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		Town of Montville, Connecticut 310 Norwich-New London Tpk, Uncasville, CT 06382	
		Norwich-New London Turnpike Bicycle Path & Sidewalk Extension	
		Plan of Improvements - REDESIGN	
		2	
		Project No. CLA-6134G Proj. Engineer K.J.H. Date: 5/15/2023 Sheet No.	
		Project No. 811	

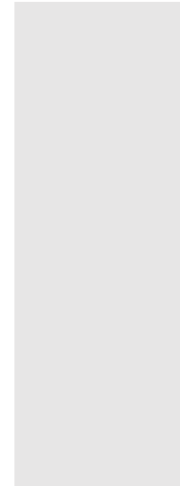
Town Hall (Historic Register)



Senior Center



Registrar of Voters



Social Services (Old Town Hall)



Old Town Hall forms some street presence. Current Town Hall, left upon hill beyond old Town Hall, is prominent to the Route 32 in stature. Heating and exterior building envelope improvements are required to preserve its integrity and form a connection to the Route 32 corridor.

Exhibit 4: Civic Buildings Context

Existing Boiler: Age unknown (estimated 1956-1966)



Exhibit 5: Town Hall Needs and Conditions

Due to severe excess moisture in building do to roof and masonry leaks, standard operations in warmer months require constant dehumidification and routine care to maintain and remove water.



basement dehumidifier



Town clerk office dehumidifier



dehumidifier in front entrance



Town clerk dehumidifier

Exhibit 5: Town Hall Needs and Conditions

Deteriorating building roof shown below; deteriorating concrete stairs and columns

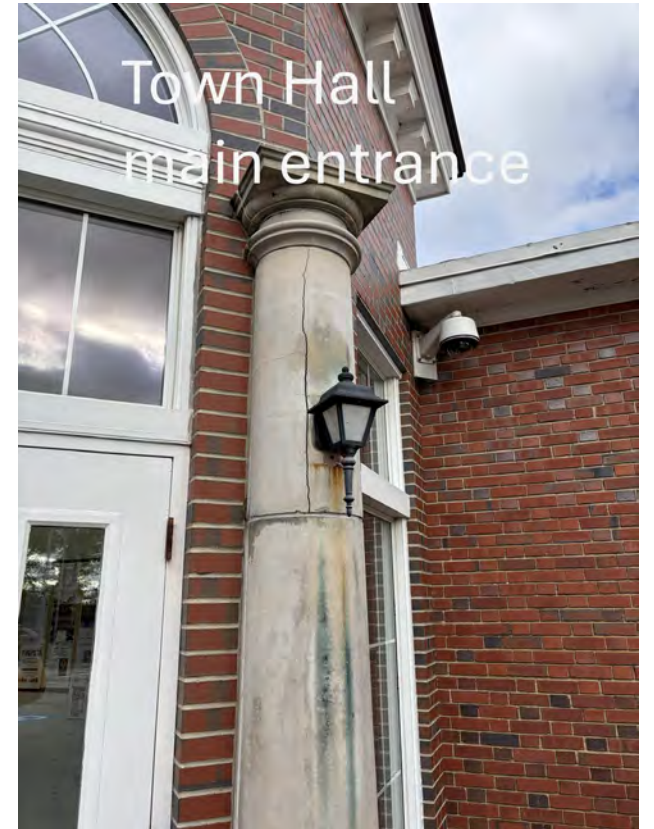
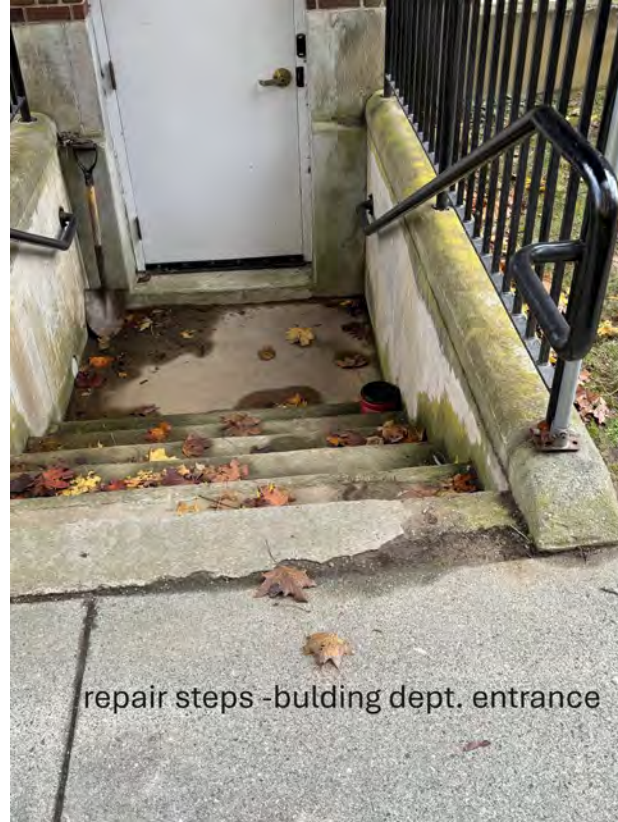


