

**BERGENFIELD PLANNING BOARD
REGULAR MEETING MINUTES
November 17, 2025**

Vice Chairman Bergman called the meeting to order at 8:00 P.M.

OPEN PUBLIC MEETING STATEMENT

In compliances with the Open Public Meetings Act, the notice requirements have been satisfied. Meeting dates are confirmed at the Annual Meeting. Notice of this meeting was provided to the Record, Star Ledger, and Cablevision, posted on a municipal public notice bulletin board and posted on the borough website.

Any board member having a conflict of interest involving any matter to come before the board this evening is reminded they must recuse himself/herself from participating in any discussion on this matter.

PLEDGE OF ALLEGIANCE

Led by Board member Dimaren.

ROLL CALL

Present: Mayor Amatorio, Councilman Lodato, Romeo Abenoja, Ernesto Acosta, Jason Bergman, Edgar Dimaren and Praveen Joseph

Absent: Robert Rivas (excused)

Also Present: Gloria Oh, Planning Board Attorney, Antonios Panagopoulos, Planning Board Engineer, and Hilda Tavitian, Planning Board Clerk

APPROVE MINUTES OF PREVIOUS MEETING – October 27, 2025

Motion By: Mayor Amatorio

Second By: Board member Bergman

All present, voting in favor. None opposed.

CORRESPONDENCE

One letter received from Bergen County Soil Conservation District. It's just advisory notifying the Board an application was submitted and approved for the following property: 103 Hallberg Avenue.

VERBAL COMMUNICATION

Comments by members of audience on matters not on evening's agenda

None.

Motion to Close Verbal Communication

Motion By: Mayor Amatorio

Second By: Vice Chairman Bergman

All voting in favor, none opposed.

COMMITTEE REPORTS – Were Dispensed With

1. Site Plan
2. Parking Legal
3. Capital Improvements
4. Master Plan
5. Liaison to Board of Adjustment

OLD BUSINESS

None.

NEW BUSINESS

Application: Famco, LLC and New West Properties, LLC
On Behalf of The Pointe at Main
10 S. Washington Avenue
Preliminary & Final Major Site Plan – Proposed Mixed-Use Redevelopment

Gail Price, attorney from Price, Meese, Shulman & D'Arminio, P.C., 50 Tice Blvd, Woodcliff Lake, NJ, stated she is before the Board for the redevelopment mixed-use project with residential and retail. They appeared before the Site Plan Committee meeting a few months ago and answered a lot of questions from that meeting. Ms. Price stated they also had an opportunity to have a follow up meeting with the fire department, ambulance, and OEM. The architect and planner also attended the meeting and will be able to communicate 95% of the items voiced at the site plan committee meeting. Ms. Price stated the plan is fully compliant with the redevelopment plan and not seeking any variances or exceptions. They received an updated engineering report and will be able to confirm with everything during resolution compliance. The initial application package will be Exhibit A-1 and CV's for the professionals handed out was labeled Exhibit A-2.

