

To: Sara Sundell, PE, PP - NJSEA

From: Sean Moronski, P.P., AICP

Info: Kingsland Development Urban Renewal, LLC
Daniel Miola, P.E. - Langan

Date: 6 December 2024

Re: Proposed Amendments to Kingsland Redevelopment Plan
Valley Brook Avenue
Block 233, Lot 14
Township of Lyndhurst, Bergen County, New Jersey
Langan Project No.: 101184001

INTRODUCTION

On behalf of Kingsland Development Urban Renewal, LLC (“petitioner”), Langan is submitting this memorandum requesting the New Jersey Sports and Exposition Authority (NJSEA) support amendments to the Kingsland Redevelopment Plan (“Redevelopment Plan”). The petitioner requests a Redevelopment Plan Amendment for Block 233 Lot 14 in the Township of Lyndhurst, Bergen County, New Jersey, located in the Kingsland Redevelopment Area (“Redevelopment Area”). The requested amendment would change the lot from the current Sustainable Energy Park (SEP) zone to the Lyndhurst Commerce Center (LCC) zone. The requested amendment would add trailer parking facility as a permitted use in the LCC zone.

The purpose of the Redevelopment Plan amendments is to encourage limited development of this lot, which is part of the Avon Landfill. The amendment would allow for a trailer parking facility as a permitted use on Block 233 Lot 14. It should be noted that the petitioner is not proposing to modify the zoning for Block 231 Lot 14, known as Avon East. The petitioner is instead proposing to convert that lot into a public park that will integrate into the existing public trail system of DeKorte Park. This proposed Avon East park will be consistent with the existing SEP zoning.

The New Jersey Meadowlands Commission (NJMC), predecessor to the NJSEA, adopted the Redevelopment Plan per Resolution 09-48 on May 27, 2009, providing a name change from Meadowlands Golf Course Redevelopment Plan. Since then the Redevelopment Plan has been amended several times, most recently per NJMC Resolution 11-02 on January 26, 2011. Unless otherwise stated, the Redevelopment Plan outlines the zoning regulations applicable to the Redevelopment Area properties.

The petitioner requests that the NJSEA amend the Redevelopment Plan as indicated in this memorandum. The memorandum outlines existing conditions, Redevelopment Area regulations, the proposed

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Redevelopment Plan amendments, and how the amendments are consistent with the intent of the Redevelopment Plan and the 2020 NJSEA Master Plan.

Block 233 Lot 14 is part of the Avon Landfill, which does not permit significant vertical development, limiting the options for development. The proposed Redevelopment Plan amendments create an opportunity to provide trailer parking areas near warehouse facilities at appropriate locations and subject to use guidelines outlined herein. In concert with designating trailer parking as a permitted use, open space preservation and enhancements of Block 231 Lot 14 would improve the NJSEA land area dedicated to nature purposes.

EXISTING CONDITIONS

Block 233 Lot 14 is located on Valley Brook Avenue in Lyndhurst, and is part of the Avon Landfill site. The following is provided to describe the physical properties of this lot:

- Block 233, Lot 14: located on the west side of Valley Brook Road, the 65.2-acre vacant site is a narrow and deep lot, having a width of approximately 500 feet and its longest depth of approximately 5,700 feet.

Development on this lot is subject to a height restriction. In addition, this lot is adjacent to the following utility and railroad properties:

- New Jersey Transit (“NJ Transit”) Main Line railroad right-of-way (ROW): located on the southern side of each lot, the NJ Transit ROW provides separation from the SEP zoned lots south of the NJ Transit Main Line ROW, specifically Block 236 Lot 1.01 in Lyndhurst and Block 193 Lot 4 in North Arlington, which are part of the Kingsland Landfill.
- Jersey City Water Supply Aqueduct ROW: located on the northern side of each lot. North of Block 233 Lot 14 beyond the Jersey City Water Supply Aqueduct are LCC zoned lots which include warehouses under development.

To accommodate trailers frequenting the warehouses, a trailer parking facility at a location accessible and convenient to nearby warehouses is an appropriate use given that the LCC zone permits warehouses, with the trailer parking use having no substantial impact on the lots or surrounding area. Furthermore, the trailer parking facility at Block 233 Lot 14 would result in the expansion of Meadowlands District open space on Block 231 Lot 14.

The following permitted and special exception uses are applicable to the LCC zone:

1. Permitted Uses:
 - a. Banks;

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- b. Business support services;
- c. Commercial recreation, indoor;
- d. Commercial recreation, outdoor, excluding amusement parks;
- e. Commuter parking;
- f. Data center;
- g. Disaster recovery facilities;
- h. Essential public services;
- i. Flex space;
- j. Hotels or motels;
- k. Institutional uses;
- l. Light industry;
- m. Offices;
- n. Park or recreation facility;
- o. Passenger rail station;
- p. Personal services;
- q. Public utilities, light;
- r. Public utility maintenance operations;
- s. Renewable and/or sustainable energy systems;
- t. Research and development facility;
- u. Restaurant;
- v. Social services;
- w. Solar farm;
- x. Studio;
- y. Training center;
- z. Vocational center;
- aa. Warehouse and distribution facility; and
- bb. Wholesale establishment.

