

# Camp Oakdale- Meeting House Lane and Simpson Lane



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

# Camp Oakdale - Oxoboxo Dam Road



Figure 28

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



*War Memorial in front of Old Town Hall*

# Community Profile

## Community Facilities & Infrastructure

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

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

### Town Facilities

#### Town Hall/Town Hall Annex- Route 32

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



*New Town Hall*



*Town Hall Annex*

Table 9



Playground at Camp Oakdale



Senior Center- Maple Ave



Mohegan Fire House- Route 32

Facilities not owned by the Town of Montville

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

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

### Public Safety Building

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



Public Safety Building- Route 32

### Community Center

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



Community Center- Old Colchester Rd

### Other Town Facilities

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

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



Public Works Department

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

**Future Needs**

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

**Bridges**

The bridges are listed in order of replacement priority:

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

# Community Facilities Map

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

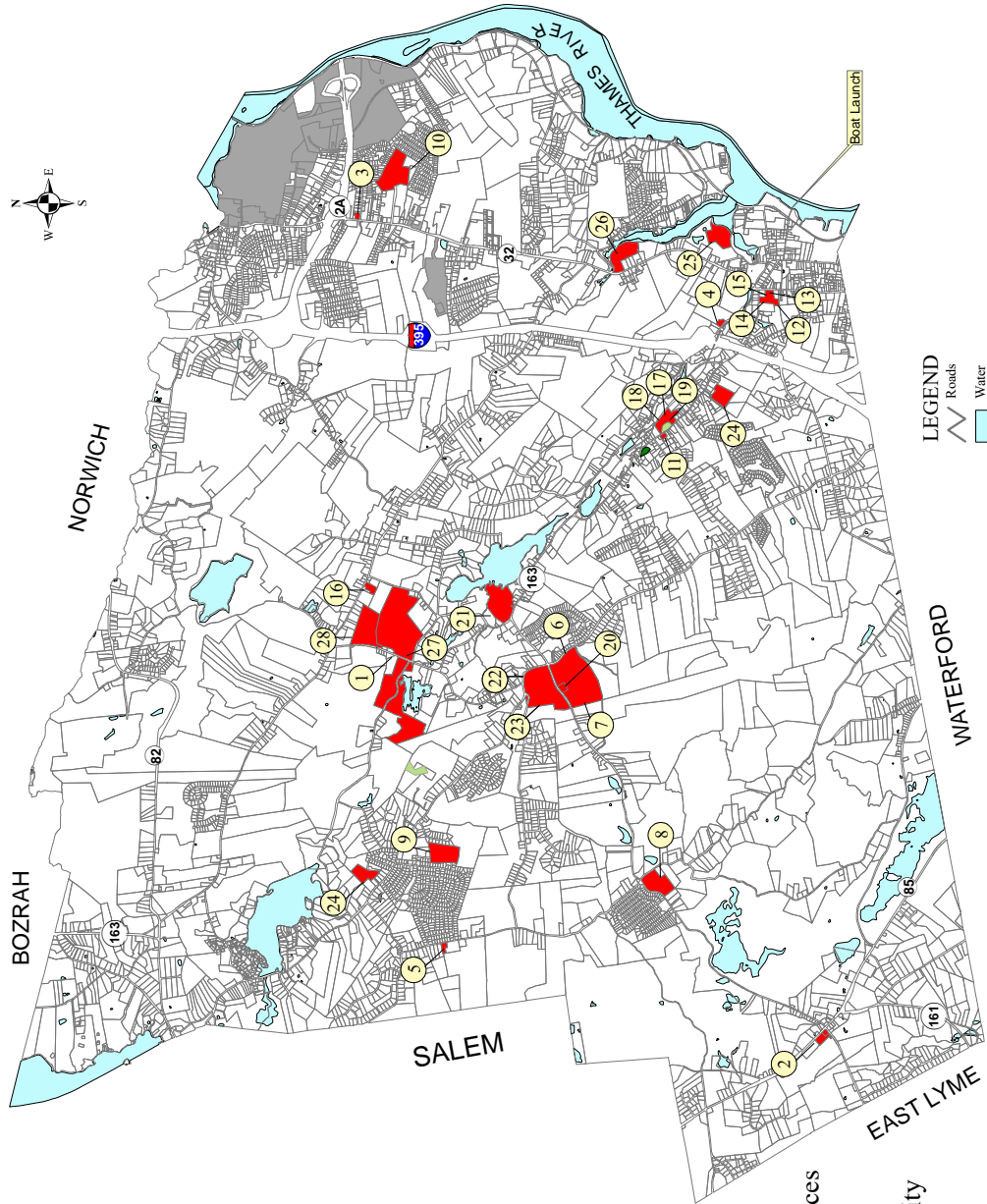


Figure 29

### **Roads**

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

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

### **WPCA**

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

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

### **School System**













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

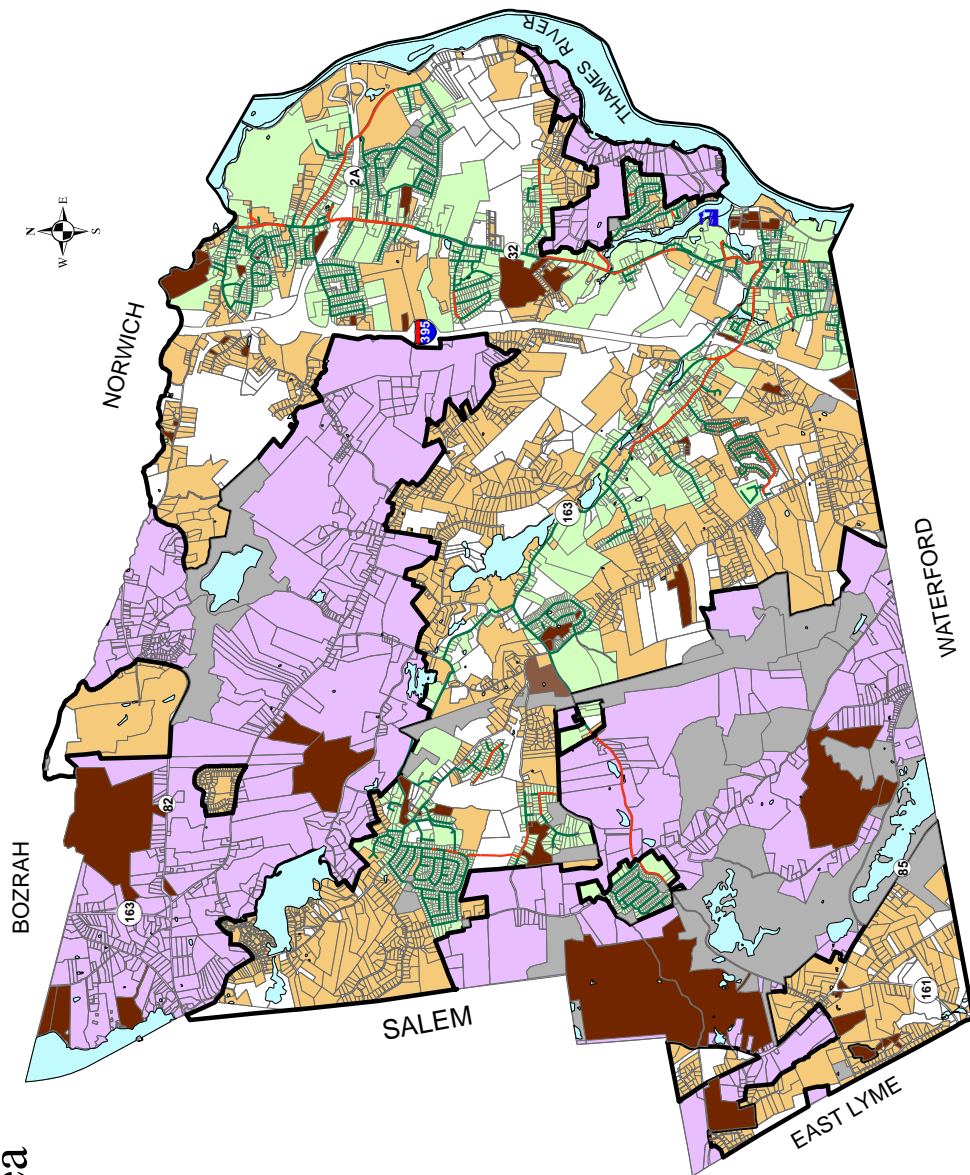
### **Emergency Services**

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

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

# Sewer Avoidance Area

-  Roads
-  Water
-  Gravity Sewer
-  Forcemain Sewer
-  Forcemain Sewer
-  Sewer Service Area
-  Sewer Avoidance Area
-  Sewer Service Area
-  Open Space
-  Utility
-  Septic
-  Wastewater Treatment Plant



Source: Wright-Pierce

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

Figure 30

# Fire Districts



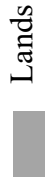
## LEGEND



Roads



Water

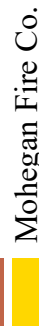


Lands of the United States of America  
In Trust for the Mohegan Tribe of Indians  
of Connecticut

Mohegan Tribe Fire Department



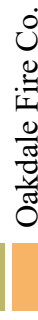
Chesterfield Fire Co.



Mohegan Fire Co.



Montville Fire Co.



Oakdale Fire Co.

