

**TOWN OF MONTVILLE
PLANNING & ZONING COMMISSION
310 Norwich-New London Turnpike, Uncasville, CT
Phone: (860) 848-6779 – Email: mbadalucca@montville-ct.org**

VIA EMAIL: tmay@montville-ct.org

March 25, 2026

Tim May, Chairman
Montville Town Council
310 Norwich-New London Turnpike
Uncasville, CT 06382

RE: C.G.S. § 8-24 Review for the discontinuance and sale of PTA Lane

Dear Chairman May:

The Planning and Zoning Commission, at its March 24, 2026 regular meeting, voted unanimously to forward a report of approval to the Town Council in accordance with C.G.S. § 8-24 for the discontinuance of PTA Lane as PTA as requested by Mayor, Leonard Bunnell and Finance Director, Julie Chapman, and described in correspondence from Montville 1 LLC dated February 9, 2026, and as PTA Lane is so described upon the map titled Compilation Plan 87 PTA Lane (with note Legal Description – PTA Lane), dated January 20, 2025 with revision date January 8, 2026, and find that such discontinuance is consistent with the 2022 Plan of Conservation and Development and to include in the report the recommendations listed in the Staff Report prepared by Dennis Goderre, Director of Land Use and Development dated March 20, 2026.

The above mentioned recommendations can be found in the attached Staff Report as items 6.1 – 6.8.

Please contact me at (860) 848-6779 with any questions. Thank you.

Sincerely,



Meredith Badalucca, CZEO
Assistant Planner
Department of Land Use & Development

Enclosure

C: Leonard Bunnell, Mayor
William Pieniadz, PZC Chairman
Julie Chapman, Finance Director



Town of Montville, Connecticut

Department of Land Use & Development

Planning & Zoning
Inland Wetlands & Watercourses
Economic & Community Development



Staff Review: 8-24 Referral for PTA Lane Discontinuance

Prepared by: Dennis Goderre, PLA, AICP
Director of Land Use and Development

A handwritten signature in blue ink, likely belonging to Dennis Goderre.

Date: March 20, 2026; for March 24, 2026 Meeting

NOTE: the following items have been revised or added from the March 11, 2026 Draft Staff Report

- Miscellaneous editorial items
- Discussion regarding consistency with the POCD, Section 2.2.
- The addition of Section 4.2 summarizing the Board of Education meeting of March 17, 2026
- The addition of Section 6.7 Route 32 Corridor PTA Lane to North of Route 2A
- The addition of Section 6.8 Displacement of Housing
- Attached prior correspondence from Montville 1 LLC, Mayor/Finance and Chief Blanchette; added new correspondence from Superintendent Vumback.
- Item 7. Draft Motions of approval and disapproval for the Commission's consideration.

Correspondences Attached: 1. Montville 1 LLC; 2. Mayor Bunnell and Finance Director Chapman; 3. Chief Blanchette; 4. Superintendent Vumback

1. Context

1.1 Summary of Request

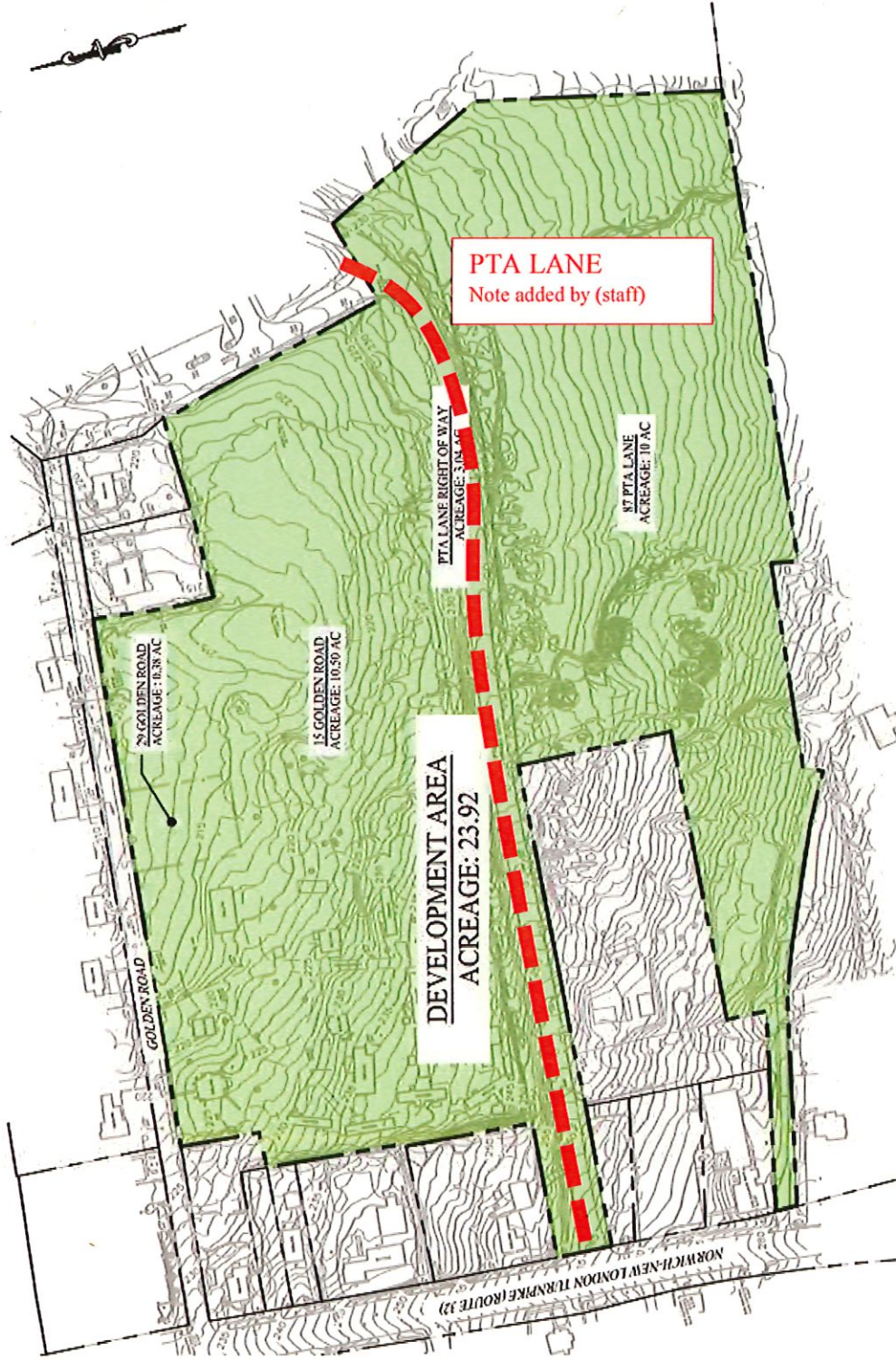
Montville 1 LLC (the Developer) seeks to purchase PTA Lane for a project that;

