



**REVIVE & RENEW
ROUTES 163/32**

PRESENTATION TO TOWN COUNCIL & PZC



MONTVILLE, CT

June 8, 2026




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WHY WE ARE HERE



1. FINAL OVERVIEW OF OUR FINDINGS FOR THE ROUTES 32/163 INVESTMENT PLAN
2. WHY IT MATTERS AND WHAT WE LEARNED
3. WHAT ARE THE PRIORITY NODES AND WHAT IS OUR VISION
4. WHAT WILL IT TAKE TO MOVE FROM PLAN TO IMPLEMENTATION

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WHY THIS PLAN MATTERS



- Routes 32 and 163 are Montville's primary commercial and civic corridors
- The conditions of these corridors directly affect Montville's economic vitality, housing opportunity, and community identity
- Routes 32 and 163 represent Montville's best opportunity to channel growth into visible, high-impact locations



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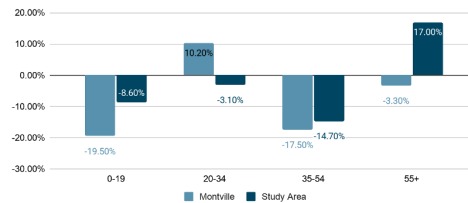


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MARKET CONTEXT: WHY NOW

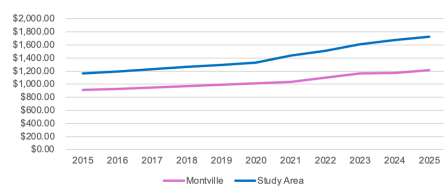
- Southeastern Connecticut is experiencing continued employment growth and related housing demand
- Montville benefits from proximity to employment hubs at Electric Boat, Mohegan Sun, I-395 corridor, and future growth at Preston Riverwalk
- 20 -34 age-group is the fastest growing in Montville and region, yet there are few housing options in town for this cohort plus significant retail leakage
- With targeted investment, Montville is well-positioned to capture a larger share of regional housing, services, and mixed-use demand. 25% - 30% of regional multifamily housing demand is 400 - 500 new units over next five years
- Montville's opportunity is to guide new growth to the right places, in the optimal form, with the most effective supporting improvements

Percent Change in Population by Age (2014 – 2024)



Source: U.S. Census: American Community Survey 5-year Estimate, 2014 & 2019

Multifamily Rent (2015-2025)



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THE OPPORTUNITY: HOW MONTVILLE CAN DIFFERENTIATE ITSELF

- Offer a more attainable alternative to higher-cost nearby communities, particularly for young families and first-time buyers
- Focus on compact, mixed-use nodes with housing, services, and stronger public and civic spaces
- Build places that are more walkable, coherent, and recognizable – not just more auto-oriented corridor frontage
- Differentiate through convenience, livability, and visible place-making rather than just scale alone



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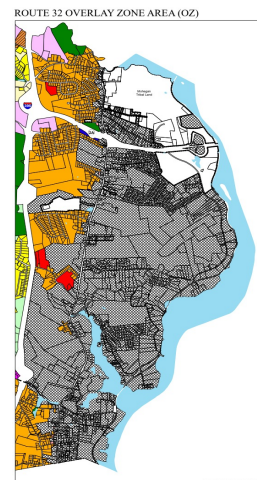


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ZONING CONTEXT: A GOOD BASE BUT NOT YET A FULL IMPLEMENTATION TOOL

- Route 32 zoning already supports mixed-use and multifamily development in key locations
- Current Overlay Zone, however, still depends too much on underlying zoning, which limits density, parking flexibility, and predictable form
- Route 163 has fewer zoning tools to support compact, village-scale development
- HB 8002 gives Montville an opportunity to better align zoning with housing and mixed-use goals
- Recommendations: Clarify uses, streamline review, and adopt stronger design and form standards in priority nodes



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WHAT WE HEARD FROM THE COMMUNITY: YES TO ACTIVE PUBLIC SPACES AND MORE HOUSING CHOICE BUT CONCERN ABOUT DENSITY