Exhibit 5: Town Hall Needs and Conditions

Town Hall (Historic Register)

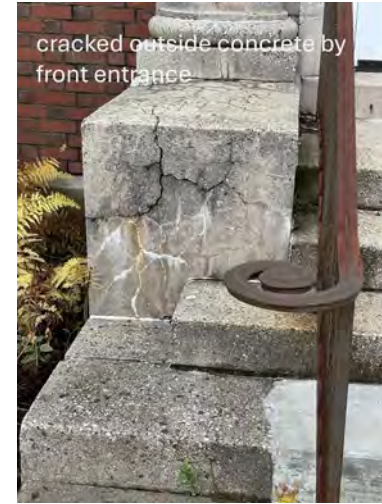
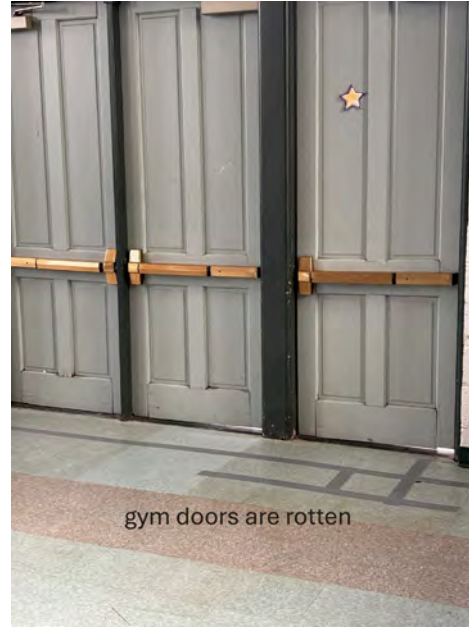


Exhibit 5: Town Hall Needs and Conditions

Various exterior masonry issues typical of all building facades. Water seeps into brick veneer likely causing mold and rot.

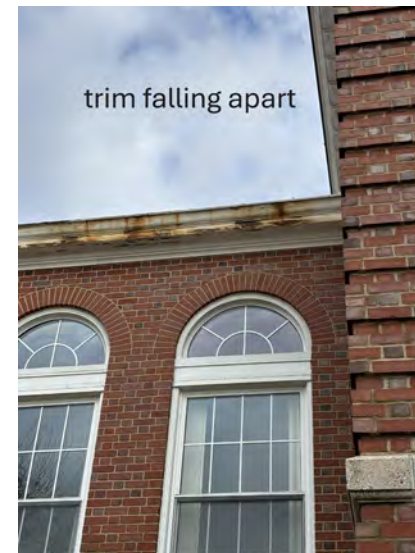
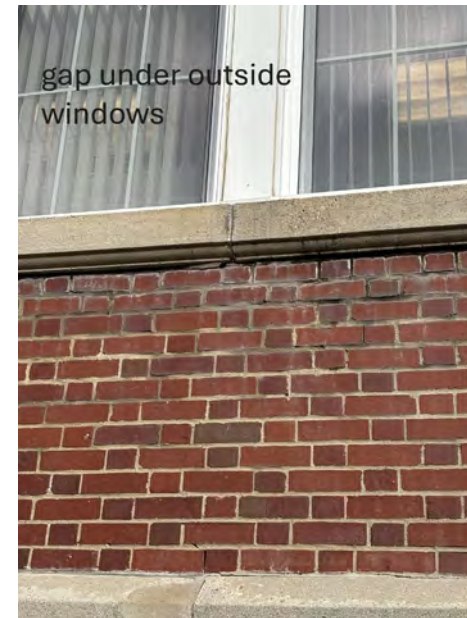
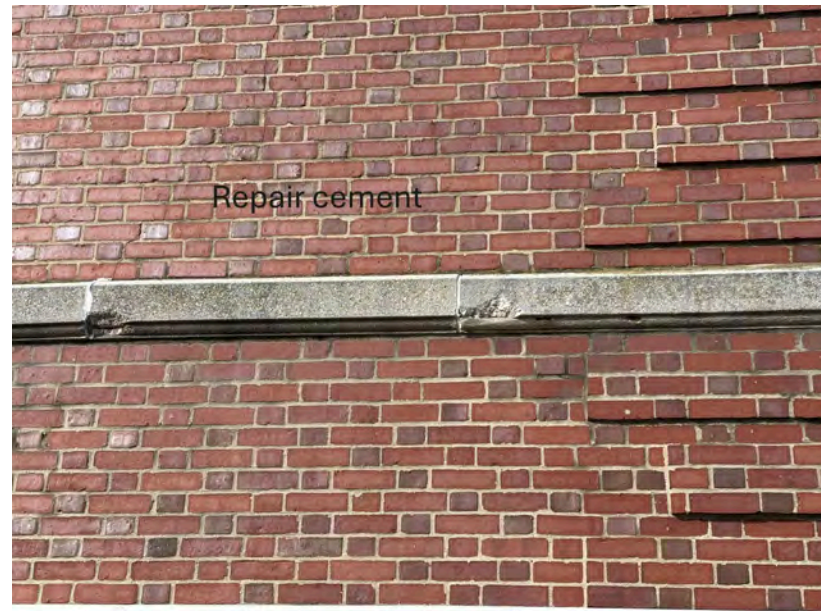


