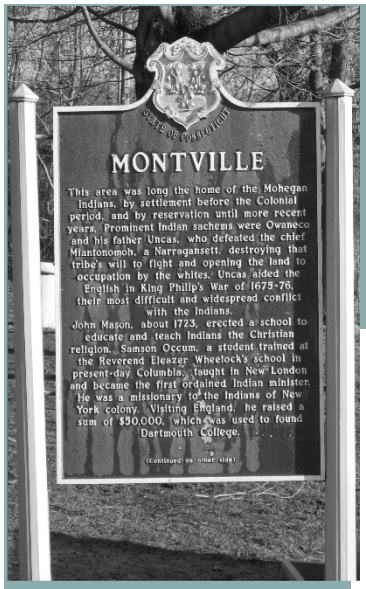
MONTVILLE

Plan of Conservation and Development








2026 Update

Adopted by the Planning and Zoning Commission on January 25, 2022
Effective Date: February 18, 2022

2026 Update Supplement
Adopted Date: _____
Effective Date: _____

2026 UPDATE SUPPLEMENT

This update is provided following the completion of the *Revive and Renew Routes 163 / 32 Strategic Investment Plan* (the Revive and Renew Plan) dated July 2026 and prepared by BJH Advisors with Pirie Associates. The Revive and Renew Plan was funded by the State of Connecticut Community Investment Fund Round 5. The Revive and Renew Plan's findings and recommendations was based upon substantial community outreach, detailed demographic and market assessments associated with economic and housing trends, and extensive urban design exercises. Collectively, a vision and strategy for focusing investments and guiding the creation of a Town Center with a viable economic environment, with housing options that are inclusive for all, was defined.

The Planning and Zoning Commission incorporates the *Revive and Renew Routes 163 / 32 Strategic Investment Plan, its* visions, findings and implementation strategies, and appendices, as part of the Town of Montville's 2010 Plan of Conservation and Development, as updated in 2022.

The Revive and Renew Plan presents updated demographic and economic trends from what is depicted in the 2022 Update. Therefore, the Revive and Renew Plan shall supersede any overlapping data such as populations, income, household information, to name a few.

Specifically, this update includes:

- Final Report: *Revive and Renew Routes 163 / 32 Strategic Investment Plan, July 2026*
- Appendix A: Market Analysis Report
- Appendix B: Residual Land Value Analysis

"If you don't know where you're going,
You might not get there"

Yogi Berra

Acknowledgements

Planning and Zoning Commission

William Pieniadz (Chairman 2011-2021; 2025-Present)

Wills Pike, Vice Chair

Sara Lundy (Chairperson 2021-2025)

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Stormwater - Bob Russo, C.S.S- CLA Engineers

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2010 Plan of Conservation and Development Implementations

The following actions were taken to implement 2010 Plan of Conservation and Development goals:

Culture and History

- Preservation work was begun on the exterior of the Meeting House Church. The interior requires renovation.

Recreation and Open Space

- The Town acquired a 99 year lease for the Town dock/boat launch area.
- The Town acquired 29.32 acres of land adjacent to Camp Oakdale for active and passive recreation.
- The Planning and Zoning Commission adopted a cluster open space regulation.

Community Facilities

- The Town constructed a new Public Safety Building.
- The Town converted the former Fair Oaks School into a Community Center.

Infrastructure

- The Montville Road Bridge was replaced.
- The Old Colchester Road culvert bridge adjacent to the Community Center was replaced.
- The Department of Public Works adopted a Pavement Management System.
- The Transfer Station was upgraded including a new access point and gate building.
- The Town adopted new Road Standards.
- Low impact development (LID) has been incorporated into project and site plan review.
- The New England Central Rail Road was upgraded for freight capacity.
- The Town reconstructed the intersection of Black Ash Road and Old Colchester Road.
- Sidewalks were extended from the Middle School to the Community Center.

2010 Plan of Conservation and Development Implementations

Housing

- The Planning and Zoning Commission adopted several regulations in support of affordable housing. These include, accessory apartments, the R-20-M Zone which encourages a higher density in multifamily development and a Housing Opportunity Zone.

Economic Development

- The Planning and Zoning Commission reduced the number of activities that require special permits and adopted the Route 32 Overlay Zone (OZ) to promote economic development.
- The Town joined Sustainable Connecticut.
- Protection of environmental assets critical to public health and safety.
- Integration of planning across all levels of government to address issues on a local, regional and state-wide basis.

Introduction

In preparing the Plan of Conservation and Development (POCD), the commission shall consider and include the following:

- The need for affordable housing;
- The need for protection of existing and potential public surface and ground drinking water supplies;
- The use of cluster development and energy efficient development patterns to the extent that they are consistent with soil type, terrain and infrastructure capacity;
- The state and regional POCD's;
- Physical, social, economic conditions and trends;
- The needs of the municipality including, but not limited to, human resources, education, health, housing, recreation, social services, public utilities, public protection, transportation and circulation and cultural and interpersonal communications;
- Protection and preservation of agriculture;
- Sea level change scenarios published by the National Oceanic and Atmospheric Administration in Technical Report OAR CPO-1.

Such POCD shall:

- Be a statement of policies, goals and standards for the physical and economic development of the municipality.
- Provide for a system of principal thoroughfares, parkways, bridges, streets, sidewalks, multipurpose trails and other public ways as appropriate.
- Be designed to promote, with the greatest efficiency and economy, the coordinated development of the municipality and the general welfare and prosperity of its people and identify areas where it is feasible and prudent to have compact, transit accessible, pedestrian-oriented mixed use development patterns and land reuse and to promote such development patterns and land reuse.
- Recommend the most desirable use of land within the municipality for residential, recreational, commercial, industrial, conservation, agriculture and other purposes and include a map showing such proposed land uses.
- Recommend the most desirable density of population in the several parts of the municipality.

Note any inconsistencies with the following growth management principles:

- Redevelopment and revitalization of commercial centers and areas of mixed land uses with existing or planned physical infrastructure.
- Expansion of housing opportunities and design choices to accommodate a variety of household types and needs.
- Concentration of development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.
- Conservation and restoration of the natural environment, cultural and historical resources and existing farmlands.

- Protection of environmental assets critical to public health and safety.
- Integration of planning across all levels of government to address issues on a local, regional and state-wide basis.

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 the municipality and the planning region in which the municipality is located, as designated by the Secretary of the Office of Policy and Management under section 16a-4a CGS. Promote housing choice and economic diversity in housing, including housing for both low and moderate income households, and encourage the development of housing which will meet the housing needs identified in the state's consolidated plan for housing and community development prepared pursuant to section 8-37t and in the housing component and the other components of the state plan of conservation and development prepared pursuant to chapter 297 CGS.

Consider allowing older adults and persons with a disability the ability to live in their homes and communities whenever possible. Such plan may:

- Permit home sharing in single-family zones between up to four adult persons of any age with a disability or who are sixty years of age or older, whether or not related, who receive supportive services in the home;
- Allow accessory apartments for persons with a disability or persons sixty years of age or older, or their caregivers, in all residential zones, subject to municipal zoning regulations concerning design and long-term use of the principal property after it is no longer in use by such persons; and
- Expand the definition of "family" in single-family zones to allow for accessory apartments for persons sixty years of age or older, persons with a disability, as defined by the Americans with Disabilities Act (ADA), or their caregivers. In preparing such plan the commission shall consider focusing development and revitalization in areas with existing or planned physical infrastructure.

The plan shall be consistent with the municipal coastal program requirements of Sections 22a-101 to 22a-104 CGS, inclusive, made with reasonable consideration for restoration and protection of the Ecosystem and habitat of Long Island Sound and be designed to reduce hypoxia, pathogens, and toxic contaminants and floatable debris in Long Island Sound.

The implementation plan may include:

- A schedule
- A budget for capital projects
- Plans for implementation of affordable housing
- Plans for open space acquisitions and greenway protection
- Plans for corridor management areas along limited access highways or rail lines, designated under section 16a-27 CGS
- Proposed priority funding areas
- Any maps, charts or other pertinent data and information relative to the past, present, and future trends of the municipality

Community Profile - History

"In Montville the natural landscape influenced not only the patterns of original settlement but ultimately the quality of life and the level of economic growth. Although Montville occupies some of the less rugged terrain of the southern part of this region, some hills rise as much as 600 feet above sea level. The steepest slopes border the valley of the Oxoboxo River. Six miles long, the river drops 350 feet between its source at Oxoboxo Lake and its mouth at the Thames River, the eastern border of the Town. Like all of the Eastern Uplands, Montville is underlaid with ancient metamorphic bedrock. Created by volcanic action, it was compressed and uplifted by the movement of continental plates many millions of years ago. During the last Ice Age, which began more than 70,000 years ago, a massive glacier poured down from warmer Labrador through New England as far south as Long Island. As climate grew warmer, about 18,000 years ago, the glacier began to retreat and advance, grinding down the hills and leaving behind glacial till, a relatively light and stony soil. With this type of soil and hilly terrain not suited for grazing and forage crops, agricultural prospects were limited. Fortunately there were other resources to sustain a viable economy particularly the Oxoboxo River, a major source of waterpower for colonial mills and nineteenth-century industry."[1]

"When the English first arrived in Connecticut, the Pequots were the dominate Native-American Tribe. When English traders supplanted the Dutch and began to trade directly with the Mohegans and other tributary tribes in the region, the balance of Native-American power was destabilized. The Mohegans welcomed the English as allies and protectors, and under the skillful leadership of Uncas, became the most powerful tribe in Connecticut.

SPECIAL POINTS OF INTEREST:

- *Montville was incorporated in 1786.*
- *The English first arrived in Ct. in the 1630's.*
- *Montville and Salem were originally part of the North Parish of New London.*
- *New London was settled in 1646 under the name Pequot. New London changed its name in 1658.*



Congregational Church and the Raymond Library

[1] Historic and Architectural Resources Survey Town of Montville, Connecticut, 2001

Community Profile - History

With a history of repeated attacks by the Pequots, Uncas gathered his people into a fortified village, now known as Fort Shantok. Ideally situated for defense, the village was located on a promontory above the Thames River. With bluffs on either side, a palisade was required only across the inland side. Archaeologists have determined that palisades were built in three distinct time frames, beginning about 1636, when the settlement was fortified just prior to the Pequot War. The palisade was rebuilt during the Narragansett Wars (1653- 1657), when the village was under attack, and again at the time of King Phillip's War (1675-1676).

In 1665 colonial authorities designated Captain John Mason as the agent for Mohegan land, setting aside a tract for Uncas, where he lived until his death. Uncas was succeeded by his son Owaneco, who sold or gave away much of the remaining Tribal land throughout eastern Connecticut. Samson Occum (1723-1792) became the first formally trained Indian Christian Minister. By the late 1760s having led an ultimately futile attempt to get compensation from the colony for illegally owned Mohegan land, a litigation that went all the way up to the Lord Justices of England, Reverend Occum was further disillusioned by the colony's continued interference in the orderly election of hereditary sachems. When the Oneidas of New York had offered land in upper New York State, he made plans to leave Connecticut, taking with him a few Mohegans along with members of five other dispossessed tribes. Together they founded a community called Brothertown shortly after the Revolution. The Mohegan land issue in Montville, which continued to surface and engage governments of the colony and state for at least another 100 years, ultimately would not be resolved until 1994, when the tribe was officially recognized by the federal government."[1]

"There were many problems with the settlement of Montville. As Francis Caulkins aptly noted in her history of New London, the frontier remained in an "unsettled and disorderly state" for many years. The original northern boundary of New London of 1646 only extended to the Oxoboxo River. The land north to Trading Cove Brook, the Norwich bounds, was considered to be the domain of the Mohegan people. In 1703, however, New London annexed the area between the Oxoboxo and Norwich, an action designed to try to bring a dozen or so English settlers there under the political and religious control of the town.

Fidelia Fielding (1827-1908) is considered the last speaker and preserver of the Mohegan Pequot language. She and her grandmother, Martha Uncas, conversed in their native dialect. Four diaries she left are now preserved and used in the reconstruction of the Mohegan and other related Indian languages. Fidelia called herself Dji'ts Bud dnaca, meaning "Flying Bird." Following Fidelia's marriage to William Fielding, she continued to live the traditional Mohegan lifestyle. Fidelia was the last to live in the traditional style log dwelling.

Copyright ©2004 The Mohegan Tribe

SPECIAL POINTS OF INTEREST:

- *1639 - The Fundamental Orders*
- *1662 - The Charter of Connecticut*
- *1765 - Connecticut Resolutions on the Stamp Act*
- *1776 - The Declaration of Independence*
- *1782 - Contract with the King and the thirteen United States signed at Versailles*
- *1787 - United States Constitution*
- *1788 - Ratification of the Constitution by the State of Connecticut*
- *1789 - Washington's First Inaugural Address*
- *1797 - Adams Inaugural Address*
- *1801 - Jefferson's Inaugural Address*



Community Profile - History

Samuel Rogers is generally considered to be the first English settler in Montville. One of the major beneficiaries of Uncas' largesse, Rogers was the progenitor of a family line that persisted in Montville for centuries. At one time the Rogers family owned thousands of acres on both sides of the Thames River. They were members of the Rogerenes, a notorious dissident religious sect started by James and John Rogers. As they did in Montville, Rogerenes tended to settle in once remote areas, such as Quaker Hill in Waterford and Quakertown in Ledyard, beyond the reach of the long arm of colonial law. A powerful force, they effectively prevented the formation of a Congregational parish in West Farms, present day Waterford, the only town in Connecticut without a church of this denomination even today, and undoubtedly delayed parish formation in Montville. Joshua Raymond, another early settler, was one of a New London committee that laid out the first road from New London to Norwich along the Mohegan path.

It was not until 1720 that the colonial government took serious steps to settle conflicting land claims. Not surprisingly, all the grants made by the General Court were declared legal. All transactions with the Mohegans prior to 1710 and the Livingston purchase (the western part of Oxoboxo lands) were validated. Property in Montville continued to change hands, often ending up in the possession of land speculators. As land prices began to rise, as they did all over the colony in the early eighteenth century, fortunes could be made in real estate by canny speculators. Forming a parish was a big step forward in 1772. While political allegiances remained with New London for another 60 years, church taxes could now be used to support a local minister. Highways were laid out to accommodate church members in the north and western parts of the parish. At this time education also came under control of the Congregational church societies, and a parish schoolhouse was constructed in 1724.

Many of the social and economic trends that prevailed in nineteenth-century Connecticut are reflected in Montville. It was a period characterized by ethnic diversity, religious pluralism, and ultimately a shift from an agrarian to an industrial economy. The development of industry, which had the greatest impact on the Montville economy, placed a disproportionate amount of wealth in the hands of manufacturers and created a large industrial laboring class.

Montville voted with the rest of the towns in New London County to approve the new state constitution in 1818. A decisive defeat to the "Standing Order", the political coalition based on family and wealth that had governed Connecticut since its founding, the new constitution officially disestablished the Congregational Church and opened the door to new religious groups.

Montville occupies a special place in the industrial history of Connecticut and the nation. According to the Historic American Engineering Record, the American woolen industry was launched when the Schofield brothers, John and

SPECIAL POINTS OF INTEREST:

- *The first Town Meeting was held in November 1786.*
- *Joshua Raymond was the first Moderator of the Town Meeting.*
- *John G. Hillhouse, the top ratepayer in Town, was appointed as the first Treasurer.*
- *The overwhelming majority of State legislators representing Montville up through the nineteenth century carried the names of Raymond, Bradford, Chester, Turner, Dolbeare, Comstock, Hillhouse, or Rogers- a testament to the endurance of the landed gentry .*
- *The tax list of 1788 shows: 20,000 acres taxed; 12,000 acres were closed by fence or walls; 3000 sheep and 302 horses.*
- *The wealthiest farmers were John and George Dolbeare, Joseph Chester, Mathew Turner, and John Hillhouse.*

Arthur, came to Montville and developed and perfected the first machinery to process woolen in the United States. The carding and spinning mill that the Schofields ran at the outlet of the Oxoboxo in what is now known as Uncasville, was the first modern water powered industry in Montville. It was at this very same site that the first colonial sawmill was built in 1653.

Many Yankee entrepreneurs entered the woolen business in the early 1800s. Market conditions were particularly favorable at that time. All foreign trade was embargoed by President Thomas Jefferson and no British woolens were imported during the War of 1812." [1]

"While the industrial history of Montville had its share of failures, in the long term, success was assured. Most rural industry faltered due to a lack of access to markets, but blessed with the railroad and a reliable source of waterpower, industry sustained the Montville economy well into the twentieth century.

By the 1880s the Oxoboxo River provided waterpower for 15 cotton, woolen, and paper mills, many located on earlier colonial water privileges. Over time the river was dammed in numerous locations, creating new millponds. Oxoboxo Lake, a natural reservoir, was originally dammed in the seventeenth century. The dam there was raised and rebuilt several times; the present impoundment dates from the 1880s. Advances in waterpower technology, such as water turbines, were introduced to further improve the natural capacity of the stream. By 1896 the assessed value of all mill property in Montville was $450,000, which, according to a local historian Henry A. Baker, represented a fifteen-fold increase over the entire Grand List in 1820.

The leader in Montville's paper industry was Carmichael Robertson. He started business in 1847 with his brother Robert in Quaker Hill. His Montville operation was established in 1865 at the site of the cotton mill once owned by Gideon Palmer. By 1882 paper production there had risen to two tons per day. Cardboard was manufactured under the Robertson name until 1995."[1] Access to water and rail continued to support business and industry through the twentieth century. Such firms as Olin Mathieson, Stone Container and AES Thames located parallel to the railroad and the Thames River.

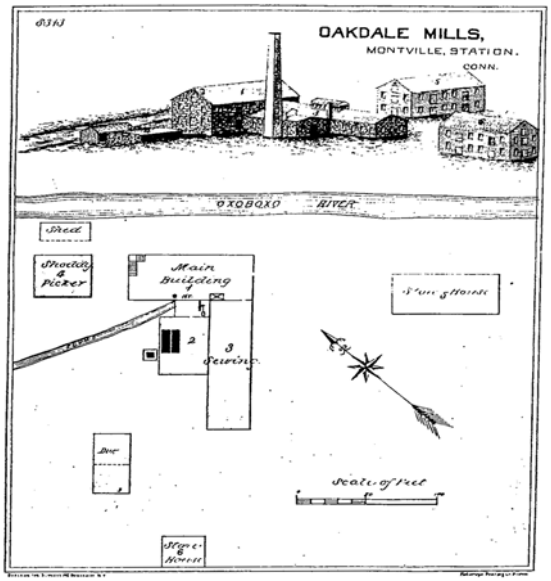
The site of Olin Mathieson, located in a section of Uncasville known as the Sandy Desert, would be sold to the United Nuclear Corporation. The United Nuclear Corporation would cease operating with the end of the Cold War.

In 1994 the United States Congress, the State of Connecticut, the Town of Montville and the Mohegan Tribe of Indians of Connecticut settled all land claims which were dated back to 1684. The State negotiated, in accordance with the Indian Gaming Regulatory Act, a compact governing the conduct of gaming



Schofield Mill

activities on land held in Trust by the United States of America for the Mohegan Tribe. The settlement stipulated that the Tribe's initial Reservation lands would be seven hundred acres more or less to include the former United Nuclear Site (244 acres), Trading Cove in Norwich (27 acres) and the Mohegan Church (.4 acres). The Mohegan Tribe has constructed one of the largest casino destination resorts on the Sandy Desert property.



Insurance survey of Oakdale Mills – 1885



1912 1st Grade Class Palmer Memorial School - Maple Avenue

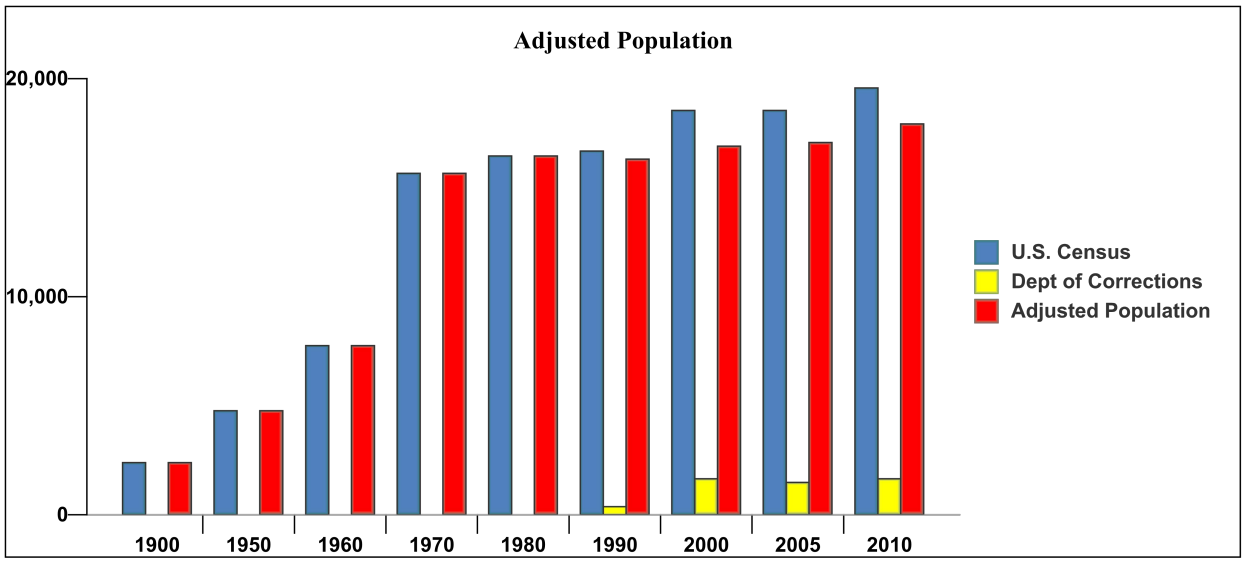
Community Profile - Population

Demographic Analysis

The Planning Department analyzed housing and demographic data from the 1990, 2000, 2010 U.S. Census, data from the 2012-2016 U.S. Census Bureau American Community Survey, Southeastern Connecticut Housing Needs Assessment 2018, Connecticut Department of Housing Annual Report 2016-2017 and the Connecticut Department of Corrections.

The Town's actual population is not reflected accurately in the total population count provided by the Census. The Census includes the total number of individuals in Group Quarters on the day the count is taken. Male individuals housed in the Corrections Facility are counted as living in Group Quarters. This skews the total population, per capita calculations and the male population.

Montville's population in the 2010 Census is 19,571. The actual adjusted population is shown in the figure below:



	1900	1950	1960	1970	1980	1990	2000	2005	2010
U.S. Census	2,395	4,766	7,759	15,662	16,455	16,673	18,546	18,546	19,571
Dept of Corrections	0	0	0	0	0	366	1,647	1,477	1,651
Adjusted Population	2,395	4,766	7,759	15,662	16,455	16,307	16,899	17,069	17,920

Figure 1

Community Profile - Population

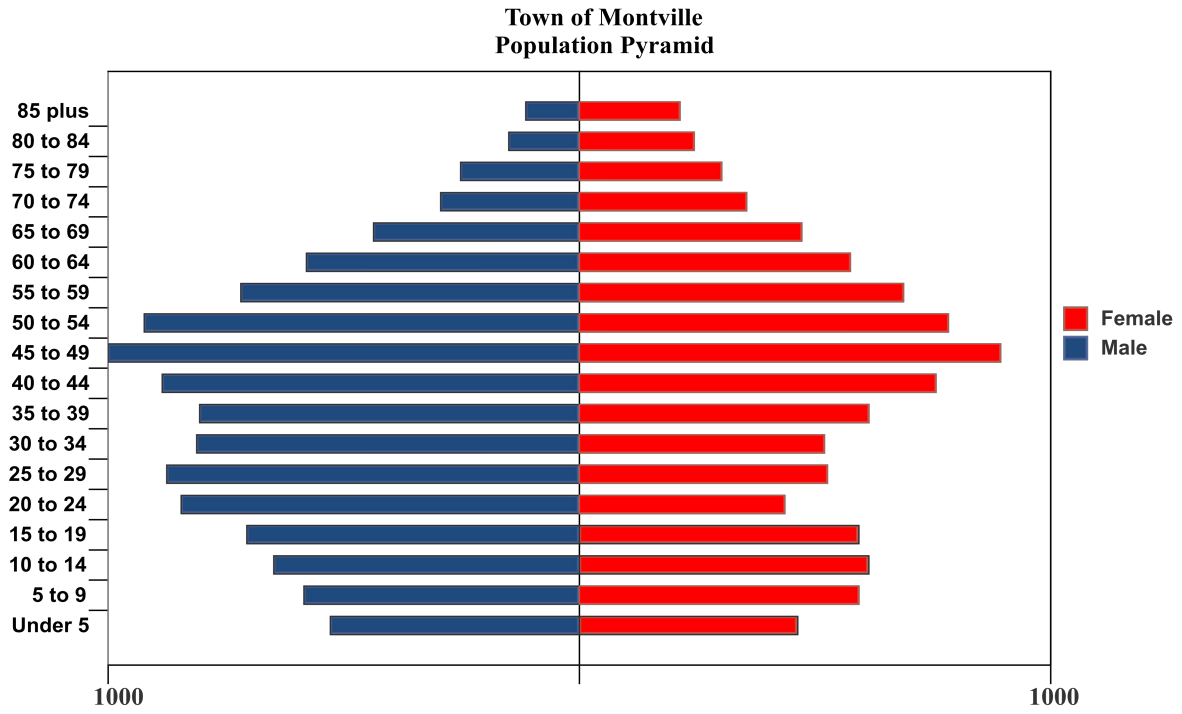


Figure 2

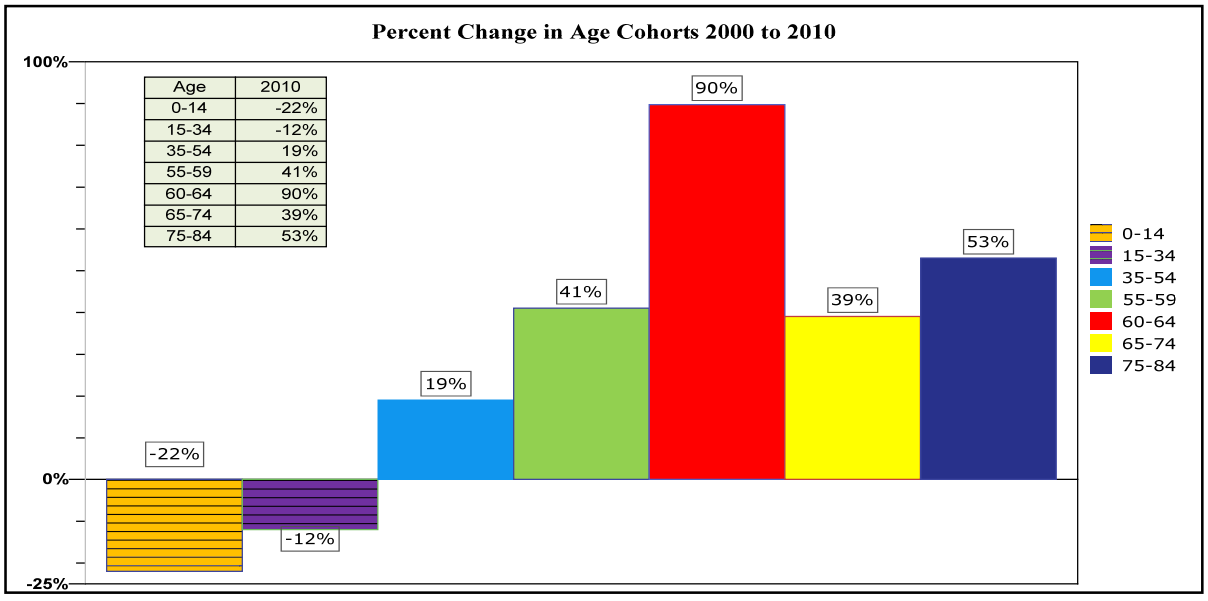


Figure 3

Community Profile - Population

The population pyramid (Figure 2) shows the distortion of the male population caused by the inclusion of the Department of Corrections population. The Town's actual population count in the 2010 Census was 17,920. The Age Cohort chart (Figure 3) shows a significant decline in the child population and an increase in the over 55 population.

