

MAYOR
 ALBIO SIRES | PUBLIC SAFETY
 COMMISSIONER
 MARIELKA A. DIAZ | PUBLIC AFFAIRS

TOWN OF WEST NEW YORK
 COUNTY OF HUDSON, NEW JERSEY



DEPARTMENT OF PUBLIC AFFAIRS
PLANNING BOARD
 428-60th STREET
 WEST NEW YORK, NEW JERSEY 07093
 (201).295.5009

CLARA BRITO-HERRERA | CHAIRWOMAN
 ISRAEL FUENTEZ | VICE-CHAIRMAN
 JONATHAN CASTANEDA | BOARD MEMBER
 COMM. MARCOS ARROYO | BOARD MEMBER
 STEVEN FERRALES | BOARD MEMBER
 ALAIN GOMEZ | BOARD MEMBER
 HECTOR YANEZ | BOARD MEMBER
 ANDREA BOUNSIAR | BOARD MEMBER
 ANGIE GUTIERREZ | BOARD MEMBER
 MARKUS REHFELD | ALT. MEMBER #1
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 DAVID SPATZ, P.P., AICP

MINUTES FOR REGULAR MEETING MONDAY APRIL 27, 2026

The Planning Board has scheduled a regular meeting on **Monday April 27, 2026 at 6:00 PM** via Teleconference. Call-In Number – **(929) 205- 6099** Meeting ID: **840 0476 7876** Password: **42860**

1. **Meeting called to order by the Chair Time: 6:02 P.M.**
2. **Pledge of Allegiance led by the Chair**
3. **Reading of notice in compliance with Open Public Meetings Act by Board Secretary**

This is the regular meeting of **April 27, 2026** of the **Planning Board of the Town of West New York**. Adequate notice of this meeting was provided pursuant to the Open Public Meetings Act, by at least 48 hours prior to this meeting, giving the time, date, location and, to the extent known, the agenda further indicating that formal action may be taken and this notice was (1) prominently posted in at least one public place reserved for such or similar announcements; (2) mailed, telephoned or telecopied to at least two newspapers, which newspapers have been designated by the Governing Body of the Town of West New York to receive such notices, one of which is the official newspaper of the Town; and (3) filed with the Clerk of the Town. Electronic copies of any hearing are available by contacting the Planning Board Secretary or the Town Clerk.

4. **Roll Call:**

	PRESENT	ABSENT
Chair Brito-Herrera	✓	
Vice-Chair Fuentes		✓
Member Castaneda	✓	
Member Comm. Arroyo	✓	
Member Ferrales		✓
Member Gomez	✓	
Member Yanez	✓	
Member Bounsiar	✓	
Member Gutierrez	✓	
Alt. Member 1 Rehfeld	✓	
Alt. Member 2 Burgos	✓	

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5. Communications, reports, and administrative matters: None

6. Minutes of Previous Meetings: Motion to APPROVE DENY the April 13, 2026 Minutes.

Clara Herrera (CH)	Israel Fuentes (IF)	Jonathan Castaneda (JC)	Marcos Arroyo (MA)	Steven Ferrales (SF)	Alain Gomez (AG)	Hector Yanez (HY)	Andrea Bounsiar (AB)	Angie Gutierrez (AG)	Markus Rehfeld (MR)	Marelin Burgos (MB)
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Motion:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB
Second:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB

	APPROVE	DENY	ABSTAIN	ABSENT
Chair Brito-Herrera	✓			
Vice-Chair Fuentes				✓
Member Castaneda	✓			
Member Comm. Arroyo	✓			
Member Ferrales				✓
Member Gomez	✓			
Member Yanez	✓			
Member Bounsiar	✓			
Member Gutierrez			✓	
Alt. Member 1 Rehfeld	✓			
Alt. Member 2 Burgos			✓	

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7. Resolutions:

- a. Memorializing Resolution: Planning Board Docket #PB 2025-02: Request for a 1-year extension for property located at 6608 Kennedy Boulevard Block: 160 Lot(s): 1, 2, 3, 4 & 5**

Motion to **APPROVE** / DENY Memorializing Resolution.

