

**BOROUGH OF HIGHLAND PARK
MAYOR & COUNCIL REDEVELOPMENT MEETING**

221 South Fifth Ave.

Highland Park, NJ

November 17, 2020 at 7:00 PM

CALL TO ORDER

The Regular Meeting of the Highland Park Redevelopment Entity was called to order in accordance with the Open Public Meetings Act by Mayor Brill Mittler at 7:00 PM. Mayor Brill Mittler indicated the Borough was using the telephone-meeting format in an effort to mitigate the chance of exposure to COVID-19, as part of the Borough's on-going effort to slow the rate of transmission and avoid overwhelming the treatment centers. The public was invited to attend to participate by way of a call-in number and password: 1-929-205-6099, ID: 975 4958 4487 or <https://zoom.us/j/97549584487>.

ROLL CALL

Present: Mayor Gayle Brill Mittler, Council Members, Canavera, Fine, George, Hale, and Kim-Chohan arrived at 7:03 pm

Absent: Councilwoman Foster

Professionals: Planner Jim Constantine, Special Counsel Joseph Baumann, Borough Administrator Teri Jover, Deputy Clerk Jennifer Santiago

Presentation:

Presentation of Downtown Redevelopment Plan

Mayor Brill Mittler indicated that there would be a presentation tonight of the vision they have for the downtown, this has been a discussion since 2003. She indicated that they are looking for the economic future of our community through downtown redevelopment making it more vibrant and vital.

Councilman Hale thanked everyone for coming out tonight, and indicated that the project was now near ready to put shovels to the ground and apologized if that was the impression given. He indicated that there were many other public meetings to go and opportunities for public input before anything is done but if we are ever going to get those shovels to the ground we need to start with a vision and guiding principles for the downtown. Tonight we will be articulating some of those visions and guiding principles and hopes that frames a great picture for the downtown. My role specifically is to provide guiding principles as we begin this step for a downtown redevelopment. The first one --- anything that we show in the plan has to be consistent with the 2019 Master Plan. Whatever we do has to be consistent with that community-centered process. Data / points can be taken out of content, but generally, find it consistent with the Master Plan. Based on that document, what are the guiding principles:

- 1) Getting more people downtown. – how do we get people on the Avenue. The best way to get people to do that is to have them live downtown, live on Raritan Avenue. The vacant stores are going to grow, unless we get more people on the Avenue.
- 2) Don't be Metuchen. The idea in this is because we cannot mimic what happens in Metuchen, Westfield and Summit. We want our buildings to be distinctive and have art and remain Highland Park. We are too early in the process to design these buildings, but we need to plan for it.
- 3) Affordable Housing is not optional. We made a commitment that Highland Park will meet or exceed Affordable Housing requirements. We are currently on track to meet our obligation, and in the process of meeting and exceeding in the future. It is the right thing to do.

4) We need to make sure public space is a fundamental part of this plan. When we originally proposed this, we had an idea of a festival street on North 3rd Avenue and be converted to town events such as the Farmers Market and movie nights. However, over the course of the meetings over the past month, in order for the space to feel like a town square, there needs to be a greater sense of permanence. Instead of looking at 3rd Avenue as a street that converts to a town square, we need to conceptualize it, as 3rd Avenue as a town square that in an emergency would be a street. This is a fundamental change in the focus that we have heard from residents.

5) Developers meet stewardship for sustainable development, whatever is built has environmental sustainability in mind. At the end of the day we need a plan that is flexible, creative but need to have the courage to try something different and if we don't integrate a substantive public space into the plan we are not going to be the Highland Park of tomorrow. Doing nothing is not an option, if we want Highland Park to be vibrant by 2030; we have to do something to make Highland Park real and vibrant in our downtown area, in order for Highland Park to be all that it can be. This is a vision on where we think things could go, we are not looking at the number of apartments, types of awnings, parking spaces.

Ms. Jover, Borough Administrator, said timeline has been shifted, and a lot of this began before Master Plan, but even in 2019, there were a lot of input. People have asking about the plan, but these meetings are geared to provide input in the formulation of the plan. We do not have a plan at this point but as soon as there is a draft plan, it will be shared and posted on the Borough's web site. Where we have shifted, in part due to getting good feedback, the timeline has shifted a bit in to 2021. The next public meeting is anticipated for January 12, 2021 where we anticipate a draft plan to be made available in advance of this meeting. Now looking toward a draft plan to inspect, and another meeting to present plans / comments on February 11, 2021, which we believe will be the regularly scheduled Planning Board meeting. Then public hearing and plan adoption on March 2, 2021. She noted that the dates presented might still change. Ongoing correspondence with Teri throughout the process. What we are trying to do is establish the framework for the plan ... next phase, particularly Borough-owned properties --- a process to solicit proposals from qualified developers.