2. Special Exception Uses:

- a. Communications transmission tower;
- b. House of worship; and
- c. Methane recovery system.

To change lot zoning, permit a trailer parking use where proposed, and update applicable development regulations, the petitioner needs to file an application with the NJSEA to amend the Kingsland Redevelopment Plan regulations. Proposed Redevelopment Plan amendments are provided below.

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PROPOSED REDEVELOPMENT PLAN AMENDMENTS

The amendment recommendations that follow would provide the necessary Redevelopment Plan changes. The Redevelopment Plan amendments are noted in **bold**. Each amendment includes an explanation (in *italics*) as to the reasons for each amendment.

1. Amend Section III.B.1. of the Redevelopment Plan to add the following definition of trailer parking facility:

“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.

Provides definition of trailer parking facility as a principal use.

2. Amend Section IV.B.5 to remove the following blocks and lots:

Borough (incorrectly labeled, should be Township) of Lyndhurst

Block 233 Lot 14

Removes the subject lots from the SEP zone description.

3. Amend Section IV.B.1 to add the following block and lots:

Block 233 Lot 14

This amendment includes the subject lots in the block and lot description of the LCC zone.

4. Amend Section IV.B.1.a. of the Redevelopment Plan to add the following permitted use:

ix. Trailer parking facility, subject to use limitations outlined in Section IV.B.1.c.iii of the Redevelopment Plan.

Adds trailer parking facility as a permitted use in the LCC zone. Refers to use limitations section. No other permitted use makes reference to that section given the nature of the proposed use when compared to other reason.

5. Add a new subsection to Section IV.B.1.c.:

iii. Trailer parking facility.

The new subsection outlines the trailer parking facility development requirements.

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6. Add new subsections to Section IV.B.5.c.iii. to add the following subsections:

a. Front yard parking space setback: 300 feet from lot line.

The front yard setback is consistent with the concept site plan and it allows for a sufficient stacking lane to accommodate multiple trailers entering and leaving the facility. This setback requirement allows for a sufficient area for landscape features to minimize any substantial visual impact from the proposed trailer parking use.

b. Accessory building: limited to one guard house on the site entrance road, not to exceed 200 square feet in area.

This is consistent with the concept site plan (Appendix A). The Redevelopment Area (North) Land Use Areas and Boundaries maps in the Redevelopment Plan, identifies the lots as the Avon Landfill, which does not permit any substantial vertical development. The proposed trailer parking use and accessory guard house would be appropriate with the no substantial vertical development regulation. The structure height would not exceed the maximum accessory structure height for the LCC zone.

c. The lot frontage shall be along and have direct access to and from a public right-of-way.

The trailer parking facility should have its own lot frontage and not rely on cross easements or other agreements for ingress and egress.

d. A trailer parking facility shall be 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 trailer parking facility is less than 1,000 feet from lots in the redevelopment area where warehouse and distribution facilities are permitted uses. The purpose of locating a trailer parking facility in the zone is to service warehouse and distribution facilities and locate the use near such facilities. The trailer parking use shall be limited to tenants located in the Redevelopment Area.

e. Stacking of containers is prohibited.

The purpose of the trailer parking facility use is to provide needed trailer parking in areas to serve warehouses, and have trailers ready to travel immediately, as opposed to stacked containers.

7. Amend Section VI Appendices to update the following map:

Kingsland Redevelopment Area (North) – Land Use Areas

Change designation of Block 233 Lot 14 from Sustainable Energy Park (green hatching) to Lyndhurst Commerce Center Potential Development Area (blue hatching).

REDEVELOPMENT PLAN AND MASTER PLAN CONSISTENCY

The requested Redevelopment Plan amendments are consistent with the following purposes outlined in Section IV.A. of the Redevelopment Plan:

- *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 Redevelopment Plan amendments create opportunities to provide trailer parking areas near warehouse facilities in the Redevelopment Area in appropriate locations and following use limitation guidelines. Since the subject lot has limited vertical development potential, a trailer parking facility requires limited buildings, primarily a guard house to control traffic in and out. 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 proving 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.

The trailer parking facility use is complementary to the modern warehouse facilities that are permitted and proposed for development. The use limitations include minimum parking space setbacks and limits on distance from warehouses in the LCC zone. Rezoning this lot to LCC is logical given the NJ Transit Main Line ROW and Valley Brook Avenue provide a substantial physical divide from the SEP zone . While the Jersey City Aqueduct is adjacent on the northern side of the lot, the aqueduct is narrower than the NJ Transit ROW and is closer to the lots where the Redevelopment Plan encourages warehouse development.

The Redevelopment Plan amendments limit adverse impacts on existing uses in the Redevelopment Area, by applying sound planning practices such as minimizing the effect of building heights and creating new open space.

The Redevelopment Plan amendments provide an opportunity to cap a portion of the Avon Landfill with an impervious pavement surface in addition to the existing cap. NJDEP Solid and Hazardous Waste has

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been consulted on the proposed use change and is in support of the reuse and additional capping in the manner proposed.

