Town of Montville, Connecticut

Department of Land Use & Development
Planning & Zoning
Inland Wetlands & Watercourses
Economic & Community Development

Planning & Zoning Commission

October 10, 2026

Mr. Timothy May, Chair
Town Council
Town of Montville
310 Norwich-New London Turnpike
Uncasville, CT 06382

Re: PTA Lane Lease and Relocation
Section 8-24 Report &
Planning, Zoning and Economic Development Assessment

Dear Chairman May,

I am Dennis Goderre, Montville's Director of Land Use and Development. I am a licensed Landscape Architect and a planner certified by the American Institute of Certified Planners. For over 32 years, I have worked as both a public servant and a private consultant on projects ranging from corner stores and neighborhood schools to large retail establishments and mixed-use communities. I offer this assessment of the proposed lease and relocation of PTA Lane and its potential implications for the Town's long-term planning and economic growth. Evaluating these implications is an essential part of my responsibilities.

My assessment reflects two related professional roles for which I am responsible.

First, as the administrator of the Town's planning and zoning functions, I address consistency with adopted plans, the application of zoning requirements, and the review processes and protections governing development.

Second, as an economic development professional, I assess investment opportunities, employment, growth of the commercial tax base, business activity, and the economic implications of alternative development patterns.

This document is organized in two parts:

- Part One presents the planning and zoning assessment, including the Planning & Zoning Commission's favorable Section 8-24 report;
- Part Two presents the economic development assessment, including the relative implications of commercial and housing developments.

This written assessment accompanies a summary presentation prepared for the October 13th Town Council hearing. The September 18th Section 8-24 staff report and September 22nd supplement are available for public inspection in the Planning and Zoning Commission's forms repository.

I submit this statement for the public hearing record to present the Planning and Zoning Commission's favorable report on the Section 8-24 referral for the lease and realignment of PTA Lane. I also explain why, in my economic development role, I believe this proposal presents a substantial opportunity for Montville, with characteristics that cannot be assumed to recur. My responsibility includes examining the benefits, the impacts, and the realistic alternatives. All three matter to this decision.

Neither I nor the Planning and Zoning Commission drafted the proposed lease. It was prepared by the Town Attorney. This submission addresses the planning implications of the proposed lease and realignment, including the provisions relevant to that assessment. My September 18th report and September 22nd supplement examined the broader planning implications, including economic development, public services, transportation, and neighboring properties. Those findings form the basis of the professional opinion presented in this submission.

Part One: Planning and Zoning Administration

The referral and consistency with adopted plans

The statutory authority identified in my report is Connecticut General Statutes Section 7-148(c)(6)(C)(vi), which authorizes municipalities to grant abutting property owners a limited property or leasehold interest in streets and sidewalks to encourage and support private commercial development. The proposed lease is part of the public record before the Council.

GENERAL NOTES

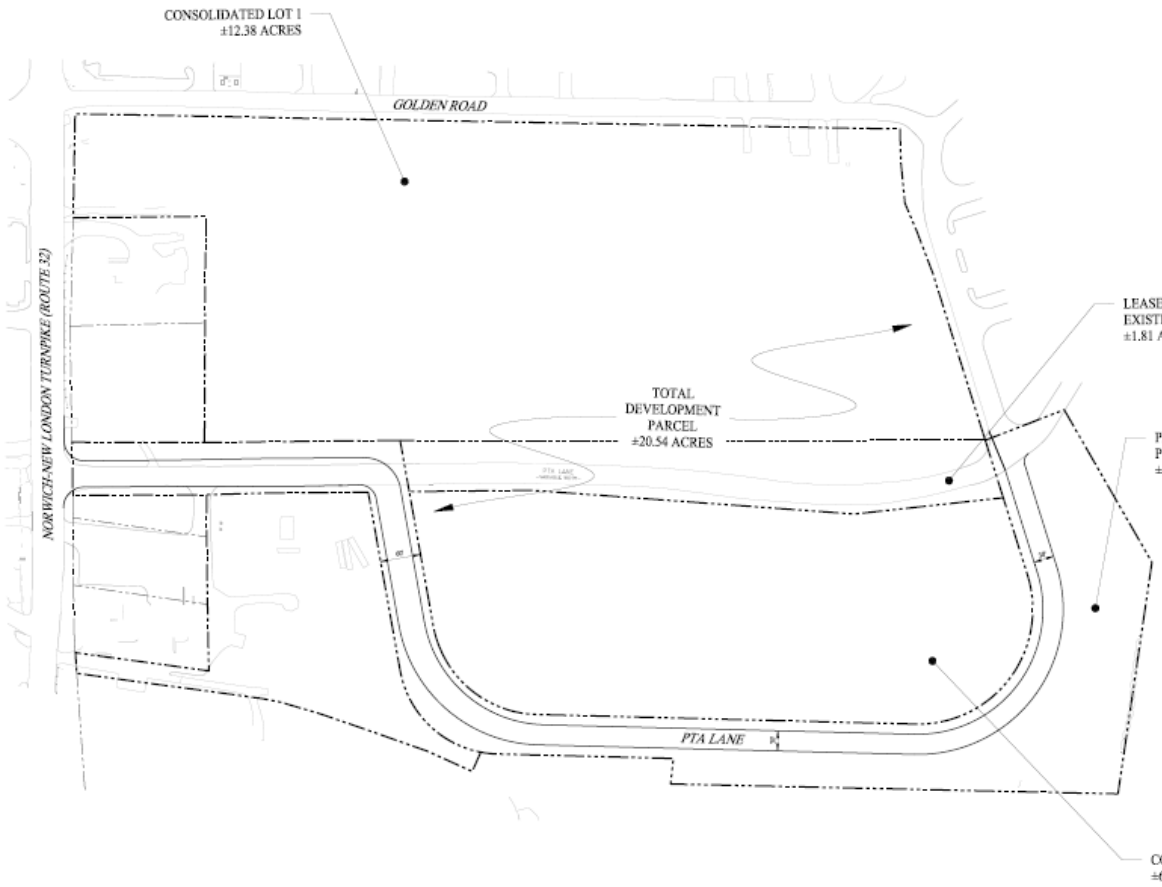
1. EXISTING PROPERTY BOUNDARY INFORMATION TAKEN FROM A DRAWING TITLED "ALTA/NSPS LAND SURVEY OF 15 & 29 GOLDEN ROAD MONTVILLE, CONNECTICUT PREPARED FOR MONTVILLE 1 LLC." SCALE 1"=60' DATED 03/05/2026 BY "ACCURATE LAND SURVEYING, LLC".