"...contemplates the redevelopment of the Property with large format retail business(es) with associated upgrades to infrastructure, utilities, and landscaping. The proposed abandonment of PTA Lane is necessary to facilitate a cohesive site layout, safe and efficient vehicular circulation, and appropriate integration of site infrastructure, while remaining consistent with applicable Town standards.

The proposed redevelopment has been planned to align with the Town of Montville's Plan of Conservation and Development, including objectives related to economic development, reinvestment in established commercial areas, and enhancement of the Town's tax base, while maintaining compatibility with surrounding uses."

GENERAL NOTES

- EXISTING PROPERTY BOUNDARIES AND TOPOGRAPHY IS BASED ON A PLAN TITLED "ALTANSES LAND TITLE SURVEY OF 15 & 29 GOLDEN ROAD MONTVILLE, CONNECTICUT PREPARED FOR MONTVILLE 1 LLC", SCALE 1"=60', DATED FEBRUARY 3, 2024, BY ACCURATE LAND SURVEYING, LLC.
- THE SUBJECT SITES CONSIST OF 3 PARCELS AND A ROADWAY TOTALING 23.92 ACRES LOCATED WITHIN THE RESIDENTIAL 20 (R-20) DISTRICT AND THE GOVERNMENT (G) DISTRICT IN THE TOWN OF MONTVILLE, CONNECTICUT.



Drawn By: BFD
 Checked By: KMS
 Project #: 24101700
 Plan Date: 02/12/26
 Scale: 1" = 150'

SOLLIT
 ENGINEERING
 501 Main Street, Monroe, CT 06468
 T: (203) 898-5455 | F: (203) 898-9995

Rev. #:	Date	Description

Project:
PROPOSED DEVELOPMENT
 87 PTA LANE
 MONTVILLE, CT

Sheet Title:
LAND ACQUISITION
 MAP

SHEET #:

EX-1

1.2 Planning and Zoning Commission’s Responsibility for this Review

The Planning and Zoning Commission shall review this proposed discontinuance and sale of PTA Lane under the authority of C.G.S. § 8-24. It is important to clarify that the Commission’s statutory role in this process is as the Planning Commission and is to determine whether the proposed “municipal improvement” (the abandonment of a public roadway) is consistent with the **Town’s Plan of Conservation and Development (POCD)**.

The Town Council holds the final authority to authorize the closure and sale following a public hearing. The recommendations outlined later in this Staff Report are intended to serve as a framework for the Town Council. It is context for you as the Planning Commission. Should the Commission issue a favorable recommendation, these items—ranging from school safety enhancements to public infrastructure improvements—are designed to be incorporated by the Town Council as conditions of the sale, should the Town Council agree to do so.

When the time comes for a motion, and should that motion be favorable, members should note that such favorable § 8-24 recommendation does not constitute a final project approval. Detailed site-specific impacts, including final grading, drainage, and site design, will be subject to a future Site Plan Review. There will be a more in-depth study of traffic, infrastructure, utilities and other improvements at that time.

1.3 Overview

Staff has undertaken a review of this referral with respect to possible future impacts to Town infrastructure (roads, utilities and pedestrian amenities). The intent of this preliminary review is to guide the Town Council in making an informed decision with respect to the closure of PTA Lane as it is the Council’s legislative authority to decide on matters associated with roadway adoption or discontinuance.

During this preliminary review, the Montville Board of Education was engaged, including the Superintendent of Schools and Principal of Mohegan Elementary School. Our standard protocol for distributing this request to Town Departments was also followed. In addition, the Town consulted a traffic engineer, through our Town Engineer, CLA Engineering of Norwich. The preliminary findings of all reviewing parties are incorporated into this report, directly or by reference. A preliminary traffic memorandum is provided.