Mr. Baumann, Esquire said we are engaging a process, a journey we are nowhere near the end zone. We are asking the public to embrace the journey, not the result. We are looking for comments, questions, input, pictures that will inform us in that journey. When we began this process, Mayor and Council looked to the professionals and they were told we are already tried adopt a plan and they will come process (in 2005), but they did not come. This Mayor and Council asked the professionals how we could do it different, a process that will give us a different result. Highland Park needs to be more engaged, become a market participant and that process began by identifying properties to assemble. That began by adopting a bond ordinance, slowly assembling properties that we call gateway and we have been involved in that for over a year or more. Where should we begin, what parcels should we identify, and we started with property the Borough already owned, identify properties we can buy, identify active participants, and find a place to put a garage. You will hear about four locations that were selected through a process to meet the vision of the governing body, that seem like the easiest places to start in a reasonable manner. The journey began with the Master Plan that defines the goals, and in order to start this, you have to articulate a vision and respond to it. Whether or not this will be, the result has yet to decide. Literally, we are at the infancy at this process and you will hear a lot of "we don't know". We are not going to have answers to a lot of your questions at this point because this is just beginning, because we are being transparent, we are going to get everyone involved in the whole process, and we ask that you embrace the process.

Jim Constantine, Planner said the biggest we are working on is how to create a thriving downtown and when we asked people, would you like to see the downtown remain the same, or would we like to see changes. Many of which we will talk about. Only 9% of almost 600 people would like downtown remain the same. The majority of the community was hungry for some change or transformation downtown.

Yes, better than the POS in there now

There are four tracts that will be discussed: Tract A – the Gateway Redevelopment area, Tract B – 130-134 Raritan Avenue, Tract C – Borough owned property (Farmers Market), Tract D – North 3rd Avenue from Raritan to Denison and includes another strategy out of the Master Plan involving a look at parking at a marking management standpoint, --- cooperative and shared parking arrangements, permitting off-site parking as a strategy to develop smaller properties. Parking in one place, attracts people who want to be part of the downtown. One of the comments --- I love the feel of our community but area between 1st and 2nd needs major attention. In the Gateway area, there are numerous gaps, nothing on the street except car repairs, outdated uses/buildings, small sites, and odd shapes, mix of scale. People that we heard from why are things taller. This block at 1-2 story buildings. When we look at massing --- transparent first floor and expression lines at the second but new 4-story building that steps back to a fifth with tremendous views across the river into New Brunswick.

Tract A, Phasing – different options. Not as focused on the Phase 2 properties. Tract B – 2 buildings, create a gateway, sense of arriving in the downtown. Resident meeting from a year ago --- not to provide access through alley – instead create a pocket park. Allow residents to park off-site. For the citizens of the area to enjoy. A secret garden, to make downtown living interesting. Tract C – 4 story building that steps back to a 5th level, a municipal owed site, one of the strategies is to expand variety of active ground floor uses, that does not need it have to be retail. In fact, this block is challenging, it does not have a lot of retail, there are offices, bake shop (really is makerspace), but is not a downtown a retail block and the vision is the right is some commercial space, and some lobby space, coworking office space, fitness room, arts spaces, active on the street front. It also brings the front door to the avenue and for folks living there and accesses their parked vehicle onto the Avenue walking a block and half away to the structured parking.

He indicated that there were concerns with how the parking will work. There is a small comment with short-term parking on Magnolia to allow service. Residents will be required to park in the garage 1.5 blocks away. Public Courtyard along Raritan Avenue and a small retail or café space next to the Cook and Carpenter bakeshop--- passageway to a shared courtyard. Having conversations to look at what the reformed church is thinking --- could be a dynamic space. Take this space and make it an active and unique downtown. Parking lot is reduced and makes a more park like courtyard experience. He has heard concerns about balconies / views into yard, and setbacks, will consider those. Downtown living is not for everyone, but for those that want to live downtown (avenue as a rebirth into a dynamic place), this can be attractive.