The requested Redevelopment Plan amendments would further the goals of the NJSEA Master Plan. Referencing the 2020 Hackensack Meadowlands District Master Plan, the following goals and objectives (in *italics*) are relevant and applicable to the Redevelopment Plan amendments:

- *(1) To safeguard and restore the Hackensack Meadowlands irreplaceable heritage of natural and historic resources.* The Redevelopment Plan amendments that permit trailer parking would in turn encourage preservation of Block 231 Lot 14 as open space. This would restore part of the Avon Landfill with one lot as a natural resource and the other as a productive land use. The current plan would utilize Block 231 Lot 14 as a solar farm reducing the amount of open space proposed.
- *(2) To promote a suitable array of land uses that encourages economic vitality with job creation and supports the public health, safety, and general welfare.* Providing trailer parking as a permitted use subject to the proposed use limitations proposed would provide a complementary use to warehouse facilities that are a growing and substantial part of the regional economy. The additional open space that would result from the development of the trailer parking facility at Block 233 Lot 14 supports the public health, safety, and general welfare by expanding the open space inventory of the Meadowlands District.
- *(3) To foster the Meadowlands economy in a manner that stimulates job growth and prosperity.* The requested Redevelopment Plan amendments offer a complementary use to e-commerce warehouse uses. This sector is experiencing substantial growth and provides economic opportunities for the site and the Meadowlands region. While trailer parking uses do not directly spur job growth, providing additional trailer parking area to improve operations at warehouses in the Redevelopment Area is a net positive to the economy.

Page 3-21 of the Land Use Element discusses how the Kingsland Redevelopment Plan “*intends to create a Sustainable Energy Park on former landfill areas that are not suitable for vertical development, promoting their intended reuse for renewable energy facilities, and also seeks to accommodate mixed-use development, including warehouse and distribution, industrial, and commercial uses, while providing for wetlands preservation.*” The amendment to change the zone of Block 233 Lot 14 and add the trailer parking facility use complements many of the uses encouraged in the Kingsland Redevelopment Area and would not have a substantial impact on the zone or the surrounding area.

Figure 3.2 (page 3-4, 2020 NJSEA Master Plan) of the 2020 NJSEA Master Plan indicates that the District recreational land was 3.9 percent of District land in 2004 and is now 1 percent of land area as of 2018. The District has approximately 460 acres of publicly-accessible park facilities, when parks under the land

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Proposed Amendments to Kingsland Redevelopment Plan
Valley Brook Avenue
Block 233, Lot 14
Township of Lyndhurst, Bergen County, New Jersey
Langan Project No.: 101184001
6 December 2024 - Page 8 of 8

use categories of "Wetland" and "Public/Quasi Public." Adding 24.6 acres to the open space and recreational inventory is a substantial benefit for the District.

For the reasons noted herein, the Redevelopment Plan amendments address how rezoning Block 233 Lot 14 from the SEP zone to the LCC zone and including trailer parking facilities as a permitted use in the LCC zone, subject to the use limitations outlined in this amendment are consistent with the Redevelopment Plan purpose and further the goals of the NJSEA Master Plan.

Should you have any questions, or should you require additional information, please contact me at (973) 560-4557.

Langan Engineering and Environmental Services, LLC
NJ Certificate of Authorization No. 24GA27996400



Sean Moronski, P.P., AICP
Senior Project Manager
Professional Planner NJ License No. 33LI00560100

The original of this report was appropriately signed and sealed in accordance with laws and regulations pertaining to the practice of Professional Planning in New Jersey (NJSA 45:14A-12 and NJAC 13:41-1.3(b)).

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STONEFIELD

TECHNICAL MEMORANDUM

FROM: John R. Corak, PE

PROJECT: NJSEA File 24-006
Township of Lyndhurst, Bergen County, New Jersey
SE&D Job No. S-18033

SUBJECT: Truck Operations – To/From Buildings A & B and Lot C

DATED: April 2, 2026

Stonefield Engineering & Design (“SED”) has prepared this memorandum to evaluate the potential impact of truck traffic volumes traversing between Buildings A & B and Lot C.

Lot C is proposed to provide 631 trailer parking spaces and 156 container parking spaces (355 trailer spaces and 138 container parking spaces in the TCO condition). Per latest coordination with TJX officials, it is anticipated that between 500 and 600 trucks would travel between Buildings A & B to/from Lot C daily, with the peak being from 6:00 a.m. to 7:00 a.m. (the same peak truck traffic as reported within the Traffic Impact Study).

Based on the operations of the site, up to 23 trucks could be traveling between the two sites during the peak hour, resulting in approximately 46 total truck trips (i.e., crossings) within that hour. These trucks do not impact the traffic operations through the rest of the Meadowlands; however, it is acknowledged that the trucks do cross the mixed-use path along the Lot C frontage and that Valley Brook Avenue serves as an important connector to DeKorte Park for pedestrians, bicyclists, passenger vehicles, and buses. As such, the frequency of these movements may result in intermittent interruptions to traffic flow and continuity along this corridor, particularly given its role in providing access to NJSEA facilities and park uses.