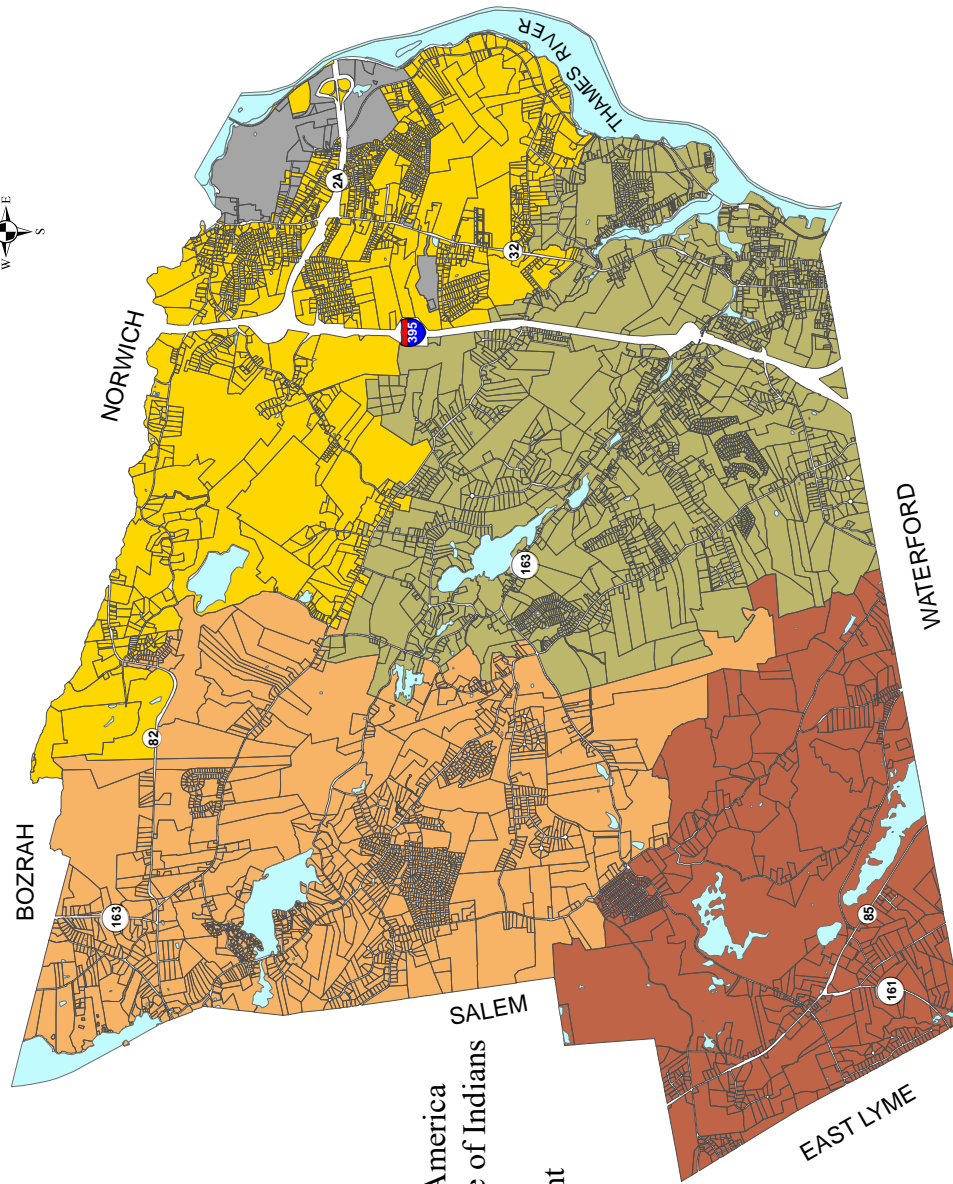


Figure 31

**Drainage Projects**

**Phase II MS4 Stormwater**

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

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

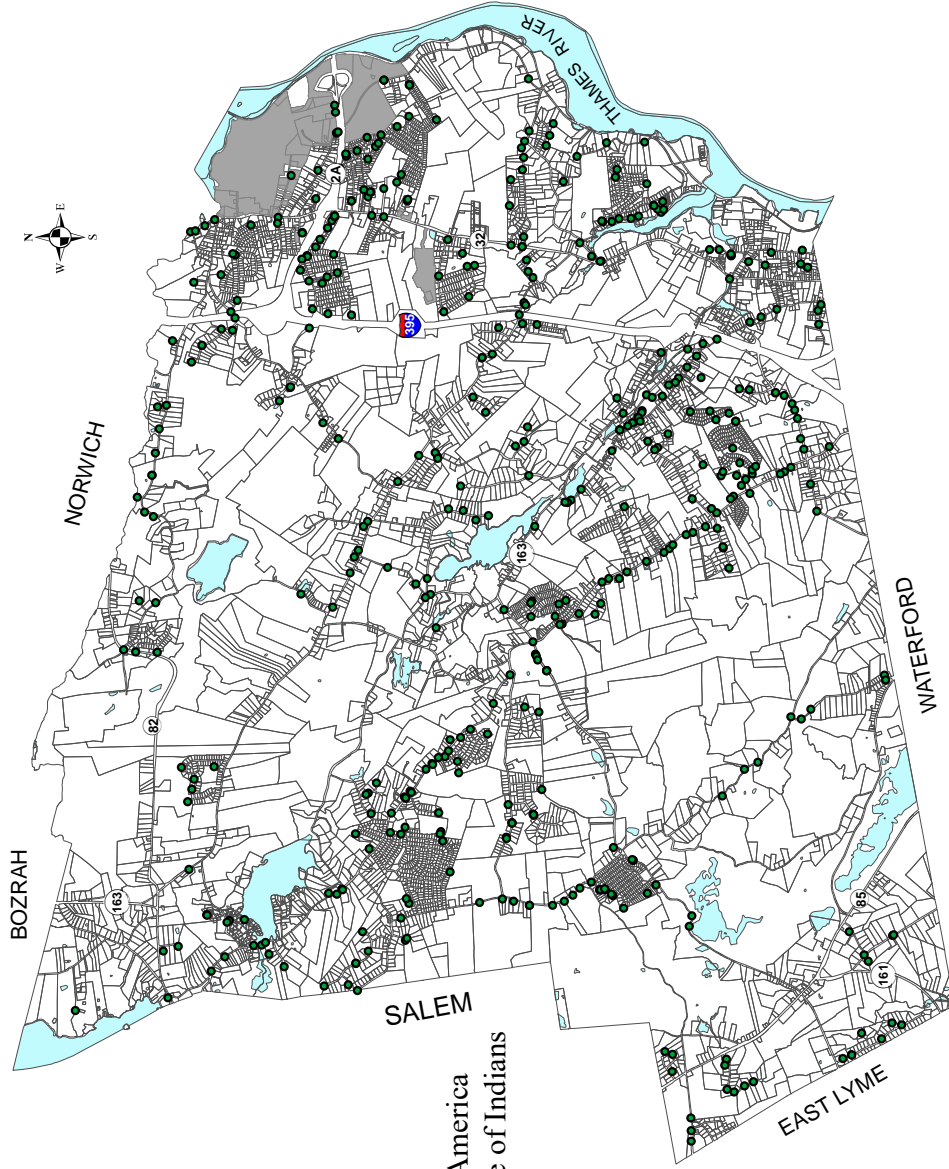
The Phase II Rule defines a small MS4 Stormwater management Plan as a program comprising six elements that, when implemented in concert, are expected to result in significant reductions of pollutants discharged into receiving waterbodies. The six MS4 elements, termed minimum control measures (MSMs) are:

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

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

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

# Outfall Locations



## LEGEND

— Roads

Water

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

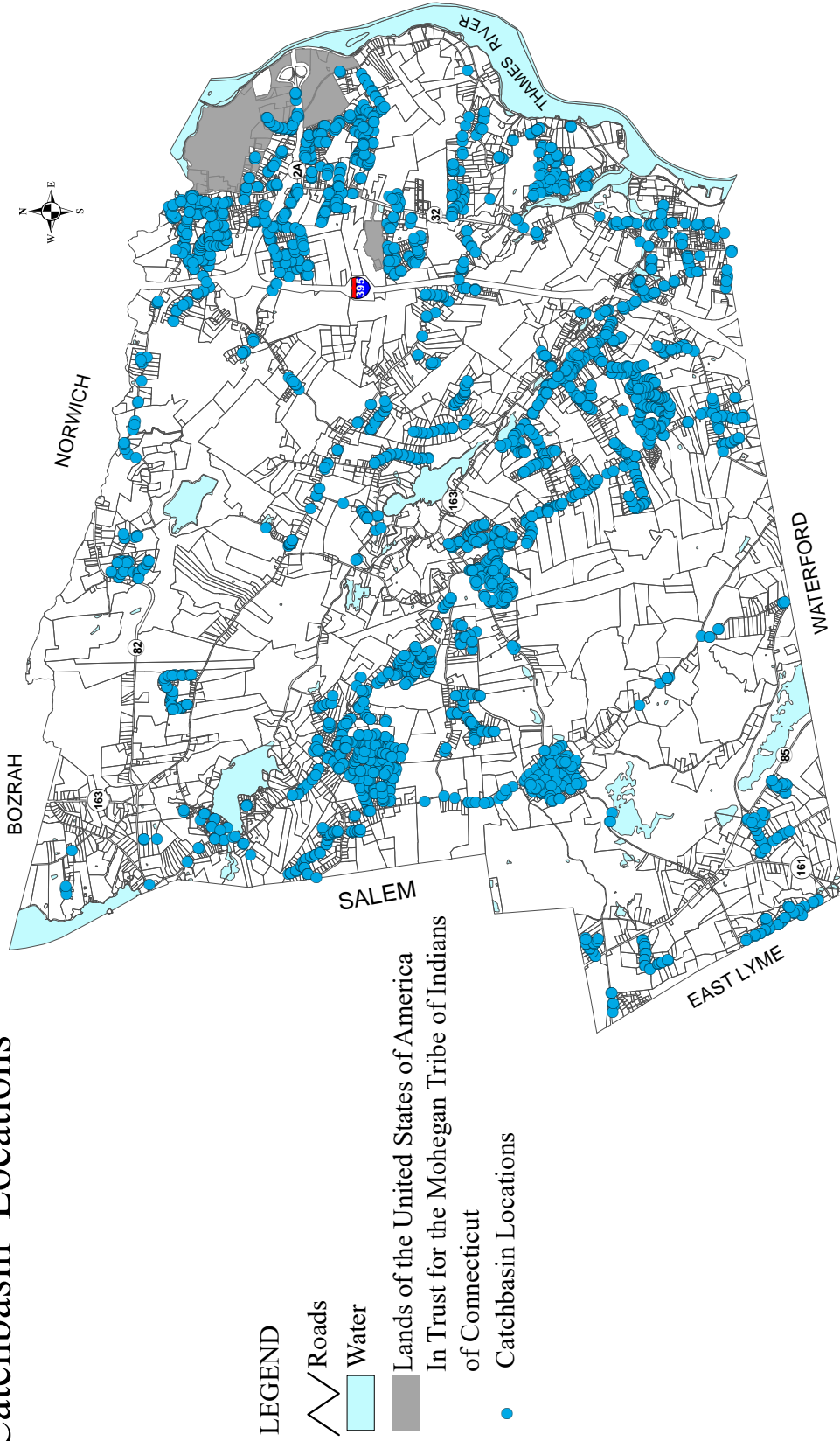
● Outfall Locations

Source:  
CLA Engineers

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

Figure 32

# Catchbasin Locations



Source:  
CLA Engineers

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

Figure 33



*Southeastern Ct SEAT BUS*

## Community Profile - Transportation

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



*Trolley Car*<sup>10</sup>

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

Archives & Special Collections at the Thomas J Dodd Research Center, University of Connecticut Libraries<sup>9</sup>

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

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

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

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

**Route 32**

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



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

**Route 85**

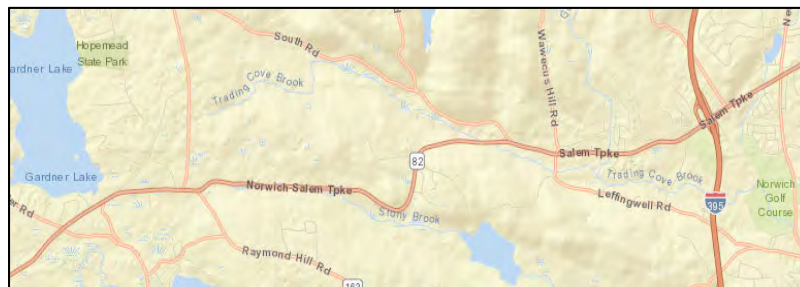
The southern section of this roadway, from Route 161 to the Waterford town line, has seen average traffic growth of moderate to low per year whereas the upper section from Salem Turnpike to the Salem town line has seen even less growth. There is no reason to expect any sort of reduction of traffic to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



