Industrial Area-Airport

The large area of industrial zoning was designated many years ago in response to the development of the airport. Its existence was re-enforced with Interstate 84, creating approximately four square miles of land zoned for industrial use, near a major interstate interchange, surrounding a general aviation airport. The Industrial Area - Airport includes the High Technology Industrial District, which was created to establish a slightly different form of industrial development that would take advantage of the Airport and highway proximity.

The infrastructure to facilitate the development of this area has been greatly improved over recent years, including road, utility and power distribution. The area is currently ideally suited to accommodate the type of development envisioned within the Plan of Conservation and Development

### Strategies

- 1) The areas zoned for industrial development, including the High Technology Industrial District, can accommodate a great deal of future growth.
- 2) The Industrial area contains enough land to meet Oxford's economic development needs well into the future. However, rezoning of large tracts of land to residential uses is not recommended as there is a sufficient supply of residentially zoned property to meet Town needs as well.
- 3) The Town should continue the improvement of necessary infrastructure to serve the industrial areas, such as roads, water, sewer, electrical power, and broadband access, as recommended in this plan.
- 4) The Oxford Airport is a unique resource for the future development of this area. Efforts should be made to attract industries that can take advantage of the airport.
- 5) Development within the industrial area should continue with strict design controls, and landscaping and buffer requirements, to assure that the entire area develops as a high-quality business park environment.
- 6) Development within the High Technology Industrial District has been slow, but it still represents a unique development opportunity, as it is one of the few areas of western Connecticut with good access to an airport and interstate highway.



- 7) Airport Access Road is a wide, underutilized road. It should be the focus of more intensive development. Although access to the road is limited, the intersecting streets and frontage allow for development. However, the additional development may require improvements to Route 188 and the interchange of Interstate 84.
- 8) Development of the area north of Airport Access Road should include the construction and/or improvement of road connections into Middlebury.
- 9) The primary uses within the industrial areas should be high value manufacturing and supporting uses.
- 10) Limited retail and service businesses that support the primary uses within the industrial area should be permitted. However, the development of a large-scale retail center or “big box” within this area would not be consistent with Town policies.
- 11) Continue to update the comprehensive economic development strategy consistent with the Plan of Conservation and Development. The strategy should be ongoing and include specific strategies for the Town to pursue economic growth. The strategies should be accepted by all relevant town agencies.

### Oxford Center

Oxford Center represents the historic core of the community. Unlike other Town centers, it did not experience substantial commercial development. However, the historic character of the center has been preserved, and it has remained a center of civic activities. The Oxford Center Plan includes the following the following vision and recommendations:

*Vision - In order to meet the needs of the twenty-first century, Oxford Center needs to become more of a gathering place and focus for the community. This includes Improvements to make the area more comfortable for residents, and the creation of facilities and businesses that would attract more residents. At the same time, the historic and environmental characteristics of the area must be maintained and enjoyed.*

There are several important components to making Oxford Center more of a community gathering place and focus.

### Pedestrian Linkages

There are no accommodations for any pedestrian activity in Oxford Center. The area has no sidewalks or walkways. Walking along the road is uncomfortable and sometimes dangerous, as vehicles travel at high speeds despite the 25 MPH

speed limit. The stretch of Route 67 within the Center contains no traffic control devices that would enable a pedestrian to cross the road.

A system of sidewalks and walkways is needed. It should include a sidewalk along the northeast side of the street between Town Hall and Riggs Street. Pedestrian circulation on the southwest side of the street could include a combination of on-street walkways and a path along the river. There should also be internal walkways connecting nearby facilities, such as the Center School, Kirks Pond and Town Hall.

### Business

The growing population of Oxford is creating new business opportunities. The town is experiencing a great deal of retail “leakage;” residents leaving town to conduct business. Additional business development would enhance the role of Oxford Center as the focus of the community, as it would create another reason for people to visit the center. However, the physical layout, residential character and historic characteristics of the area make it imperative that any retail or related uses be small-scale in nature, and of a nature that is consistent with the historic and residential character.