Clara Herrera (CH)	Israel Fuentes (IF)	Jonathan Castaneda (JC)	Marcos Arroyo (MA)	Steven Ferrales (SF)	Alain Gomez (AG)	Hector Yanez (HY)	Andrea Bounsiar (AB)	Angie Gutierrez (AG)	Markus Rehfeld (MR)	Marelin Burgos (MB)
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Motion:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB
Second:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB

	APPROVE	DENY	ABSTAIN	ABSENT
Chair Brito-Herrera	✓			
Vice-Chair Fuentes				✓
Member Castaneda	✓			
Member Comm. Arroyo	✓			
Member Ferrales				✓
Member Gomez	✓			
Member Yanez	✓			
Member Bounsiar	✓			
Member Gutierrez			✓	
Alt. Member 1 Rehfeld	✓			
Alt. Member 2 Burgos			✓	

8. Acceptance/Completeness: None

9. Old Business – Applications: None

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10. New Business:

- a. Planning Board Docket #PB 2026-03; filed March 3, 2026**
Meridia West New York 5700, LLC site plan – 5700 Madison Street (Block: 125 Lot: 1)

The applicant is represented by Dennis Liloia, Esq.

The applicant proposes to construct a new 17 story, 375-unit, multifamily building on the above noted lot, which is currently developed with a parking lot. The building will consist of eleven residential floors over two below grade and six above grade levels of parking; there will be 77 studio apartments, 212, one-bedroom units and 85, two-bedroom units; there will also be one management unit. The property is located on the eastern side of Madison Street, between 57th Street and 59th Street, in the Town of West New York's Madison Street Redevelopment Area. **This application was deemed complete at the March 23, 2026 Regular Meeting. The Board subsequently has scheduled the first hearing for this matter for today, April 27, 2026. (Public Notices are required)**

- 1. Dennis Liloia, Esq. – 201 S. Wood Ave, Linden, NJ:**

Dennis Liloia Esq., appearing on behalf of the applicant, introduced the application concerning the redevelopment of Block 125, Lot 1, located at 5700 Madison Street, within a designated non-condemnation area in need of redevelopment. He explained that the property is governed by the Madison Street Redevelopment Plan, which was adopted by the Town to guide development and expressly permits a multifamily residential building with structured public and private parking. Mr. Liloia emphasized that the proposal is consistent with the intent of the plan, which seeks to replace the existing municipal surface parking lot with a more efficient, higher-density development that complements the surrounding neighborhood and the planned recreation center across Madison Street. He noted that the project would not eliminate public parking, but instead replace it with a modern structured facility that continues to serve the public while improving land use efficiency. He further stated that the application is fully compliant with the redevelopment plan, is properly engineered, appropriately designed for the area, and will not result in adverse traffic impacts. He advised that testimony would be presented from the applicant's site engineer, architect, traffic engineer, and planner.

- 2. Melissa McIntyre – Stonefield Engineering:**

Ms. McIntyre, a licensed professional engineer in the State of New Jersey, was qualified and accepted by the Board as an expert in site engineering. She testified regarding the existing conditions and proposed redevelopment of Block 125, Lot 1 (5700 Madison Street), describing the site as a 1.3-acre municipal parking lot with approximately 183 spaces, currently consisting almost entirely of impervious coverage and minimal stormwater infrastructure. The property fronts Madison Street, 57th Street, and 59th Street, and is surrounded by a mix of residential, commercial, and recreational uses near the Bergenline Avenue corridor. Ms. McIntyre explained that the proposal involves demolishing the existing surface parking lot and constructing a 17-story multifamily residential building with 374 residential units and one management unit, along with a structured parking garage providing 375 residential parking spaces and 395 public parking spaces. The design maintains existing access points from Madison Street and 59th Street and introduces a circulation system including a drive aisle around the building and through the garage. Additional improvements include installation of ADA-compliant sidewalks (noting the absence of sidewalks along Madison Street today), a landscaped public park with a dog run at the corner of Madison Street and 57th Street, and a 4-foot vinyl fence for screening adjacent residential properties. From an engineering standpoint, she testified that the project fully complies with the applicable redevelopment plan and does not require variances.