LEGEND

PROPERTY LINE

ADJOINING LOT LINE

RIGHT-OF-WAY LINE



Rev. #	Date	Description

Graphic Scale: 80 0 80 160

SOLLI ENGINEERING

MONROE, CT | W. HARTFORD, CT | NORWOOD, MA

Drawn By:	BFO
Checked By:	LAM
Approved By:	KMS
Project #:	24101701
Plan Date:	10/05/26
Scale:	1" = 80'

Kevin Solli, P.E.
CT 25759

Project:

PROPOSED DEVELOPMENT
87 PTA LANE AND
15 & 29 GOLDEN ROAD
MONTVILLE, CONNECTICUT

Sheet Title: LEASE EXHIBIT

Sheet #: EX-6

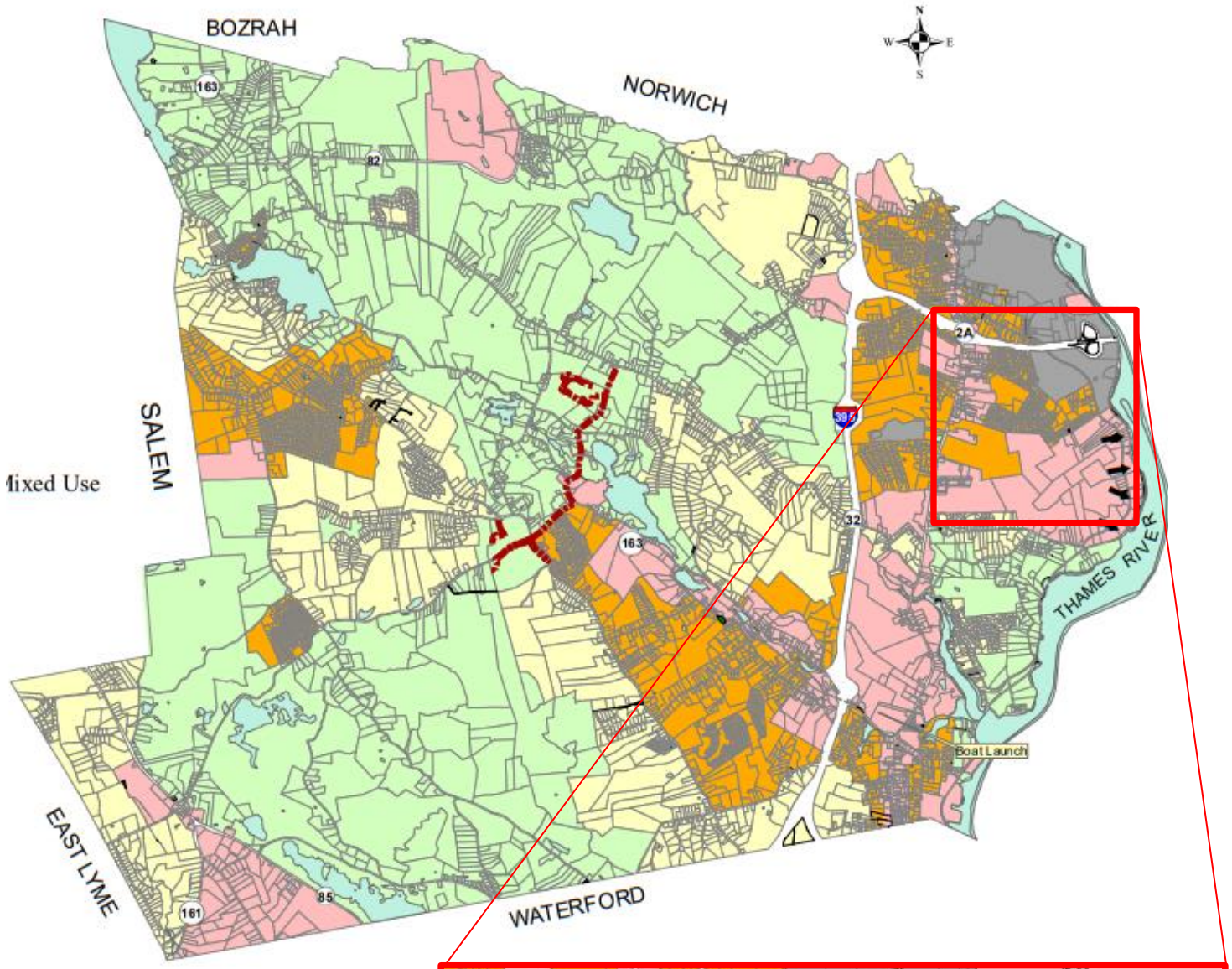
On September 22, 2026, the Planning and Zoning Commission voted unanimously to forward a favorable report to the Town Council. Its review addressed consistency with the Town's 2022 Plan of Conservation and Development, or POCD, considered in the context of our zoning regulations and zoning map. The Commission found that leasing and relocating PTA Lane would support commercial development, achieving the objectives of the designated Job Investment Area while maintaining access to surrounding properties and the Housing Investment Area identified in the POCD. This will also advance the objectives of the Housing Investment Area within which the Mohegan Elementary School resides by providing new and necessary roadway infrastructure.