2. Plan of Conservation and Development (POCD) Considerations

2.1 General

Staff offers the following information for general context

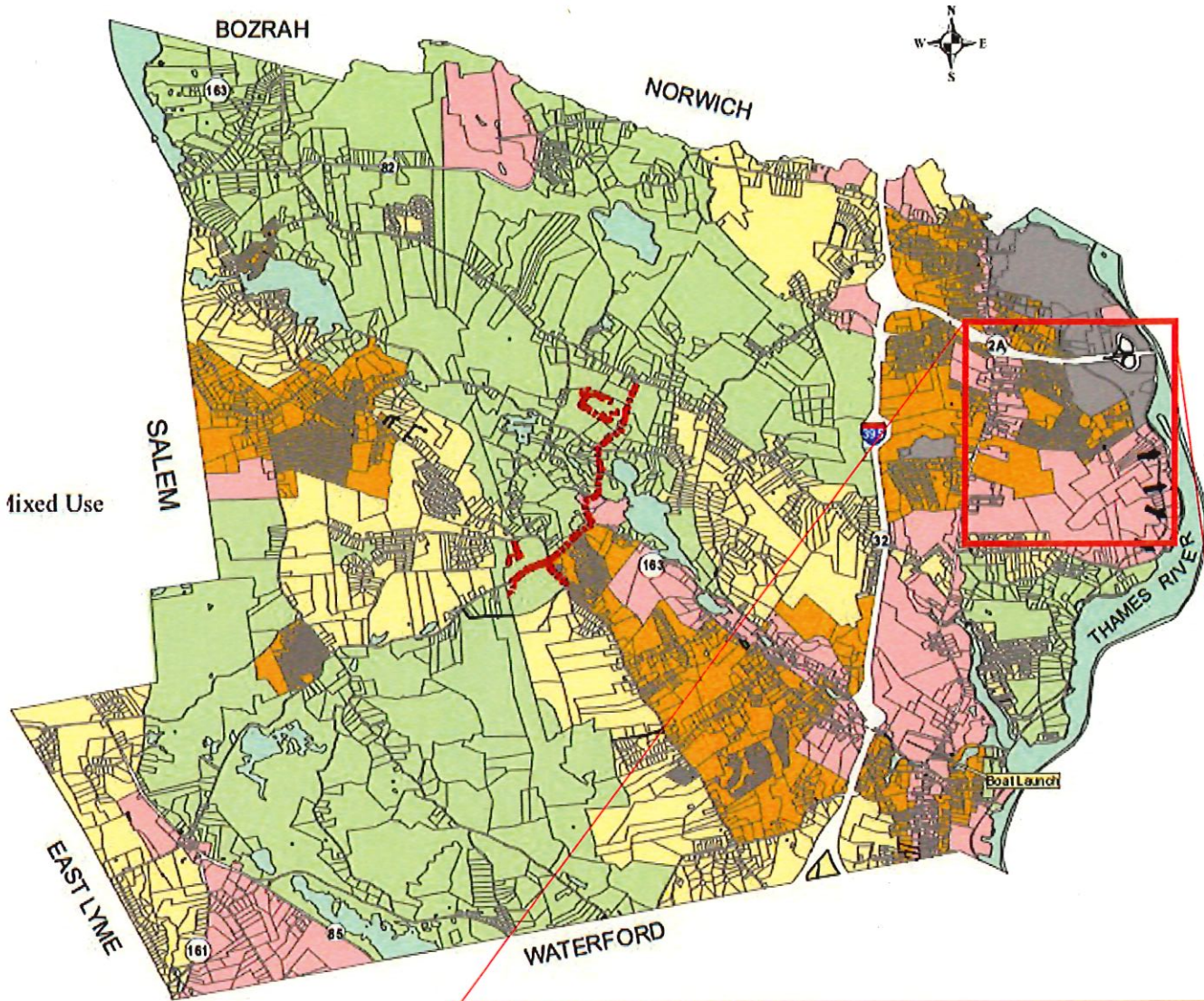
- a. PTA Lane is a public right of way which terminates west of Mohegan School entry.
- b. Golden Road also terminates at the Mohegan School.
- c. There is no official public right of way connecting PTA Lane and Golden Road. These public roads are connected via a private drive which appears to be a public right of way to a traveler and located upon Board of Education property.
- d. School buses and parents during pick up and drop off hours at the School utilize both Golden Road and PTA Lane. Staging for both operations occur on Mohegan School Property.
- e. The properties along PTA Lane are zoned C1, R20, and Government. Each zone can allow various intensity of development including higher density housing, commercial and public facilities such as schools, public safety and critical public infrastructure. The Route 32 Overlay (OZ District) also applies.
- f. The Future Land Use Map (see next page) identifies high intensity uses or mixed uses within the vicinity of PTA Lane:
 - i. the areas north and south of PTA Lane as Job Investment Area and which overlaps the R20 Zone.
 - ii. Land east of PTA Lane's terminus is identified as Housing Investment Areas.

2.2 Consistency with the POCD

Staff believes the proposed discontinuance of PTA Lane to support large retail development is consistent with the Future Land Use Map which identifies the 'development area' noted in EX-1 as within the Job Investment Area. This is further supported by the Town's comprehensive plan, specifically including the development area as part of the Route 32 Overlay Zone which permits as of right retail development of any size.

