



Board Meeting

Thursday, July 23, 2026

10:00 a.m.



**AGENDA
REGULAR SESSION**

Two DeKorte Park Plaza, Lyndhurst, NJ
Thursday, July 23, 2026

I. **PLEDGE OF ALLEGIANCE**

II. **OPENING STATEMENT**

III. **ROLL CALL**

IV. **CHAIRMAN'S REMARKS**

- Recognition of Tony Vagueiro's 45 years of Service to the New Jersey Sports and Exposition Authority.

V. **SPECIAL PRESENTATION**

Resolution 2026-26 Consideration of a Resolution Honoring Frances Guthrie, R.N. for 49 Years of Exceptional Public Service to the New Jersey Sports and Exposition Authority and the People of the State of New Jersey.

VI. **APPROVAL OF MINUTES AND CASH DISBURSEMENTS** (Action)

- Approval of Regular Session Meeting Minutes of June 24, 2026.
- Approval and/or Ratification of Cash Disbursements over \$100,000 for the month of June 2026.

VII. **PUBLIC PARTICIPATION ON RESOLUTIONS**

VIII. **APPROVALS**

Resolution 2026-27 Consideration of a Resolution on the Petition of Kingsland Development Urban Renewal, LLC to Amend the Kingsland Redevelopment Plan for the Former Avon Landfill Property at Block 233, Lot 14, in the Township of Lyndhurst (File No. SP-806).

Resolution 2026-28 Consideration of a Resolution Issuing a Decision on the Variance Application Submitted as part of File No. 23-291 5903 Westside Ave LLC - Site Improvement (Variances), Block 453.02, Lot 3.0761, in the Township of North Bergen.

IX. **CONTRACTS / AWARDS**

Resolution 2026-29 Consideration of Resolution Authorizing the Issuance of a Change Order to Creamer-Sanzari, A Joint Venture, for Additional Work under the Design-Build Services Contract for the Construction of a New Pedestrian Bridge in Preparation for FIFA World Cup 2026 at the Meadowlands Sport Complex.

X. **PUBLIC PARTICIPATION**

XI. **EXECUTIVE SESSION**

Resolution 2026-30 Consideration of a Resolution Authorizing the New Jersey Sports and Exposition Authority to conduct a meeting, to which the general public shall not be admitted for the purposes of discussing personnel matters, the status of pending and anticipated litigation and other matters within the attorney client privilege, contract negotiations, and, if necessary, to act upon pending contracts.

XII. **MOTION TO ADJOURN**

SPECIAL PRESENTATION

RESOLUTION 2026-26

RESOLUTION HONORING FRANCES GUTHRIE, R.N. FOR 49 YEARS OF EXCEPTIONAL PUBLIC SERVICE TO THE NEW JERSEY SPORTS AND EXPOSITION AUTHORITY AND THE PEOPLE OF THE STATE OF NEW JERSEY

WHEREAS, the New Jersey Sports and Exposition Board of Commissioners and the staff of the Authority desire to recognize the exceptional and distinguished service of Frances “Fran” Guthrie, R.N. who will retire from the NJSEA on August 1, 2026; and

WHEREAS, Fran Guthrie, Chief of Medical Services, began her career with the NJSEA as a part-time nurse on October 6, 1977 and throughout her tenure at the Authority has served in roles including Director of Emergency Medical Services, Medical Services Manager, Supervising Nurse, and Assistant Head Nurse; and

WHEREAS, during her distinguished, 49-year career, Fran Guthrie played a vital role in the operations of NJSEA Medical Services, having personally responded to and led her teams in acting on tens of thousands of emergency calls at the Meadowlands Sports Complex, including at countless New York Giants and New York Jets football games, concerts, a Papal Mass, the Super Bowl, WWE WrestleMania, WWE SummerSlam and other large scale special events; and

WHEREAS, Fran Guthrie has displayed tremendous leadership, vision, poise, dedication to public safety, and strict adherence to the highest principles of medical care; and

WHEREAS, Fran Guthrie’s notable efforts have been recognized through numerous awards, including being named Outstanding EMS Administrator by the New Jersey Department of Health & Senior Services Office of Emergency Medical Services and the New Jersey Emergency Medical Services Council, the EMS Excellence Award from Hackensack University Medical Center Emergency Medical Services, and receiving a citation from Hatzalah for Outstanding Efforts, Service and Coordination at the *Siyum Hashas*, which drew 93,000 people to MetLife Stadium; and

WHEREAS, Fran Guthrie has received many Authority recognitions, including the NJSEA Team Spirit Award given to employees who have demonstrated extraordinary involvement and concern for employee and community related activities, and the Chairman’s Award for Outstanding Performance, and citations for responses to life-threatening emergencies; and

WHEREAS, throughout the unprecedented challenges of the COVID-19 pandemic, Fran Guthrie demonstrated exceptional leadership and tireless dedication to the employees of the NJSEA and the public it serves; and

WHEREAS, she made herself available to colleagues at all times, offering compassionate support, expert advice and reassurance whenever needed; and

WHEREAS, Fran Guthrie, through her expertise, sound judgment, and relentless commitment, played a critical role in fostering a safe and healthy work environment by developing and implementing health and safety protocols and helping the Authority navigate the evolving public health emergency; and

WHEREAS, Fran Guthrie's guidance and meticulous event preparation, coordination and communication skills played a major part in Medical Services thoroughly and effectively responding to emergencies during the 2026 FIFA World Cup at MetLife Stadium, the biggest event in sporting history; and

WHEREAS, the World Cup was a huge and complex undertaking that involved countless hours of planning and adapting to constantly moving parts, and the successful operation of Medical Services during the matches is a fitting culmination to Fran Guthrie's extraordinary career; and

WHEREAS, Fran Guthrie has always been a selfless leader who has taken immense pride in mentoring her team and instilling in them the high-level skills, work ethic, strategic thinking, and composure necessary for a thriving career as a first responder; and

WHEREAS, Fran Guthrie's unwavering support, wisdom, kindness, and compassion have greatly assisted scores of staffers who experienced difficult situations on the job; and

WHEREAS, Fran Guthrie is now and has always been a thoughtful and dependable friend, kind and trusted colleague, and consummate professional to all who have known and worked with her.

NOW, THEREFORE, BE IT RESOLVED, by the New Jersey Sports and Exposition Authority that Frances "Fran" Guthrie is hereby honored for 49 Years of exceptional public service to the New Jersey Sports and Exposition Authority, the people of the State of New Jersey and the countless visitors who have traveled from around the world to visit the Sports Complex.

I hereby certify the foregoing to be a true copy of the Resolution adopted by the New Jersey Sports and Exposition Authority at their meeting of July 23, 2026.

Christine Sanz
Secretary

REGULAR SESSION MINUTES



REGULAR SESSION BOARD MEETING MINUTES

DATE: June 24, 2026

TIME: 10:00 a.m.

PLACE: Two DeKorte Park Plaza, Lyndhurst, NJ

Members in Attendance:

John Ballantyne, Chairman
Joseph Buckelew, Vice Chairman
Jill Hirsch, President and CEO
Anthony Abrantes, Member
Armando Fontoura, Member
Gail B. Gordon, Esq., Member
Michael Griffin, Member (via phone)
Woody Knopf, Member (via phone)
Tom Mullahey, Member
Sam Parker, Member (via phone)
Eric Pennington, Esq., Member
Marguerite Schaffer, Esq., Member
Louis J. Stellato, Member

Absent:

John Duthie, Member
Daniel Gumble, Member

Also Attending:

Christine Sanz, Executive Vice President
John Duffy, Senior Vice President of Sports Complex Operations & Facilities
Robert Davidow, Senior Vice President of Legal & Regulatory Affairs
Adam Levy, Senior Vice President of Legal Affairs & Strategic Council
Teresa Doss, Co-Director MRRI, Chief Restoration Scientist
Mia Petrou, Land Use Management Supervising Planner
Michael Eleneski, Governor's Authorities Unit
Colleen Mercado, Executive Administrative Specialist

Chairman Ballantyne called the meeting to order.

- I. **PLEDGE OF ALLEGIANCE**
- II. **OPENING STATEMENT** – Chairman Ballantyne read the Notice of Meeting required under the Sunshine Law.
- III. **ROLL CALL** - Ms. Mercado took roll call.

Chairman Ballantyne recognized Steve Cattuna, NJSEA Director of Plan Review, on his upcoming retirement. He stated that Mr. Cattuna had joined the Authority in 2018 serving as Chief of Staff. He noted that prior to joining the NJSEA, Mr. Cattuna served as the Chief of Staff to New Jersey General Assembly Speaker Vincent Prieto for eight years. He acknowledged Mr. Cattuna's work ethic and thanked him for his guidance and leadership during his time at the Authority. Chairman Ballantyne wished Mr. Cattuna a happy and healthy retirement on behalf of the Board.

Chairman Ballantyne acknowledged Dr. Ying "Cheryl" Yao, Chief Chemist and Lab Supervisor for the Meadowlands Research and Restoration Institute on earning her Ph. D in Environmental Science from Rutgers University. He congratulated Dr. Yao on her momentous achievement.

Chairman Ballantyne reported that Native Plant Day, held on May 31, was very successful and that the next joint event with the Bergen County Audubon Society, Butterfly Day, will be held on Sunday, July 26 at DeKorte Park.

IV. **APPROVAL OF MINUTES AND CASH DISBURSEMENTS**

Chairman Ballantyne presented the minutes from the May 28, 2026 Regular Session Board meeting.

Upon motion made by Commissioner Fontoura and seconded by Commissioner Stellato, the minutes of the Regular Session Board Meeting held on May 28, 2026, were approved by a vote of 13-0.

Chairman Ballantyne presented the report of cash disbursements over \$100,000 for the month of May, 2026.

Upon motion by Commissioner Stellato and seconded by Commissioner Schaffer, the cash disbursements over \$100,000 for the month of May, 2026 were approved by a vote of 13-0.

V. **PUBLIC PARTICIPATION ON RESOLUTIONS** – none.

VI. **APPROVALS**

<u>Resolution 2026-23</u>	Consideration of a Resolution Authorizing NJSEA Staff to Investigate the Redevelopment Potential of the Property Identified as Block 227, Lot 9 in the Town of Secaucus File No. SP-831.
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Ms. Petrou stated that the Authority received a petition submitted by James Rhatican, Esq., of Hartz Mountain Industries, Inc., on behalf of Meadowlands Logistics Center, LLC, requesting that the NJSEA investigate whether the Mori Tract (Block 227, Lot 9) in Secaucus qualifies as an area in need of redevelopment. She explained that the 136-acre property, located along Paterson Plank Road, is split-zoned between the Regional Commercial and Environmental Conservation zones and has been the subject of prior Board actions, including its designation as a Vital Project in 2019 and the conditional approval of a warehouse development use variance in 2025. She noted that the petitioner cited development challenges, including environmental remediation, site elevation requirements, and lack of utilities. She stated that staff prepared a preliminary analysis and was requesting authorization to conduct a redevelopment area investigation and to hold a public hearing in accordance with N.J.A.C. 19:3-5.2(a). She explained that the findings would be compiled into an "In Need of Redevelopment Report," and, if the property was ultimately designated as an area in need of redevelopment, a redevelopment plan would be prepared for the site.

Chairman Ballantyne presented Resolution 2026-23. Upon motion by Commissioner Stellato and seconded by Commissioner Abrantes, Resolution 2026-23 was approved by a vote of 13-0.

VII. **CONTRACT / AWARDS**

Resolution 2026-24 Consideration of a Resolution Authorizing the President and CEO to enter into a Contract with Biohabitats, Inc., to Provide Geotechnical, Engineering and Permitting Design Services for the Sawmill Creek Marsh Restoration.

Ms. Doss reported that as part of the “Building a Climate Ready NJ” initiative, which is funded through the National Oceanic and Atmospheric Administration (NOAA), the NJSEA was awarded \$6.5 million to restore the marshes within the Sawmill Creek Wildlife Management Area in Kearny. She explained that the project aimed to rebuild and revegetate the marshlands to enhance wildlife habitat, improve flood protection, and increase carbon sequestration. She noted that Biohabitats, an ecological and engineering consulting firm, was retained in November 2025 to conduct site assessments and develop conceptual plans, and that NOAA had since authorized the next phase of work, including geotechnical investigations, final design, and permitting. She stated that staff was requesting approval to enter into a new contract with Biohabitats not to exceed \$341,000.00 to complete these tasks using the NOAA grant funds.

Chairman Ballantyne presented Resolution 2026-24. Upon motion by Commissioner Stellato and seconded by Commissioner Abrantes, Resolution 2026-24 was approved by a vote of 13-0.

Resolution 2026-25 Consideration of a Resolution Authorizing a Contract for the Replacement of Inoperative Digital Wayfinding Signs on an Exigent Basis.

Mr. Levy reported that two digital wayfinding signs on Route 3 West adjacent to the Sports Complex, originally installed in 2009, recently became inoperable due to an apparent power surge and could not be repaired despite multiple attempts by staff. He explained that the signs are part of the Sports Complex wayfinding operation, including the Secaucus Meadowlands Transitway Bus Corridor, and that their replacement was urgently needed to support operations during the FIFA World Cup games. He stated that the resolution authorizes the award of a contract on an exigent basis to Decker Construction & Electric for the emergency replacement of the two signs at an estimated cost of \$199,730.00, including removal and disposal of the existing units, procurement and installation of new message boards, spare parts, and highway traffic control measures necessary for installation.