Montville's support for concentrating commercial development in appropriate locations is longstanding. The 1985 POCD encouraged responsible commercial development in areas served by existing infrastructure and near public transportation corridors, while recognizing the need to avoid sprawl (Section VII, Land Use). That planning direction continued through the 1996 POCD and subsequent plans, including the later designation of the Job Investment Area discussed above. The commercial development envisioned for this location therefore reflects a planning approach the Town has pursued for more than forty years. Furthermore, the 1985 POCD acknowledges the need to concentrate development along Route 32 and planned transportation corridors (Section VII, Alternative Land Use Design).

This favorable report is not approval of a specific development design. The buildings, entrances, traffic movements, drainage, landscaping, and other engineering details must be addressed through the formal site plan and applicable permitting processes. The lease itself, in Sections 3.5 and 3.6, preserves those separate governmental approvals. The Inland Wetlands and Watercourses Commission, the Office of the State Traffic Administration (OSTA), and CT DEEP will also have review roles as applicable to their respective jurisdictions. The developer must satisfy the applicable permitting requirements in addition to its lease obligations.

Applicable zoning and site design requirements

The proposal would allow land on both sides of PTA Lane to be planned together for a commercial center of approximately 170,000 square feet. The end-user has not been disclosed. From a land-use perspective, zoning governs uses - not users. The proposal's commercial direction is consistent with the POCD's designation of this location as a Job Investment Area and with the commercial uses permitted by zoning.



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
- Residental 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

On July 14, 2026, zoning regulation amendments took effect. Prior to these amendments the regulations allowed a broader range of uses in the area of PTA Lane, including industrial uses, and did not impose the building-height limit now in place. The Commission narrowed the permitted uses and established a height cap to better balance development with the surrounding neighborhoods. We are poised for responsible development.

The Commission has also strengthened landscaping and site-design requirements. Large expanses of asphalt and minimal landscaping are no longer accepted as the standard for commercial development in Montville. Any project moving forward must be reviewed against the applicable requirements for a better-designed site, with meaningful landscaping and appropriate treatment of buffers to neighboring properties. The current requirements call for stronger landscaping and site-design treatment than the older development pattern represented by Montville Commons, helping to preserve community identity.

The nonconforming use at 15 Golden Road

The history of 15 Golden Road also provides important context. As documented in my PZC 8-24 staff report, the residential use predates Montville's adoption of zoning in 1970 and the Town's subsequent comprehensive planning. The mobile home park is an existing nonconforming use, in part because its approximately 10.49-acre parcel does not meet the current 20-acre minimum for that use. Its lawful continuation is protected, although expansion and intensification are subject to restrictions. The POCD looks beyond existing conditions to identify the Town's preferred future land-use pattern. Its designation of this area as a Job Investment Area reflects a long-term objective to encourage investment, employment, and commercial activity in a location suited to those purposes. The Town identified this area as such in 2010, supporting the goals and objectives of prior plans dating back to 1985. When an owner chooses to pursue redevelopment, the Town has an opportunity to guide that transition toward the uses envisioned in its adopted plan, while respecting the legal protections applicable to existing residents.

Protection of housing and property rights

There is also an immediate human dimension at 15 Golden Road that I take seriously. People live there, and redevelopment would displace residents. Those are people's homes, and that impact deserves careful consideration.

The decision to sell 15 Golden Road to the developer is the private property owner's decision and right. The Town does not own that property and is not the party selling it or directing its tenants to

leave. The Council's decision addresses the lease and realignment of PTA Lane. These are related decisions, but they involve different owners and different responsibilities.

Most property owners expect their ability to decide whether to sell their property to be respected. That same principle applies at 15 Golden Road, even when the consequences of a sale are difficult. Respecting that choice also requires recognizing the rights of the people who live there. A sale does not remove applicable notice, assistance, or other legal protections, and any displacement must be handled in accordance with those requirements. Chapter 412 of the Connecticut General Statutes provides protections for mobile manufactured home park residents, including applicable notice requirements and relocation payments for eligible resident homeowners displaced by a change in land use.

The Town remains responsible for evaluating the public-road proposal and exercising its land-use authority. In doing so, we must consider the effect on residents while recognizing that the decision to sell privately owned land belongs to its owner. The Town will be a resource to help ensure appropriate measures are taken, should relocation of residents occur.

School operations and property access

Implications of the lease and relocation of PTA Lane must consider access to abutting properties, especially Mohegan Elementary School. The proposal retains two-way public access from Route 32 to the school entrance. School buses, staff, and parents would retain that connection, with the details of construction staging and traffic management addressed as the plans are reviewed.

The road's alignment would change, but the essential two-way connection would remain. The existing connection between PTA Lane and Golden Road passes through school property; that distinction matters when planning traffic circulation and protecting school operations.

Police Chief Blanchette's letter supports the conceptual rerouting. Together with sidewalks, as will be required by zoning, and a proposed signal at Route 32, these improvements are intended to improve access and safety for students, families, staff, and emergency services.