While these conditions can be accommodated within the existing roadway network, the need for regular truck crossings is a function of the current site configuration, where trailer parking is located across Valley Brook Avenue from the warehouse buildings. Accommodating trailer parking on the Avon West lot would allow these movements to occur internally, effectively eliminating the need for frequent truck crossings of Valley Brook Avenue and improving overall operational efficiency along the corridor.

Table I provides an estimate of the truck traffic between Buildings A & B and Lot C.

Table I: Hourly Truck Traffic Summary

Time	Truck Trips		Total
	From Buildings A & B to Lot C	From Lot C to Buildings A & B	
5:00 AM – 6:00 AM	15	15	30
6:00 AM – 7:00 AM	23	23	46
7:00 AM – 8:00 AM	16	16	32
8:00 AM – 9:00 AM	16	16	32
9:00 AM – 10:00 AM	16	16	32
10:00 AM – 11:00 AM	16	16	32
11:00 AM – 12:00 PM	16	16	32
12:00 PM – 1:00 PM	16	16	32
1:00 PM – 2:00 PM	16	16	32
2:00 PM – 3:00 PM	15	15	30
3:00 PM – 4:00 PM	15	15	30
4:00 PM – 5:00 PM	15	15	30
5:00 PM – 6:00 PM	15	15	30
6:00 PM – 7:00 PM	15	15	30
7:00 PM – 8:00 PM	15	15	30
8:00 PM – 9:00 PM	15	15	30
9:00 PM – 10:00PM	15	15	30
10:00 PM – 11:00 PM	15	15	30
11:00 PM – 12:00 AM	15	15	30
Total	300	300	600

Please contact this office if there are any questions.



VIA HAND DELIVERY

April 2, 2026

Sharon A. Mascaró, P.E.
Deputy Director of Land Use Management
Deputy Chief Engineer
New Jersey Sports & Exposition Authority
One DeKorte Park Plaza
Lyndhurst, NJ 07071

Re: Avon Redevelopment Plan Amendment Hearing
Documents and Exhibits

Dear Ms. Mascaró,

Pursuant to our email exchange, enclosed please find the following documents and exhibits for the Avon Redevelopment Plan Hearing scheduled on April 14th: Please note that the Proposed Amendments to Kingsland Redevelopment Plan Memorandum has been previously submitted to your office as part of our initial petition in December 2024.

- Three (3) sets of the Proposed Amendments to Kingsland Redevelopment Plan Memorandum, prepared by Langan Engineering, dated December 6, 2024
- Three (3) sets of the Technical Memorandum, prepared by Stonefield Engineering, dated April 2, 2026
- Three (3) sets of the Avon Site Plan Exhibits, prepared by Langan Engineering, dated March 16, 2026
- Three (3) sets of the JCMUA Driveway Crossing Plan (FG-01), prepared by Langan Engineering, dated December 10, 2025
- Three (3) sets of the Avon Trail Concept Plan Set, prepared by Melillo+Bauer+Carmen Landscape Architecture, dated March 30, 2026

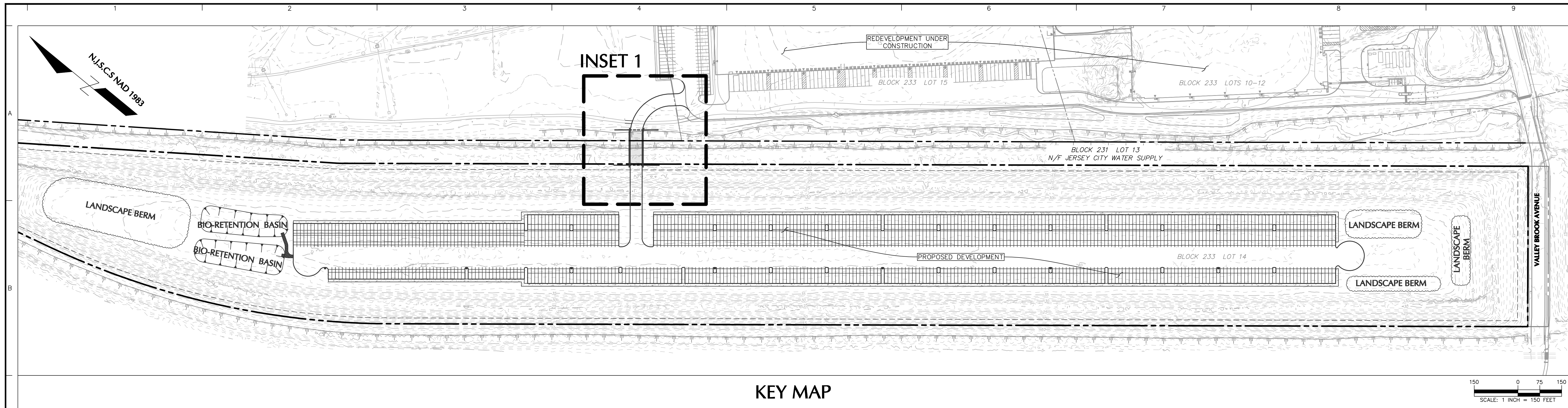
Please contact me at jcusumano@russodevelopment.com or (201) 487-5657 if you have any questions.