Tract D – strategy is to establish a public gathering space. We have included the North 3rd Ave right of way including the former Blue Horse, the Denison Street parking lot, and extended down to the Bridge restaurant site on Raritan Avenue. In establishing the public space, the strategy was to take a portion of North 3rd and texture pave it and create a town square type concept.

The feedback received from residents was to not leave traffic, close it on day one. We do have access issues; we do envision that festival street concept that could extend to Denison. We sort of have that now with the pop-up tactical response to COVID -19 with the Town Tables and it is demonstrated that the public is hungry for public space and closed to traffic. Heard feedback to have North 3rd closed, South 3rd closed and explore that possibility. There are some constraints, some of the concerns brought up by neighbors, and they are aware of them. We expect this to involve the borough reaching out to owners.

The vision is texture-paved, with lights, closed to traffic, with pedestrian events unique to Highland Park. Bottom is Larimer Square. Couple local examples in Princeton. Street is a plaza and can be driven on in emergencies this is also a place to site our structured parking garage, which would have ground-floor commercial use or other non-residential use so that its presence is more pedestrian friendly. Parking management as a tool to foster redevelopment and revitalization. Very few sites where a parking structure or at all, because sites are small and dimensions do not work. It is not being built for customers, could have some for ground-floor parking for employees, there is a need for parking for major activities like Farmers' Market. The primary purpose is to service residents of these projects. Rendering of what this might look like – with landmark corner use, could use the blank wall on Provident Bank with a screen. Example of showing a restaurant at the corner, banners, lighting, detailing, seating, flooring, kiosks. Dynamic hi-def screen with movie nights, game events, etc. Other edge of campus communities --- showed examples of how you can leverage the space. Evening the events that follow, holiday lighting events. Programming is endless, particularly if the street is closed. One of the ideas was to extend the plaza further back – if we can get parking through the garage. These are things we are exploring. Possibilities' are endless. However, you will have a space that will be located across the street. At high tide, events could see building extended to Denison.

Arriving at downtown, there is a gash with a huge exposed parking lot and not what the Master Plan is calling for which is a mixed-use transition zone. So what we proposed with multi-level parking structure, lined with ground floor live/work or some other non-residential, with apartments above. The building is meant to reflect the brick building across the street and to compliment the residents across the street; liner would pick up the scale and veranda/porch that is prevalent along Denison Street. Sketches from public suggesting parking structure come out to the street --- we are concerned that we have op to improve interface of parking along street.

Councilwoman Canavera asked if everything would be ADA compliant. Mr. Constantine indicated that yes everything would be ADA compliant.

Public Comment

Mayor Brill Mittler open the floor to the public

Tim – South 2nd Avenue, Apt. 38 thanked everyone for all their time and efforts. We have gotten a lot of opposition, which has pushed housing off Main Street and into residential areas. Public does not have the desire to say yes to put it in downtown but do not spillover development either. Brick/Mortar will have more struggles unless you are the people who live above or next to it. Do not need to run to stop and shop to get something small, this will not clog up the side streets or the character of the town. He like that we are moving Redevelopment Highland Park style. Everyone is concerned parking / schools and said that the one thing that we have not had is the public will to make these things happen, people work year after year on wonderful plans

and the public does not show the will that they support these things, they won't get done. He asked the public to please this time around, give a little trust and faith. Let's try it our away.

Peter Spool – thanked Mr. Hales and Jim Constantine for giving some details. Devils is always in detail. He said that he understand what Mr. Hale said that this is just the start, but would like to know at the time of public hearing, if there will be important details filled in. He will be distressed if not. One of his concerns will there be adequate affordable housing, what percentage. Like the idea of mixed housing, affordable housing, middle-income housing and a little up of up-scale housing. Would like units to be similar as possible for consistency. How will plans be paid for, and will the units be rental or will they be condos or sale and it is important for a majority to be rentals. Tract A – where garages are now, could that provide some underground parking for residents. Good if there is a place for people to drop off groceries and such. He asked if traffic studies performed? What is the expected time frame for construction and inhabitation of these properties? He would like the Tracts closer to New Brunswick to be primarily residential and ones further away perhaps some office space to take advantage of train situation. Some of the affordable may not be able to afford to make the expense of having a car and rely on public transportation. Could you have more affordable housing and suggested shooting for higher. Mayor Brill Mittler indicated that the reasons we do not have a lot of specific answers to your questions because this is a vision and not an actual plan, what she did confirm is that the Borough has an Ordinance that requires a certain percentage of affordable housing rentals are 15% and market rate units have to be 20% affordable. Mr. Baumann indicated that it is unsatisfactory to hear that we do not have answers to many of your questions; affordable housing is non-negotiable as with every project, as far as putting shovels in the ground we are probably a couple of years away from that.