Although there are some limited opportunities for new construction to accommodate businesses, the emphasis should be on the continued re-use of the existing buildings within the area, with continued strict standards for site design. Any new construction should be of a scale and quality so that it also blends into and enhances the area.

The commercial uses should be small scaled and respective of the historic and residential character within the area. Art galleries, professional offices, studios, antique shops and similar uses would be appropriate within this area. The current Oxford Center zoning permits a limited range of commercial uses in existing buildings.

### Community and Government Center

Oxford Center is one of the major focus points of the Oxford community because of the presence of most municipal offices and facilities. The library senior center moved to a larger facility and a new library is being constructed outside of the center. However, the main municipal facilities should remain in the Center to maintain its role as a community center.

### Parks and Greenways

The key to making Oxford Center a more interesting and inviting place is to create a system of parks and greenways within the area, essentially an open space ribbon through the area. The ribbon would tie the area together, linking activity centers with open space resources. These open spaces should link with the planned Little

River Greenway, extending to the Seymour Town Line. These open space resources should include Kirks Pond, the Little River, the land behind the Town Hall, and both Town Greens.

### Historic Resources

Oxford Center has a strong heritage that should be utilized in its improvement efforts. Many of the homes and churches in the area are historic. The Green and the surrounding buildings encompass a unique and valuable historic resource. Any improvement efforts should be based upon and respective of the historic character of the area.

### Visibility

Even with pedestrian improvements, vehicular traffic will continue to dominate in and through Oxford Center. The area needs to be better defined, with entrance features that let everyone know that they are entering a unique area of the community.

### Town Role

Oxford Center, along with other sections of the Route 67 Corridor extending south towards the Seymour town boundary should be considered as the “central spine” of Oxford. Although Oxford Center is not the central retail area, it is part of the corridor which collectively provides much of the focus and activity of the community. Therefore, future land use decisions should be made to reinforce this role. Oxford Center should be viewed as the historic and civic anchor to this corridor.

### Strategies

There are recommendations for each of the sub-areas of Oxford Center, as well as general area wide recommendations. The recommendations are physical, programmatic and regulatory, to provide a multi-faceted approach for the renewal of Oxford Center.

### Southeastern Gateway

This is the area southeast of the intersection of Riggs Street, and includes the Victory Park. As stated previously, it is somewhat separated from the rest of Oxford Center. The plan for this area includes the following:

- a. Install an entrance feature at the south end of Victory Park to inform motorists that they are entering Oxford Center. This should include a sign and distinctively landscaped area.

- b. Maintain the homes along Old State Highway as residences.
- c. Permit limited non-residential uses on properties along Route 67.

#### Historic Core

This area is what is perceived when people speak of Oxford Center. It includes the green and surrounding historic areas, as well as both churches. It includes the area between the Center School and the intersection of Riggs Street. The area includes some historic non-residential uses, but is still dominantly residential in character.

- a. Redesign the Town Green by:
  - Creating a passive recreational area for Town residents
  - Open views of the Congregational Church, possibly by select tree trimming or removal.
  - Create pedestrian linkages between the Green and other areas of the Center.
  - Allow for the use of the homes along the Green for certain limited non-residential uses, such as a Bed and Breakfast, or professional office. This may require some relaxation of the parking requirements.
- b. Permit the use of the existing homes for limited retail and office uses.

#### Municipal Area

- a. The Town Hall should remain within Oxford Center; either at its existing location, or at the Center School, if the Board of Education decides that the Center School is no longer needed or appropriate for educational needs.
- b. Kirks Pond should be improved into the principal town green in the area. It should be designed and improved to be the primary outdoor public space in the community, and a focus for community activities.
- c. If the Center School could be reused as a municipal building, the area behind should be integrated into the overall center park system.
- d. The lands behind the Town Hall and across the street from the Town Hall should also become part of the overall center park system. They can serve as a base of a trail system through Town open space.

