



# Planning for a Capital Project Application

## SECTION I: APPLICANT INFORMATION

For a Planning Application, complete the form below.

- 1. Name of applicant entity:** Town of Montville
- This application is: (If a re-application, please select the most recent application round)**
- 2. FEIN:** 066002039
- 3. Business Address:** 310 Norwich New London turnpike  
Uncasville, Connecticut, 06382
- 4. Contact Information - All communication on this grant applicant will be sent to this contact.**
- Contact Name:** Dennis Goderre
- Title:** Director of Land Use
- Phone Number:** (860) 848-6725
- Email:** dgoderre@montville-ct.org
- 5. Project Name:** Town Center Plan & Implementation Strategy
- 5a. Please provide the street address(es) of the site of the capital improvement(s).** 310 Norwich New London turnpike
- 6. CIF Grant Amount Requested: CIF Planning awards are a set amount of \$250,000. Please enter 250000 in the field below.** 250000
- 6a. Have you requested a SharePoint folder (deadline to request 12/6/24)**

If you have not requested a SharePoint folder by the December 6th deadline, please mark your calendar for the next round, opening Spring 2025. This application is ineligible without a SharePoint folder. Attachments are not accepted via email. Please email [communityinvestmentfund@ct.gov](mailto:communityinvestmentfund@ct.gov) by December 6, 2024, to request a folder.

## SECTION II: ELIGIBILITY

**7. The applicant is a**

Municipality

**8. What municipality(ies) is the project located in? (Use CTRL to select multiple)**

Montville

**9. Is this municipality a Public Investment Community, an Alliance District, or both?**

Public Investment Community

**10. For Non-Profits and Community Development Corporations only: Please explain how you serve the municipality that is eligible, including what is the organization's mission and activities. Please provide annual service statistics. If there are multiple co-applicants, all applicants need to demonstrate how they serve the eligible municipality.**

NA

**11. Please provide a brief summary of your proposed project. Please draft the language using third person only.**

The Project will deliver coordinated Town Center (Exhibit 1) and Civic Campus plans that position the community for targeted reinvestment, safety improvements, and future capital funding.

Town Center Planning

The Project will create a Town Center Plan for the 12+ acre area identified in the CIF Round 5 "Revive & Renew Routes 163/32" study, as the community's top investment priority (Exhibit 2).

The plan will strengthen visual and physical connections between the Civic Campus and Route 32 addressing longstanding safety and traffic issues at the Route 32/163 intersection.

Key tasks include conceptual design for the intersection, streetscape, town green, and multi-use paths and sidewalks connecting transit stops, along with a strategy to incrementally build out the Town Center. Using field research, traffic analysis, evaluation, and engagement, the project will deliver prioritized cost estimates and a phased implementation roadmap (Exhibits 3a and 3b).

Deliverables include 100% conceptual plans for the Route 32/163 intersection and related streetscape/town green improvements with cost estimates to support future funding through local appropriations, grants, and LOTCIP.

Civic Campus Improvements

The Civic Campus Improvement Program will evaluate the National Register Town Hall, Senior Center, Social Services, and Registrar of Voters facilities to identify critical building and system needs (Exhibit 4). Assessments will define essential improvements and costs to guide capital planning and prioritization.

The project will produce conceptual bid plans for the Town Hall building envelope (masonry, windows, roof, trim) to address moisture, mold, and water damage caused by failing components (Exhibit 5). Bid specifications will be prepared for replacement of the more than sixty-year old boiler to prevent service

disruption during extreme weather and ensure uninterrupted municipal operations.

The Town has appropriated \$307,000 for the boiler replacement but requires financial assistance to complete professional bid documentation (Exhibit 6).

## **12. Identify the target population for your proposed project.**

The target population includes residents, businesses, and visitors who depend on the Town Center for housing, municipal services, transportation, and daily needs. Economically marginalized and cost-burdened households are a primary focus. Montville's 2023 per capita income of approximately \$40,628 is below the statewide average of \$54,409. Previous planning work indicates that 6.2% of households are housing cost-burdened, and 37% of regional households fall within the ALICE (Asset-Limited, Income-Constrained, Employed) category. The project aims to expand equitable access to essential services, public spaces, and safe transportation options within the Town Center, where we are experiencing an influx of affordable housing.

Seniors and older adults are another key population. Montville's median age has reached approximately 42, and the 65+ population is expected to grow significantly by 2035. Many older adults face mobility challenges and difficulty maintaining their homes. The project responds to these needs by planning improvements for the Senior Center, Social Services, and associated civic campus facilities in the Town Center.

The project also serves vulnerable non-motorized transit users in a community where roughly 93% of trips rely on automobiles. Planning for sidewalks, multi-use paths, and a safer Route 32/163 intersection will directly benefit pedestrians, cyclists, and SEAT bus riders – particularly individuals with disabilities and lower-income households who depend on non-vehicle travel.

Finally, the project supports young families and the local workforce. Although Montville's overall population is declining, the 20–34 age cohort is projected to grow by approximately 35%. Several new multifamily and mixed-income developments, including Oxoboxo Lofts and the Village Apartments, are within walking distance of the Plan Area (Exhibit 7). Enhancing the Town Center environment and civic facilities near major employers, including Electric Boat and Mohegan Sun, will strengthen talent attraction and retention while promoting long-term community stability.

## **13. How does your project help underserved and marginalized communities?**

Explain how this project furthers consistent and systematic fair, just and impartial treatment of all individuals, including individuals who belong to underserved and marginalized communities that have been denied such treatment, such as Black, Latino and indigenous and Native American persons; Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender and queer persons and other persons comprising the LGBTQ+ community; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. Describe how your project:

- a. promotes new economic outcomes
- b. benefits workforce or job access
- c. provides other benefits or assets that promote equitable economic growth and capacity building.

## **13. Provide details:**

The Town Center is a critical hub for lower-income households, seniors, and residents of nearby affordable and workforce housing. Recent investments, including Oxoboxo Lofts (72 income restrictions units at 25%, 50%, and 60% AMI) and the Village Apartments expansion by Eastern Connecticut Housing Opportunities, Inc. (54 units serving 50–120% AMI with \$8.2 million in Department of Housing support), have created a significant cluster of income-restricted and workforce units within walking distance of the Plan Area (Exhibit 7). As a designated Public Investment Community, Montville has experienced disinvestment, aging infrastructure, and limited mobility in the Palmertown and Uncasville corridors, and the Round 5 award is documenting these conditions and the need to better serve residents who face persistent economic stress.

Building on prior outreach, the Town will convene a Steering Committee and host targeted engagement at the senior population, young families and residents of nearby multifamily developments. Planned strategies include access for Limited English Proficient individuals, particularly Mandarin speakers, and coordination with the Mohegan Tribe to reflect cultural heritage and perspectives. By focusing on the Civic Campus the plan will guide future investments in safe, accessible, and resilient facilities.

The project will create the conditions for equitable economic growth by planning infrastructure, public realm improvements, and building upgrades that enable additional housing and support small businesses. Market analysis under Round 5 indicates capacity for several hundred additional multifamily units and experiential retail in the Route 32/163 area (Exhibit 8). By addressing infrastructure gaps, brownfields, and obsolete sites through a coordinated plan, along with ongoing town rezoning evaluations, the Town will encourage reinvestment and public-private partnerships in locations accessible to residents of existing and future affordable and workforce housing.

The Town Center's proximity to major regional employers and its SEAT bus service make it a strategic location for planning multimodal access (Exhibit 9). Safer sidewalks, multi-use paths, and an improved Route 32/163 intersection will reduce transportation barriers for workers without reliable vehicles, including service workers, support staff, and high-skill employees. Planning for additional affordable and workforce housing near the civic campus and transit stops directly supports employees in high-demand industries and local support sectors.

Montville's cost-burdened households, particularly lower and moderate-income renters, face an extremely tight rental market, with a low 1.2 percent vacancy and a historic lack of new multifamily construction. Affordable, accessible options for older adults wishing to downsize are especially limited. By planning for a more functional Town Center, the project will establish the land use, infrastructure, and policy framework needed to support mixed-income and workforce housing near services, with the potential to capture 25–33% of regional housing demand. Redevelopment of the prominent 35 Route 32 building is a focus with owner engagement underway (Exhibit 3a).

Finally, by envisioning Route 32's evolution from an auto-oriented corridor to a walkable, multimodal Town Center and establishing a Town Green, the plan adds shared civic spaces that foster community pride, cultural expression, and social cohesion.

#### **14. How does this project impact the social and economic issues or challenges facing this population?**

The Project addresses social and economic challenges facing residents and businesses, including aging infrastructure, limited mobility, lack of public spaces, and uneven access to services and customers. Households in and around the Plan Area are lower-income, cost-burdened, or part of the ALICE population and rely on the municipal campus for assistance, senior programming, and civic functions. Businesses along Route 32 and near the Route 32/163 and Route 32/Maple Avenue intersections depend on safe access, predictable travel times, and inviting streetscapes, all presently lacking.

The Civic Campus buildings have building systems at or near the end of their useful life. Deferred roof, boiler, HVAC, and building envelope work increases operating costs and the risk of service disruptions. By preparing coordinated needs assessments and design documents, the Project will create a clear roadmap for safe, efficient, and accessible facilities that support seniors, individuals with disabilities, households seeking social services, and the staff who serve them.

Transportation and safety are also central challenges. Route 32 functions as a parallel north–south corridor to I-395 and carries significant traffic volumes, particularly during detours and emergencies. The Route 32/163 and Route 32/Maple Avenue intersections operate poorly and create safety and delays for motorists, pedestrians, bus riders, and large truck traffic from local businesses whom have no alternative routes to access I-395. In total, this congestion and safety implications diminish the lack of any existing sense of place local community and businesses require to thrive (Exhibit 10).

Through intersection analysis, streetscape planning, and multi-use path integration, the project will identify solutions to close these mobility gaps, improve safety and access, and support more predictable operations for businesses. The incremental creation of a Town Green will provide a much-needed civic

gathering space that strengthens community cohesion and helps define a Town Center that does not currently exist.