The POCD defines Job Investment Area as promoting:

- Infrastructure Investment
- Commercial
- Light Industrial
- Industrial
- Mixed Use



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

Residential 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



3. Preliminary Traffic Review

The Town, through the Town Engineer, commissioned a preliminary traffic review by KWH Enterprises, LLC. Mr. Hua worked with staff and the school to understand implications associated with PTA Lane's closure and to determine if the closure of PTA Lane would have adverse impacts to traffic circulation that could potentially limit future land uses as noted in the Future Land Use Map outlined in the POCD. Current operations were also considered as they influence future uses. It appears there are no impediments which would restrict future land use.

The *Traffic Evaluation of Discontinuing PTA Lane* letter is provided for your review.

The following summary items are provided for your ease of reference:

- a. Traffic operations of the Golden Road intersection and the PTA Lane intersection along Route 32 during weekday and Saturday peak hours were analyzed.
- b. There is no excessive traffic delay at the Golden Road intersection or at the PTA Lane intersection under the current conditions. All traffic movements at the two intersections are operating at acceptable LOS D or better during the peak hours.
- c. At the nearby Mohegan School, most parents currently park their cars and walk children to and from the school building during drop-off and pickup time. There is no excessive queuing of buses or parent vehicles on the site.
- d. The future conditions of the analysis take into account the increases in traffic volumes on Route 32 from three potential area developments and the effects of discontinuing PTA Lane. This future traffic scenario assumed that the development site at PTA Lane will not be connected to Golden Road.
- e. After PTA Lane is discontinued, the westbound traffic on Golden Road will experience delays and LOS (level of service) F during the weekday afternoon peak hour of the school.
- f. I recommend the widening of Golden Road at the Route 32 intersection to include a 100-foot-long left-turn lane to address the traffic delays. After this widening, all traffic movements at the Golden Road intersection will operate at acceptable LOS D or better during the peak hours. After PTA Lane is discontinued, a turnaround cul-de-sac is recommended at the southern end of the onsite connector road to allow parents to return to Golden Road in an orderly fashion.

4. Staff Input

4.1 Staff Comments summary

Following interest from the Developer requesting the purchase of PTA Lane, staff met to review possible impacts this discontinuance could have. Two meetings occurred which included land use, the school district, police, town engineer, DPW and Mayor. Meetings occurred at the Mohegan Elementary School on 12/4/25 followed by a second meeting on 12/23/25 to discuss initial staff considerations.

This formal request ensued. Following the initiation of this formal 8-24 Referral, the Mayor's request along with the items listed below in *Section 6. Considerations for Town Council*, was referred to the following departments: Town Engineer, Building Department, Fire Marshal, WPCA, Police Department, Public Works, Assessor, Superintendent Vumback and Principal Klinefelter.

On February 10, 2026 the following comments were received from the WPCA Administrator, Ronald K. McDaniel:

"There is a short run of sewer and a manhole on PTA Lane that we will continue to need to access."

Kyle Haubert of CLA, the Town's Engineer provided the following comments on February 11, 2026:

"I have reviewed this with John Carlson. We have no additional comments."

LT. Radford provided the following comments on February 17, 2026;

I have the following comments, in addition to those already made by the Director.

*6.4 (5.) Traffic & Public Infrastructure (Item 6.4 (5) refers the 'considerations')
a. This study also needs to include the Martin CT, Occum Ln and Rte. 32 / Occum Ln intersection. This is the alternate way out of the development, closest to the school.*

b. Golden road needs to be widened from the beginning, to accommodate the increased traffic (with the width of school buses passing each other in mind) and the addition of sidewalks (c.).

Other than the above mention additions, I believe that it definitely needs to be in writing that these improvements and safety measures will be completed by the prospective buyer before or as part of their project and final rendering of PTA Ln.

A detailed letter dated February 20, 2026, attached, written by Chief Blanchette was received on February 25, 2026. He supports this initiative, but highlighted public safety and traffic items that warrant consideration to ensure the well-being of residents, particularly those associated with Mohegan Elementary School. The closure of PTA Lane would eliminate a access route to the school, leaving Golden Road as the primary entrance and exit. If not mitigated, this could create risks, including:

1. Limited Emergency Access
2. Traffic Congestion and Bus Operations
3. Pedestrian and Child Safety
4. Commercial/Retail Establishment

He provided a detailed explanation to each of the above as well as, recommendations to mitigate the same.

Superintendent Vumback provided suggestions for Consolidated Site Improvement Plan on February 25, 2026. She further stated that the BOE meets in March to discuss and they may have additions.

