

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

221 South Fifth Ave.
Highland Park, NJ
January 26, 2021 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 that this meeting is called to order in accordance with the Open Public Meetings Act. Notice of this meeting was sent to the Home News Tribune, The Star Ledger and the Highland Park Planet on January 22, 2021, and was posted on the Borough website at www.hpboro.com and on the bulletin board of the Borough Hall, 221 So. Fifth Avenue, Highland Park, NJ on January 22, 2021, and has remained continuously posted as required by law. 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: 988 1884 5282 or <https://zoom.us/j/98818845282>.

ROLL CALL

Present: Mayor Gayle Brill Mittler, Council Members, Canavera, Foster arrived at 7:06 pm, Hale, Hersh and Kim-Chohan arrived at 7:05 pm
Absent: Councilman George, Planner Jim Constantine
Professionals: Special Counsel Joseph Baumann Borough Administrator Teri Jover, Deputy Clerk Jennifer Santiago

Minutes:

December 8, 2020 Regular

It was MOVED by CANVERA and seconded by HALE that the minutes of December 8, 2020 regular minutes be approved.

ROLL CALL: Ayes – Canavera, Hale
Nays – None
Absent – Foster, George, Kim-Chohan
Abstain – Hersh

There being (2) ayes, and one (1) abstention, the minutes were approved.

Discussion Items:

Downtown Redevelopment Plan update

Borough Administrator said that she wanted to let the Council and the public know where everything was at in the new year. She indicated that there was no draft plan; a lot of information has been taken in from the Council Redevelopment meeting, stakeholder meetings and several other meetings that have taken place with the adjacent property owners to the various tracks as well written comments. The Planner is now charged with coming up with a draft plan to reflect on, that draft plan will be the zoning proposal for these various tracks. We are in the process of filtering in the considerable amount of feedback received and putting that into a draft plan that can be shared with the public and the Council to be presented at a future Redevelopment Entity meeting. The process as presented last year is the same: present the draft plan at a Redevelopment Entity meeting, once the plan is ready it will be introduced at the

regular meeting of Council, referred to the Planning Board for its public meeting for consistency with the Master Plan, and public hearing at a regular Council meeting. There are several points along the way in the public process where the public has opportunity to give comment, and make adjustments along the way. Once there is a draft plan, it will be posted on the Borough's website and presented in a formal way at a future Redevelopment Entity meeting.

Councilman Hale announced that there were forty-six attendees this evening. He said that when the idea of a redevelopment plan was raised and this process first began with stakeholders and people in the area and publicly we have received an enormous amount of feedback and the goal is to take a great deal of that feedback and put it back into a redevelopment plan. We have a concept, an idea and the comments received are going to be reflected in a large way into the written document that LRK and the professional staff are working on. We have said to the professional staff that we would like them to work on it but that we would like to get it as right as possible prior to releasing. One of the things that we have heard a great deal from the public is rather than have a redevelopment plan that encompasses all of the different tracks, that there is some advantage to separating the different tracks into different redevelopment plans. It will be within one ordinance as we move forward but the goal of this sort of separation is that if there is an ability to move ahead with a good project on Tract A, and still working on details of Tract B, C or D, we can move ahead with A providing a little more flexibility within the Plan. This is a direct result of the comments that have been heard from many people. The second thing heard repeatedly is that we need to have a commitment to permanent public space and it is intended that the draft plan will have a commitment to a viable public space/option on 3rd Avenue. He said that other idea and guiding principle provided to the Planners for the plan is that we believe that there is a way of crafting some additional flexibility within each of the development plans so that they can accommodate a potential centralized parking structure or they can accommodate on-site parking. We are hoping if developers come in and say they would like to have a little bit of both, some centralized, some on-site or some hybrid model that those could be accommodated. The professionals believe they can craft this within the redevelopment plans. There is a great deal of potential and value for a centralized parking option and it is hoped that this will get the number of people to shop and to live downtown. He believes that they have listened and that having a more flexible structure that allows for the potential of on-site at the sites and a centralized plan is something that can be done. Another thing that they have heard was keeping an eye on connecting any downtown development with access to public transportation and access to the trains and one of the things that they have been cognizant of. He said one of the things highlighted is down the road when there are plans if there are negotiations with future developers is that there is hope and an appetite that we can integrate some of that process into things like shuttles over to New Brunswick so that there is an integrated transportation plan. Those are the four things we have tasked the professionals with crafting within the redevelopment plan. There will be at least four more opportunities for public hearings and public comment once the plan is crafted, not to mention the number of comments at the various meetings and the emails and all of those where the public will have many more opportunities before the plan would be adopted. We are still many many months away from any shovel hitting the ground. There will be a process by which we will look for developers, and put the various properties out into the market, we will listen and hear from developers who will come up with concepts and ideas within the zoning framework that we hope the redevelopment plan will have and all of those will be part of a public process. Ideally as multiple ideas of what we should do for the different places happen, there will also be things like fiscal analysis, parking analysis and we do recognize that those are all things are down the road and we think we are ready to do this.