### **15. Explain the specific process for engagement and involvement with the target population to identify the problem, develop a solution, and plan for this project.**

The Town will use a structured, inclusive process to engage the target population in defining problems, evaluating options, and shaping the Town Center Plan. Building on the Revive & Renew Routes 163/32 Steering Committee, the Town will confirm or expand membership to include residents of nearby multifamily housing (Oxoboxo Lofts, the Village Apartments), local businesses, the Mohegan Tribe, Social Services, and senior advocates. This group will meet regularly to refine goals, review findings, and advise on alternatives.

Engagement will begin with focused listening sessions to gather input on accessibility, transportation safety, streetscape needs, public amenities and building conditions. The Town will provide translation assistance and accessible materials to reach Limited English Proficient residents and people with disabilities.

The project will then convene public meetings and workshops to present existing conditions, market findings, and preliminary concepts for the civic campus, Route 32 streetscape, key intersections, and a Town Green, asking participants to identify priorities, trade-offs, and phasing. Online tools, surveys, and comment forms will extend participation to those unable to attend in person.

Business owners along Route 32 and Route 163 will be engaged through direct outreach and small-group discussions on access, parking, visibility, truck movements, and potential construction impacts. Ongoing coordination with the Mohegan Tribe will ensure that cultural and historical perspectives are incorporated.

Feedback will be documented, synthesized by the project team and reviewed with the Steering Committee at key milestones. The final plan, implementation steps, and design documents will clearly reflect community input on building improvements, mobility, and public space, ensuring that the Town Center Plan responds to the needs and aspirations of the target population.

### **16. How does the proposed project transform the community and target population?**

The proposed project will lay the framework to create what does not exist: a Town Center by addressing long-standing deficiencies in municipal facilities, transportation infrastructure, and public space. Montville currently lacks a clearly defined Town Center or Town Green. Route 32 functions as a high-volume, auto-oriented corridor parallel to I-395, and the Route 32/163 area reads as disconnected uses rather than a cohesive civic place. This planning efforts builds directly on the Revive & Renew Routes 163/32 urban design work to establish a clear Town Center identity.

The Town Center Vision will reshape how people move through and experience the Route 32 corridor. Conceptual streetscape and intersection designs, together with east–west and north–south multi-use paths, will create safer, more comfortable routes for pedestrians, cyclists, and bus riders, particularly residents of nearby multifamily and workforce housing such as Oxoboxo Lofts and the Village Apartments, who depend on non-vehicle travel.

The incremental creation of a Town Green will anchor a new civic identity and provide flexible space for events, markets, and everyday gathering, supporting local businesses and celebrating community diversity, including Mohegan heritage. The plan will also identify adaptive reuse strategies for key properties such as 350 Route 32, linking historic structures to new economic activity. Recent housing legislature (HB 8002) will be considered for local policy to expand zoning in the Town Center area to achieve housing goals.

The project will transform municipal facilities by producing a data-driven roadmap to modernize Town Hall, the Senior Center, Social Services, and the Registrar of Voters while respecting their historic character. 100% bid-ready documents for Town Hall boiler replacement, and 100% conceptual design documents for future envelope improvements including roof, windows, masonry repairs, and trim for the Town Hall. Needs assessments for the senior center, Registrar of Voters and Social Services will identify and prioritize improvements, with costs, necessary for essential functions and will be used for further fiscal planning.

By combining building modernization, multimodal transportation planning, and placemaking grounded in the Revive & Renew framework, the project will define the physical and programmatic structure of a Montville Town Center and position the community to capture housing demand, support small businesses, and offer equitable access to high-quality civic spaces.

**17. How is the applicant leadership team representative of the community being served?**

The applicant’s leadership team embodies the community through its diverse composition, close interaction with residents and businesses, and direct responsibility for the facilities and corridors involved in this project. Core members include the Departments of Land Use and Development, Public Works, Social Services, and Senior Services, supported by the Mayor’s Office and Finance. Together they serve a broad spectrum of Montville’s population, including seniors, low- and moderate-income households, individuals with disabilities, and residents of nearby multifamily housing (Exhibit 11).

Staff in Social Services and Senior Services work daily with individuals facing housing instability, food insecurity, and limited mobility, providing deep insight into the challenges faced by underserved populations. Public Works manages municipal buildings and key roadways such as Route 32, Route 163, and Maple Avenue, bringing practical knowledge of infrastructure conditions and traffic patterns.

The leadership team collaborates with a Steering Committee comprising of elected and appointed officials, residents, and business stakeholders and representatives from multifamily housing within walking distance of the Plan Area. This structure ensures that voices of those living, working, and investing along the Route 32/163 corridor are actively represented. Continued coordination with the Mohegan Tribe adds important cultural and historical perspectives tied to the community’s unique heritage and the Thames River corridor.

The blend of departmental expertise and community representation positions the team to deeply understand local conditions, prioritize community needs, and effectively guide the Town Center Plan & Implementation Strategy addresses the populations it serves.

**18. Priority of certain projects (Applies to Municipalities only. NPO and CDC select N/A):**

**a. Has the municipality implemented local hiring preferences pursuant to section 7-112 of the General Statutes?**

**b. Will this project leverage municipal, private, philanthropic, or federal funds?**

**c. Does this application include a letter of support from one or more members of the General Assembly in whose district the project will be located?**

**19. Does this application include a project labor agreement or other employment proposal to employ ex-offenders or individuals with physical, intellectual, or developmental disabilities?**

**20. How do you propose to measure the community impact of the proposed project? Provide the expected new and expanded SMART outcomes due to the proposed project. Each indicator should be Specific, Measurable, Achievable, Realistic and Time-Bound. SMART indicators**

**should be related directly to the proposed capital investment.**

The Town will measure community impact using SMART indicators that track completion of planning deliverables, improvements in readiness for capital investment, and enhanced capacity to advance equitable Town Center projects.

1. Building assessment and design readiness

- Specific/Measurable: Complete building and site assessments for Town Hall, the Senior Center, Social Services, and the Registrar of Voters, each including prioritized improvements and cost estimates.
- Achievable/Time-Bound: All four assessments completed within six months of project initiation.
- Specific/Measurable: Deliver 100% bid-ready construction documents for Town Hall roof and boiler replacement and 100% conceptual design documents for windows, roof, brick repointing, and trim repairs.
- Achievable/Time-Bound: All design documents completed within 6-8 months of project initiation and coordinated with the assessment process.

2. Improved municipal facility planning

- Specific/Measurable: Identify at actionable recommendations related to building preservation, energy efficiency, life-safety, accessibility, and code compliance across the four buildings.
- Realistic/Time-Bound: Recommendations integrated into the Town's Capital Improvement Plan within twelve months for FY 2028

3. Town Center streetscape and mobility planning

- Specific/Measurable: Produce a Route 32/163 and Route 32/Maple Avenue intersection study with at least two conceptual alternatives and one final recommendation, mapped alignments for an east-west multi-use path through the RT 32/163 intersection and north-south Route 32 path, and a streetscape master plan with typical sections and design guidance with cost estimates.
- Achievable/Time-Bound: All Town Center and intersection design deliverables completed within 9 months and used to support at least one LOTCIP or similar grant application within two years.

4. Community engagement outcomes

- Specific/Measurable: Conduct a minimum of two public and three stakeholder meetings and document engagement with at least five stakeholder groups (seniors, Social Services clients, nearby residents and multifamily tenants, businesses, and the Mohegan Tribe).
- Achievable/Time-Bound: Collect at least 25 discrete comments through meetings, surveys, or online tools and incorporate them into final recommendations within the project period.

5. Implementation and funding capacity

- Specific/Measurable: Prepare a phased implementation plan and identify at least three external funding programs suitable for improvements.
- Achievable/Time-Bound: Submit at least one competitive grant application informed by this plan within 12-18 months of plan adoption

**21. If this is a re-application, please respond to any Areas For Improvement identified in the DECD Executive Summary from your last application. Provide any updates to the project since the original application was submitted.**

NA

## **1. Please describe the planning activities you will engage in detail if you receive CIF funds.**

The project will create a Town Center which does not presently exist by addressing failing infrastructure. This includes essential infrastructure systems to ensure operating and functional government building, preserving the historic fabric of Town Hall, old Town Hall and the Civic Campus. The Campus will be connected to the Route 32 corridor via a new town green which will be reinforced by Route 32 streetscape and RT 32/163 Intersection improvements. All improvements are essential to support the community which is growing and complement existing businesses which need identity, safe and efficient circulation.

The project governance will be formalized by reconvening or expanding the Revive & Renew Routes 163/32 Steering Committee includes Town staff, elected officials, residents, businesses, multifamily housing managers, and the Mohegan Tribe. The Department of Land Use and Development will lead, collaborating with Public Works, Social Services, Senior Services, and Finance. The team will refine project scope, schedule, and budget and prepare RFQs/RFPs to hire architecture, engineering, and planning consultants (Exhibit 11).

Building and site assessments will be conducted for Town Hall, the Senior Center, Social Services/Old Town Hall, and the Registrar of Voters. This includes plan reviews, on-site inspections of mechanical, electrical, plumbing, roofing, windows, building envelope, drainage, life-safety, code, and accessibility conditions. Priorities will be identified with cost estimates. Efforts will be supplemented by a limited Hazardous Building Materials Investigation to guide treatments for the historic Town Hall boiler area.

Design teams will produce 100% bid-ready plans for the Town Hall boiler replacement, aligned with existing Town appropriation of \$307,000. 100% conceptual design documents will be developed for further improvements including roof, window replacement, brick repointing, and trim repairs. Campus-wide recommendations will address parking, circulation, lighting, landscaping, and ADA access. Needs assessments for the senior center, Registrar of Voters and Social Services will identify and prioritize improvements, with costs, necessary for essential functions and will be used for further fiscal planning.

Transportation and safety are also central challenges. Route 32 functions as a parallel north-south corridor to I-395 and carries significant traffic volumes, particularly during detours and emergencies. The Route 32/163 and Route 32/Maple Avenue intersections operate poorly and create safety and delays for motorists, pedestrians, bus riders, and large truck traffic from local businesses whom have no alternative routes to access I-395. In total, this congestion and safety implications diminish the lack of any existing sense of place local community and businesses require to thrive (Exhibit 10).

Through intersection analysis, streetscape planning, and multi-use path integration, the project will identify solutions to close these mobility gaps, improve safety and access, and support more predictable operations for businesses. The incremental creation of a Town Green will provide a much-needed civic gathering space that strengthens community cohesion and helps define a Town Center that does not currently exist.