The lease includes this enhanced buffer with fencing along the eastern boundary to the school property at the developer's expense. My 8-24 report specifies the intended treatment more fully: permanent fencing and a bermed, opaque, year-round landscape buffer. The detailed design must carry that objective through to the site plan.

The lease also requires a $350,000 payment toward relocation and reconstruction of the school playscape. My report calls for removal of the existing equipment and a new, code-compliant, ADA-accessible playscape at the rear of the school with equal size and play capacity. The lease establishes the financial contribution; my report identifies the recommended replacement scope.

Controlling circulation of visitors to the development will be addressed by zoning. My planning recommendation is to arrange commercial access to direct customers and deliveries toward Route 32 and limit through traffic near the school. My recommendations call for the placement and orientation of drives, traffic-control devices, and signage to accomplish that. Those measures belong in the site plan and traffic review, where their effectiveness can be evaluated and applicable requirements enforced at the time of zoning applications.

The traffic review must examine effects beyond the project's entrances, including nearby streets, school-hour circulation, pedestrian crossings, and queuing at Golden Road and Route 32. My report identifies those issues for the later review. The Fire Marshal and Public Works Department also call for public improvements to meet Town standards. These requirements will be addressed during the zoning application process and the Office of the State Traffic Administration (OSTA) review. OSTA's review will address the development's impact on state highways and their intersections with local roads, such as Golden Road and PTA Lane. This will be done in collaboration with the Police Department.

Maintaining access to neighboring properties is part of the same obligation to plan the area coherently. Section 3.6 of the September 29 lease draft calls for a permanent vehicular easement serving 1905 Route 32, but expressly provides an exception if the Planning and Zoning Commission approves the site plan without it. The easement must therefore be addressed explicitly in the submitted plans and Commission review. My planning objective remains safe, efficient access to the neighboring property.

The more detailed school, traffic, and site-design measures in my report will be addressed through the subsequent review processes and applicable requirements, alongside the commitments already included in the lease. The Town holds substantial review authority when a zoning application is evaluated.

Part Two: Economic Development Assessment

The most direct economic development benefit of this proposal is the additional property tax revenue it could generate. However, economic development extends beyond increasing the grand list and reducing pressure on residential taxpayers. It is also about improving access to goods and services that enhance daily life, creating employment opportunities, supporting existing businesses, and encouraging investment in the community. For Montville, that includes providing convenient shopping options for working families and older residents, expanding consumer choice and price competition, and creating opportunities for businesses to occupy vacant storefronts and reinvest in underused properties. My economic development assessment therefore considers both the proposal's fiscal benefits and its potential to strengthen the local economy and improve residents' quality of life.

The lease also requires taxes on the leased premises and improvements as though they were privately owned. Once the commercial development is completed, assessed, and occupied, the development could generate substantial recurring tax revenue. The amount will depend on the assessed value and applicable tax rate.

Beyond the direct revenue, a stronger commercial destination could stimulate investment in nearby properties, improve the viability of vacant storefronts, and support higher commercial real estate values. Together, the direct investment and the potential for surrounding reinvestment make this a substantial economic opportunity.

Why this location matters

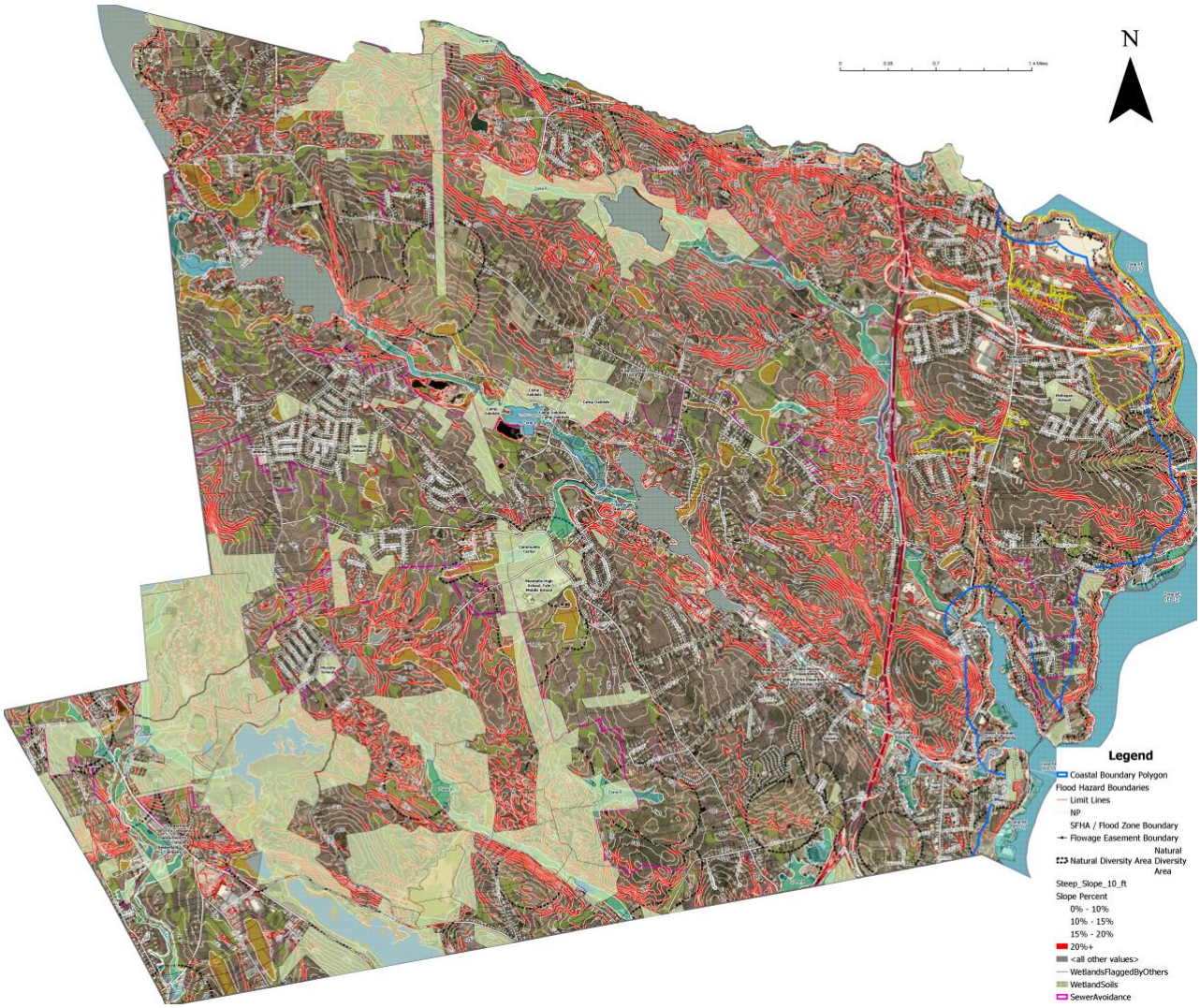
From an economic development perspective, I believe this is a unique opportunity for Montville because of the combination it offers: a substantial development site along our primary commercial corridor, access to existing infrastructure and regional highways, proximity to Montville Commons, and significant private investment in public improvements. Opportunities with these characteristics are limited. We cannot assume that a comparable proposal will return at a time of our choosing. That is why this proposal deserves careful consideration, with a clear understanding of both its benefits and its impacts.