Mayor Brill Mittler added that they were in constant contact with the schools, so as we move forward they will be involved and they will know what kind of student ratios we might have and we can plan together.

Ms. Jover indicated that they have discussed the idea of bringing on a consultant to look more closely at parking management, broadly speaking, not just about a centralized parking garage but also the concerns that were raised regarding pressures on existing neighborhoods and how we might better be able to manage that as we move forward. She said that they would be working closely with the Special Counsel to identify potential consultants that might be able to advise us moving forward.

Mr. Baumann indicated that he has read many of the emails and comments and questions and will focus on what he feels is a fundamental disconnect. He explained that we are in the infancy of a multi-year process that will have lots of input, the process always begins with the public sector, identifying a problem and putting pen to paper and putting it out to the public to look at and comment on, and gather information and that is what we have done in the form of pictures, powerpoints and presentations and for the last several months. We have not even gotten to the first legislative action. Feedback has been received and some say I do not like it and that is all the input we get and others have more nuanced and comments which are generally much more helpful. If the comments give real meaningful comments like can we separate these plans into multiple plans, can we figure out a way to be flexible about parking, can we talk about the height, all of that information is shared with the Planners. The Planners are going to draft four plans, one plan for each identified area, taking it to the unique consideration associated with that particular area and plans that will be flexible and designed to achieve our goals. They will also have built into them future protections indicating that you cannot build according to that plan until you sign a redevelopment agreement, enter into a contract with the governing body. That plan is just being crafted now, and once we have that, it will be shared with the public. The pictures will come to life in the form of words and heights and setbacks and second floor setbacks and all the things that we can really sink our teeth into as opposed to the pictures. He emphasized that hopefully the public will continue to give them input and embrace the process. When the plans are provided to the public, pick them apart, talk about the words that we craft, how can we make this better, is it protecting us, is it meeting our goals, is it flexible and that is the next step. He mentioned that we were probably 30-60 days away. We will continue to collect comments and once we have the plans we will go through a whole other vetting process with the public all over again until the governing body is ready to introduce the plans. That is a two-step process, introduction and adoption like any other ordinance, trip to the Planning Board in between, there will be three meetings just for that process and that is just to get us to zoning and that is not even to the point where we are going to try and solicit proposals for our land or deal with property owners for their lands all coming in the future. He continued to emphasize to the public and the Council that we are barely out of the gate. We had to put pencil to paper with thoughts and ideas, and we did that, and we are now collecting information and now we are having the Planner draft the actual zoning/the plan for each of these areas and that will be put back out into the public and we are going to collect comments again and so this is a really the definition of how a stakeholder public sector process has to work, it is absolutely transparent, everyone is asked to be involved and it is going to continue along this way. There is a recognition that there is an issue that we need to solve which is the downtown needs more economic development, and feels that is almost universal and the goal is to try and create more development in our downtown and that is where we are today. The Borough will see those words first to make sure they make sense and then eventually the public will see them all together and we will take comments again.

2021 Meeting Schedule

It was MOVED by HALE and seconded by HERSH that the 2021 Meeting schedule be approved and by voice vote of all present, the 2021 meeting schedule was approved.

Public Comment

Mayor Brill Mittler opened the floor to the public.

Ms. Jover announced there were 48 attendees and 9 raised hands at the moment.

Peter Spool, 146 Grant Street, recommended to the Planners that they be clear about what the goals are as well as the connection between the goals and the significant design features of each plan that really matter to the town and to the residents. He said that it was really important to have significant parking at each site, and one way to make that easier would be if each parcel was larger and he urged a serious attempt to try to acquire additional properties and consolidate them with the existing ones. He said the place where the original plan was to have a parking deck would actually be the right spot since it's the largest parcel, and is the ideal place to actually put a residential building, where one could use the ground floor for some parking, and make that an under the building parking area.