Throughout, a phased public engagement program will seek community input, creating a Town Center Plan & Implementation Strategy with actionable phased recommendations, cost estimates, and a funding roadmap aligned with local, state, and federal priorities

## **2. Please explain how the proposed plan is consistent with the municipality's Plan of Conservation and Development (PoCD).**

The proposed Montville Town Center Plan & Implementation Strategy aligns closely with the Town's 2022 Plan of Conservation and Development (POCD), which targets the Palmertown and Uncasville areas along Routes 163 and 32 for focused planning to advance housing, economic development, transportation, and community facilities.

The POCD prioritizes higher-density housing within the sewer district, infrastructure maintenance in neighborhoods with older, and diverse housing types including affordable and workforce housing units. The Town Center Plan supports these goals by planning infrastructure and public realm improvements that support existing and planned multifamily developments, including workforce and age-restricted housing.

Furthermore, the POCD calls for specific area plans for key neighborhoods and small business strategies. This project acts as the specific area plan for Investment Node 1: Town Center, building on the Round 5 Route 32 Investment Plan and updated market data to guide reinvestment in civic buildings, streetscapes, and underutilized properties such as 350 Route 32. Enhancing access, safety, and aesthetics supports POCD efforts to strengthen local business districts and reduce retail leakage.

In community facilities and infrastructure, the POCD emphasizes maintaining and modernizing municipal buildings like Town Hall and the Senior Center, alongside investments in multi-use paths, sidewalks, and connections to recreational amenities. The Town Center's Plan needs assessments, design documents, and multi-use path planning directly support these priorities.

Finally, POCD transportation policies designate Route 32 as a key arterial requiring safety improvements, multimodal access, and state agency coordination. This project's intersection studies, streetscape plans, and LOTCIP ready designs respond directly to these policies, ensuring the Town Center Plan advances, rather than conflicts with the Town's established vision and growth management goals.

**3. Explain how your proposed capital improvement project aligns with the state's Economic Action Plan. Only address those that apply:**

- **Workforce:** Does the project broaden the base of skilled workers to meet increasing industry demand?
- **Communities:** Does the project attract and retain talent by investing in vibrant and affordable communities for all?
- **Innovation:** Does the project support growth and generate inclusive economic opportunity within CT's most innovative and specialized industries?
- **Business Environment:** Does the project improve CT's environment and reputation for starting and growing businesses?

**3. Provide details:**

The proposed capital planning effort advances key pillars of Connecticut's Economic Action Plan -- Workforce, Communities, Innovation, and Business Environment.

**Workforce**

By improving civic infrastructure and transportation, the project supports the diverse regional workforce, from high-skill roles at Electric Boat and Mohegan Sun to support and service workers. Safe multimodal connections and an enhanced Route 32/163 intersection improve job access for residents in nearby multifamily and workforce housing, bolstering economic stability through reliable public services.

**Communities**

Investing in the civic campus, planning a Town Green, and enhancing streetscapes and trails will create an affordable, inclusive, and vibrant Town Center. These improvements attract and retain diverse residents seeking walkable, neighborhoods aligning with the State's goal of strengthening community identity and expanding recreational and housing opportunities in Public Investment Communities.

**Innovation and Business Environment**

While community-focused, the project also supports business growth by revitalizing the Route 32 corridor, a key spine for suppliers and small businesses linked to innovative regional industries. Streetscape and access improvements enhance visibility, safety, and the overall business climate for enterprises of all sizes. Clear implementation steps and coordinated permitting will boost investor confidence, preparing Montville to partner on economically significant projects.

**Project Budget and Sources of Funding:**

**4. Please upload to your unique SharePoint folder a detailed budget for your proposed project. Please use the required CIF Sources & Uses Budget Template\* (link below). For sources of funding, please clearly denote status of other funds (i.e., committed, pending, to be requested, etc).**

Yes, uploaded

**\*CIF Sources & Uses Budget Template Link: [Click here](#)**

Please ensure these amounts match your CIF Round 6 Sources and Uses Budget Form. Fields 5 through 13 are numeric only. Enter whole numbers with commas (ie 250,000 not 250000.00).

**5. CIF Grant Request Amount: CIF Planning awards are a set amount of \$250,000** 250000

**6. Other DECD Funds:** 0

**7. Other State of CT Bond Funds:** 0

**8. Other State of CT Funds:** 0

**9. Federal Funds:** 0

**10. Applicant Funds:** 307000

**11. Philanthropic Funds:** 0

**12. Developer Funds:** 0

**13. Total Project Budget** 557000

**14. Indicate the status level of the project plans and construction design drawings (whether conceptual, 10%, 30% 60%, 100%)?**

The Planning application will fund the necessary plans to pursue future capital costs and prepare bid documents for the boiler replacement as described in the narratives.

**15. Total number of Parcels** one; plus state highway Right of Way

**16. Total Acreage** 12

**17. Is the applicant the owner of the property?** Yes

**18. If applicant or project partner is not the property owner, describe how and when ownership and access to property (if needed) will be obtained. Please upload to your unique SharePoint folder the Letter of Intent, Purchase and Sale Agreement, Access Agreement or other documentation from owner indicating willingness to provide access.**

For this planning application, the Town of Montville and the Connecticut Department of Transportation (CTDOT) control the properties and rights-of-way needed to start proposed activities, while also planning for future improvements that may affect private parcels.

The municipal campus—including Town Hall, the Senior Center, Social Services, and the Registrar of Voters—is Town-owned. The Town has full authority to conduct inspections, assessments, and design work for these facilities and surrounding campus improvements.

The Route 32 and Route 163 corridors, including key intersections at Route 32/163 and Route 32/Maple Avenue, lie within state highway rights-of-way. Planning activities – such as traffic analysis, conceptual design, and development of streetscape and intersection master plans – will be coordinated with CTDOT’s Office of State Traffic Administration and relevant district offices through established review processes.

Because the project will identify potential improvements that may impact private properties like 341 Route 32, and Pennell’s Auto Center, the project will engage land owners to review concepts, identify impacts, and explore mitigation opportunities, such as redesigned site access or shared improvements.

If subsequent construction projects arise, the Town will collaborate with CTDOT and affected owners to secure any necessary easements, rights-of-way, or takings through separate permitting, and acquisition processes consistent with applicable state and federal laws. These future steps, beyond this planning scope will be guided by the engagement and analysis conducted as part of this project.

**19. Please describe any other details or project elements that have been determined at this time. Please describe to the best of your ability the project financing plan.**

The Town of Montville has a strong foundation for this planning effort, supported by prior studies, major state and federal housing investments, and local capital commitments.

#### Plan Area & Development

The Plan Area covers about 12 acres around the civic campus and Route 32/163 intersection, surrounded by significant existing and pipeline multifamily, age-restricted, and workforce housing. Over the past five years, 484 residential units have been approved town-wide, with a large share near the Plan Area, including 87 units at 90 Maple Avenue and a 214-unit expansion of The Village Apartments supported by \$8.2 million Department of Housing funds for 54 income-restricted units (50–120% AMI). An additional 204 units are under construction adjacent to the Town Center. Regional demand for approximately 5,000 new housing units underscores the critical need for infrastructure and service planning here.

Oxoboxo Lofts is a 72-unit adaptive reuse of a historic 100,000 square foot mill, fully financed and occupied with federal and state historic and low-income tax credits. It offers a mix of affordable, workforce, and market-rate units at 25%, 50%, and 60% AMI within walking distance of the Plan Area. It exemplifies the kind of investment this planning seeks to support with improved access, amenities, and a cohesive Town Center.

#### Market Context

A 2023 CIF-funded market study by BJH Advisors finds low multifamily vacancy, below-market rents, under-retailed conditions, and strong demand for experiential retail and stable office space. Targeted infrastructure and placemaking investments along Routes 32 and 163 can capture this demand, support healthcare services, and activate underused properties. The Town Center Plan will translate these findings into site-specific concepts like adaptive reuse of 350 Route 32 and streetscape enhancements that benefit small businesses and service providers.

#### Transportation and Safety

Route 32 is a principal arterial paralleling I-395 and serves as an emergency detour route. The Route 32/163 intersection experiences operational and safety challenges, worsened during I-395 detours affecting commerce and emergency response. The adjacent Route 32/Maple Avenue intersection further complicates traffic, with truck routing constrained by Pequot Avenue’s limited geometry.

A prior LOTCIP application for a Route 32 multi-use path was declined due to an incomplete northern terminus design. This project addresses that gap by defining the terminus and creating a unified multimodal concept for intersections and frontage, positioning Montville to resubmit for LOTCIP funding and better manage truck, commuter, and emergency detour traffic.

### Civic Facilities and Local Commitment

Town Hall (originally Uncasville School), renovated in 2001, along with the Senior Center and Social Services, have aging systems nearing replacement. The original boiler from the 2001 remodel remains in use decades later and requires replacement to avoid service disruption. The Town Council has allocated \$307,000 locally for boiler replacement, leveraging CIF planning funds for engineering.

### Implementation & Governance

Managed by the Department of Land Use and Development, in coordination with Public Works, Social Services, and Senior Services, the project will continue guidance from the Revive & Renew Routes 163/32 Steering Committee and potentially a building committee oversee facility-related tasks. The project aligns with the 2022 POCD and will inform the 2026–2028 update and future zoning and regulatory initiatives supporting brownfield, greyfield, and adaptive reuse.

Together with federal, state, and local investments – such as Oxoboxo Lofts, Village Apartments, CIF Round 5 funding for revitalization studies, and the Town Hall boiler commitment – plus an active housing pipeline and the critical transport role of Route 32, Montville is positioned to use CIF Round 8 funds to advance impactful projects that anchor a new Town Center, support affordable and workforce housing residents, and strengthen the region’s economy.

**20. Does the applicant affirm that they understand and acknowledge that the proposed project may warrant further review under the Connecticut Environmental Policy Act (CEPA), and agree to comply with all requirements and costs associated with such review, and further acknowledge that the applicant is in a position to cover any and all additional costs associated with such review?**

I understand

**21. Select “Yes” and disclose in writing as an attachment to this application the following, or select “No” if not applicable: to the best of the applicant’s knowledge, all actions, suits, claims, demands, investigations, and proceedings of any kind, open, pending, or threatened, whether mature, un-matured, contingent, at law or in equity in any forum, involving the applicant that might reasonably be expected to materially adversely affect its businesses, operations, assets, properties, financial stability, business prospects, or ability to perform the project as described in this application.**

Yes, uploaded

**22. Please upload to your unique SharePoint folder a completed copy of the Required Documents Checklist, and all related files.**

Yes, uploaded

It is hereby represented by the undersigned, that to the best of your knowledge and belief no information or data contained in the application and attachments are in any way false or incorrect and that no material information has been omitted.