## Zoning

- a. Village District Regulations - Village Districts are specially enabled by State Statute to provide a higher level of review for specially designated areas of the Town. It offers the opportunity for a higher level of architectural and site control. The jurisdiction would also apply to public rights-of-way, including the State Highway. Oxford Center would be eligible for the creation of a Village District. The statute states that the village districts must be located within areas of distinctive character, landscape or historic value that are specifically identified in the plan of conservation and development of the municipality.

The adoption of Village District regulations would enable the regulations of the design and placement of buildings, maintenance of public views, design, paving materials and placement of public roadways, and other elements that the Planning and Zoning Commission deems appropriate to maintain and protect the character of the village district. This higher level of review would enable changes in use in Oxford Center, in accordance with the Village District Controls.

- b. The current Oxford Center zoning regulations permit limited commercial uses in existing buildings, with minor additions. The regulations should be amended to permit more commercial uses within Oxford Center, with strict architectural and site guidelines.
- c. The zoning regulations should include lower parking requirements for business uses within Oxford Center, and include incentives for shared parking. Parking areas should be visually deemphasized, with screening from the road. The goal should be to encourage use of the municipal parking facilities and minimize parking impacts within the historic core.

## Parks and Open Space

The existing and potential park and open space resources within Oxford Center are unique for Town centers. However, these collective resources are not effectively functioning as assets to Oxford Center. The individual park and open space resources should be improved to a linking “green necklace” throughout Oxford Center. This should include the following:

- Greenway and paths along the Little River.
- Enhancement of Kirk’s Pond to serve as the Town Green within the municipal area, with linkages to the Center School and Town Hall. This area should be designed to serve as a central feature of Oxford Center.

## General

1. Install sidewalks along both sides of Oxford Road between Town Hall and the Church Green.
2. Extend sewer service up Route 67 as far as the Town Hall, and provide sewer service to the properties within Oxford Center.
3. To the extent feasible, new and expanded municipal facilities that provide services to residents should be located within Oxford Center.
4. Work with the State Department of Transportation to install a crossing walk signal near the Center School in conjunction with the construction of sidewalks.
5. Provide a systematic planting scheme along Route 67 within Oxford Center that includes street trees and ground plantings.
6. Any center revitalization or enhancement efforts require an entity to advocate for the interests of the businesses and property owners within the area. Unlike other centers or downtowns of larger communities, Oxford Center has not had a strong identity that would foster the creation of this type of group.

However, within the long-term planning horizon, this type of group can be effective in furthering the unique interests of Oxford Center. To begin the process of advocacy for Oxford Center, the Oxford Economic Development Corporation should establish an Oxford Center working committee, whose role would be to further implementation of the recommendations of this plan.

7. It is generally accepted that revitalization of downtown areas within large and smaller communities are significantly enhanced by residential development in or near the downtown area. This provides a market for downtown businesses, and enhances the role of the area as a 24-hour activity center.

Oxford Center is not a downtown, in the sense of communities such as Naugatuck, Seymour, Derby, Ansonia or Shelton. However, some additional residential population within proximity of the Oxford Center would enhance its role as the community center. It is important that this residential development occur in a design and scale that is consistent with the overall character of the community.

### Route 67 Professional Office District

The area north of the Town Hall along Route 6 should retain its rural character, but permit non-residential uses as may be appropriate.

#### Strategy

1. The zoning for this area was changed to permit low intensive non-residential uses as a Special Exception. This amendment has not produced any significant development

### Route 34 - Riverside

The Route 34 Corridor in Oxford runs along the banks of the Housatonic River. The south side of the road is a narrow strip between the highway and the river and the north side of the road consists largely of bluffs, rising sharply from the road. Many of these areas have been mined, leaving a scarred landscape.

The area contains neighborhoods of lots that were created prior to the enactment of zoning. Many of the lots are undersized.

The challenge of the Commission is to permit and encourage development that will restore and respect the hills rising from Route 34, opposite of the Housatonic River.