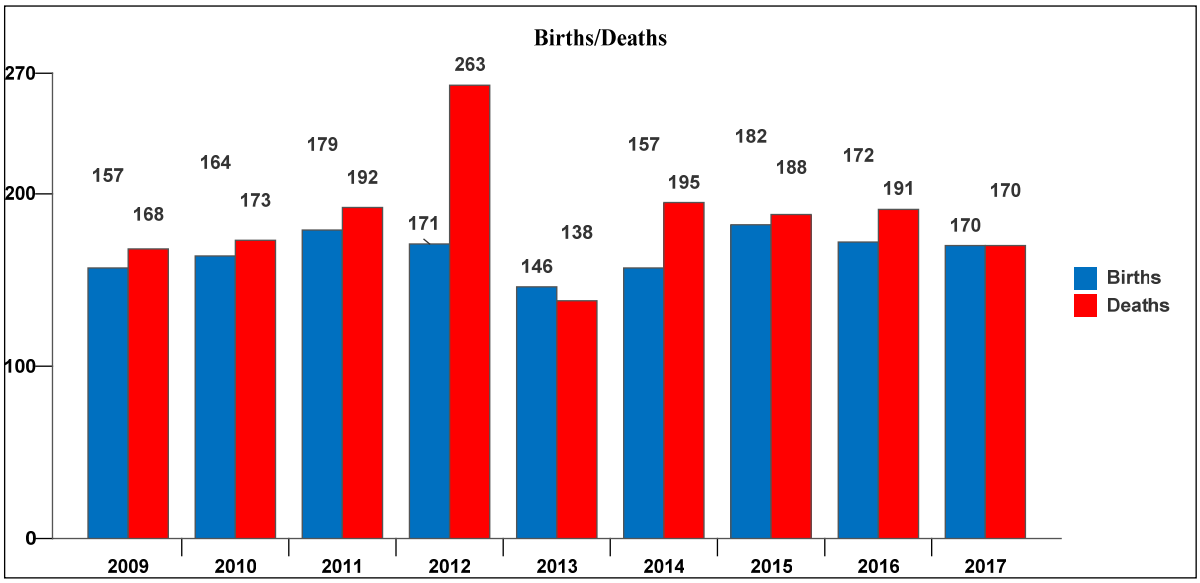


Figure 4

The birth to death ratio shows that the population is not naturally increasing. (Source: Montville Town Clerk)

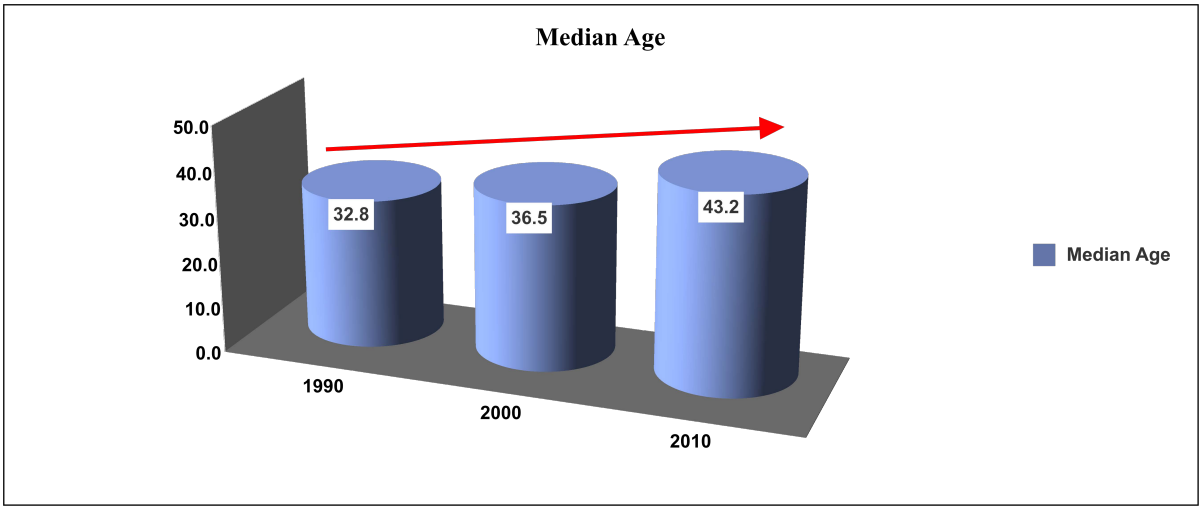
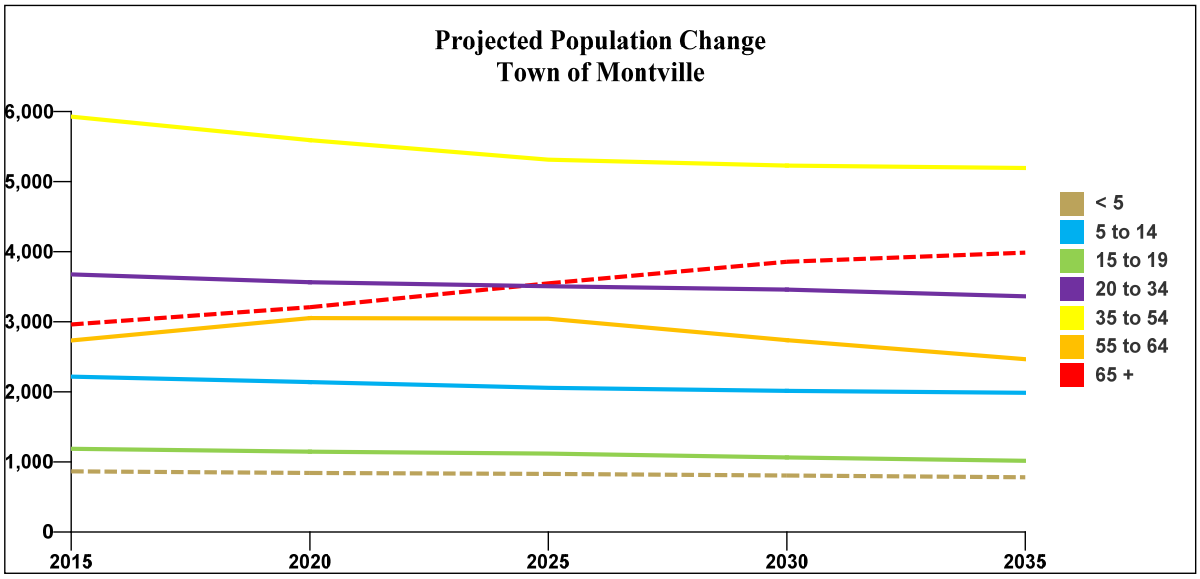


Figure 5

The median age has increased from 32.8 years in 1990 to 43.2 years in 2010. That is 10.4 years over a twenty year time span and 2.8 years older than Connecticut's median age of 40.4 years.

Demographic Trend Projections



Age	2015	2020	2025	2030	2035
< 5	867	842	831	807	783
5 to 14	2,219	2,140	2,058	2,015	1,987
15 to 19	1,188	1,146	1,118	1,066	1,016
20 to 34	3,676	3,566	3,508	3,459	3,363
35 to 54	5,930	5,593	5,313	5,227	5,193
55 to 64	2,733	3,056	3,045	2,737	2,466
65 +	2,964	3,206	3,546	3,857	3,987

Figure 6

This chart shows that there is no projected increase in the school age population. This age cohort is expected to continue the now decades long trend of decline. Conversely, the over age sixty-five cohorts is projected to increase through the year 2035. (Source: Ct Data Center)[2]

The table below shows the projected numerical and percentage difference for each age cohort through the year 2035.

Age	Numerical Difference	% Change
<5	(-84)	-9.6%
5 to 14	(-232)	-10.5%
15 to 19	(-172)	-14.5%
20 to 34	(-313)	-8.5%
35 to 54	(-737)	-12.4%
55 to 64	(-267)	-9.7%
65+	+1023	+34.5

Table 1

Community Profile - Population

"Montville is one of 116 Connecticut municipalities projected to see a drop in their school-age population between 2020 and 2030. In Montville, the projected decrease is 6%. The 65+ population is projected to increase by 20 %" (Housing Data Profile PCSHOUSTNG.ORG).[3] The data indicates that those percentages may be higher when extrapolated to 2035. While projections are just that – projections, the aging trends are clear. The Town's population growth slowed starting in the mid 1980s. Montville's base population (minus group quarters) has only increase by 1,434 persons since 1980. Extrapolated, that is 37.7 people per year. The older adult and senior population is growing significantly faster than the population as a whole and the school-age population is continually declining.

Historical Census

Year	Population
1800	2,233
1850	1,848
1900	2,395
1950	4,766
1960	7,759
1970	15,662
1980	16,455
1990	16,673
2000	18,546
2010	19,571



Montville Estates

Community Profile - Housing

Housing

A household includes all the people who occupy a housing unit (people not living in households as are classified living in group quarters). A housing unit is a house, an apartment, a manufactured house, a mobile home, a group of rooms or a single room intended for occupancy as separate living quarters.

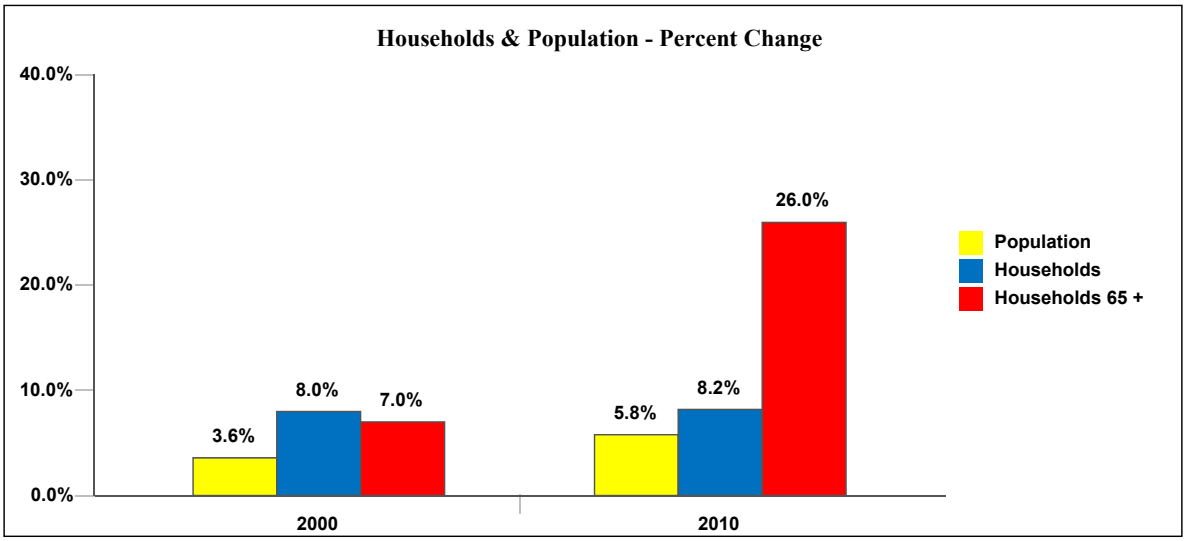


Figure 7

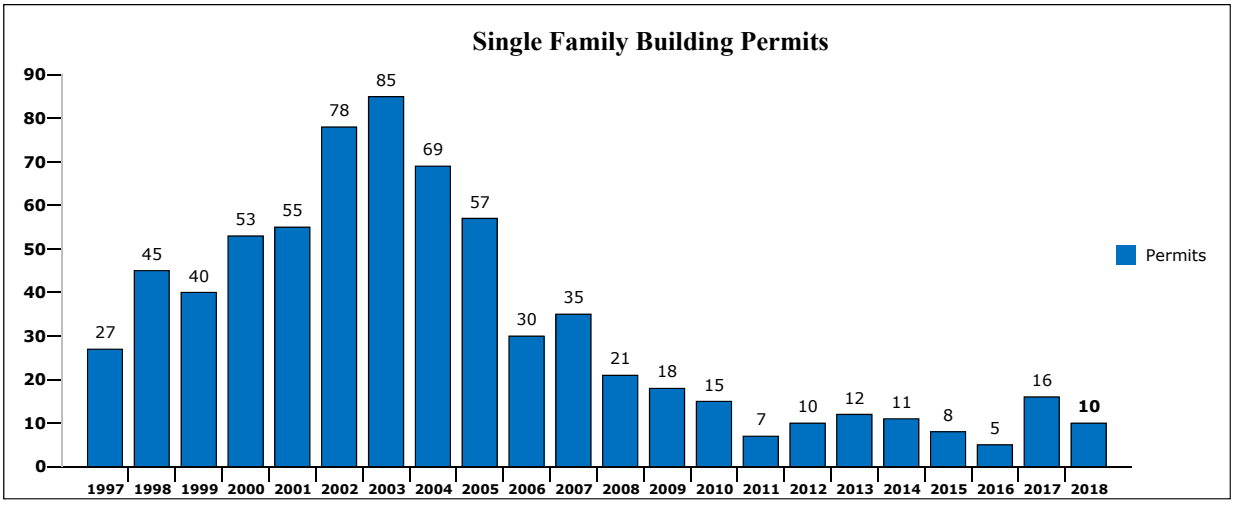
The chart above shows that households with occupants 65+ are increasing at an accelerated rate relative to total household growth. The average household size has continued to decrease as each generation has fewer children than the last. There are three factors which influence housing demand. These are household income, interest rates and household formation. Middle class household income has remained flat relative to inflation since the 1990s. Interest rates have been held artificially low since the recession which should have been a stimulus for housing demand. There is no evidence that these rates have had an effect on new housing construction in Montville. While income and interest rates effect housing demand, household formation is the most important factor in demand. Baby boomers inflated household formation in the 1970s and 1980s, but produced fewer children and this trend has continued with their grandchildren. Young adults continuing to live with their parents has also suppressed household formation.

Community Profile - Housing

"In Montville, 9% of the housing stock was built prior to 1939, 42% was built between 1940 and 1969 and the remaining 49% was built after 1970." (Housing Data Profile 2018 PCSHOUSTNG.ORG)[4]. The majority of that housing was constructed in the 1970s. Areas such as Montville Manor, Oakdale Heights, Chesterfield Estates (section 1), Lathrop Development, Kitemaug and Skyline/Woodland Drives were started in 1959 and built out in the late 1960s and early 1970s. "Over 67% of homes in Montville have three or more bedrooms, while 33% have two or more bedrooms. Shifting demographics indicate that the existing housing stock may not meet the needs of current and future residents. Towns that have larger homes with more bedrooms offer fewer housing options for younger workers or downsizing baby boomers. Montville is one of 118 Connecticut municipalities with single family homes dominating its housing stock (83%)." (Housing Data Profile 2020 PCSHOUSTNG.ORG)[5].

"Overall, 64% of Connecticut's occupied housing stock is comprised of single-family housing, while 33% is multifamily housing (2+ units in structure) and 1% is mobile homes. In Montville, 83% of occupied homes are single family, 11% are multifamily and 5% are mobile homes." In Montville, owners live in 83% of the Town's 6,218 single family dwellings. (Housing Data Profile 2020 PCSHOUSTNG.ORG)[5]. (Note: The 14% figure will be revised downward. Sixty apartment units have been taken into Trust by the Mohegan Tribe of Indians).

The majority of the Town's rental units (Leffingwell-Meadows, Lake Side Manor, Platoz, Jerome) are 50+/- years old. Sunny Hill apartments which contains 60 rental units has been annexed by the Mohegan Tribe of Indians.



Source: HUD- SOCDS

Figure 8

Rate of Growth

Years	Population Growth	Household Growth	Single Family Occupied	Renter Occupied
1990-2000	9.7%	8.01%	15.9%	7.3%
2000-2010	0.18%	8.02%	3.0%	(-1.7%)

Table 2

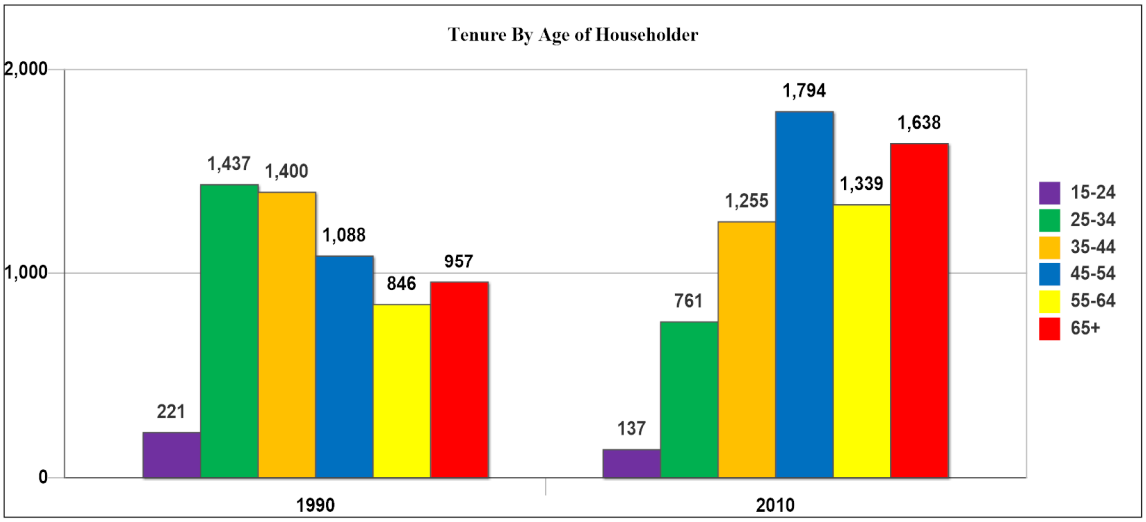


Figure 9

Age	1990	2010	% Change
15-24	221	137	(-38)%
25-34	1,437	761	(-47)%
35-44	1,400	1,255	(-10)%
45-54	1,088	1,794	64%
55-64	846	1,339	58%
65+	957	1,638	71%

"Finding appropriate housing is a struggle for households of all ages, incomes, sizes, and ethnicities across southeastern Connecticut. Across the region, 37% of all households cannot afford their homes, paying more than 30% of their monthly income towards housing costs. Affordability pressures are particularly felt by renters, who are 50% more likely to be burdened by housing costs they cannot afford. High rental costs make it harder for families to save for a down-payment to purchase a home.

Many rental units are single-family homes that are indistinguishable from owner-occupied housing. In southeastern Connecticut, about 20% of renters live in single-family homes. Obtaining affordable rental homes is especially difficult in suburban and rural communities, where families may be forced to stretch their budgets in order to enroll their children in their schools of choice.

Affordability pressures have increased dramatically over the last decade. With the percentage of cost-burdened households rising by about 50% since 2000. The United Way now characterizes 37% of Connecticut households as asset-limited, income constrained, employed households which are employed but still cannot earn enough for the basic necessities of housing, child care, food, transportation, and health care." (Southeastern Connecticut 2016 Housing Profile SECHA)[6]

Table 3

Cost-burdened Low Income Households

(Paying more than 30% of Income towards housing)

	All Households
Region 2000	25%
Region 2014	37%
Windham	3,572
New London	4,702
Norwich	5,241
Griswold	1,195
Groton	4,377
Montville	1,429
Lebanon	384
Stonington	1,784
Preston	410
Waterford	1,603
N. Stonington	422
Salem	255
East Lyme	1,205
Bozrah	208
Sprague	261
Lisbon	294
Ledyard	755
Colchester	860
Franklin	109

(Southeastern Connecticut 2018 Housing Profile SECHA)

"The difficulty may be in finding housing that is affordable given existing salaries. The table that follows shows average 2018 end-of-year listing prices for condos, townhomes, and single-family houses in the region, as well as asking rents from May of 2019 by SCCOG municipality. Amounts in **green** are affordable to households with income of $60,000 or more; amounts in **red** are affordable to households with an income equal to the Electric Boat starting trades wage of $40,000." (SUBASE New London Joint Land Use Study Implementation Project SCCOG 2019)[7]

Current Housing Prices in the SCCOG Region

Place	Condo/Townhomes	Single-Family	Asking Rents 5/24/2019
Bozrah		$176,000	$1,800
Colchester		$264,900	$1,430
East Lyme	$189,900	$310,000	1,717
Franklin	$289,000	$289,900	
Griswold		$189.900	$1,090
Town of Groton		$239,000	$1,860
Lebanon	$146,500	$229,900	$1,600
Ledyard		$227,450	$1,355
Lisbon	$83,900	$199,900	$1,150
Montville		$195,000	$1,295
New London	$64,999	$159,900	$1,208
North Stonington	$99,450		$1,800
Norwich		$142,100	$1,134
Preston	$119,700	$229,900	$1,458
Salem		$274,000	$1,655
Sprague		$179,900	$1,000
Stonington		$329,459	$2,550
Waterford	$359,000	$249,000	$1,632
Windham	$140,950	$139,900	$1,213

Source:Berkshire Hathaway Properties, Coldwell RE MLS; JLUS Implementation Project SCCOG 2019[7]

Table 4

As seen in the table, households with incomes of $60,000 or more should be able to afford average rents/housing prices of varying types in most communities throughout the region. However, those at the $40,000 level will be limited to condo/townhomes, or select areas for single-family homes or rentals.

The Planning and Zoning Commission has adopted the following changes to the Zoning Regulations in an effort to support affordable and workforce housing:

- Approved a Housing Opportunity Development Zone (HOD) in accordance with Chapter 124b Section 8-13n of the Connecticut General Statutes.
- Approved a R-20-M Zone (1/2 acre) to allow high density multifamily housing.
- Adopted cluster development.
- Allowed apartments above commercial uses.
- Approved temporary health care structures.
- Approved interior lots.
- Clarified accessory dwelling units.
- Approved duplexes and multifamily units in the R-20 and R-40 zones.
- Completed a senior housing needs study.



Oxoboxo Brook - Meetinghouse Lane

Community Profile
Natural Resources and Land Use

Drainage Basins

Table 5

Regional Drainage Basins			
Basin Name	**Basin #**	**Acres in Town**	**% of Town**
Yantic	3906	1,060	3.7 %
Southeastern Western Complex	2202	3,659	12.9 %
Thames Main Stem	3001 3004 3005	1,940.45 6,768.08 18,232	83.4 %

Thames Main Stem Basin

Like most other towns in Southeastern Connecticut, Montville's natural landscape is complex. The terrain is defined by streams, slopes and the Thames River (Figures 10, 11, 13, 14, 15, and 16). The Thames Main Stem Subregional Basin is the largest in Montville. The basin drains approximately 83 % of the Town and outlets to the Thames River. It contains Stony Brook, Trading Cove Brook, Hunts Brook, and Oxoboxo Brook local basins. The Stony Brook basin, which is 100 % within the town, contains Stony Brook Reservoir, a public drinking water supply area owned by the City of Norwich DPUC. (Figure 10)

Southeast Western Complex Basin

The Southeast Western (SEW) Complex Basin contains portions of the Latimer Brook and Oil Mill Brook local basins. It constitutes 12.9 % of Montville and has a land area of 3,659 acres within the Town. The SEW contains two valuable and fragile resources, Latimer Brook and public water supply watershed lands which drain to the City of New London regional public water supply. (Figure 10 and Figure 12)

Yantic Basin

The portion of the Yantic River Basin within Montville represents 3.7 % of the total basin. The Yantic River Basin contains 529 acres of Gardner Lake, which is situated between Bozrah, Montville, and Salem. An earthen dam raises the water level 4 feet, bringing the average depth to 14 feet and the deepest point near Minnie Island State Park to 39 feet. There is a state owned boat launch on the southern shore. Hopemeade State Park abuts the lake and is located in Montville and Bozrah. The developed portions of the shoreline area is comprised of single family homes, campgrounds, and marinas. Gardner Lake is very diverse in vegetation. A July 2006 survey of the lake reported 30 aquatic species, including two invasive species confined to small coves. (Figure 10)

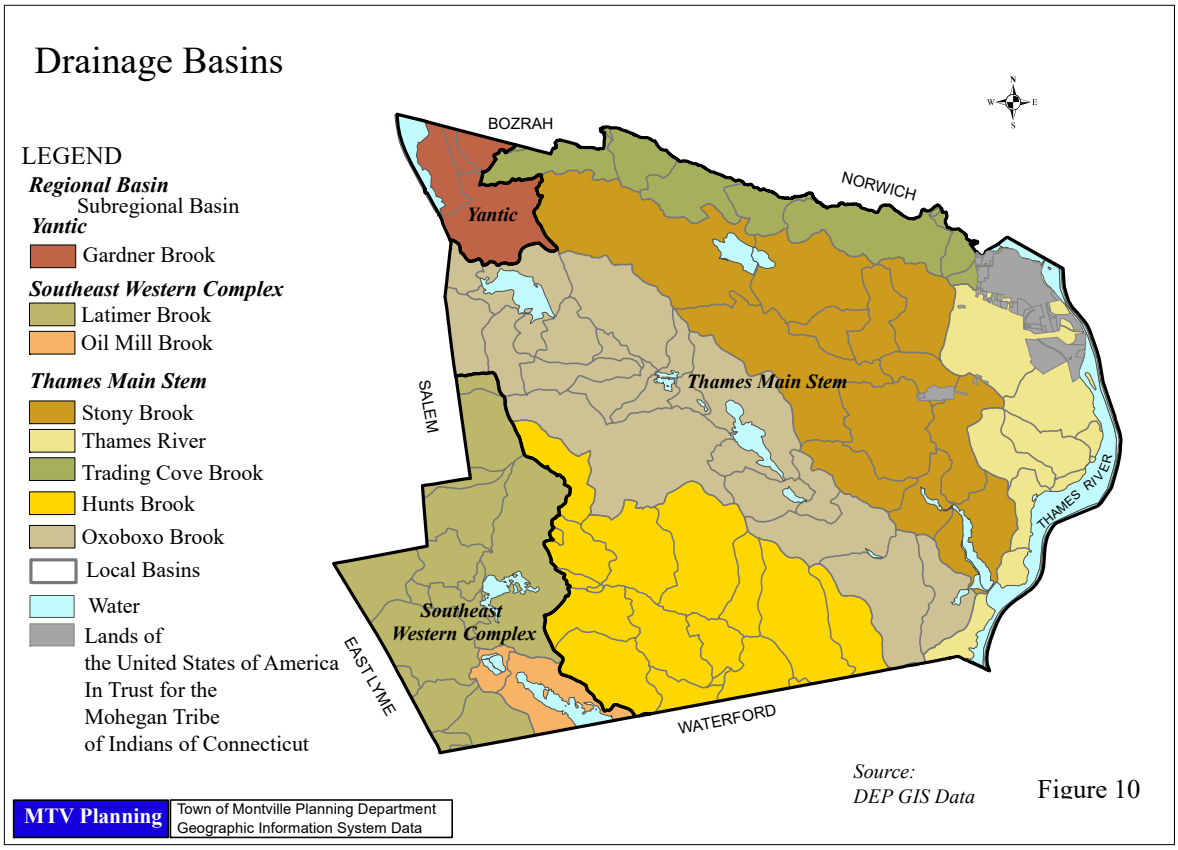


Figure 10

Table 6

Subregional Drainage Basins				
Basin Name	**Basin #**	**Acres in Town**	**% of Basin**	**% of Town**
Gardner Brook	3906	1060.92	12 %	3.7 %
Latimer Brook	2202	3659.63	32.2 %	12.9 %
Oil Mill Brook	2203	597.69	17.9 %	2.1 %
Stony Brook	3005	6366.37	100 %	22.5 %
Thames River	3000	3158.71	16.2 %	11.1 %
Trading Cove	3001	1940.45	22.0 %	6.8 %
Hunts Brook	3006	4780.99	57.1 %	16.9 %
Oxoboxo Brook	3004	6768.08	87.3 %	23.9 %

Oxoboxo Basin

Carved by ice, the Oxoboxo Valley is the dominant topographic feature in Montville. (Figure 11) The Oxoboxo River falls 350 feet in the six miles between its source at Oxoboxo Lake and its mouth at the Thames River. There are 6,768 acres of the Oxoboxo River watershed in Montville which represents 87 % of the watershed and 24 % of the total land area in the Town. Industrial use of the Oxoboxo began in 1653 with the building of a saw mill. Throughout the 17th and 18th centuries additional small mills were established in the valley, but it was the manufacturing of cloth, and later paper, that led to the complete utilization of the river. By the 1880s, the Oxoboxo powered machinery at fifteen water privileges. Oxoboxo Lake served as the reservoir, originally a natural lake and later impounded by an earth and stone dam. The entire Oxoboxo system, regulated by dams and gates had an average flow of 25 cubic feet per second and provided approximately 1,000 horsepower in support of manufacturing equipment.