Chairman Ballantyne presented Resolution 2026-25. Upon motion by Commissioner Stellato and seconded by Commissioner Fontoura, Resolution 2026-25 was approved by a vote of 13-0.

VIII. **PUBLIC PARTICIPATION** - None

IX. **EXECUTIVE SESSION**

Chairman Ballantyne noted that there was no need for Executive Session.

X. **ADJOURNMENT**

With no further business, motion was made to adjourn by Vice Chairman Buckelew and seconded by Commissioner Stellato followed by all in favor.

Meeting adjourned at 10:17 a.m.

I certify that on information and belief this is a true and accurate transcript of the Minutes of the Regular Session of the New Jersey Sports and Exposition Authority Board Meeting held on June 24, 2026.



Christine Sanz
Secretary

June 24, 2026

Commissioner	Roll Call	2026-23	2026-24	2026-25
Ballantyne, Chairman	P	Y	Y	Y
Buckelew, Vice Chair	P	Y	Y	Y
Hirsch	P	Y	Y	Y
Abrantes	P	R	Y	Y
Duthie	--	--	--	--
Fontoura	P	Y	Y	Y
Gordon	P	Y	Y	Y
Gumble	--	--	--	--
Knopf - via phone	P	Y	Y	Y
Mullahey	P	Y	Y	Y
Parker - via phone	P	Y	Y	Y
Pennington	P	Y	Y	Y
Schaffer	P	Y	Y	Y
Stellato	P	Y	Y	Y
Treasury Rep Griffin - via phone	P	Y	Y	Y

P = Present A = Abstain -- Absent R = Recuse Y = Affirmative N = Negative

APPROVALS



CASH DISBURSEMENTS
\$100,000 OR MORE
JUNE 2026

EAST RUTHERFORD - SPORTS COMPLEX

<u>PAYEE</u>	<u>\$ AMOUNT</u>	<u>REFERENCE LETTER</u>	<u>ACCOUNT DESCRIPTION</u>
CONSTELLATION NEW ENERGY, INC.	590,425.04	J/L	ELECTRICITY CHARGES: APR 2026
CREAMER SANZARI JOINT VENTURE	3,675,969.58	A	DESIGN/CONSTRUCTION OF NORTH PEDESTRIAN BRIDGE PROJECT
DELRIC CONSTRUCTION CO., INC.	513,377.63	A	FIREHOUSE GARAGE ADDITIONS & RENOVATIONS
EPIC MANAGEMENT, INC.	113,850.92	A	CONSULTING SERVICES: NORTH PEDESTRIAN BRIDGE & PARKING DECK A REINFORCEMENT
HBC COMPANY, INC.	223,214.56	A	JAN-MAR 2026 MASSTR PREVENTIVE MAINTENANCE AND FEB- MAY 2026 ON-CALL TRANSPORTATION SERVICES
NEW JERSEY STATE POLICE	766,863.11	A	STATE POLICE PAY PERIOD 04-10 SALARIES AND MAR-MAY 2026 OVERTIME
NEW MEADOWLANDS STADIUM CO., INC.	289,182.41	A	WORLD CUP REIMBURSEMENTS: JUN 2026
PSE&G COMPANY	124,987.85	J/L	ELECTRIC TRANSMISSION: MAY 2026
RESA POWER, LLC	932,272.00	A	PUMP STATION MOTOR CONTROL CENTER UPGRADE
STRUCTURECARE, LLC	<u>514,500.00</u>	A	STRUCTURAL REINFORCEMENT OF PARKING DECK A
EAST RUTHERFORD SC TOTAL	<u>7,744,643.10</u>		

MONMOUTH PARK RACETRACK MAINTENANCE RESERVE/CAPITAL

<u>PAYEE</u>	<u>\$ AMOUNT</u>	<u>REFERENCE LETTER</u>	<u>ACCOUNT DESCRIPTION</u>
BOROUGH OF OCEANPORT	574,522.85	A	CAFO SPECIAL ASSESSMENT AGREEMENT: 3RD QTR 2026
MPR MAINTENANCE TOTAL	<u>574,522.85</u>		

LYNDHURST

<u>PAYEE</u>	<u>\$ AMOUNT</u>	<u>REFERENCE LETTER</u>	<u>ACCOUNT DESCRIPTION</u>
NORTH BERGEN, TOWNSHIP OF	137,090.74	I	REAL ESTATE AGREEMENT: FY 2026
LYNDHURST TOTAL	<u>137,090.74</u>		



CASH DISBURSEMENTS
\$100,000 OR MORE

REFERENCE LETTER	TYPE
A	CONTRACT ON FILE
B	PURCHASE AWARDS - APPROVED AT MONTHLY BOARD MEETING
C	STATE REQUIREMENT FOR RACING
D	STATE VENDOR
E	SOLE SOURCE*
F	APPOINTED BY RACING COMMISSION
G	ADVERTISED BID
H	PRESIDENT/CEO APPROVAL
I	STATUTORY PAYMENT
J	UTILITIES
K	LOWEST PROPOSAL
L	REIMBURSABLE
M	OUTSTANDING PROFESSIONAL INVOICES APPROVED AT MONTHLY BOARD MEETING
N	PURCHASES ON BASIS OF EXIGENCY
*	PURCHASES DIRECT FROM SOURCE
	EXPENDITURE TO BE CHARGED TO MAINTENANCE RESERVE FUND

RESOLUTION 2026-27

**RESOLUTION ON THE PETITION OF
KINGSLAND DEVELOPMENT URBAN RENEWAL, LLC
TO AMEND THE KINGSLAND REDEVELOPMENT PLAN
FOR THE FORMER AVON LANDFILL PROPERTY
AT BLOCK 233, LOT 14,
IN THE TOWNSHIP OF LYNDHURST
(FILE NO. SP-806)**

WHEREAS, N.J.S.A. 5:10A-7(j) authorizes the New Jersey Sports and Exposition Authority (NJSEA) to determine the existence of areas in need of redevelopment or rehabilitation and to approve or undertake redevelopment projects therein; and

WHEREAS, N.J.S.A. 5:10A-24 states that the NJSEA shall prepare and adopt a redevelopment plan for each area in the Hackensack Meadowlands District determined by the commission to be an area in need of redevelopment; and

WHEREAS, N.J.A.C. 19:3-5.1 *et seq.* provides the regulations governing redevelopment within the Hackensack Meadowlands District, including the process and criteria for establishing redevelopment areas and the preparation and adoption of redevelopment plans; and

WHEREAS, a petition dated December 10, 2024, and revised petition dated March 25, 2025, were submitted by Christopher H. Minks, Esq., on behalf of Kingsland Development Urban Renewal, LLC, to amend the Kingsland Redevelopment Plan with respect to a portion of the former Avon Landfill property identified as Block 233, Lot 14, in the Township of Lyndhurst ("Petition"); and

WHEREAS, the Kingsland Redevelopment Plan was originally adopted by the NJSEA's predecessor agency, the New Jersey Meadowlands Commission, on May 27, 2009, and was last amended on January 26, 2011; and

WHEREAS, the Kingsland Redevelopment Area is comprised of approximately 1,400 acres within the Hackensack Meadowlands District located within the Borough of Rutherford, the Township of Lyndhurst, the Borough of North Arlington, and the Town of Kearny; and

WHEREAS, the NJSEA staff evaluated the Petition in accordance with N.J.A.C. 19:3-5.15; and

WHEREAS, the Petitioner's proposed amendments to the Redevelopment Plan are intended to permit up to 648 trailer parking spaces and 187 container spaces on Block 233, Lot 14 in the Township of Lyndhurst by requesting a reclassification of the land use area of the subject property from Sustainable Energy Park to Lyndhurst

Commerce Center, to add a “trailer parking facility” as a stand-alone permitted use in the Lyndhurst Commerce Center, and other related amendments; and

WHEREAS, a letter from Hon. Robert B. Giangeruso, Mayor, Township of Lyndhurst, in support of the petition was received by the NJSEA on December 18, 2024 in an e-mail from the office of Township of Lyndhurst Attorney, Carmine R. Alampi, Esq.; and

WHEREAS, a public hearing for the petition was held on April 14, 2026, to obtain comment on the Petition, after the initial public hearing commencing on March 17, 2026 was adjourned at the request of the petitioner; and

WHEREAS, one written comment was received in response to the public notice, and 10 members of the public provided comments at the public hearing; and

WHEREAS, the results of the staff’s evaluation of the Petition were compiled in the report entitled, “Recommendation on the Petition of Kingsland Development Urban Renewal, LLC to Amend the Kingsland Redevelopment Plan, File #SP-806,” dated July 2026; and

WHEREAS, the report recommends that the NJSEA Board of Commissioners vote to deny the requested Petition for amendments to the Kingsland Redevelopment Plan for the reasons stated in the report; and

WHEREAS, the full record has been made available to the Board of Commissioners of the NJSEA for review, including the transcripts of the public hearing, the submissions of the Petitioner, and the NJSEA staff recommendation report; and

WHEREAS, the Board of Commissioners concurs with the recommendation of the NJSEA staff to deny the requested Petition to amend the Kingsland Redevelopment Plan.

NOW, THEREFORE, BE IT RESOLVED, by the New Jersey Sports and Exposition Authority, that the staff recommendation to deny the requested Petition to amend the Kingsland Redevelopment Plan is hereby adopted.

I hereby certify the foregoing to be a true copy of the Resolution adopted by the New Jersey Sports and Exposition Authority at their meeting of July 23, 2026.

Christine Sanz
Secretary



MEMORANDUM

To: NJSEA Board Members and Jill Hirsch, President/CEO

From: Sara J. Sundell

Date: July 23, 2026

Subject: Recommendation on the Petition of Kingsland Development Urban Renewal, LLC to Amend the Kingsland Redevelopment Plan for the Former Avon Landfill Property at Block 233, Lot 14, in the Township of Lyndhurst (File No. SP-806)

A petition dated December 10, 2024, and revised petition dated March 25, 2025, was submitted to the New Jersey Sports and Exposition Authority (NJSEA) by Christopher H. Minks, Esq., on behalf of Kingsland Development Urban Renewal, LLC, to amend the Kingsland Redevelopment Plan with respect to a portion of the former Avon Landfill property identified as Block 233, Lot 14, in the Township of Lyndhurst. The Kingsland Redevelopment Plan was originally adopted by the NJSEA's predecessor agency, the New Jersey Meadowlands Commission, on May 27, 2009, and was last amended on January 26, 2011.

The Kingsland Redevelopment Area is comprised of approximately 1,400 acres within the Hackensack Meadowlands District located within the Borough of Rutherford, the Township of Lyndhurst, the Borough of North Arlington, and the Town of Kearny, on the following properties:

- Borough of Rutherford: Block 219.01, Lots 74.04 and 76.02; and Block 220, Lots 1.01, 2.01, 14, and 15.03;
- Township of Lyndhurst: Block 231, Lots 9, 10, 11, 12, 13, 14, and 15; Block 233, Lots 1.01, 4, 5, 9 (portion), 10, 11, 12, 13, 14, 15, 16.01, and 16.03; Block 236, Lots 1.01 and 1.02; and Block 237, Lot 9;
- Borough of North Arlington: Block 175, Lot 1; Block 176, Lot 1; Block 177, Lot 1; Block 178, Lot 1; Block 179, Lot 1; Block 180, Lot 1; Block 181, Lot 1; Block 182, Lot 1; Block 183, Lot 1; Block 184, Lots 1 and 4; Block 185, Lot 1; Block 186, Lot 1; Block 187, Lot 1; Block 188, Lot 1; Block 189, Lot 1; Block 191, Lot 1.01; Block 192, Lot 1; and Block 193, Lots 3, 4, and 12; and
- Town of Kearny: Block 149, Lot 10.

The Petitioner's proposed amendments to the Redevelopment Plan intend to permit up to 648 trailer parking spaces and 187 container spaces on Block 233, Lot 14 in the Township of Lyndhurst by requesting a reclassification of the land use area of the subject property from Sustainable Energy Park to Lyndhurst Commerce Center, and to add a "trailer parking facility" as a permitted use in the Lyndhurst Commerce Center.

The NJSEA staff evaluated the proposed petition in accordance with N.J.A.C. 19:3-5.15.

A letter from Hon. Robert B. Giangeruso, Mayor, Township of Lyndhurst, in support of the petition was received by the NJSEA on December 18, 2024, in an e-mail from the office of Township of Lyndhurst Attorney, Carmine R. Alampi, Esq.

A public hearing was held on April 14, 2026 to obtain comment on the petition, after the initial hearing commencing on March 17, 2026 was adjourned at the request of the petitioner. One written comment was received in response to the public notice and 10 members of the public provided comments at the public hearing. The public comment period closed at the conclusion of the public hearing.

The results of the staff's evaluation of the petition was compiled in the report entitled "Recommendation on the Petition of Kingsland Development Urban Renewal, LLC to Amend the Kingsland Redevelopment Plan, File #SP-806," dated July 2026, wherein the staff recommends that the NJSEA Board of Commissioners vote to deny the requested petition for amendments to the Kingsland Redevelopment Plan for the reasons stated in the report.