Jack Raker, project architect at Minno Wasko Architects and Planners, stated the site has three street frontages, West Main Street, South Washington Avenue, and Portland Avenue. Each frontage has a level that fronts it, each at a different level. The lowest level is along Portland Avenue which contains the garage with a 167 parking spaces. There is a small move in lobby and a loading area. It provides convenient access to Portland Avenue for the residents and vehicular access. At this garage, there 10 retail parking spaces, six are dedicated for flex spaces, shared with the residents. The next parking level fronts W. Main Street. Mr. Raker stated there is a drop-off area, serving as an area for Fedex, UPS, Fresh Direct, Uber, and anybody that needs to drop-off or pick up someone from the building. There is also access to the parking from this level. Mr. Raker stated this level contains 146 parking spaces, with 5 handicapped spaces, 29 EV, and 112 standard spaces. There are some dwellings and an amenity at the Portland Avenue level. All of the garages are well hidden. The next level fronts South Washington Avenue, where there is some retail, 6,067 sq. ft., in two spots. Along the middle, there are some units with stoops to maintain some street scape character. He stated units wrap the entire perimeter with a nice courtyard in the center. The amenities include a fitness center, club rooms, and a lot of spaces residents can use inside the building. The second and third levels have a total of 220 units, 176 are market rate, and 44 are affordable units. The total mix is: 50 studios, 93 one-bedrooms, 68 two-bedrooms, and 9 three-bedrooms. Mr. Raker stated all of the mechanicals will be kept on the roof in the center of the building and not seen from the street scape. There is also a amenity deck, up top to get some nice views from the roof. There will be a clock element at the retail area. There are vertical elements created along S. Washington Avenue. The building is stepped back at the top level to break down the mass and scale of the building. Mr. Raker stated there will be two colors of brick complemented with hardy, cement siding. The main entry to the building will be on W. Main Street. There will be signage at the entry. The name of the project hasn't been named yet, but it will most likely be stand up letters, that will be just backlit. The trash will be removed by a private hauler. The time of trash pick-up is known, will be brought out at that time, managed and choreographed, just like move-ins. People need to call management, arrange a time, and move in at that time. The building height is measured from each street frontage and comply with all of them. Mr. Raker stated along Portland Avenue, the allowable height is 75 ft., they are at 72.4 ft. The allowable height on W. Main Street is 65 ft. and they are at 59.2 ft., and the allowable height on S. Washington Avenue is 55 ft. and they are at 52.8 ft. It complies with the redevelopment plan.

Mayor Amatorio inquired if there is an ingress and egress of cars along Washington Avenue or is it just in the back.

Michael R. Lawson, project architect at Minno Wasko Architects and Planners, stated there isn't. There's just the retail area and the units. There are 10 total retail spaces on the side of Portland Avenue, 2 of which are shared, and 8 are dedicated for retail. The two shared spaces will be used for both retail and the residents. The goal is for the parking garage spaces located underneath the building be used by employees and be for tenant related retail functions. The public would be able to use those parking spaces that are proposed along Washington Avenue. It works well for security purposes and allows for tenants to have employee parking.

Mr. Raker stated they made sure to have the two different locations of the entry for the parking garage, one was off of Main Street, the roundabout area and on the lower level, at the entry level on Portland Avenue. They are not connected inside the building. Residents will be assigned parking spots.

Board member Acosta stated the upper level exit to Main Street is close to the traffic light and it is a very busy intersection.

Mr. Lawson stated the egress is for a right turn only and will help with the traffic.

Councilman Lodato inquired if the ten parking spaces for retail will be on Washington Avenue. He inquired if they have met with the county yet.

Mr. Lawson stated no, the spaces being proposed on Washington Avenue are fourteen on-street parking spaces. The county's master plan calls for the widening of Washington Avenue.

Ms. Price stated they met with the county several times and are working with them at the same time as they are working with Bergenfield. The design is in keeping with what the county wants also. They have not received approval from the county yet. Ms. Price stated they want to get the town's approval first.

Board engineer Panagopoulos inquired if the loading area on Portland Avenue will be just for garbage pick up and move in move out. The loading space will be open for regular uses, not just for emergencies. As a condition of the project, approval will be needed from the Mayor and Council for the loading space as it is a public space that is within the right of way.

Mr. Lawson stated it will also be the best access for EMS and the fire department. There will be a knox box located at the secondary entrance on Portland Avenue as well as the main entry. There is a trash chute on every floor for refuse and recycling. The trash chute goes down to a refuse termination room on level one of the parking deck. Mr. Lawson explained when trash day occurs, it will be rolled out to the loading area for pick up. It's a managed process that happens 2-3 times a week and lasts 15 to 30 minutes. It's quick, efficient, and clean. There will be management and leasing staff on premises during business hours and 24 hour on-call staff for emergencies. They will comply with all signage regulations. There are two residential signs being proposed that are going to be canopy and three retail signs, one per tenant. The approval of the signs will be brought back to the Zoning Officer for approval when a retail tenant is selected. They will be providing 15% of the required EV charging spaces within the building. Mr. Lawson stated they have worked with the fire department to locate them on both levels of the parking garage and near the exits and entrances. There are two shared parking spaces that a lot for an extra parking space. There are 313 garage spaces and 14 additional on-street surface spaces. The plan was revised to minimize the tandem parking spaces proposed, decreased from 88 spaces to 52 spaces. There are eight garage spaces for retail instead of twenty-four. They will work with the engineer on the location

of the ADA spaces between the two levels of parking and will conform to the requirements of IBC code. They will provide more detail of the materials and the dimensions for the signage more clearly as well as the clock when applying for permits.