Exhibit 5: Town Hall Needs and Conditions

Various typical interior water damage from leaks associated with brick masonry and roof.

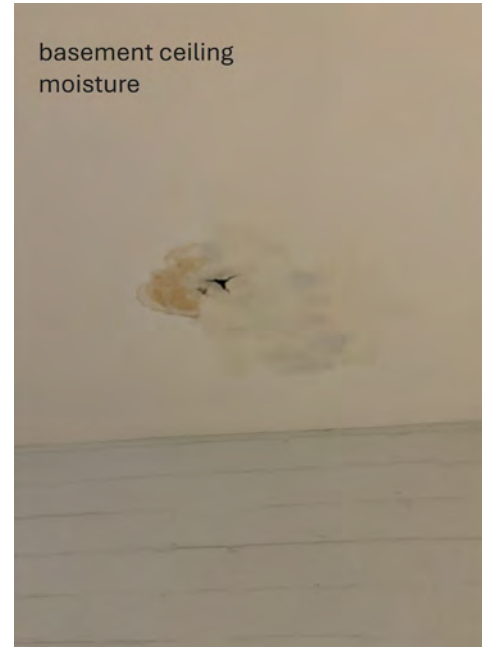
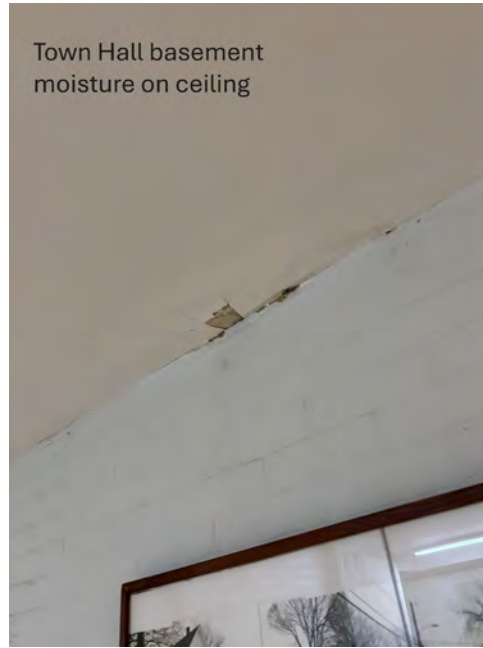
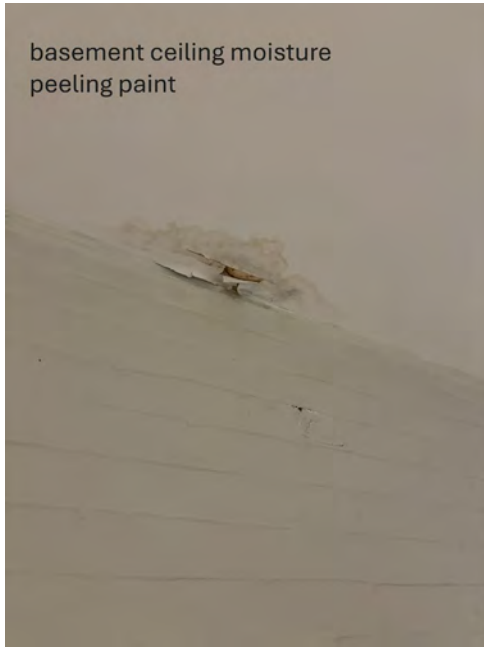


Exhibit 5: Town Hall Needs and Conditions

TOWN OF MONTVILLE
OFFICE OF THE TOWN CLERK

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RESOLUTION NO. 2025-84

State of Connecticut

Montville

November 21, 2025

Count of New London

I, Michelle Giroux, Assistant Town Clerk of Montville do hereby certify that the following is a true and correct copy of a resolution adopted at a Special Meeting of the Town Council duly held and convened on the 21st day of November 2025, at which a constituted quorum of the Town Council was present and acting throughout, and further certify that such resolution has not been modified, rescinded, or revoked, and is, at present, in full force and effect.