At this time, the staff recommends that the Board of Commissioners of the NJSEA concur with the staff recommendation to deny the requested petition to amend the Kingsland Redevelopment Plan.

**RECOMMENDATION ON THE PETITION OF
KINGSLAND DEVELOPMENT URBAN RENEWAL, LLC
TO AMEND THE KINGSLAND REDEVELOPMENT PLAN
FILE #SP-806**

FORMER AVON LANDFILL PROPERTY



**Block 233 – Lot 14
Township of Lyndhurst**



New Jersey Sports & Exposition Authority

July 2026

I. INTRODUCTION

The New Jersey Sports and Exposition Authority (“NJSEA”) received a petition dated December 10, 2024, and revised petition dated March 25, 2025 (collectively, the “Petition”), submitted by Christopher H. Minks, Esq., on behalf of Kingsland Development Urban Renewal, LLC (“Petitioner” and “KDUR, LLC”), to amend the Kingsland Redevelopment Plan with respect to a portion of the former Avon Landfill property identified as Block 233, Lot 14, in the Township of Lyndhurst.

The Kingsland Redevelopment Plan (“Redevelopment Plan”) was originally adopted by the NJSEA’s predecessor agency, the New Jersey Meadowlands Commission (“NJMC”), on May 27, 2009, and was last amended on January 26, 2011. The redevelopment area comprises approximately 1,400 acres within the Hackensack Meadowlands District on the following properties:

- Borough of Rutherford: Block 219.01, Lots 74.04 and 76.02; and Block 220, Lots 1.01, 2.01, 14, and 15.03;
- Township of Lyndhurst¹: Block 231, Lots 9, 10, 11, 12, 13, 14, and 15; Block 233, Lots 1.01, 4, 5, 9 (portion), 10, 11, 12, 13, 14, 15, 16.01, and 16.03; Block 236, Lots 1.01 and 1.02; and Block 237, Lot 9;
- Borough of North Arlington: Block 175, Lot 1; Block 176, Lot 1; Block 177, Lot 1; Block 178, Lot 1; Block 179, Lot 1; Block 180, Lot 1; Block 181, Lot 1; Block 182, Lot 1; Block 183, Lot 1; Block 184, Lots 1 and 4; Block 185, Lot 1; Block 186, Lot 1; Block 187, Lot 1; Block 188, Lot 1; Block 189, Lot 1; Block 191, Lot 1.01; Block 192, Lot 1; and Block 193, Lots 3, 4, and 12; and
- Town of Kearny: Block 149, Lot 10.

A map of the Kingsland Redevelopment Area – North, identifying the existing SEP and LCC land use areas, is provided in Figure 1. The map reflects a minor subdivision of certain properties within Blocks 231 and 233 in the Township of Lyndhurst as noted in Footnote 1 below.

The Petitioner’s proposed amendments to the Redevelopment Plan are, based on the Petition, intended to permit up to 648 trailer parking spaces and 187 container spaces on Block 233, Lot 14 in Lyndhurst by requesting a reclassification of the land use area of the subject property from Sustainable Energy Park (“SEP”) to Lyndhurst Commerce Center (“LCC”), and to add a “trailer parking facility” as a permitted use in the LCC.

Specifically, the Petitioner seeks the following substantive amendments to the Redevelopment Plan:

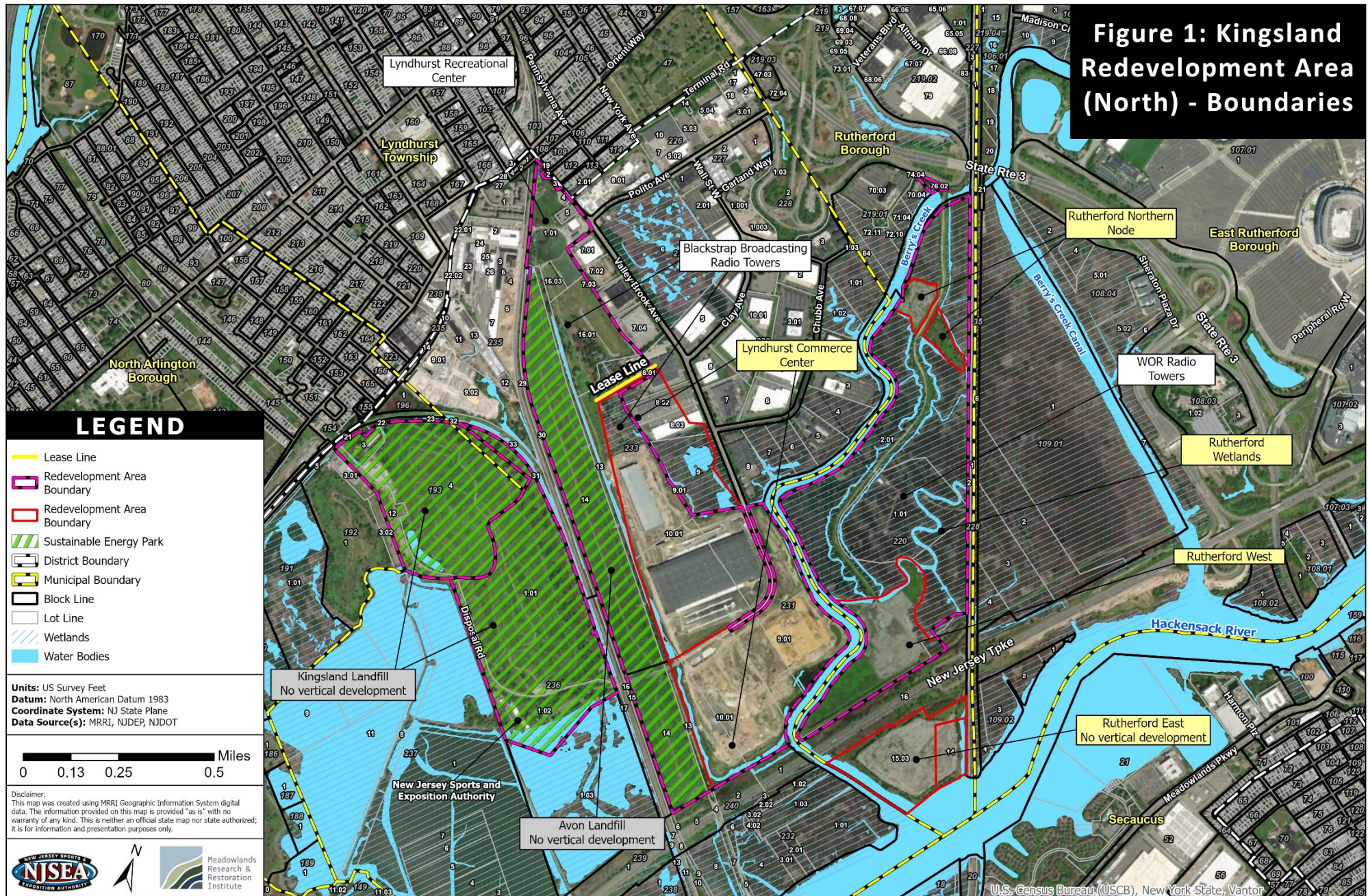
1. Provide New Definition for “Trailer Parking Facility” <i>Section III.B.1 (page 18)</i>
Add a definition for “Trailer Parking Facility” and suggests the following definition: <i>“Trailer parking facility” as a principal use means the use of a site for the provision of trailer parking spaces, together with driveways, aisles, turning and maneuvering areas, clearances, and similar features.</i> (See also Item 4 for proposed use limitations on trailer parking facility use.) <i>continued on next page</i>

¹ Based on a map entitled “Lot Consolidation Plan (Minor Subdivision)”, prepared by Langan Engineering & Environmental Services, LLC, dated December 29, 2023, last revised January 22, 2026, and recorded on April 8, 2026, as Map #9800 in the Bergen County Clerk’s Office, existing Block 233, Lots 10, 11, 12 and 15 in the Township of Lyndhurst have been subdivided into Block 233, Lot 10.01; and existing Block 231, Lots 9, 10, 11, and 12, in the Township of Lyndhurst, have been subdivided into Block 231, Lot 9.01 and Block 231, Lot 10.01.

2. Reclassify Avon Landfill from Sustainable Energy Park to Lyndhurst Commerce Center <i>Section IV.B.1 (page 21), IV.B.5 (page 25) and Map</i> Reclassify the land use area designation of Block 233, Lot 14 in Lyndhurst from Sustainable Energy Park (SEP) to Lyndhurst Commerce Center (LCC), for the purposes of accommodating trailer parking.
3. Lyndhurst Commerce Center – Permitted Uses <i>Section IV.B.1.a (page 21)</i> Permit the following additional use in the Lyndhurst Commerce Center: ▪ Trailer parking facility, subject to use limitations outlined in Section IV.B.1.c.iii of the Redevelopment Plan.
4. Use Limitations for Trailer Parking Facilities <i>Section IV.B.1.c.iii (page 22)</i> Use limitations on trailer parking facility: a. Front yard setback for trailer parking spaces: 300 feet from lot line b. Accessory building: limited to one guard house on the site entrance road, not to exceed 200 square feet in area. c. The lot frontage shall be along and have direct access to and from a public right-of-way. d. A trailer parking facility shall be located no more than 1,000 feet from a lot in the Kingsland Redevelopment Area where a warehouse and distribution facility use is a permitted use. e. Stacking of trailers is prohibited.

The Petitioner submitted the following documents in support of the Petition:

1. “ALTA/NSPS Land Title Survey,” Dwg. VL-102, prepared by Langan Engineering and Environmental Services, Inc., dated 01/31/2019, and revised through 05/28/2019.
2. Planning memorandum dated December 6, 2024, prepared by Sean Moronski, P.P., AICP of Langan Engineering and Environmental Services, LLC. (“Langan Report”).
3. Phase I site concept plans, prepared by Russo Development/Forsgate Industrial Partners, dated 05/09/2024, entitled as follows:
 - a. “Conceptual Site Plan – Area 1 – Phase 1A & 1B”, Dwg A-6; and
 - b. “Conceptual Site Plan – Area 2 – Phase 2”, Dwg A-7.
4. Phase II site concept plan entitled “Conceptual Site Plan”, Dwg A-7, prepared by Russo Development/Forsgate Industrial Partners, dated 10/21/2020.
5. Conceptual trail plans, prepared by Melillo Bauer Carman Landscape Architecture, dated 10/17/2024, entitled as follows:
 - a. “Trail Masterplan”, Dwg. L-1;
 - b. “Proposal A – Solar Farm”, Dwg. L-2;
 - c. “Proposal B – Meadowlands Trail Park”, Dwg. L-3;
 - d. “Meadowlands Trail Park Enlargement”, Dwg. L-4.
6. “Concept Plan - Avon Landfill Redevelopment”, Dwg. CP01/CS101, prepared by Langan Engineering and Environmental Services, Inc., dated 10/01/2024.
7. Aerial with access concept overlay identified as “Exhibit 3.1”, attached to the revised Petition dated March 25, 2025.



II. PUBLIC HEARING (March 17 and April 14, 2026)

A public hearing for the Petition commenced on March 17, 2026, and was adjourned at the request of the Petitioner to April 14, 2026. NJSEA staff in attendance at the April 14, 2026, public hearing were Sara J. Sundell, P.E., P.P., Senior Director of Land Use Management and Chief Engineer; Nadereh Moini, Ph.D., P.E., PTOE, PTP, Assistant Director of Land Use Management and Chief of Transportation; Fawzia Shapiro, P.E., P.P., CFM, CME, Assistant Director of Land Use Management and Assistant Chief Engineer; and Mia A. Petrou, P.P., AICP, CFM, Supervising Planner. All information submitted to the Division of Land Use Management relative to this application is made part of the record of this recommendation.

Public notice of the March 17, 2026, hearing was sent to all property owners within the redevelopment area, and within 500 feet thereof, as well as to all other interested parties, as required by law. In addition, the public notice was published in The Record newspaper on February 26 and March 5, 2026, and on the website of the Star Ledger under Public Notices at (<https://www.nj.com>) on March 5, 2026. The public notice was also posted to the New Jersey Press Association's website (<http://www.njpublicnotices.com>), and on the NJSEA's website. The time and date of the continued hearing on April 14, 2026, were announced during the March 17, 2026, hearing and were posted to the public notice section of the NJSEA website.