David Copperman, 120 Hill Street, said at the December Redevelopment Entity meeting a vote that was scheduled at that time for something and he was unclear what that was and it was pushed out to early March, and he did not hear anything in the way of a timeline for this process as you're describing it. He asked if there was anything on the table to be voted on in early March. Mr. Baumann said that they have received many comments and the drafting of the plan has been delayed and they do not have a hard date because the Planner's have not completed that task. The Borough has not been able to review it and unveil it and they will continue to keep the public up to date with the status because they want to continue to collect information and have the Planner's take their time. There is no urgency to do this quickly and they want to do it right. Mr. Copperman asked about the members of this redevelopment entity, it is the Council and a couple professionals and he would like to understand why there are no town residents, as on other boards and commissions. Mr. Baumann indicated that was the function of the law, the Borough Council is acting as the redevelopment entity under the redevelopment law and there is no provision in that statute for anyone other than the Borough Council. Mr. Copperman asked if it stated that it cannot be the case that anyone else participate. Mr. Baumann indicated that it is stated that the Borough Council is the redevelopment entity. Mr. Copperman said that what is being proposed would be a gigantic change to this town and the fact that it is being done in the way that it is a little too closed door, which is why he is suggesting they need to broaden participation.

Dan Stern-Cardinale, Harper Street, reminded everyone that the big problem here that we are trying to address is the status of the downtown and the main kind of commercial area of town. Since the 1970 census, the population of Highland Park has been completely flat between 13,000 and 14,000 residents. It is still below the level according to the 2019 estimate. Given that situation, the options we have for the downtown are to try to keep things the way they are which is going to do nothing to change the trend of the downtown which is slowly withering away. The alternative is to try to attract more people to either live in or visit Highland Park and under that goal if we go that route the downtown could possibly thrive, if we do it correctly. We cannot freeze the town the way it was 10-50 years ago, that will result in just withering away. He thinks

it is obvious that the way to go is a plan like this, with the ideas that have been sketched out here. He commented that something that we often hear in places like this is objections based on character of a neighborhood or an area and is new development kind of in sticking with the character of that given areas that we are talking about, and he did not think trying to maintain the character of that area was important if the character of the area was conducive to a healthy economic and residential environment. He said that goal should not be to keep things the way they are but a little better, a usage for that area that is optimal given all the considerations that go into what we want to see in the downtown and thinks the rough outlines that have been presented so far do a really good job in that regard.

Tom Langston, 207 Lawrence Avenue, said he was a 30-year resident and that he was excited by the idea of this development plan because of the opportunity to bring more residents to the avenue and have people shopping locally. He has been trying to develop his own retail operation here and was interested in what kind of square footage there would be for retail in the development. Ms. Jover said that they are trying to strike a balance. They really want active first floor on the avenue but they are also conscious of not over retailing because of the existing spaces and vacancies. There will probably be a combination of approaches and some flexibility but would wait to see what the Planner's provide in the initial draft plan. Mr. Baumann said that the goal would not be to put more stress on the retail spaces, rather put more people to spend money at the existing retail spaces rather than create competing retail spaces. Mayor Brill Mittler noted that it was important to see more of an art presence downtown as well.

John Valeri, 106 South 6th Avenue, said as a reminder to everyone listening, that he has lived in Highland Park for over 30 years. His parents are the former owners and operators of Penny's Restaurant that existed more than 20 years ago and he thinks it is great that we are trying to redevelop the town and get more people to come. He remembers years ago being a kid going to Raritan video and the town was literally dead, it felt like he was in a horror movie. He said that he wanted to follow up with the area in between South 1st Avenue and North and South 2nd Avenue because it seems as though during the day it's a bit lively because their business is open but at night except for two restaurants hardly anything is open. He said that he knows businesses have their own means of operations but wondered if there is a way we to put something in the redevelopment plan to have more businesses open at night. Councilman Hale said that we do not have the capacity to dictate nighttime businesses but does hope that by having more people in that area, the market will bring more vibrancy including nighttime. Mr. Valeri said that between North and South 4th Avenue and North and South 5th Avenue, no one lives there but people still go to those businesses at night too. Mayor Brill Mittler said that there are two ways of looking at this. There is the redevelopment, which is creating the vision and getting the developers to put buildings there and then there is the economic development portion of it which is getting the stores and making sure they are actually bringing more dollars to the stores and into the municipality. One has to happen first in order for the second part to happen. Once we fine tune and have the development plan in place and start shopping it to different developers then we will be able to target different types of businesses and that includes some of the things.