THE TOWN OF MONTVILLE HEREBY RESOLVES to authorize Mayor Leonard Bunnell to make application for a Community Investment Fund Planning Grant, Round Eight, in the amount of \$250,000.00 (two hundred fifty thousand dollars) to fund the Montville Town Center Plan & Implementation Strategy. To support this request, the Town Council by way of this Resolution allocates \$307,000 from Fund 030 for the sole purpose to install a new boiler and associated costs and which will be engineered utilizing CIF Round 8 funds, should the Town be awarded this Grant. All CIF funds will be used for planning and design only. The CIF (Community Investment Fund) offers Planning Grants for qualifying municipalities to promote economic or community development. If awarded, this Planning Grant will implement initial recommendations of the Revive & Renew Routes 163/32, which is funded by the CIF Round 5 award. The Round 8 application will focus upon placemaking and infrastructure for 'Investment Node 1: Town Center'. (Mayor Bunnell)

WHEREAS, Land Use and Development Director Dennis Goderre added that, in addition to the Planning & Zoning Commission's letter of support, the Parks & Recreation Commission, seCTer

(Southeastern Connecticut Enterprise Region), and the Mohegan Tribe have expressed their support; he also anticipates the support of State Representatives and Senators.

WITNESS WHEREOF, the undersigned affixed her signature and the town seal this 2nd day of December, 2025.



Michelle Giroux, Montville Assistant Town Clerk



Oxoboxo Lofts

Renovated and remediated utilizing various State and Federal Funds: 72 Affordable Units



Exhibit 7: Oxoboxo Lofts and Village Apartments

Village Apartments (Existing and Proposed):

Located adjacent to Plan Area: 54 Existing units and Approved New 160 Unit: DOH project funding utilized by ECHO (\$8.2M)

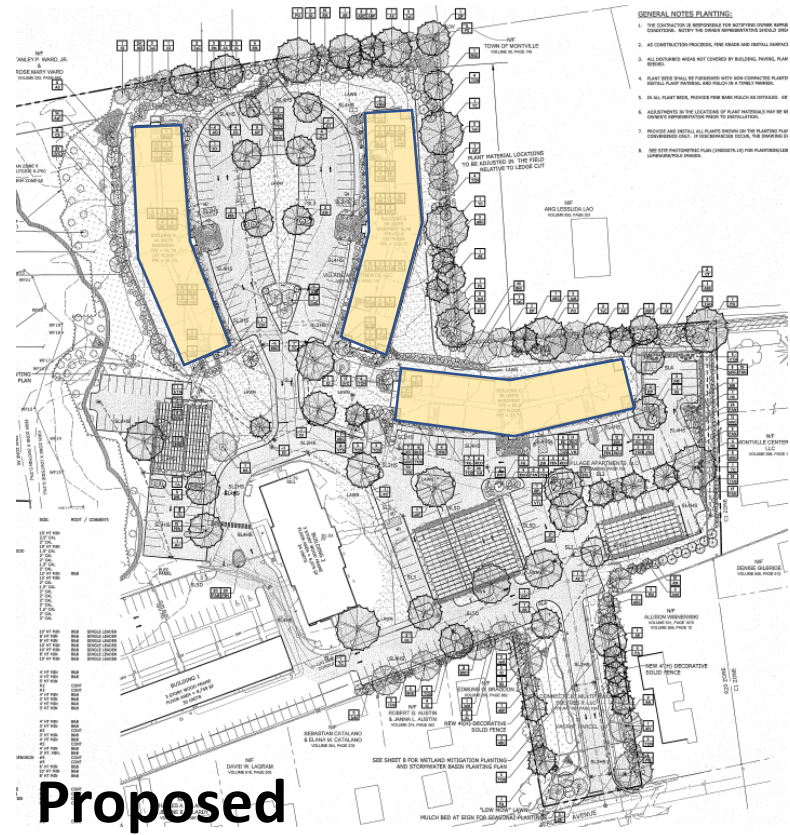


Exhibit 7: Oxoboxo Lofts and Village Apartments

Routes 32 and 163 Investment Plan

Revive & Renew 163/32



Market Analysis Report

November 2025



CONNECTICUT
Economic & Community Development

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The Town of Montville received support for this project from the Community Investment Fund 2030 of the State of Connecticut

Executive Summary

This market study analyzes Montville's potential to support new multifamily residential, retail, and office development along the Route 32 and Route 163 corridors. The report includes an analysis of demographic and labor market trends, real estate conditions, and demand potential, identifying strategic opportunities to catalyze new private investment and community-serving development.