Board member Acosta inquired about where the garbage space will be for retail.

Mr. Lawson stated the garbage would be stored within the retail space and brought out for pick up on S. Washington Avenue by the private hauler.

Board member Bergman inquired if there will be a loading zone on S. Washington Avenue for garbage pick-up. Mr. Bergman stated even parking for 10 minutes to load garbage on Washington Avenue is going to cause too much traffic.

Mr. Lawson stated there currently isn't.

Mr. Raker stated they can block two parking spaces between 8am-10am for trash pick-up.

Mayor Amatorio didn't recall any business having their trash picked up on Washington Avenue.

Mr. Lawson stated there is no proposed alleyway.

Ms. Price stated the easiest way would be to designate trash pick up at a certain hour.

Vice Chairman Bergman stated reserving a 30 minute space for the trash hauler is fine. He would rather have the parking space available and the retailers understand there wouldn't be any cars parked in the two spaces during the designated times the hauler picks up the trash.

Mr. Lawson stated they understand the position of the Board and can make that accommodation to make sure there are two spaces that are positioned off at certain times for loading or it becomes a building management item where the trash is picked up from the two retail areas and brought to the refuse being picked up on Portland Avenue. They can work with the Board engineer during resolution compliance. There is a small alley that's an easement.

Board engineer Panagopoulos inquired if there is going to be some need for loading for the retail uses.

Mr. Lawson stated the Board's idea of having the two spaces would be dedicated for loading also with designated times.

Councilman Lodato inquired if a restaurant is a possible retail use. He stated a restaurant requires ventilation and inquired if that would require a greater height.

Mr. Lawson's response was yes. No, there's a shaft that goes through building that allows for the ventilation to occur.

Board member Dimaren inquired if there will be twenty-four hour security. He inquired if there will a physical person there for security.

Mr. Lawson stated the building will be secure. Every resident will have a key fob to get in and out of the building. If you are a guest or visitor, there will be an intercom system to communicate with the residential unit or management office to be let into the building. Mr. Lawson stated right now they have committed to having the leasing and management staff there during business hours and a 24 hour emergency staff on-call.

Board member Abenoja inquired if there will be any restricted apartments.

Mr. Lawson stated they will be rentals at market rate and 20% will be affordable housing. Mr. Lawson explained they are required by the state Affordable Housing Act to make sure they have nine three bedrooms within the project. They are fully conforming with the building codes and will conform to the affordable housing act that requires those kinds of bedrooms be included in the project.

Ms. Price stated there are 44 affordable apartments proposed. There are nine three bedroom apartments that is set by regulation.

Mayor Amatorio stated the Borough of Bergenfield adopted an ordinance requiring all developments to set aside 20% of the units as affordable units. The borough is required by the state to produce a certain amount of affordable housing.

Questions from Public:

No one came forward.