Your application and the contents of your application and our discussions with you are subject to public disclosure. DECD may communicate with the municipality, state agencies (including the CT Office of Policy and Management, DEEP, the CT Department of Transportation, the CT Department of Housing, the CT Department of Public Health), the EPA, and the general public. Projects funded under this program may be subject to the Connecticut Environmental Policy Act (“CEPA”), as well as other environmental regulations, and DECD regulations related to procurement and bidding procedures.

State funding may require placement of a lien on project property. In addition, if the applicant is a private corporation, a personal guaranty may be also required from each owner of 10% or more. In addition, the undersigned agrees that any funds provided pursuant to this application will be utilized exclusively for the purposes represented in this application, as may be amended and agreed to by the DECD.

DECD reserves the right to modify or waive any requirement, condition or other term set forth in this Application, to request additional information at any time from one or more applicants, to select any number of applications submitted to this program, or to reject any or all such applications, in each case at DECD’s sole discretion. DECD may exercise the foregoing rights at any time without notice and

without liability to any applicant or any other party. Applications to this program shall be prepared at the sole expense of the applicant and shall not obligate DECD to procure any of the services described therein or herein from any applicant. DECD shall not be obligated to any applicant until a final written agreement has been executed by all necessary parties thereto and all applicable approvals have been obtained. As such, any funds expended by the applicant prior to these approvals will be done so entirely at the risk of the applicant.

**Signature:** Dennis G. Goderre  
**Date:** Monday, December 1, 2025  
**Title:** Director of Land Use and Development

# Town of Montville: Town Center Plan & Implementation Strategy

## Exhibit List

<b>Exhibit #</b>	<b>Title</b>
0	Required Document Checklist
1.	Project Location, Plan Area & Context (Intersection)
2.	CIF Round 5 Summary/Draft Report
3.	A. Project Concept
3.	B. LOTCIP Funding Multi-Use Path and Walk
4.	Civic Building Context
5.	Overview of Town Hall Needs and Conditions
6.	Council Resolution No. 2025-84 (Certified)Town Council Resolution
7.	Oxoboxo and Village Apartment Context
8.	CIF Round 5 Draft Market Study
9.	SEAT bus Schedule for RT 32
10.	Business Inventory and Context
11.	Leadership bios
12.	Support Letters
	a. Senator
	b. State Reps
	c. Mohegan Tribe
	d. Planning and Zoning Commission
	e. Parks and Recreation Support
13.	A. Budget: Scope and Fee
13.	B. DECD Budget Form (Excel)
14.	Project Schedule (Gannt)
15.	CT Main Street Readiness Assessment
16.	Discretionary Funding Certificate
17.	Acknowledgement of Application No. 21

# PLANNING FOR A CAPITAL PROJECT

## Required Documents Checklist

COMPLETE THIS CHECKLIST, SIGN IT, AND UPLOAD IT TO YOUR SHAREPOINT FOLDER.

### Municipal Application

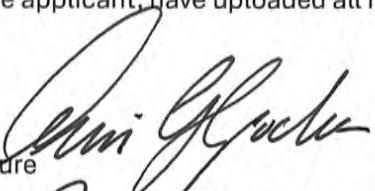
- CIF Round 8 Sources and Uses Document (as an Excel file)
- Project Completion Timeline
- Municipal Resolution to Request Funding
- Municipal Certification of Eligibility for Discretionary State Funding (or waiver letter from OPM)
- Required Documents Checklist

### Nonprofit Organization Application

- IRS Determination Letter of 501c3 status
- 2 previous years' Audited Financials (if applicable)
- [Certificate of Legal Existence](#)
  - o If your organization had a name change, submit a Standard Certificate (not Express)
- Articles of Incorporation (if CDC, demonstrating formed as a CDC)
- CIF Round 8 Sources and Uses Document (as an Excel file)
- List of Board of Directors with Affiliations
- Non-profit Board Resolution to Request Funds
- Project Completion Timeline
- Required Documents Checklist

We, the applicant, have uploaded all required documents to our SharePoint folder.

Signature

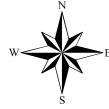


Date

12/2/25

Dennis G. Crocker

Director of Land Use + Development



# EXHIBIT 1: CONTEXT AREA

Town of Montville, CT



November 17, 2025

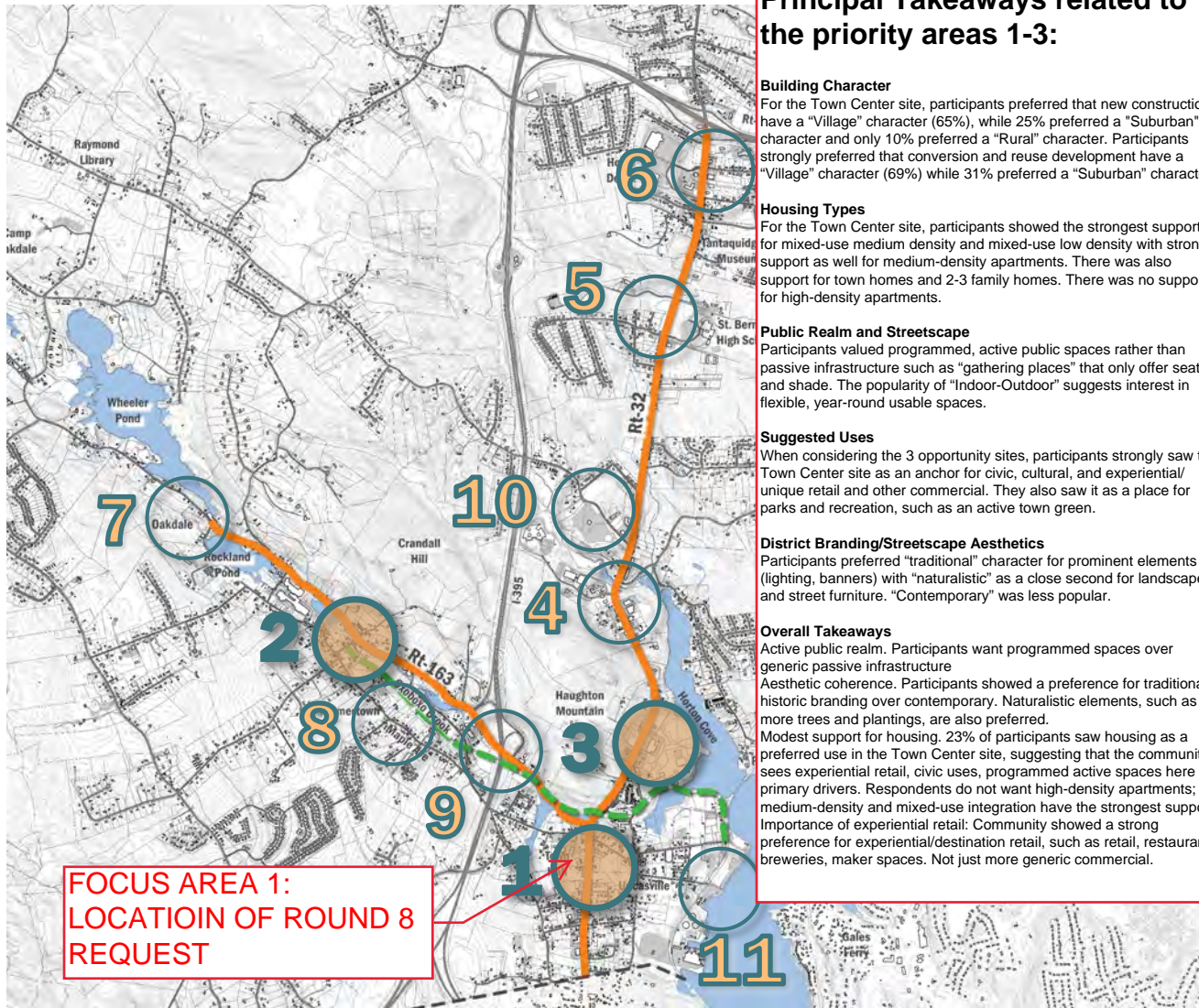
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# INFORM: FOCUS AREAS



## Principal Takeaways related to the priority areas 1-3:

### Building Character

For the Town Center site, participants preferred that new construction have a "Village" character (65%), while 25% preferred a "Suburban" character and only 10% preferred a "Rural" character. Participants strongly preferred that conversion and reuse development have a "Village" character (69%) while 31% preferred a "Suburban" character.

### Housing Types

For the Town Center site, participants showed the strongest support for mixed-use medium density and mixed-use low density with strong support as well for medium-density apartments. There was also support for town homes and 2-3 family homes. There was no support for high-density apartments.

### Public Realm and Streetscape

Participants valued programmed, active public spaces rather than passive infrastructure such as "gathering places" that only offer seating and shade. The popularity of "Indoor-Outdoor" suggests interest in flexible, year-round usable spaces.

### Suggested Uses

When considering the 3 opportunity sites, participants strongly saw the Town Center site as an anchor for civic, cultural, and experiential/unique retail and other commercial. They also saw it as a place for parks and recreation, such as an active town green.

### District Branding/Streetscape Aesthetics

Participants preferred "traditional" character for prominent elements (lighting, banners) with "naturalistic" as a close second for landscape and street furniture. "Contemporary" was less popular.

### Overall Takeaways

Active public realm. Participants want programmed spaces over generic passive infrastructure  
 Aesthetic coherence. Participants showed a preference for traditional/historic branding over contemporary. Naturalistic elements, such as more trees and plantings, are also preferred.  
 Modest support for housing. 23% of participants saw housing as a preferred use in the Town Center site, suggesting that the community sees experiential retail, civic uses, programmed active spaces here as primary drivers. Respondents do not want high-density apartments; medium-density and mixed-use integration have the strongest support.  
 Importance of experiential retail: Community showed a strong preference for experiential/destination retail, such as retail, restaurants, breweries, maker spaces. Not just more generic commercial.