Montville overall has substantial undeveloped land, but much of it is constrained by shallow bedrock, steep slopes, or sensitive ecological systems. A wooded parcel on a map is not necessarily a practical location for a large development. The developable land map on the next page illustrates why large,

contiguous, suitable sites are limited. The map depicts steep slopes in red, wetlands in green, and areas with fewer mapped constraints, which are limited along major traffic corridors.

The vicinity of PTA Lane is one of the few remaining areas offering this combination of relatively flat land with development potential, existing infrastructure, and proximity to regional highways and existing public bus transit. Route 32, Route 2A, and nearby I-395 make it accessible to residents and regional visitors. Its proximity to Montville Commons can allow people to combine shopping trips, reducing the need to travel between more dispersed destinations. Traffic impacts still require careful

Montville Developable Land (download here)



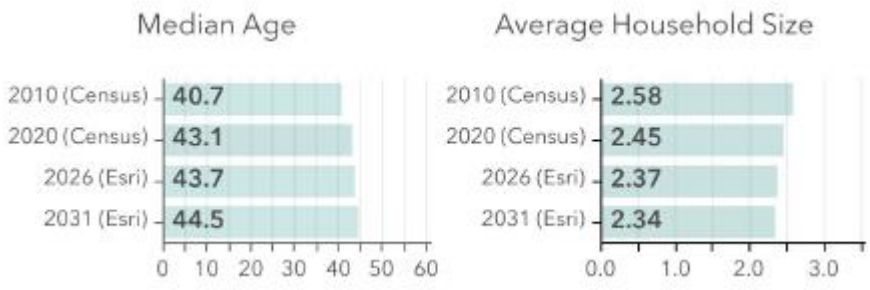
analysis, but the location gives us an opportunity to accommodate commercial activity along corridors intended to serve it.

In my judgment, this is an appropriate place for uses that expand the tax base, create jobs, support existing businesses, and offer residents greater retail choice and price competition. Suitable

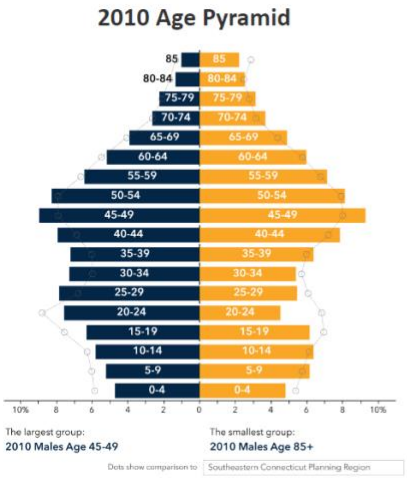
commercial land is a limited resource. We should consider carefully how to use it to meet the Town's long-term needs.

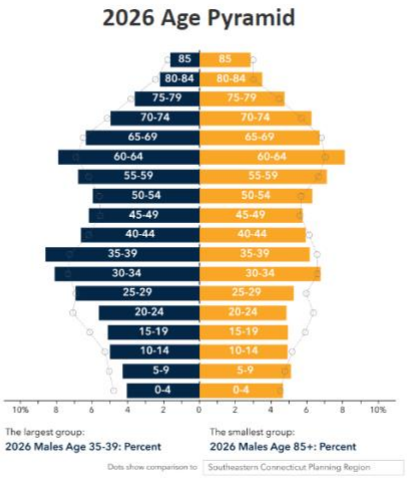
Our changing population

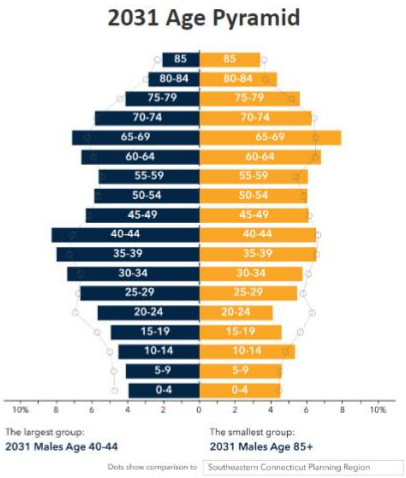
This decision also needs to be understood in the context of Montville's changing population. The baseline information compiled for our recently begun POCD update shows an aging population and a smaller base of children and young adults. Our median age is 43.7 years and is projected to reach 44.5 by 2031. That change may appear modest, but it continues a trend that affects housing demand, household spending, and the services residents need.



