

**Approved Minutes
Open Session
Of the Mayor and Council of the Borough of Princeton
May 5, 2009
Regular Meeting
Closed Session 7:00 P.M.
Open Session 7:30 P.M.**

Present: Council President Andrew Koontz, Councilman David Goldfarb, Councilman Roger Martindell, Councilwoman Barbara Trelstad, Councilman Kevin Wilkes, and Mayor Mildred Trotman

Absent: Councilwoman Margaret Karcher

Staff Present: Borough Administrator Robert W. Bruschi, Borough Attorney Karen L. Cayci, Borough Engineer Christopher M. Budzinski, Planning Board Director Lee O. Solow, Borough Clerk Andrea Lea Quinty

Mayor Trotman called the meeting to order at 7:00 P.M. and read the open public meetings statement as follows:

“This meeting is called to order pursuant to the provisions of the Open Public Meetings Law. This meeting of May 5, 2009, was included in a list of meetings sent to and advertised in the Princeton Packet and Trenton Times, posted on the bulletin board in the Borough of Princeton municipal building and has remained continuously posted as the required notices under the statute. In addition a copy of this notice is and has been available to the public and is on file in the Office of the Borough Clerk. Proper notice having been given, the Borough Clerk is directed to include this statement in the minutes of this meeting.”

Mayor Trotman read **Agenda Item D, Resolution 2009-R146**, as follows:

**RESOLUTION 2009-R146
OF THE MAYOR AND COUNCIL OF THE BOROUGH OF PRINCETON
INTO CLOSED SESSION ON MAY 5, 2009**

WHEREAS, the Open Public Meetings Act, P.L. 1975, Chapter 231 permits the exclusion of the public forum from a meeting in certain circumstances; and

WHEREAS, this public body is of the opinion that such circumstances may presently exist; and

WHEREAS, the Governing Body wishes to discuss the following issues:

1. Litigation — Affordable housing
2. Negotiations — NHKT

WHEREAS, minutes will be kept and once the matter involving confidentiality of the above no longer requires that confidentiality, then minutes can be made public; and

NOW THEREFORE BE IT RESOLVED that the public be excluded from this meeting.

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Councilwoman Trelstad moved to approve; Council President Koontz seconded. Council members Koontz, Goldfarb, Martindell, Trelstad, and Wilkes voted in the affirmative. Hearing no nay votes, Mayor Trotman proclaimed the resolution approved.

Borough Council recessed into closed session.

At 7:30 P.M. Council reconvened into open session.

Mayor Trotman asked all present to rise for **Agenda Item C, Salute to the Flag.**

Mayor Trotman read **Agenda Item E, Approval of Minutes.**

Presented for approval were the minutes of the open session of April 14, 2009.

Council President Koontz moved to approve the minutes of the open session of April 14, 2009, Councilwoman Trelstad seconded, and Council approved unanimously, with the notation that Borough Engineer Christopher Budzinski was not in attendance.

Mayor Trotman announced the addition of **Resolution 2009-R150** to the agenda.

Mayor Trotman read **Agenda Item F, Summary — Closed Session Discussion** — *Robert W. Bruschi, Borough Administrator.*

Mr. Bruschi reported that staff updated Council on two items: (1) affordable housing litigation and (2) NHKT mediation.

Mayor Trotman read **Agenda Item G, Public Presentation**, and asked if anyone present wished to address the Council with an issue not on the agenda.

There were no public presentations.

Councilman Martindell asked the status of debt payment from Princeton Township for joint sewer projects. Mr. Bruschi responded that the two financial officers met and agreed on disputed items; Township Committee has undertaken to pay \$1.6 million. Mr. Bruschi said the final audit will take place in June 2009.

Mayor Trotman read by title **Agenda Item H, New Business (1) — Introduction and Order to Publish: Ordinance 2009-14 AN ORDINANCE AMENDING CHAPTER 15 OF THE “CODE OF THE BOROUGH OF PRINCETON, NEW JERSEY 1974” REGARDING USE OF DUMPSTERS.**

Councilwoman Trelstad moved to introduce Ordinance 2009-14; Councilman Wilkes seconded.

Mayor Trotman opened the public discussion and asked if anyone wished to address Council on this issue. Seeing no one, she closed the public discussion and returned to Council. Hearing no comment, Mayor Trotman called for a roll call vote. Borough Clerk called the roll. Council

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members Koontz, Goldfarb, Martindell, Trelstad, and Wilkes voted in the affirmative. Mayor Trotman proclaimed the ordinance introduced with a public hearing to be held May 26, 2009.