A. Exhibits

The following is a list of the exhibits submitted by the Petitioner at the public hearing and marked for identification as follows:

<u>Number</u>	<u>Description</u>
A-1	Sheet L-1 "Trail Master Plan", prepared by Melillo Bauer Carman Landscape Architecture, dated 03/30/2026.
A-2	Sheet L-2 "Proposal A – Solar Farm", prepared by Melillo Bauer Carman Landscape Architecture, dated 03/30/2026.
A-3	Sheet L-3 "Proposal B – Meadowlands Trail Park", prepared by Melillo Bauer Carman Landscape Architecture, dated 03/30/2026.
A-4	Dwg. EX04, "Overall Site Plan Exhibit", prepared by Langan Engineering and Environmental Services, LLC, dated 03/16/2026.
A-5	Dwg. EX02, "Site Plan Exhibit - Lot C", prepared by Langan Engineering and Environmental Services, LLC, dated 03/16/2026.
A-6	Dwg. EX03, "Site Plan Exhibit - Avon", prepared by Langan Engineering and Environmental Services, LLC, dated 03/16/2026.
A-7	Sheet FG-01, "JCMUA Driveway Crossing", prepared by Langan Engineering and Environmental Services, LLC, dated 12/10/2025.
A-8	Technical Memorandum, "Truck Operations – To/From Buildings A & B and Lot C", prepared by John R. Corak, P.E., Stonefield Engineering and Design, LLC, dated 04/02/2026.
A-9	Planning Memorandum prepared by Sean Moronski, P.P., AICP of Langan Engineering and Environmental Services, LLC, dated 12/06/2024.
A-10	Sheet L-4, "Meadowlands Trail Park Enlargement", prepared by Melillo Bauer Carman Landscape Architecture, dated 03/30/2026.
A-11	Sheet L-6, "Model View", prepared by Melillo Bauer Carman Landscape Architecture, dated 03/30/2026.

A-12 Sheet L-12, “Model View”, prepared by Melillo Bauer Carman Landscape Architecture, dated 03/30/2026.

B. Testimony

Christopher H. Minks, Esq., of Kingsland Development Urban Renewal, LLC, represented the Petitioner at the hearing. The following witnesses testified in support of the application:

1. Michael Pembroke, Principal, Russo Development, LLC;
2. Daniel Miola, P.E., Langan Engineering and Environmental Services, LLC;
3. John Corak, P.E., Stonefield Engineering and Design, LLC; and
4. Sean F. Moronski, P.P., AICP, Langan Engineering and Environmental Services, LLC.

Staff findings and recommendations are based on the entire record. A transcript of the public hearing was prepared and transcribed by Beth Calderone, Certified Court Reporter.

C. Public Comment

A letter (undated) was received by the NJSEA on December 18, 2024 from Hon. Robert B. Giangeruso, Mayor, Township of Lyndhurst, in an e-mail from the office of Lyndhurst Township Attorney, Carmine R. Alampi, Esq.

In response to the public notice, one written comment was received prior to the March 17, 2026 hearing, from Alex Kinkhabwala of Lyndhurst.

The following members of the public were present and provided comment at the public hearing on April 14, 2026:

1. Don Torino, President, Bergen County Audubon Society;
2. Margaret Morse, Assistant Borough Administrator, Borough of North Arlington;
3. Maryann Fahey, Washington Township, NJ, Bergen County Audubon Society member;
4. Christopher Takacs, Lyndhurst, NJ, Bergen County Audubon Society member;
5. Anthony Gordon, Bergen County Audubon Society member;
6. Erica Cetin, Bergen County Audubon Society member;
7. Mary Ellen Shaw, Teaneck;
8. Joanne Cavera, Dumont;
9. Jim Lemaire, Rutherford; and
10. Toy Buchanan Gordon.

The comments made at the public hearing appear in the transcript of the public hearing prepared and transcribed by Beth Calderone, Certified Court Reporter, which is part of the record of this matter.

III. NJSEA STAFF EVALUATION OF PETITION

The Kingsland Redevelopment Area was formed in 2009 as the successor to the Meadowlands Golf Course Redevelopment Area. The purpose of the Kingsland Redevelopment Plan, last amended January 26, 2011, is to facilitate the environmental closure of landfills, to reduce adverse environmental impacts resulting from potential exposure to contaminated soil, and to reduce the adverse effects of leachate on water quality and landfill gas emissions on air quality. The Kingsland Redevelopment Plan is intended to promote the provision of productive industrial and commercial ratables for District municipalities, while encouraging sustainable design and promoting high standards of creative layout, design, and construction in the development and use of the land. In addition, adverse impacts on existing uses would be limited within the redevelopment area and surrounding area, by utilizing sound planning practices such as minimizing the effect of building heights on communications transmission towers.

The following general land use assumptions were contemplated in the selection of the commercial/industrial development option in the Kingsland Redevelopment Plan:

- a. Existing wetlands shall be incorporated into the design of the site. Unavoidable impacts to wetlands shall be kept to a minimum, and where necessary, the developer shall obtain the required permits for areas where any wetlands are impacted.
- b. The developer shall submit any wetland mitigation plans/agreements to the appropriate permitting authorities.
- c. Wildlife habitat shall be incorporated into the site layout to the maximum extent possible.
- d. Appropriate buffer zones shall be used around wetlands and surface water to intercept soil and nutrient runoff.
- e. Within the limits outlined in this plan, development shall be permitted only to the extent that existing utility, transportation, and municipal infrastructure can support it, or to the extent that the developer is willing to provide improvements that will support it.
- f. Appropriate height and other bulk requirements shall be used in the plan to limit potential adverse impacts upon public and private land uses that are lawfully existing in the redevelopment area and surrounding areas, including associated facilities, structures, and communications transmission towers.

The Petitioner's requested amendments to the Kingsland Redevelopment Plan are evaluated in the context of the redevelopment plan's purposes, goals and objectives, the planning policies established in the Hackensack Meadowlands District Master Plan Update 2020 (District Master Plan), Hackensack Meadowlands District Zoning Regulations (District Zoning Regulations), and sound planning principles.

A. EXISTING CONDITIONS

The Petitioner is the owner and redeveloper of approximately 718 acres of land within the Kingsland Redevelopment Area in Lyndhurst, Rutherford and North Arlington. KDUR, LLC is nearing completion of the Phase I construction of two connected warehouse and distribution facilities totaling 1,733,739 square feet and related site improvements on Block 233, Lots 10, 11, 12, and a portion of Lot 15 in Lyndhurst, as well as an accessory trailer/container parking lot on Block 231, Lot 12 and portion of Lot 11, for its tenant, TJX Companies ("TJX"). The Phase I development is located north of the Avon Landfill property within the LCC. The development will serve as the final cap for a portion of the former Lyndhurst Landfill.

A separate zoning certificate application for an additional 764,089 square feet of warehouse development in the Phase II portion of the LCC at Block 231, Lots 9, 10, and portion of Lot 11 (across Valley Brook Avenue from the majority of the Phase I development) is under review. The site of the Phase II development includes the area identified as Lot C in Exhibit A-5, which is currently being

utilized for accessory trailer and container parking for TJX, as the Phase I and Phase II developments are contiguous properties for which a zoning lot of record will be filed, pursuant to N.J.A.C. 19:4-3.22.

The Petitioner seeks amendments to the Kingsland Redevelopment Plan to provide up to 648 trailer parking spaces and 187 container spaces on the western portion of the former Avon Landfill at Block 233, Lot 14. The Petitioner proposes to access the truck and container parking at the top of the Avon Landfill directly from the Phase I warehouse development site via the construction of a bridge proposed to span over the Jersey City Water Supply right-of-way (ROW) and wetland areas. The Jersey City Water Supply ROW contains two six-foot diameter water lines.

The former Avon Landfill consists of two tax lots in the Township of Lyndhurst:

- Block 231, Lot 14 (“Avon East”), consisting of 25.1 acres, located to the east of Valley Brook Avenue.
- Block 233, Lot 14 (“Avon West”), consisting of approximately 65 acres, located to the west of Valley Brook Avenue.

The Avon West parcel, which is the subject of this Petition, measures 550 feet wide and 5,700 feet in length, and contains side slopes at a maximum slope of 3H:1V. The top of Avon West lies at elevation 41.4 feet, in comparison to its base grade elevation of eight feet (NAVD88) at its southeast corner along Valley Brook Avenue. The elevation of Valley Brook Avenue in the vicinity of the Avon West landfill ranges from 6.73 feet to 12 feet (NAVD88) from south to north along the roadway.

The Avon Landfill properties are located between the Jersey City Water Supply ROW to the north and the NJ Transit (NJT) Main Line rail ROW to the south. Richard W. DeKorte State Park (“DeKorte Park”) is located to the south of the NJT Main Line. The easterly and westerly portions of the former Avon Landfill are bisected by Valley Brook Avenue, which leads to the entrance to DeKorte Park and the Sawmill Creek Wildlife Management Area to the south of the railroad tracks.

Both of the Avon Landfill parcels are capped landfills, which are located in the Sustainable Energy Park (SEP) land use area of the Kingsland Redevelopment Plan, where vertical development is not allowed. Permitted uses in the SEP include:

1. Institutional use;
2. Methane recovery system;
3. Park or recreation facility;
4. Public utilities, light;
5. Renewable and/or sustainable energy systems;
6. Solar farm;
7. Wetland creation, enhancement, or restoration; and
8. Wildlife habitat creation, enhancement, or restoration.

Special exception uses in the SEP include communications transmission towers and structures and improvements essential for and used solely in conjunction with a permitted use.

Permitted uses in the Lyndhurst Commerce Center (LCC) include:

1. Banks;
2. Business support services;
3. Commercial recreation, indoor;
4. Commercial recreation, outdoor, excluding amusement parks;
5. Commuter parking;
6. Data center;
7. Disaster recovery facilities;

8. Essential public services;
9. Flex space;
10. Hotels or motels;
11. Institutional uses;
12. Light industry;
13. Offices;
14. Park or recreation facility;
15. Passenger rail station;
16. Personal services;
17. Public utilities, light;
18. Public utility maintenance operations;
19. Renewable and/or sustainable energy systems;
20. Research and development facility;
21. Restaurant;
22. Social services;
23. Solar farm;
24. Studio;
25. Training center;
26. Vocational center;
27. Warehouse and distribution facility; and
28. Wholesale establishment.

Special exception uses in the SEP include communications transmission towers, houses of worship, and methane recovery systems.

The properties at Block 231, Lots 9, 10, 11, and 12; Block 233, Lots 1.01, 4, 5, 9 (portion), 10, 11, 12, 13, 15, 16.01, and 16.03 in the Township of Lyndhurst are located in the LCC.

B. PROPOSED AMENDMENTS

1. Permit a trailer parking facility use in the Lyndhurst Commerce Center

The Petitioner proposes Redevelopment Plan amendments to define and add a “trailer parking facility” as a permitted principal use in the LCC, which is intended to accommodate the parking of trailers and containers as a stand-alone use. The Petitioner also proposes use limitations on the trailer parking facility use, including that a stand-alone trailer parking facility use shall be located no more than 1,000 feet from a lot in the Kingsland Redevelopment Area where a warehouse and distribution facility use is a permitted use.

The Hackensack Meadowlands District Zoning Regulations provide that all required parking and loading facilities shall be located off-street and on the same lot occupied by the use served. Off-site parking, as proposed, is typically considered an outdoor storage use in the District Zoning Regulations; by including a “trailer parking facility” as a permitted principal use in the LCC, stand-alone trailer and container parking would be permitted on all properties in the LCC. Despite the Petitioner’s proposed use limitation that trailer parking facilities shall be located within 1,000 feet of a property where a warehouse and distribution facility use is a permitted use in the Redevelopment Area, the requested amendment would classify a trailer parking facility as a stand-alone permitted principal use. As such, the trailer and container parking facility would not be required to be affiliated with any tenant in the Kingsland Redevelopment Area, resulting in wider regulatory implications that would permit an outdoor storage use as a permitted principal use throughout the LCC on properties designated for

vertical development in the Redevelopment Plan. The use of a property solely for parking is contrary to the purpose of a redevelopment plan to increase ratables for the host community.

The NJSEA staff recognizes that providing accessory trailer parking is an important component of modern warehouse development. Within the District, there is an alternative mechanism to establish trailer parking as a separate land use, namely, establishing a zoning lot of record, which is an available procedure to accomplish the same cross-utilization of areas among adjacent properties in the same zone or use area within a Redevelopment Plan. As mentioned above, this mechanism is already being utilized by the Petitioner on other Kingsland properties. Specifically, under Revised Conditional Zoning Certificate approval, RCZC-24-006, the NJSEA has permitted trailer parking totaling 631 trailer spaces and 156 container spaces, associated with the Petitioner's Phase I TJX warehouse development, on a separate property within Phase II, by means of a zoning lot of record.

Therefore, it is not recommended that the Redevelopment Plan be amended to define a trailer parking facility use and include a stand-alone trailer parking facility use as a permitted use in the LCC.

2. Reclassify the land use area designation of the Avon West Landfill from Sustainable Energy Park to Lyndhurst Commerce Center

The Petitioner requests an amendment to the Kingsland Redevelopment Plan to reclassify the land use area of Block 233, Lot 14 (Avon West) from Sustainable Energy Park (SEP) to Lyndhurst Commerce Center (LCC). In conjunction with proposed amendments described in Item 1 immediately above, the Petitioner seeks to permit a trailer parking facility on top of Avon West. The petitioner also proposes a Meadowlands Trail Park on the Avon East parcel, which is proposed to remain in the SEP. It is noted that Avon East is not the subject of the Petition, and a park or recreation facility is a permitted use in the SEP.

The Avon West property fronts along Valley Brook Avenue; however, in support of the proposed amendment, the Petitioner proposes to access trailer parking on Avon West from the Phase I warehouse development site via the construction of a bridge spanning over the Jersey City Water Supply ROW and wetlands (see Exhibits A-6 and A-7).