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

**Route 82**

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



Route 82 © Esri Streets Map

**Route 2A**

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



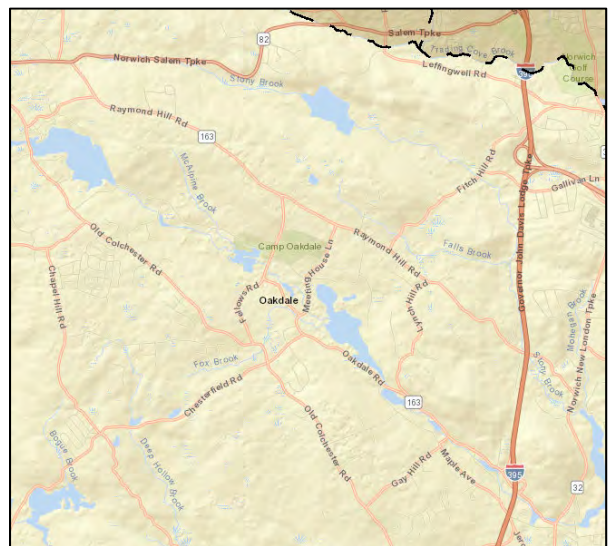
Route 2A © Esri Streets Map

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

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

**Route 163**

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



Route 163 © Esri Streets Map

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

**Route 161**

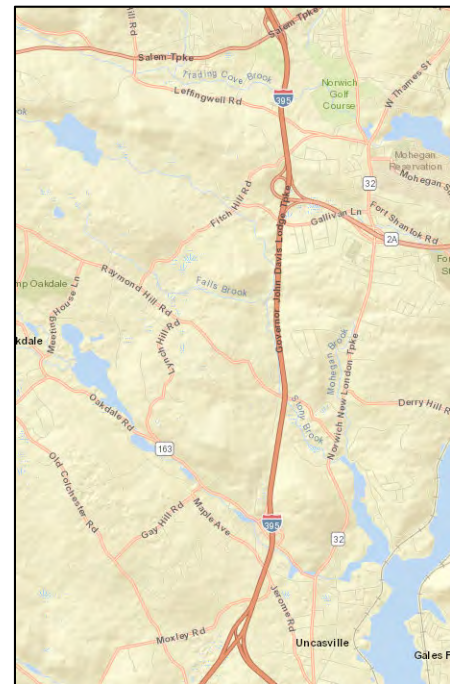
Route 161 functions as a collector road although it could be argued that it also functions as an arterial due to the linkage with East Lyme and Niantic. In any event, traffic volumes are relatively small along this one mile roadway and have demonstrated only slow to low growth. If there is any cause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