Mayor Trotman read by title **Agenda Item H, New Business (2) — Introduction and Order to Publish: Ordinance 2009-15, AN ORDINANCE AMENDING AND SUPPLEMENTING CHAPTER 15 OF THE “CODE OF THE BOROUGH OF PRINCETON, NEW JERSEY 1974” REGARDING DISCHARGE INTO THE STORM SEWER SYSTEM.**

Councilwoman Trelstad moved to introduce Ordinance 2009-15; Councilman Wilkes seconded.

Mayor Trotman opened the public discussion and asked if anyone wished to address Council on this issue. Seeing no one, she closed the public discussion and returned to Council.

Councilman Wilkes questioned excepting a residential lot with one single-family house. Mr. Budzinski allayed Councilman Wilkes’s concerns.

Hearing no further comment, Mayor Trotman called for a roll call vote. Borough Clerk called the roll. Council members Koontz, Goldfarb, Martindell, Trelstad, and Wilkes voted in the affirmative. Mayor Trotman proclaimed the ordinance introduced with a public hearing scheduled for May 26, 2009.

Mayor Trotman read **Agenda Item H, New Business (3) — Resolution 2009-R147** as follows:

**RESOLUTION 2009-R147
OF THE MAYOR AND COUNCIL OF THE BOROUGH OF PRINCETON
SUPPORTING A GRANT APPLICATION FOR TRANSPORTATION
ENHANCEMENT FUNDS THROUGH THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION FOR THE PRINCETON COMMUNITY BICYCLE
AND PEDESTRIAN IMPROVEMENT PROJECT**

WHEREAS, the New Jersey Department of Transportation has solicited applications for funding under the Transportation Enhancement ARRA (Economic Recovery) Program from local government agencies and non-profit civic groups; and

WHEREAS, the Borough of Princeton has prepared a grant application in coordination with Princeton Township and Princeton University to improve motorists’ awareness of cyclists and pedestrians and to provide new facilities for cyclists and pedestrians within the Township of Princeton, Borough of Princeton and on the campus of Princeton University; and

WHEREAS, the Borough of Princeton wishes to endorse and support this grant application.

NOW, THEREFORE, BE IT RESOLVED that Mayor and Council of the Borough of Princeton formally approves the grant application and commits to maintaining the completed improvements within the Borough for a minimum of 20 years after construction is complete for the above stated project.

BE IT FURTHER RESOLVED that the Borough Administrator and Borough Clerk are hereby authorized to submit an electronic grant application identified as TE-ARRA-Princeton Borough-00131 to the New Jersey Department of Transportation on behalf of the Borough of Princeton and are hereby authorized to sign the grant agreement on behalf of Borough of Princeton and that their signatures constitute acceptance of the terms and conditions of the grant agreement and approves the execution of the grant agreement.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the Borough of Princeton and Princeton University.

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The signatures of the Borough Administrator and Borough Clerk serve to acknowledge the above resolution and constitute acceptance of the terms and conditions of the grant agreement and approve the execution of the grant agreement as authorized by the resolution above.

Council President Koontz moved to approve Resolution 2009-R147, Councilwoman Trelstad seconded, and Borough Council approved unanimously.

Mayor Trotman read **Agenda Item H, New Business (4) — Resolution 2009-R148** as follows:

**RESOLUTION 2009-R148
OF THE MAYOR AND COUNCIL OF THE BOROUGH OF PRINCETON
AWARDING CONTRACT TO STOUTS INC. II
FOR JITNEY COMMUTER SERVICE**

WHEREAS, the Borough of Princeton has determined the need for services in connection with a Jitney Commuter Shuttle Service; and

WHEREAS, the Borough has solicited bid proposals for same; and

WHEREAS, all bid proposals were publically opened on April 14, 2009; and

WHEREAS, the Borough received and opened the following bids:

Stout's Inc II	\$5,350.00 per month, base bid
	\$300.00 per day, Bid item 2
	\$5,350.00 per month, Alternate #1A
	\$300.00 per day, Alternate #1B
	\$8,710.00 per month, Alternate #2A
	\$8,710.00 per month, Alternate #2B