#### Strategies

1. There are several parcels along Route 34 that have been disturbed through earth removal or other operations. Potential cluster housing offers the opportunity to restore and use the land in a way that can minimize the disruption of the topography in the area.
2. The significant characteristics of this area are visual and physical access to the Housatonic River. All developments within this area should be designed to; (1) permit physical access to the river, if located on the south side of Route 34; or (2) provide for visual access to the river, both from the prospective residents as well as the public.
3. Development of undersized lots should only be permitted in strict conformance with all regulations. The combination of undersized lots should be encouraged.

### Quaker Farms

Quaker Farms is a generally defined area along Route 188, centered on the intersections of Barry Road and Captain Wooster Road, where there is a church, fire station and several historical homes clustered along the road. This area has the characteristics of a traditional rural center, a small cluster of homes and activities.

The western section of Oxford, from Route 188, is the most rural section of the Town. It includes the greatest amount of undeveloped land and areas of steep topography. The road system within this area reflects the historical patterns of traveling towards the Housatonic River, and includes steep, narrow roads going through valleys and along hillsides.

#### Strategies

1. The historic character of the center of Quaker Farms should be preserved through careful control of development and public improvements within the area.
2. Residential development west of Route 188 should be in conjunction with improvements to existing roads, as well as new road connections



## **X. CONFORMITY WITH STATE AND REGIONAL PLANS**

Section 8-23 CGS requires that a municipal plan of development take into consideration the State Plan of Conservation and Development and the applicable regional plan for the area.

### **A. State Plan of Conservation and Development**

The Conservation and Development Policies Plan for Connecticut, 2013-2018 is based on a series of Growth Management Principles (GMPs) with associated policies. These Growth Management Principles are as follows:

- 1) Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure;
- 2) Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs;
- 3) Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options;
- 4) Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands;
- 5) Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety; and
- 6) Promote Integrated Planning Across all Levels of Government to Address Issues on a Statewide, Regional and Local Basis.

The Plan also includes a Locational Guide Map for the entire State as well as each individual Town (attached). This map included the following eight land use planning categories primarily intended to serve as a guide for State investment decisions.