The report focuses on a Study Area comprising the Town of Montville and the surrounding nine towns, including New London and Groton and compares data from Montville to the Study Area as a whole in order to assess regional trends. Data sources include the U.S. Census American Survey Five-Year Estimate (2021 and 2011); U.S. Census labor data from 2022 that is provided in collaboration with Local Employment Dynamics, a federal-state partnership; CoStar, a proprietary commercial and residential real estate information and analytics platform that provides detailed property data and market insights; and ESRI, a proprietary geographic information system and retail market analysis platform.

Overview

The market study identifies a strong data-driven case for targeted investment and strategic development along the Route 32 and Route 163 corridors in Montville. While, with the exception of Mohegan Sun, Montville remains smaller in scale than neighboring employment and retail hubs, the town sits at a pivotal crossroads in southeastern Connecticut's next wave of housing and commercial growth, supported by large-scale regional investments – most notably the workforce expansion at General Dynamics Electric Boat (Electric Boat) in Groton and the ancillary economic activity tied to Mohegan Sun.

The market study finds that growth based at specific activity hubs along the two corridors, anchored by multifamily housing, incremental retail, and modern neighborhood services, can position Montville to capture a much larger share of regional demand than it has in the past. Housing and retail markets in Montville are undersupplied, while office space remains healthy but limited. Strategic public realm investments will be central to unlocking value and channeling new investment into activity nodes along Route 32 and Route 163 that serve residents, commuters, and visitors alike.

Key Market Takeaways

Multifamily Residential Market Potential

Montville's multifamily housing stock remains limited, comprising fewer than 740 units and a 1.2 percent vacancy rate.

- Montville is positioned to capture approximately 15 percent of the Study Area's demand for new multifamily housing under current conditions and based on historic precedent; this equates to approximately 30 new units per year or 150 units over the next five years.
- Regional demand for new housing is expected to intensify through 2030 due to workforce expansion at Electric Boat, creating spillover housing needs from Groton to nearby communities. Montville's lower rents and location along the Route 32 corridor make it attractive to mid-career professionals and workforce renters priced out of adjacent markets.
- Over the next decade, with targeted investments and policy support, Montville could absorb up to one-third of projected regional multifamily housing demand, cementing its role as a key housing submarket serving the Southeastern Connecticut defense and service economy.
- With corridor enhancements along Routes 32 and 163, including the creation of more vibrant activity hubs, streetscape improvements, and mixed-used settings, Montville could feasibly raise its capture share to 25 to 33 percent of projected demand, supporting roughly 175 to 230 new units every five years under current absorption in the Study Area or up to 545 units every five years when measured against ten-year demand projections established for the Town of Groton in 2021.
- Achieving a higher capture rate of projected regional housing demand will depend on corridor infrastructure improvements, regulatory support, and developer partnerships that enable viable market-rate and mixed-income apartment developments that are strategically clustered in activity hubs.

Retail Market Outlook

Retail demand in Montville is underbuilt yet stable, supported by low vacancy (4.6 percent) and slightly above-average rents (\$16.51 per square foot vs. \$15.61 per square foot in the Study Area). Retail inventory in Montville is 853,000 square feet in 96 buildings with a vacancy rate of 4.6 percent, compared to 3.4 percent in the Study Area as a whole. Montville is relatively underserved by retail, with 44 square feet of retail per capita, compared to 74 square feet per capita in the Study Area as a whole.

Between 2014 and 2024, Montville absorbed approximately 130,000 square feet of retail, or an average of approximately 11,800 square feet annually.

Forecasts by ESRI for the Town of Montville indicate \$19 million in additional consumer spending through 2030, led by:

- Food and Dining (+\$6.5 million) - primary growth in grocery and casual restaurants.
- Transportation (+\$4.5 million) – ongoing auto-service and fuel needs from commuters
- Entertainment & Recreation (+\$2.4 million) – opportunities for medium- and small-scale experiential retail and family-oriented venues, building upon the success of Supercharged Powered by Mohegan Sun. New experiential retail and attractions should complement Supercharged and not compete with it, as this will likely oversaturate the market.
- Many retail categories face challenges from e-commerce platforms. Experiential retail, groceries/food, and health, personal care, and fitness are more resilient in the current retail environment.

These findings, Montville’s absorption rates, and further analysis of ESRI’s Retail Market Demand and projected retail spending data support approximately 40,000 square feet of new retail space in Montville over the next five years, anchored by neighborhood grocers, casual restaurants, health and fitness, personal care tenants, and experiential retail. Targeted public realm and site-design improvements could amplify visibility for such tenants and help differentiate the Route 32 and Route 163 corridors from competing retail destinations in Lisbon, Groton, and Waterford.