Mary Forsberg, 317 Denison Street started with you have made some changes that are better than previous plans. The things that are interesting, is significant changes were made to everything but D. Expanding the festival street, garage is still there and now putting commercial on the first level? Are you building a taller garage? On Tract A in the 2006 plan, there was an attractive rendering of what could be, which included parking for that area. Does not understand the need for a massive parking garage. She has had some conversations with Matt Hale, wanted him to explain/prove that this plan makes sense to put a whole lot of people on Raritan Avenue. Density of Highland Park is almost 8,000 people per square mile, studies are inappropriate. Still want to know where, tell me where a small town like Highland Park has parking garage that has enhanced the downtown, she finds it hard to believe. Filed an OPRA for the minutes of the redevelopment authority for August and October and was told that they have not been prepared or that they have not been approved and it is important since tract D has never been apart of a redevelopment plan before. Mr. Baumann indicated that Cranford was a good example.

Hava Freidenreich, 62 Grant Avenue, thanked everyone, indicated that was exciting, she is not a city person and don't want to see Highland Park with a city feel but understands that this is desirable as opposed to a dying main street.

Amy Livingston, 229 south 11th avenue. We have been observing the construction of building of the former international food market, it's a nice building, do they have a tenant or are they operating under presumptions if they build it, they will come? Do we have a plan to get them filled once they are constructed? In particular, concerned with putting housing with no site parking and she is not sure who is going to want to live somewhere if there is no on-site parking. She has lived in a situation like that before and would not voluntarily do it again. She asked if

there were studies re: off-site parking. Mr. Constantine said housing in downtown Princeton, Metuchen, and Rahway has had a program for some time now, payment in lieu of parking, allowing for parking garage within 1000' or so. There are numerous other examples. He personally has lived in two of those situations where there was no on-site parking and he was not alone, it is a life style choice that is not for everyone. This will attract downtowners who may not want to use their car all the time or no car at all and walk to public transportation.

Ms. Jover said that they are considering the retail situation, Mr. Constantine did touch of that when he spoke about the Tract C site and activate first floor space and not over budget for retail space because they do not want to poach retail. There may be some openings for retail spots. But that is definitely in our thinking.

Lois Lebbing 100 north 2nd avenue – pointed out on page 86 of the 1988 Master Plan suggested consolidating small land parcels near your gateway Tract A because of 15' embankment on Denison Street. Consider subterranean parking, excluding that with medical office with no retail. So as not to compete with existing retail along the Central Business District. Heard NBC news, Walmart has 80% online increase in business and does not expect that to fall post-COVID. 2020 documentary in Japan showed that Silicon Valley in CA are selling and buying RV's , house boats and yachts, maybe consider developing the reds marina area. Challenge everyone to shop at the grocery store tonight and walk home in this cold windy weather. People will shop locally and not in stop & shop. Please think this through on every aspect Admin asked us to please put up bird feeders. Now have squirrels, possums, deer, etc., we have to think further, the big picture

Debbie S – 15 North 3rd Avenue said she was not in favor of a garage in Highland Park at this spot. She agree with people not walking, its human nature. North 3rd is not a cut-through, North 2nd and north 4th, North 3rd is a quiet street. This will push traffic in directions we have not seen. Walking or school bus? Parking deck is ugly.

Nora Krieger – 19 North 6th Avenue said she has a bunch comments. Was at early sessions at community center, some of things are different. Want to talk first about parking; I have to agree with Lois. People are not going to all groceries home; it is going to become very difficult. Everybody has cars because we are not NYC/Philly/Seattle/Denver. We do not have a coordinated transportation system, no shuttle that Meryl had wanted to see. She likes public space but a parking garage on north3rd is odd. Garage closer to bridge? What about deliveries. Circular driveway put your things on it, into building and park car, and into apartment. Hope consider balance of rental or ownership. Business/offices, read that they are not sure people they will come back. We lost so many stores due to pandemic, setbacks look like they take up the entire block. Hope that when you get developers. Ms. Jover said that Highland Park has a very low car ownership ratio. Relative to other places. Many people are single-car households.