Montville's population figures for 2020, 2026, and the 2031 projection remain near 18,000, while the demographic profile indicates an aging population and smaller younger generations. Smaller average household sizes can increase the number of homes needed to accommodate a relatively unchanged population. Where deaths exceed births, maintaining or increasing the population requires net in-migration sufficient to offset that natural decrease. A relatively steady population therefore does not mean that housing needs, consumer demand, or municipal service needs remain unchanged.



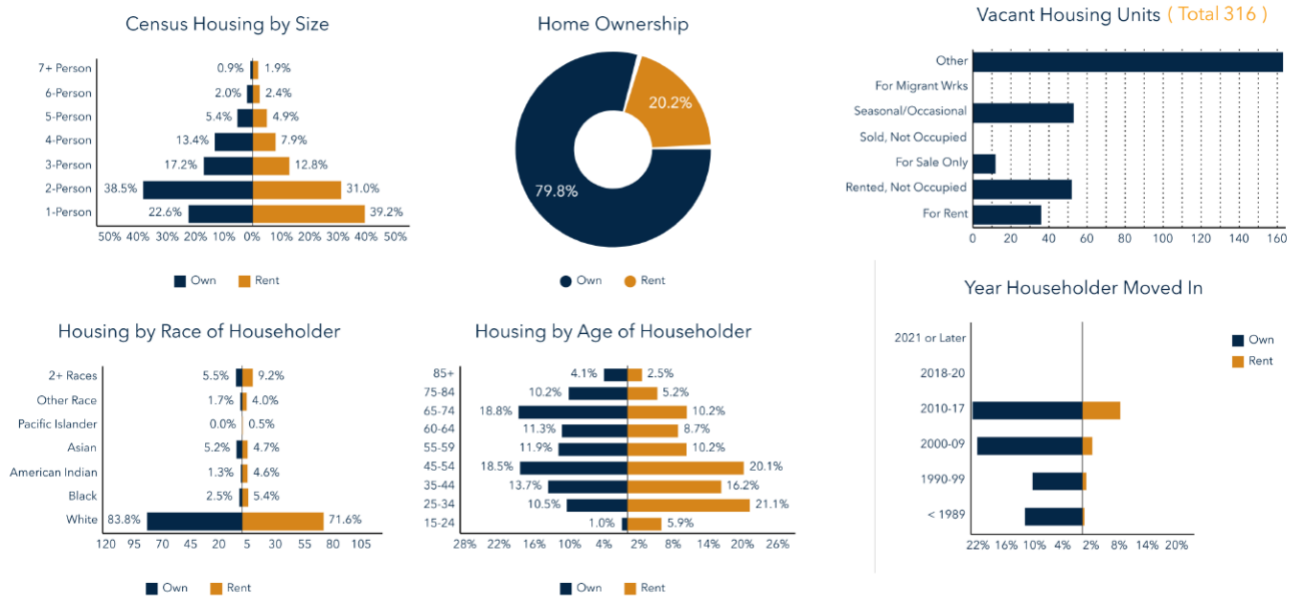




Regional defense employment, particularly the substantial workforce demand at General Dynamics Electric Boat, provides a potential counterbalance to these demographic trends by attracting workers and supporting demand for housing, goods, and services. The extent to which Montville accommodates that demand will influence its future growth. Providing suitable housing, convenient services, and competitively priced goods can help the Town attract and retain residents. These opportunities should be considered alongside the baseline population projection as we plan for commercial investment and public services.

Incoming workers and existing residents need groceries, affordable goods, and everyday services close to home. Our growing population of seniors, many living on fixed incomes, also benefits from competitive pricing and convenient access to daily necessities. Those needs exist even when the total population changes very little.

When residents must travel to Waterford, Norwich, or Lisbon for those purchases, their household spending supports commercial activity and the associated tax base elsewhere. Capturing more of that spending locally can strengthen our own commercial tax base and make daily life more convenient for residents.



Housing dynamics

At the same time, Montville is experiencing a level of interest in housing development that it has not seen in decades. Growth already evident in Groton and surrounding communities is extending outward, and Montville is receiving increasing attention. New housing can modernize and diversify

our aging housing stock, meet changing household needs, and provide options while many older residents remain in their existing homes.

Since 2020, our land-use commissions have approved 710 residential units that have not yet been constructed: this includes 156 single-family subdivision lots and 554 multifamily units. This includes a few large complexes of more than 150 units. Over the past six months, prospective applicants have approached our department, presenting a similar number of additional units on multiple parcels along our corridors.

Those figures do not include the development interest along Massapeag Side Road, where the infrastructure needed to support significant growth is not in place and the concept remains very speculative. Even without that area, the approved units and preliminary proposals together represent potential development of more than 1,200 homes. Preliminary interest is not an approval or a construction commitment, but its scale warrants planning now, even if just 50% of this number is realized.