Donald Ubry, owner of Ubry's between 1st and 2nd Avenue, said that they have had a family business there since 1958. Himself and his son run the business and they have a lot of customers in town and he is opposed to this plan because the town is looking to redevelop his property and he has no other place to go. He said that he wanted to be on record that they are not looking to sell at this time. Mr. Baumann said that they have traded letters with Mr. Ubry and his Attorney and the Borough and the Borough absolutely understands he wants to keep his business and the Borough has no interest in having you do anything otherwise.

Lois Lebbing, North 2nd Avenue, said one of the plans said that we have a population of 14,250 and she is glad it is growing. We need some sort of economic change downtown but when you figure there are almost 200 units in The Castle on River Road, Pulte #1 on Cedar Lane and #2 on River Road that have just been built about five years ago adding additional people; The Heritage on Cleveland Avenue has about 100 townhomes and going up on Walter Avenue 50 or so people will fit in those 40. There is certainly going to be an impact and there should be a fiscal and environmental assessment of some sort. She asked if the redevelopment budget of 6.8 million will eventually become about 10 million dollars in tax dollars when the bonds are finally paid. The new land use plan, page 31, issue #4 also wants auto-related businesses moved, the earlier 2004 plan, noted problems with the large curb cuts onto Raritan Avenue as that created conflicts of vehicles and people but page 68 of this redevelopment plan certainly includes the Master Plan now includes Dunkin Donuts along Bergen's and our long-time business Ubry's and the gun shop. Surprisingly it actually focuses on the opposite side, which 2004 did not, the Sunoco, the car dealer near 1st Avenue but somehow it forgot Raceway gas. Will Raceway at least close its Raritan Avenue entrances and only use the Cedar Avenue in and out. This Master Plans environmental map on page 72 forgot a mini forest along Denison Street; the dead end has about 100 trees, its 30x40, and 400 feet long with a 35-inch mother tree behind the gun shop, Ubry and Bergen's, and now you have slopes and possible flooding if that is ripped out. Charlie Brown's on the Master Plan, page 47 suggests shared parking yet the old Charlie Brown's/Blue Horse has a barricade off Denison Street parking and has blocked Raritan Avenue and does not think that owner is going to share.

Johnathan Lerner, 228 Magnolia Street, said that he heard for the first time that there was an opportunity for the Borough to peel off the individual segments into individual redevelopment projects instead of all four being together. He asked if the first part is done how could they consider projects a,b,c that doesn't include d where all the parking was supposed to come. Is this how the law is currently written? Does it require all four to be done together or does the law allow as it is currently written for individual parcels to be redeveloped individually? Does the law need to be changed? Mr. Baumann said that the law does not require they all be put together. They can do separate plans. The plan is to make it more flexible so they can consider a plan that parks on site or a plan that parks off-site. Mr. Lerner said if parcel d is not included and somebody wants to go ahead with parcel a, there would have to be a parking component to that project before it would be considered. Mr. Baumann said that parking would have to addressed no matter what, it will also require that the Borough Council have a redevelopment agreement and that will be the ultimate arbiter on whether or not we are satisfied with the parking on-site or off-site or a combination of both. He explained that was the beauty of redevelopment. If this were not redevelopment you would make a submission to the Planning Board and if you're consistent with the plan that is the end, here it is going to say you have to sign a redevelopment agreement with the governing body with all the details of what we spoke about in that agreement, such as design standard, parking, community benefits or donations of land or art before you can go to the Planning Board. Mr. Lerner said someone could put together a proposal for a parcel that does not include parking and that plan could be considered and voted on. Mr. Baumann said that there is going to be plan that is going to address all of this and then together they will figure out if it is adequately meeting the requirements of the public and the stakeholders and the Borough. Ms. Jover said in the case of tract c and certainly in the case of tract a, phase one, those properties they believe will certainly track the Borough controls so they would have the ability to decide which option makes the most sense. Mr. Baumann said tract b is not ours, and that property owner is looking for some changes, there's a redevelopment plan that would have to occur, we are going to require a redevelopment agreement we don't control the property,

we are going to sign off on whether there is on-site or off-site and how parking is going to happen, so it will be both in the plan and ultimately in a redevelopment agreement, and that is a parcel that may even be one of the first ones we tackle, our proof of concept where we demonstrate how this is going to actually work.