Ben Crowder, civil engineer and principal with Bohler Engineering, stated Exhibit A-4 dated July 21, 2025, shows the 7 tax parcels that is comprised of 1.99 acres within the redevelopment area. The site has three frontages, Main Street, Washington Avenue, and Portland Avenue. The site is almost entirely impervious coverage. Mr. Crowder stated there is no stormwater control and is very limited today. They will be adding a lot of green space. Mr. Crowder stated exhibit A-5, dated November 17, 2025, is a layout plan that was submitted with the revised plan. The building situated on the site is in full compliance with the redevelopment plan. All of the setbacks, impervious coverage, everything stipulated in the redevelopment plan from a bulk perspective has been incorporated with the layout of the building on the property. He explained access from Portland Avenue is to the lower level of the garage. When you are on Main Street, you have the opportunity to ingress onto the site where the roundabout drop-off area is and have the opportunity to access the second level of the garage. Mr. Crowder stated they wanted to ensure the county was onboard with a lot of the proposed happenings. The county is proposing in the future for a 70 ft, instead of 50 ft. currently, right of way on Washington Avenue. He explained along Washington Avenue, on the frontage, there is only about 10 ft. from the curb line to the front of the existing uses that will be demolished. There will be a 13 ft. dedicated right of way onto their side of Washington Avenue that will allow for 14 parallel parking spaces and a 15 ft. sidewalk that is streetscaped. There will be a curb line that will be at least 23 ft., where it is only about 10 ft. today. The streetscape will have different pavers, street trees, post top lights, an aesthetic corridor along Washington Avenue. There will be additional street trees on Portland Avenue. 10,000 sq. ft. of green space will be added to the property and there will be new wider sidewalks. Mr. Crowder stated they have to adhere to both the Borough and NJDEP stormwater management requirements. A fully compliant stormwater design was submitted that will be have new stormwater controls tied directly with the borough's underground system. There are 473 new plantings along with new decorative post top street lights 12-15 ft. in height along Washington Avenue and Portland Avenue. They are required to have 220 residential units, 1.55 parking spaces per residential unit, retail space will be 4 spaces per 1,000 sq. ft. 6,056 sq. ft. of retail space is proposed in the plan. They do comply with the required parking spaces on the property. Parallel parking spaces will be 8 x 22. Mr. Crowder stated they need to get Bergen County Planning Board approvals for dedication, both at the intersection of W. Main Street and Washington Avenue, Bergen County Soil Conservation District approval for the soil and erosion sediment plan, and certification from NJDEP for the sewer and water demand. Currently, there isn't a detention system. Most of the site is now going to be roof area that's been collected, conveyed to the garage, and tied directly to the underground system. The green space will allow the water to go into the ground, but they are also collecting it with onsite controls.

Board engineer Panagopoulos stated this is considered a major development by DEP so there are certain requirements, including the water quality. They are improving the water quality standards. There are certain store level requirements. They are installing grass around the site, trees and pervious paver system along S. Washington Avenue to pick up some of the water. They are meeting their reduction. There is some storage within the pervious pavers along S. Washington Avenue. He stated they are not required to store water onsite because of the reduction in their stormwater off their site. Mr. Panagopoulos stated it was 100% impervious and they are going to be reducing it by a ¼ acre of coverage.

Board member Dimaren inquired how the residents living at the corner of Portland Avenue and W. Main Street will be impacted during construction and afterwards.

Mr. Crowder stated the building has been sited from all required setbacks. They will be putting a new fence along the perimeter and an evergreen screen between the corridor and the neighbor's property line.

Mr. Panagopoulos inquired if at a certain depth, they will be digging deeper to install the garages, if underpinning is necessary, and if there is going to be jack hammering.

Mr. Crowder stated the garage will be at grade and cut into the slope along S. Washington Avenue, a 23 ft. grade change. The biggest construction will be supporting S. Washington Avenue when excavating down for the two levels of parking garage that won't be seen. The footing and structure closer to Portland Avenue won't be so deep. There will be some type of shoring mechanism so the structures on the property won't be impacted. Mr. Crowder explained if there is any type of vibration, it's a common practice for a contractor to have vibration monitoring.

Mayor Amatorio inquired if there will be sidewalks on Portland Avenue.

Mr. Crowder stated there will be new sidewalks on Portland Avenue.

Questions from Public:

No one came forward.

David Fahim, traffic engineer from Atlantic Traffic and Design, 30 Independence Blvd Suite 110, Warren, NJ stated exhibit A-6 is a revised traffic impact analysis report dated November 6, 2025. His office collected vehicular count data September 2024 at the intersection of W. Main Street and Washington Avenue, W. Main Street and Portland Avenue, Portland Avenue and Bedford Avenue, and all the side driveways along Portland Avenue and W. Main Street. They did the study during the weekday morning peak period 6:00 am – 9:00 am, weekday evening peak period 4:00 pm – 7:00 pm, and on Saturday between 11:00 am -3:00 pm. Mr. Fahim explained in order to determine the proposed development impact on traffic, their office utilized the latest rates and equations based on the trip generation manual developed by the Institute of Transportation. They compared what the proposed development would generate to what's out there today. Mr. Fahim stated they usually break it up between three different types of vehicle trips, new trips that were not in the network before, pass by trips, and diverted trips. He stated they evaluated for 2028 and their findings were consistent. The findings show the intersections studied in both future conditions with the project and without the project were consistent with each other in terms of service. Mr. Fahim stated when looking at levels of service for vehicles, they found for the intersection of Washington Avenue and W. Main Street, it would operate at level D service or better during the peak hours. There is congestion during the critical, peak hours. He stated when comparing the future condition without the project with to the project, it generates about 4% of the traffic volume. It's not a significant impact to the intersection. Mr. Fahim stated that is consistent with all of their findings for all of the intersections. The levels of service going to the future without the project and