First Transit	\$6,216.00 per month, base bid
	Bid item 2 included in base bid
	\$6,520.00 per month, Alternate #1A
	Alternate #1B included in Alternate #1A
	\$12,400.00 per month, Alternate #2A
	Alternate #2B included in Alternate #2A

A-1 Limousine	\$6,836.83 per month, base bid
	\$425.00 per day, Bid item 2
	\$7,178.85 per month, Alternate #1A
	\$450.50 per day, Alternate #1B
	\$13,673.66 per month, Alternate #2A
	\$14,357.35 per month, Alternate #2B

WHEREAS, it is the recommendation of the Borough Engineer that that the contract be awarded to Stout's Inc. II as the lowest responsible bidder and the bid be awarded utilizing Alternate #1A for three years of Normal Service at \$192,600.00 along with Alternate #1B for 50 days of backup vehicle service, at \$300.00/day, or \$15,000.00, both with a three year service period from July 1, 2009 through June 30, 2012, and; and

WHEREAS, the Borough's Chief Financial Officer has certified that funds are available for the purposes set forth herein.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Princeton that a three year contract be awarded for Jitney Commuter Service to Stout's Inc. II, 20 Irven Street, Trenton NJ 08638, in the amount of \$207,600.00, or \$69,200.00 per contract year, as set forth in the bid specifications.

BE IT FURTHER RESOLVED, that the Mayor and Borough Clerk are hereby authorized and directed to execute said Contract on behalf of the Borough.

Councilman Goldfarb questioned allotting \$60,000 for such part-time use of the vehicle. Mr. Bruschi replied that half (\$30,000) will be reimbursed; he considers this jitney to be a seed program.

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Councilman Goldfarb moved to approve Resolution 2009-R148, Council President Koontz seconded, and Borough Council approved unanimously.

Mayor Trotman read **Agenda Item H, New Business (5) — Resolution 2009-R149** as follows:

**RESOLUTION 2009-R149
OF THE MAYOR AND COUNCIL OF THE BOROUGH OF PRINCETON
SUPPORTING AMENDMENT
TO BINDING ARBITRATION STATUTE**

WHEREAS, the binding arbitration process was intended to support local government aims by arriving at award decisions that are equitable to all involved parties, including municipalities, and Police and Fire Department personnel, and taxpayers; and

WHEREAS, the binding arbitration process is mandated by the state law; and

WHEREAS, municipalities are bound by strict fiscal controls embodied in the expenditure limit and tax levy cap laws; and

WHEREAS, it is the norm rather than the exception for state approved arbitrators to award raises for police salaries at rates that exceed the annual caps; and

WHEREAS, binding arbitration awards in excess of the caps force municipalities to cut other critically needed municipal services, in order to fund salary increases, compounded by pension increases, to police and fire personnel, and costs for police and fire services continue to spiral at an unacceptable rate; and

WHEREAS, the state approved binding arbitration process is inconsistent with the State cap laws and is unfair to municipalities attempting to control property taxes through fiscal responsibility;

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Council of the Borough of Princeton urges the New Jersey State Legislature to pass legislation containing substantial reforms to the binding arbitration process; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to our State Senator, our Representatives in the General Assembly, to the Governor and to the New Jersey League of Municipalities.

Council President Koontz moved to approve Resolution 2009-R149, Councilman Wilkes seconded, and Borough Council approved unanimously.

Mayor Trotman read new **Agenda Item, Resolution 2009-R150**, as follows:

**RESOLUTION 2009-R150
OF THE MAYOR AND COUNCIL OF THE BOROUGH OF PRINCETON
SUPPORTING A GRANT APPLICATION TO
SUSTAINABLE JERSEY™ SMALL GRANTS PROGRAM**

WHEREAS, the Sustainable Princeton Task Force seeks to optimize quality of life for Princeton residents by ensuring that its environmental, economic and social objectives are balanced and mutually supportive; and

WHEREAS, Princeton strives to save tax dollars, assure clean land, air and water, improve living environments as steps to building a sustainable community that will thrive well into the new century; and

WHEREAS, by endorsing the Sustainable Princeton grant application to educate the community about food waste and leaf composting in order to reduce the amount of solid wastes generated by the community;

NOW THEREFORE BE IT RESOLVED, that the Borough of Princeton supports the Sustainable Princeton Task Forces application to Sustainable Jersey to create a food waste and leaf composting program for the Princeton community.