- *Widen Golden Road to allow for two inbound lanes and one outbound lane:*
 - *Right turn lane for staff and buses*
 - *Middle lane for parent drop-off and pickup (left turn)*
 - *Left lane for exiting school property*
- *Add a right turn pocket at the intersection of Golden Road and Rt. 32 and correct the traffic light timing to improve traffic flow and reduce delays entering Golden Road.*
- *Widen the connector road between PTA Lane and Golden Road and construct a turnaround circle or roundabout at the end of the access road to improve circulation.*
 - *Reconfigure parking areas:*
 - *Combine the two existing front parking lots into one larger staff parking lot.*
 - *Convert the current rear parking lot into a designated parent drop-off and pickup area.*
 - *Construct additional parent and visitor parking spaces.*
 - *Add a secondary parking lot in the area of the existing playscape.*
- *Create a dedicated bus roadway extending around the new staff parking lot to the front entrance for bus drop-off and pickup.*
- *Construct a clearly defined student drop-off area to improve safety and efficiency.*

- *Relocate and upgrade the playscape to the rear grass area behind the school and install perimeter fencing.*
- *Install fencing along the tree line to prevent students from entering the wooded area that slopes into a muddy and marsh-like section.*

To date there have been no comments received from the Building Department, Fire Marshal or Assessor.

4.2 Board of Education

Director Goderre attended the regular Board of Education meeting of March 17, 2026. Mr. Goderre presented the 8-24 Referral process and purpose with highlights of the recommendations outlined herein. This review included the Commission's role in solely determining consistency with the POCD and provision of an approval or disapproval of the request. Such action is reported to the Town Council, whom then vote as either a simple majority or super majority, depending upon the Commission's vote. It was noted that Staff's recommendations provided here in are to inform the Commission and will be provided to the Town Council for their use in determining any discontinuance decisions.

The Board of Education did not have questions or comments. The Superintendent brought forth her comments as was reported to the Board in their meeting packet and acknowledged the comments are addressed in the recommendation noted herein. The Superintendent has provided a letter of support and is attached.

5. Discontinuance Process

For the Commission's reference only, discontinuance will generally follow the outlined sequence as detailed below in Timeline for discontinuance of PTA Lane per C.G.S. § 13a-49, as prepared by Town Attorney Cody. The process of discontinuance has no bearing on the Commission's findings with regard to this referral being consistent or not consistent with the POCD.

Following discontinuance, the land will remain under the ownership of the Town of Montville. The Town of Montville will then sell the land to Montville 1 LLC.

Timeline for discontinuance of PTA Lane per C.G.S. § 13a-49

The sequence of events required by the statute is as follows:

1. Notice to abutters must be "postmarked not less than 30 days prior to the date" of action by the Council ("Whenever the [Council] ... meet to take final action on the discontinuance or partial discontinuance ... , the [Council] shall provide written notice of their meeting to each owner of property that abuts such highway...Such notice shall be provided by mailing a notice of the date, time, place and subject of such meeting of the [Council] to such owner at such owner's address, as shown on the last-completed grand

list of the town, by first class mail postmarked not less than thirty days prior to the date of such meeting").

2. In terms of identifying the roadway (may not be an issue here), the statute says "[i]f, in the opinion of the [Council], the boundary lines or limits of such highway or private way, or land dedicated as such, have become lost or uncertain, the [Council] shall make reasonable efforts to identify the boundary lines or limits of such highway or private way, or land dedicated as such, and shall give notice of such meeting to each owner of property that bounds such identified boundary line or limit in accordance with this subdivision."

3. "Thirty days prior to the date of such meeting, the town shall post a sign conspicuously on both ends of such highway ... or part thereof ... which shall include the date, time, place and subject of such meeting..."

4. Meeting of Council to pass resolution ("take final action on") on discontinuance.

5. A regular or special town meeting is held to approve the Council's action ("the [Council] may, subject to approval by majority vote at any regular or special town meeting, as applicable, by a writing signed by them, discontinue any highway...")

6. Written notices of discontinuance are then sent to the same persons who received notice of the Council's meeting (Step 1 above), and a notice recorded on the land records per the statute, indicating the persons to whom such written notices were sent and their addresses per the most recent grand list.

So, for example, if the Council wishes to take final action to discontinue PTA Lane at its scheduled meeting on Wednesday, October 15, 2025, notices to abutters should be postmarked no later than Friday, September 12, 2025 (due to the weekend). The sign on both ends of the highway must also be erected no later than Friday, September 12.

Then in this same example, following the final action by the Council on October 15, a town meeting would need to be lawfully noticed and held. There's no specific statutory deadline for this to occur following the Council's action.

If the motion to approve the action of the Council is itself approved at a town meeting, the Council must thereafter "provide written notice by certified mail, return receipt requested, of such discontinuance or partial discontinuance to the same persons" to whom notice was sent

prior to the Council's action (there's no time limit for this either, but the date of the required recording of the names and addresses to whom the written notices were sent then triggers a statutory 120-day superior court appeal period for any person aggrieved by the discontinuance.

6. Consideration for Town Council

The following considerations are offered from Staff to the Town Council for their use when deciding on this matter. The Town Council may wish to incorporate some or all items in the process of negotiating the discontinuance of PTA Lane.

6.1 Affect of Discontinuance Upon Abutting Properties

Based upon property title search conducted by the Developer's legal counsel, and as reviewed by the Town's Attorney with concurrence, the land associated with PTA Lane originated with 87 PTA Lane. 87 PTA Lane was previously owned by the Town and purchased by the Developer in May 2025. Thus, following the discontinuance of PTA Lane and its sale, the land will revert to the owner (the Developer) and not abutting property owners.

In the instance of 73 PTA Lane (see right), a parcel will be created without frontage, thus creating a non-conforming lot. Since this non-conformity is created through the discontinuance process, the Town will have standing to apply for a variance and the Zoning Board of Appeals can approve such non-conformity.