Route 161 © Esri Streets Map

**I-395**

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



I-395 © Esri Streets Map

Table 10

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

CT Department of Transportation Traffic Monitoring Information <sup>10</sup>

**Functional Class**

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

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

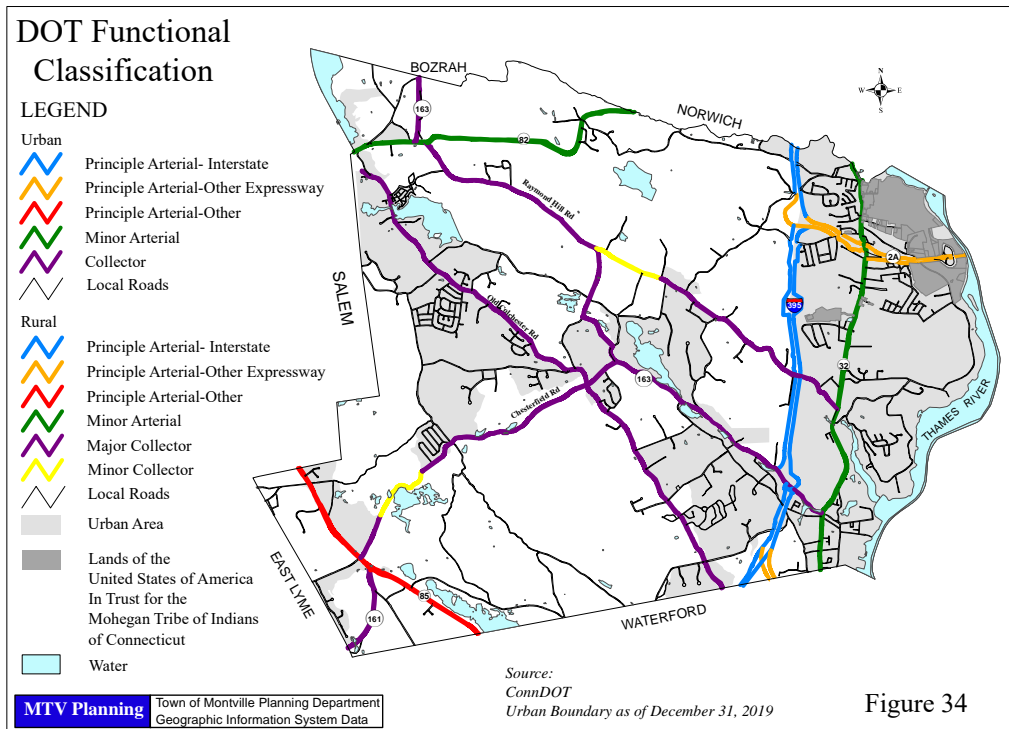


Figure 34

### **Safety**

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

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

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

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

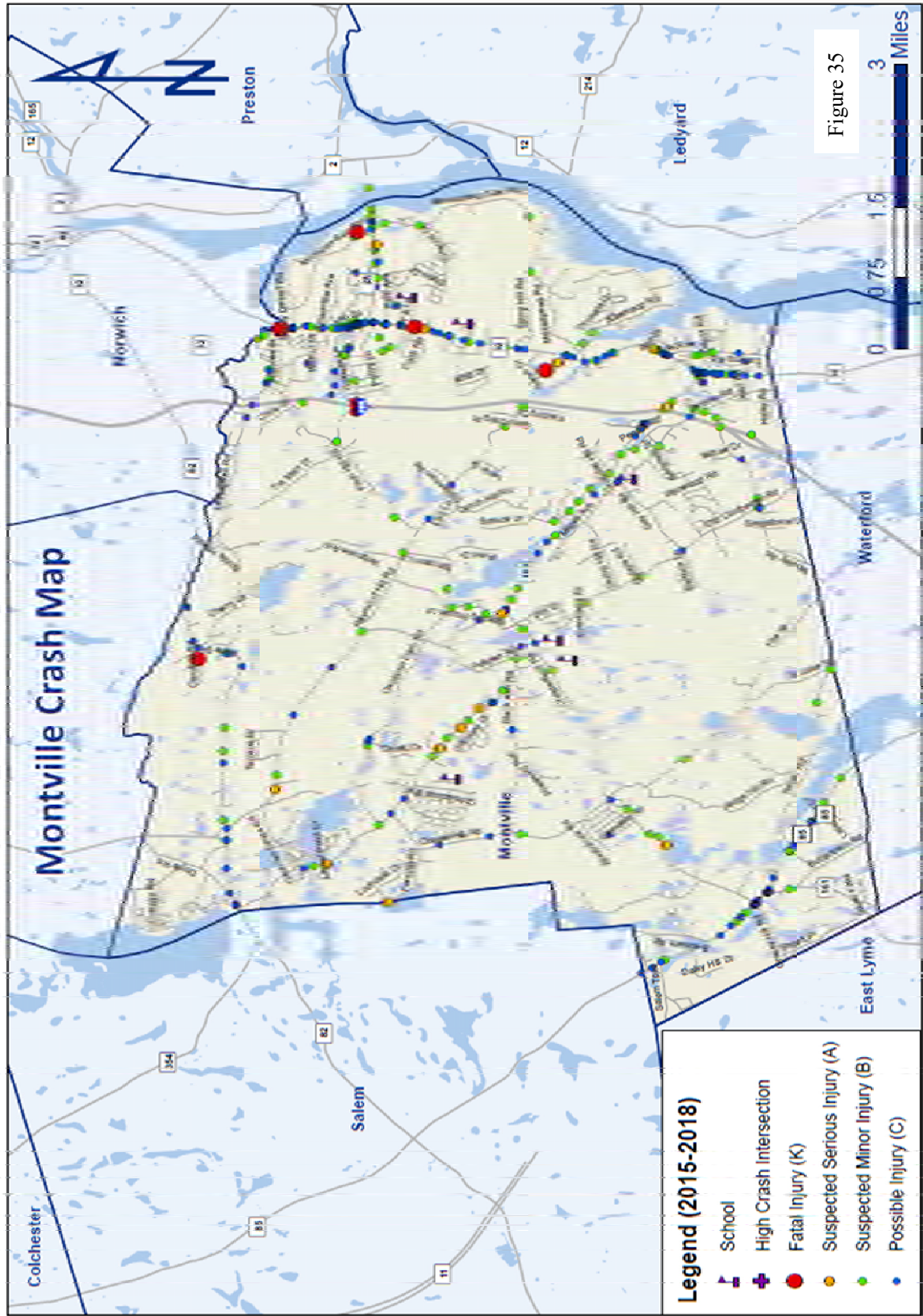
- **Areas of Concern**: Large portions of highway segments where accidents are relatively frequent but are widely distributed and do not occur in specific locations or in large enough numbers to warrant being designed as high frequency.
- **High Frequency Accident Locations (HFAL's)**: Defined by CTDOT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

The Southeastern CT Council of Governments 2021 Regional Transportation Safety Plan Southeastern Region Connecticut<sup>11</sup> can be found on the SCCOG website - [http://seccog.org/wp-content/uploads/2021/01/SCCOG\\_RTSP\\_2021.pdf](http://seccog.org/wp-content/uploads/2021/01/SCCOG_RTSP_2021.pdf). This report showed the areas of High Frequency Accident Locations (Figure 35) and listed the Areas of Concern with Countermeasure Considerations (Table 11 ).