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New Business (Cont'd):

She further detailed a comprehensive stormwater management system, including permeable asphalt and an underground detention basin, designed to meet New Jersey DEP and North Hudson Sewerage Authority (NHSA) requirements by improving runoff quantity and infrastructure compared to existing conditions. She noted that the project either satisfies or is exempt from certain DEP criteria, including stormwater quality and groundwater recharge, due to reduced impervious coverage and location within a designated planning area. Additional off-site stormwater storage is proposed beneath the Madison Street sidewalk. Utility connections will be made to existing mains, with will-serve letters obtained from relevant agencies. Ms. McIntyre concluded that the project represents an improvement over existing conditions by increasing green space, enhancing pedestrian safety, modernizing infrastructure, and providing both residential development and public parking in accordance with the redevelopment plan. She confirmed the applicant's willingness to address all comments in the Board engineer's review letter and obtain all required outside agency approvals.

3. Christiano Pereira – CPA Architecture:

Mr. Pereira provided detailed testimony describing the design and functionality of the proposed redevelopment at 5700 Madison Street, emphasizing that the project replaces an existing open municipal parking lot with a mixed-use structure that significantly increases public parking capacity while introducing new residential units. He explained that the building consists of eight levels of parking (two below grade and six above) and eleven residential floors above, totaling 374 residential units plus one management unit, including studios, one-bedroom, and two-bedroom apartments. Mr. Pereira highlighted that a key objective of the project is to more than double public parking, increasing it from approximately 189 surface spaces to 395 structured public parking spaces, while also providing 375 residential parking spaces. He described how the building is organized to clearly separate public and residential uses, including dedicated elevators, stairwells, and controlled access points, with security measures such as key fob entry and barrier gates to restrict access between public and private areas. At the ground level, the building includes a main residential lobby on Madison Street, management offices, and access to structured parking. Public parking is accessible from Madison Street and 59th Street, with internal circulation through ramps and multiple levels. Loading areas and trash facilities are strategically located to support building operations, including designated move-in/move-out zones with sufficient vertical clearance for trucks. He also described the inclusion of a public pocket park and dog run at the corner of Madison Street and 57th Street, intended to replace existing asphalt with landscaped green space, though final landscaping plans will be developed with a landscape architect. Mr. Pereira further detailed the residential component, including amenity spaces such as a fitness center, co-working areas, lounges, and rooftop terraces, along with modern unit layouts designed for urban living. The building will incorporate ADA-compliant design, fire safety systems, multiple means of egress, and modern façade materials, including glass curtain walls, metal cladding, and cast stone elements. He also addressed signage, lighting, and architectural aesthetics, noting efforts to integrate ventilation systems discreetly and enhance the building's visual appeal. In response to Board questions, Mr. Pereira clarified the separation between public and residential parking and circulation, explaining that access is controlled through physical barriers and electronic systems, and that public users are restricted to designated parking levels and vertical circulation paths. He confirmed that additional details, including landscaping and certain design elements, will be refined during the next phase and submitted for further review. Mr. Pereira further stated that there is rear access to the site via a continuous drive aisle, which will remain open and function similarly to existing conditions, allowing circulation for vehicles, deliveries, and access to adjacent commercial properties along the Bergenline Avenue corridor.

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New Business (Cont'd):

He emphasized that this rear access is not gated and is intended to maintain functional connectivity for neighboring uses. Finally, he addressed building systems, confirming that each residential unit will be equipped with its own electric water heater and in-unit washer and dryer, providing independent utility systems for residents.