1 TOWN CENTER



2 PALMERTOWN VILLAGE



3 COVE DISTRICT



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

DISCOVERY SESSION - NOVEMBER 20, 2025



# DISCOVER: MAKING YOUR PLACE ON PURPOSE

## Character & Scale: Buildings

Indicate which images belong in which area by numbering the image 1, 2 or 3.  
Cross out any type which is inappropriate to Montville.

REVIVE & RENEW ROUTES 163/32

Discovery Session

BJH Advisors | Pirie Associates Architects



Character:  
Conversion/Re-use



Suburban

Character:  
New Construction



Suburban

Character:  
Housing Types

Multi-family



2-3 Family



Town House



Village



Village

Apartments



Medium Density



High Density



Rural



Rural

Mixed-Use



Low Density



Medium Density



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

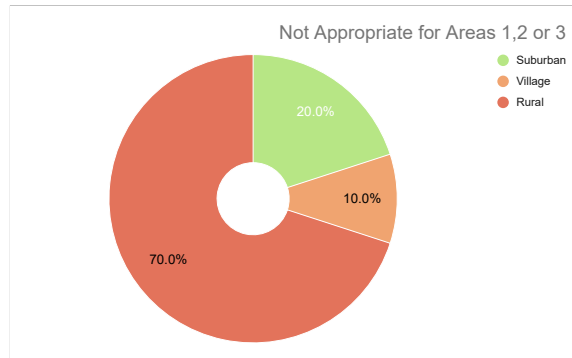
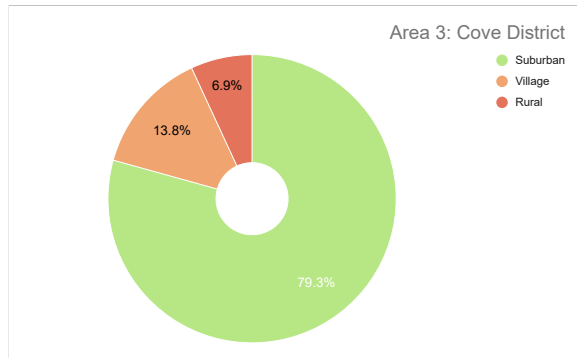
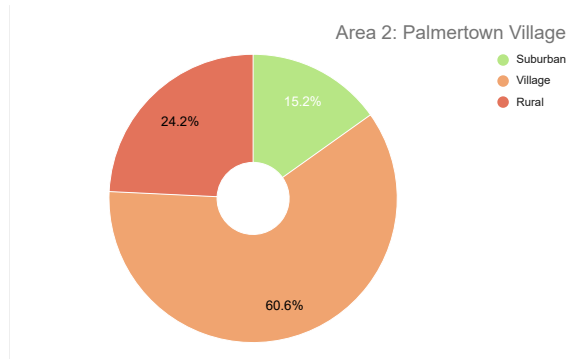
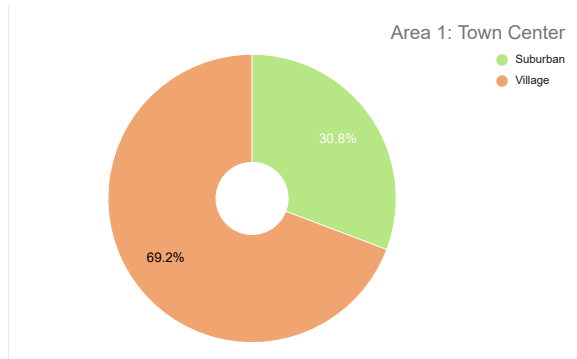
DISCOVERY SESSION - NOVEMBER 20, 2025



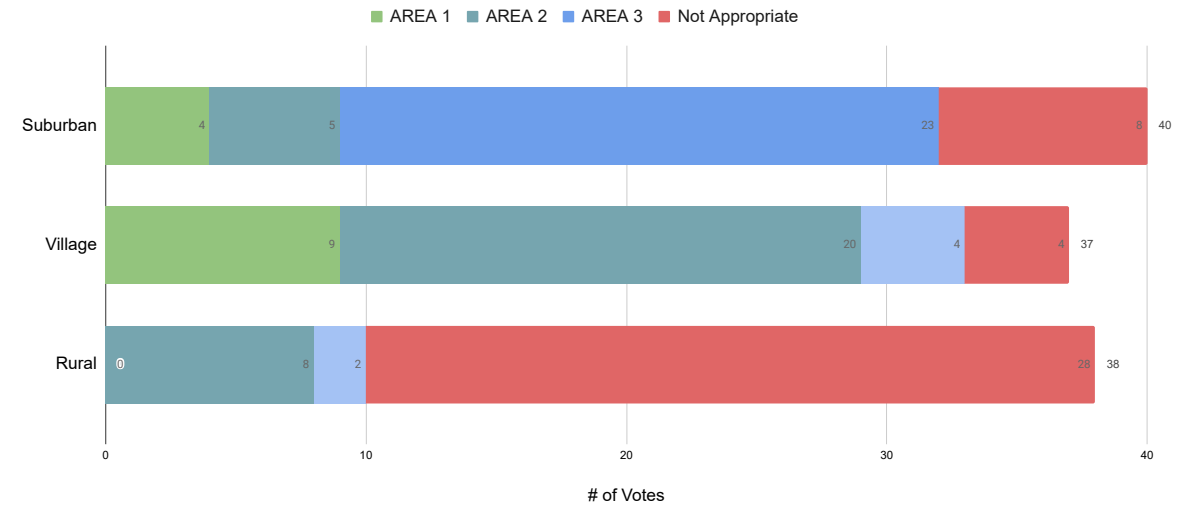
# SURVEY RESULTS

## Character: Conversion/ Re-Use

Focus Area	AREA 1	AREA 2	AREA 3	Not Appropriate	TOTAL
a Suburban	4	5	23	8	40
b Village	9	20	4	4	37
c Rural	0	8	2	28	38
	13	33	29	40	115



## Character: Building Re-use/Conversion



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

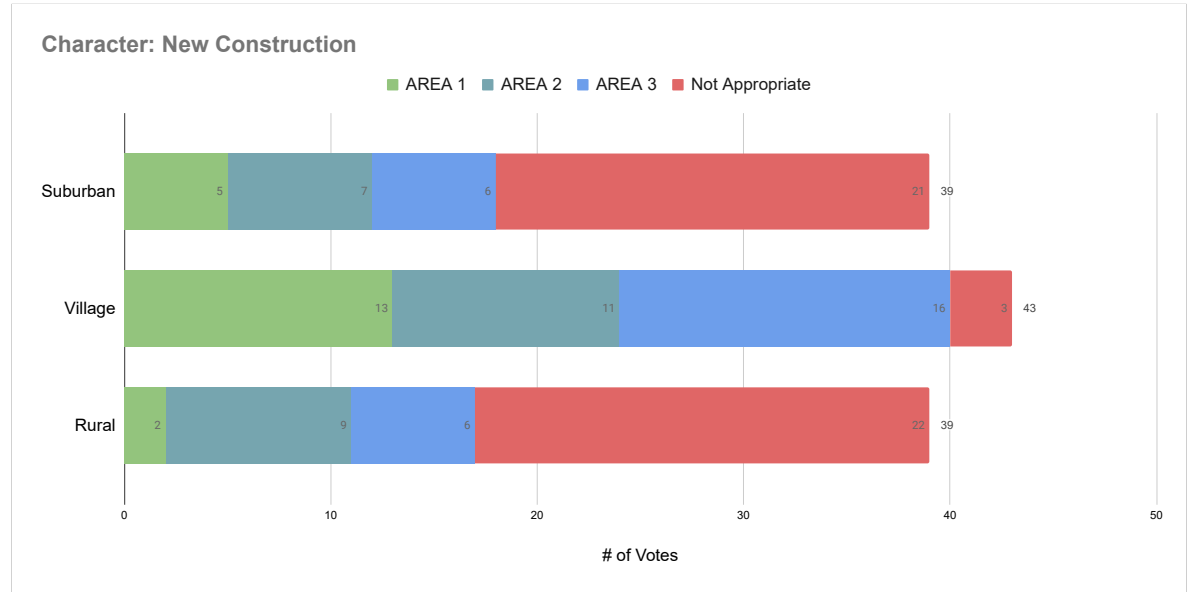
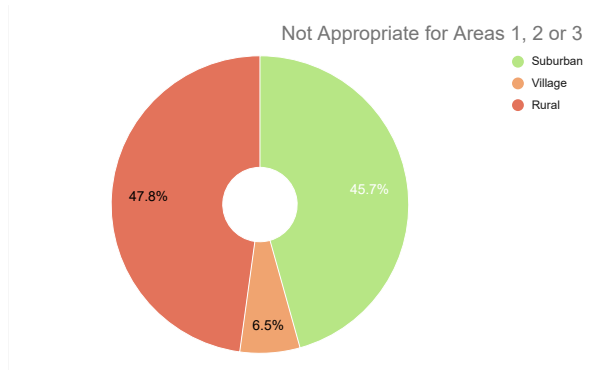
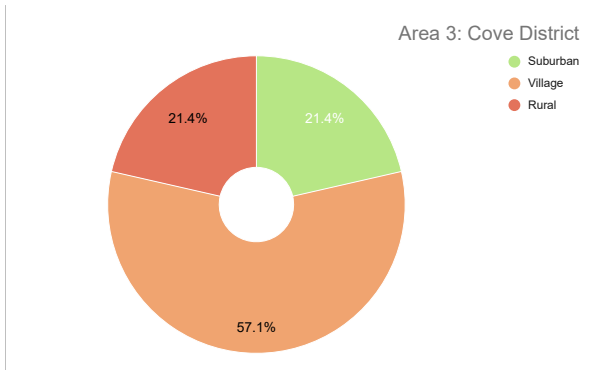
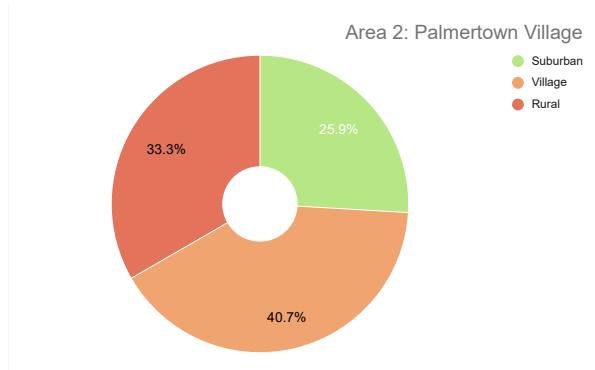
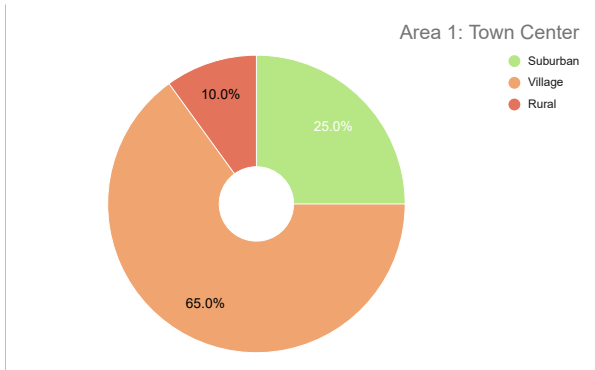
DISCOVERY SESSION - NOVEMBER 20, 2025