Office Market Dynamics

The office market in Montville totals roughly 126,000 square feet across 24 buildings with rents at \$23.87 per square foot and vacancy at just 2.7 percent, compared to over 8 percent in the Study Area as a whole.

- Office demand is concentrated in medical, professional services, and small-business tenants, favoring renovation and adaptive re-use rather than speculative new construction.
- Future potential lies in 5,000 to 15,000 square-foot flexible offices or coworking suites near new housing or at key intersections along Route 32.

1. Demographic Overview

Approach & Methodology (+ Definition of Study Area)

To support the Route 32 and Route 163 Investment Strategy, BJH Advisors analyzed key demographic and socioeconomic characteristics of a defined **Market Study Area** in and around Montville, CT. This Study Area, which is shown in Figure 1, includes Montville and nearby towns that are most likely to influence or be affected by future investment and land use decisions along Routes 32 and 163.

The analysis draws from multiple publicly available datasets—primarily the U.S. Census Bureau’s American Community Survey (ACS) 5-Year Estimates (2017–2021)—as well as other supplemental sources when applicable. The findings aim to inform market potential, identify needs and opportunities, and understand the resident population in relation to economic development and revitalization efforts along the corridors.

Figure 1: Montville Market Study Area



Principal Takeaways

- **Stable but modest population growth** in the Montville Study Area, with future trends likely influenced by housing availability, economic opportunity, and infrastructure investments.
- A **shrinking young adult population (ages 25–44)** and **growth in residents aged 60+**, signaling an aging population and potential shifts in service needs.
- **Small household sizes** and **moderate income levels**, with housing affordability remaining relatively balanced compared to nearby regional markets.
- The **housing stock is largely owner-occupied single-family homes**, but there are opportunities for increased variety and rental housing to meet changing demographic needs.
- **Heavy reliance on automobile commuting**, with high rates of out-commuting and relatively long travel times, pointing to the importance of improving corridor function and multimodal access.

Population Trends

The population of the Montville Study Area experienced a small decline between 2011 and 2021, while the population of Connecticut as a whole grew slightly by 1.4 percent. Between 2011 and 2021, the population of Montville declined by 4.6 percent, one of the largest population declines in the Study Area. Regional population change has been influenced by a range of factors, including aging demographics, outmigration of younger adults, and limited new housing construction. While the Radgowski Prison in Montville closed in October 2021, this was not considered in the American Community Survey 2021 5-year estimate. Population trends are shown in Figure 2.

Figure 2:

Population Trends for Towns in Study Area (2011 – 2022)

Town	2011	2021	% Change
Ledyard	14,969	15,313	2.3%
Salem	4,118	4,186	1.7%
Preston	4,729	4,778	1.0%
Waterford	19,451	19,558	0.6%
New London	27,550	27,585	0.1%
Norwich	40,085	40,020	-0.2%
East Lyme	19,080	18,798	-1.5%
Groton	40,237	38,686	-3.9%
Montville	19,505	18,607	-4.6%
Bozrah	2,603	2,389	-8.2%
Total Study Area	192,327	189,920	-1.3%

Source: U.S. Census: American Community Survey 5-year Estimate, 2021 & 2011

Age Cohorts

The age distribution across the Montville Study Area reflects an aging population. Residents aged 60 and over comprise a growing share of the total population, while the share of adults in their prime earning years (ages 35–54) is declining in both the Study Area and Montville itself. However, the cohort of residents age 20 to 34 is growing in both the Study Area and, most markedly, in Montville itself, where this population cohort has grown by over one-third over the past decade. This trend has implications for workforce sustainability, senior services, and the types of amenities and housing needed.

Figure 3

Age Groups (2021)



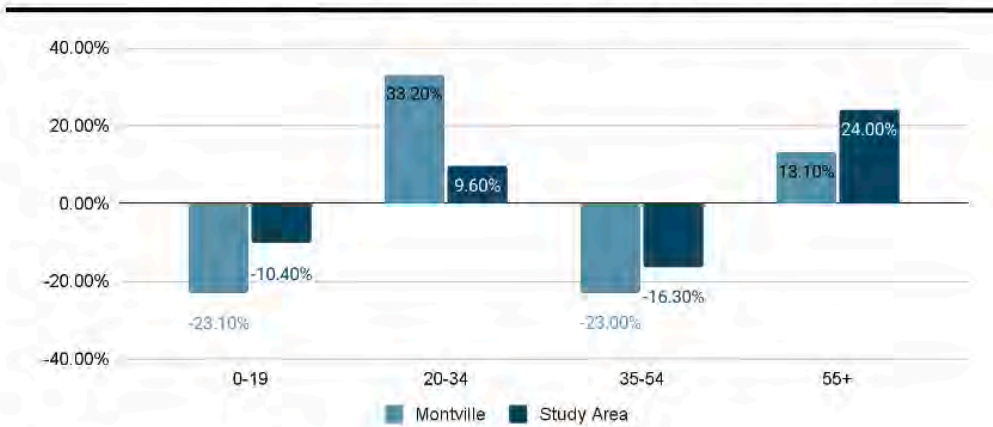
Source: U.S. Census: American Community Survey 5-year Estimate, 2021 & 2011