Access to Oxoboxo Lake and to other downstream ponds is limited by private ownership and steep slopes. The most accessible location for public access is from Camp Oakdale, the Town owned recreational area, adjacent to Schofield Pond.

In 2019 CT DEEP approved a permit for the removal of Pickers Pond Dam, aka Faria Dam and work on the removal started the summer of 2020.

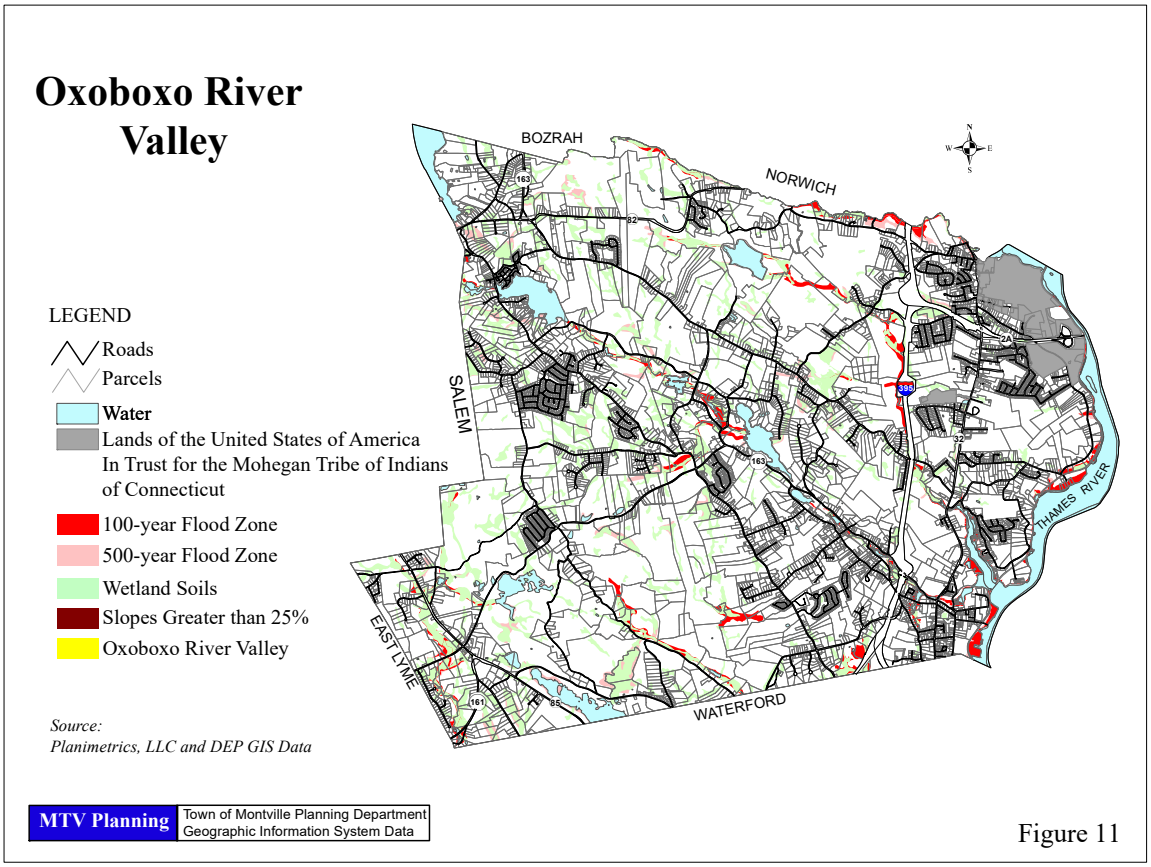


Figure 11

Niantic River Watershed

A watershed consists of all the land that drains to a waterbody, in this case, the Niantic River. The Southeast Western Complex Basin contains Latimer Brook and Oil Mill Brook. The watershed covers 31.3 square miles and includes areas from the four towns of East Lyme, Waterford, Salem, and Montville (Figure 12). The Niantic River does not currently meet State water quality standards because of observed degradation of aquatic life. Stormwater runoff transports pollutants from the land into many drainage systems and tributaries feeding the Niantic River. This widespread, nonpoint source pollution is the greatest threat to the water quality and the ecological health of the Niantic River.

An update for the plan was completed in 2020 that included new management practices recommended for the municipalities within the watershed (Table 7). Information regarding all recommendations can be found at the following web address: http://www.nianticriverwatershed.org

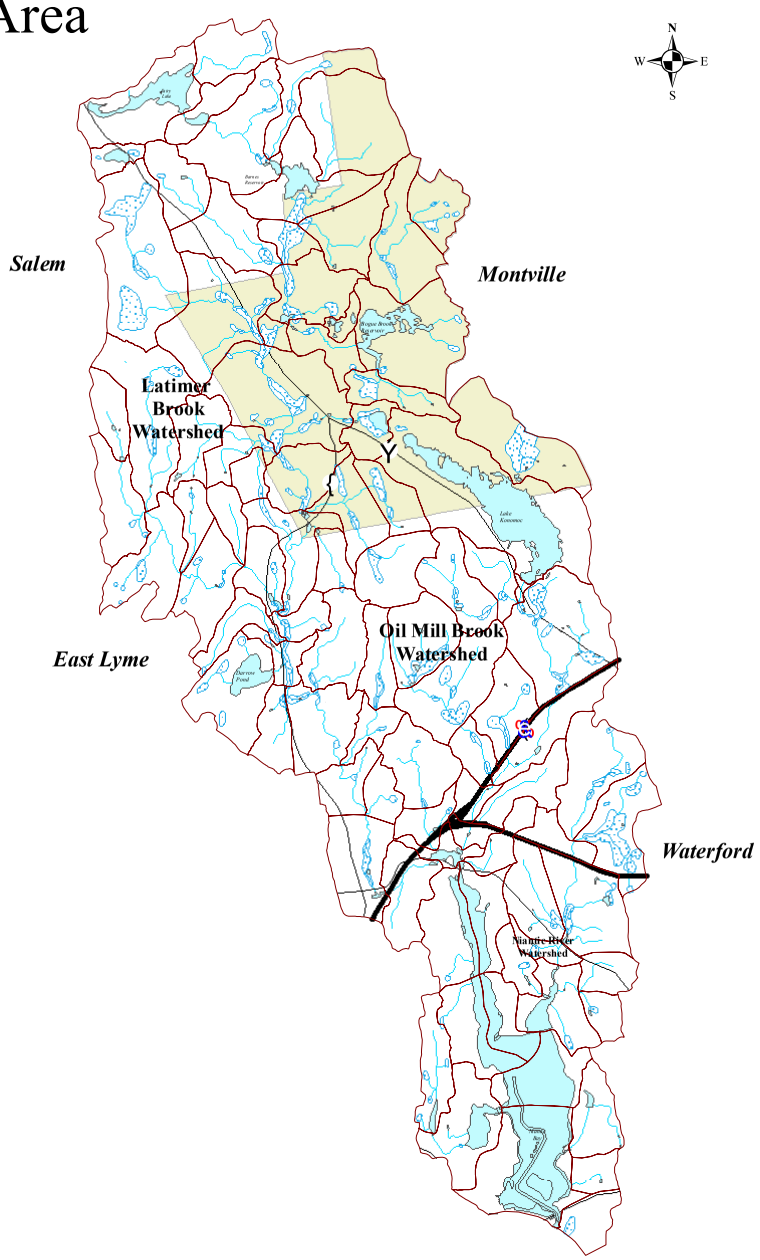
Table 7

Recommended Management Practices
Implement Green Infrastructure and Low Impact Developments in future developments within the watershed.
Promote Best Management Practices through Education and Outreach to Homeowners. This includes encouraging the disconnection of rooftop runoff.
Continue to implement municipal Stormwater Management Programs (MS4)
Encourage the use of innovative or alternative septic design and denitrification standards. Educate existing homeowners on the importance of pumping and maintenance of their older systems.
Encourage vegetated buffers in backyards as well as in the redevelopment of commercial sites

To help demonstrate Best Management Practices, sites were chosen throughout the watershed and retrofit design proposals were shown. The sites in Montville chosen were Chesterfield Fire Department on Route 85 and the Oakdale Heights Subdivision. Bioretention basins were proposed in both areas with buffer restoration also included in the Oakdale Heights retrofit. These proposals should be reviewed and incorporated into long range capital improvements, however without additional funding sources they will be difficult to implement.

During the update of the watershed plan, the Avalonia Land Conservancy received a grant to acquire 669 acres of land within the watershed off of Beckwith and Chesterfield Roads. Once purchased the property will be used for recreational purposes such as trails, fishing, and bird watching. In addition, 33 acres will be added to the Audubon Society property located on Ridge Hill Road. These purchases will increase the open space by 3% to bring the watershed total to 25%.(Source Niantic River Watershed Update 2020)[8].

Niantic River Watershed Area



LEGEND

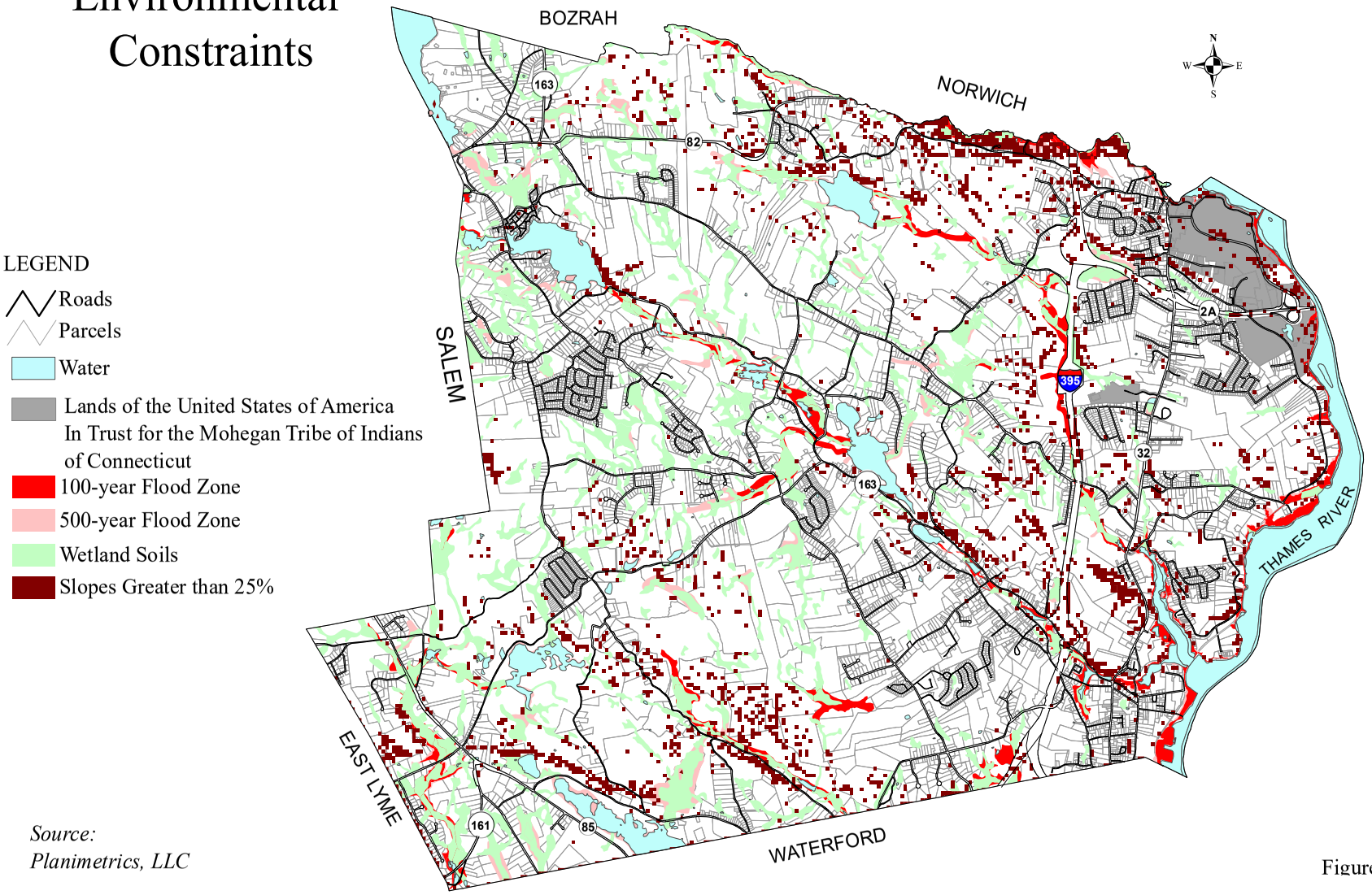
- Interstate/ State Road
- Roads
- Niantic River Watershed
- Water/Flats
- Marsh
- Streams
- Portion of Town Within Watershed

Source:
DEP GIS Data & UCONN

MTV Planning | Town of Montville Planning Department
Geographic Information System Data

Figure 12

Environmental Constraints



Source:
Planimetrics, LLC

Figure 13

MTV Planning | Town of Montville Planning Department
Geographic Information System Data

Topography



LEGEND

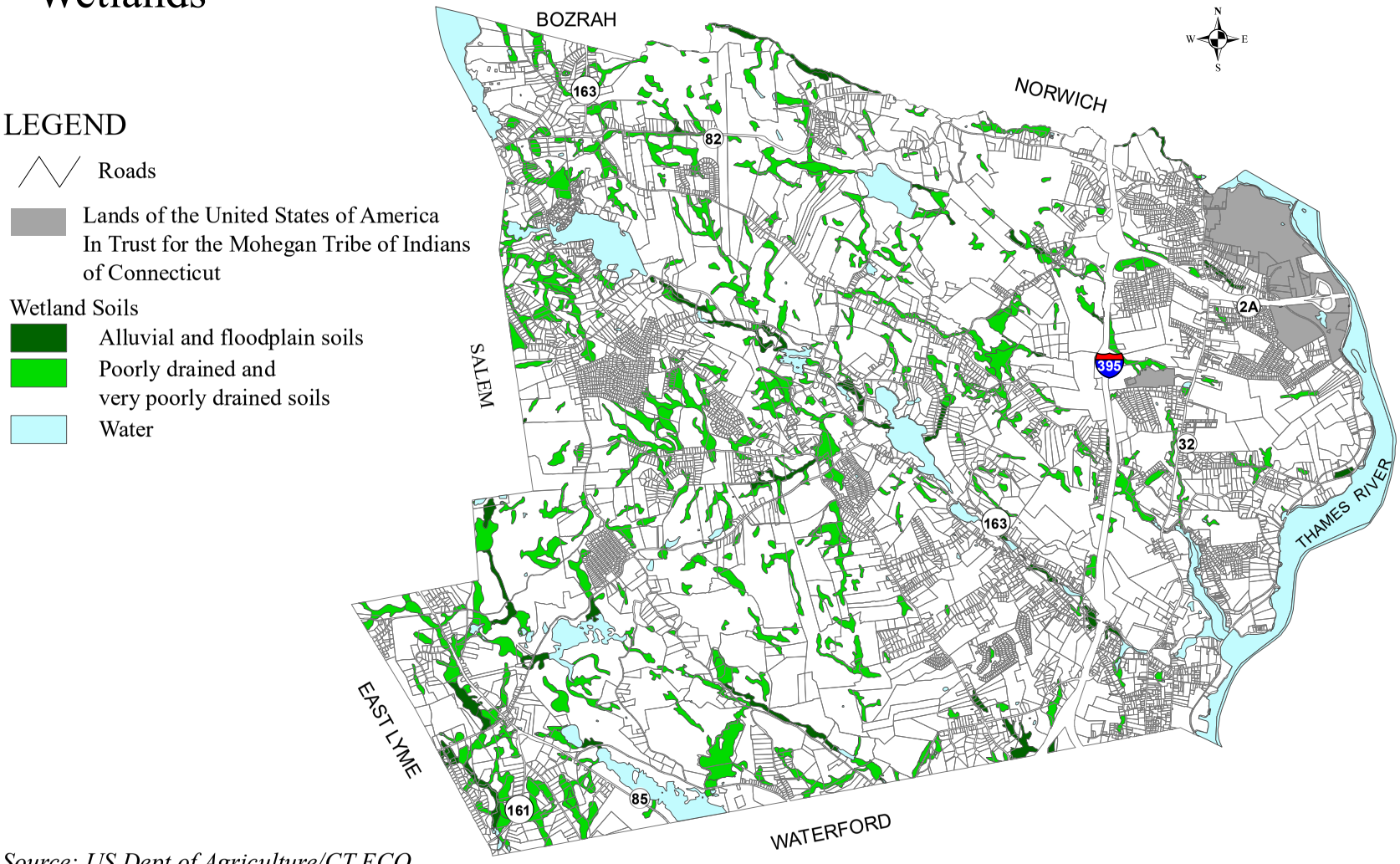
- Roads
- Water
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut
- 10 Foot Contours

Source:
UCONN MAP AND GEOGRAPHIC INFORMATION CENTER

Figure 14

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Wetlands

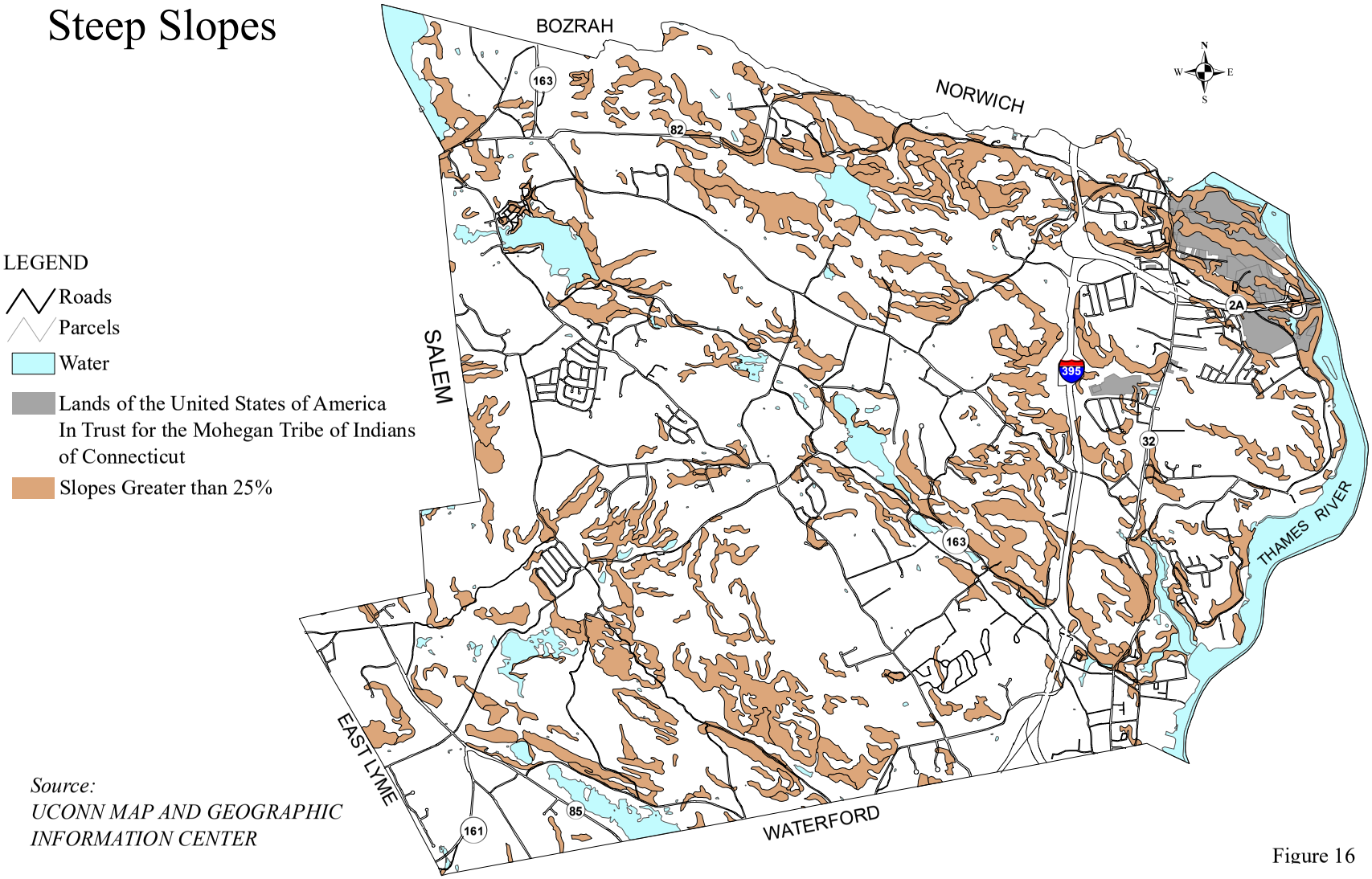


Source: US Dept of Agriculture/CT ECO

Figure 15

MTV Planning | Town of Montville Planning Department
Geographic Information System Data

Steep Slopes



Source:
UCONN MAP AND GEOGRAPHIC INFORMATION CENTER

Figure 16

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Soils

LEGEND

- Agawam Fine Sandy Loam
- Broadbrook Silt Loam
- Canton and Charlton Soils
- Catden and Freetown Soils
- Charlton-Chatfield Complex
- Dumps
- Haven and Enfield Soils
- Hinckley Gravelly Sandy Loam
- Hollis-Chatfield Rock Outcrop
- Limerick and Lim Soils
- Merrimac Sandy Loam
- Narragansett Silt Loam
- Narragansett-Hollis Complex
- Ninigret and Tisbury Soils
- Paxton and Montauk Fine Sandy
- Pootatuck Fine Sandy Loam
- Rainbow Silt Loam
- Raypol Silt Loam
- Ridgebury Fine Sandy Loam
- Ridgebury, Leicester, and Whit
- Rippowam Fine Sandy Loam
- Rock Outcrop-Hollis Complex
- Scarboro Muck
- Sudbury Sandy Loam
- Sutton Fine Sandy Loam
- Timakwa and Natchaug Soils
- Udorthents-Pits Complex
- Udorthents-Urban Land Complex
- Urban Land
- Walpole Sandy Loam
- Water
- Westbrook Mucky Peat
- Windsor Loamy Sand
- Woodbridge Fine Sandy Loam
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut

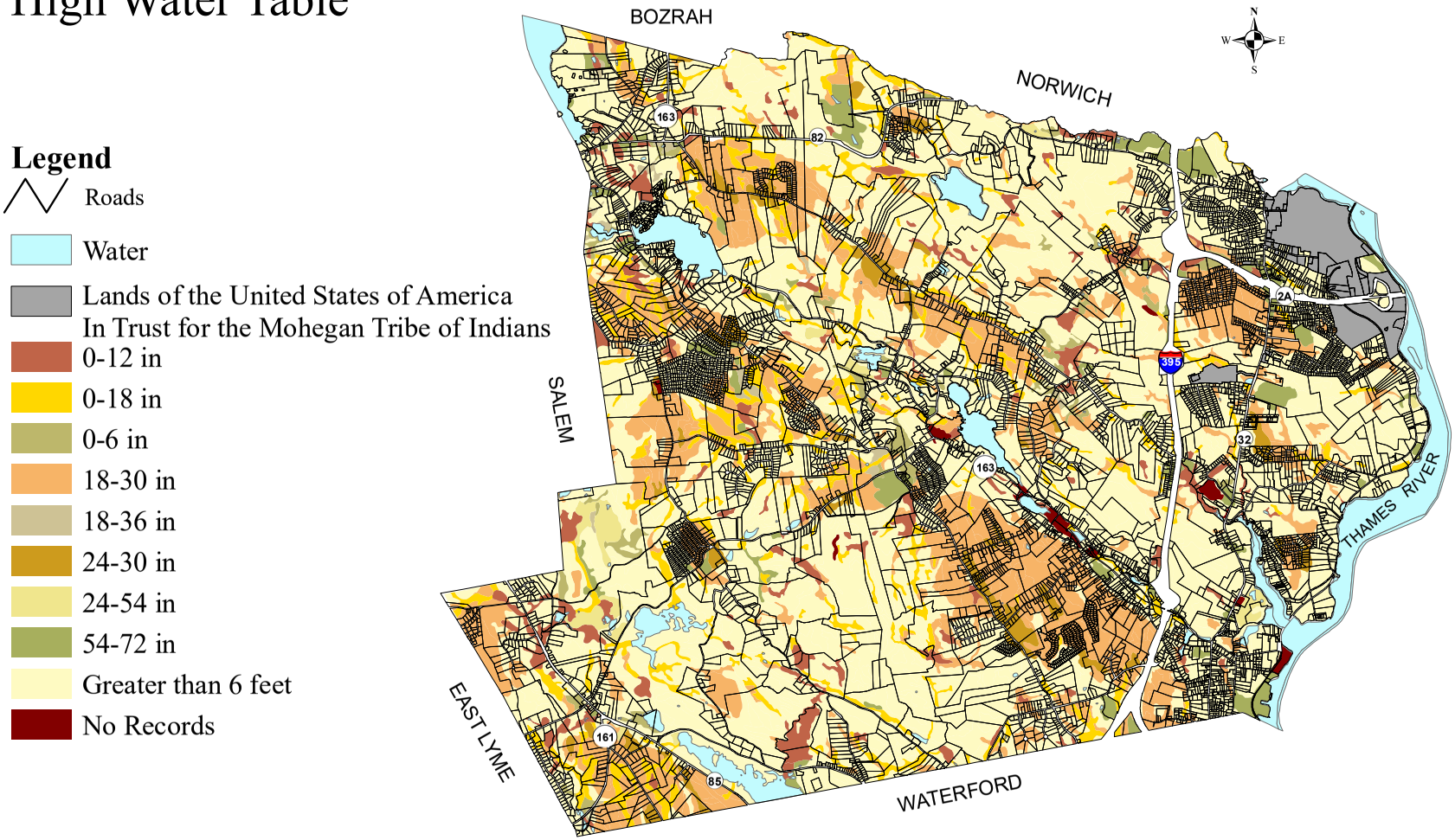


Source:
CT ECO

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Figure 17

Depth to Seasonal High Water Table

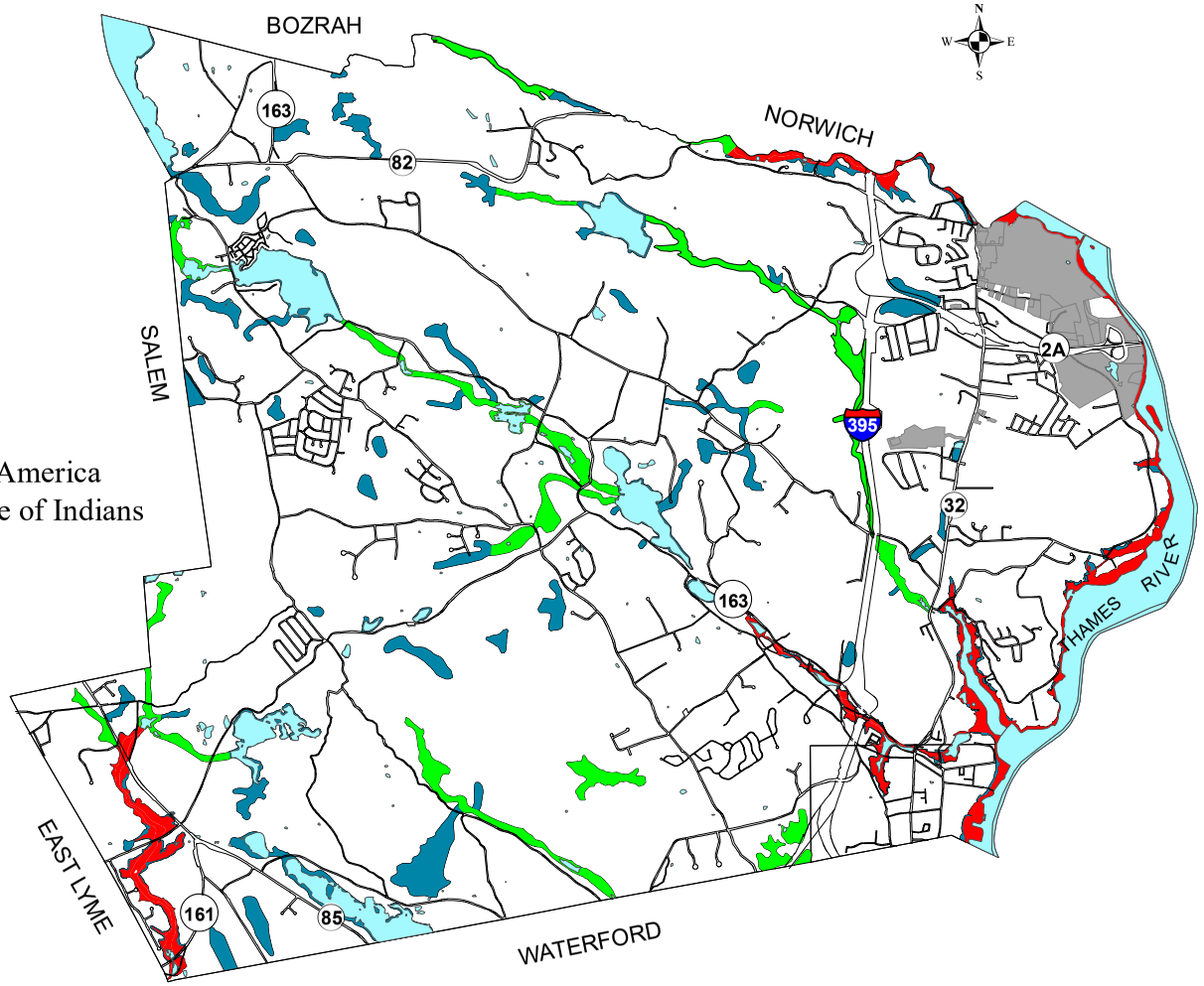


Source:
Nathan L. Jacobson & Associates, Inc.

Figure 18

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Flood Zones



LEGEND

- Roads
- Water
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut

Flood Zones

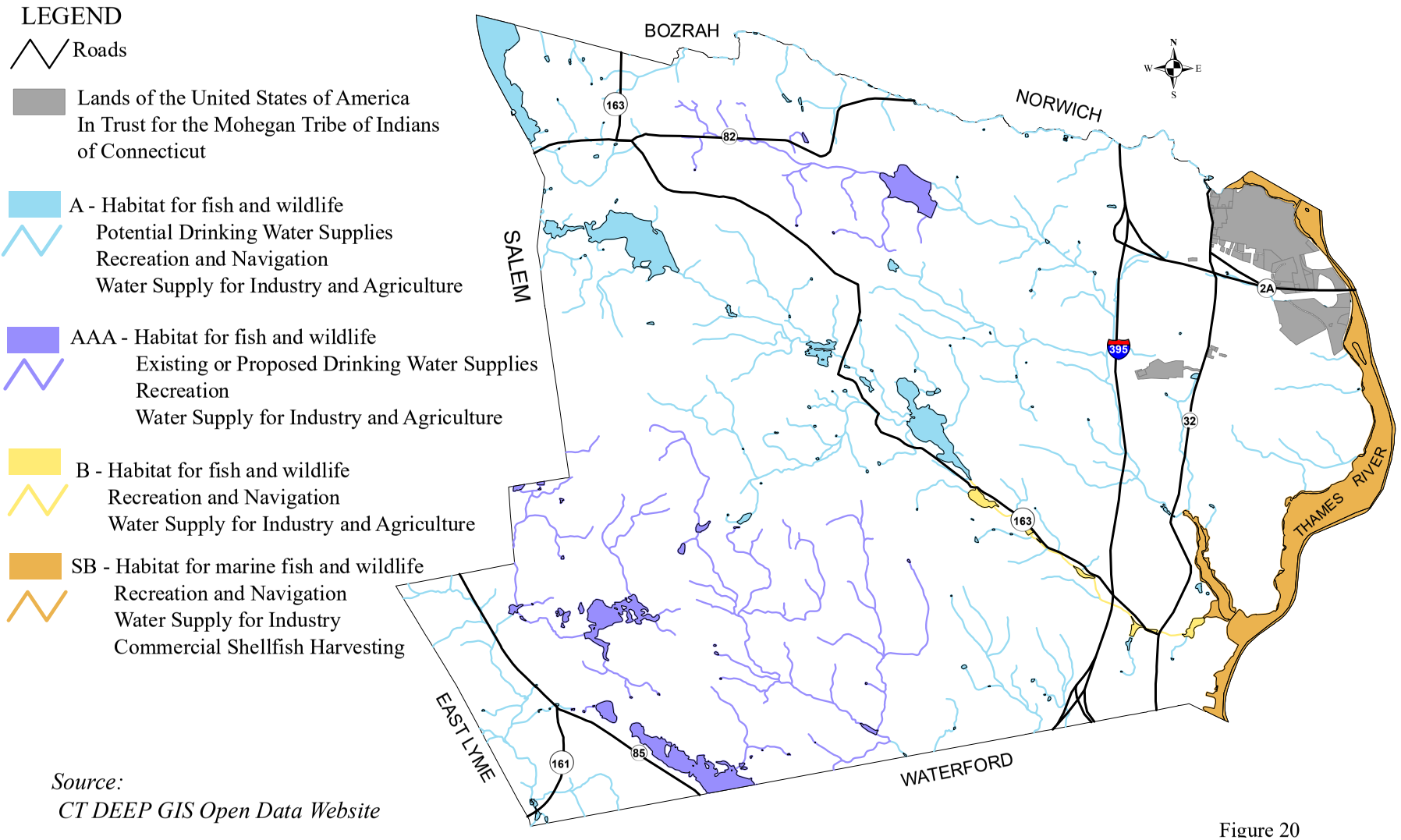
- A
- AE
- X (0.2 Percent Annual Chance Flood)
- X (Minimal Flood Hazard)

Source:
FEMA April 4, 2020
**Refer to FEMA for up to date information*

MTV Planning | Town of Montville Planning Department
Geographic Information System Data

Figure 19

Surface Water Quality



Source:
CT DEEP GIS Open Data Website

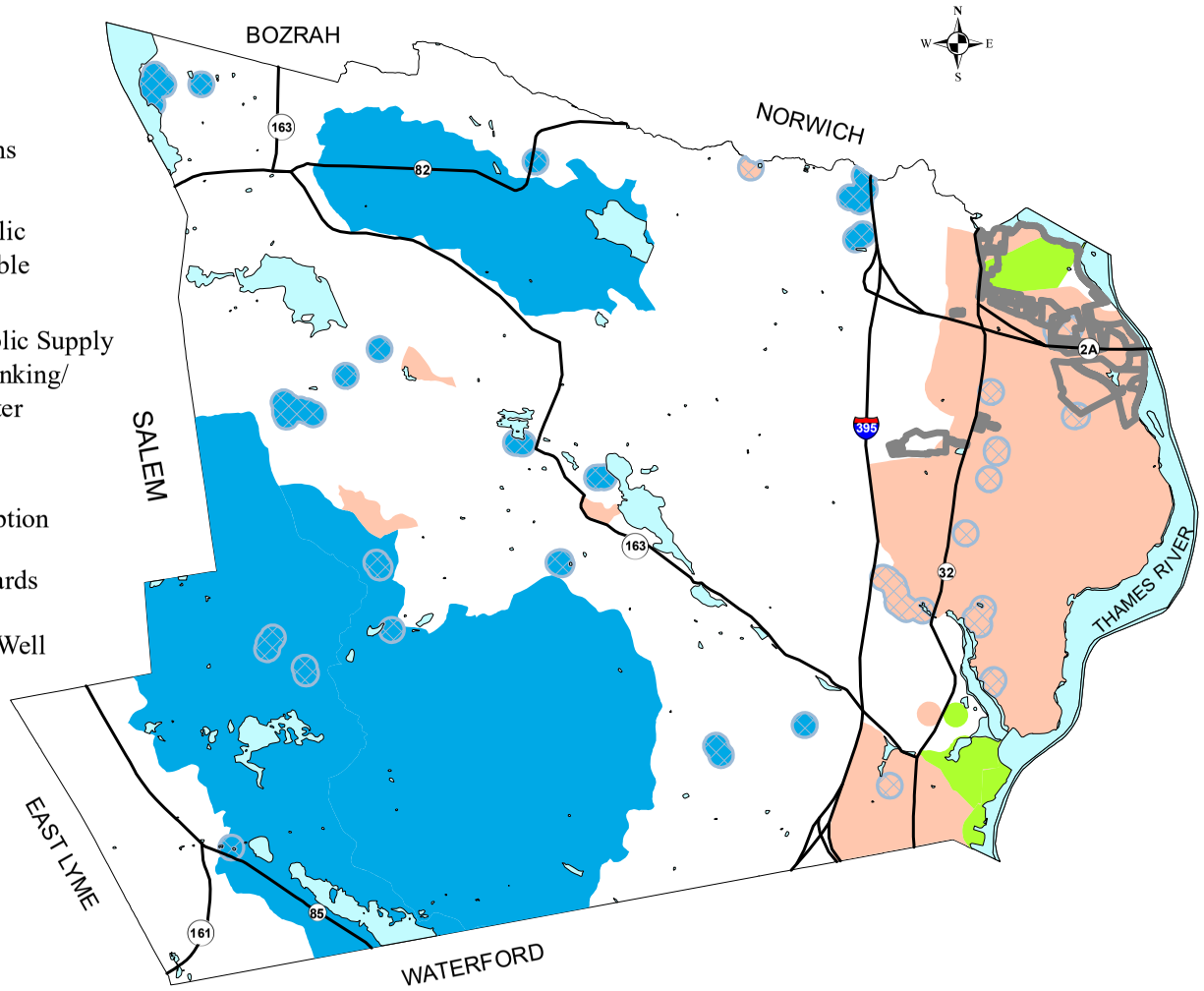
Figure 20

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Ground Water Quality

LEGEND

- Roads
- Water
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut
- GA - Existing Private and Potential Public or Private Supplies of Water Suitable for Drinking
- GAA/GAAs - Existing or Potential Public Supply of Water Suitable for Drinking/ Tributary to a Public Water Supply Reservoir
- GB - Industrial Process Water Not Suitable for Human Consumption
- GA,GAA - May not meet current standards
- Area of Contribution to Public Supply Well

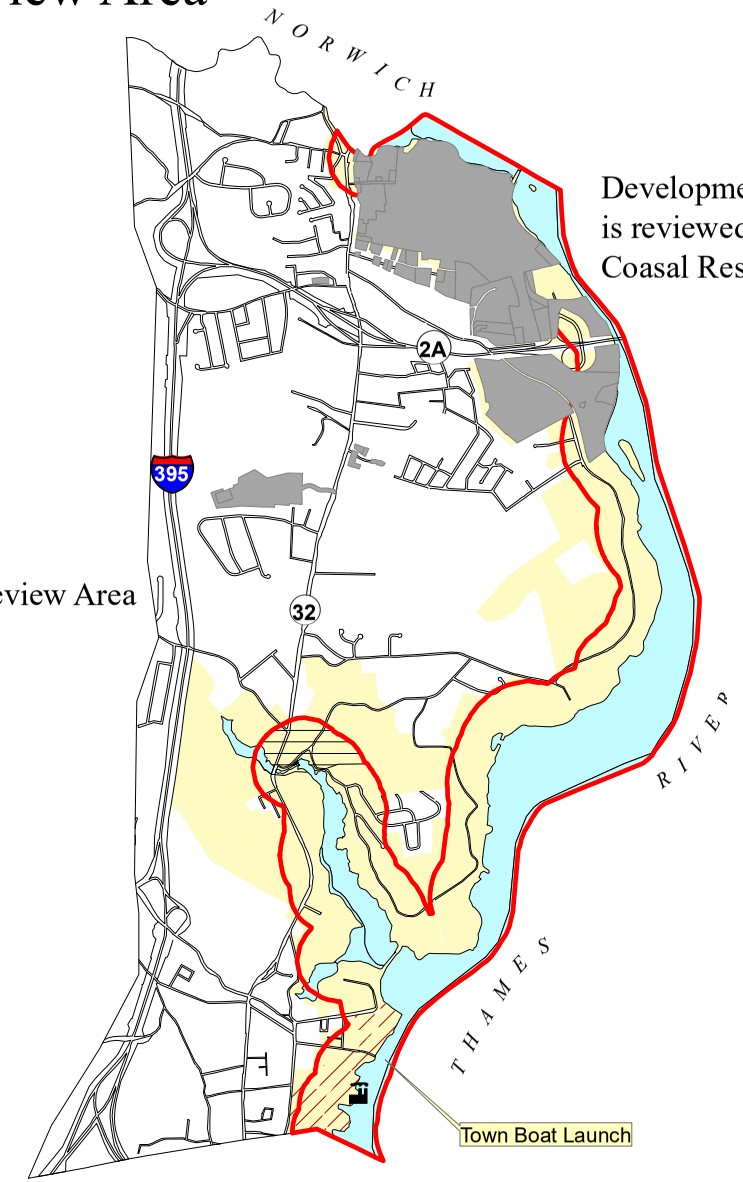


Source:
DEEP GIS Open Data Website
** Refer to DEEP for Updates*

Figure 21

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Coastal Area Management Review Area



Development within CAM area is reviewed for impacts to Coasal Resources

LEGEND

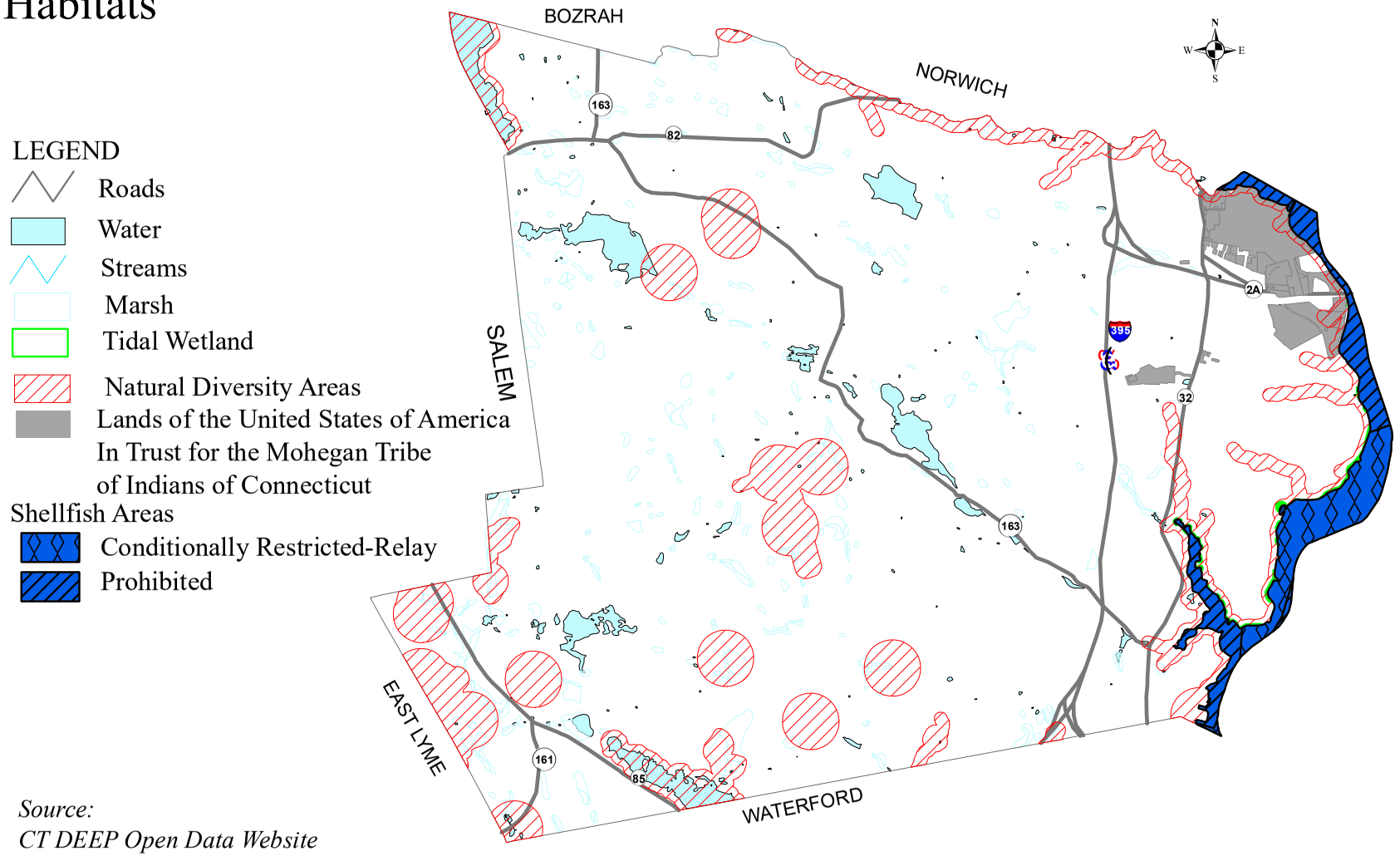
- Roads
- Water
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut
- Coastal Area Management Review Area
- Parcels Within Coastal Area Management Review Area
- Zoned for Industrial
- Wetland Encroachment Area
- Energy Facilities

Source:
DEEP GIS Data

Figure 22

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Habitats



LEGEND

- Roads
- Water
- Streams
- Marsh
- Tidal Wetland
- Natural Diversity Areas
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut

Shellfish Areas

- Conditionally Restricted-Relay
- Prohibited

Source:
CT DEEP Open Data Website

Figure 23

MTV Planning | Town of Montville Planning Department
Geographic Information System Data

Community Profile
Open Space and Cultural Resources

Open space can be dictated by terrain, wetlands and watercourses (see Figure 13), or it can be selected for preservation or recreation because of unique natural features, ecological units, vistas or suitability for sports fields or trails. A holistic approach to open space planning should also consider the preservation of a Town's character and heritage and simultaneously plan for preservation of unique natural resources, public water supply watershed, historic buildings, and vistas. An open space plan should analyze elements of both the built environment and landscapes which compromise the Town's cultural and natural resource legacy. The plan should emphasize the protection of corridors rather than scattered individual properties.

Table 8

Open Space and Recreation Areas		
Owner	Acres	Subtotal
Utilities		
SCWA	84.82	
City of New London	1544.37	
City of Norwich	343.58	
Oakdale Heights Water	1.03	
Kitemaug Orchards Water	4.59	
CL& P	636.54	
		+/-2,614
Conservancies		
Audubon	263.45	
Nature Conservancy	299.55	
Waterford Land Trust	26.06	
Avalonia Land Trust	+/- 633	
		+/-1,222.07
Camp Oakdale	137.94	**137.94**
Camp Oakdale Mostowy	29.32	**29.32**
Other Areas		
Conservation Center	42.84	
Town Dock	0.64	
Hopemead State Park	17.40	
Open Space Private / Town / State	189.97	
Recreational Areas Private/ Public	497.84	
Total		**+/-4,752.02**
Cemeteries not included in totals		

The Town should use established criteria when evaluating future open space acquisitions or acceptance of open space lands. The criteria should be as follows:

- The land is in close proximity to Camp Oakdale.
- The land is in a public water supply watershed.
- The land or structure is citied in the Historic and Architectural Resource Survey of the Town of Montville, Connecticut 2001.
- The land contains a critical habitat area (as shown in Figure 23) or contains a significant ecological unit such as old growth forest or farmland.
- The land links existing open space areas which are significant natural resource areas or active recreation areas such as trails.
- The land provides public access to a lake or the Thames River.
- The undeveloped land area will significantly contribute to or sustain water quality in a basin.
- The Town should not accept isolated pockets of wetlands.

Recommendations
Establish where possible contiguous park land and trails. (Figure 24)
Where practical, in other words, in area not constrained by steep slopes, all trails should be handicapped accessible.
Construct a small fishing dock adjacent to Schofield Pond at the site of the former beach area. Make dock handicapped accessible. Obtain easement from the owner of Schofield Pond.
Extend WRP-160 zoning district designation to the Hunts Brook Watershed if Millers Pond becomes an approved public water supply.
Revise the Zoning Regulations to allow true open space cluster development in OS, WRP-160, and R120 zones. Stormwater quality and the preservation of land which meets the open space criteria discussed above should be the design criteria.
Develop a plan for the Camp Oakdale Mostowy Property
Develop a plan for the Town Boat Launch and create handicapped accessible fishing pier



Raymond Library

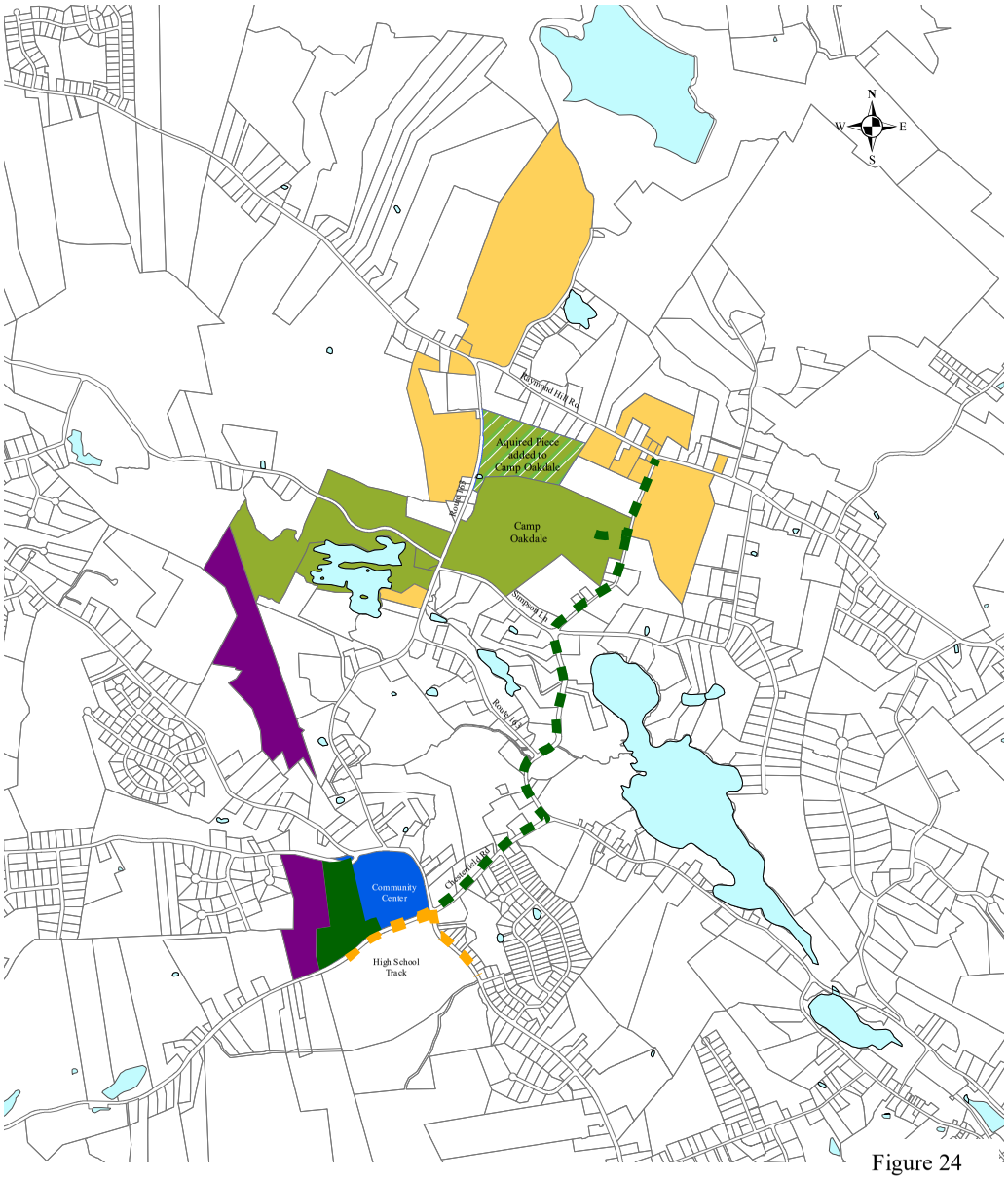


Congregational Church

Park Land and Trails

LEGEND

- Roads
- Water
- Conservation Center
- Community Center
- Proposed Pedestrian Path
- Existing Pedestrian Path
- Camp Oakdale
- Camp Oakdale (Mostowy)
- Historic Property
- Powerline R.O.W