Council President Koontz moved to approve Resolution 2009-R150, Councilwoman Trelstad seconded, and Borough Council approved unanimously.

Mayor Trotman read **Agenda Item I, Discussion (2) — COAH / Borough Housing Element and Fair Share Plan.**

Borough Attorney Karen Cayci reported that the Borough's petition to COAH for third round certification received objections from Princeton Medical Center, Princeton Witherspoon Redevelopment Company (buyer of the hospital site), and Fair Share Housing Center. She summarized their objections:

1. Borough should address unmet need using hospital property not growth share
2. Zoning of hospital land is not realistic for construction of affordable housing
3. Borough must address its affordable rental obligation and location
4. Borough must address very-low-income housing

After its review, COAH will advise Borough of the completeness and validity of objections. Staff is already drafting a response, Ms. Cayci said. If required, COAH will prepare a pre-mediation report—stating both sides—for distribution to everyone on the service list.

Ms. Cayci described COAH mediation. COAH appoints and pays the mediator, while Borough forms a mediation team of four or more. The mediator controls the mediation process.

Ms. Cayci noted that COAH may be overwhelmed with objections and a timetable for mediation is uncertain.

Council expressed disappointment with the objections to the certification, the Borough had spent much time and many meetings discussing the Hospital Plan and Affordable Housing Plan over many years.

Mayor Trotman read **Agenda Item I, Discussion (1) — Presentation Arts/Transit Neighborhood (ATN) Proposal – Princeton University.**

Mayor Trotman emphasized that absolutely no decisions have yet been made about the arts/transit neighborhood's future.

Robert Durkee, Princeton University, said that, after three years of public discussions, this is the first opportunity to focus on the neighborhood plan with a governing body.

Mr. Durkee remarked that most projects are “incremental”—adding a building, adding parking, enhancing landscape or sustainability. Endowment, which covers nearly half of operations and much of capital, was reduced by 30% over the past year. Mr. Durkee noted that University plans to decrease operating budget by \$170 million (two years) and proceed with only top-priority capital projects—including ATN.

Mr. Durkee stated the ATN project covers six zones in two municipalities. First step is rezoning the area to accomplish the goals of:

1. Create new arts district for campus and community
 - a. Develop more opportunity for students to engage in the making and doing of art
 - b. Expand art experience for community
 - c. Exploit synergies of Berlind and McCarter Theaters
2. Improve traffic flow
 - a. University and Borough cooperate
 - b. Introduce roundabout circulation
 - c. Ease conflicts and congestion
 - i. Provide transit access for bus/jitney/shuttle, drop-off area, taxi stand
 - ii. Put facilities *inside* station
 1. Wawa
 2. Bicycle storage, lockers, rental, and repair
 3. Capacity for future rapid transit (New Jersey Transit [NJT])
 - iii. New commuter parking—permit *and* daily
 - d. Reduce peak-hour volume
3. Preserve and enhance the dinky experience
 - a. Climate controlled
 - b. Restrooms, Wawa, newsstand, bike facilities
 - c. Easy access
 - d. Extended local public transportation system
 - e. Retail plus arts venues
 - f. New location nearer Lot 7
4. Design attractive, lively public spaces
 - a. Dinky plaza celebrating art and community
 - b. Pedestrian-friendly
 - c. Retail amenities and dining (ratables)
 - d. “All-front” architecture (loading from below-ground docks on campus)
5. Construct a model of sustainability
 - a. Encourage dinky use
 - b. Direct access to Lot 7 (350 fewer vehicle-miles per day)
 - c. Soften landscaping away from impermeable pavement and roofs
 - d. Geothermal climate control (160 wells), green roofing, gray-water recycling, solar panels

Mr. Durkee described planned parking answers for commuters, shoppers, and theater-goers; in particular a new access to Lot 7 from Alexander Street.

Mr. Durkee showed (slides and model) the proposed new building to house theater and dance, offices, music rehearsal, with underground forum topped by plaza.

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Mr. Durkee declared that University has received enthusiastic support for their ATN plans from many sources—when quizzed by *Town Topics* at an open house, **everyone** replied with positives.

Mayor Trotman turned to Council for comments and questions.

Councilwoman Trelstad asked about differences between slides and model. Mr. Durkee answered that arts building, arts plaza, transit plaza, landscaping, and parking plan have evolved and will continue to change.