While neither of the former Avon Landfill properties were contemplated to accommodate commercial or industrial development within the Kingsland Redevelopment Plan, the Petitioner's request was carefully considered in the context of the existing site and area conditions, and the policies established in the Redevelopment Plan and District Master Plan. The following are the NJSEA staff findings:

a) **Transitional Parcels**

The Langan Report characterizes the subject Avon West property as a narrow and deep former landfill lot with limited vertical development potential. In addition, the report asserts that the NJT Main Line rail ROW and Valley Brook Avenue provide a "substantial physical divide" from the SEP-classified lots to the south of the NJT Main Line rail ROW.

However, there are no existing physical connections between the Avon West property and LCC properties. Although both of the Avon Landfill properties are divided from other parcels in the SEP land use area to the south by the NJT Main Line rail ROW, the properties' northerly boundaries are formed by the Jersey City Water Supply ROW and wetland areas, which also separate the property from parcels in the LCC. Therefore, the Avon Landfill properties serve as the transitional parcels between planned industrial and commercial development in the redevelopment area's LCC and the environmentally-sensitive properties consisting of wetlands and natural areas in the District's

Environmental Conservation zone within DeKorte Park and the Sawmill Creek Wildlife Management Area and former landfills in the Redevelopment Plan's SEP land use area.

b) Buffers

The transitional nature of the Avon Landfill parcels becomes even more evident in light of the significant difference in elevation of the former landfills in relation to neighboring properties. For example, Avon West contains elevations ranging from eight feet (NAVD88) at its Valley Brook Avenue frontage, to up to 41.4 feet at its top, allowing for a substantial vertical buffer between natural and developed areas. Paved areas around the Phase I buildings range from elevations 10 to 16 feet (NAVD88), with finished floors for the connected buildings ranging from elevations 18 to 18.5 feet (NAVD88), resulting in a grade difference of approximately 25 to 31 feet between proposed trailer parking areas on Avon West and Phase I parking areas.

The Avon West parcel measures 550 feet wide and 5,700 feet (more than a mile) in length. The trailer parking area as proposed by the Petitioner measures approximately 270 feet wide and 3,500 feet long, resulting in approximately 22 acres of paved vehicular use area for trailer/container parking. Presently, Avon West provides a "green" view shed that separates and buffers developed areas to the north from natural areas, including DeKorte Park and the Sawmill Creek Wildlife Management Area, to the south.

The accommodation of a trailer parking facility atop Avon West would replace this green view shed with active trucking activities, resulting in noise, site illumination, headlight glare, vehicle exhaust, and, potentially, overnight activities, at an elevation higher and more visible than surrounding properties. For instance, the addition of light poles measuring 25 to 40 feet high atop Avon West that would be needed to illuminate the trailer parking area could extend the impacts of the light sources to, at minimum, between elevations 66 to 81 feet (NAVD88), approximately 59 to 74 feet above Valley Brook Avenue. This would result in a substantial negative impact to area aesthetics, habitats, and viewsheds (including those of area residences), and potential impacts to the operations of the telescope at William D. McDowell Observatory at DeKorte Park.

c) Landfill Stability and Infrastructure Vulnerability Concerns

The 33.4-foot-high Avon West Landfill contains side slopes at a maximum 3H:1V slope that are steeper in comparison to those on properties in the LCC. The NJSEA staff reviewed the "Amended Closure and Post Closure Plan Application for Avon Landfill", prepared by Sadat Associates, Inc., dated September 2012. Global stability analysis took into account, among other concerns, the side slopes, the groundwater/leachate levels, and the effect of surcharge loads in evaluating activities on top of the landfill.

The cap of the Avon Landfill is composed of the following layers:

- (i) Topsoil layer – 6"
- (ii) Vegetative/Filter layer – 6" of soil
- (iii) Drainage layer – geocomposite layer (non-woven geotextile)
- (iv) Barrier layer – 24" of low permeability soil (PDM)
- (v) Gas venting/cushion layer – 6" sandy soils

Appendix I of the "Amended Closure and Post Closure Plan Application for Avon Landfill" includes a "Post Closure Care Plan" which details a 30-year post-closure monitoring plan to monitor the lateral and vertical movement of the landfill. Any large differential settlement could cause rupture to the barrier layer. The additional weight of pavement box needed to construct a parking area for heavy vehicles, together with the loads and movements associated with the proposed truck and container parking use, pose concerns regarding potential impacts to the drainage

and barrier layers, the stability of the landfill and its side slopes, and potential impacts to the nearby Jersey City Water Supply line pipes.

The construction/cover of the landfill was designed not to cause excessive stress on the water line pipes, which are over a century old (the southern six-foot diameter pipe was constructed in 1902 and the northern six-foot diameter pipe in 1920). The Petitioner proposes for trucks to access Avon West via the construction of a bridge from the Phase I warehouse development area, spanning over the Jersey City Water Supply Line ROW and wetland areas (see Exhibits A-6 and A-7). No authorization has been obtained by the Petitioner from the Jersey City Municipal Utilities Authority to cross the water lines as proposed. Potential impacts from the proposed bridge construction, including the likely necessity for deep foundations/piles, and continuous vibrations from heavy vehicles using the bridge, pose concerns with respect to these vulnerable elements.

Furthermore, the landfill cap's drainage layer is composed of non-woven geotextile approximately 12 inches below the surface. Any subsurface construction (curbs, stormwater drainage pipes, electrical conduits, etc.) will encroach on the drainage and barrier layers. In addition, the geometry of the existing landfill cap will also have an impact on the ability to install effective landscaping to screen proposed truck and container parking, as required planting depth and roots could potentially impact its integrity.

d) Alternatives

The Langan Report addresses the need to accommodate trailer parking spaces, asserting that: *"Adequate trailer parking is essential for modern warehouse facilities as it enhances the free flow of traffic onsite providing the opportunity for empty trailers to be stored providing access to open loading docks for inbound traffic. If adequate parking is not available onsite, offsite regional trailer parking would have to be utilized increasing the number of trips that are unnecessary since they would be empty trailer trips."* (page 6)

The NJSEA staff recognizes that accessory trailer parking is an important component of modern warehouse development. However, it is unclear why sufficient on-site area to accommodate the warehouses' trailer parking needs was not incorporated into the applicant's submissions for its Phase I development approvals. Notwithstanding, vacant areas on properties within the LCC offer alternative locations to parking trailers and containers on top of the Avon Landfill. For example, a 15-acre vacant portion of Block 233, Lot 15 and a 23-acre parcel at Block 233, Lot 16.01, which comprise uncapped portions of a former landfill located adjacent to Phase I warehouses, could accommodate trailer parking for the warehouses currently under construction. Indeed, the Phase I warehouse development includes a dead-end road at its west end intended to connect to these parcels in the future. Utilizing these parcels, which are already located within the LCC, as accessory trailer parking would provide direct access to the Phase I warehouses, and an asphalt parking lot could potentially serve as a landfill closure element/cap for any unclosed landfill properties.

e) Traffic and Air Quality

No traffic report has been provided to evaluate traffic impacts on the surrounding areas and roadways associated with the additional heavy vehicles that would likely result from a potential expansion of the LCC to include the proposed truck parking atop Avon West. A technical memorandum (Exhibit A-8) was provided by the Petitioner indicating a total of 600 daily truck traffic trips occur between Phase II's Lot C and Phase I development, and that the proposed bridge between the Phase I warehouse development site and the proposed truck parking area atop Avon West would minimize the frequency of truck trips crossing Valley Brook Avenue. NJSEA staff agrees that minimizing truck crossings of Valley Brook Avenue is a more efficient circulation pattern than currently exists, and encourages the Petitioner to explore more appropriate alternative

locations for accessory trailer parking areas that would minimize truck movements across Valley Brook Avenue between Phase I and Phase II development areas to protect public safety, given that KDUR, LLC is constructing a 10-foot-wide, multi-use path along the east side of Valley Brook Avenue, which will lead to DeKorte Park. The utilization of an adjacent site that would share internal circulation roads within Phase I development at similar grade elevations, such as the properties at Block 233, Lots 15 and 16.01, is a preferred planning alternative and a more viable and more economical option than constructing a long-span bridge to access Avon West from the Phase I development site.

The proposed bridge would span over the Jersey City Water Supply ROW and wetland areas (see Exhibits A-6 and A-7). To date, no authorization has been obtained by the Petitioner from the Jersey City Municipal Utilities Authority to cross the water line property as proposed. The need to traverse the side slopes to access the top of the Avon West (which rises to approximate elevations of 38 to 41 feet), the settlement concerns of a landfill under regular monitoring, and the need to protect the integrity of the landfill cap, in addition to the extraordinary costs that would likely be necessary to provide a structural means of access between the Phase I development and Avon West, to protect the historic water lines, lend uncertainty to the practicability of this proposed means of access. It is also unclear what impacts would result to area wetlands by the proposed bridge construction.

The closure of the Avon Landfill was conducted, in part, to reduce the adverse effects of landfill gas emissions on air quality. The introduction of a use that involves numerous heavy vehicle movements required to transport the trucks to the top of the landfill, and potential idling is of concern from an environmental standpoint, not only regarding traffic safety and air quality, but the potential effects of the use on area natural habitats and the public's enjoyment of them.

f) Natural Resources

The Avon Landfill is a capped landfill that corresponds to a highly valuable natural resource in the Hackensack Meadowlands District, serving as critical habitat for a diverse suite of native and state-listed wildlife species. Despite its anthropogenic origin, the site has undergone decades of passive naturalization and now supports complex ecological functions and offers essential habitat to a range of sensitive species.

- The Avon West Landfill serves as a breeding ground for two state-listed threatened bird species, Grasshopper Sparrow (*Ammodramus savannarum*) and Savannah Sparrow (*Passerculus sandwichensis*). Both species rely on open tallgrass habitats, which are increasingly scarce across the northeastern United States due to urbanization and ecological succession. The structure of the landfill cap, which is open, relatively undisturbed, and vegetated with native and non-invasive grasses, offers one of the last breeding sites for these grassland specialists in this part of New Jersey. Grading, paving, or increasing human and heavy vehicular presence associated with a truck parking operation would eliminate their nesting habitat.
- The site functions as a migratory stopover and post-breeding dispersal area for other state-listed species, including Upland Sandpiper (*Bartramia longicauda*), Bobolink (*Dolichonyx oryzivorus*), and Eastern Meadowlark (*Sturnella magna*). Given the limited extent of suitable migratory and breeding habitat in the broader Meadowlands landscape, the loss of Avon West Landfill would likely result in a measurable negative population impacts on these species at a regional scale.
- Capped landfills in the Meadowlands have been identified as key foraging habitats for regional bat populations, as evidenced by acoustic survey data collected across multiple NJSEA-owned landfill sites. Avon West, by extension, may provide vital foraging grounds for at least five species of bats, including Tricolored Bat (*Perimyotis subflavus*), a species proposed for federal listing under the Endangered Species Act. The open-air insect-rich conditions over the

vegetated surfaces of capped landfills are particularly attractive to aerial insectivores such as bats, who are acutely sensitive to both habitat fragmentation and light/noise pollution. The conversion of this site into an illuminated, paved, and heavily trafficked facility would remove critical foraging habitat and introduce disturbances negatively impacting these sensitive species.

- Avon West is adjacent to active Bald Eagle (*Haliaeetus leucocephalus*) nesting territory, with a known nesting pair returning annually. Eagles require large foraging ranges and are highly sensitive to human activity during the nesting season. The increased presence of trucks, noise, and lighting would represent a direct threat to the reproductive success and site fidelity of this iconic species, which has only recently recovered from near extirpation in the state due to decades of conservation work.
- The capped Avon Landfill property supports a proliferation of native milkweed species, especially Common Milkweed (*Asclepias syriaca*), which have been documented around the perimeter and are likely established across the capped surface. Milkweed is the larval host plant for Monarch Butterfly (*Danaus plexippus*), a migratory species of ecological and symbolic importance that is internationally recognized as critically imperiled. The presence of milkweed on the subject property suggests that the site contributes to the broader migratory corridor for monarch butterflies through New Jersey, and any destruction or degradation of these host plants would further erode the viability of this species in the region.
- The introduction of constant light and noise pollution associated with a truck parking facility would adversely impact the conservation of breeding, migratory, and nocturnal species. Many bird and bat species depend on acoustic and celestial cues for navigation, communication, and foraging. Artificial lighting and vehicular noise disrupt these natural behaviors, particularly during critical migratory and breeding periods. This kind of sensory pollution is increasingly recognized as a significant driver of wildlife stress and disorientation, contributing to population declines even in areas where physical habitat remains.

Therefore, the proposal to convert this site into a truck parking facility threatens regional biodiversity and undermines long-standing conservation and restoration goals within the Hackensack Meadowlands District.

g) Intent and Purpose of the Kingsland Redevelopment Plan

The stated purpose of the Redevelopment Plan is as follows:

“The purpose of the Kingsland Redevelopment Plan is to facilitate the environmental closure of landfills to reduce adverse environmental impacts resulting from potential exposure to contaminated soil, and to reduce the adverse effects of leachate on water quality and landfill gas emissions on air quality. This Redevelopment Plan will promote the provision of productive industrial and commercial ratables for District municipalities, while encouraging sustainable design and promoting high standards of creative layout, design, and construction in the development and use of the land. In addition, adverse impacts on existing uses will be limited within the redevelopment area and surrounding area, by utilizing sound planning practices such as minimizing the effect of building heights on communications transmission towers.”