Key trends:

- Growth in the 60+ population (including both pre-retirement and senior residents)
- Substantial growth in the 20-34 population in Montville
- Notable declines in school-age population and prime earning population, with declines in Montville substantially surpassing those in the Study Area as a whole
- Opportunities to attract and retain younger households through housing, jobs, and amenities

Figure 4

Percent Change in Population by Age (2011-2021)



Source: U.S. Census: American Community Survey 5-year Estimate, 2021 & 2011

Household Size and Income

Households in Montville tend to be smaller than the state average, with a mix of families and singles. Median household income in Montville is moderate compared to both the region and the state, reflecting a working- and middle-class population. However, income disparities persist across the Study Area, and some households are housing cost burdened, though fewer in Montville.

Key data points:

- Median household income in Montville is approximately \$85,500, a 27 percent increase between 2011 and 2021.
- Average household size in Montville is 2.6
- Montville’s total housing stock is 6,613 units, a 6.7 percent decline between 2011 and 2021
- Home values in Montville saw a slight decline between 2011 and 2022 (-0.2 percent), though this decline was not as steep as in the Study Area as a whole, where values declined by 6.3 percent.
- The poverty rate in Montville is almost five percent, approximately half that of the Study Area as a whole.

Figure 5

Median Household Income (2021)		Avg Household Size (2021)	
Montville	\$85,542 <i>(+27.0% since 2011)</i>	2.6 <i>(+2.3% since 2011)</i>	
Study Area	\$79,731 <i>(+22.2% since 2011)</i>	2.3 <i>(-3.1% since 2011)</i>	
Total Housing Stock (2021)		Home Value (2021)	
Montville	6,613 <i>(-6.7% since 2011)</i>	\$235,000 <i>(-0.2% since 2011)</i>	
Study Area	76,582 <i>(+2.6% since 2011)</i>	\$247,000 <i>(-6.3% since 2011)</i>	
Poverty Rate			
Montville	4.9% <i>(-0.6% since 2012)</i>		
Study Area	9.8% <i>(0.2% since 2012)</i>		