Carl Pray, 317 Dennison Street. Wanted to ask about two things. How will things be financed, he understands we are starting with 5M from bonding to be used to begin process. Where is the money coming from. At the end of the planning process, what do we end up with, do we end up with a plan that was been approved, what does that plan really do? Does this give the Borough authority to talk to redevelopers? Does it give developers hope to develop, what are the restrictions, seems like there are negotiations happening afterwards. Mayor Brill Mittler said Matt hale had mentioned the Bond Ordinance; the Borough Council authorized a bond ordinance several years ago to allow the Municipality to purchase properties. Councilman Hale indicated in2015 there was a Bond Ordinance passed for a total of 6M dollars and since that time it has

been judiciously used in purchasing a number of things including Bergen Auto the teen center, and 212 Raritan Avenue. The goal of the Ordinance when Highland Park is able to have skin in the game with developers we are in a much better position to control the fate of some of that development. The process of the Council at that time, 2015, to move forward was to have the Bond Ordinance that would allow the attempt to consolidate some properties, to move in this direction.

Mr. Baumann said that once the plan is approved; he used the analogy of a piece of marble; the plan will dictate the size of the marble but is not the actual sculpture. The Borough acquires and assembles the properties and then goes out for an RFQ/RFP process, a competitive public process, put the property out into the market place, identify what we want to happen to it and let market compete to buy our property and develop with our vision.

Gerald Pomper, South 3rd Avenue, said he was encouraged and that this was a very good basic concept. The idea of buying property and negotiating with developer is a good tool to use. Basic concept of focusing on downtown redevelopment is critical. Very sad to walk downtown. He spent 2-4 years on the Zoning Board, 2 years on Redevelopment Agency but did not accomplish much of anything. Somewhat subverted by Planning Board and Council who did not want their powers infringed upon. One project was redeveloped was Sunoco to 7/11 story. There were conflicts of interest who were voting. Why can't we get a banana republic instead of 7/11, we want a Starbucks, we are trying to develop a small city, Wished everyone the best of luck.

David Hughes, 330 South 3rd Avenue, he is supportive of this pedestrian friendly development, it is our human nature to walk, He hopes that under no plan are you going to increase the driveways on Raritan Avenue. He too thinks this needs to be integrated into transit plan, needs a dedicated bus lane on Raritan avenue, get rid of parking for bus or bike lanes. Double frequency, so people can get to train station reliably every 15 mins. Parking structures not attractive, has a huge carbon footprint, they are unsafe, and terrible use of land. Can mitigate all of those problems by doing one thing making a job-creating garage. Pack them in there and hire valets – make them more efficient.

Randall Solomon, 331 Felton Avenue. He walks to Stop and Shop and look forward to using legs in COVID times. Tim support this because people haven't supported in past. Opposition to develop is related to development around edges hinterlands. There is support for development in downtown. Think people will argue about details and they should. However, the idea of development has broad support. Was member of redevelopment agency and it was not the lack of public support that killed downtown redevelopment, it was the town and he is happy to see town is doing that. Thank s public officials for sticking their necks out to do; you are going to hear a lot of negativity. Sometimes as a politician it easier to not take something up controversial but there will always will be opposition. Parking deck – one of the big problem s we faced is all the of the small parcels, no big lots to develop, try to assemble becomes impossible because no one will sell. Then you have to shoehorn. That becomes obstacle to get stuff done. This parking garage enables to have parking somewhere and have somewhere else close by. Love the location the town square. Should be bigger. Not sure both sides? Do not know if it can accommodate Farmer's Market. On right track. Thank you.

Jonathan Lerner, 228 Magnolia Street. He said back in 2006, last time Borough went through process. Attended meetings then, he will never forget, a gentleman named Ralph Voorhees, greatest regret on Board was allowing the Park Town apartments as you drove into HP. Gateway

was now this big monolithic 5-story building, monolithic. Plans are basically 4 of those. Dropping 4 of those into center of town. If a private development with any of these projects without on-site parking, there will be zero chance of that happening. To attorney – lack of involvement Borough council in 2006, mistaken, they had plans, had developers looking to buy property. Financial meltdown killed that process. Does not think it was lack of interest. To the Planner, who spoke about the Eddy Street commons and how that might be comparable to the festival street, the Eddy Street commons is literally 7/10 mile to stadium he does not see that location being conducive to people to walking to Rutgers Stadium. People will be required to get parking. How do you enforce that? Mr. Constantine said in reference to the Rutgers Stadium people would be shuttled to the game. There would be parking lease requirements. Mayor Brill Mittler said that part of the overall plan, he and Matt Hale were talking about this recently – looking at parking studies and look at parking plans in coordination with redevelopment plan. Could include other parking strategies, all of that has to be done. Mr. Constantine said yes, it is all in the Master Plan. Strategy in Master Plan is to prepare a parking management plan. Right now, it is an unmanaged situation. Communities with successful downtown has a higher-level of downtown, it is always changing.