Laurel Kornfeld, 106 North 6th Avenue, said she is speaking solely for herself and not for any board or commission she sits on. She believes this is the wrong plan for the Borough; there are a lot of problems with it and listed some of them that she thought were the most egregious. She thinks building on the Farmer's Market site is a bad idea as that is a public space where we already have festivals and a pavilion built with a grant. Losing those 80 spaces would actually be a detriment to the businesses because many people on days that the Farmers Market is not in session will park there and then walk around the town, going to various businesses. Having fewer parking spaces will make it harder for people out of town to patronize the businesses here and limit where the employees of the businesses could park. She thinks the same is true for the so-called festival street on North 3rd Avenue. You are blocking traffic to homes and businesses if you add this much more residential development without parking and will end up with a lot more congestion, and a lot more pollution. She said there should be more of a focus on commercial development rather than residential development. She thinks the pandemic is a big issue and that is partly why places have to close at 10 pm, even restaurants. She feels what needs to be done is wait until the pandemic is over and postpone this until we can have in-person meetings and have a normal economic situation again.

Carla Yani, 334 Summit Place, commented that Mr. Hale said that you are committed to a permanent public space on 3rd Avenue. She asked if that means they are committed to building on the Farmer's Market lot because she feels that public spaces are kind of delicate and precious. Their history is littered with public spaces that were very carefully designed but didn't work because there wasn't enough density or the pedestrians weren't walking by the shops that surrounded them were not the right shops for that public space. She is afraid that the space on 3rd Avenue isn't really big enough for the Farmer's Market, and we are very lucky as a town to have space that works which is a very modest municipal lot, but people like it and it is working and she would really hate to lose that.

Melanie McDermott, 330 South 3rd Avenue, said we do need to think about economic development because after all it is our main motive for a vibrant town and wanted to remark and get feedback on the comment that we don't want more retail because our retail is undersubscribed and was wondering if the fact that our retails are undersubscribed has something to do with our tax structure and specifically what landlords are basically able to get away with in our town. She said that we really need to look at that kind of thing as we look at this big investment and big change. She said that the response to David Copperman was a little disingenuous and asked that someone fill them in on the history a little better. The public deserves the fuller story, and it is not the case that only the governing body can vote on redevelopment so please enlighten us on that and any comments on the economic development picture for retail and how that could be addressed. Mayor Brill Mittler said that several years ago the Redevelopment Agency was dissolved and the Redevelopment Entity of the Council took its place. The goal was to be able to get redevelopment reinvigorated and moving again. Mr. Baumann said that he did not intend to be disingenuous. The Agency was dissolved for a couple of reasons. It was a cost saving measure because an Agency is a separate political subdivision and it requires its own lawyers and professionals. There was a budget savings and the perspective was that the extra layer that still required many of the actions if not all of them to find their way back to the Borough Council made it inefficient for a small town. It was the goal

and dual purpose of making redevelopment more efficient and less expensive. The Agency as an independent entity could have public on it but the Borough Council cannot so he did not mean to be disingenuous. Ms. Foster said that the town was also not seeing a lot of development plans coming to the table and they were spending money on a redevelopment agency when there were no actual plans.

Flavio, 304 Lincoln Avenue, said that he agrees with what he sees in this plan; promoting commercial and retail spaces on the first floor. Where he sees a problem is with the residential spaces. When comparing the value of our commercial and industrial property to our residential, the ratio is about one to three here, it's about one to eleven as was mentioned earlier, he thinks we are out of balance in terms of commercial as compared to residential. He said he does not think this plan furthers that, it puts us more in the other direction and thinks this ought to be a much more commercial focused plan. He said that he would send by separate emails some data that he had about parking decks, where parking decks can be combined with commercial space so that the parking deck is hidden and from an aesthetic standpoint that looks a lot better. He is not convinced by the notion that you need residents on top of these buildings and if you look a little further away from Route 27 and all you see is residential. If a 1,000' is the benchmark that we use here because that's the distance of the parking deck from the new developments there's a lot of residential property within a 1,000'. He urged everyone to focus more on commercial and scale down on residential to put the town more into balance.