# SURVEY RESULTS

## Character: New Construction

Focus Area	AREA 1	AREA 2	AREA 3	Not Appropriate	TOTAL
a Suburban	5	7	6	21	39
b Village	13	11	16	3	43
c Rural	2	9	6	22	39
	20	27	28	46	121



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

DISCOVERY SESSION - NOVEMBER 20, 2025

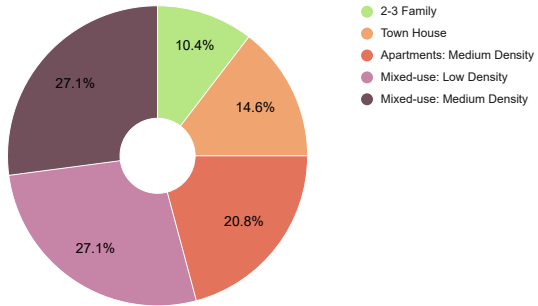


# SURVEY RESULTS

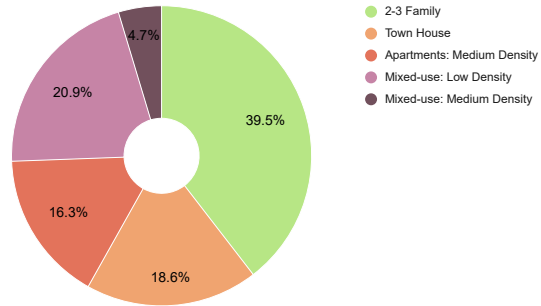
Housing Types to Add

Focus Area	AREA 1	AREA 2	AREA 3	Not Appropriate	TOTAL
a 2-3 Family	5	17	9	10	41
b Town House	7	8	12	13	40
c Apartments: Medium Density	10	7	13	12	42
d Apartments: High Density	0	0	2	35	37
e Mixed-use: Low Density	13	9	8	10	40
f Mixed-use: Medium Density	13	2	6	18	39
TOTAL	48	43	50	98	239

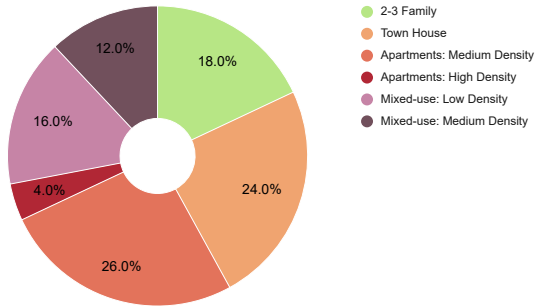
Area 1: Town Center



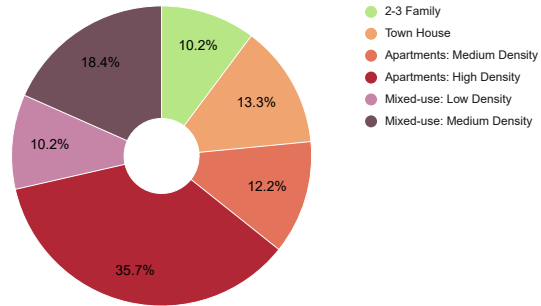
Area 2: Palmettown Village



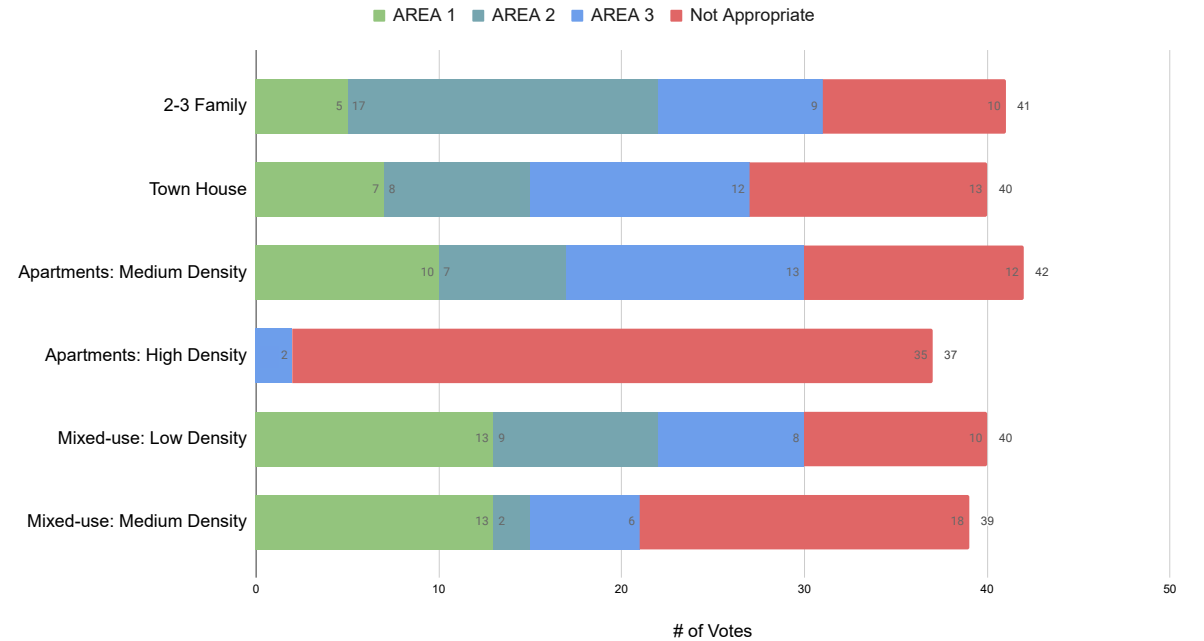
Area 3: Cove District



Not Appropriate for Areas 1, 2 or 3



Character: Housing Types to Add



MONTVILLE, CT



## REVIVE & RENEW ROUTES 163/32

DISCOVERY SESSION - NOVEMBER 20, 2025



# DISCOVER: MAKING YOUR PLACE ON PURPOSE

## Character & Scale: Public Realm

Indicate which images belong in which area by numbering the image 1, 2 or 3.  
Cross out any type which is inappropriate to Montville.

REVIVE & RENEW ROUTES 163/32

Discovery Session

BJH Advisors | Pirie Associates Architects



Public Spaces



Activated Plaza



Programmed Pavilion



Programmed Open Space



Town Green

Street Edge Vegetation



Small Trees with Mixed Planting



Seating & Trees



Multimodal Path

Street Edge Treatments:



Tables & Chairs



Garden & Benches



Landscape

Nodal Gathering Spaces:



Parklet



Indoor-Outdoor



Outdoor Room



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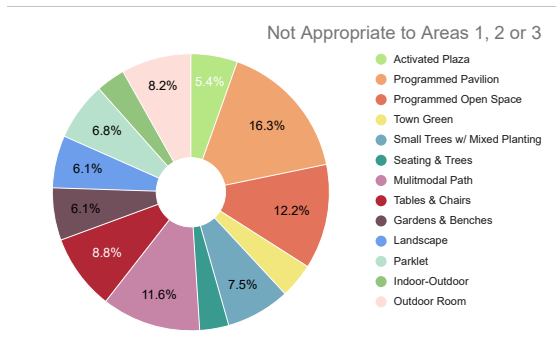
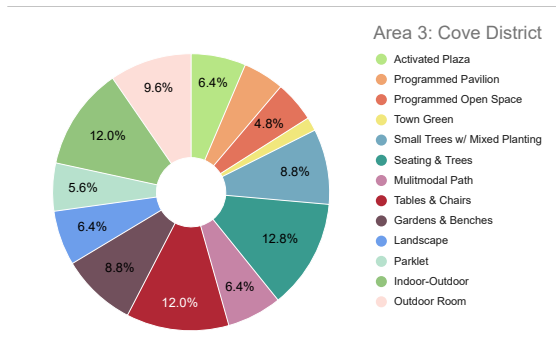
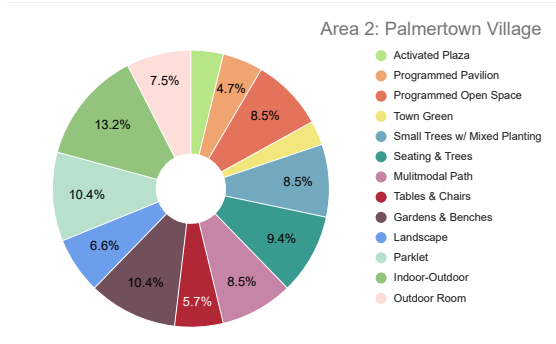
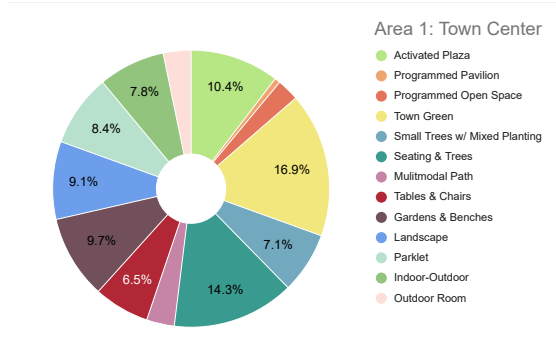
# REVIVE & RENEW ROUTES 163/32