- Support for walkable, attractive corridor nodes rather than generic strip growth
- Interest in medium-density housing and mixed-use development in appropriate locations; concern about high-density apartments
- Desire to see Town Center as an anchor for civic, cultural, and unique retail and other commercial; concern about impacts on St. John's Church
- Strong preference for practical improvements: sidewalks, lighting landscaping, safer access, and active gathering spaces
- Desire for growth that adds useful services and community value while respecting Montville's character



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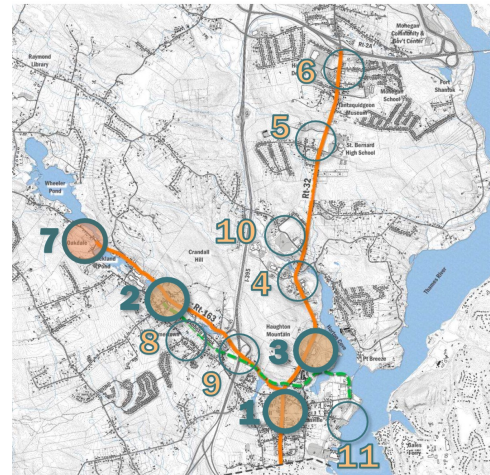


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OUR APPROACH: THE VISION FRAMEWORK

- Focus public and private investment on a limited number of strategic nodes
- Match each node to its own market role, physical context, and scale of opportunity
- Use placemaking, land use, and infrastructure together rather than as separate initiatives
- Build momentum through viable, phased successes rather than corridor-wide transformation all at once



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THE VISION: TOWN CENTER

- Strongest opportunity to create a recognizable mixed-use civic and commercial center
- Potential for housing, neighborhood-serving retail, public space, and improved pedestrian connections
- Priority location for placemaking and identity-building with the broader corridor strategy
- Public improvements here can improve visibility, functionality, and investor confidence, while also complementing and respecting the integrity of St. John's Church



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THE VISION: THE COVE

- Distinctive opportunity for a smaller-scale mixed-use and recreation-oriented node with a strong open space identity
- Can serve as a key bike and pedestrian link between the Town Center and Horton's Cove, helping connect two nodes more clearly
- Opportunity to expand greenways, trails, and pathway connections to Thames River, Horton's Cove, and Oxoboxo Brook
- Strongest long-term vision is not just redevelopment at one site, but a connected district that ties the Town Center, the Cove, and the river together



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THE VISION: PALMERTOWN VILLAGE

- Best opportunity along Route 163 for a modest village-style node that builds upon exiting planned development
- Appropriate focus on smaller-scale, mixed-use, neighborhood-serving retail and incremental housing growth
- Existing zoning pattern is more fragmented and less supportive than along Route 32
- Long-term success may require selective rezoning and design standards



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DEVELOPMENT FEASIBILITY: WHY GAP FINANCING MAY BE NEEDED

- In practical terms: **current rents do not fully support today's construction costs**, which creates a financing gap for new development
- **This does not mean the vision is unrealistic**; it means some projects may require public subsidy, tax-credit equity, or other mixed-income housing finance tools to move forward
- Recent Montville projects such as Oxoboxo Lofts and Horizon View show that **multifamily development in this market can proceed when State-supported financing programs are part of the capital stack**
- The goal is **not to subsidize every project indefinitely**, but to help **catalyze priority projects** that advance housing choice, support local businesses, and strengthen the Town Center



Source: Paul B. Bailey Architect, LLC, Oxoboxo Lofts



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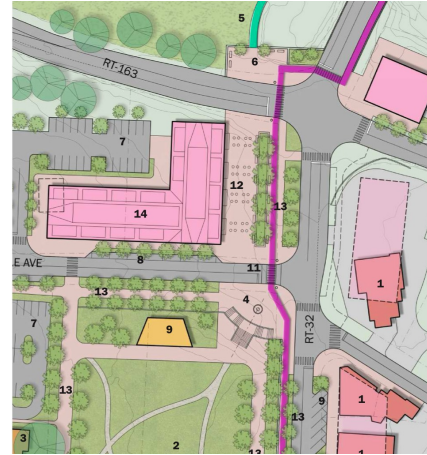