Councilman Martindell suggested a more suitable spot for an arts center—in front of McCarter at faculty housing or at its side on College Road toward the golf course—to provide a link between Graduate College and main campus with room for future expansion into the golf course.

Mr. Durkee thought a College Road location would serve students well but would not resolve community needs—traffic problems and so forth—and would not draw in dinky riders or theater goers.

Ron McCoy, University architect, answered that “leap-frogging” to more remote sites—golf courses, West Windsor, College Road—would lose connectivity. The principal objective was to maximize the pedestrian experience and park-like setting and to mix the mass transit aspect into the whole development of ATN.

Councilman Martindell asked about plans for the golf course and Mr. McCoy said it is better suited for residential purposes.

Councilman Martindell foresaw Borough’s need for an additional parking garage supporting central business district (CBD) and thought the site of the existing dinky station would be ideal because (1) transportation hub, (2) periphery of town yet quite near town, (3) few complaining neighbors. He wondered if Borough and University could team up to build such a structure—never possible if this ATN plan is completed.

Mr. Durkee noted two problems: Expensive to build and exacerbates traffic volume. He said adding decking for community use to the plan’s parking lot—expensive but possible—could be discussed.

Councilman Wilkes added his name to the list of folks finding the ATN plan attractive and exciting. He wondered about sustainability of a longer walk from CBD to dinky. Mr. Durkee repeated a citizen’s comment that a slightly longer walk (especially through a beautiful area with amenities) is a bonus. Mr. Durkee observed that the present foot trip from town to Wawa to the dinky is *farther* than the new walk from town to the dinky with Wawa inside.

Councilman Goldfarb expressed a sense of loss of community since Alexander Street became University property. He also expressed hope for housing, commercial uses, and metered parking spaces on Township land south of ATN. Mr. Durkee concurred that that area is attractive for

mixed use; an additional benefit of future development there is that it is walking distance to ATN. Mr. Durkee agreed to pass on Councilman Goldfarb's thoughts to Township Committee.

Councilwoman Trelstad also found the ATN plan attractive. She wondered how Lot 7 will help McCarter since parking for events is not difficult now and McCarter is not growing. Mr. Durkee has found that McCarter people like the easy access to Lot 7 for newcomers; outsiders are unfamiliar with side streets and parking tricks known to townsfolk.

Council President Koontz mentioned the delight of having a fine arts education. Council President Koontz thought the ATN plan does not solve the congestion problems; it moves complex traffic maneuvers right into the transit plaza. Council President Koontz noted NJT's inconsistency regarding grade crossings; there are numerous recent grade crossings for the River Line. (Mr. Durkee: "We got a definitive response.") Anticipating probable future growth of dinky ridership, Council President Koontz insisted the station should remain within Princeton Borough, as near as possible to town center. (Mr. Durkee: "We have a stake, too, in making sure service remains.")

Mr. Durkee provided a history of parking permits for the dinky/Lot 7 vicinity—needs and actual use.

Councilman Wilkes brought up transit-oriented development (TOD) asked how ATN will meet housing needs and TOD goals for expanded activity and a larger faculty. Mr. McCoy pointed out that TOD quality-of-life is quite broad, encompassing housing, cultural, recreational, and retail aspects—anything that promotes a pedestrian-friendly, landscape environment. He said the ATN project will have little impact on the housing portion (in the midst of an intense residential area); it *is* a stimulus to future housing growth farther south on Alexander.

Neil Kitridge, Beyer Blinder Belle Architects, confirmed that culture, arts, and entertainment destinations are valid TOD options. A long-term TOD plan might include a bus (BRT) route running parallel to the train track.

Mr. Bruschi expressed interest in conferring with University about a joint project for an expanded parking facility at ATN to siphon all-day parkers away from CBD.

Mr. Bruschi inquired about plans for relocating 75 spaces at Baker Rink. Mr. Durkee addressed the larger campus plan, stating significant reduction in parking demand near the rink from (1) prohibiting sophomore autos on campus and (2) moving New South workers to Canal Point facilities. He said the Baker Rink lot will be removed.

Mr. McCoy stated University has an evolving, long-term, predictive, annual parking solution that includes supply and demand models and a robust van pool arrangement.

Mayor Trotman opened discussion to the public.

Roberto Weinmann, 98 Bayard Lane, who walks to the station, noted that the proposed additional 400 feet will be a hardship in bad weather. He suggested an overpass to Lot 7. Mr.