MTV Planning Town of Montville Planning Department
Geographic Information System Data

Figure 24

Open Space and Recreational Areas

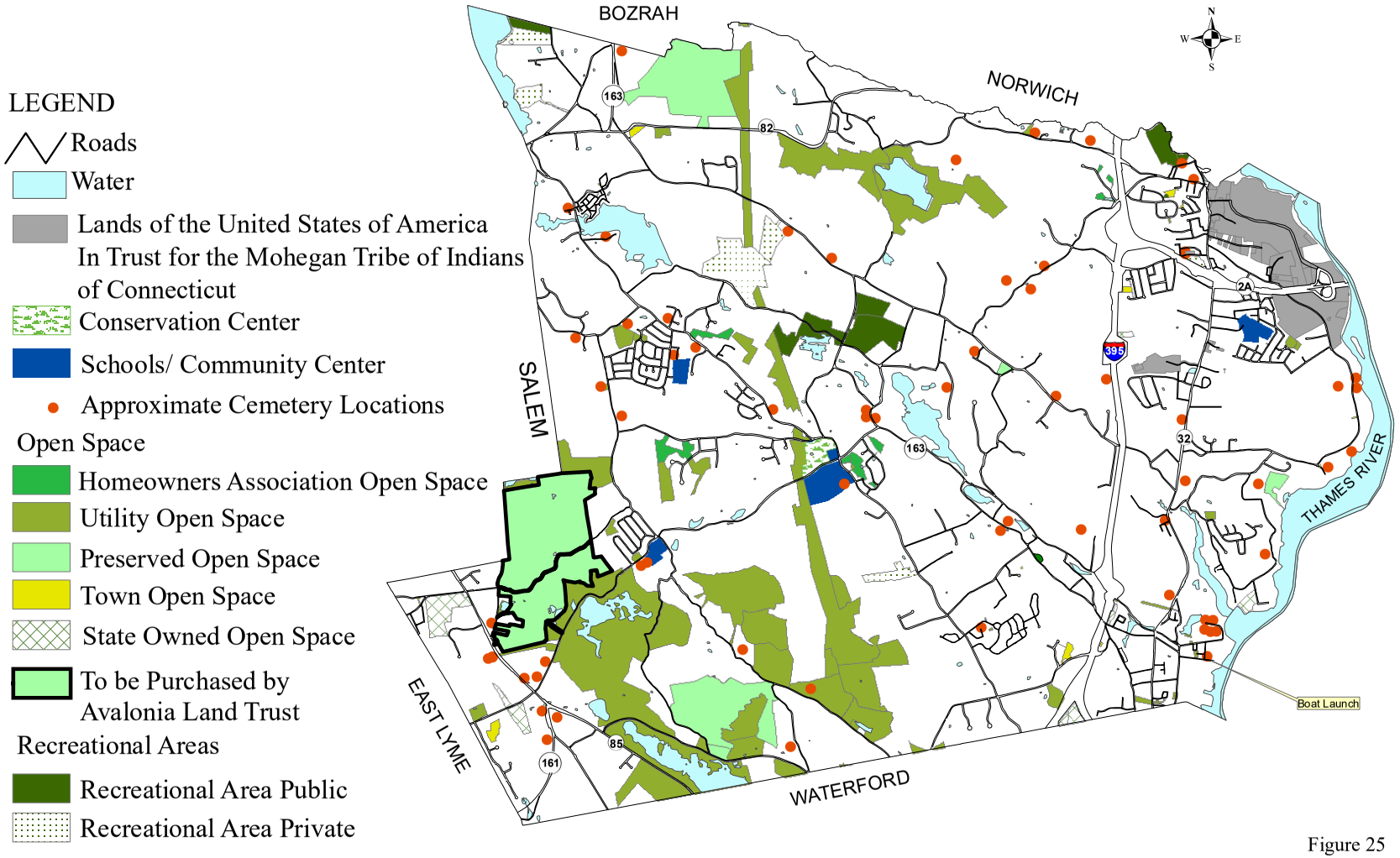


Figure 25

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Trail Systems

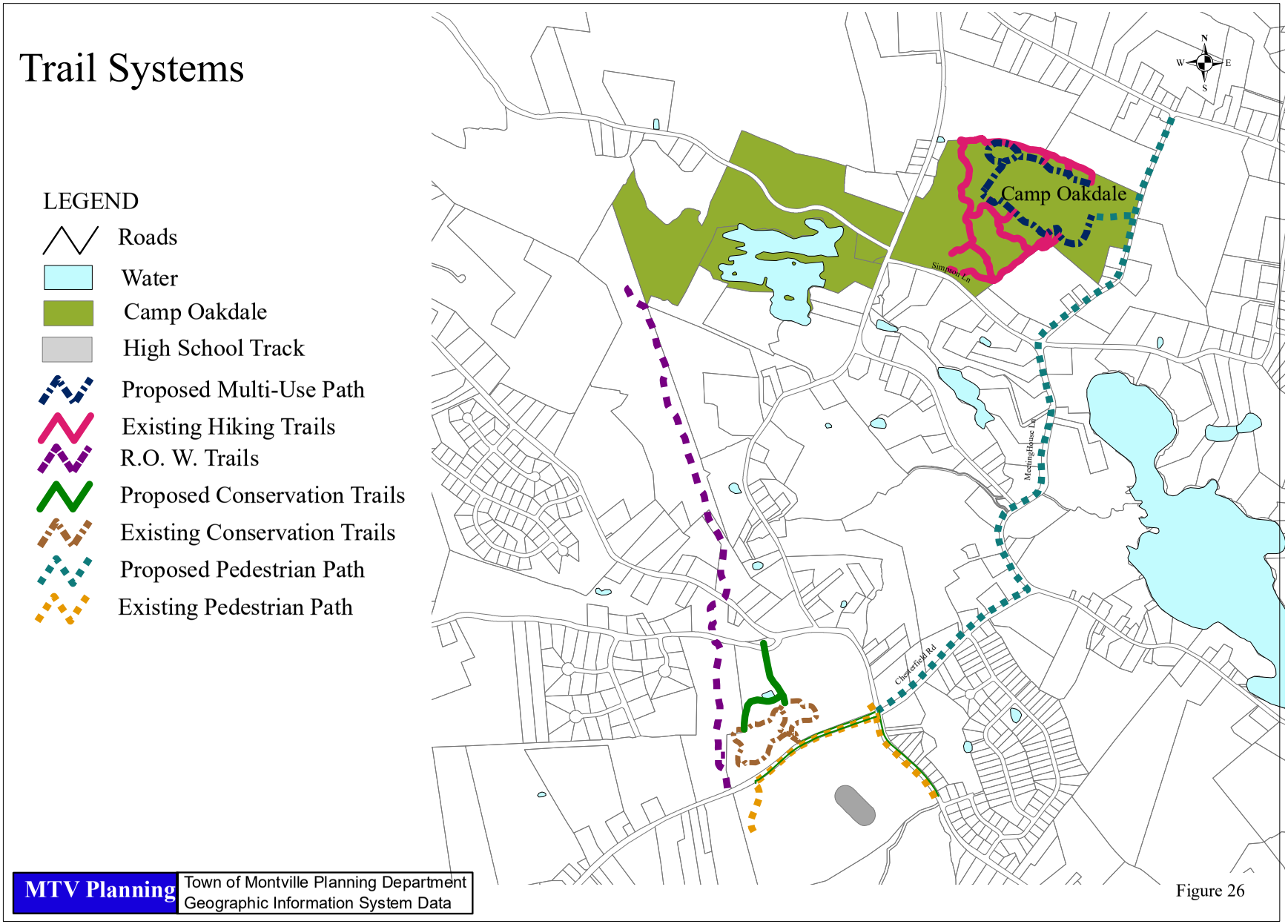


Figure 26

Camp Oakdale- Meeting House Lane and Simpson Lane



Figure 27

Created by The Town of Montville Planning Department- For Informational Purposes Only

Camp Oakdale - Oxoboxo Dam Road



Figure 28

Created by The Town of Montville Planning Department- For Informational Purposes Only



War Memorial in front of Old Town Hall

Community Profile
Community Facilities & Infrastructure

The role of local government should be the efficient delivery of services, not provided by the public sector, within fiscal constraints. This section will address the following questions and issues:

- Town Facilities Inventory/Needs
- Roads and Bridges
- Stormwater Management
- Pavement Management System
- Demographic Trends impact on school space requirements
- Opportunities for Consolidation of Services

Town Facilities

Town Hall/Town Hall Annex- Route 32

The Uncasville School, which was renovated in 2001, houses most Town Administration Offices. The Senior Center, Social Services and the Town Hall Annex are located on the same parcel. There are off-site facilities such as the Public Works Department, Public Safety Building, and Youth Services.



New Town Hall



Town Hall Annex



Playground at Camp Oakdale



Senior Center- Maple Ave



Mohegan Fire House- Route 32

Facilities not owned by the Town of Montville

Table 9

Major Town Facilities		
Facility	Square Feet	Address
Town Hall	40,752	310 Norwich N.L. Tpke
Town Hall Annex Social Services	9,904	310 Norwich N.L. Tpke
Senior Center	8,493	310 Norwich N.L. Tpke
Non-Profit Tag Sale Building	960	310 Norwich N.L. Tpke
Public Works Complex (includes ACO Building)	24,750	225 Maple Avenue
Montville Community Center/Youth Services	21,956	836 Old Colchester Rd
Transfer Station	25.06 acres	669 Route 163
Wastewater Treatment Plant & Garage	20,152	83 Pink Row
Chesterfield Fire Co.	9,350	1606 Route 85
Mohegan Fire Co.	9,313	2029 Route 32
Montville Fire Co.	8,408	77 Route 163
Oakdale Fire Co.	7,952	444 Chapel Hill Rd
Raymond Library	3,840	832 Raymond Hill Rd
Public Safety Building	18,014	911 Route 32
Water Tower	0.25 acres	50 Cook Rd
Housing Authority	40 units	2 Liberty Rd
	40 units	41 Milefski Dr
Camp Oakdale Recreational Area	30.33 acres	78 Oxoboxo Dam Rd
	20.30 acres	75 Oxoboxo Dam Rd
	76.14 acres	176 Meetinghouse Ln
	1.83 acres	Route 163
	0.16 acres	Route 163
Camp Oakdale Mostowy	29.32 acres	Route 163
Montville High School	172,133	800 Old Colchester Rd
Mohegan Elem. School	53,642	49 Golden Rd
Murphy Elem. School	56,912	500 Chesterfield Rd
Oakdale Elem. School	67,467	30 Indiana Cir
Palmer Alternative	14,920	238 Maple Ave
Tyl Middle School	88,446	166 Chesterfield Rd
Bus Garage	129,373	94 Chesterfield Rd
Town Dock/Boat Launch	0.64 acres	Dock Rd

We project that a new animal shelter is the only major Town Building which will need replacement within the next ten years.

Public Safety Building

The Public Safety Building located at 911 Route 32 was completed in 2012. The new facility can fully support a Police Department, Dispatch and has a community room.



Public Safety Building- Route 32

Community Center

The former Fair Oaks school became the Montville Community Center in 2016. The Town, using funds from the American Recovery and Reinvestment Act and STEAP (Small Town Economic Assistance Program) Grants, renovated the building. The Montville Community Center now is home to the Youth Service Bureau as well as community meeting rooms.



Community Center- Old Colchester Rd

Other Town Facilities

The Department of Public Works has completed the following major projects:



Public Works Department

- Improvements to the Transfer Station including redesign of the access and egress locations. The entrance redesign eliminated the dangerous traffic queue onto Route 163.
- The following improvements have been made at Camp Oakdale:
  - Meetinghouse Lane area:
    - Bathrooms added next to the New Lacrosse Field
    - Bathrooms near pavilion
    - Multi–Use Path has been paved
    - New 800 square foot Maintenance Building
  - Route 163/Simpson Lane: Dog Park
  - Oxoboxo Dam Rd: 2 Sand Volleyball Courts

The Planning Department completed a study for the replacement of the Animal Shelter located at the Public Works complex on Maple Avenue. The study evaluated a 4,000 square foot building with kennels and covered runs and four possible locations. The Department recommended the DPW Complex across from the existing Shelter.

Future Needs

- Additional sand/salt shed.
- Camp Oakdale
    - Future Access and Handicap Fishing Area to Schofield Pond off of Oxoboxo Dam Road.
    - Future addition of Nature Trails on portion abutting Schofield Pond.
    - Development plan for the newly acquired 29.32 acre parcel located on Route 163
- Develop plan for the Town Dock and create handicapped fishing pier

Bridges

The bridges are listed in order of replacement priority:

1. Meetinghouse Lane over Cove River, CTDOT Bridge No. 04741
2. Chesterfield Road over Bogue Brook, CTDOT Bridge No. 095012
3. Pink Row over Oxoboxo Brook, CTDOT Bridge No. 03966
4. Moxley Road over Brook, CTDOT Bridge No. 085014
5. New London Turnpike over Trading Cove Brook, CTDOT No. 03967
6. Grassy Hill Road over Latimer Brook, CTDOT No. 04742
7. Fitch Hill Road over Stony Brook, CTDOT Bridge No. 085006
8. Raymond Hill Road over Stony Brook, CTDOT Bridge No. 085009
9. Pequot Road over Oxoboxo Brook, CTDOT No. 085013
10. Bridge Street over Oxoboxo Brook, CTDOT No. 04740

Community Facilities Map

1. Camp Oakdale
2. Chesterfield Fire Co.
3. Mohegan Fire Co.
4. Montville Fire Co.
5. Oakdale Fire Co.
6. Montville High School
7. Leonard J.Tyl Middle School
8. Murphy Elementary School
9. Oakdale Elementary School
10. Mohegan Elementary School
11. Palmer Academy
12. Town Hall
13. Town Hall Annex
14. Senior Center
15. Social Services
16. Raymond Library
17. Public Works Garage/Salt Shed
18. Public Works Offices
19. Animal Control Building
20. Town Bus Garage
21. Transfer Station
22. Community Center/Youth Services
23. Conservation Center
24. Housing Authority(2)
25. Water Pollution Control Authority
26. Public Safety Building
27. Dog Park
28. Camp Oakdale-Mostowy

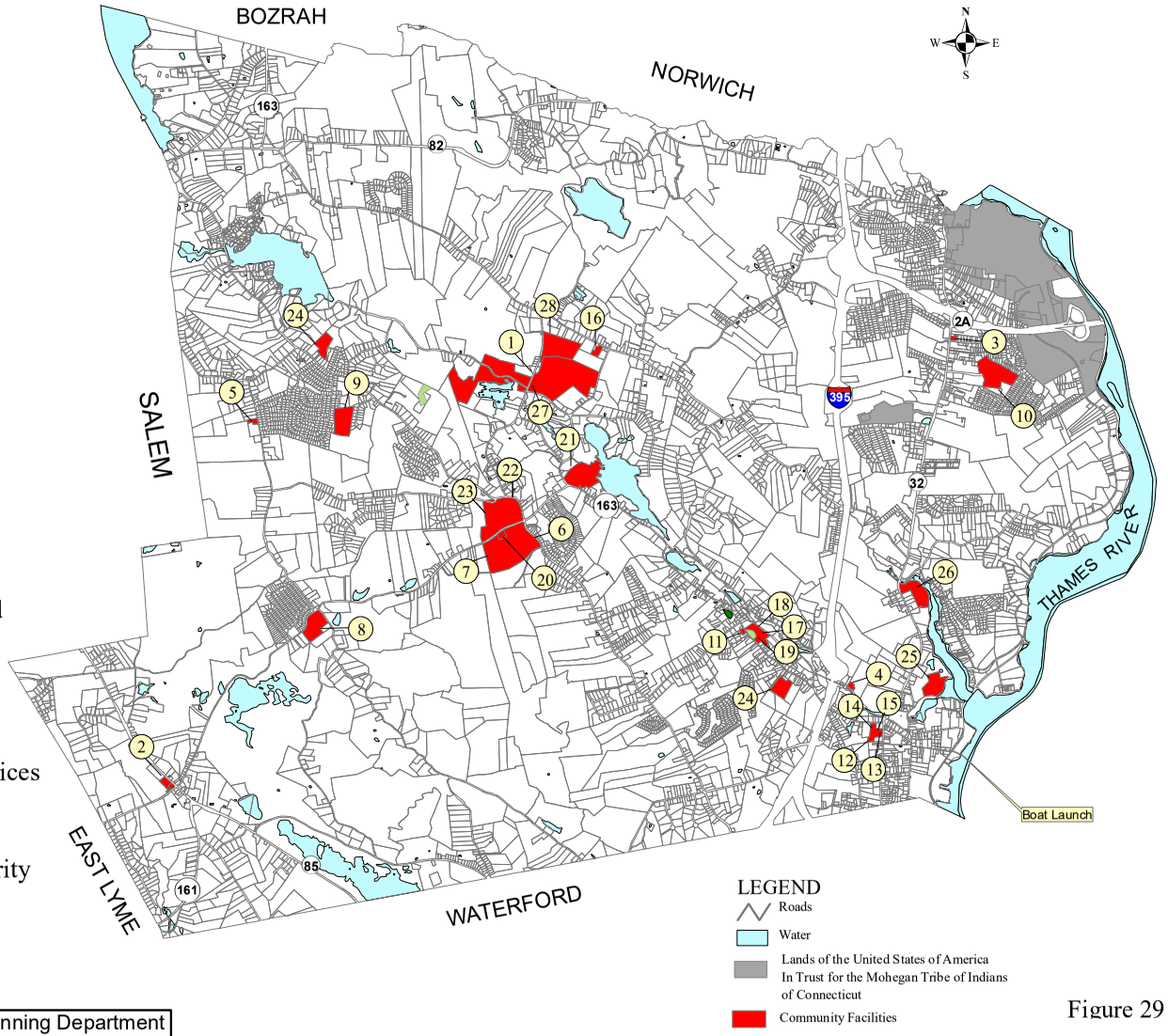


Figure 29

MTV Planning | Town of Montville Planning Department Geographic Information System Data

Roads

Pavement represents the largest capital investment in the road system. Maintaining the road system involves complex decisions about how and when to resurface or apply other treatments to keep road performance and operating costs at an acceptable level. The Town has adopted a Pavement Management System which consists of three major components:

- A system to regularly collect road condition data.
- A computer database to sort and store the collected data.
- An analysis program to evaluate repair or preservation strategies and suggest cost effective projects to maintain road conditions.

WPCA

A sewer avoidance plan limits sprawl and reserves treatment plant capacity for economic development of infill development in densely settled areas. The sewer avoidance map is shown in Figure 30. Future sewer extensions should be limited to areas outside the sewer avoidance boundary.

In June of 2020 the new 460Kw Fuel Cell at the Treatment Plant became operational and is expected to generate approximately 85% of the plant's electricity needs through an electrochemical process involving natural gas supplied by Eversource Energy with no combustion or moving parts. This will allow the plant to run cleaner, more efficiently and more reliably.

School System

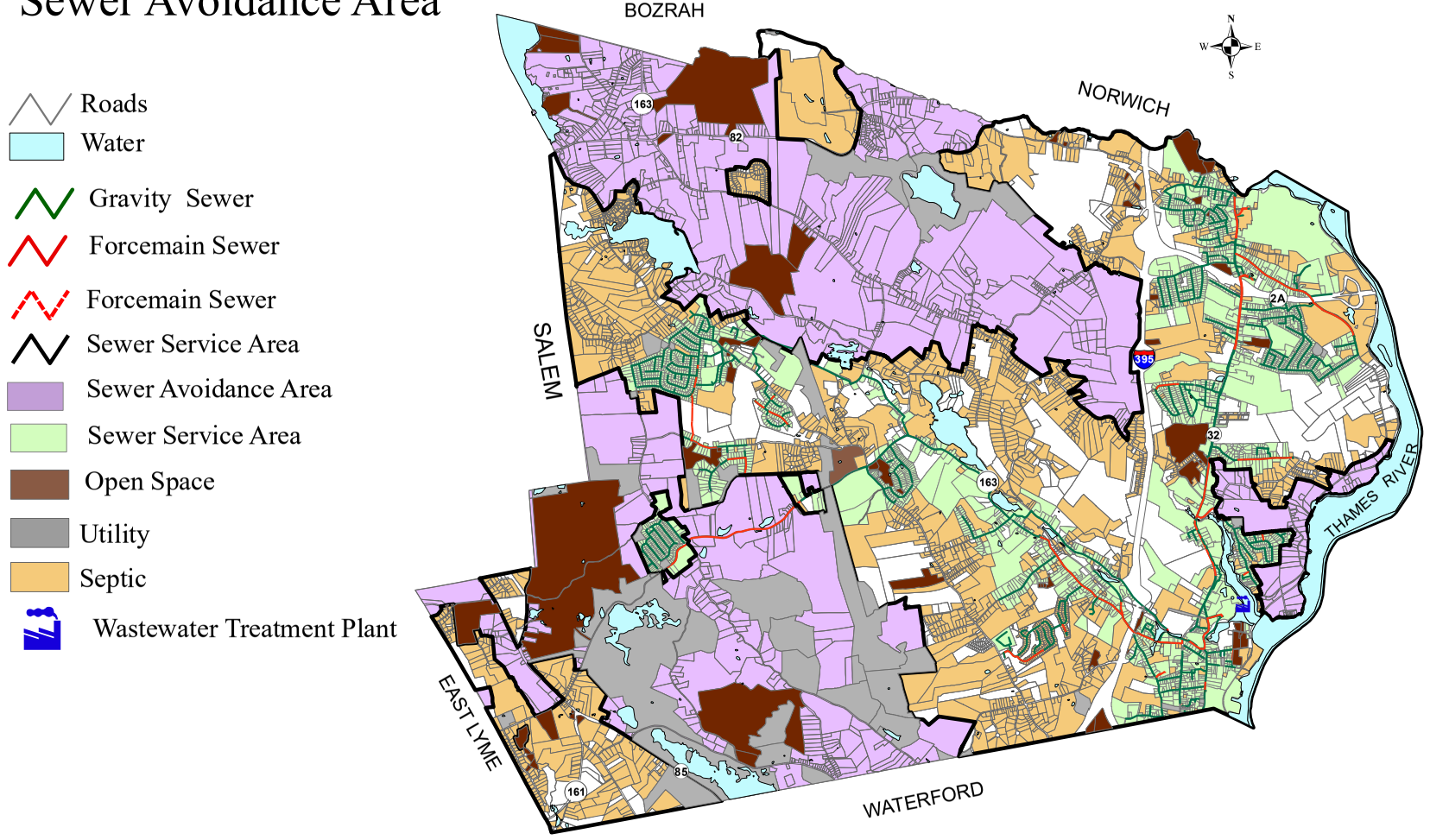
The school population ranges from constant to decreasing dependent on the grade level. The average number of persons per household has decreased each decade since 1980. The Town does not anticipate any major school construction projects.

Emergency Services

Montville has four Fire Districts (Figure 31). The Districts are supported by a combination of paid personnel and volunteers. The time commitment requirement for volunteer certification has become lengthy and places a tremendous burden on the individual's time. The Town may have to consider consolidation of two of the four Fire Houses/Districts in the future. A consolidation of Montville and Mohegan, with a new Fire House in the vicinity of Raymond Hill Road may be an option.

Ambulance service is provided by four Fire Departments with mutual aid from abutting towns and Mohegan Tribal Emergency Services.

Sewer Avoidance Area

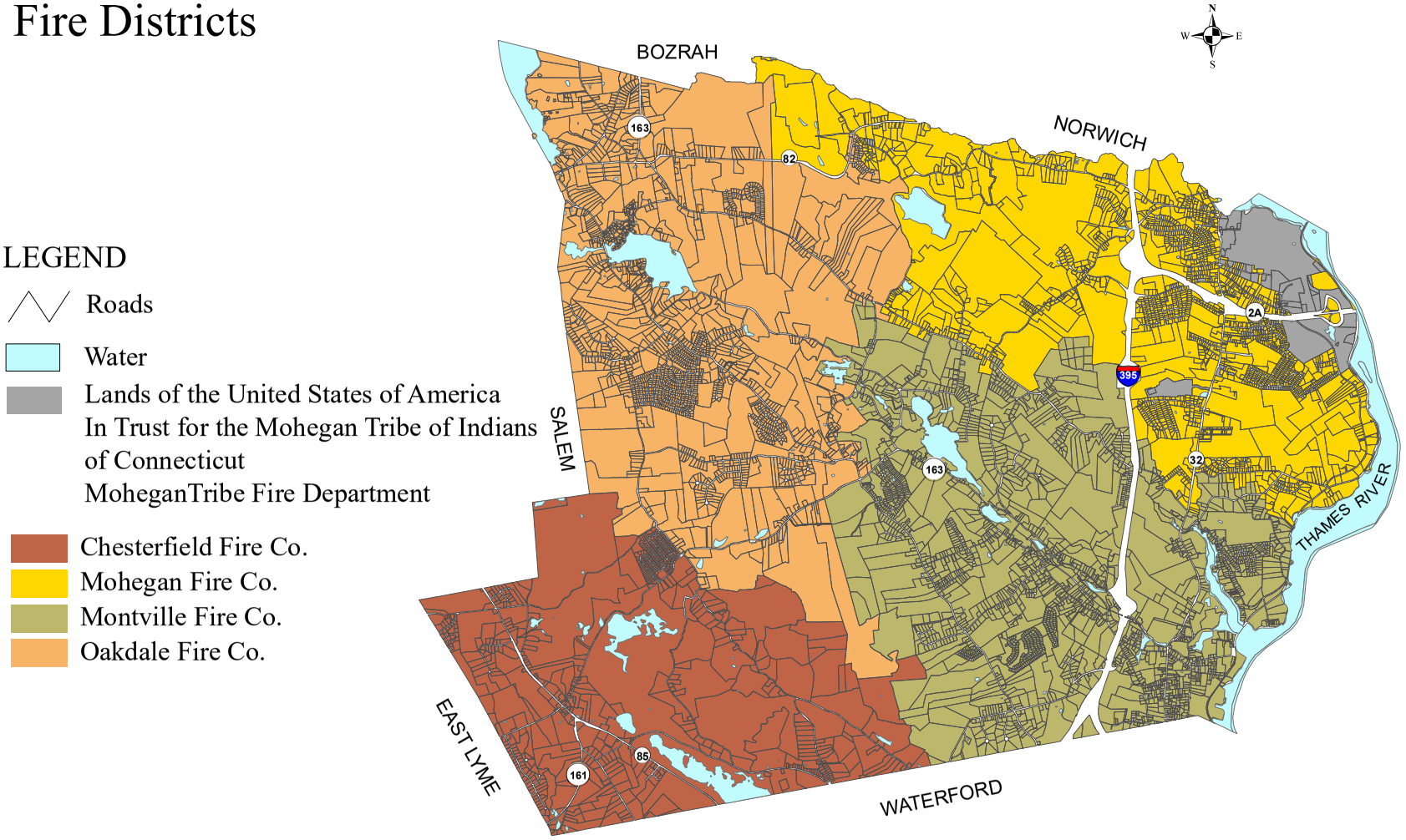


Source:Wright-Pierce

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Figure 30

Fire Districts



MTV Planning | Town of Montville Planning Department
Geographic Information System Data

Figure 31

Drainage Projects

Phase II MS4 Stormwater

Per CTDEEP, the general Permit for the **Discharge of Stormwater from Small Municipal Separate Storm Sewer Systems (MS4 General Permit)** is the product of a mandate by the U.S. Environmental Protection Agency (USEPA) as part of its Stormwater Phase II rules in 1999. Prior to the issuance of the Phase II rules in 1990 promulgated rules establishing Phase I of the National Pollutant Discharge Elimination System (NPDES) Stormwater program. The Phase I program for the MS4s requires operators of "medium" and "large" MS4s, that is, those that generally serve populations of 100,000 or greater, to implement a stormwater management programs as a means to control polluted discharges from these MS4s. The Stormwater Phase II Rule extended coverage of the NPDES stormwater program to certain "small" MS4s. "Small MS4" means any municipality-owned-or-operated MS4 (as defined above) including all those located partially or entirely within an Urbanized Area that have at least 1,000 residents in the urbanized Area as determined by the 2000 or 2010 Census. The Town of Montville meets this definition, and in 2017 filed its application renewal for 2017-2022 and its Stormwater Management Plan with CTDEEP.