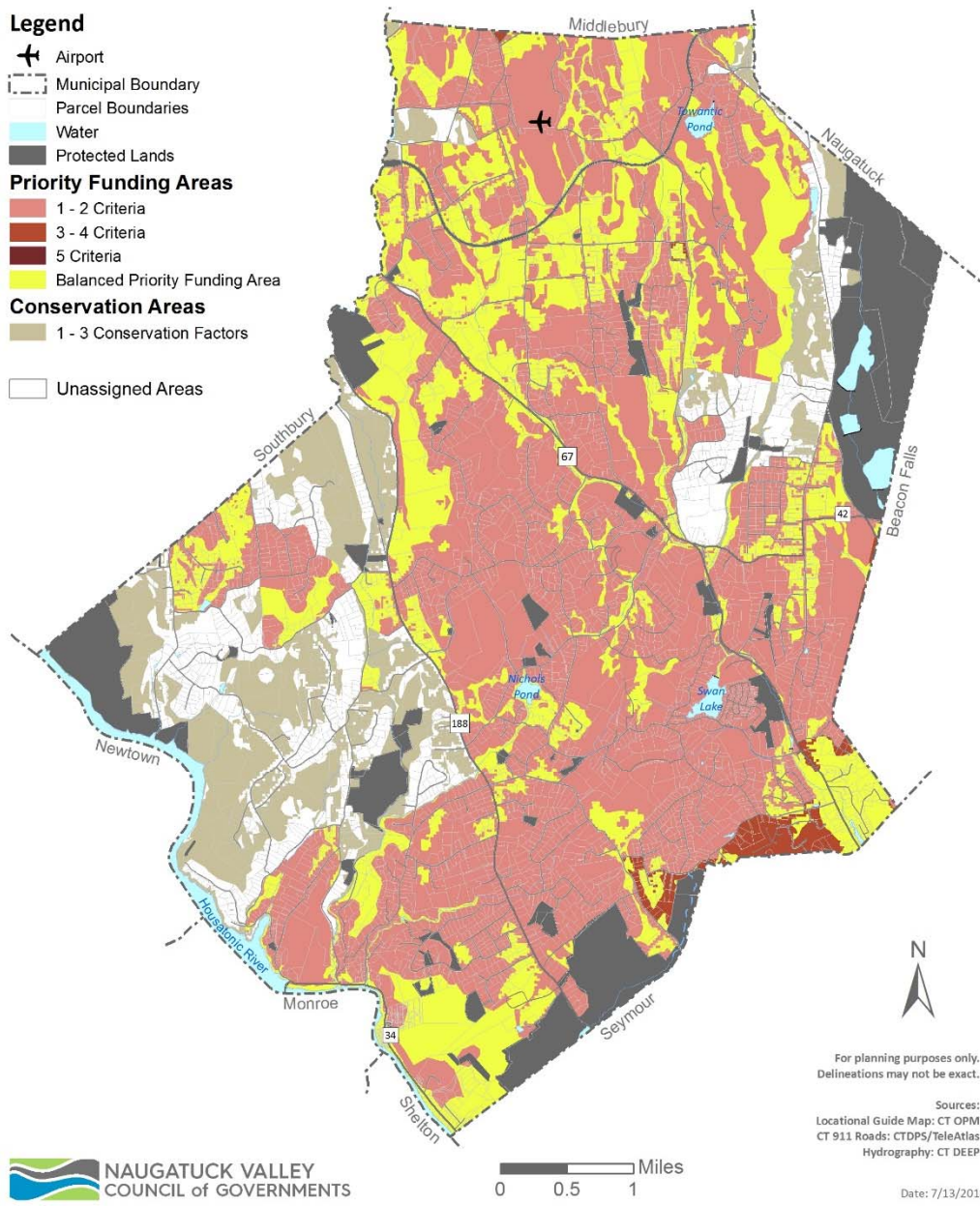
- Priority Funding Areas
- Balanced Funding Areas
- Village Priority Funding Areas
- Conservation Areas
- Protected Lands
- Undesignated Lands
- Local Historic Districts
- Regional Center

The Locational Guide Map (Map 17 on the following page) includes the north and east areas of Oxford within Priority Funding Areas. The Oxford 2018 POCD calls for more intensive commercial, industrial and residential development to be located within these areas. Therefore, the Oxford POCD is consistent with the State Plans including the locational criteria.

Map 17



# Locational Guide Map: CT C&D Policies Plan Plan of Conservation & Development Town of Oxford, CT



## **B. Council of Governments of the Central Naugatuck Valley (COGCV) Regional Plan of Conservation and Development**

The recently established Naugatuck Valley Council of Governments (NVCOG) includes communities from other former regional planning agencies or council of governments, namely the Valley Council of Governments, the Council of Governments of the Central Naugatuck Valley (COGCV) and the Central Connecticut Regional Planning Agency (CCRPA). The Town of Oxford was a member of the COGCV, and now retains membership in the NVCOG. Since the NVCOG has not adopted a Regional Plan of Conservation and Development (POCD) for this newly established region. The most recently adopted Regional POCD which encompasses Oxford is the COGCV 2008 Regional POCD. This plan was regionally oriented and as such, emphasizes an overall approach to land use issues within the region. It includes a series of strategies and implementation factors.

The 2008 Regional Plan provided a series of smart growth conservation and regional priorities for open space, greenways and land use. These priorities were consistent with the 2007 Oxford Plan of Conservation and Development. The 2018 Plan expands upon and refines the important elements of the 2007 Plan, but it does not change the fundamental growth and conservation principles. In fact, the 2018 Plan provides a method of implementation.

Therefore, the 2018 Oxford Plan of Conservation and Development is consistent with the 2008 Regional Plan.