Very Truly Yours,
Russo Development, LLC (on behalf of Applicant)

Douglas G. Bartels, P.E.

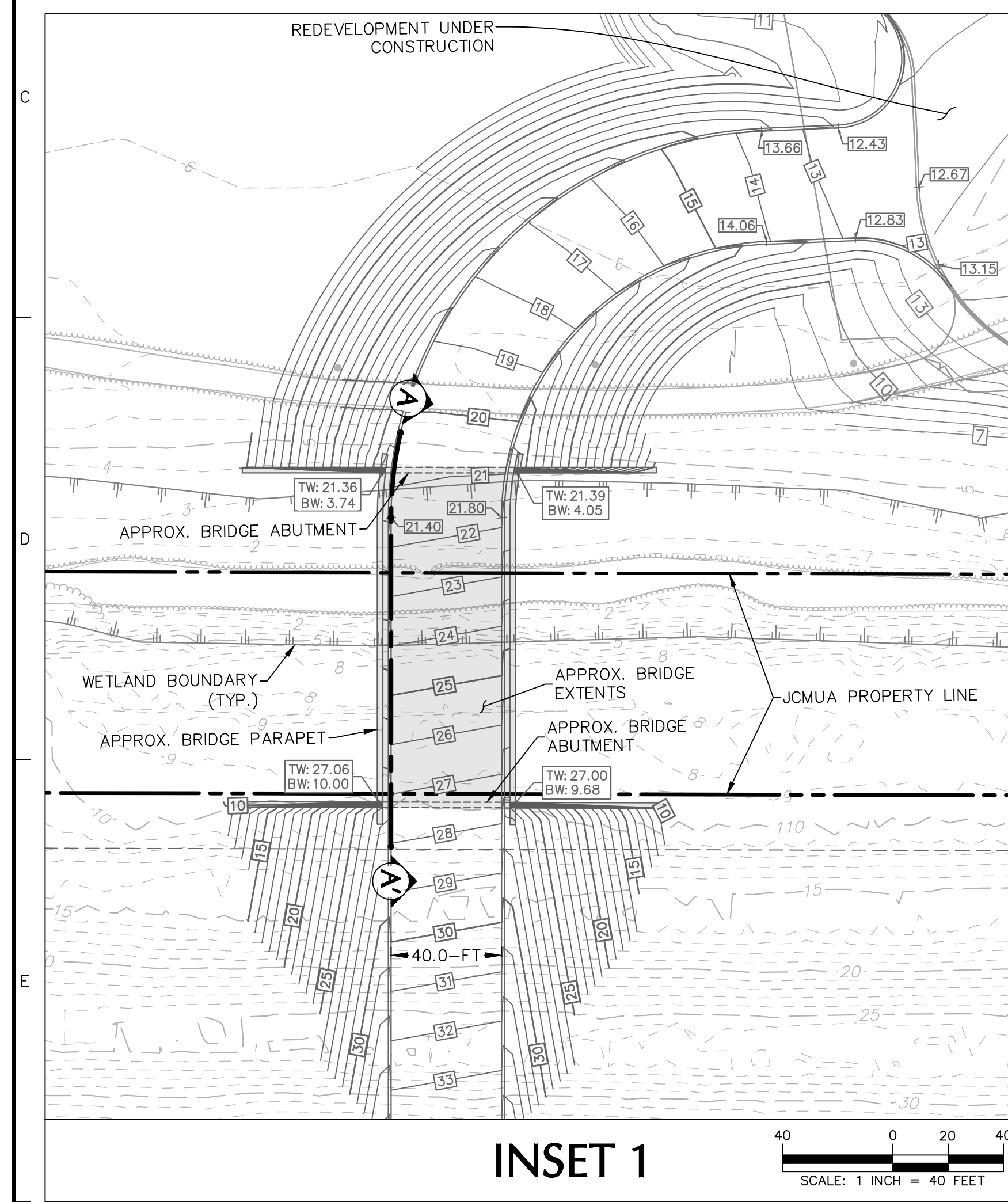
Executive Vice President – Engineering & Design

cc: Michael J. Pembroke, C.O.O., *Russo Development, via email*
Joseph Cusumano, P.E., Project Manager - Engineering, *Russo Development, via email*
Christopher H. Minks, C.L.O & General Counsel, *Russo Development, via email*