The baseline population forecast and development pipeline describe different things. New housing may meet existing needs and replace or supplement aging stock without producing an equivalent increase in population. It may also accommodate additional residents. We should not assume that every proposed unit will be built, or that substantial housing construction will have no effect on population and public services. Populations also change because of death and relocation. This is one reason the POCD and regulatory updates presently underway are so important.

As we plan for that housing, we must also plan for the commercial tax base and services that support it. Residents need food, medical care, pharmacies, and household goods. The Town needs a balanced revenue base to maintain public services while managing pressure on residential taxpayers. A commercial anchor near Route 32 and Route 2A, accessible by public transit, can help meet both needs and complement the existing nearby users.

Housing and commercial development alternatives

From an economic development perspective, the potential for additional housing at 15 Golden Road and 87 PTA Lane must be considered alongside the commercial opportunity presented. Both are potential development paths, subject to the applicable zoning requirements or statutory approval process. The assessment here considers what those alternatives could mean for the Town's housing supply, infrastructure, services, and revenue base.

Retail has been identified for the record as the proposed use, allowing assessment of the proposal's general commercial direction. The tenant's undisclosed identity nevertheless limits tenant-specific conclusions about jobs, operations, and market effects. We should be candid about the alternatives. If this lease does not proceed, the privately-owned land on either side of PTA Lane does not lose its development potential. We would still not know what might eventually be proposed there.

Both 15 Golden Road and the vacant property at 87 PTA Lane can attract development independently. Separate projects could proceed under the applicable zoning without the same opportunity to coordinate their layout, access, stormwater, traffic generation, and infrastructure through one overall plan. Separate redevelopment of 15 Golden Road could also displace residents; rejecting this lease would not by itself prevent that outcome. The Town would retain its lawful regulatory authority, but it would have less opportunity to shape a unified arrangement across both properties, as presented in the current proposal.

Residential development is also a realistic alternative that deserves consideration. It does not come without impact. In my professional assessment, a theoretical higher-density scenario on these two parcels could involve approximately 200-300+ units in three- to four-story buildings. That is a planning scenario, not a submitted proposal. Its feasibility would depend on engineering, infrastructure, environmental conditions, and the applicable approval process, just like any development. But I believe it is realistic.

Connecticut General Statutes Section 8-30g provides an example of a different approval framework. It is relevant because Montville remains below the 10 percent affordable-housing threshold for exemption from that appeals procedure. A qualifying affordable-housing application can seek relief from ordinary zoning limits, including density and height. It does not automatically eliminate every local control or guarantee approval. It does substantially change the legal standards governing a denial and any resulting appeal.

For a qualifying set-aside development, at least 30 percent of the units must meet the statutory affordability restrictions. At least 15 percent of all units must serve households at the 60 percent income level, with another 15 percent at the 80 percent level, using the applicable area or state median income, whichever is lower. Such a proposal would therefore require consideration under a different legal framework from a conventional zoning application.

A development of that scale would be additional to the housing pipeline described above. It would bring households, along with their demands on municipal infrastructure and services. The point is that there are meaningful consequences to the alternative development patterns as well. Not entering

into this lease agreement would not guarantee that these properties remain as they are, or that a future proposal would be smaller or have fewer impacts.

In the current housing climate, these scenarios are very possible. Given the housing developments already approved and those that may be proposed, Montville needs commercial development to help balance the fiscal and service demands associated with housing growth.

The infrastructure and fiscal case

There is a real cost to retaining the existing road. As documented in my September 22nd supplement following discussions with the Town Engineer and Public Works Director, PTA Lane has approximately three to four years remaining in its functional life and was not built to current Town roadway standards. Reconstructing it in place with drainage, lighting, sidewalks, and full-depth pavement is estimated to cost $500,000 to $600,000 in today's dollars. For illustration, applying an annual construction-cost escalation rate of 5.3[1] percent would increase the reconstruction estimate to approximately $650,000–$780,000 in five years, a common Capital Improvement Plan duration. That work would provide the approximately 20-year life typical of this form of reconstruction.

If the adjoining properties develop separately using the existing road, and those developments do not require added roadway capacity, the Town cannot simply assume that the developers will pay to rebuild the entire road. Under the circumstances described in my supplement, that reconstruction would remain a Town responsibility. The cost does not disappear if the lease is rejected and other individual property development occurs.

The proposed lease requires the developer to construct the relocated PTA Lane at its own expense in accordance with Town road standards and to convey the completed roadway to the Town following acceptance. Bonding of all public improvements will be required to protect the Town. The public infrastructure package described in my supplement is estimated at approximately $2 million for on site work and traffic signal only: about $1.5 million for the new road, including drainage, full-depth pavement, curbing, lighting, and sidewalks, and about $500,000 for a new traffic signal at PTA Lane and Route 32. Additional safety and efficiency improvements could bring the cost up to $4 million.

It should be noted that the new-road estimate is different from the cost of rebuilding within the existing road footprint. These are two different construction projects. The $2 million estimate also