DISCOVERY SESSION - NOVEMBER 20, 2025

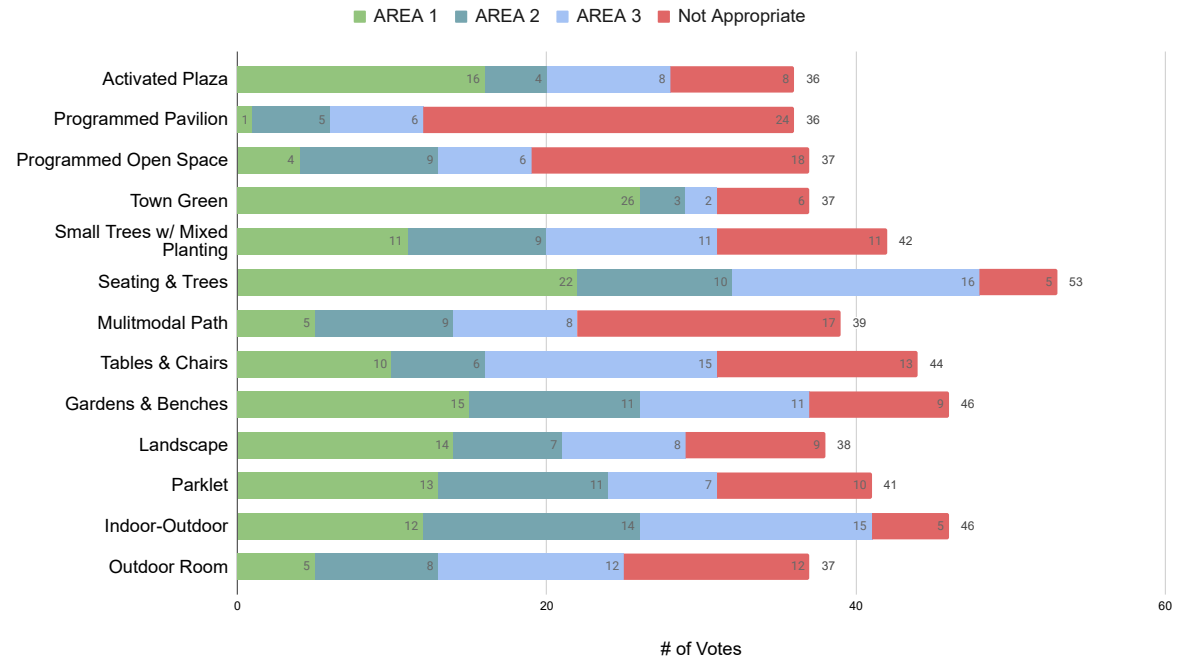


# SURVEY RESULTS

Character: Public Realm					
Focus Area	AREA 1	AREA 2	AREA 3	Not Appropriate	TOTAL
a Activated Plaza	16	4	8	8	36
b Programmed Pavilion	1	5	6	24	36
c Programmed Open Space	4	9	6	18	37
d Town Green	26	3	2	6	37
e Small Trees w/ Mixed Planting	11	9	11	11	42
f Seating & Trees	22	10	16	5	53
g Multimodal Path	5	9	8	17	39
h Tables & Chairs	10	6	15	13	44
i Gardens & Benches	15	11	11	9	46
j Landscape	14	7	8	9	38
k Parklet	13	11	7	10	41
l Indoor-Outdoor	12	14	15	5	46
m Outdoor Room	5	8	12	12	37
	154	106	125	147	532



## Character: Public Realm



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

DISCOVERY SESSION - NOVEMBER 20, 2025



# DISCOVER: MAKING YOUR PLACE ON PURPOSE

## Uses

Write the uses you want to see in each Focus Area.

Here are **SOME** examples:

- Commercial
  - Retail
  - Grocery Stores
  - Restaurants
  - Breweries
  - Services (Salon, Optometrist, etc...)
- Third Spaces
  - Coffee Shops
  - Young Adult Options
  - Alcohol free options
  - Arts/ Maker Spaces
- Office
  - Healthcare
  - Financial
  - Co-working
- Industrial/Innovation
  - Light Manufacturing
  - Lab & Research
  - Vertical Farming
- Hospitality
- Arts & Culture
  - Large Event Space
  - Museum
  - Sculpture Garden
  - Movie Theater
- Parks & Open Space
  - Playground
  - Sports Fields & Courts
  - Water Activities
  - Passive Recreation
  - Trails
  - Kayaking
  - Fishing
- Municipal Uses
  - Senior Center
  - Teen Center
  - Community Services

**Many, many others...  
ADD YOUR IDEAS!**

Focus Area 1

Focus Area 2

Focus Area 3

**Age Demographics** Please circle your age range:

<30    30-39    40-49    50-59    60-69    70+

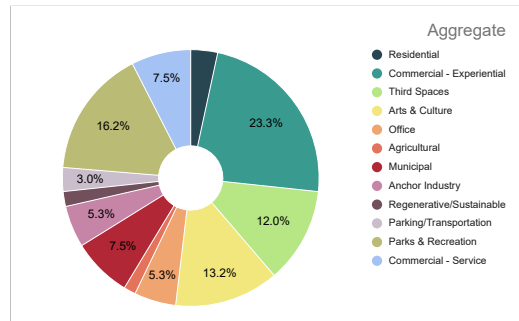
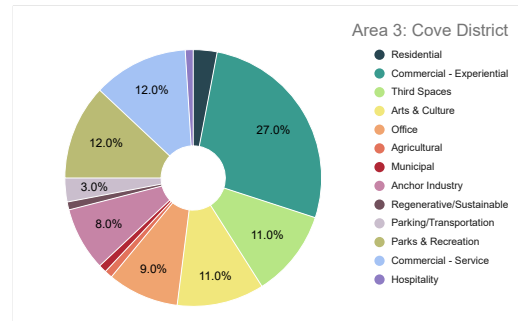
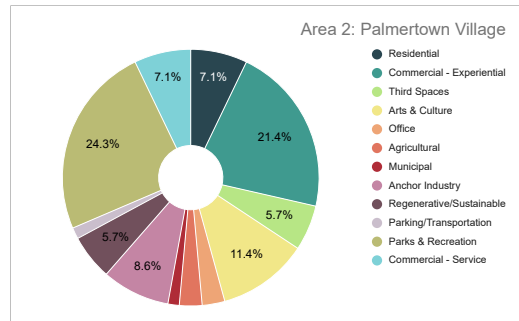
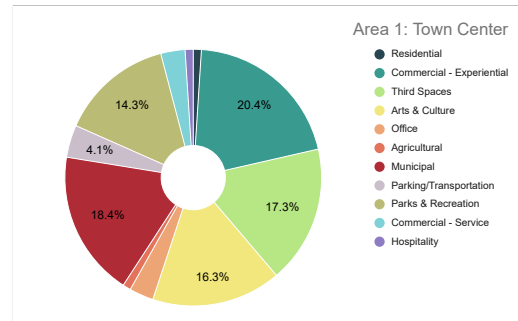
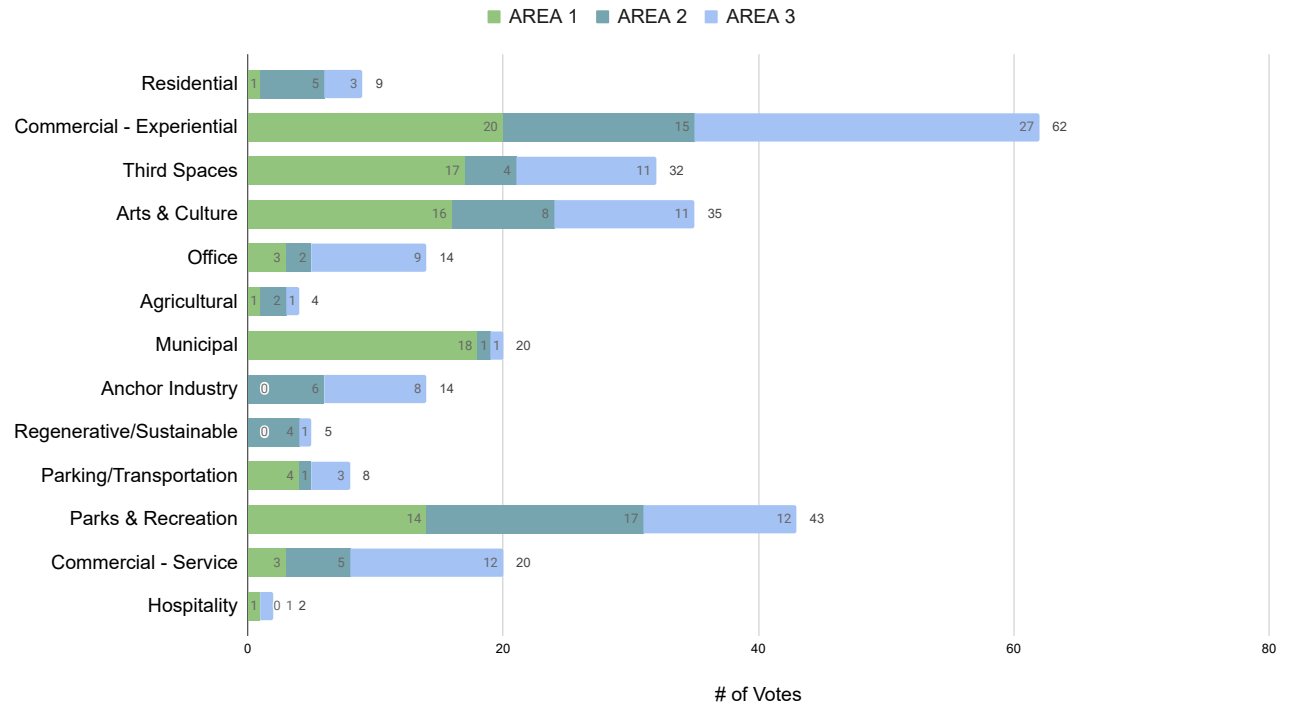


# SURVEY RESULTS

## Suggested Uses

Zone	AREA 1	AREA 2	AREA 3	TOTAL
Residential	1	5	3	9
Commercial - Experiential	20	15	27	62
Third Spaces	17	4	11	32
Arts & Culture	16	8	11	35
Office	3	2	9	14
Agricultural	1	2	1	4
Municipal	18	1	1	20
Anchor Industry	0	6	8	14
Regenerative/Sustainable	0	4	1	5
Parking/Transportation	4	1	3	8
Parks & Recreation	14	17	12	43
Commercial - Service	3	5	12	20
Hospitality	1	0	1	2
<b>TOTAL</b>	<b>98</b>	<b>70</b>	<b>100</b>	<b>268</b>

## Character: Suggested Uses



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

DISCOVERY SESSION - NOVEMBER 20, 2025



# DISCOVER: MAKING YOUR PLACE ON PURPOSE

## Character & Scale: District Branding

In each category, circle your favorite character element for Montville.  
Cross out any element which is inappropriate to Montville.