The MS4 General Permit requires each municipality to take steps (BMPs) to keep the stormwater entering its storm sewer systems clean before the stormwater enters waterbodies. In this context, Best Management Practices (BMPs) means schedules of activities, practices (and prohibitions of practices), structures, vegetation, maintenance procedures, and other management practices to prevent or reduce the discharge of pollutants to waters of the State consistent with state, federal or other equivalent and technically supported guidance. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, spillage of leaks, sludge or waste disposal, or drainage from material storage. Those steps are described in the Town of Montville's Stormwater Management Plan.

The Phase II Rule defines a small MS4 Stormwater management Plan as a program comprising six elements that, when implemented in concert, are expected to result in significant reductions of pollutants discharged into receiving waterbodies. The six MS4 elements, termed minimum control measures (MSMs) are:

1. Public Education and Outreach
2. Public Participation/Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Runoff Control
5. Post-Construction Runoff Control
6. Pollution Prevention/Good Housekeeping

Montville has complied with the six MCMs and has also done the following:

1. Completed mapping of its stormwater outfalls, catch basins and other stormwater infrastructure. (Figures 32 and 33)
2. Installed new stormwater treatment measures at the school bus parking lot to better treat the runoff from its impervious surfaces.
3. Adopted New Road Standards and Details in 2018.

Outfall Locations



LEGEND

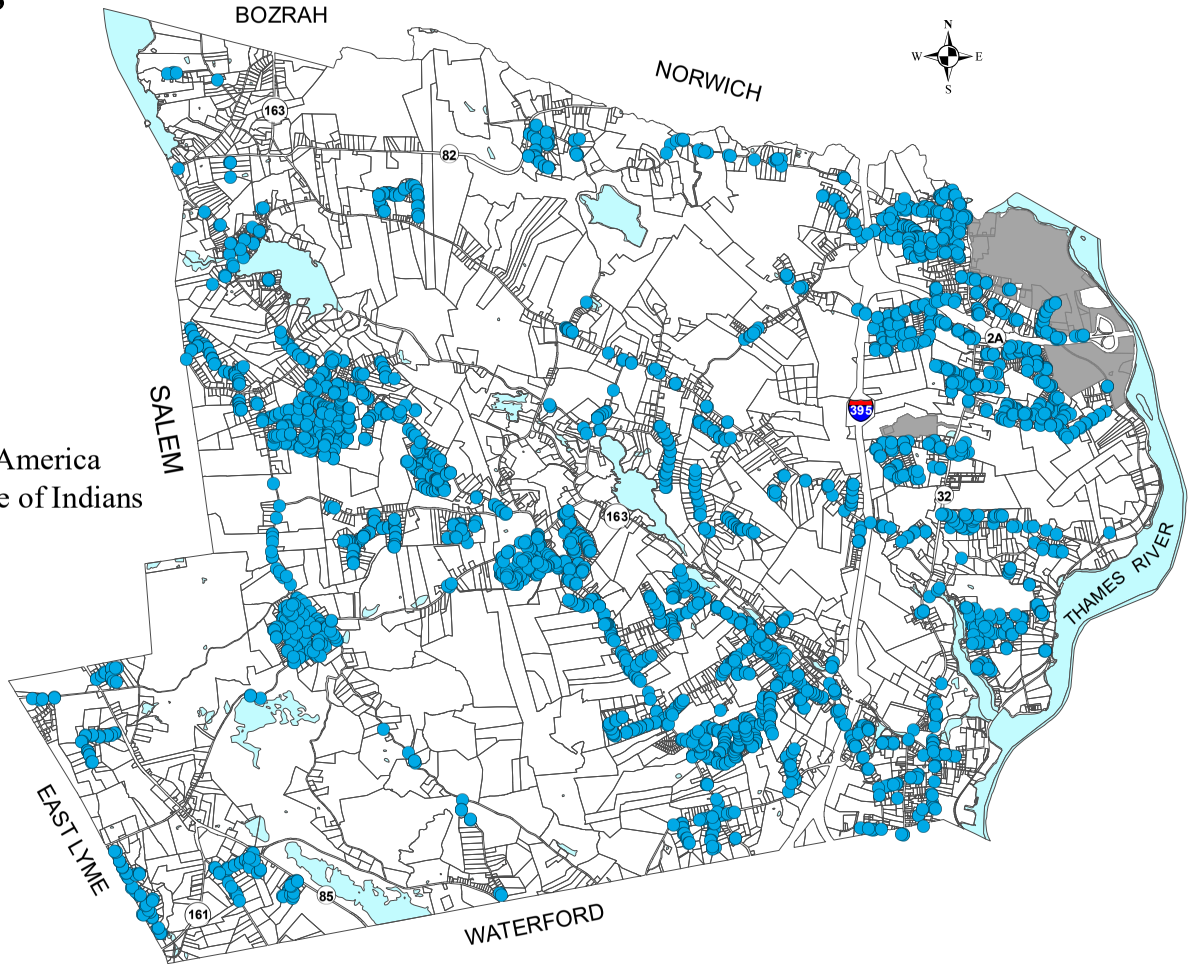
- Roads
- Water
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut
- Outfall Locations

Source:
CLA Engineers

MTV Planning Town of Montville Planning Department
Geographic Information System Data

Figure 32

Catchbasin Locations



LEGEND

- Roads
- Water
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut
- Catchbasin Locations

Source:
CLA Engineers

MTV Planning Town of Montville Planning Department
Geographic Information System Data

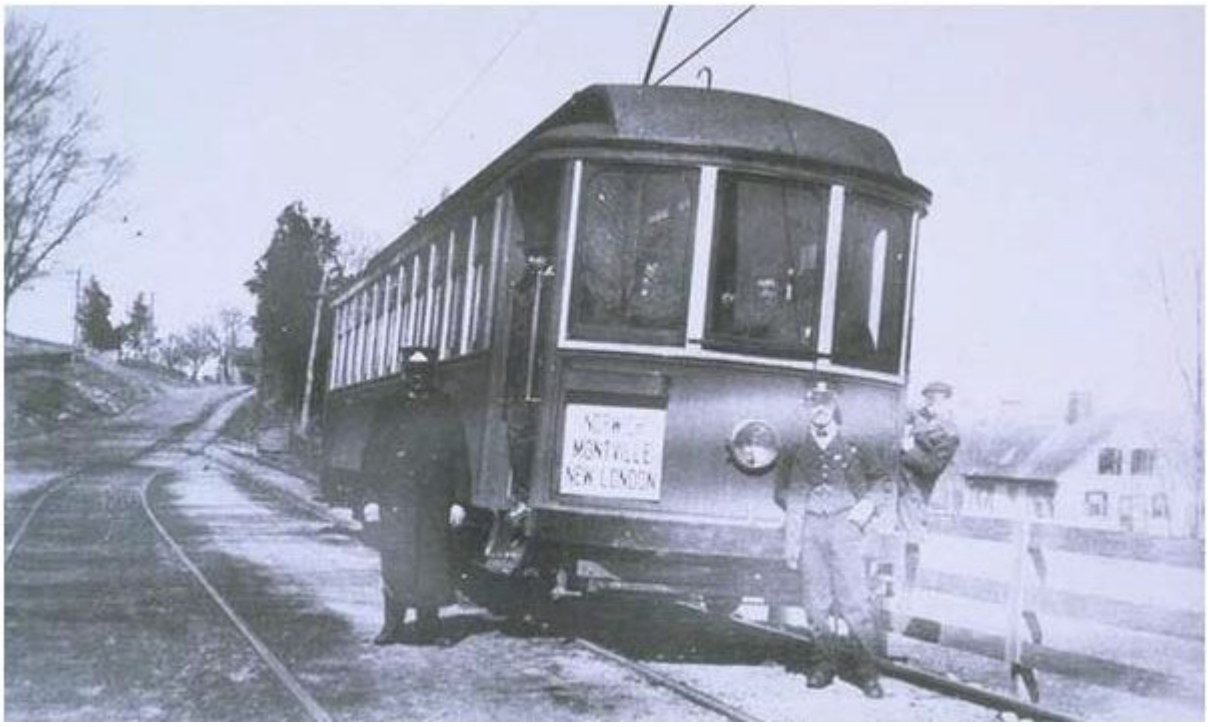
Figure 33



Southeastern Ct SEAT BUS

Community Profile - Transportation

The movement of people and goods in Montville cannot really be viewed in isolation, but must be viewed in the larger context of the transportation system networks of the region, the state and perhaps even as far as Boston and New York. In a 1999 report prepared by Michael Gallis for the Connecticut Institute for the 21st Century, the author demonstrated how the inter-connections of the major rail and highway systems that originate elsewhere affect what we do in this region. There is no better example of this than Montville which is linked to the interstate highway system through I-395 and Amtrak and CSX through the New England Central Railroad that runs through town. We might add that the Thames River is also a major transportation corridor which connects to Long Island Sound and ultimately the Atlantic Ocean. Consequently, it should be clear that Montville doesn't exist in isolation. Furthermore, many elements that determine Montville's transportation future do not exist entirely, or even largely, under Montville's control. The following section presents both an overview and detail information about various aspects of Montville's transportation network and the modes that serve it.



Trolley Car [10]

* Original Transportation section was compiled by SCCOG and 2021 update revised by the Town Planner

Archives & Special Collections at the Thomas J Dodd Research Center, University of Connecticut Libraries[9]

Traffic volume data is provided annually by the Connecticut Department of Transportation for all roadways in the state on the Federal Aid System. Roadway classifications on the Federal Aid System in urban areas include the following five classes of roadways: *1. Interstates; 2. Other expressways; 3. Principal arterials; 4. Major arterials; 5. Major Collectors.* For areas considered to be rural, the road classifications are identical to the above for urban areas with minor collector roadways added to the mix.

Typically, under this scenario, traffic volume data is not provided for local roads. Local roads tend to carry a lower volume of daily, or annual traffic, but collectively they represent the roadways with the greatest number of linear miles of pavement.

Montville has seven (7) roadways that fall into one of the urban and rural function classifications in the Federal Aid System. Traffic volume data for each of these roadways was assembled for the years 2008, 2017, and 2020, the most recent year for which data is available.

Table 10 depicts changes in traffic volumes over this time period on selected roadway segments. Clearly, Montville has experienced some significant increases in traffic volume on some roadway segments. Some of this traffic growth was anticipated as part of the casino development. However, while growth in expressway traffic has been significant, there are other roadways in Montville experiencing pressure.

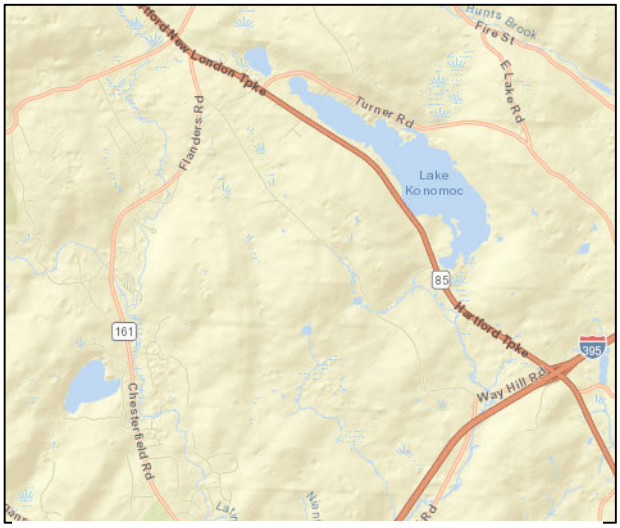
Route 32

The northern end of the Route 32 segment, from 2A to the Norwich town line, has experienced significantly greater traffic growth than the southern end during the twelve year study of time. This is undoubtedly related to both the location of the casino and to the commercial development that has occurred in the past decade.



Route 32 from 2A to the Norwich Town line
© Esri Streets Map

Route 85



Route 85 from 161 to the Waterford Town line
© Esri Streets Map

The southern section of this roadway, from Route 161 to the Waterford town line, has seen average traffic growth of moderate to low per year whereas the upper section from Salem Turnpike to the Salem town line has seen even less growth. There is no reason to expect any sort of reduction of traffic to this section of Montville. To the contrary, it is entirely reasonable to expect similar slow but steady pattern of growth in traffic on Route 85 with summertime peaks that will create gridlock conditions for short periods . Concerns along Route 85 are concentrated in the Chesterfield section of Montville where abutting land uses and turning movements create potentially unsafe conditions. Spot safety improvements should be a high priority along Route 85.

Route 82

The Route 82 corridor provides secondary access to Norwich and I-395 at Exit 11. Traffic volumes on Route 82 remain moderately low suggesting the diminished importance of this arterial corridor relative to other arterial roads in Montville. While opportunities exist for commerial development along the Route 82 corridor, development remains suburban and rural in character and this is reflected in the slow traffic volume growth in the study period. One could also speculate that this slow growth is undoubtly also a function of the lack of public water and sewer service. The area in the vicinity of Route 163 intersection with Route 82 has seen some moderate growth in traffic which can be attributed to some commercial development in that vicinity.



Route 82 © Esri Streets Map

Route 2A

Not suprisingly, there is a direct correlation between increases in traffic volumes on Route 2A and the opening of the Mohegan Sun Casino in 1996. Likewise, annual growth in these traffic volumes seem to correlate to expansions in the facility whereas reductions in traffic volumes can be linked to contradicitions in the economy and the impact of Covid 19.



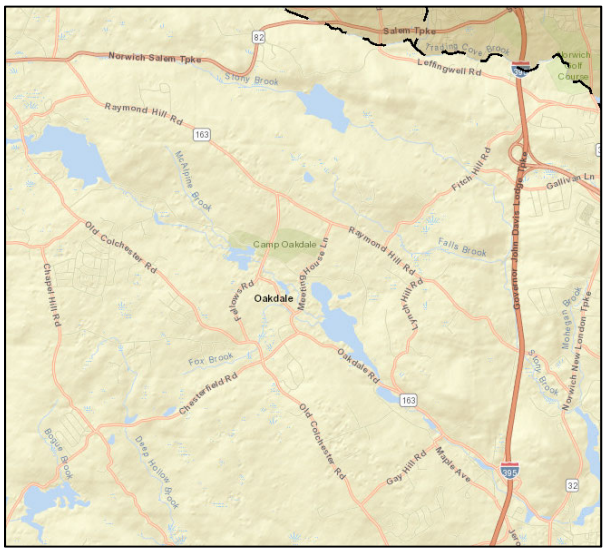
Route 2A © Esri Streets Map

As an example , the traffic volume reductions seem to correlate well to the unusual spike in gas prices and the impact of Covid 19. Shifts in traffic volumes, where they can be confidently and proximally linked to casino activity, appear to debunk the notion that casinos are recession proof. In fact, viewed from the perspective of changes in traffic volumes, one would conclude that traffic volumes related to casino activity is highly elastic and fairly predicatable.

Volumes on Route 2A all seem to revolve around Mohegan Sun Boulevard with significantly higher volumes to the west in relation to the interstate. The percentage of traffic volume growth east of Mohegan Sun Boulevard, towards Preston, is less than half the growth to the west. From a long range planning presepective, future traffic volume growth to the east is largely a matter of future disposition of the former Norwich Hospital Property and totally outside of the control of the Town of Montville. That said, there are no questions that Route 2A between I-395 and Route 12, is perhaps the weak link in the hierarchy of truly important highways in southeastern Connecticut. Reconstruction of the Mohegan-Pequot Bridge emerged a top regional priority subsequent to the opening of Foxwoods Casino.

Route 163

Route 163 functions as one of Montville's more important historic corridors despite moderate traffic volumes and relatively low traffic growth. Traffic volumes in the northern portion of Route 163 are basically rural in character especially above Oxoboxo Dam Road. In fact, this sector has witnessed a proportionally sizable reduction in traffic volumes in the past sixteen years. At the same time, traffic volumes in the southern section of Route 163, from Rand Whitney south to its intersection with Route 32, have moderate growth.

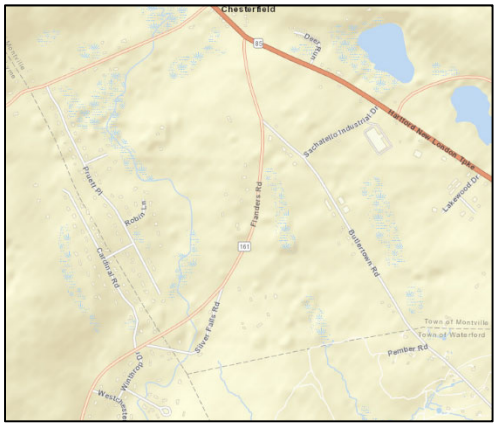


Route 163 © Esri Streets Map

The functional classification of Route 163 is a collector and this classification is reflected in the moderate traffic volumes, especially given the abutting land use which is predominately residential. The exception to this is the industrial area surrounding Rand Whitney.

Route 161

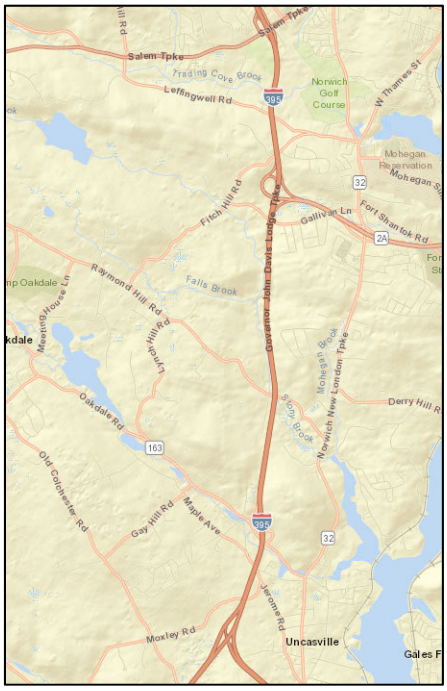
Route 161 functions as a collector road although it could be argued that it also functions as an arterial due to the linkage with East Lyme and Niantic. In any event, traffic volumes are relatively small along this one mile roadway and have demonstrated only slow to low growth. If there is any cause for concern for this roadway segment, it is the intersection of Route 161 and Route 85 in the Village of Chesterfield, especially during peak summer weekends when traffic volumes are at their highest.



Route 161 © Esri Streets Map

I-395

Overall traffic volumes on I-395 have increased. Regional and statewide data suggest that this increase is not merely limited to the Montville section of I-395. Traffic volume increases have been realized all along the corridor. This stepped pattern of utilization of the I-395 corridor can be clearly linked to the opening of the Mohegan Sun Casino in 1996.



I-395 © Esri Streets Map

Table 10

Town of Montville Change in AADT on Selected Roadway Segments, 2008-2020 *COVID 19 Data				
I-395		**2008**	**2017**	**2020**
Station #	Description			
173-S	SB Ramp to Montville Connect	10,200	12,000	9,500*
174	NB On Ramp Montville Connect	9,800	11,500	---------
175	EB Ramp to 163 (Exit 6)	2,500	2,700	2,100*
176	SB Ramp from Route 163	2,300	2,400	2,100*
177	NB Off Ramp to Route 163	2,400	2,500	2,200*
178	NB On Ramp from Route 163	2,600	2,800	2,000*
179	SB Off Ramp from 2A EB (Exit 9)	---------	10,300	---------
180	SB On Ramp from 2A	---------	7,300	5,300*
181	NB Off Ramp from 2A EB(Exit 9)	---------	7,500	5,900*
182	NB On Ramp from 2A WB	---------	10,700	---------
186	Between Exit 6 and Exit 9	60,500	54,600	41,500*
Route 2A				
167	WB Off Ramp to 32 (Exit 5)	4,500	4,300	3,400*
168	EB Off Ramp to 32 (Exit 5)	6,800	6,400	4,400*
169	WB On Ramp from Mohegan Sun Blvd	8,100	6,500	4,300*
170	WB Off Ramp to Mohegan Sun Blvd	2,500	2,100	1,100*
171	EB Off Ramp to Mohegan Sun Blvd (Exit 6)	7,200	5,600	3,600*
172	EB On Ramp from Mohegan Sun Blvd	2,400	2,100	1,000*
Route 32				
025	NE Route 163	13,500	13,900	7,500*
035	S of Fitch Hill Road	---------	13,500	7,100*
034	N of Occum Lane	18,000	---------	11,100*
100	S of Maple Avenue Ext	12,600	10,800	4,700*
Route 161 N/S				
021 N/S	South of Route 85	4,900	4,600	3,200*
Route 82				
016 E/W	At Bozrah Town Line	5,200	4,700	3,500*
015 E/W	West of Route 163	5,700	4,700	3,700*
013 E/W	NE of Route 163	4,700	4,900	3,400*
Route 85				
020 N/S	SE Route 161	12,000	11,900	7,300*
065 N/S	NW Chesterfield Road	13,300	13,700	8,400*
Route 163				
	SE Chesterfield Rd	5,400	4,600	3,300*
	S of Raymond Hill Rd	1,500	1,300	1,000*
	S.E. of Route 82	2,100	1,500	1,300*
	W of Route 32	7,900	---------	4,100*
	S.E. of Fellows Road	1,500	1,100	950*
	N.W. of Chesterfield Rd	2,900	2,500	1,700*
	North of Fellows Rd	1,800	1,400	1,100*
	S.E. of Bridge Street	8,500	7,600	4,400*
	N.W. of Crandall Hill Road	6,500	5,600	3,200*
	North of Route 82	1,500	1,400	1,100*

CT Department of Transportation Traffic Monitoring Information [10]

Functional Class

Functional classification provides a convenient way to identify and categorize different types of roadways according to the purpose that they serve in the highway network. The functional classification and the physical profile of some roadways have evolved over time, as a matter of how the roadway is used and how it has developed relative to abutting development and population growth. At the other extreme, the interstate highways were designed and built to meet an exacting standard. These roads were engineered from the beginning to meet a high standard and there is relatively little variation in roadway segments in the interstate network. With the advent of umbrella federal legislation for highways, functional classification has taken on new significance. This is due to targeted funding categories for roadways in certain classes. One result of this has been a local effort to have roads upgraded so that they become eligible for federal funding assistance under these new programs. Anticipating this effort, Congress set rigid national thresholds that virtually freeze functional classification designations. However, subsequent to each census, where it can be demonstrated that urban level development has expanded, opportunities exist for upgrading highway functional classifications of affected roads. DOT Functional Classes in Montville are depicted in Figure 34.

Functional Class
Arterial Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

Source: Federal Highway Administration

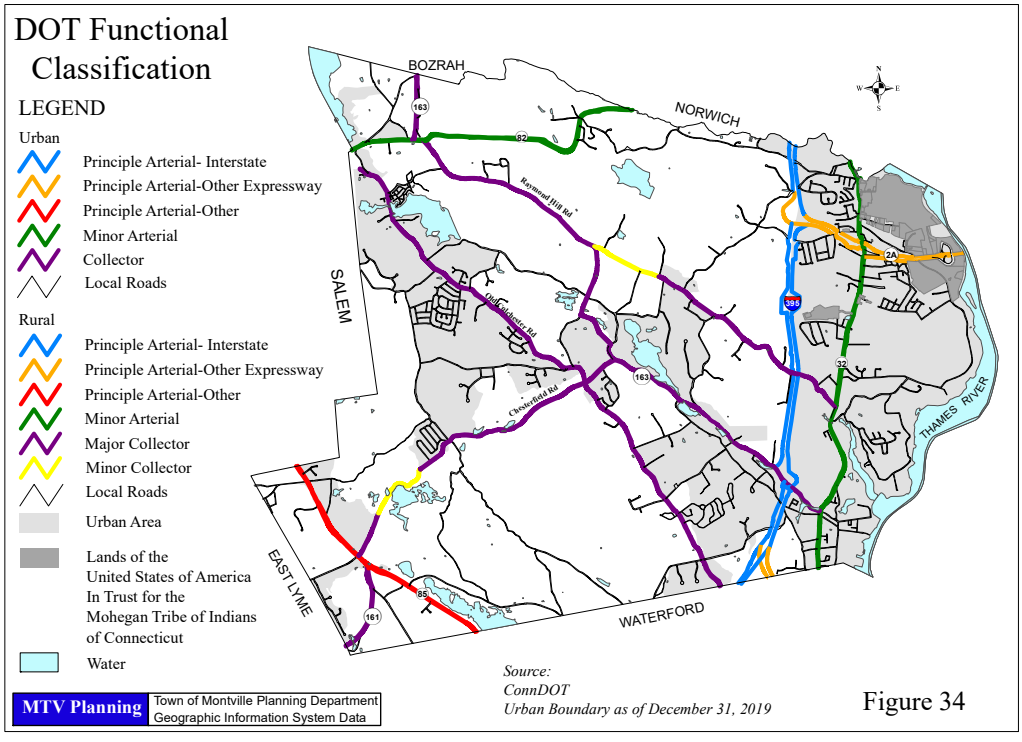


Figure 34

Safety

Safety is perhaps the single most important concern relative to highway network. The first level of analysis is identifying where accidents occur and what, if any, patterns are discernible.

There are three easily identifiable conditions that commonly contribute to accidents: High Traffic Volumes, High Speeds and Turning movements.

As an example, interstate highways are modern facilities that were designed to be safe even at higher speeds. All of the above accident factors were taken into consideration in design. Yet there continue to be accidents on interstate facilities as traffic volumes increase and drivers attempt to hold speeds constant. As a safety matter, is the correct approach to expand the roadway capacity or reduce speed limits in those sections where traffic volumes and accidents are increasing? These are difficult challenging questions.

With respect to the above discussion, Montville's roadway network exhibits some fairly predictable accident patterns. Much of Montville's road network has combinations of the three pre-conditions cited above for a higher rate of accidents and divided into two categories:

- **Areas of Concern**: Large portions of highway segments where accidents are relatively frequent but are widely distributed and do not occur in specific locations or in large enough numbers to warrant being designed as high frequency.
- **High Frequency Accident Locations (HFAL's)**: Defined by CTDOT as locations with 5 or more accidents in a 3-year period and where the ratio of the predicted number of accidents and the actual number of accidents exceeds 1.0.

The Southeastern CT Council of Governments 2021 Regional Transportation Safety Plan Southeastern Region Connecticut[11] can be found on the SCCOG website - http://seccog.org/wp-content/uploads/2021/01/SCCOG_RTSP_2021.pdf. This report showed the areas of High Frequency Accident Locations (Figure 35) and listed the Areas of Concern with Countermeasure Considerations (Table 11).