The Avon Landfill is environmentally closed, with constraints detailed in paragraph c) above that do not support vertical development within the Redevelopment Area. As such, the Redevelopment Plan has designated the properties to be within the SEP land use area, where they may accommodate a renewable and/or sustainable energy system, such as a photovoltaic installation, institutional uses, park and recreation facilities, light public utility uses, wetlands creation, enhancement, or restoration, as well as wildlife habitat creation, enhancement, or restoration. The LCC permits a variety of industrial and commercial uses that could not be accommodated, nor would be appropriate to accommodate, based on sound planning principles, on Avon West.

Environmental impacts to critical habitats, stormwater drainage, water quality, air quality, slope stability, and area aesthetics are all significant considerations that would be adversely impacted should the requested Redevelopment Plan amendments be implemented. It is unlikely that an effective screening method could be provided for truck and container parking on top of Avon West due to concerns related to the integrity of the landfill cap. An asphalt cap is not necessary on the subject property, as the landfill has already been environmentally closed. As previously stated herein, alternative sites within the LCC, including unclosed landfill sites in need of environmental remediation, are available to accommodate accessory trailer and container parking.

The use of the Avon Landfill properties for permitted uses in the SEP, such as a solar renewable energy facility, could provide a benign transitional use between industrial development and natural areas, to serve as a buffer between wildlife habitat and human activity, while providing some economic return to the property owner and clean energy sources to power buildings being developed in the LCC. There is evidence from the NJSEA's own 1A Landfill that solar arrays and wildlife habitats can successfully coexist.

Since the closure of the Avon Landfill, critical wildlife habitat has been restored on those properties through natural reclamation. The redevelopment plan's key assumptions on which the development of the plan was based assume that wildlife habitat shall be incorporated into the site layout to the maximum extent possible, and that appropriate buffer zones shall be used around wetlands and surface water to intercept soil and nutrient runoff. The use of the Avon Landfill properties for off-site parking would bring human activity in direct adjacency to environmentally sensitive lands, and would not be consistent with the redevelopment plan objectives for these particular properties.

Therefore, reclassifying Avon West from the SEP to the LCC land use area is not consistent with sound planning principles or the purposes of the Kingsland Redevelopment Plan.

h) Hackensack Meadowlands District Master Plan Update 2020 Goals and Objectives

Goals of the District Master Plan include to safeguard and restore the Hackensack Meadowlands' irreplaceable heritage of natural and historical resources; to foster the Meadowlands economy in a manner that stimulates job growth and prosperity; to promote a regional transportation network that improves the mobility of people and freight, fuels economic development, and minimizes negative impacts upon the environment; and to encourage the development and use of reliable, responsible, low-carbon and alternative energy sources while reducing energy consumption. These goals are represented within the planning objectives for the Kingsland Redevelopment Area, through the creation of distinct land use areas intended to promote economic development in balance with environmental objectives.

The District Master Plan states that "The Kingsland Redevelopment Plan intends to create a Sustainable Energy Park on former landfill areas that are not suitable for vertical development..." (page 3-22). Properties in the LCC are classified as an Employment Center Planning Area within the Land Use Plan 2020, while the Avon Landfill is classified within the Sustainable Uplands Reserve Planning Area. The intent of the Sustainable Upland Reserve Planning Area classification is rooted in environmental protection goals and contains several former landfill properties throughout the District. Providing for a trailer parking facility or allowing for other uses permitted in the LCC on the Avon West site is not consistent with the Master Plan's goals for the Sustainable Uplands Reserve Planning Area.

Therefore, reclassifying Avon West from the SEP to the LCC land use area is not consistent with the purposes of the District Master Plan.

IV. RECOMMENDATION

Pursuant to N.J.A.C. 19:3-5.15, and for the reasons stated herein, the NJSEA staff recommends that the NJSEA Board of Commissioners vote to deny the requested Petition for amendments to the Kingsland Redevelopment Plan.

RESOLUTION 2026-28

**RESOLUTION ISSUING A DECISION ON THE
VARIANCE APPLICATION
SUBMITTED AS PART OF FILE NO. 23-291
5903 WESTSIDE AVE LLC - SITE IMPROVEMENT (VARIANCES)
BLOCK 453.02, LOT 3.0761
IN THE TOWNSHIP OF NORTH BERGEN**

WHEREAS, an application for two bulk variances has been filed with the NJSEA by Neil Cohen, of Western Carriers, Inc., for the premises located at 5903-5905 West Side Avenue and identified as Block 453.02, Lot 3.0761, in the Township of North Bergen, New Jersey; and

WHEREAS, the two bulk variances are sought in connection with the applicant's proposal to park trailers in an existing parking lot within the front yard, install an eight-foot-high fence in the required front yard, and construct other associated site improvements; and

WHEREAS, the premises is located within the Hackensack Meadowlands District's Light Industrial A zone; and

WHEREAS, the applicant requested bulk variance relief from N.J.A.C. 19:4-8.3(b)2, which requires that accessory trailer parking areas shall be located in the rear yard, whereas accessory trailer parking is proposed in the front yard; and

WHEREAS, the applicant requested bulk variance relief from N.J.A.C. 19:4-8.10(a), which prohibits fences in excess of 24 inches in required front yards, whereas an eight-foot-high fence is proposed at a setback of 45.5 feet in the required 50-foot front yard along West Side Avenue; and

WHEREAS, notice of the requested bulk variance relief was given to the public and all interested parties as required by law and was published in digital edition of the Star-Ledger on April 15, 2026; and

WHEREAS, a public hearing was held in the Board Meeting Room of the NJSEA, One DeKorte Park Plaza, Lyndhurst, New Jersey on Tuesday, April 15, 2026, before Sara Sundell, P.E., P.P., Senior Director of Land Use Management and Chief Engineer; Sharon A. Mascaró, P.E., Deputy Director of Land Use Management and Deputy Chief Engineer; Mia Petrou, P.P., AICP, CFM, Supervising Planner; and Anthony Albano, P.E., Senior Engineer; and

WHEREAS, a comprehensive report dated July 14, 2026, has been prepared indicating the recommendations of the Senior Director of Land Use Management

and the Senior Vice President, Chief of Legal & Regulatory Affairs in this matter;
and

WHEREAS, a copy of the recommendation and comprehensive report was provided to the applicant on July 14, 2026; and

WHEREAS, the report recommends the conditional approval of the requested bulk variance from N.J.A.C. 19:4-8.3(b)2 to allow accessory trailer storage in the front yard; and

WHEREAS, the report also recommends the approval of the requested bulk variance from N.J.A.C. 19:4-8.10(a) to provide an eight-foot-high fence in the required front yard at a minimum setback of 45.5 feet along West Side Avenue; and

WHEREAS, the full record has been made available to the Board of Commissioners of the NJSEA for review, including the transcripts of the public hearing, the submissions of the applicant, and recommendations on the application by the Senior Director of Land Use Management and by the Senior Vice President, Chief of Legal & Regulatory Affairs; and

WHEREAS, the Board of Commissioners concurs with the recommendations of the Senior Director of Land Use Management and the Senior Vice President, Chief of Legal & Regulatory Affairs; and

WHEREAS, the Board of Commissioners hereby determines that the requested bulk variance application to provide accessory trailer parking in the front yard conditionally conforms with the standards for approving applications for variances as set forth in N.J.A.C. 19:4-4.14(e); and

WHEREAS, the Board of Commissioners hereby determines that the requested bulk variance application to permit an eight-foot-high fence at a minimum setback of 45.5 feet in the required front yard along West Side Avenue conforms with the standards for approving applications for variances as set forth in N.J.A.C. 19:4-4.14(e).

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the New Jersey Sports and Exposition Authority, that the 5903 Westside Ave LLC - Site Improvement (Variances) application for a bulk variance from N.J.A.C. 19:4-8.3(b)2 to permit accessory trailer parking in the front yard is hereby **APPROVED WITH THE FOLLOWING CONDITIONS** for the reasons set forth in the recommendation dated July 14, 2026:

1. The maximum size of any trailer to be parked and/or staged within the front yard trailer parking area shall be limited to 40 feet, exclusive of the cab.
2. The maximum number of trailers to be parked within the front yard trailer parking area shall not exceed 52 units.
3. The trailer parking area shall be utilized only as an accessory area for the parking and/or staging of deliveries and shall not be utilized in a manner that would constitute outdoor storage, as determined by the NJSEA Chief Engineer in accordance with the Hackensack Meadowlands District Zoning Regulations.
4. The applicant shall duly execute the "Land Banked Parking Deed Restriction" document provided as Exhibit A-6, subject to the amendment and prior approval of the NJSEA Chief Engineer, and shall file a copy of the executed document in the Hudson County Deed Register. Proof of recording shall be provided to the NJSEA prior to the issuance of any Certificate of Completion and/or Occupancy Certification.

BE IT FURTHER RESOLVED, by the Board of Commissioners of the New Jersey Sports and Exposition Authority, that the 5903 Westside Ave LLC - Site Improvement (Variances) application for a bulk variance from N.J.A.C. 19:4-8.10(a) to permit an eight-foot-high fence at a minimum setback of 45.5 feet in the required front yard along West Side Avenue is hereby **APPROVED** for the reasons set forth in the recommendation dated July 14, 2026.

I hereby certify the foregoing to be a true copy of the Resolution adopted by the New Jersey Sports and Exposition Authority at their meeting of July 23, 2026.

Christine Sanz
Secretary



MEMORANDUM

To: NJSEA Board Members and Jill Hirsch, President & CEO

From: Sara J. Sundell *Date:* July 23, 2026

Subject: Variance Recommendation – 5903 Westside Ave LLC - Site Improvement (Variances) (File No. 23-291)

An application for two bulk variances has been filed with the NJSEA by Neil Cohen, of Western Carriers, Inc., for the premises located at 5903-5905 West Side Avenue and identified as Block 453.02, Lot 3.0761, in the Township of North Bergen, New Jersey. The subject premises is located within the Hackensack Meadowlands District's Light Industrial A zone. The bulk variances are sought in connection with the applicant's proposal to park trailers in an existing parking lot within the front yard, install an eight-foot-high fence in the required front yard, and construct other associated site improvements at the subject premises.

Specifically, the applicant is requesting bulk variance relief from the following:

1. N.J.A.C. 19:4-8.3(b)2, which requires that accessory trailer parking areas shall be located in the rear yard, whereas accessory trailer parking is proposed in the front yard.
2. N.J.A.C. 19:4-8.10(a), which prohibits fences in excess of 24 inches in required front yards, whereas an eight-foot-high fence is proposed at a setback of 45.5 feet in the required 50-foot front yard.

A public hearing was held in the Board Meeting Room of the NJSEA, One DeKorte Park Plaza, Lyndhurst, New Jersey, on Tuesday, April 28, 2026.

In a comprehensive report dated July 14, 2026, the Senior Director of Land Use Management and the Senior Vice President, Chief of Legal & Regulatory Affairs recommended the conditional approval of the bulk variance requested above in Item 1 and the approval of the bulk variance requested in Item 2. A copy of the comprehensive report and variance recommendations was provided to the applicant on July 14, 2026.

At this time, the Board of Commissioners is required to issue a decision on the bulk variance requests described above. A resolution requesting the same is attached for your consideration.

RECOMMENDATION ON THE VARIANCE APPLICATION OF
5903 Westside Ave LLC - Site Improvement (Variances)
FILE #23-291

I. INTRODUCTION

An application for two bulk variances has been filed with the New Jersey Sports and Exposition Authority (NJSEA) by Neil Cohen of Western Carriers, Inc, for the premises identified as 5903-5905 West Side Avenue, Block 453.02, Lot 3.0761, in the Township of North Bergen, New Jersey. The subject premises is located in the Light Industrial A zone of the Hackensack Meadowlands District (District). The bulk variances are sought in connection with the applicant's proposal to park trailers in an existing parking lot within the front yard and to construct an eight-foot-high fence in the required front yard with other associated site improvements at the subject premises. Specifically, variance relief is requested from the following:

1. N.J.A.C. 19:4-8.3(b)2, which requires that accessory trailer parking areas shall be located in the rear yard, whereas accessory trailer parking is proposed in the front yard.
2. N.J.A.C. 19:4-8.10(a), which prohibits fences in excess of 24 inches in required front yards, whereas an eight-foot-high fence is proposed in the required 50-foot front yard setback.

Notice was given to the public and all interested parties as required by law. Public notice of this hearing was published in the digital edition of the Star-Ledger on April 15, 2026. The public notice was also posted to nj.com under Public Notices, on the New Jersey Press Association's website at njpublicnotices.com, and on the NJSEA's website. A public hearing was held on Tuesday, April 28, 2026. All

information submitted to the Division of Land Use Management relative to this application is made part of the record of this recommendation.