Table 11

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

Regional Transportation Safety Plan Southeastern Connecticut 2021- SCCOG, CTDOT, FHA<sup>11</sup>



Regional Transportation Safety Plan Southeastern Connecticut Draft 2020-SCCOG, CTDOT, FHA<sup>11</sup>

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

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

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

#### **Short Term (Figure 36)**

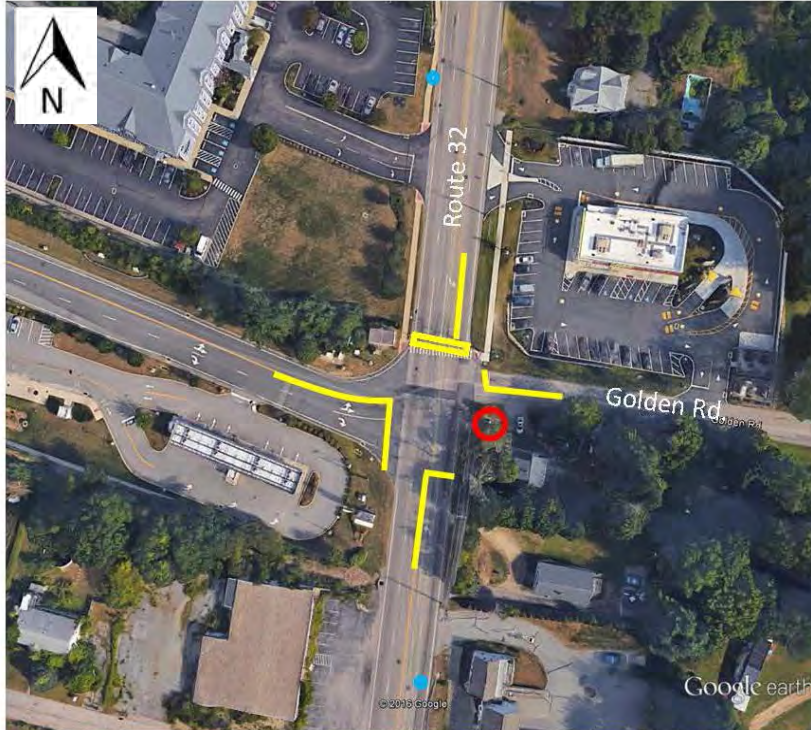
1. Town to coordinate with CTDOT to increase the length of the pedestrian phase at the Fitch Hill Road/Trading Cove Road intersection to meet current standards.
2. Town to coordinate with CTDOT to re-stripe the Golden Road intersection and crosswalk with reflective paint.
3. Town to coordinate with CTDOT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

***Medium Term (Figure 37)***

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

***Long Term (Figure 38)***

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



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

Install advance pedestrian warning signs for crosswalks (#3)

Remove the tree on the corner (#4)