4. Justine Fox – Stonefield Engineering:

Ms. Fox, a licensed professional engineer and traffic engineer, testified that a traffic impact study dated February 9, 2026 was prepared for the application. She explained that the study concluded the proposed development would not result in any significant adverse traffic impacts on the surrounding roadway network. Ms. Fox described how traffic counts were conducted at key intersections surrounding the site, including Madison Street, 57th Street, 59th Street, and the intersections of Bergenline Avenue with both 57th and 59th Streets. She noted that these roadways operate primarily as one-way streets under municipal control, and the analysis accounted for how vehicles would access the site via proposed left-in/left-out driveways on Madison Street and 59th Street, as well as an ingress-only driveway providing access to the rear circulation aisle. She testified that trip generation for the project was calculated using the Institute of Transportation Engineers Trip Generation Manual, applying a conservative methodology based on comparable developments near public transit. The analysis evaluated peak traffic conditions during weekday morning and evening hours, as well as a Saturday midday peak due to the presence of public parking supporting nearby commercial uses. According to Ms. Fox, when projected traffic from the proposed 375 residential units was added to existing conditions, all studied intersections maintained their current levels of service, indicating no meaningful degradation in traffic operations. She further emphasized that the public parking component would not introduce new traffic demand, as it largely replaces and expands existing parking supply, and may actually reduce congestion by eliminating vehicles circulating in search of parking. Finally, she confirmed that the parking layout complies with applicable standards, including stall dimensions of 9 feet by 18 feet and drive aisles ranging from 22 to 24 feet in width, consistent with both the redevelopment plan and Residential Site Improvement Standards (RSIS), and that the site would provide safe and efficient vehicular circulation. The Board confirmed the project will provide 395 public parking spaces, consistent with the redevelopment plan and an increase over existing conditions. Concerns were raised about pedestrian safety near the adjacent park; in response, the applicant stated that garage exits will include warning lights and pedestrian alerts. The project will also add new ADA-compliant sidewalks along Madison Street, improving walkability. Lastly, a minor discrepancy in the number of EV charging spaces (73 vs. 75) was noted, and the applicant agreed to correct it while maintaining compliance with state requirements.

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New Business (Cont'd):

5. Thomas Ricci – Stonefield Engineering:

Mr. Ricci testified that the application is fully compliant with the Madison Street Redevelopment Plan and requires no variances or deviations. He explained that the project advances several key goals of the plan, including the implementation of modern stormwater management systems, which both satisfies regulatory requirements and provides a public benefit, and the provision of 395 public parking spaces, significantly increasing the existing supply while also meeting residential parking demands. He further noted that the redevelopment replaces an underutilized surface parking lot with structured parking and a high-rise residential building, consistent with the plan's intent to maximize the site's development potential. The project also contributes new housing units, amenity spaces, and a pocket park, enhancing both the built environment and community resources. Mr. Ricci concluded that the proposal represents appropriate infill redevelopment, aligns with the redevelopment plan's vision, and delivers meaningful public benefits through improved infrastructure, expanded parking, and more efficient land use.

6. Rose Culhane – 517-57th Street:

Ms. Culhane questioned the assumption in the traffic study that Madison Street would operate as a one-way southbound roadway, noting that it currently functions as a two-way street and experiences heavy congestion, particularly in the afternoon. Ms. Fox clarified that the traffic study assumed a future one-way configuration and that traffic counts were conducted in September 2024 during peak periods, including school hours, and incorporated rerouting scenarios to account for the change. Ms. Culhane also expressed concerns about stormwater drainage and aging infrastructure, noting the absence of sewers on portions of her street. The applicant's engineer responded that runoff would continue to be directed to the existing storm main on Madison Street, consistent with current conditions, and that utility authorities had confirmed the system's capacity to support the development, with further coordination to occur during the design and construction phases. Additional questions were raised regarding parking, specifically whether residents with more than one vehicle would have access to additional spaces. The applicant's attorney explained that each unit would include one parking space, with the possibility of renting additional spaces if available, while public parking fees would be determined by the municipality, not the developer. Ms. Culhane further inquired about emergency access behind the building. The applicant indicated that adequate clearance has been provided for fire and service vehicles and that any additional requirements from the fire department would be addressed during the review process. Finally, it was confirmed that the project does not include any retail component.