6.2 Timing of Discontinuance and Offsite Improvements

- a. **On-site School Improvements:** All on-site school improvements should be made in advance of PTA Lane closure to ensure school operations. This includes drive circulation for bus and parent drop off/pickup and parking reconfiguration. Should the playscape be impacted by said on-site school improvements, the new playscape shall be constructed and open for use, preferably in a sequence which does not impact student access to play.
- b. **School Access:** The closure of access to the Mohegan School from PTA Lane shall not take place until after all necessary roadway improvements are completed to ensure appropriate, functional and adequate level of service can be achieved at Golden Road/RT

32 and all other impacted intersections or roads. Said improvements may include the permanent or temporary installation of measures to ensure operations and safety as approved by the OSTA/CT DOT and local traffic authority. A phasing plan shall be provided.

- c. **Town Clerk Filing:** Filing of the PTA Lane discontinuance documents with the Town Clerk should not occur until after the Certificate of Zoning Compliance and Certificate of Occupancy has been issued.

6.3 Permanent School Operations & Safety @Mohegan School

- a. **Emergency Access:** Maintain a dedicated emergency access point to the school parcel, generally in the vicinity of the existing PTA Lane connection with school property.
- b. **Perimeter Security & Screening:** Install a permanent fence and a bermed, year-round, opaque landscape buffer along the shared property line.
- c. **Playscape Relocation and Replacement:** Remove the existing playscape and provide a new, code-compliant, ADA-accessible playscape at the rear of the school.
- d. **Circulation:** Reconfigure school site circulation to accommodate peak-hour bus and parent queues while maintaining the existing parking count.

6.4 Traffic & Public Infrastructure

- a. **Traffic Study.** At time of site plan application, conduct a traffic study, as will be required for OSTA permits and pursuant to the Zoning Regulations. The study shall include evaluation of the impacts to Occum Lane, Edward, Park, Linda and extending to Massapeag Side Road. Include background turning movements counts.
- b. **Golden Road Improvements:** Include a provision (i.e. right of improvement, easement) along the Golden Road frontage of the new consolidated parcels to accommodate possible future widening (e.g., a three-lane section) for future development.
- c. **Sidewalk.** Extend a sidewalk from Route 32 to the school entrance along Golden Road as is required by Zoning.
- d. **Utility Easements(s):** Development should incorporate easements appropriate in size and configuration to accommodate future utility extensions, should they be needed, from Route 32 to the School property and in the vicinity of PTA Lane. The alternative routing should incorporate space for water, sewer, electric, communication and gas. This will ensure support of future growth in the areas identified in the POCD.

6.5 Route 32 Enhancements

- a. **Sidewalks.** Install sidewalks on both sides of Route 32.
- b. **Signals.** Incorporate a pedestrian phase (signalization) for safe crossing, as permitted by OSTA. Coordinate cross walk locations with recommendations for raised medians and other safety recommendations as outlined in the Council of Government's Safety Action Plan.
- c. **Golden/RT 32 Intersection:** Ensure appropriate turning/thru lanes accommodate staging. Ensure signal timing is appropriate for school hours. Design lane lengths to provide sufficient queue storage to prevent the obstruction of the McDonald's entrance on Golden Road; designated left, thru and right lanes (three total) may be required.
- d. **Regional Safety Action Plan (SAP).** Incorporate applicable traffic mitigation measures recommended in the SAP.

6.6 Regulatory Compliance

- a. **Variance of 73 PTA Lane.** Town or Developer should obtain a variance for said parcel without frontage.
- b. **Route 32 Access Management.** To the extent practical, allow access to abutting properties for secondary means of access to ensure neighboring parcels can achieve their fullest development potential and eliminate the need for curb cuts along Route 32.
- c. **Lot Consolidation.** All lots associated with the development shall be consolidated to one parcel.
- d. **Zoning:** Developer shall petition for a zone change to a common underlying zoning district for all subject parcels.
- e. **Performance Standards:** Adhere to the Town's updated draft zoning regulations regarding landscaping, lighting, utility appurtenances, and parking which are in draft form and anticipated to be in effective no later than June 29, 2026. These standards are in response to HB 8002 (aka the Housing Bill).

6.7 Route 32 Corridor PTA Lane to North of Route 2A

The Town Council should not misconstrue the following as suggestive that such burden of design or costs shall be the responsibility of the Developer nor slow their progress. However, coordination should commence simultaneously:

- a. **State Leadership Coordination with Long Range Planning.** Consideration should be given to long range transportation improvements within the corridor. In the near term, the Town Council may wish to engage State leadership to facilitate the coordination of Route 2A/Pequot Bridge Improvements and RT 32 Safety Improvements with

improvements that may be required for the 'PTA Lane Development'. This includes advancing State and COG level planning to ensure coordination and, perhaps, simultaneous infrastructure improvements to reduce community disruptions which would occur in staggered project sequence.