Source: U.S. Census: American Community Survey 5-year Estimate, 2021 & 2011

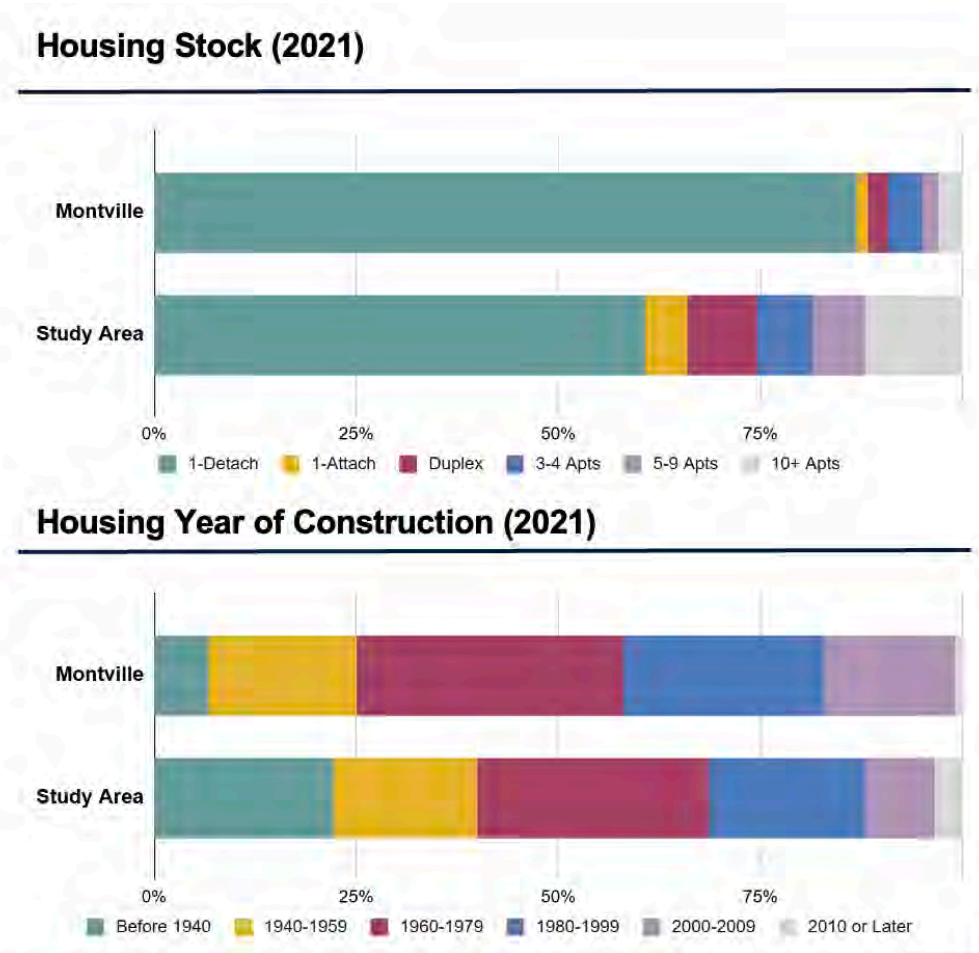
Housing Stock and Tenure

The Montville housing market is predominantly composed of single-family homes, with high rates of owner-occupancy. Rental housing is limited, especially in multifamily formats, which may constrain housing options for younger residents, lower-income households, and seniors seeking to downsize. Expanding housing choice could better support demographic diversity and economic vitality.

Observations:

- Almost 84% of homes in Montville are owner-occupied, compared to just over 62% in the Study Area.
- The number of owner-occupied homes in Montville increased by five percentage points between 2011 and 2021, while in the Study Area it decreased by two percentage points.
- Multifamily housing represents a small share of total housing units
- Moderate housing cost burdens among renters, less so for homeowners

Figure 6



Source: U.S. Census: American Community Survey 5-year Estimate, 2021 & 2011

Cost Burdened Households

Of the 6,613 households in Montville, 412 (6.2 percent) are considered cost burdened. This includes 117 households that spend between 30 percent and 34.9 percent of their income on rent, and 295 households that are severely cost burdened, spending more than 35 percent of their income on rent.

In comparison, 12,880 (16.8 percent) of households in the Study Area are considered cost burdened, including 2,908 households spending between 30 and 34.9 percent of their income on rent, and 9,972 households that are severely cost burdened, spending more than 35 percent of their income on rent.

Figure 7

Cost Burdened Households (2021)

Geography	Burdened 30% to 34.9% of Income	% of Renter Occupied Units	Severely Burdened 35% of Income	% of Renter Occupied Units
Montville	117	10.7%	295	27.0%
Study Area	2,908	10.1%	9,972	34.5%

Source: U.S. Census: American Community Survey 5-year Estimate, 2021 & 2011

Commuting Patterns

Most Montville residents commute outside of the town for work, with commuting times longer than the state average. The vast majority drive alone, underscoring a dependence on automobiles and the importance of functional roadways. Limited access to public transportation is a barrier to mobility for non-drivers, particularly seniors and younger workers.

Key insights:

- Over 80% of Montville residents commute by car
- Nearly half of commuters work outside of New London County
- Mean travel time to work exceeds 26 minutes, slightly higher than the state average

Implications for Investment Strategy

The demographic findings suggest that the Route 32 and Route 163 corridors must adapt to serve a changing population profile. With an aging population and limited recent growth in younger adult cohorts, investment strategies should prioritize land uses and infrastructure improvements that attract and retain younger households, while also enhancing livability for older residents. This may include developing a broader mix of housing options—such as smaller-scale multifamily or accessible rental units—enhanced mobility options, and support services that cater to both aging residents and working families. The modest income levels and small household sizes underscore the importance of affordability and walkability in future planning and development decisions.

In addition, the heavy reliance on automobile commuting and the outward flow of workers from Montville underscore the need to reimagine the corridor not just as a thoroughfare but as a platform for local economic development. While the low-density, auto-oriented nature of Routes 32 and 163 limits the potential for comprehensive walkability, there is strong opportunity to establish denser activity nodes at strategic intersections or gateways—such as at the junction of Routes 32 and 163—that can become vibrant, attractive places where people are encouraged to stop, park, and walk. These nodes can also support new forms of housing, particularly mixed-use development that combines residential units with small-scale retail, services, and civic functions. With targeted public realm improvements, placemaking strategies, and land use policy support, these nodes can evolve into dynamic, livable destinations within the corridor. This approach aligns with existing development patterns while positioning Montville to attract new investment, provide diverse housing options, and foster civic identity.