7. Michael Latezia – 530-57th Street:

Mr. Latezia raised concerns about the proposed traffic circulation, particularly the plan to make Madison Street one-way. He noted that this configuration would largely force vehicles to access the site via 59th Street and Bergenline Avenue, limiting the ability to enter from 57th Street or make certain turning movements, and potentially increasing congestion at key intersections. In response, the applicant's team acknowledged the concern and explained that circulation alternatives are still under discussion with the Township, including the possibility of allowing limited two-way movement near the pocket park to improve access and reduce traffic burden on Bergenline Avenue. The traffic engineer reiterated that the study accounted for these circulation changes and concluded that traffic volumes would remain within acceptable thresholds, noting that existing usage from 57th Street is relatively low and that projected increases would not significantly impact overall traffic operations.

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New Business (Cont'd):

8. Lauren Lobel – 5819 Bergenline Avenue:

Lauren Lobel, speaking on behalf of her family's long-standing business on Bergenline Avenue, raised concerns regarding the impact of construction on rear access, deliveries, and parking. She emphasized that her business relies heavily on the rear parking lot for customer access, particularly during peak back to school season, and questioned whether loading dock access would remain available during construction. The applicant's team acknowledged that while temporary disruptions may occur, they would coordinate with adjacent property owners and implement a municipally approved safety and logistics plan to maintain access where feasible. It was further stated that offsite parking solutions would be explored to mitigate impacts, and that construction is not expected to begin immediately due to pending approvals and permits, with an estimated construction duration of approximately 18 months. Ms. Lobel also expressed concern about the lack of available parking in the area and the potential strain on local businesses during construction. In response, the applicant reiterated its commitment to working with neighbors to minimize disruptions and noted that, once completed, the project would significantly increase available parking.

9. Rose Culhane – 517-57th Street:

Ms. Culhane returned to comment on traffic circulation and broader community impacts. She expressed concern that redirecting traffic toward 59th Street could create safety issues near Miller Park and Stadium, where children are frequently present. She also highlighted the existing shortage of parking in the Town and questioned the feasibility of accommodating displaced parking demand during construction. Ms. Culhane concluded by expressing opposition to the scale of the residential component, suggesting that while additional parking is needed, the proposed number of residential units may not align with community needs.

10. Jennifer Rivera – 515-57th Street:

Jennifer Rivera, speaking on behalf of her family at 515 57th Street, expressed concern about where residents would park during the estimated 18-month construction period, noting that parking is already extremely limited and that her household relies on shared and nearby spaces with long waiting lists. The applicant's attorney responded that while a specific plan is not yet in place, the applicant will work with the Town to provide temporary off-site parking solutions during construction, as the existing lot is a public facility. Ms. Rivera also asked how the proposed 395 public parking spaces would be managed upon completion, including whether permits or fees would apply. It was clarified that the spaces will remain public, but management, pricing, and access policies will be determined by the Town, not the developer.

11. Lauren Lobel – 5819 Bergenline Avenue:

Lauren Lobel followed up by reiterating concerns about the lack of available parking even under current conditions, questioning how the Town could realistically accommodate displaced residents, employees, and customers during construction. She emphasized the strain this would place on local businesses, particularly during peak seasons. The applicant acknowledged these concerns but stated that specific solutions would be developed closer to construction in coordination with the Town and parking authority. Member Gomez added that discussions with the local parking authority would be necessary to explore options for residents, business owners, and visitors, recognizing the existing challenges in the area. It was also reiterated that while construction will create temporary difficulties, the long-term goal of the project is to significantly increase parking capacity and improve overall conditions in the neighborhood.

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New Business (Cont'd):