- b. **Gateway Improvements/Placemaking.** The off-site improvements (i.e. roadway and intersections) associated with the project which facilitated the request to discontinue PTA Lane are anticipated to be 'noticeable', likely altering the visual and physical environment of this portion of RT 32. The Town Council is strongly encouraged to begin streetscape planning from PTA Lane to north of RT 2A to help guide the following:
 - i. Promote Pedestrian and bicycle connectivity
 - ii. Ensure off-ramps and on-ramps associated with RT 2A are appropriately planned and integrated into the street system
 - iii. Creates a pleasant and inviting street corridor which supports businesses

This may be a unique opportunity to create and identity in an auto-dominated corridor but which is accessed daily by thousands of visitors and citizens whom live immediately adjacent.

6.8 Displacement of Housing

- a. The Developer should provide a Relocation and Assistance Plan describing the timing, outline assistance to be provided, and method of the relocation of all residents whom will be displaced. This should include an outreach effort to commence within 30 days prior to filing site plan applications with the town of Montville and all other policy and procedures as required by law.

7. Draft Motions

7.1 Approval

The following Motion is suggested for an approval:

I, make a Motion to forward a report of approval to the Town Council in accordance with C.G.S. § 8-24 for the discontinuance of PTA Lane as PTA as requested by Mayor, Leonard Bunnell and Finance Director, Julie Chapman, and described in correspondence from Montville 1 LLC dated February 9, 2026, and as PTA Lane is so described upon the map titled Compilation Plan 87 PTA Lane (with note Legal Description – PTA Lane), dated January 20, 2025 with revision date January 8, 2026, and find that such discontinuance is consistent with the 2022 Plan of Conservation and Development and to include in the report the recommendations listed in the Staff Report prepared by Dennis Goderre, Director of Land Use and Development dated March 20, 2026.

7.2 Disapproval

I make a Motion to forward a report of disapproval to the Town Council in accordance with C.G.S. § 8-24 for the discontinuance of PTA Lane as PTA as requested by Mayor, Leonard Bunnell and Finance Director, Julie Chapman, and described in correspondence from Montville 1 LLC dated February 9, 2026, and as PTA Lane is so described upon the map titled Compilation Plan 87 PTA Lane (with note Legal Description – PTA Lane), dated January 20, 2025 with revision date January 8, 2026 and find that such discontinuance is not consistent with the 2022 Plan of Conservation and Development.

Montville 1 LLC

433 S Main St, Suite 219 | W Hartford, CT 06110 | Phone 860-263-9194 | Fax 860-245-1901

February 9, 2026

Honorable Mayor Bunnell
Town of Montville
310 Norwich–New London Turnpike
Uncasville, Connecticut 06382

RE: Request for Abandonment of PTA Lane

Dear Mayor Bunnell,

I am the owner of the property located at 87 PTA Lane, Montville, Connecticut (the "Property"), and respectfully submit this request for the Town of Montville to consider the abandonment of PTA Lane pursuant to the Town's authority under Section 13a-49 et seq. of the Connecticut General Statutes, in connection with a proposed redevelopment of the Property.

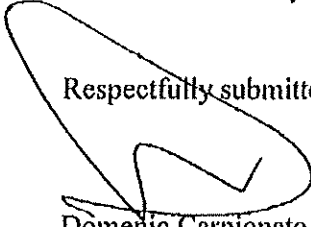
The project contemplates the redevelopment of the Property with large format retail business(es) with associated upgrades to infrastructure, utilities, and landscaping. The proposed abandonment of PTA Lane is necessary to facilitate a cohesive site layout, safe and efficient vehicular circulation, and appropriate integration of site infrastructure, while remaining consistent with applicable Town standards.

The proposed redevelopment has been planned to align with the Town of Montville's Plan of Conservation and Development, including objectives related to economic development, reinvestment in established commercial areas, and enhancement of the Town's tax base, while maintaining compatibility with surrounding uses.

I respectfully request the opportunity to work with the Town, its staff, and elected officials through the applicable statutory and municipal review process to evaluate the proposed abandonment and advance this project in a manner that serves the best interests of the community.

Thank you for your time and consideration. Please do not hesitate to contact me should you require any additional information.

Respectfully submitted,


Domenic Carpionato
Montville 1 LLC

TOWN OF MONTVILLE

Office of the Mayor

310 Norwich-New London Turnpike
Uncasville, Connecticut 06382



February 10, 2026

Re: 8-24 Referral for Acquisition of PTA Lane

Dear Chairman Pieniadz,

In accordance with Section 8-24 of the Connecticut General Statutes, the Office of the Mayor and Finance Department hereby refer the proposed sale of the right-of-way known as PTA Lane to the Planning and Zoning Commission for review and report to the Town Council. The proposed sale includes the right-of-way's full length and width extending from Route 32 to its eastern boundary with the Mohegan Elementary School.

This referral is prompted by an unsolicited request from Montville 1 LLC (the Developer). The Developer, whom has acquired several contiguous parcels in the vicinity of PTA Lane, informs me that they seek to acquire PTA Lane to facilitate the development of the land for commercial purposes allowed under our zoning. While discussions have been on-going, their formal written request was just received.

I have carefully considered this request in consultation with staff and school district administration. I am confident all matters discussed will be communicated to you from various departments and included in the Land Use and Development's staff report.

It is my understanding that the Developer will be prepared to provide a presentation to the Commission at your February 24, 2026 meeting, at which time they will outline more details of their proposal to assist in the Commission's review.

I thank the Commission members for their continued service and attention to the matter.