Matt Hersh, 333 Felton Avenue. Thank you. Echo Hava. Brings great excitement. Agree with Ms. Krieger comments about a robust transportation option. Long way when a shuttle is involved someone mentioned 7/11 development heard several years ago and he attended all of them in 2012. Proposal was approved so that is a strange misconception. Approved with conditions. Developer backed out re: parking over sidewalk. Places like Rite Aid --- parking at the back. Anyone who walks downtown knows the areas between 1st and 3rd is very hostile. Not easy walking, especially with little kids, not a safe spot. What is being proposed creates a sense of place and sense of safety ... with foot traffic, business and life downtown. Cannot close the door on the community once you are here. Housing is important including affordable housing. Places downtown provides employment for residents. Everything we've opened something downtown, it is a success.

Mr. Castro, 432 Montgomery Street. Started by saying--- appreciate what you're doing. Thinking about future is a great idea, vision and plan is the way to go. That said, he has two concern, parking, do agree that people may not park in the garage unless there is a mechanism to enforce it. They may start parking on nearby street and competing with neighbors. He goes through that now with some neighbors in apartment building 2 blocks from my house. Concern two is with the closing north 3rd, it is an access street on north side. Thinking it will create traffic problems. Traffic study will help. Town will 99% are drivers, not a good idea to give up an access road. Concerned with cutting off access.

David Copperman, 120 Hill Street. We are at the 100k foot level and would implore you to look into numbers to understand scale. Clear impression that multi-resident dwelling will exceed greatly with what is being presented in the power point. Building replace blue house. Would like to get an idea of scale / units / people / cars, and whether units will have households park in garage. Plans in October slides already indicate more households than parking spaces. Ask not be so broad-brushed now. Number of units, residents, people, and vehicles. In addition, of course of question of enforcement problem. The comment about Highland Park is actually a low-density vehicle town, would love to know where data came from and publish them. We need more specifics.

Dan Stern Cardinale – echoing what some others said – Tim, Peter --- integrating affordable housing, big picture good for Highland Park. Downtown development is right approached, rather than patchwork approach. Big idea want people to appreciate, if we want downtown to thrive, we need more people and foot traffic. Population has been flat since 1970, we cannot freeze town. Doing nothing is not an option. Want to thank all the work put into this. Great start.

Jess Gurtman, 123 Barnard Street, has lived in town since 2003, and bought a place last year. Wants to stay here and agrees it needs work. Excited it's getting done but has concerns. Has lived in multiple apartments – seem to have vacancies. Not sure how new development will help, pay for garage space. Might be more expensive by less. Understand need for garage as necessary evil. Want more restaurants downtown. That would be amazing. More people downtown, good jobs. Hard to keep those kinds of businesses. Hope new dev will help. Rooftop restaurant. Another name than the Master Plan. Naming is everything.

Scott Sussman, North 3rd said he agrees that something needs to be done with the plan and a lot of it is very good. Wanted to say that every picture was not a reasonable comp to Highland Park, such as Cranford, Rahway who have train stations. Would like to see things and not seeing those things is making him uncomfortable. Potholes on streets, overjoyed when the street was finally paved however a few months later PSE&G dug up the street and is not on the list to be done whereas all the streets around us are being done. Parking garage, when you do the math, all of the apartments listed 240-270 apartments and each apartment averages 1.3 cars, that would be 300 mark of cars there. That would mean cars would be parked in other places. Also take out visitors from outside of town. He indicated that he does not understand how having the parking garage is helpful to Highland Park.

Mayor Brill Mittler indicated that if anyone did not get a chance to speak or raise your concerns or have questions to please reach out to Teri Jover – tjover@hpboro.com. I look forward to working with all of you in this process, ensuring that our town is the best town in Middlesex County and beyond with a vibrant town that meets the needs of all our residents.

Adjournment

There being no further business, the regular meeting adjourned at 9:07 PM.

Respectfully submitted,

Jennifer Santiago

Deputy Clerk