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WHY PUBLIC INFRASTRUCTURE FUNDING MATTERS

- Public improvements will be needed to make the Town Center more development-ready and more attractive for private investment
- Priority needs may include sidewalks, crossings, streetscape improvements, utilities, public spaces, landscaping, and lighting
- These improvements are important in their own right, but also help reduce risk and improve feasibility for future private development
- Public realm investment is also consistent with community vision for a more active, walkable, vibrant hub with a strong civic identity
- Phased implementation strategy would pair public infrastructure investment with private development opportunities as market conditions and funding programs align



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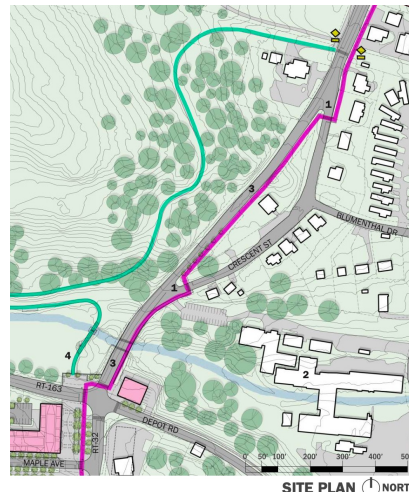


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PRIORITY NEXT STEPS

- **Finalize the Investment Plan** around the community's shared priorities for housing choice, active public spaces, and walkable mixed-use centers
- **Move the Town Center vision forward as the first phase** by identifying priority projects, site-readiness needs, and near-term funding opportunities
- **Pursue infrastructure funding** for streetscapes, utilities, public spaces, and other improvements that support redevelopment
- Update **zoning and design standards** so future projects are easier to implement and better aligned with the vision
- **Advance the vision through phased public-private partnerships** rather than a single all-at-once project



SITE PLAN NORTH



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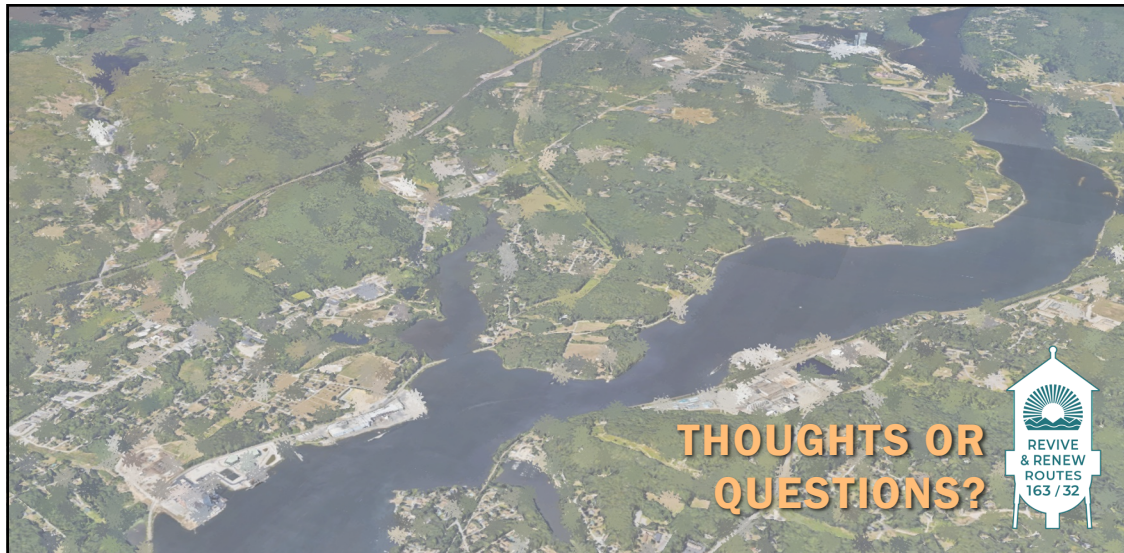


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THOUGHTS OR QUESTIONS?

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