Table 11

Countermeasure Considerations			
Intersection or Corridor	Issues	Countermeasures	Estimated Cost
CT-32(Norwich-New London Tpke at Stop and Shop	Pedestrian signal is not MUTCD-compliant	Replace current signal with an MUTCD compliant pedestrian countdown signal	Medium
CT-32 (Norwich-New London Tpke)/Holly Hill Dr/New London Tpke/Fitch Hill Rd/Trading Cove Rd	Intersection Crashes	Consider prohibiting left turns onto Holly Hill Dr from New London Tpke	Low
		Redirect motorists to access Holly Hill Dr from New London Tpke via Old Fitch Hill Rd	Low
CT-163(Oakdale Rd/Raymond Hill Rd/Bozrah Rd)	High Crash numbers	Consider access management	Low-Medium
		Potentially relocate CT-161 (Flanders Rd) further south to the Deer Run intersection	Medium-High
	Icy Conditions	Investigate drainage and regularly clean catch basins	Low-Medium
CT-85 (Hartford-New London Tpke) and Chesterfield/Grassy Hill Rd	Queuing at signal and blocking Fire Department access on CT-85 (Hartford-New London Tpke)	Add left-turn signal or left-turn clearance time for southbound motorists (Project 0085-0146, with FDP on November 2, 2022, may help address)	Medium
CT -32 (Norwich New London Turnpike)	Pedestrian crashes	Speed enforcement	Low-Medium
		Extend sidewalks where pedestrian activity is highest	Medium-High
Bike and pedestrian safety	Bike and pedestrian safety	Sharrows and bike pedestrian warning signs on Massapeag Side Rd/Fort Shantok Rd and other identified high pedestrian and bike roads	Low
		Dynamic speed feedback signs	Low
		Add a five-foot shoulder to CT-85(Hartford-New London Tpke) from Grassy Hill Rd /Chesterfield Rd to Turner Rd	Low-Medium
		Strategies from Regional Bike and Pedestrian Plan	Low-High

Regional Transportation Safety Plan Southeastern Connecticut 2021- SCCOG, CTDOT, FHA[11]

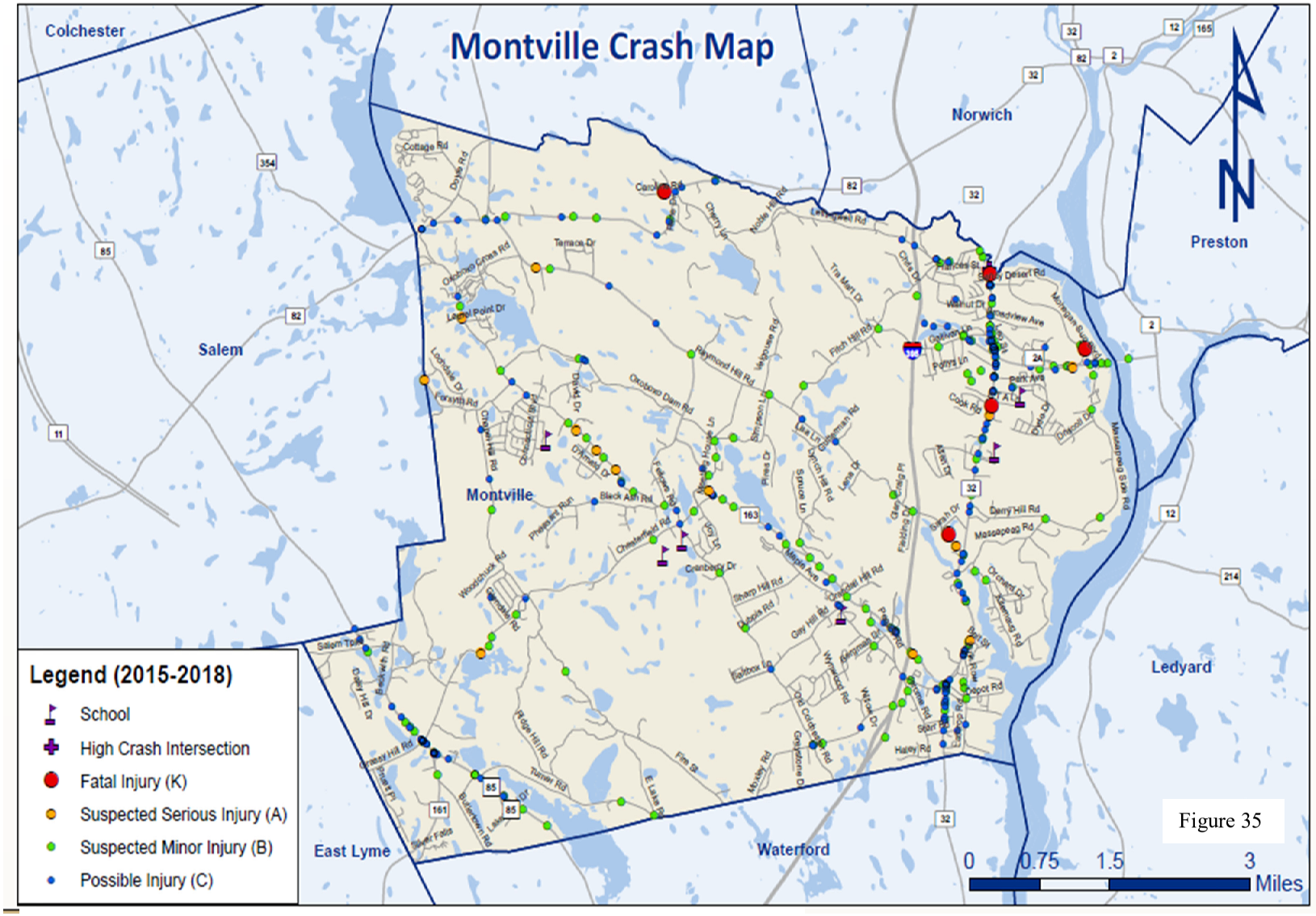


Figure 35

Regional Transportation Safety Plan Southeastern Connecticut Draft 2020- SCCOG, CTDOT, FHA[11]

In November of 2016 the Town was awarded a Community Connectivity Grant sponsored by the Connecticut Department of Transportation to conduct a road safety audit on Route 32. The report can be found at: https://ctconnectivity.com/wp-content/uploads/2017/02/2017-02-17-Montville-RSA-Report.pdf. The following are the recommendations from the study conducted by AECOM.

"The Study found that for the entire Route 32 corridor Pedestrian accommodations including handicap ramps, signal timing, pedestrian signals, signing etc. did not meet the latest requirements and had the following recommendations.

From the discussions during the Post Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short–term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of-way acquisition). **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two or more years when funding is available.

Short Term **(Figure 36)**

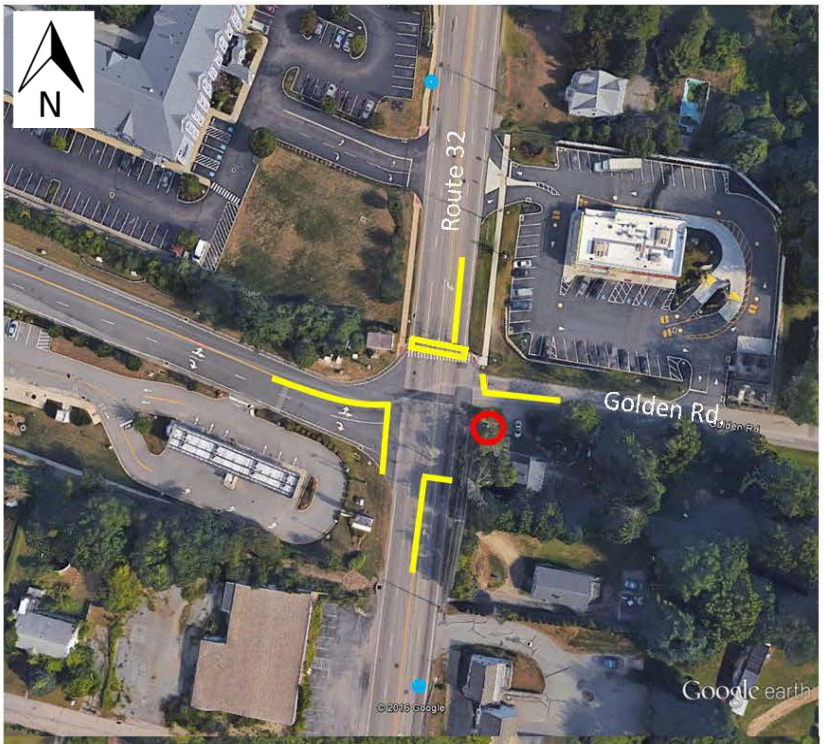
1. Town to coordinate with CTDOT to increase the length of the pedestrian phase at the Fitch Hill Road/Trading Cove Road intersection to meet current standards.
2. Town to coordinate with CTDOT to re-stripe the Golden Road intersection and crosswalk with reflective paint.
3. Town to coordinate with CTDOT to install advance pedestrian warning signs for the crosswalk at the Golden Road intersection.
4. Town to remove the tree on the corner of Golden Road and Route 32.
5. Town to coordinate with CDOT to update all pedestrian signs to the latest retro-reflective standards.
6. Town to trim/remove trees restricting sight lines for northbound vehicles at the Woodland Drive/Saint Bernard's School intersection.
7. Town to investigate how the intersections at Route 163 and Maple Ave are synchronized to determine if they can be improved.

Medium Term **(Figure 37)**

1. Town to coordinate with CTDOT to add additional crosswalks, pedestrian signals, handicap ramps and detectable warning strips to the Fitch Hill Road/Trading Cove Road intersection.
2. Town to install crosswalks and ADA compliant landings on the north, south, and west sides of the Fitch Hill Road and Holly Hill Road intersection and to consider the option of a raised crosswalk to slow down vehicles.
3. Town to add sidewalk connecting Fitch Hill Rd to the Route 32/Trading Cove Road intersection.
4. Town to coordinate with CTDOT to investigate widening the curb radius at the corner of Golden Road and Route 32 and how to address the residential driveway that may be in conflict with a widened radius.
5. Town to coordinate with CTDOT to re-stripe the Woodland Drive/St. Bernard's School intersection to include a left turn bay in the northbound direction and adjust the signal to concurrent north/south left-turn phases.
6. Town to coordinate with CTDOT to install video detectors at the Route 163 intersection.
7. Town to target the Route 163 and Maple Ave. intersection area as a Village Center area for future zoning.
8. Town to coordinate with CTDOT to investigate the possibility of adding a left turn bay to Route 32 northbound at the Route 163 intersection and reconstruct the intersection accordingly.
9. Town to coordinate with CTDOT to investigate synchronization of the signals at Crow Hill Road and Fort Shantok Road to determine revised timings can improve gaps for vehicles and pedestrians to exit the side streets in between the two intersections.

Long Term **(Figure 38)**

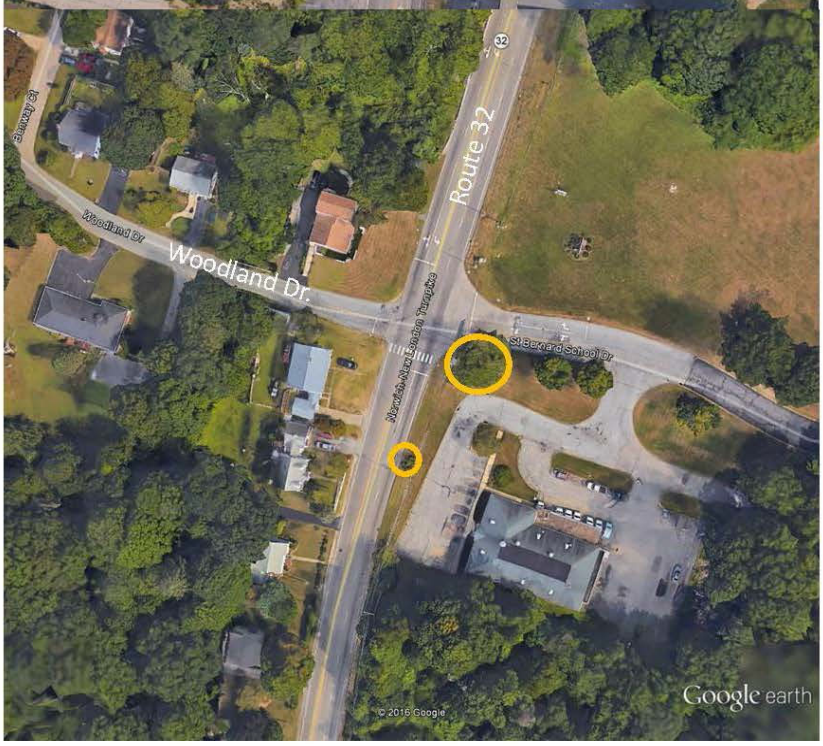
1. Town to coordinate with CTDOT to adjust the Crow Hill Road intersection so that the pedestrian crossing is on the south side of the intersection instead of the north side, including the construction of new pedestrian push buttons, signal heads and crosswalk striping.
2. Town to require developers along Route 32 to include pedestrian accommodations such as sidewalks, crosswalks, handicap ramps etc. as they purchase and develop properties that are currently residential properties.
3. Town to coordinate with CTDOT to design and construct a median island at the Route 32 shoulder line and angled parking spaces to improve on-street parking operations at the Maple Ave. intersection.



Re-stripe the intersection and crosswalk with reflective paint (#2)

Install advance pedestrian warning signs for crosswalks (#3)

Remove the tree on the corner (#4)



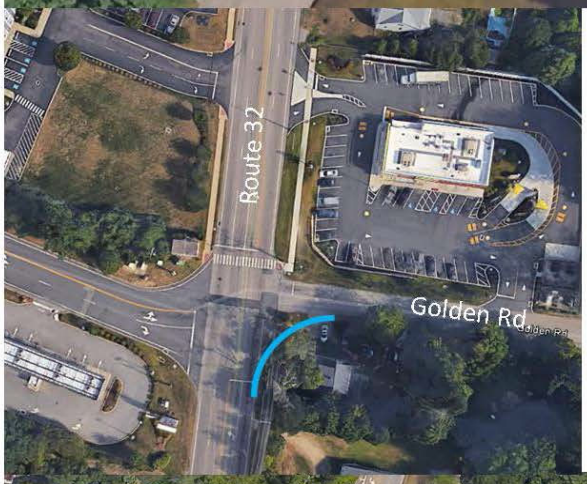
Trim/remove trees restricting sight lines for northbound vehicles (#6)

Short Term

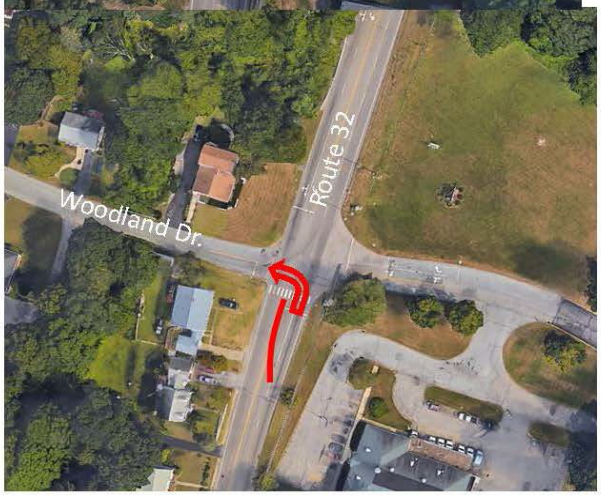
Figure 36



Add crosswalks, pedestrian signals, handicap ramps and detectable warning strips. Consider the option of a raised crosswalk. (#1,2,3)



Investigate widening the curb radius (#4)



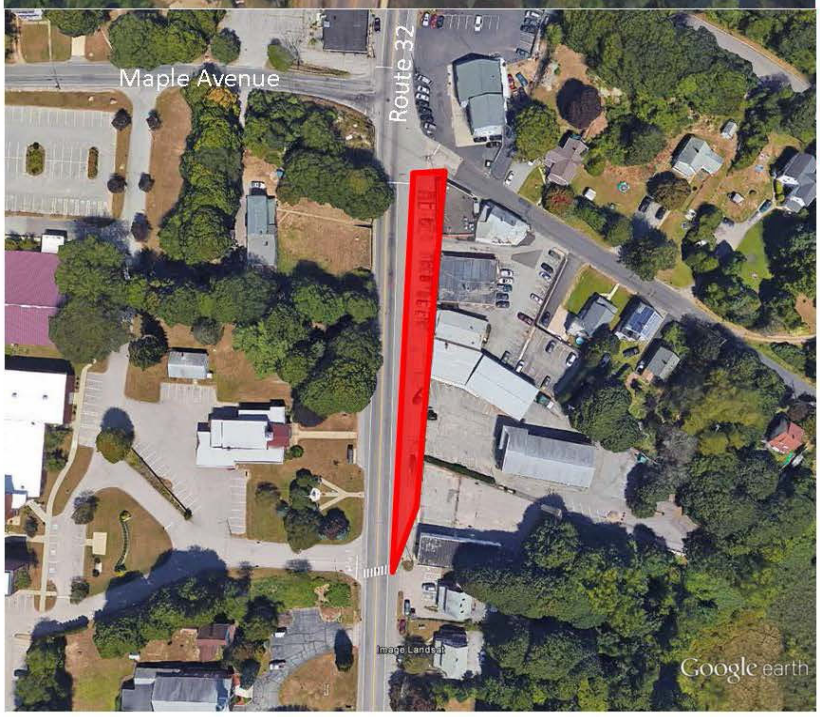
Re-stripe the intersection to include a left turn bay (#5)

Medium Term

Figure 37



Adjust intersection so that crossing is on the southern side and includes push buttons, signal heads and crosswalk striping(#1)



Design and construct a median island and angled parking spaces to improve operations (#3)

Long Term

Figure 38

Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Montville RSA. It provides Montville with an outlined strategy to improve the transportation network for all road users on Route 32, particularly focusing on pedestrians and cyclists. Moving forward, Montville may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development."(AECOM Road Safety Audit, 2016)[12]

Transit

Montville is one of the founding members of the Southeast Area Transit (SEAT), the regional transit district that was formed in 1975-1976. Since that time, Montville has benefited from a variety of different services provided by SEAT.

Funding for public transit has not changed considerably since Montville first joined SEAT and remains the most difficult issue that towns such as Montville face in their quest to provide higher levels of transit service for their constituents. SEAT is a regional organization so that funding for multi-town types of services is shared by the constituent towns that benefit the services. However, since fare box revenue has not covered the cost of providing transit services since WWII, sharing the cost of the deficits of the service becomes the responsibility of the State and those municipalities which choose to offer transit.

At the present time, Montville has regular route transit service on Route 32 which connects Norwich to New London. In October of 2015, the Southeastern Connecticut Council of Governments (SCCOG) along with SEAT and the CT DOT published their Final Report for the SEAT Bus Study. The report can be found here: http://seccog.org/wp-content/uploads/2019/03/SEAT-Final-Report-110115-3.pdf.

Sidewalks

Until recently, Montville saw its greatest residential population and development explosion in the 1960s during a period when gasoline prices were well under $.50 per gallon and virtually all local personal travel was done by automobile. Subdivision regulations rarely, if ever required sidewalks. In fact, during this period, the prevailing ethic through the southeast region combined sewer avoidance with sidewalk avoidance. Homeowners did not want to pay the taxes required for either. In the case of sidewalks, they simply did not want to be responsible for maintenance and liability. Today, much of Montville continues to operate under the dual restrictions of sewer and sidewalk avoidance. The exception to this is the Uncasville/Route 32 corridor which is increasingly growing more urban in character. The development of Montville Commons enabled the installation of sidewalks in this vicinity. Following this, as part of the State Traffic Commission application for the 2007 expansion of the Mohegan Sun, Montville set as a condition that the sidewalks be installed from the Norwich Town Line to Fort Shantok Road.

The advent of the Mohegan Sun Casino has contributed significantly to changing the character of the community. Montville has capitalized on this opportunity by promoting the awareness of the need for sidewalks so that an increasing amount of the resident population that chooses to walk to work can do so safely.

At present, Montville has no regulations that require sidewalks in a residential setting. To establish the regulatory framework for their development it is recommended that sidewalks be included, where population density warrants. The Town should consider, where possible, implementing the Complete Streets Program.

At a minimum, the regulations need to address the following:

Residential Development:

- Proximity to schools and parks
- Proximity to retail development
- Proximity to transit
- Density of Development

When densities reach 3-4 units per acre, sidewalks should be considered. Short of this, Montville might consider a site plan requirement that reserves 4 feet of space abutting the paved roadway as a "path" that people can use if they choose but the property owner bears no cost for construction or maintenance. Such a reserve is a view toward the future.

Figure 39 depicts areas to be considered for future sidewalk construction. This figure focuses on school location as one of the key generators for sidewalk construction. Montville has 8 Schools including St. Bernards and St. Thomas More. The second key generator is a commercial activity center. There are 3 commercial activity centers in Montville, all located on Route 32.

What is clear from this illustration is that the majority of schools and the majority of commercial centers lack sidewalks. In the western section of town, this conclusion should be viewed as an opportunity to reduce municipal costs for busing through the provision of sidewalks, especially where the schools are in relatively close proximity to residential developments. The addition of sidewalks in these areas should become part of a municipal improvement program.

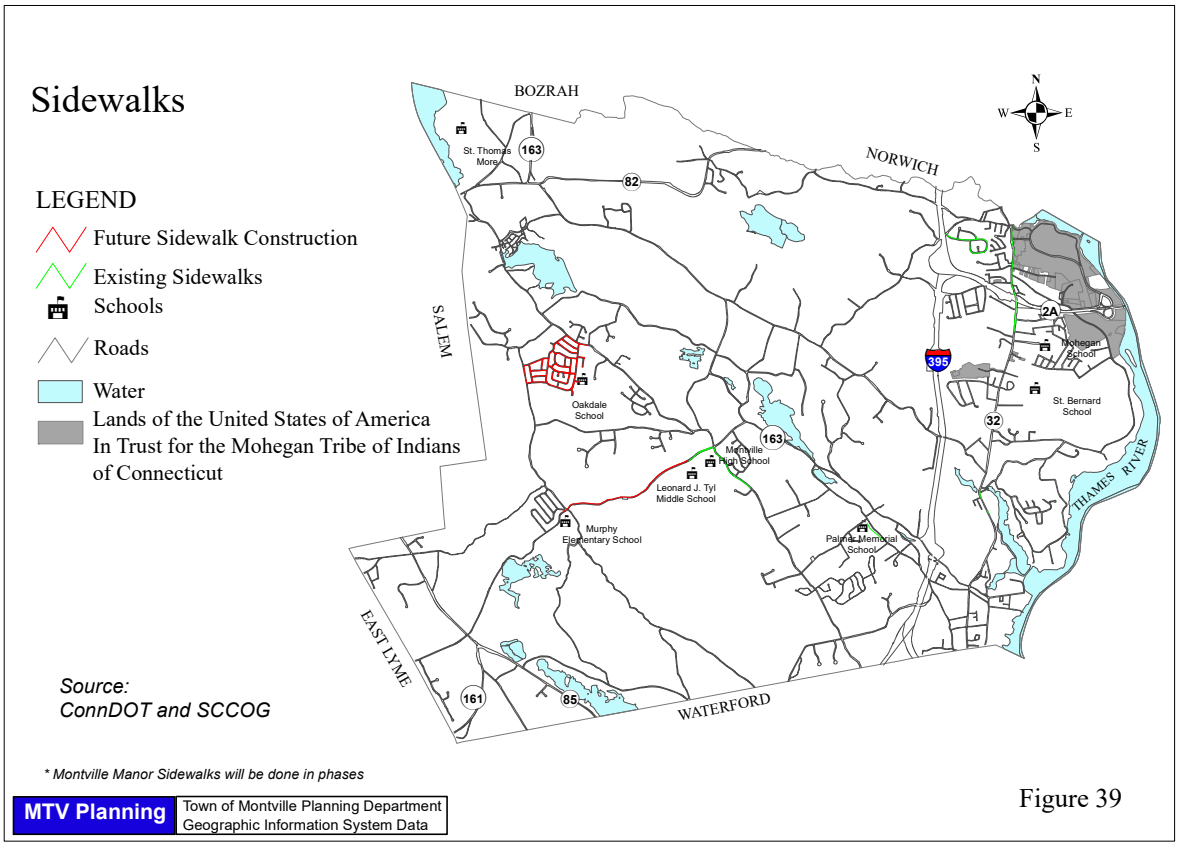


Figure 39

Bike/Pedestrian Path

In November of 2019 the Southeastern Connecticut Council of Governments published the "Southeastern Connecticut Regional Bike and Pedestrian Plan." The plan can be viewed here: http://seccog.org/wp-content/uploads/2019/12/SCCOG-Bike-and-Ped-Plan_112119_web-1.pdf

Rail

The New England Central Railroad operates on the west side of the Thames River, running through Montville from New London to St. Albans, Vermont through Palmer, Massachusetts. At present, New England Central operated freight service exclusively along this line. In the past, it was envisioned that this rail line, because of its choice location, could operate as a passenger service line as well and address the growing tourism and commuter demands. As this proposal was explored in great depth, it became clear that the rail infrastructure was inadequate to operate at the speeds necessary to attract regular passenger users. However, a significant investment was made to upgrade the rail for freight traffic.

Marine

The Thames River, dredged to a minimum depth of 30' from the mouth all the way to Norwich, provides deep water access to Long Island Sound and the Atlantic Ocean. Utilization of this transportation resource for freight has fallen dramatically in the past several decades and is now limited to activities at the Admiral Shear Pier in New London. Likewise, passenger ferry service is now concentrated in New London. While Norwich constructed a ferry dock in the harbor, it continues to be underutilized.

Future consideration will be given to marine access to Trading Cove. However, two obvious problems are evident with this proposal:

1. The channel is the center of the river at this point and significant dredging would be required to provide safe access to the cove.
2. The New England Central Railroad bridge crosses the mouth of the cove on a fixed span bridge that would need to be replaced by a new movable structure.

Therefore, access to the cove would require a considerable impact study prior to the investment of capital funds to make these improvements. That said, the cove, as a protected harbor, would be an inviting and unique location for both pleasure boats and ferries as a destination for the Mohegan Sun.

The SUBASE New London Joint Land Use Study was completed in December of 2017. The study created a policy framework that recommended strategies which support a healthy economy, environment, and relationship between the local municipalities and the SUBBASE. One of the project goals was to encourage collaborative planning to ensure that future waterfront development is compatible with military operations. The entire plan can be viewed here: http://seccog.org/wp-content/uploads/2018/05/SNL_JLUS_Final_2017-12-01_sm.pdf

Road Regulations

The Town has updated the Town of Montville Road Standards and Improvement Details. These Regulations set forth the design criteria and construction requirements by which new roads are to be constructed.