12. Rita Mendez – 510-57th Street:

Rita Mendez expressed general support for the project’s design while seeking clarification on several technical issues. She asked Justine Fox to explain what was meant by a “conservative” traffic study. Ms. Fox clarified that the analysis used national data from the Institute of Transportation Engineers without applying reductions for local transit usage, meaning the projected traffic volumes were intentionally estimated on the higher side. She also confirmed that traffic counts were conducted on both a weekday and a Saturday in September 2024. Ms. Mendez raised concerns about existing parking shortages in the area, particularly with competing demands from nearby uses such as a church, nightlife activity, and a future recreation center. In response, the applicant confirmed that the project would provide 395 public parking spaces, including a required number of ADA-compliant spaces located near elevator access points. It was further explained that the parking structure includes multiple levels dedicated to public use, with residential parking provided separately at one space per unit. Additional questions addressed potential environmental impacts, specifically vehicle emissions. The applicant’s architect explained that the parking garage would include a mechanical ventilation system with carbon monoxide sensors, designed to exhaust air toward Madison Street in compliance with code, minimizing any impact on adjacent residential properties. Ms. Mendez concluded by reiterating that while she supports the project, additional parking capacity would further benefit the neighborhood.

Motion to **APPROVE / DENY**

PB 2026-03

Clara Herrera (CH)	Israel Fuentes (IF)	Jonathan Castaneda (JC)	Marcos Arroyo (MA)	Steven Ferrales (SF)	Alain Gomez (AG)	Hector Yanez (HY)	Andrea Bounsiar (AB)	Angie Gutierrez (AG)	Markus Rehfeld (MR)	Marelin Burgos (MB)
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Motion:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB
Second:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB

	APPROVE	DENY	ABSTAIN	ABSENT
Chair Brito-Herrera	✓			
Vice-Chair Fuentes				✓
Member Castaneda	✓			
Member Comm. Arroyo	✓			
Member Ferrales				✓
Member Gomez	✓			
Member Yanez	✓			
Member Bounsiar	✓			
Member Gutierrez	✓			
Alt. Member 1 Rehfeld	✓			
Alt. Member 2 Burgos	✓			

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New Business (Cont'd):

- b. **Planning Board Docket #PB 2026-04; filed March 16, 2026**
6210-6214 Jefferson Street, LLC site plan – 6210-6214 Jefferson Street (Block: 158
Lot(s): 5.01, 5.02 & 6)

The applicant is represented by J. Alvaro Alonso, Esq.

The applicant proposes to construct a new 6 story, 40-unit, multifamily building. The building will consist of four residential floors over two levels of parking; there will be 30, one-bedroom units and 10, two-bedroom units. The property is located on the eastern side of Jefferson Street, between 62nd and 63rd Street, in the Town of West New York's Jefferson Street Redevelopment Area. **This application was deemed complete at the April 13, 2026 Regular Meeting. The Board subsequently has scheduled the first hearing for this matter for today, April 27, 2026. (Public Notices are required)**

1. **J. Alvaro Alonso, Esq. – 6121 Kennedy Boulevard, North Bergen, NJ:**

Mr. Alonso, Esq., appeared on behalf of the applicant and explained that the project complies fully with the governing redevelopment plan, requiring no variances or design waivers. He introduced two witnesses: the project architect and engineer.

2. **Alan Horowitz – Baseline Architecture:**

Mr. Horowitz stated that the proposed six-story, 40-unit multifamily building at 6210–6214 Jefferson Street fully complies with the redevelopment plan, with no variances required. The development includes two levels of parking (ground floor and basement) providing 41 spaces, accessed via a one-way circulation system and a car elevator. The building features four primary residential floors and a partial sixth floor with amenities. Units include 31 one-bedroom and 10 two-bedroom apartments, all sized (generally 800–1,000+ square feet) and designed with modern layouts, in-unit laundry, ADA-compliant bathrooms, and efficient circulation. Each floor includes trash and recycling chutes leading to a centralized ground-floor disposal area managed by building staff. At street level, the design incorporates a landscaped setback along Jefferson Street, a secure lobby with mail and package rooms, and full ADA accessibility via elevator and stairs. Upper floors maintain a consistent, efficient layout with central hallways and dual fire egress stairs. The top floor includes four two-bedroom units with private terraces facing Manhattan, along with resident amenities such as a lounge, fitness room, and a large outdoor terrace. The terrace includes safety-compliant parapet walls (minimum 42 inches) enhanced with planters and greenery for screening and aesthetics. Architecturally, the building uses red brick and fiber cement panels, to reflect neighborhood character while providing durability and visual interest. Mechanical equipment, including an emergency generator, will be screened and acoustically treated to minimize noise impacts. The project also includes required EV parking spaces (to be detailed on revised plans), all located at street level. Overall, the architect concluded that the design aligns with the redevelopment plan's intent, enhances the streetscape, and provides modern housing with appropriate amenities and infrastructure. The Board asked for clarification regarding building access and stair placement. Mr. Horowitz confirmed that while the two required fire staircases are located on the sides of the building, the primary pedestrian entrance is located along Jefferson Street. He referenced the site plan to show that residents enter directly from the sidewalk into the main lobby at the front of the building, ensuring clear and convenient access from the street.