Kitridge responded that University has examined all options for over and under access—in all cases the distance required for appropriate slope out from the ramps is prohibitive. He said all land immediately adjacent to the station is needed for station-related functions, such as drop-off curb and jitney stop.

Sandra Persichetti, 22 Truebridge Court in the Township, works in Borough. She commented that, at the Alexander Street gateway, Wawa is the visitor's first view of town. She stated that placement of the ATN at the campus periphery is a gift to the community.

John Gilmore, 127 Ross Stevenson Circle (Township), has an office at Seminary. His colleagues at Seminary, immediate neighbors of ATN, are enthusiastic about the plan.

David Newton, Township resident and manager Palmer Square, encouraged the plan and commended designers' imaginative approach. He asked if the BRT will run on Nassau Street, further linking ATN and elements of Borough. Mr. Kitridge replied that NJT has a dedicated road for the BRT from the station to the canal; at that point, buses join traffic and travel Alexander Street to Princeton Junction depot. There may be buses that connect dinky station with Nassau Street/Palmer Square.

Lori Rabon, Nassau Inn and Convention & Visitors' Bureau, noted that the Princeton area's appeal lies in its culture, arts, and heritage. She said the ATN will be a tremendous asset and additional attractor for marketing the Princeton region (700,000 annual visitors now "because Princeton University is such a draw"). Ms. Rabon asked if her guests will be able to continue to ride the dinky and pick up Tiger Transit to the Nassau Inn door. (Mr. Durkee: "Unless you move your door, yes.")

Kathy Moralda, Borough Merchants for Princeton President, expressed merchant support for the project—in particular, more walking traffic into Borough. Merchants rely on visitation from parents and appreciate University support and "heads-up" for upcoming campus events. Ms. Moralda stated merchants are not concerned about new competition from ATN; they see a plus to bringing more visitors to town.

Wendy Meagher, Arts Council Board President, speaking as an individual, thought the vision for ATN complements the Arts Council mission of "building community through the arts." She predicted more and better collaboration between visiting artists and workshop programs at Arts Council.

Ms. Meagher, also Open Space President and speaking as an environmentalist, was enthusiastic about greening and sustainability efforts in the plan.

Marvin Reed, Master Plan Committee Chair, shared sacrifices by the community with creation of ATN. Originally, a new arts area was to be centered around the *improved existing* station. Mr. Reed opined that the plan

- Does not enhance the dinky experience
- Is not a community center related to transportation

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- Is a transit hub “stuck off in the back”
- Does not fulfill the promise of a “real community meeting place.”

Mr. Reed noted that commuter parking is more remote with the plan. Mr. Reed believed the roundabout concept has not yet been completely worked through. He also thought pedestrian and vehicular traffic patterns need further consideration. Mr. Reed worried that many very attractive buildings on Alexander will be demolished. Mr. Reed beseeched Council not to base ATN decisions on parking meter issues (convenience, hours, revenue).

Mr. Reed said Planning Board will soon hold public hearings on unresolved ATN questions. He hoped University will apply their collective imagination to working closely with Planning Board, Council, and residents.

Councilman Martindell shared concern that parking is moving farther from CBD. He wondered if building above the current station is possible. Mr. Reed said that many different configurations are possible and pointed to various potential development spots.

Mr. Durkee offered a work session on the details (turns, traffic lights, and so forth), if desired. He observed that University gave a great deal of attention to walking distances; he expressed satisfaction.

Mayor Trotman plans to ask Mr. Reed and Planning Board Director Lee Solow to present to Council a recommendation for ATN.

Sheldon Sturges, 42 Cameron Court, Managing Director of Princeton Future, worried that citizens are not involved with ATN decisions. He stated the dinky should be *closer* to town for sustainability.

Seeing no one further, Mayor Trotman closed the public discussion and returned to Council.

Councilman Wilkes opposed the proposed western access to Lot 7, which interlaces that traffic with station traffic; he proposed instead extending College Road to the east, thus creating a new campus vehicular entrance. He believed a design can be found that includes the new arts center *and* preserves the existing train station location.

Mayor Trotman thanked Mr. Durkee and his team.

Council President Koontz moved to adjourn. There being no further business, Mayor Trotman adjourned the open session meeting at 10:17 P.M.

Respectfully submitted,

Andrea Lea Quinty
Borough Clerk

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