II. GENERAL INFORMATION

A. Existing and Proposed Use

The subject property, identified as 5903-5905 West Side Avenue, Block 453.02, Lot 3.0761, consists of approximately 22.73 acres and is located in the District's Light Industrial A zone. The site is currently developed with an existing 172,902-square-foot warehouse in the western rear portion of the property, and an existing 113,607-square-foot warehouse in the eastern portion of the property that is currently occupied by the applicant, Western Carriers. The site contains frontage along West Side Avenue, with access provided to the roadway by a signalized intersection on the south side of the property at Claiborne Avenue (a private roadway), and by a full movement stop-controlled driveway on the north side of the property. A total of 572 parking spaces are striped around the site perimeter, between the two buildings, and within the eastern front yard of the property.

The site is subject to a number of easements, including a 150-foot-wide Public Service Electric & Gas (PSE&G) easement that runs within the easterly site frontage along West Side Avenue containing an electric transmission tower and transmission lines. A 60-foot-wide drainage easement containing a tidal ditch adjoining Cromakill Creek is located in the site's northern side yard, and an access easement ranging in width from 22.5 feet to 44 feet is located in the southern side yard along Claiborne Avenue. A 20-foot-wide sanitary sewer easement traverses the site from the intersection of the northern driveway at West Side Avenue, through the middle of the site between the two existing warehouse structures.

The site is bordered by a variety of industrial and commercial uses along West Side Avenue to the north and south, including an office building and data center across Claiborne Avenue to the south, and by a self-storage facility across West Side

Avenue to the east. Cromakill Creek and associated wetlands form the site's westerly border.

The applicant proposes to park up to 52 trailers or containers on landing gear in the site's existing easterly parking lot within the front yard facing West Side Avenue, which is currently approved for use by passenger vehicles only, and to construct an eight-foot-high fence in the required front yard with other associated site improvements at the subject premises. The proposed site improvements are intended to facilitate the trucking operations of the site and to screen the proposed trailer parking from the West Side Avenue right of way (ROW).

A bulk variance is requested to permit accessory trailer parking within the front yard along West Side Avenue, whereas accessory trailer parking is required to be located within the rear yard, or a side yard. A bulk variance is also requested for the construction of an eight-foot-high fence within the required 50-foot front yard setback along West Side Avenue, at an approximately 45.5-foot minimum setback from the front yard property line.

B. Response to the Public Notice

No written comments were submitted to this Office prior to the public hearing.

III. PUBLIC HEARING (April 28, 2026)

A public hearing was held in the Board Meeting Room of the NJSEA, One DeKorte Park Plaza, Lyndhurst, New Jersey, on Tuesday, April 28, 2026. NJSEA staff in attendance were Sara J. Sundell, P.E., P.P., Senior Director of Land Use Management and Chief Engineer; Sharon A. Mascaró, P.E., Deputy Director of Land Use Management and Deputy Chief Engineer; Mia A. Petrou, P.P., AICP, CFM, Supervising Planner; and Anthony Albano, P.E., Senior Engineer.

A. Exhibits

The following is a list of the exhibits submitted by the applicant at the public hearing and marked for identification as follows:

<u>Number</u>	<u>Description</u>
A-1	"Preliminary and Final Site Plan", Sheets 1 through 8, prepared by French and Parrello Associates, dated June 6, 2023, and last revised February 3, 2026.
A-2	"Planning Report Prepared for Western Carriers", prepared by Graviano & Gillis Architects & Planners, LLC, dated March 16, 2026.
A-3	"Emission Reduction Assessment," prepared by French and Parrello Associates, dated March 26, 2024.
A-4	"Parking Assessment Report", prepared by French and Parrello Associates, dated March 21, 2024.
A-5	"PSE&G Consent Agreement", between PSEG Services Corporation and Westside Ave, LLC, signed on February 12, 2025.
A-6	Proposed Draft "Land Banked Parking Deed Restriction", undated and "Land Banked Parking Area Exhibit", prepared by French and Parrello Associates, dated February 3, 2026.

B. Testimony

Michael Bonner, Esq., of the firm Frieri Law Group, LLC, represented the applicant, Western Carriers, Inc., at the hearing. The following witnesses testified in support of the application:

1. Neil Cohen, Western Carriers, LLC;
2. Christopher Nusser, P.E., P.P., French and Parrello Associates; and
3. Nicholas Graviano, P.P., AICP, JD, Graviano & Gillis Architects & Planners, LLC.

Staff findings and recommendations are based on the entire record. A transcript of the public hearing was prepared and transcribed by Beth Calderone, Certified Shorthand Reporter.

C. Public Comment

No members of the public were present at the public hearing.

IV. RECOMMENDATION(S)

A. Standards for the Granting of a Bulk Variance from the Provisions of N.J.A.C. 19:4-8.3(b)2, which requires that accessory trailer parking areas shall be located in the rear yard, whereas accessory trailer parking is proposed in the front yard.

The District Zoning Regulations at N.J.A.C. 19:4-4.14(e) state in part that, *a variance shall not be granted unless specific written findings of fact directly based upon the particular evidence presented are made that support conclusions that...*

1. Concerning bulk variances:

- i. The variance requested arises from such condition that is unique to the property in question, is not ordinarily found in the same zone, and is not created by any action of the property owner or the applicant.*

The subject property is currently improved with two detached warehouse buildings, with parking areas generally located around the building perimeters and between the two buildings. The loading areas for each warehouse building are located in the northern side yard. The proposed site improvements include the restriping of existing underutilized vehicular parking area within the front yard

to accommodate parking for the proposed accessory trailers and the installation of an eight-foot-high PVC fence to screen the accessory trailer parking area.

The subject property exhibits an irregular configuration, with a flagged portion in the northwesterly portion of the lot and a drainage ditch that runs along the northerly property line. There are multiple easements on the subject property, including a 150-foot-wide PSEG easement containing an electric transmission tower and power lines located within the site's eastern front yard along West Side Avenue. Additional easements related to site access, drainage, and sanitary sewer are also present on the site. The Cromakill Creek flows along the site's westerly border, and associated wetlands are located within the site boundaries. This combination of features uniquely affects and limits the configuration of future site development.

- ii. The granting of the variance will not adversely affect the rights of neighboring property owners or residents.*

The granting of the requested variance to permit accessory trailer parking in the front yard, whereas accessory trailer parking in front yards is not permitted, will not adversely affect the rights of neighboring property owners or residents. There are no residents located proximate to the subject property. West Side Avenue properties are primarily developed with industrial and commercial uses. The most impacted neighbor is the self-storage facility located to the east, across West Side Avenue, which would face the proposed accessory truck parking area. The self-storage facility is located along West Side Avenue, a roadway that is heavily trafficked by

trucks, and is a use that is typically characterized as having a small number of employees and intermittent usage by patrons as compared to other uses in the vicinity.

The applicant operates multiple facilities in the immediate area, and the ability to park trucks on the subject property will reduce the number of traffic trips on the surrounding roadway network.

The applicant proposes to screen the accessory truck parking area by installing an eight-foot-high PVC fence to supplement the screening provided by existing vegetation along West Side Avenue. The ability to provide additional landscaping is constrained due to PSE&G requirements to maintain clearances to electric utility structures within its easement on the site, to avoid potential conflicts with the power lines.

Therefore, there will be no adverse impact to the rights of neighboring property owners or residents.

iii. The strict application of the regulations will result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the property owner.

The strict application of the regulations will result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the property owner.

The subject property contains multiple unique characteristics that constrain site development and limit the ability to provide for

accessory trailer parking on the site in a conforming manner. The site exhibits an irregular configuration, with a flagged portion in the northwesterly portion of the lot. Multiple easements also affect the site. The most prominent of these is a 150-foot-wide PSEG easement that runs within the property along the eastern property line and requires certain clearances be maintained to electric transmission utilities on the property. Therefore, although a minimum 50-foot-wide front yard setback is required in the Light Industrial A zone, the eastern building on the site is set back to 178 feet from West Side Avenue.

The Cromakill Creek and associated wetland areas are located along the site's western boundary. A long 60-foot-wide drainage easement containing a tidal ditch adjoining Cromakill Creek runs along almost the entirety of the northerly property line. A minimum 50-foot-wide open space buffer is required to be maintained from the top of bank of both these water bodies. An ingress and egress easement is located along the entire southerly lot line, which must be maintained for clear site circulation along Claiborne Avenue, which serves two additional buildings to the south of the subject property. A 20-foot-wide sanitary sewer easement also bisects the site between the two warehouse buildings.

These features limit the locations on the property where accessory trailer parking can be accommodated in a conforming location. The site's loading areas are located in the northern side yard, which is not available for further expansion due to the presence of the drainage easement, environmentally sensitive wetlands, and required waterway buffers. Furthermore, the placement of the

buildings on the site do not provide for sufficient yard area remaining to accommodate truck parking and the required turning radii for safe and effective site circulation. For example, the side yard setbacks of the existing buildings to the southerly lot line are 48 feet for the western building and 60 feet for the eastern building, which is the typical length of tractor trailers. The parking court between the buildings, while providing 119 feet of width, would result in conflicts between passenger vehicles and truck traffic.

These conditions result in practical difficulties in locating accessory trailer parking on site needed to support the applicant's operations. Given these site constraints, there is no practicable alternative to the proposed location and configuration of the proposed accessory trailer parking area outside of the front yard on the site.

iv. The variance will not result in substantial detriment to the public good and will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare.

There will be no substantial detriment to the public good and no adverse effects to the public health, safety, morals, order, convenience, prosperity or general welfare by granting the requested variance to locate accessory trailer parking within the front yard, as proposed. The proposed location of accessory trailer parking areas in the front yard, as proposed, will promote safe and efficient site circulation by providing for a dedicated truck parking area separated from passenger vehicle parking areas on the site.

The applicant provided testimony with respect to their proposed operations. In order to protect the public health, safety, and general welfare, the NJSEA staff recommends the following conditions:

1. The maximum size of any trailer to be parked and/or staged within the front yard trailer parking area shall be limited to 40 feet, exclusive of the cab.
2. The maximum number of trailers to be parked within the front yard trailer parking area shall not exceed 52 units.
3. The trailer parking area shall be utilized only as an accessory area for the parking and/or staging of deliveries, and shall not be utilized in a manner that would constitute outdoor storage, as determined by the NJSEA Chief Engineer in accordance with the Hackensack Meadowlands District Zoning Regulations.
4. The applicant shall duly execute the "Land Banked Parking Deed Restriction" document provided as Exhibit A-6, subject to the amendment and prior approval of the NJSEA Chief Engineer, and shall file a copy of the executed document in the Hudson County Deed Register. Proof of recording shall be provided to the NSEA prior to the issuance of any Certificate of Completion and/or Occupancy Certification.

With the recommended conditions, the NJSEA can ensure that the proposed accessory trailer parking area will continue to operate as attested, and would, therefore, not result in substantial detriment to the public good or adverse effects to the public health, safety, morals, order, convenience, prosperity or general welfare.

v. The variance will not have a substantial adverse environmental impact.

There will be no adverse environmental impacts resulting from the granting of the requested variance for accessory trailer parking within the front yard. It is anticipated that the ability to keep trailers on site for the applicant's day to day business operations will reduce pollutants/carbon emission as compared to transporting the trailers from an offsite location. It is assumed that approximately 50 percent of the empty containers will be able to stay on location for the day to day operation and not need to be trucked offsite. Pursuant to the applicant's Emission Reduction Assessment (Exhibit A-3), the result of keeping those trailers on site will be a reduction of vehicle miles traveled of approximately 400 miles per week and 20,800 miles annually, with a corresponding reduction of approximately 2,973 gallons of diesel fuel being consumed every year. The reduction in diesel fuel consumption will lead to an approximate reduction of CO₂E of about 66,712 pounds per year.

The accessory trailer parking will be visually screened from the West Side Avenue ROW by an eight-foot-high PVC fence. The proposed development will not adversely impact wetlands or other sensitive environmental features. Furthermore, the requested variance will not cause the District's environmental performance standards for noise, glare, vibrations, airborne emissions or hazardous materials to be exceeded.

- vi. The variance represents the minimum deviation from the regulations that will afford relief.*

The particular characteristics of the subject property, including its irregular configuration, constraints associated with the PSE&G easement, and existing developed layout, results in practical difficulties that affect the ability to reconfigure the site to conform to the District Zoning Regulations. There is no practicable alternative to the proposed location of the accessory trailer parking on site that would support the proposed business operation of the applicant's front warehouse and the applicant's associated operations in the immediate area. The proposed Land Banked Parking Deed Restriction (Exhibit A-6), allowing for up to 245 banked parking spaces, will ensure that sufficient parking will be available for users of the site. Therefore, the variance represents the minimum deviation from the regulations that will afford relief.

- vii. Granting the variance will not substantially impair the intent and purpose of these regulations.*

The granting of the requested variance to permit accessory trailer parking within the front yard will not substantially impair the intent and purpose of these regulations. It has been demonstrated that the property's irregular configuration; the layout of existing site development; the presence of environmentally-sensitive wetlands and proximity to Cromakill Creek; and, the presence of multiple easements, including PSE&G electric utilities, site access, drainage, and sanitary sewer, collectively leave no available alternative locations on the site that could accommodate accessory truck

parking in a conforming manner. The accessory truck parking area is proposed to occur within an existing paved lot, with a parking land banking provision should the lot be needed for use by passenger vehicles. Therefore, the requested variance will support the purposes of the Hackensack Meadowlands District Zoning Regulations to promote the orderly and comprehensive development of the District in accordance with good planning principles that relate the type, design, and layout of such development to both the particular site and surrounding environs.