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New Business (Cont'd):

3. Carl Jenne – Engineer:

The applicant’s engineer, Carl Jenne, was sworn in and accepted as an expert in engineering. He testified that the site is currently vacant and that the proposed work focuses on improvements outside the building footprint, including full replacement of curbs and sidewalks along Jefferson Street to meet West New York standards, as well as ADA-compliant grading. New utility connections will be installed, including water, sewer, stormwater, gas, and electric service. Two driveway entrances will provide access to the building’s parking levels. Mr. Jenny described the stormwater management system, noting that runoff will be collected and directed to an on-site underground detention basin located beneath the lobby area. The system will comply with North Hudson Sewerage Authority requirements, including a remotely controlled valve that regulates discharge and allows the authority to temporarily retain stormwater during smaller storm events. Roof drainage will also be routed into this system to reduce overall runoff. He further explained that all disturbed roadway areas will be restored with new base and surface asphalt, and that access easements will be provided for maintenance of the stormwater system. He concluded that the Boswell comments were minor, largely related to stormwater design, and confirmed that all requirements would be addressed without altering the overall project design. raised a question regarding loading and delivery operations, including services such as food delivery. The response clarified that all loading and drop-offs would occur along Jefferson Street, likely within a designated striped area in front of the building entrance, subject to coordination with the municipality. With no further questions from professionals or Board members, the applicant confirmed that all witnesses had concluded their testimony.

Motion to **APPROVE** / DENY

PB 2026-04

Clara Herrera (CH)	Israel Fuentes (IF)	Jonathan Castaneda (JC)	Marcos Arroyo (MA)	Steven Ferrales (SF)	Alain Gomez (AG)	Hector Yanez (HY)	Andrea Bounsiar (AB)	Angie Gutierrez (AG)	Markus Rehfeld (MR)	Marelin Burgos (MB)
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Motion:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB
Second:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB

	APPROVE	DENY	ABSTAIN	ABSENT
Chair Brito-Herrera	✓			
Vice-Chair Fuentes				✓
Member Castaneda	✓			
Member Comm. Arroyo	✓			
Member Ferrales				✓
Member Gomez	✓			
Member Yanez	✓			
Member Bounsiar	✓			
Member Gutierrez	✓			
Alt. Member 1 Rehfeld	✓			
Alt. Member 2 Burgos	✓			

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11. Privilege of the Floor: None

12. Adjournment:

Motion to **Adjourn at 8:46 P.M.**

Clara Herrera (CH)	Israel Fuentes (IF)	Jonathan Castaneda (JC)	Marcos Arroyo (MA)	Steven Ferrales (SF)	Alain Gomez (AG)	Hector Yanez (HY)	Andrea Bounsiar (AB)	Angie Gutierrez (AG)	Markus Rehfeld (MR)	Marelin Burgos (MB)
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Motion:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB
Second:	CH	IF	JC	MA	SF	AG	HY	AB	AG	MR	MB

	APPROVE	DENY	ABSTAIN	ABSENT
Chair Brito-Herrera	✓			
Vice-Chair Fuentes				✓
Member Castaneda	✓			
Member Comm. Arroyo	✓			
Member Ferrales				✓
Member Gomez	✓			
Member Yanez	✓			
Member Bounsiar	✓			
Member Gutierrez	✓			
Alt. Member 1 Rehfeld	✓			
Alt. Member 2 Burgos	✓			

Chairwoman Brito-Herrera

Attest: _____
Joseph E. Roque
Board Secretary