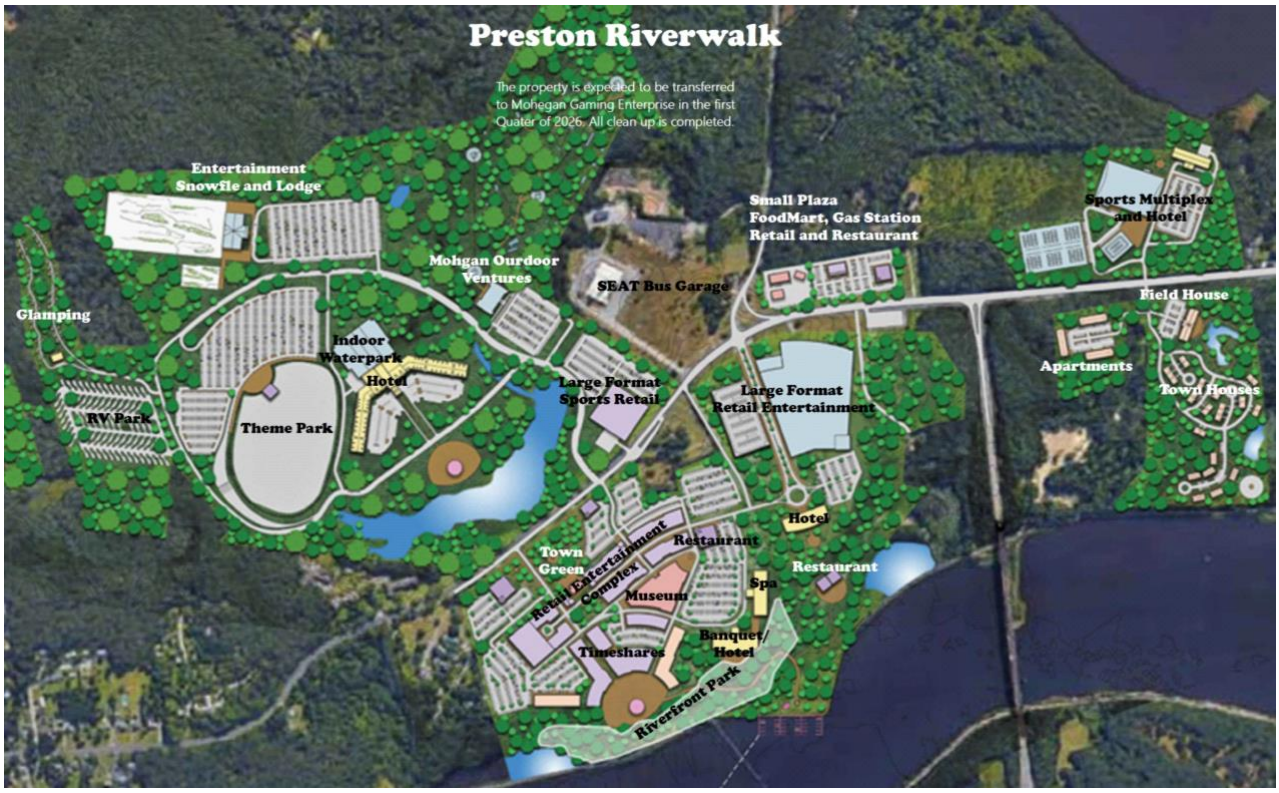
[1] U.S. Bureau of Labor Statistics. "Producer Price Indexes—August 2026." September 10, 2026. Table 2, "Final demand construction," 12-month percentage change: 5.3 percent.

excludes improvements at Golden Road and Route 32. Final intersection improvements remain subject to traffic analysis, design, and approvals. Once the relocated road is completed and accepted, the Town would avoid reconstructing the existing alignment.

Business opportunities along Route 32

The opportunity extends beyond a single commercial property. The POCD's Job Investment Area designation and the Route 32 Overlay Zone reflect a deliberate planning direction toward more intensive commercial activity, employment, and expansion of the taxable property base along this corridor.

A major commercial anchor near Stop & Shop and Home Depot could strengthen Montville's position as a regional destination for everyday needs. Larger anchors draw people who may also visit restaurants, small retailers, and service businesses nearby. That can create opportunities for existing businesses and local entrepreneurs, including opportunities to fill vacant storefronts and reinvest in deteriorating properties.



The result is not automatic, and a new retailer can compete with existing businesses. But competition can also give residents more choice and put downward pressure on prices. The planning opportunity is to attract a larger share of regional spending and help more of it reach businesses throughout

Montville. The potential benefit should be evaluated across Montville, as well as within the development itself.

This location is positioned to serve people traveling along Route 2A and I-395, including visitors to Mohegan Sun. It could also benefit from activity associated with the proposed Preston Riverwalk (depicted below), large mixed use entertainment housing destination directly across the river, described as a $400 million project[2]. This can help stimulate further growth and business opportunity and Montville is conveniently located to capitalize upon this substantial development.

For Montville, the purpose is practical: give residents more reasons to shop locally, give visitors more reasons to stop, and give businesses more opportunities to succeed. A well-planned development here can contribute to that broader economic strategy.

How Montville handles this proposal sends a message to future investors. Rejecting the lease would not, by itself, mean that Montville opposes development. However, turning away a proposal that advances the Town's adopted commercial planning objectives and offers substantial private investment in public infrastructure could lead prospective investors to question whether similar projects have a workable path here. Developers consider that uncertainty when deciding where to commit their time and capital.

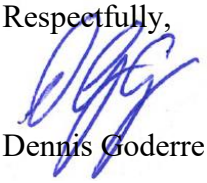
Private development investment helps deliver the stores, housing, medical facilities, and infrastructure that residents use every day. A constructive relationship with that investment community is part of sound municipal planning. Developers commit capital and assume risk when bringing new services and facilities to a changing community.

That does not mean accepting every proposal. It requires recognizing a worthwhile opportunity when the public benefits justify moving forward, and following through on the protections and review that make it work for the community. In my professional judgment, this proposal warrants that approach.

[2] Source: Town of Preston Planning Department

A comparable opportunity on suitable land, with a coordinated plan and substantial private infrastructure investment, cannot be assumed to return on the Town's preferred timetable and under its ideal conditions.

Respectfully,



Dennis Goderre
Director of Land Use and Development