Sincerely,


Leonard Bunnell
Mayor


Julie Chapman
Finance Director



TOWN OF MONTVILLE
Department of Police Services



Wilfred J. Blanchette III
Chief of Police

Lt. David Radford II
Executive Officer

Hon. Leonard G. Bunnell, Sr.
Mayor
Town of Montville
310 Norwich-New London Tpke.
Uncasville, CT, 06382

02/20/2026

Mayor Bunnell, Sr.

I am writing to express my endorsement for the proposed closure and discontinuance of PTA Lane in Uncasville. As your Chief of Police, I believe this decision aligns with the town's strategic goals, including the potential sale of associated town-owned property and the optimization of municipal resources. The RFP process initiated in March 2025 for the approximately 9.7-acre parcel at 87 PTA Lane demonstrates forward-thinking planning that could bring economic benefits to Montville through redevelopment or other productive uses.

While I support this initiative and appreciate you including me in the preliminary meetings and traffic study, I must also highlight several critical public safety and traffic concerns that warrant careful consideration to ensure the well-being of residents, particularly those associated with Mohegan Elementary School. The closure of PTA Lane would eliminate a key access route to the school, leaving Golden Road as the primary entrance and exit. This could create significant safety risks, including:

1. **Limited Emergency Access:** Fire trucks, ambulances, and other emergency vehicles may face challenges navigating a single, potentially narrower access point, delaying response times in critical situations and endangering students, staff, and nearby residents.
2. **Traffic Congestion and Bus Operations:** The redirection of school buses and daily commuter traffic to Golden Road could lead to slowdowns and bottlenecks, especially during peak hours. This may affect not only school operations but also adjacent neighborhoods, such as Occum Lane, Cook Drive, Podurgiel Lane, and Fielding Terrace, where increased vehicle volume could exacerbate delays and heighten accident risks.
3. **Pedestrian and Child Safety:** With only one entry point, the potential for overcrowded conditions around Golden Road increases the vulnerability of children and pedestrians to traffic hazards.
4. **Commercial/Retail Establishment:** If the development on PTA Lane property were to become a commercial or retail establishment (as rumored), it could potentially lead to a significant increase in police calls for service, potentially creating a strain on local resources.

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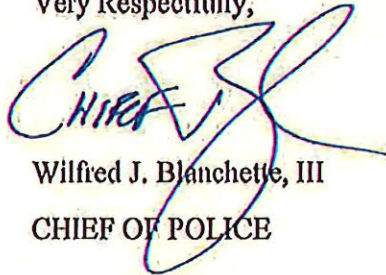
To mitigate these issues while proceeding with the closure, I recommend the following measures:

1. A comprehensive traffic study to assess and upgrade Golden Road, including widening lanes, improving signage, and installing traffic signals if necessary.
2. Collaborating with emergency services to develop and test alternative access protocols for the school.
3. Engaging with the community, including school officials and affected residents, through public forums to address concerns and incorporate feedback into the implementation plan.
4. Addressing a long-term strategy for recruitment and retention of police officers within the Town of Montville.

By addressing these concerns proactively, the town can ensure that the closure enhances overall community safety rather than compromising it. I commend your efforts, as reflected in recent meetings and updates, and urge you to prioritize these safeguards in your decision-making process.

As always, I am available to discuss this further if needed.

Very Respectfully,



CHIEF

Wilfred J. Blanchette, III
CHIEF OF POLICE



MONTVILLE PUBLIC SCHOOLS

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March 19, 2026

Mr. Dennis Goderre
Land Use Director
Montville Town Hall, Room 101
310 Norwich-New London Turnpike
Uncasville, CT 06382

Dear Mr. Goderre:

Thank you for including the Montville Public School team in the discussion as the Town reviews and considers the request for the abandonment of PTA Lane. We appreciate the recognition that this matter will have a significant impact on the operations at Mohegan Elementary School.

Accordingly, we respectfully ask that our needs be carefully considered to ensure the continued safety and well-being of our students and families, as well as the efficient and effective execution of our daily operations.

1. Widen Golden Road to allow for two inbound lanes and one outbound lane:
 - Right turn lane for staff and buses
 - Middle lane for parent drop-off and pickup (left turn)
 - Left lane for exiting school property
2. Add a right turn pocket at the intersection of Golden Road and Rt. 32 and correct the traffic light timing to improve traffic flow and reduce delays entering Golden Road.
3. Widen the connector road between PTA Lane and Golden Road and construct a turnaround circle or roundabout at the end of the access road to improve circulation.
4. Reconfigure parking areas by:
 - Combining the two existing front parking lots into one larger staff parking lot
 - Converting the current rear parking lot into a designated parent drop-off and pickup area
 - Constructing additional parent and visitor parking spaces
 - Adding a secondary parking lot in the area of the existing playscape

5. Creating a dedicated bus roadway extending around the new staff parking lot to the front entrance for bus drop-off and pickup.
6. Constructing a clearly defined student drop-off area to improve safety and efficiency.
7. Relocating and upgrade the playscape to the rear grass area behind the school and install perimeter fencing.
8. Installing fencing along the tree line to prevent students from entering the wooded area that slopes into a muddy and marsh-like section.

Please let me know if any additional information or clarification is needed as this proposal advances. We appreciate the opportunity to provide input on this matter.

Sincerely,

Dianne Vumback

Dianne Vumback, Ed.D.
Superintendent