REVIVE & RENEW ROUTES 163/32  
Discovery Session  
BJH Advisors | Pirie Associates Architects



	Lighting	Banners / Medallions	Information Panels	Crosswalks	Sidewalks	Street Furniture	
Traditional							
Contemporary							
Naturalistic							



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

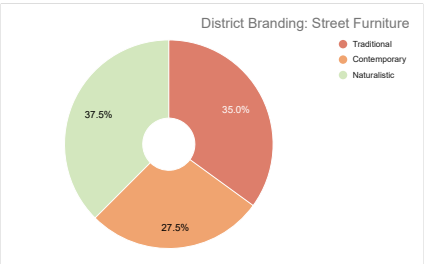
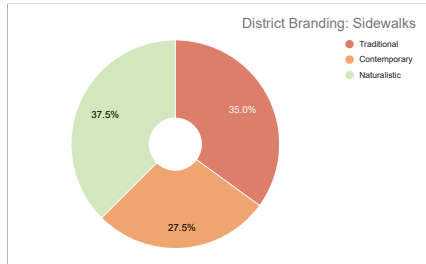
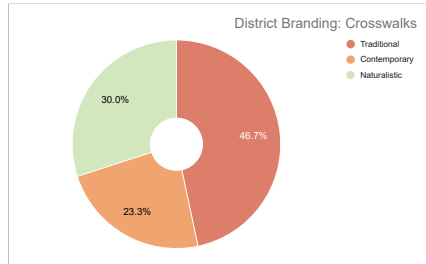
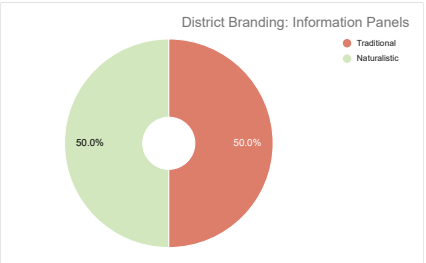
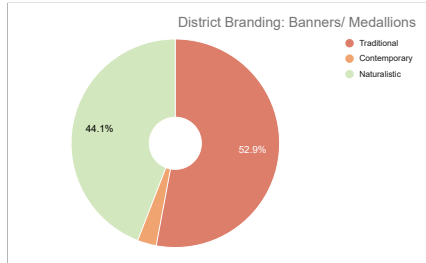
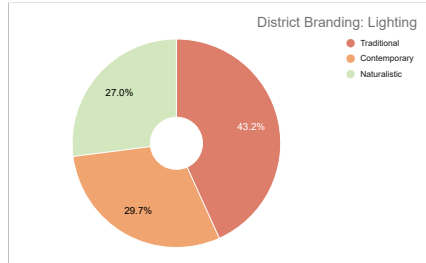
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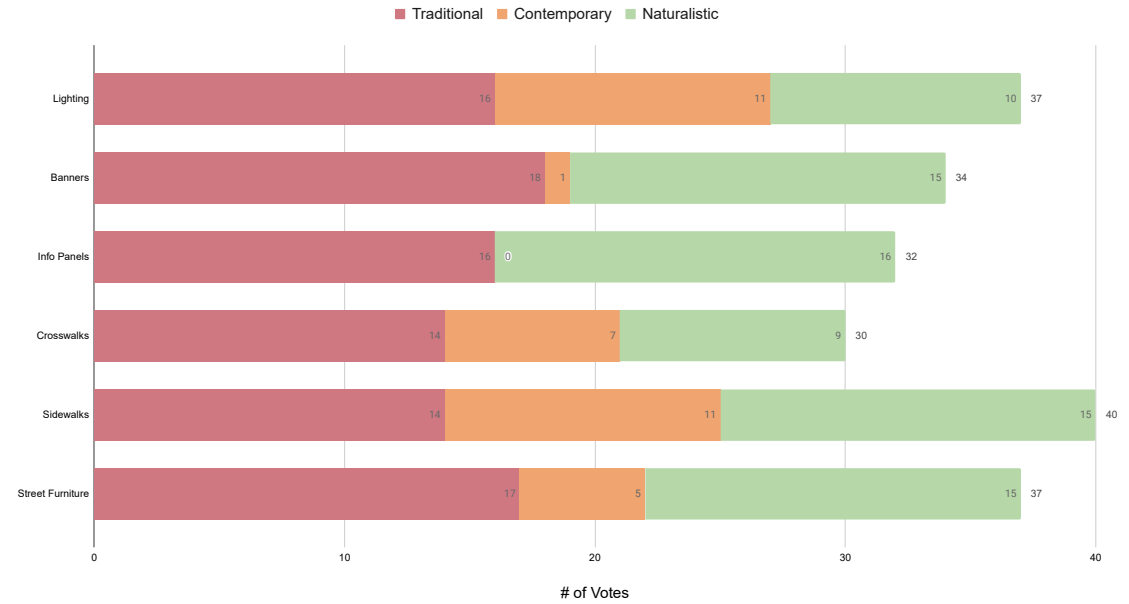
# SURVEY RESULTS

## Character: District Branding

Focus Area	Lighting	Banners	Info Panels	Crosswalks	Sidewalks	Street Furniture	TOTAL
a Traditional	16	18	16	14	14	17	95
b Contemporary	11	1	0	7	11	5	35
c Naturalistic	10	15	16	9	15	15	80
	37	34	32	30	40	37	210



## Traditional, Contemporary and Naturalistic



MONTVILLE, CT



# REVIVE & RENEW ROUTES 163/32

DISCOVERY SESSION - NOVEMBER 20, 2025





# EXHIBIT 3a: PLAN AREA

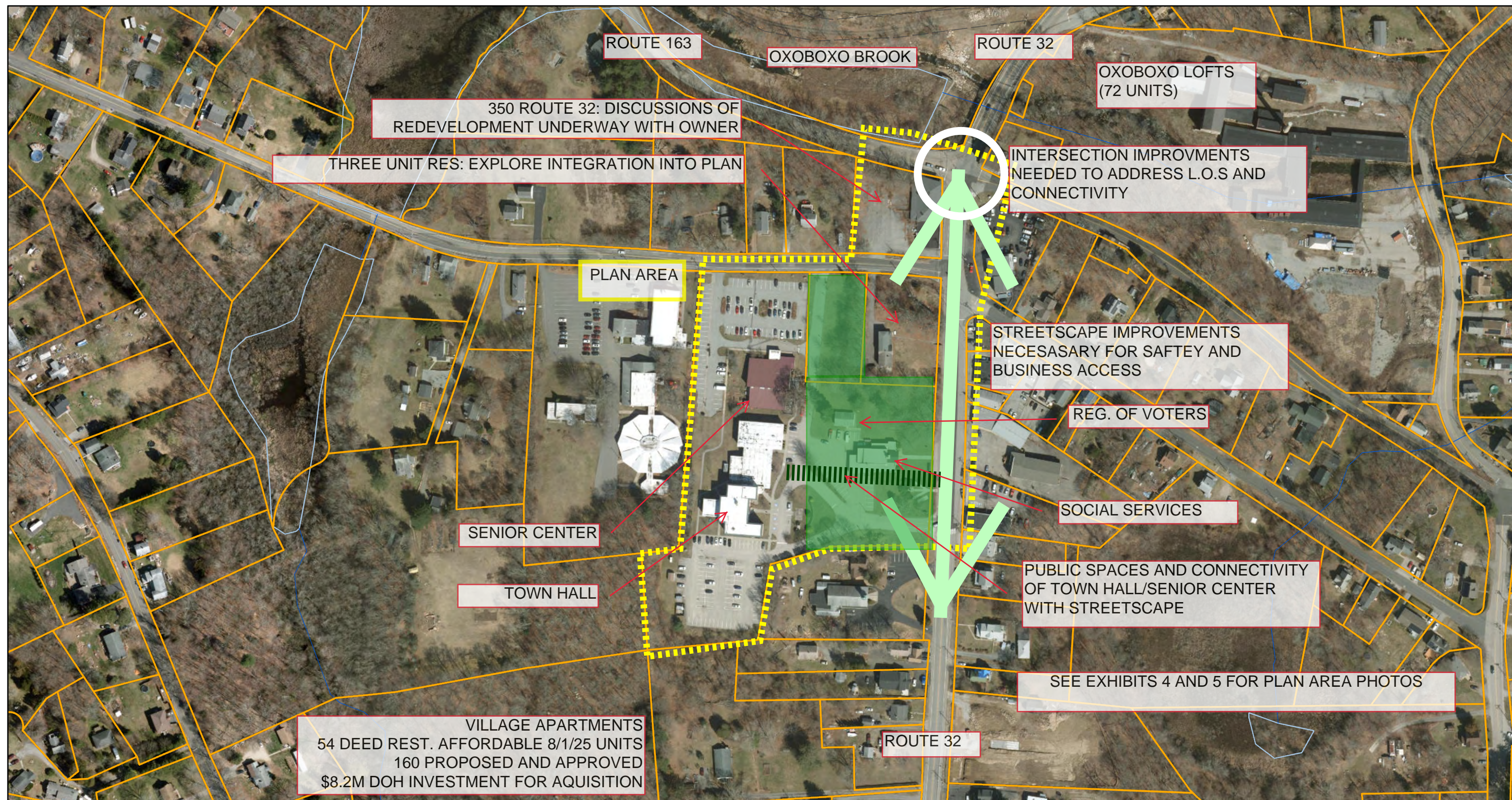
Town of Montville, CT

1 inch = 200 Feet



November 17, 2025

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