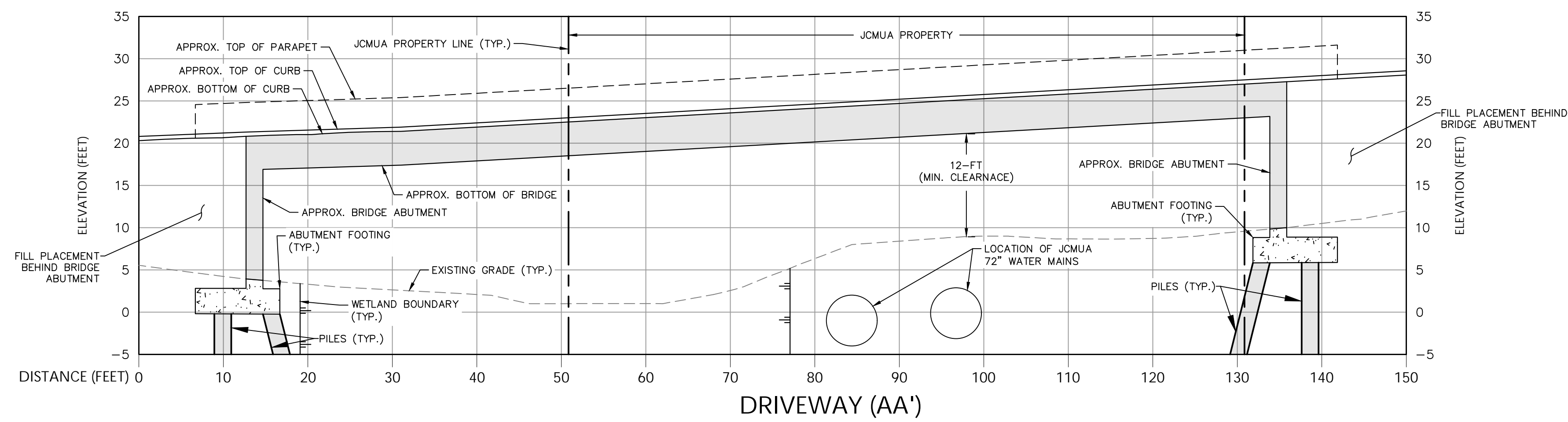


KEY MAP

- NOTES
- BOUNDARY INFORMATION AND EXISTING FEATURES FOR BLOCK 233, LOT 14, AND BLOCK 231, LOTS 13, 15, & 16 SHOWN HEREON ARE BASED ON "BOUNDARY AND TOPOGRAPHIC SURVEY" DATED 04/23/18, LAST REVISED 05/27/22, PREPARED BY LANGAN ENGINEERING. THE CONTRACTOR SHALL VERIFY ALL INFORMATION TO HIS SATISFACTION PRIOR TO THE EXECUTION OF CONTRACTS OR COMMENCING WORK. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER OF RECORD.
 - ALL ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 - SPOT GRADES REPRESENT PAVEMENT GRADES AT CURB UNLESS OTHERWISE NOTED. TOP OF CURB ELEVATION SHALL BE 6-INCHES ABOVE THE PAVEMENT SPOT GRADE UNLESS OTHERWISE SPECIFIED.
 - ALL AREAS SHALL BE WELL GRADED TO MINIMIZE FLAT AREAS, TO PROVIDE PROPER DRAINAGE, AND TO PREVENT LOCALIZED PONDING. PROVIDE A MINIMUM 2.0% GRADE FOR PERVIOUS SURFACES AND 0.75% GRADE FOR IMPERVIOUS SURFACES.
 - ALL SLOPES SHALL BE EQUAL TO OR LESS THAN 3:1, WHERE SLOPES ARE GREATER THAN 3:1, EROSION CONTROL MATING SHALL BE USED.
 - EXISTING LANDFILL INFRASTRUCTURES TO BE PROTECTED WITH AN ORANGE SAFETY FENCE DURING CONSTRUCTION. CONTRACTOR TO VERIFY VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING INFRASTRUCTURE PRIOR TO CONSTRUCTION AND INSTALLATION OF PROPOSED UTILITIES.
 - THE PROPOSED IMPROVEMENTS SHOWN HEREON ARE CONCEPTUAL IN NATURE AND ARE PROVIDED FOR PLANNING PURPOSES ONLY. THEY ARE NOT INTENDED FOR CONSTRUCTION, PERMITTING, OR FINAL DESIGN. ALL DIMENSIONS, GRADES, AND FEATURES ARE PRELIMINARY AND SUBJECT TO CHANGE DURING DETAILED ENGINEERING DESIGN.