with the project to be relatively consistent. They used two methods to calculate shared parking analysis. He stated when the two sites were combined, the shared parking analysis for residential and retail shows a maximum parking demand of 280 vehicles parked at the site at any given time. Mr. Fahim stated they are proposing 327 physical parking stalls, both in the garage and on Washington Avenue. There will be more than enough parking for both uses. The trip generation and analysis appear to be consistent with each other with the project or without the project.

Mayor Amatorio inquired if the estimated additional congestion will be 4%. He inquired if that is for the whole day or at certain times.

Mr. Fahim stated yes, at the intersection. They looked at it as an average of all peak hours that was studied.

Board member Dimaren inquired what time of year was the data collected. He inquired if the kids were in school, did they take the train passing into consideration, and what season was the study done.

Mr. Fahim stated it was when school was in session during the weekday, Tuesday, September 12th. The train would have been included as part of determining the traffic flow and understanding the volume. He stated they didn't specifically focus on the train and how often it came.

Board member Acosta stated as of now, anytime during the day Main Street is congested.

Mr. Fahim stated that is something they looked at their evaluation. Vehicles exiting from the garage on Main Street will only be allowed to make a right out. They're not allowed to make a left out, which would have created some significant back up.

Ms. Price stated it's an issue to raise with the county.

Board member Dimaren stated he has concerns about people coming out of the property and how much more congestion will be added as the congestion is already very bad in the mornings.

Mr. Fahim stated they expect most of the trip generation to be from the residential component. Normally, travelling to the site in the morning peak hour is not going to be very high, only about three cars are projected. There are plenty points of access to the property. There won't be a substantial increase to the particular through movement of traffic. There isn't a lot of inbound traffic during the morning peak.

Mr. Panagopoulos stated there is no mention of transit in the report, the bus line. He inquired about the expected volume of people that would use transit versus having a car to drive.

Mr. Fahim stated it would have been included in the analysis if the bus was traversing the network. Mr. Fahim stated he doesn't have that information, it's not part of their evaluation.

Questions from Public:

No one came forward.

Spach Trahan, licensed planner and associate principal from Phillips Preiss Grygiel Leheny Keller LLC, Planning & Real Estate Consultants, 70 Hudson Street, Hoboken, NJ, stated her firm worked with Neglia Engineering in preparation of the redevelopment plan. She stated the proposed plan is fully compliant. There are no deviations from the redevelopment plan. In the redevelopment plan, the purpose was stated as "stimulating, revitalization of the area in a manner that would be more conducive to the needs of the municipality". Ms. Trahan stated this project would revitalize this portion of the corridor where there currently are many vacant store fronts. The development also advances various purposes of the municipal

land use law that includes purposes A, C, E, G, and I. The stormwater consideration will be an improvement and meets the DEP requirements. It's adding pervious area, landscaping, and accommodates the county's future designs to widen the road way. Overall, it's not only a plan consistent with the redevelopment plan but also advances the purposes of the municipal land use law. There are no deviations and fully complies with the redevelopment plan.

Questions from Public:

No one came forward.

Comments from Public:

No one came forward.

Motion to Approve Preliminary & Final Major Site Plan – 10 S. Washington Avenue

Motion By: Mayor Amatorio

Second By: Vice Chairman Bergman.

6 Ayes, 1 Nay.

MOTION TO ADJOURN MEETING

Motion By: Vice Chairman Bergman

Second By: Board member Joseph

All present, voting in favor. None opposed.

Meeting was adjourned at 10:07 pm.

Respectfully Submitted,



Hilda Tavitian, Clerk
Planning Board