B. Standards for the Granting of a Bulk Variance from the Provisions of N.J.A.C. 19:4-8.10(a), which prohibits fences in excess of 24 inches in required front yards, whereas an eight-foot-high fence is proposed in the required 50-foot front yard setback.

The District Zoning Regulations at N.J.A.C. 19:4-4.14(e) state in part that, *a variance shall not be granted unless specific written findings of fact directly based upon the particular evidence presented are made that support conclusions that...*

1. Concerning bulk variances:

- i. The variance requested arises from such condition that is unique to the property in question, is not ordinarily found in the same zone, and is not created by any action of the property owner or the applicant.*

The subject property is currently improved with two detached warehouse buildings, with parking areas generally located around the building perimeters and between the two buildings. The loading areas for each warehouse building are located in the northern side yard. The proposed site improvements include the restriping of

existing underutilized vehicular parking area within the front yard to accommodate parking for the proposed accessory trailers and the installation of an eight-foot-high PVC fence at a minimum 46-foot-wide setback from the West Side Avenue ROW to screen the accessory trailer parking area.

The subject property exhibits an irregular configuration, with a flagged portion in the northwesterly portion of the lot and a drainage ditch that runs along the northerly property line. There are multiple easements on the subject property, including a 150-foot-wide PSEG easement containing an electric transmission tower and power lines located within the site's eastern front yard along West Side Avenue. Additional easements related to site access, drainage, and sanitary sewer are also present on the site. The Cromakill Creek flows along the site's westerly border, and associated wetlands are located within the site boundaries. This combination of features uniquely affects and limits the configuration of future site development, including the proposed fence location.

- ii. The granting of the variance will not adversely affect the rights of neighboring property owners or residents.*

The granting of the requested variance to permit an eight-foot-high fence in the required front yard, whereas fences in excess of 24 inches in the required front yard are not permitted, will not adversely affect the rights of neighboring property owners or residents. There are no residents located proximate to the subject property. West Side Avenue properties are primarily developed with industrial and commercial uses. The most impacted neighbor is the self-storage

facility located to the east, across West Side Avenue, which would face the proposed fence and accessory truck parking area.

The applicant proposes to install the proposed eight-foot-high PVC fence at a 45.5-foot front yard setback to screen the accessory truck parking area from view of neighboring properties and the West Side Avenue ROW, which will promote area aesthetics. The proposed fence at the specified location will maintain sufficient clearance to PSE&G's electric utility structures within its easement on the site.

Therefore, there will be no adverse impact to the rights of neighboring property owners or residents by the proposed location of the fence within the required front yard along West Side Avenue.

iii. The strict application of the regulations will result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the property owner.

The subject property exhibits an irregular configuration, with a flagged portion in the northwesterly portion of the lot and a drainage ditch that runs along the northerly property line. There are multiple easements on the subject property, including a 150-foot-wide PSEG easement containing an electric transmission tower and power lines located within the site's eastern front yard along West Side Avenue. The requested variance for the location of the proposed fence at a 45.5-foot setback from the West Side Avenue ROW, whereas a minimum of 50 feet is required, is due to the particular conditions on the site affecting fence placement.

The site's existing parking area, proposed to be used for accessory trailer parking, is located at a 50-foot setback from the West Side Avenue ROW. The proposed fence location will allow for a 4.5-foot offset from the curb line of the trailer parking spaces to protect the fence from impact by parking vehicles.

The ability to utilize landscaping as a screening mechanism is constrained by PSE&G requirements to avoid conflicts with power lines within its easement on the site.

Therefore, there is no practicable alternative to the location and configuration of the proposed fence that could accomplish an effective screen of the accessory trailer parking area.

Therefore, the strict application of the regulations will result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the property owner.

iv. The variance will not result in substantial detriment to the public good and will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare.

There will be no substantial detriment to the public good and no adverse effects to the public health, safety, morals, order, convenience, prosperity or general welfare by granting the requested variance to permit the proposed fence at a 45.5-foot setback in the required front yard of West Side Avenue. The proposed eight-foot-high fence height is in compliance with the maximum fence height requirements of the District Zoning

Regulations. The proposed fence location is due to the need to screen truck parking within existing paved areas on the site, and constraints to providing landscaped screening near PSE&G electric transmission equipment. The proposed fence location will promote area aesthetics and provide for a screen of headlight glare toward adjacent properties and the West Side Avenue ROW.

v. The variance will not have a substantial adverse environmental impact.

There will be no adverse environmental impacts resulting from the granting of the requested variance to erect a fence at a 45.5-foot setback within the required front yard of West Side Avenue. The proposed eight-foot-high PVC fence will allow an accessory trailer parking lot to be adequately screened from neighboring properties and motorists traveling on West Side Avenue, and will obstruct potential headlight glare. The proposed fence location will not adversely impact wetlands or other sensitive environmental features on the site. Furthermore, the requested variance will not cause the District's environmental performance standards for noise, glare, vibrations, airborne emissions or hazardous materials to be exceeded.

vi. The variance represents the minimum deviation from the regulations that will afford relief.

The particular characteristics of the subject property, including its irregular configuration, constraints associated with the PSE&G easement, and existing developed layout, results in practical difficulties that affect the ability to reconfigure the site to conform to

the District Zoning Regulations. The purpose of the fence is to screen accessory trailer parking proposed within an existing paved parking lot located at the required minimum 50-foot front yard setback. It was previously determined that no practicable alternative to the location of the accessory trailer parking exists within the site; therefore, it follows that no practicable alternative to screening of the parking area can occur outside of the required front yard. It was demonstrated that landscaping could not be utilized as a screening method due to potential conflicts with electric transmission structures within the PSE&G easement on the site. A proposed 4.5-foot offset of the fence from the curb line of the accessory trailer parking area is intended to protect the fence from impact during parking maneuvers. Therefore, the variance represents the minimum deviation from the regulations that will afford relief.

vii. Granting the variance will not substantially impair the intent and purpose of these regulations.

The granting of the requested variance to erect a fence at a 45.5-foot setback within the required front yard of West Side Avenue will not substantially impair the intent and purpose of these regulations. The proposed fence height of eight feet complies with the maximum fence height permitted in the Hackensack Meadowlands District Zoning Regulations, and the particular characteristics of the property impact fence placement. An intent of the regulation that prohibits a fence in a required front yard is to minimize visual impacts to neighboring properties. In this case, the fence is proposed to act as a screen that will minimize visual impacts to neighboring properties and the West Side Avenue ROW. Therefore, the requested

variance will promote the purposes of the Hackensack Meadowlands District Zoning Regulations to promote the orderly and comprehensive development of the District in accordance with good planning principles that relate the type, design, and layout of such development to both the particular site and surrounding environs.

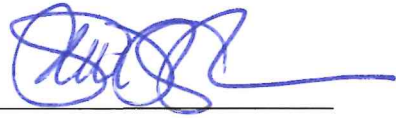
V. SUMMARY OF CONCLUSIONS

A. Standards for the Granting of a Use Variance from the Provisions of N.J.A.C. 8.3(b), which requires that accessory trailer parking areas shall be located in the rear yard, whereas accessory trailer parking is proposed in the front yard.

Based on the record in this matter, the bulk variance application to permit accessory trailer parking in the front yard, whereas accessory trailer parking is not permitted in the front yard, is hereby recommended for APPROVAL WITH THE FOLLOWING CONDITIONS:

1. The maximum size of any trailer to be parked and/or staged within the front yard trailer parking area shall be limited to 40 feet, exclusive of the cab.
2. The maximum number of trailers to be parked within the front yard trailer parking area shall not exceed 52 units.
3. The trailer parking area shall be utilized only as an accessory area for the parking and/or staging of deliveries, and shall not be utilized in a manner that would constitute outdoor storage, as determined by the NJSEA Chief Engineer in accordance with the Hackensack Meadowlands District Zoning Regulations.
4. The applicant shall duly execute the "Land Banked Parking Deed Restriction" document provided as Exhibit A-6, subject to the amendment and prior approval of the NJSEA Chief Engineer, and shall file a copy of the executed document in the Hudson County Deed Register. Proof of recording shall be provided to the NJSEA prior to the issuance of any Certificate of Completion and/or Occupancy Certification.

CONDITIONAL APPROVAL 7/13/2026



Recommendation on
Variance Request

Date

Sara J. Sundell, P.E., P.P.
Senior Director of Land Use Management

CONDITIONAL APPROVAL

7/14/26



Recommendation on
Variance Request

Date

Robert Davidow, Esq.
Senior Vice President
Office of Legal & Regulatory Affairs

B. Standards for the Granting of a Bulk Variance from the Provisions of N.J.A.C. 19:4-8.10(a), which prohibits fences in excess of 24 inches in required front yards, whereas an eight-foot-high fence is proposed in the required 50-foot front yard setback.

Based on the record in this matter, the bulk variance application to permit an eight-foot-high fence at a minimum setback of 45.5 feet in the required front yard along West Side Avenue, whereas fences in excess of 24 inches in the required front yard are not permitted, is hereby recommended for APPROVAL.

APPROVAL

Recommendation on
Variance Request

7/13/2026

Date



Sara J. Sundell, P.E., P.P.
Senior Director of Land Use Management

APPROVAL

Recommendation on
Variance Request

7/14/26

Date



Robert Davidow, Esq.
Senior Vice President
Office of Legal & Regulatory Affairs

AWARDS / CONTRACTS

RESOLUTION 2026 -29

**RESOLUTION AUTHORIZING THE ISSUANCE OF A CHANGE ORDER TO
CREAMER-SANZARI, A JOINT VENTURE, FOR ADDITIONAL WORK UNDER
THE DESIGN-BUILD SERVICES CONTRACT FOR THE CONSTRUCTION OF A
NEW PEDESTRIAN BRIDGE IN PREPARATION FOR FIFA WORLD CUP 2026 AT
THE MEADOWLANDS SPORT COMPLEX**

WHEREAS, the State of New Jersey and the City of New York chose to participate in the bidding process to host matches for the 2026 FIFA World Cup ("2026 FIFA World Cup") through a joint bid, with matches to be played at MetLife Stadium at the MetLife Sports Complex ("MetLife Stadium"); and

WHEREAS, it was determined that the capacity of the Existing Pedestrian Bridge is insufficient for the anticipated increase in pedestrian traffic during large scale events like 2026 FIFA World Cup, and that there was an urgent and critical need to construct a second pedestrian bridge to alleviate pedestrian traffic congestion and provide more favorable pedestrian flow on the Sports Complex site in advance of 2026 FIFA World Cup; and

WHEREAS, at the meeting on December 19, 2024, the NJSEA Board of Commissioners adopted Resolution 2024-77 authorizing the award of a contract for design-build services to Creamer-Sanzari, a Joint Venture (CSJV) related to the construction of Meadowland North Pedestrian Bridge project, for a lump sum total amount of Thirty-three Million Five Hundred and Seven Thousand Dollars (\$33,507,000.00) (the "Contract"); and

WHEREAS, for the foregoing reasons, the NJSEA constructed the second pedestrian bridge immediately to the north of the existing pedestrian bridge, between Meadowlands Parking Lot C and the American Dream Parking Garage A (crossing Route 120) at the MetLife Sports Complex (the "Meadowlands North Pedestrian Bridge" or "Project"); and

WHEREAS, during the design and construction of the North Pedestrian Bridge, unforeseen conditions, adverse weather events that affected the project schedule and construction activities, and evolving project and regulatory requirements necessitated additional work by the CSJV, and additional scope was incorporated into the Contract; and

WHEREAS, NJSEA staff has determined that additional work under the Contract is required and recommends the issuance of a Change Order for the construction and installation of the additional work and revised scope of work for the cost of \$2,453,878.34.

NOW, THEREFORE, BE IT RESOLVED, by the New Jersey Sports and Exposition Authority that the President and CEO and any other Authorized Authority Official is hereby authorized to issue the above referenced Change Order to CSJV for contract changes, resulting in new lump sum total Contract price of \$35,960,878.34.

I hereby certify the foregoing to be a true copy of the Resolution adopted by the New Jersey Sports and Exposition Authority at their meeting of July 23, 2026.

Christine Sanz
Secretary

EXECUTIVE SESSION

RESOLUTION 2026-30

**RESOLUTION AUTHORIZING THE
NEW JERSEY SPORTS AND EXPOSITION AUTHORITY
TO CONDUCT A MEETING TO WHICH
THE GENERAL PUBLIC SHALL NOT BE ADMITTED**

WHEREAS, the Open Public Meetings Act, NJSA 10:4-12 (b), permits the holding of closed sessions by public bodies in certain circumstances; and

WHEREAS, the New Jersey Sports and Exposition Authority (NJSEA) is of the opinion that those circumstances presently exist.

BE IT RESOLVED by the New Jersey Sports and Exposition authority ("Authority") that it shall conduct a meeting to which the general public shall not be admitted to discuss personnel matters, the status of pending and anticipated litigation and other matters within the attorney client privilege, contract negotiations, and, if necessary, to act upon pending contracts.

This resolution shall become effective immediately.

I hereby certify the foregoing to be a true copy of the Resolution adopted by the New Jersey Sports and Exposition Authority at their meeting of July 23, 2026.

Christine Sanz
Secretary