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

Short Term  
Figure 36



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



Investigate widening the curb radius (#4)

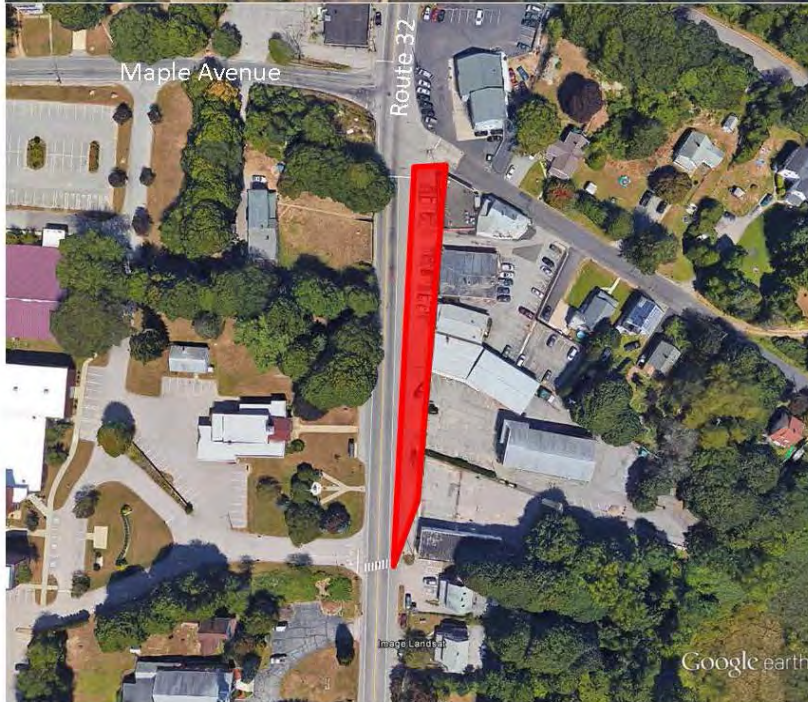


Re-stripe the intersection to include a left turn bay (#5)

Medium Term  
Figure 37



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



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

Long Term

Figure 38

### *Summary*

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

### **Transit**

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

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

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

### **Sidewalks**

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

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

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

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

Residential Development:

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

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

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

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

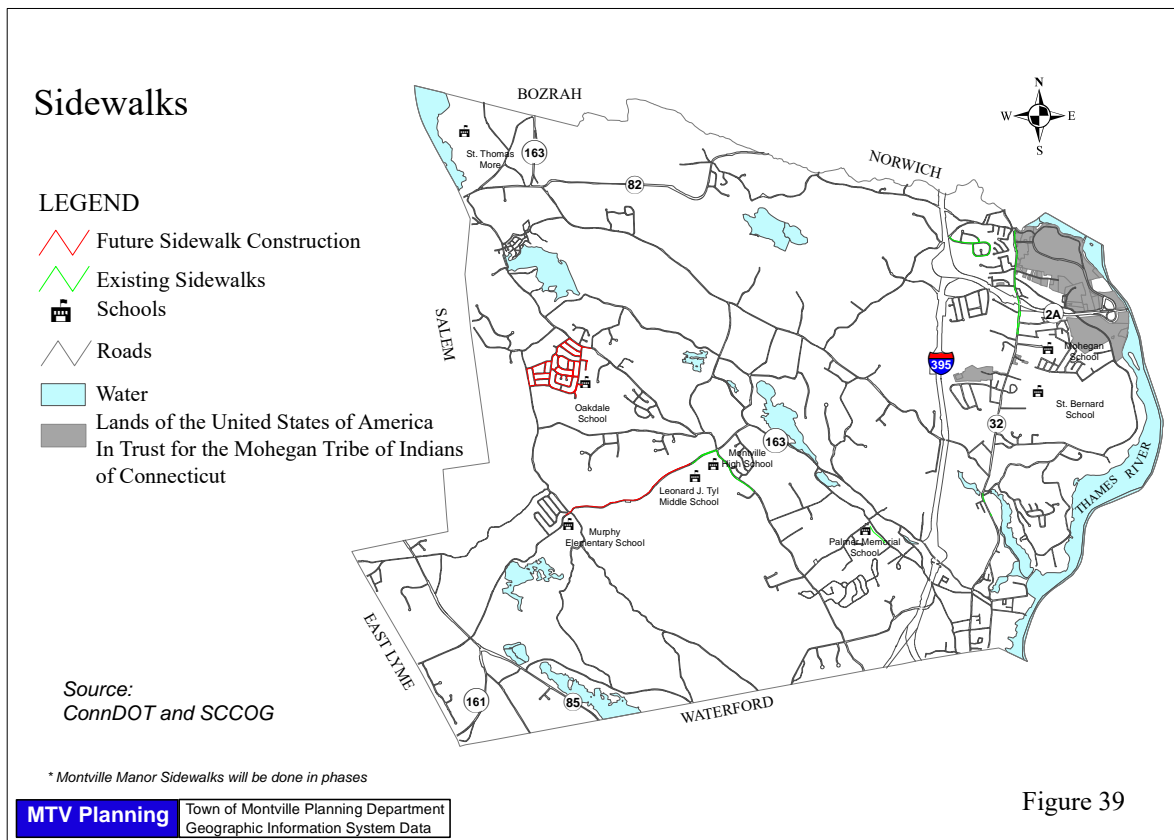


Figure 39

**Bike/Pedestrian Path**

In November of 2019 the Southeastern Connecticut Council of Governments published the “Southeastern Connecticut Regional Bike and Pedestrian Plan.” The plan can be viewed here:

[http://seccog.org/wp-content/uploads/2019/12/SCCOG-Bike-and-Ped-Plan\\_112119\\_web-1.pdf](http://seccog.org/wp-content/uploads/2019/12/SCCOG-Bike-and-Ped-Plan_112119_web-1.pdf)