New Alignment of Black Ash Road and Old Colchester Road


TotaVision
INCORD
Custom Safety Netting Solutions
DOLLAR GENERAL
SUPER
STOP&SHOP
SEAFOOD
MEAT
chili's
NINO'S
PIZZERIA
THE HOME DEPOT
CVS/pharmacy
Photo Center
Beauty
Drive-Thru Pharmacy
COPPER CREEK
Mini Golf
CRITICAL
Screenprinting & Embroidery

Community Profile - Economy

Covid 19 Recession

The Covid 19 Recession is not comparable to other Recessions. The "Great Recession" of the mid-2000s was caused by a housing bubble linked to irresponsible selling of financial products and inflated mortgages. As a result, Montville saw a wave of foreclosures primarily on single family homes. The economy had substantially recovered when the last POCD was written. The "Great Recession" impacted the movement of capital, the Covid 19 recession impacted the movement of people. The numerous quarantines, gathering and occupancy restrictions had a devastating impact on travel, hospitality and entertainment industries. "The economy fell from record highs to record lows over the course of two months. From February to April 2020, the US and Connecticut economies fell respectively by 14.7 and 17.2 percent. In the year since, both have recovered just over 58% of the jobs lost from the February US employment peak to the April employment trough. It is estimated that the local casino properties laid off approximately 7,000 employees during the early months of the pandemic" (Connecticut Economic Digest September 2020)[13]. Montville did not experience any significant impact to small businesses other than restaurants, the major big box stores remained open.

The Towns unemployment rate prior to the pandemic was consistently between 3% and 4%. The rate rose to 13%+/- mid pandemic. The rate has declined monthly, but is still high ranging from 8% to 9%. Enhanced unemployment assistance, Covid 19 concerns and lack of available child care makes it difficult to accurately analyze the current labor force.

The base economy of Montville as reflected in the Grand List reflects sustainability and stability. The Net Taxable Grand List for October 1, 2020 grew from $1,327,723,716 to $1,355,618,710 for an overall increase of $27,894,994 or 2.1%.

Economic Resilience

Each year, the Office of Research at the Connecticut Department of Labor produces short-term employment projections by industry and occupation. The current projections are for the period from the second quarter of 2020. This base quarter coincides with the April 2020 employment trough and illustrates where we project employment to be two years after the start of the pandemic. "Through 2022Q2 we project overall employment in Connecticut to increase by 13.5% from 1,541,793 to 1,750,039. This projected growth suggests that the state will rebound through 2022Q2 and recover most of the employment lost during the pandemic." (CT Short Term Employment Outlook 2020-2022)[14]

"Beginning in September 2020, researchers from the Global Resilience Institute (GRI) at Northeastern University research team undertook a baseline resilience assessment of the five Connecticut Department of Emergency Management and Homeland Security (DEMHS) regions. In Region 4, the Long Term Economic Recovery (LTER) Region was adjusted to not include the Town of Coventry which chose to participate in the LTER for Region 3. This effort has been done to support the state's long-term economic recovery process by identifying the core regional challenges and the best opportunities for directing resources and efforts that will leverage each region's unique

regional characteristics and strengths. Importantly, the methodology deployed by the research team is tailored to identify system interdependencies and broad areas of convergence where the most favorable resilience, sustainability, and equity outcomes are most likely to be achieved. This helps to position the region and the state to apply for federal disaster assistance that requires documentation of how resilience, sustainability, and equity outcomes will be achieved as a condition for successfully securing federal recovery support.

LTER Region 4 encompasses all of eastern Connecticut and includes 40 municipalities with long-standing ties to New England's maritime, manufacturing and farming traditions. Outside of the midsize urban centers of New London-Waterford-Groton and Norwich, much of the region is made up of small suburban and rural communities. The region's entertainment venues, including two tribally-owned and operated casinos, arts and cultural institutions and natural areas serve as an important attraction for visitors. Interviews conducted by GRI researchers identified a shared commitment for supporting and sustaining the vibrant small town centers and high-quality public education systems, as well as ensuring a range of affordable housing opportunities which make these communities both attractive and welcoming to young families from diverse backgrounds. An unanticipated outcome of the COVID-19 pandemic is that it has generated an influx of new residents and rising average property values in these towns.

Instances of poverty, food insecurity, healthcare access, and a shortage of affordable housing can be found in many of the region's communities. Furthermore, the loss of jobs so heavily concentrated in the hospitality and entertainment industries has been especially devastating for the related small businesses and the many low-income households in the region. At the same time, there is a pressing need to scale opportunities for workforce training to take advantage of the job opportunities of industries such as submarine shipbuilding, the healthcare sector, and offshore wind generation that are expected to see continued growth in the region. Overall, the challenge for economic development planners will be to match these new employment opportunities with the community members who have lost their lower-wage, less-skilled jobs during the COVID-19 emergency.

The Report identified five overarching findings relevant to regional economic resilience:

Finding 1: Region 4's urban communities are poised to capitalize on General Dynamics Electric Boat's planned expansion to attract additional supporting business, as well as the expected expansion of blue economy, biotechnology and healthcare businesses.

Finding 2: The rural character of the majority of Region 4's municipalities and the associated gaps in information and transportation infrastructures present special challenges for the region's many socio-economically vulnerable residents in gaining access to economic and educational opportunities, social services, and healthcare.

Finding 3: When the COVID-19 eviction protections expire, there is a significant risk of displacing families from their homes in Region 4.

Finding 4: Main Street business (i.e., small to medium local businesses), particularly those businesses that are owned or serve vulnerable populations or locales, have suffered the most serious damage in the pandemic, making a focus on recovery of this business strata critical to the region's long-term economic recovery.

Finding 5: Loss of jobs in the hospitality and entertainment sectors presents a serious risk of long-term unemployment for working-age adults across Region 4 in the absence of targeted recovery supports for advanced skills workforce training to meet the demands of the industries that are poised for growth.

These findings, along with the underlying data that informs them, provide a baseline for guiding the economic recovery efforts for Region 4 while also achieving long-term economic development goals. Importantly, to achieve a successful and sustainable resilient outcome, all five must be addressed concurrently. This will require sustaining the exceptional level of collaboration and cooperation which Region 4 stakeholders have demonstrated since the start of the pandemic." (Regional Resilience Baseline Assessment February 2021)[15]

"Analysis by the Northeastern Connecticut Council of Governments (NECCOG) identifies the following as the key industries with the most jobs: Education and Health (36.2%), Trade/Transportation/Utilities (24.4%), Manufacturing (13.5%), Leisure/Hospitality (8.5%), and Professional/Business (5.6%).[11] The Southeastern Connecticut Council of Governments reports that its top industry clusters are rooted in the Tourism, Healthcare and Defense industries.[12]

The two casinos located in Region 4 also generate significant revenue and employment for the regional economy. In 2018, the Mohegan Sun Casino and Resort reported $1 billion in net revenue and $1.5 million contributions to the state's general fund.[14] [15] The Mohegan Sun Casino employs some 8,000 people.[16] For the same year, the Foxwoods Casino reported $828 million in revenue and a $1.2 million contribution to the state's general fund. Both casinos are important economic anchors for their communities and for the state at-large.

The Region also hosts General Dynamics' Electric Boat, a premier submarine manufacturer for the U.S. Navy. Electric Boat has spurred several manufacturing partnerships in the Region, such as the Eastern Advanced Manufacturing Alliance (EAMA) that coalesces 56 manufacturing employers in the area.[17] EAMA has also prompted the development of the Eastern Connecticut Manufacturing Pipeline Initiative Program to stimulate local workforce development to support the industry." (Regional Resilience Baseline Assessment February 2021)[15]

"Another important industry that is expected to grow in the coming years is healthcare. The healthcare services sector remains vital to the regional economy given the Region's aging population, particularly in the northeast corner. The region's hospitals are major employers: Day Kimball Hospital in Putnam ($118 million in annual operating revenue and 654 full-time employees), Windham Hospital in Willimantic (444 full-time employees), Backus Hospital in Norwich ($316 million in annual operating revenue and 1,406 full-time employees), and Lawrence + Memorial Hospital in New London ($352 million in annual operating revenue and 1,692 full-time employees)."[18]

The Report shows that "First, a significant portion of nonfarm employment (21.5%) was in government, and of this percent, 16.7% was within local government.[22] However, it must be noted that a large number of employees classified under Local Government are workers engaged by tribal-owned casinos. Second, employment, and the economy at-large, in the Region is strongly rooted in the goods-producing industries (18.1% of the LMA employment was in this area), strongly influenced by the presence of General Dynamics Electric Boat. Although this percent is smaller than employment in service producing industries, it is relatively high as compared to other areas. This is significant because many service-based businesses (such as leisure and hospitality) have been hit hardest by the pandemic's economic conditions, suggesting that Region 4 may have headed into the pandemic with a more stable employment diversity (due to the higher proportion of stable, goods-producing employment) than other areas." (Regional Resilience Baseline Assessment February 2021)[15]

"The COVID-19 crisis's economic impacts have been detrimental for communities across Region 4, as demonstrated by the surging unemployment rates reported in August 2020, which was more than 2 months after the first round of restrictions on commercial activities were partially or completely lifted. GRI utilized January 2020 unemployment rates across all municipalities within Region 4 as a benchmark figure to compare against August and October unemployment numbers for 2020." (Regional Resilience Baseline Assessment February 2021)[15] For all municipalities assessed in Region 4, it is important to note that the State of Connecticut only processes unemployment claims filed by workers who are employed within the State. Connecticut Department of Labor (DOL) unemployment claims records do not account for unemployment claims filed by workers who are employed out-of-state, and also does not include the unemployed self-employed or those who are ineligible for the State's unemployment system, including federal workers and religious workers.[30] February 2020 unemployment rates closely follow January 2020 unemployment rates. Because several industry sectors in the Region, including Accommodation and Food Services, experienced some early disruptions in operations as a result of the pandemic, January 2020 data is used as a benchmark for pre-pandemic employment data. Across Connecticut and the nation, pandemic-related job losses have disproportionately impacted women, racial minorities, and workers who have less than a high school education.[29]

Before the COVID-19 pandemic, Region 4's (January 2020) average unemployment rate of 4.5% was not significantly different than the state-wide average of 4.4%.[35] Across the state, January 2020 unemployment numbers for the other LTER Regions were heavily linked to population size, with larger population centers recording significantly higher unemployment rates as compared to smaller communities (within the same Region). However, Region 4's unemployment numbers for this period did not adhere to this trend, with no significant differences in unemployment rate between larger and smaller municipalities. Pre-pandemic unemployment rates were unevenly dispersed across the Region, with Windham (6.1%) and New London (5.8%) reporting the highest rates for this period. Lyme (3.1%) and Pomfret (3.4%) recorded the lowest unemployment rates for January 2020. The five largest population centers differed by +0.4 points compared to the regional mean, while the five smallest communities came -0.4 points under. This small variation is a trend unique to Region 4, as the other LTER Regions showed significantly greater differences in unemployment rates between larger and smaller communities. Again, this can be partially explained by the absence of larger population centers

and Region 4's average population (per municipality) being 50.06% lower than the statewide average." (Regional Resilience Baseline Assessment February 2021)[15]

The above regional research is for the first half of the Covid Recession thru February of 2021. New variants have caused further chaos in an economy which prevent us from making any future predictions of the future impacts to the Town of Montville.

Existing Land Use

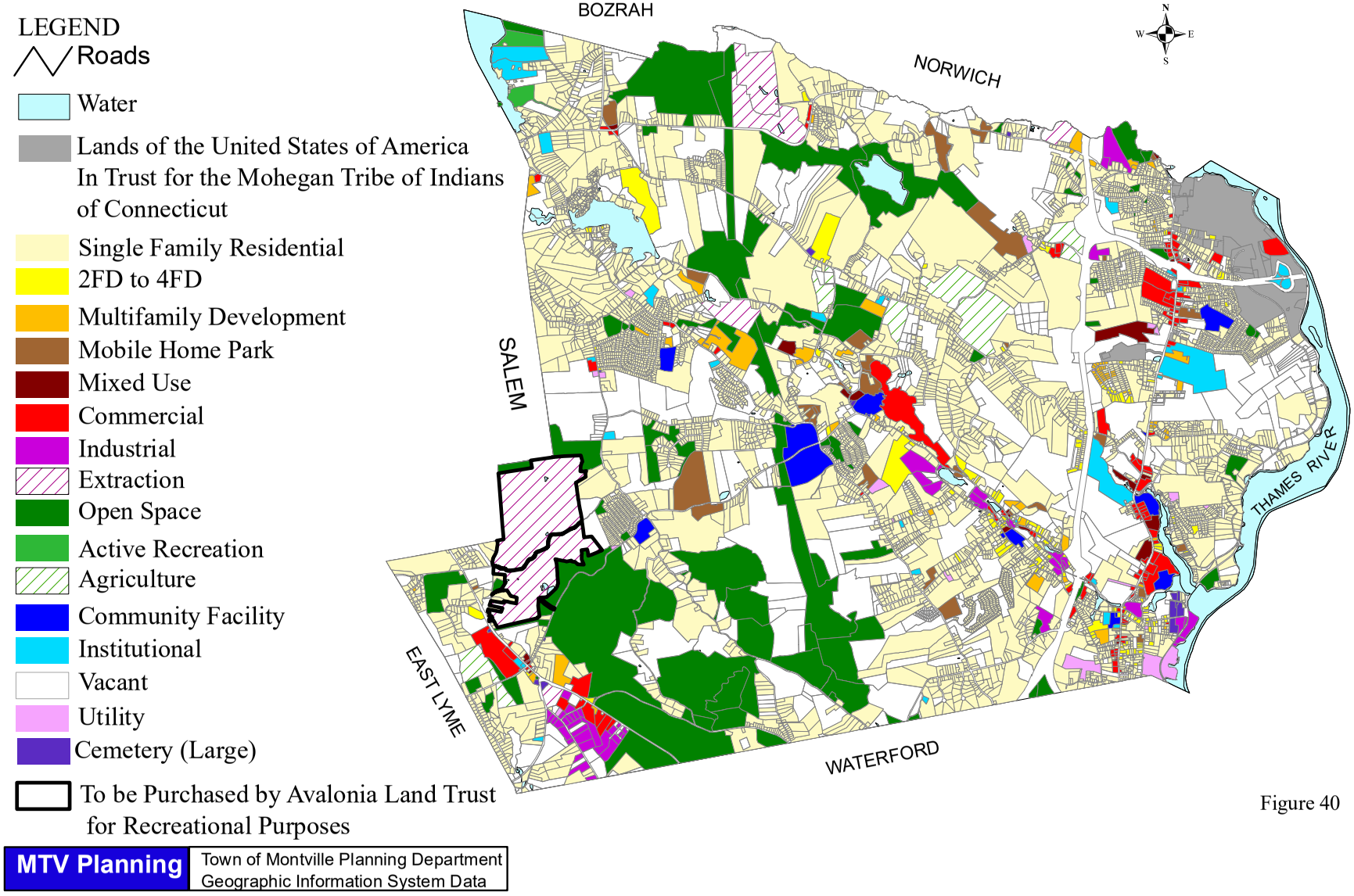


Figure 40

Future Land Use

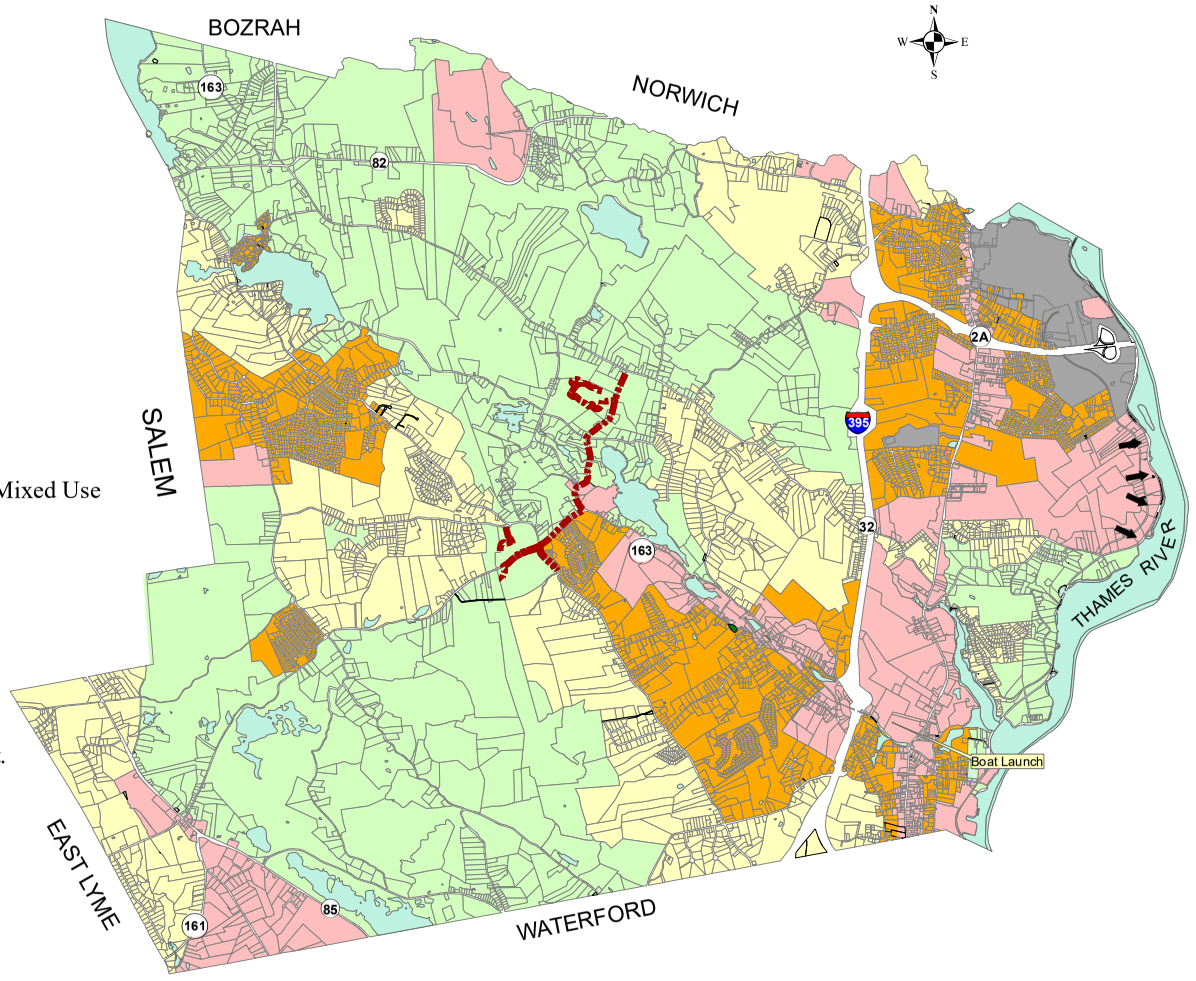
Much of what will determine Montville's future, as well as our own individual futures, is beyond our control. The global economy, the state's economy and events which will be tomorrow's headlines will impact the Town. So how do we navigate the future? Exercise restraint in succumbing to popular planning trends and avoid reacting to the last crisis. Stay nimble, you cannot plan in absolutes, be humble enough to know that there are unknowns. Apply some lessons from the past and establish goals for the future. The goals fall into four broad categories: economy, infrastructure, housing, and conservation.



Future Land Use

LEGEND

- Roads
- Water
- Lands of the United States of America In Trust for the Mohegan Tribe of Indians of Connecticut
- Housing Investment Area
  Lots less than or equal to 20,000 Sq. Ft.
  Within Sewer District Boundary
  Neighborhood Conservation Areas
  Infrastructure Area
  Municipal Uses
- Job Investment Area
  Infrastructure Investment
  Commercial; Light Industrial; Industrial; Mixed Use
  Municipal Uses
- Residental Lots greater than 80,000 Sq. Ft
  Conservation of Resources
  Scenic Vista
  Public Access to Water for Recreation
  Municipal Uses
- Medium Density
  Lots greater or equal to than 40,000 Sq. Ft.
  Municipal Uses
- Proposed Trail/Paths
- Vista



MTV Planning Town of Montville Planning Department
Geographic Information System Data

Figure 41

Plan Implementation

Abbreviation Key: **CC** – Conservation Commission; **EDC** – Economic Development Commission; **DPW** – Public Works Director; **M** – Mayor; **TC**- Town Council **PD** – Planning Director; **PRC** – Parks & Recreation Commission; **PSC** – Public Safety Commission; **PZ** – Planning & Zoning Commission; **TE** – Town Engineer; **WPCA** – Water Pollution Control Authority

PRIORITY – 1: Short term – one to three years - high priority investment and/or action
PRIORITY – 2: Intermediate – three to seven years - priority investment and/or action – adjust priority status if funding becomes available
PRIORITY – 3: Long term – greater than seven years - include in long term capital plan - adjust priority status if funding becomes available

Goal	Action	Implementation	Responsible Entities	Priority
		Policy	**Stakeholder**	
Culture and History				
Preserve the Congregational Church @ Meetinghouse Lane	Form a 401c Trust to insure perpetual preservation of the building	Historic Preservation	TC; Historic Society	3
Park and Trails Corridor	Establish in accordance with Camp Oakdale Long Range Facilities Plan; Trail Systems Plan (all plans adopted in the 2010 POCD); follow criteria on p.40 of POCD	Apply for Trails Grants; include in Capital Plan and Budget - Parks and Recreation Commission, Planning and Zoning Commission, Town Council	PRC; TC; PD;DPW; TE	2
Identify historic assets	Create a list and map of historic assets	Make available for public on Town Website	Historic Society/PD	1
Recreation and Open Space				
Multi-use Trail System	Establish in accordance with Camp Oakdale Long Range Facilities Plan; Trail Systems Plan (all plans adopted in the 2010 POCD)	Apply for Trails Grants; include in Capital Plan and Budget	PRC; TC; PD; DPW; TE	1
Town Dock and fishing area	Increase access to the Thames River – Initiate design; construct handicapped accessible fishing area; improve dock and boat launch	Apply for OLIS funding	PD; DPW; TE; TC	2

Goal	Action	Implementation	Responsible Entities	Priority
		Policy	**Stakeholder**	
Recreation and Open Space				
Construct fishing dock on Schofield Pond	Obtain easement from pond owner; construct handicapped accessible fishing area	Include in Capital Plan and Budget; apply for grants	PRC; DPW; PD; TC	3
Community Facilities				
Fair Oaks Community Center	Building Committee to select project delivery method; develop cost estimate; authorize bid specifications	Expend STEAP Grant funds in 2021; include in Capital Plan and Budget	TC; PRC; DPW; PD: Youth Services Bureau	1
Infrastructure				
Replace bridges in the following priority order	1. Meetinghouse Lane over Cove River, CTDOT Bridge No. 04741 2. Chesterfield Road over Bogue Brook, CTDOT Bridge No. 095012 3. Pink Row over Oxoboxo Brook, CTDOT Bridge No. 03966 4. Moxley Road over Sandy Brook, CTDOT Bridge No. 085014 5. New London Turnpike over Trading Cove Brook, CTDOT Bridge No. 03967 6. Grassy Hill Road over Latimer Brook, CT Bridge No. 04742 7. Fitch Hill Road over Stony Brook, CTDOT Bridge No. 085006	The remaining bridges 1 -10 should be funded through the local bridge program, capital matches and further grants	PWD; TE; TC	1-2

Goal	Action	Implementation	Responsible Entities	Priority
		Policy	**Stakeholder**	
Infrastructure				
	8. Raymond Hill Road over Stony Brook, CTDOT Bridge No. 085009 9. Pequot Road over Oxoboxo Brook, CTDOT No. 085013 10. Bridge Street over Oxoboxo Brook, CTDOT Bridge No. 4740			
Material & sweepings storage	Identify location and purchase if necessary	Include in Capital Plan and Budget	DPW; TE; TC	1
Local Road drainage projects	Use Pavement Management System to analyze areas of concern	Include in Capital Plan and Budget	DPW; TE; TC	2
Sand/salt shed	Identify location and purchase	Include in Capital Plan and Budget	DPW; TE; TC	2
Complete Route 32/2A Drainage Constraints Study	Produce Drainage Constraints Map	Work with State, developers, Town to upgrade systems	TE; DPW; PD; TC	1
Establish Water Service Districts	Produce Water District Maps; Recommend Extension Areas	Include neighborhood Plans, Capital Plan and Budget	PD; WPCA	1
Sidewalks in Montville Manor	Create sidewalks in Manor and connect with school and to local store on Old Colchester Rd	Include in Capital Plan and Budget/ Apply for Grant	DPW; TE; PD	2

Goal	Action	Implementation	Responsible Entities	Priority
		Policy	**Stakeholder**	
Housing				
Housing Investment Areas	Designate areas within sewer district boundary (areas with existing public sewer systems) for higher density development, i.e. lots less than 20,000 square feet	Designate areas on Future Land Use Map	PD; PZ	1
Conserve existing neighborhoods	Maintain and replace infrastructure in neighborhoods containing older housing stock, areas such as Montville Manor; offer affordable housing opportunities	Include in Capital Plan and Budget Include in Housing Investment Areas on Future Land Use Map	PD; PZ; DPW; TC	1-3
Diverse housing	Allow on a long term basis, for the development of diverse housing types, including affordable housing, to help address identified housing needs	Evaluate progress of units built under the Town's existing Affordable Housing Regulation; include in Housing Investment Areas on Future Land Use Map; designate areas within sewer district boundary (areas with existing public sewer systems) for higher density development, i.e. lots less than 20,000 square feet	PD; PZ	1
Environment				
Stormwater management	Draft ordinance for an illicit discharge and detection elimination ordinance (IDDE)	Adopt ordinance in 2010	PWD; TE; TC	1
Watershed Education	Create online and in-person workshops that provide educational information on Watershed Protection	Update website with Watershed Information. Have workshops at Town Events	PWD;PD;PRC;CC	2

Goal	Action	Implementation	Responsible Entities	Priority
		Policy	Stakeholder	
Environment				
Hazard Mitigation Goals	Clearly Identify Natural Hazard Areas and Map on Future Land Use Map Adopt land use policies that encourage land protection within natural hazard areas and discourage development or redevelopment within natural hazard areas Identify/incorporate an action to undertake an evacuation and shelter plan to deal with emergencies from natural hazards Provide adequate space for expected future growth in areas outside of natural hazard areas	Amend land use regulations as necessary. Create area on Town Website to show evacuation routes and shelters	PD;FM;PW	1
Economic Development				
Economic Development Commission	Involve the local business community	Appoint members from the Montville Division of the Chamber of Commerce	TC	1
Retain and attract business	Designate Job Investment Areas on the Future Land Use Map; support small business; invest in and maintain infrastructure in commercial and industrial areas; develop small business action plan	Review land use regulations – ensure regulations are flexible and allow for the siting of new technologies, allow density bonus for job creation and retention – require long term contractual commitment; update the Montville Economic Development profile and brochure – publish the same on the Town Web page	PD; EDC; PZ	1
Develop Neighborhood Areas Specific Development Plan	Use GIS system and Commercial Buildout Study to develop plan	Support Commercial and Industrial Development	PZ; EDC	1

Goal	Action	Implementation	Responsible Entities	Priority
		Policy	**Stakeholder**	
Economic Development				
Identify Properties for Town Purchase	Develop Strategic Plan for acquisition	Establish acquisition fund	TC; EDC	2
Local Retailers Program	Create Inventory of Local Retailers and Buy Local Program	Add map and list inventory to Town Website	EDC;PD	1

Town of Montville
Plan of Conservation and Development

2022 Update

Town of Montville
Planning and Zoning Commission

Certificate of Adoption

This Plan was adopted at a legally convened meeting of the Montville Planning and Zoning Commission on January 25, 2022 . The effective date of this Plan is February 18, 2022.

Sara Lundy, Chairperson

John Desjardins, Secretary