INSET 1

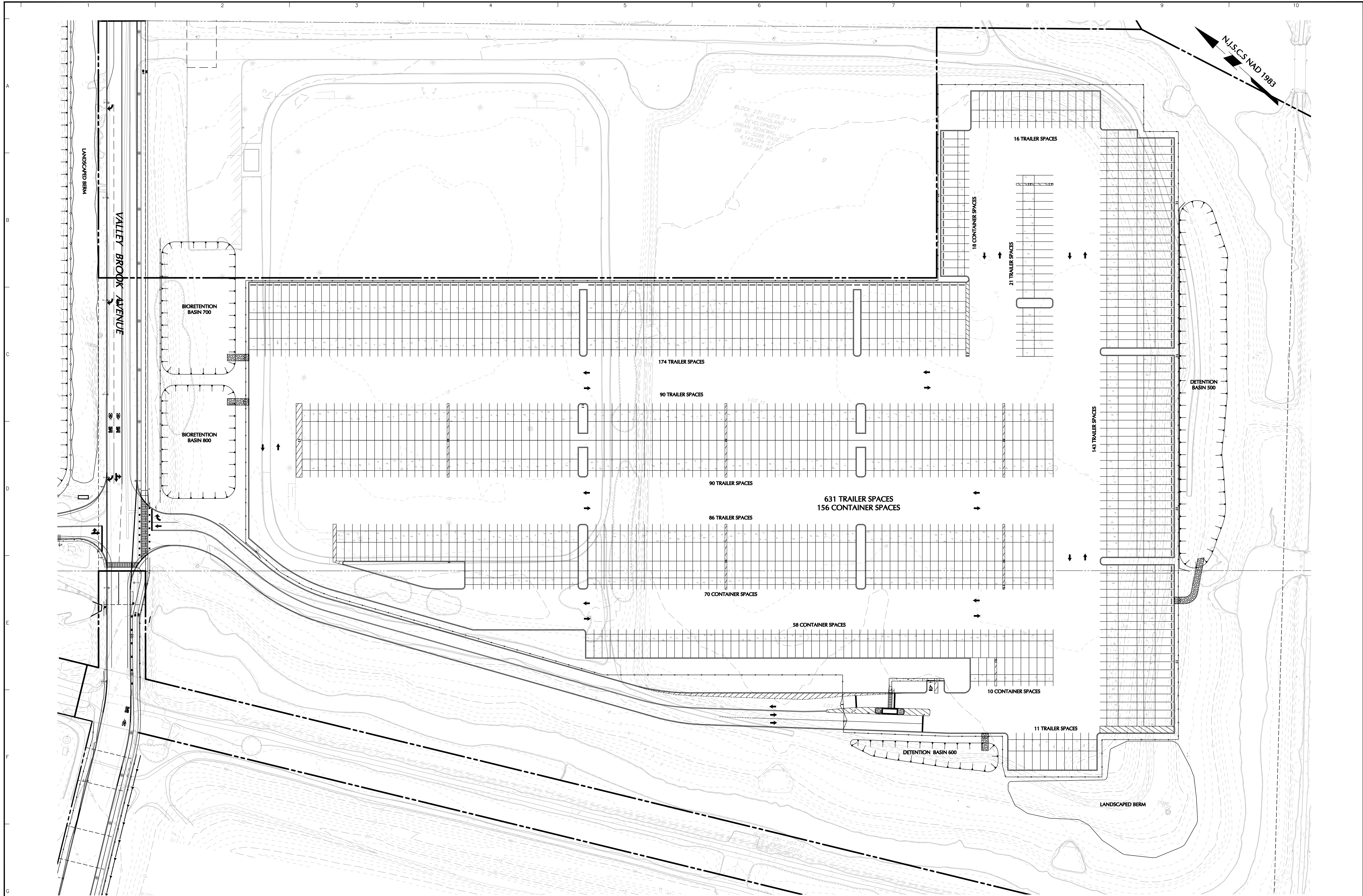


NOTE: BRIDGE DIMENSIONS, LAYOUT, AND ASSOCIATED FEATURES (INCLUDING DECK, PARAPET, ABUTMENTS, ETC.) ARE SHOWN FOR CONCEPTUAL PLANNING PURPOSES ONLY WITH PRELIMINARY INPUT FROM THE STRUCTURAL ENGINEER OF RECORD. FINAL DESIGN DETAILS WILL BE DEVELOPED IN COORDINATION WITH THE STRUCTURAL ENGINEER AND BRIDGE DESIGNER.

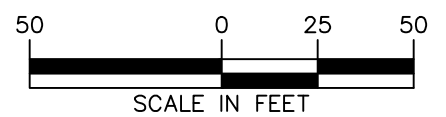
LANGAN
 Langan Engineering and Environmental Services, LLC
 300 Kimball Drive
 Parsippany, NJ 07054
 T: 973.560.4900 F: 973.560.4901 www.langan.com
 NJ CERTIFICATE OF AUTHORIZATION No. 246A27986400

Project
AVON LANDFILL REDEVELOPMENT
 BLOCK No. 233, LOT No. 14
 TOWNSHIP OF LYNDHURST
 BERGEN COUNTY NEW JERSEY
 Drawing Title
JCMUA DRIVEWAY CROSSING

Project No. 101184001	Drawing No. FG-01
Date 12/10/2025	
Drawn By BB	
Checked By KMR	



NOTES:
 1. BOUNDARY INFORMATION AND EXISTING FEATURES FOR BLOCK 231, LOTS 9, 10, 11, & 12 AND BLOCK 233, LOTS 10, 11, 12, & 15 SHOWN HEREON ARE BASED ON "BOUNDARY AND TOPOGRAPHIC SURVEY" DATED 04/23/18, LAST REVISED 05/27/22, PREPARED BY LANGAN ENGINEERING. THE CONTRACTOR SHALL VERIFY ALL INFORMATION TO HIS SATISFACTION PRIOR TO THE EXECUTION OF CONTRACTS OR COMMENCING WORK. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER OF RECORD.
 2. ALL ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88).