**Rail**

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

**Marine**

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

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

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

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

The SUBASE New London Joint Land Use Study was completed in December of 2017. The study created a policy framework that recommended strategies which support a healthy economy, environment, and relationship between the local municipalities and the SUBBASE. One of the project goals was to encourage collaborative planning to ensure that future waterfront development is compatible with military operations. The entire plan can be viewed here: [http://seccog.org/wp-content/uploads/2018/05/SNL\\_JLUS\\_Final\\_2017-12-01\\_sm.pdf](http://seccog.org/wp-content/uploads/2018/05/SNL_JLUS_Final_2017-12-01_sm.pdf)

**Road Regulations**

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



*New Alignment of Black Ash Road and Old Colchester Road*



# Community Profile - Economy

## **Covid 19 Recession**

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

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

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

## **Economic Resilience**

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

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

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

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

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

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

- Finding 1:** Region 4's urban communities are poised to capitalize on General Dynamics Electric Boat's planned expansion to attract additional supporting business, as well as the expected expansion of blue economy, biotechnology and healthcare businesses.
- Finding 2:** The rural character of the majority of Region 4's municipalities and the associated gaps in information and transportation infrastructures present special challenges for the region's many socio-economically vulnerable residents in gaining access to economic and educational opportunities, social services, and healthcare.
- Finding 3:** When the COVID-19 eviction protections expire, there is a significant risk of displacing families from their homes in Region 4.

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

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

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

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

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

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

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

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

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

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

and Region 4's average population (per municipality) being 50.06% lower than the statewide average.”  
(Regional Resilience Baseline Assessment February 2021)<sup>15</sup>

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

# Existing Land Use

## LEGEND

Roads

Water

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

Single Family Residential  
2FD to 4FD

Multifamily Development

Mobile Home Park

Mixed Use

Commercial

Industrial

Extraction

Open Space

Active Recreation

Agriculture

Community Facility

Institutional

Vacant

Utility

Cemetery (Large)

To be Purchased by Avalonia Land Trust  
for Recreational Purposes

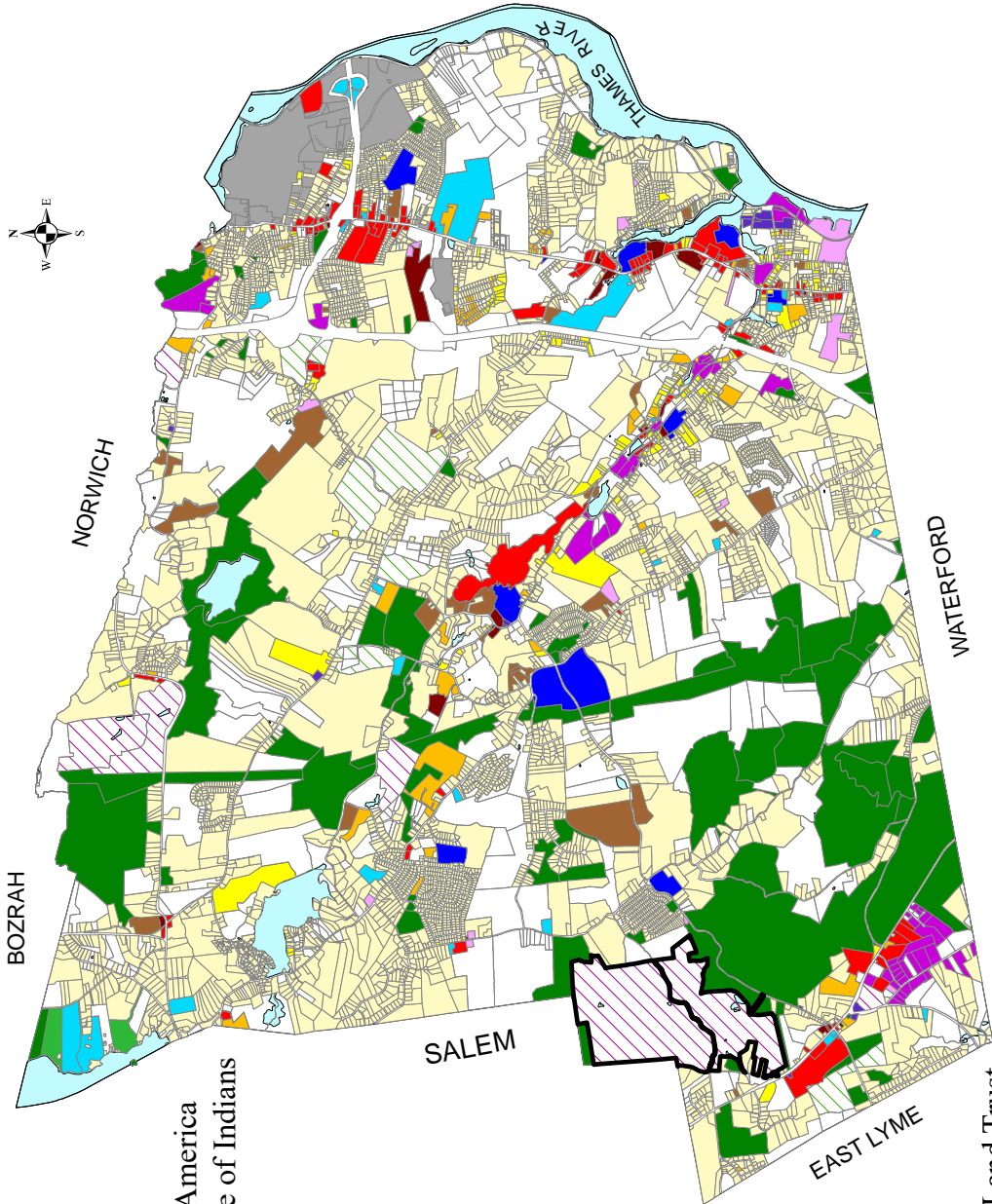


Figure 40

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

# Future Land Use

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