David Hughes, 330 South 3rd Avenue, said one of the presumptions that has stifled development and creativity in our town for the 20 years he has resided here is the notion that every resident should be able to park their car in front of their house as well as in their driveway and also on Raritan Avenue. We are devoting an enormous amount of public space and public resources to these tin boxes that he called planet destroying death machines and it is wasteful. The residents create precisely the traffic that they complain about and exclude outsiders from coming in and creating some more traffic, which might be economically beneficial to our town. He said he liked the proposal and understands it is changing a bit but he liked the pedestrian oriented quality of it, the fact that you are thinking of a plan that recruits and caters to residents who walk, bike and take the bus, but he would like to know that you are serious about it, rethinking the whole corridor of Raritan Avenue. The remark about Shuttles is moving us a tiny bit in the right direction, but need dedicated bus and bike lanes on Raritan Avenue and rethink the whole sidewalk corridor. Raceway is a death trap, he bikes and walks into New Brunswick every day when there is not a pandemic and avoids Raceway because those cars entering and exiting from Raritan Avenue are totally not cautious; often making the turns illegally and they need to close those curb cuts. He suggested mid block crosswalk between 2nd Avenue and 3rd Avenue on Raritan Avenue that would make somebody actually want to live where the Farmers Market is now or want somebody to come to the Farmers Market who is not already coming to the Farmers Market. He said he knows someone is going to say the NJDOT will not allow it but the DOT allowed it in Princeton. He suggested recruiting developers who were going to do a pedestrian oriented developments, you could recruit pedestrian oriented people like himself and asked everyone to think about this in terms of the whole town and the way that it functions for the movement of people in some way that is not destroying the climate.

Dan Stern-Cardinale, Harper Street, said he wanted to reinforce what David said because any developments along Raritan Avenue should absolutely be well integrated with biking and pedestrian plans that were presented pre-pandemic, and he hopes the plans are still moving forward. He said he never thought of the idea of mid-block crosswalks between 2nd and 3rd Avenues and thought it is a great idea in terms of accessing and providing access to the public

spaces from the opposite side of town. He said that he hopes that whatever the plans end up looking like in terms of the parking solution that there are no parking minimums built into different sites because whatever the uses are the developer is not going to put fewer parking spaces than they think they need to get the optimal value out of that property. He hopes the Council and all of the development experts agree that we cannot have more commercial properties in Highland Park and be viable without a largely residential development, there already aren't enough people in Highland Park to support the existing retail space. He said like it or not, Highland Park is not a designation we are sandwiched between New Brunswick and Metuchen and people are going to go to those places. These plans if we want them to have commercial space that is viable they need to be mostly residential and if they are not then they are not going to achieve their goals.

Mary Forsberg, 317 Denison Street, said she had a lot of questions: why did you do zoning in 2019 is you're going to redo it now? Where in any other town in New Jersey or any place in the United States or the world is there a parking garage in the middle of town? Why is Tract B already considering four and five story buildings where the Master Plan does not allow for four and five story buildings? When you talk about comparing redevelopment plans to the Master Plan, she asked what Master Plan they are speaking about. She said that the last thing she looked at says we should have four and five story buildings. The last one said the maximum height was three, which would make much more sense and be a lot more attractive for Highland Park. She said that it was stated that all the neighbors, people and all of the developers were spoken to in all of the areas where you are going to have development, you have talked to all of the business people around tract d. She lives on Denison Street and no one has talked to her neighbors on either North 4th, or herself on Denison Street. She said that they are going to shove all of the parking out of a 300 vehicle garage into her residential neighborhood and haven't talked to anybody on Denison Street at all or anybody on North 3rd. She said that she had spoken to Matt Hale a long time ago about where in the world has anybody ever had a plan like this and he said that Seattle and five cities in Missouri were appropriate examples of this. Those five places had a hundred thousand population and Seattle is obviously nothing like Highland Park. She said you are talking about this plan that makes absolutely no sense for any small town like Highland Park. She said if you have parking on each tract, are you going to build the parking garage first. She knows they have been talking to the former Mayor about his property because she received, many heavily redacted emails from the Borough.

Mayor Brill Mittler thanked everyone for joining the meeting, and explained that the Brough was at the very beginning of this process and there will be a lot more to come.

Adjournment

There being no further business, there was a motion by FOSTER and seconded by CANAVERA the regular meeting adjourned at 8:18 PM.

Respectfully submitted,

Jennifer Santiago
Deputy Clerk