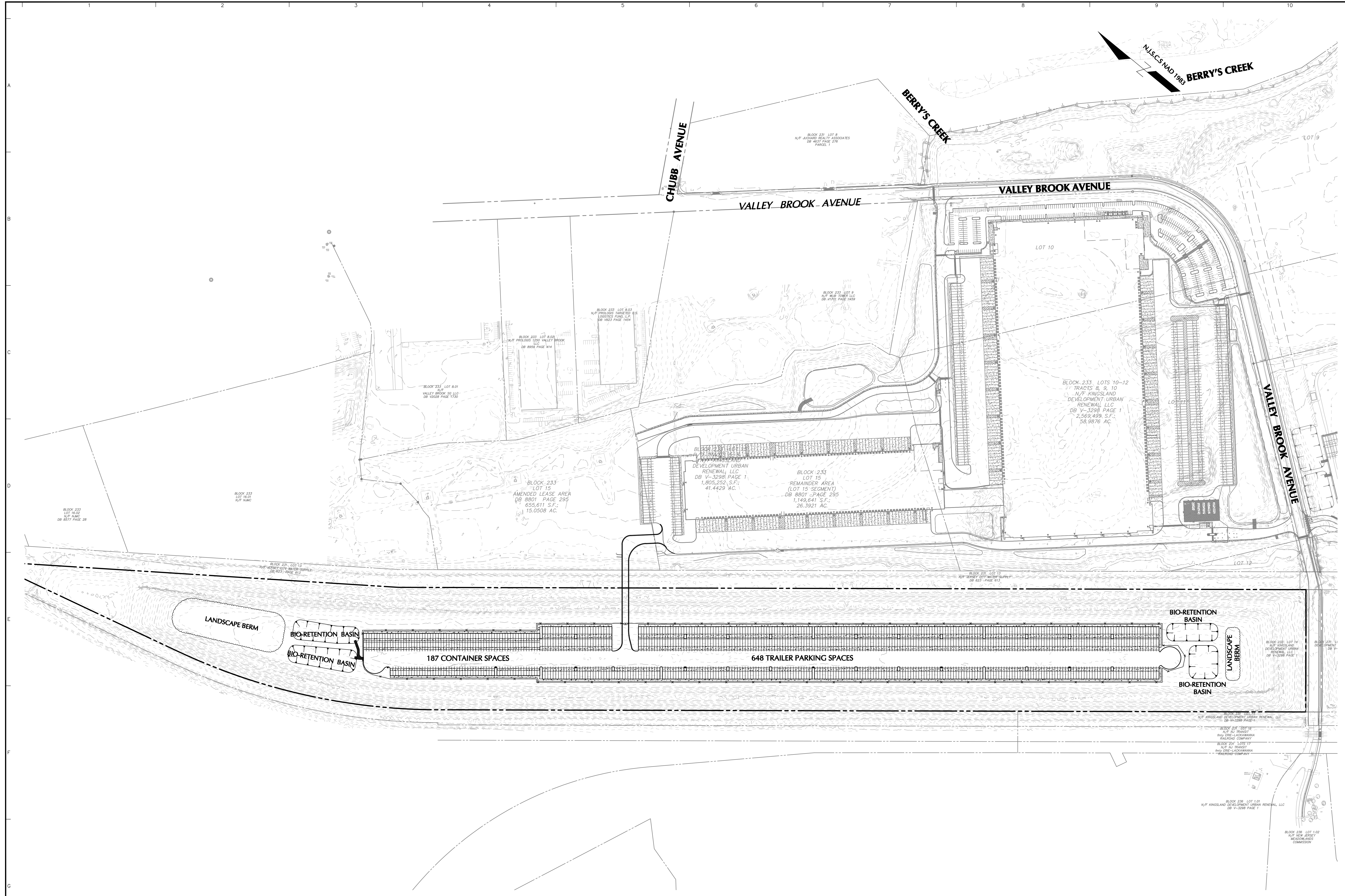
LANGAN
 Langan Engineering and
 Environmental Services, LLC
 300 Kimball Drive
 Parsippany, NJ 07054
 T: 973.560.4900 F: 973.560.4901 www.langan.com
 NJ CERTIFICATE OF AUTHORIZATION No. 24GA27998400

Project
**KINGSLAND
 MEADOWLANDS**
 BLOCK No. 233, LOT No. 10, 11, 12, & 15
 TOWNSHIP OF LYNDBURST
 BERGEN COUNTY NEW JERSEY

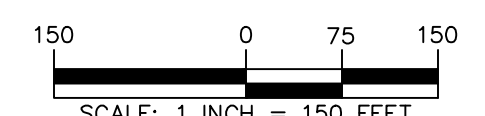
Drawing Title
**SITE PLAN EXHIBIT
 LOT C**

Project No.
100658303
 Date
03/16/2026
 Drawn By
RY
 Checked By
DM

Drawing No.
EX02



NOTES:
 1. BOUNDARY INFORMATION AND EXISTING FEATURES FOR BLOCK 233, LOT 14 AND BLOCK 231, LOTS 13, 15, 16, & 17 SHOWN HEREON ARE BASED ON "BOUNDARY AND TOPOGRAPHIC SURVEY" DATED 04/23/18, LAST REVISED 05/27/22, PREPARED BY LANGAN ENGINEERING. THE CONTRACTOR SHALL VERIFY ALL INFORMATION TO HIS SATISFACTION PRIOR TO THE EXECUTION OF CONTRACTS OR COMMENCING WORK. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER OF RECORD.
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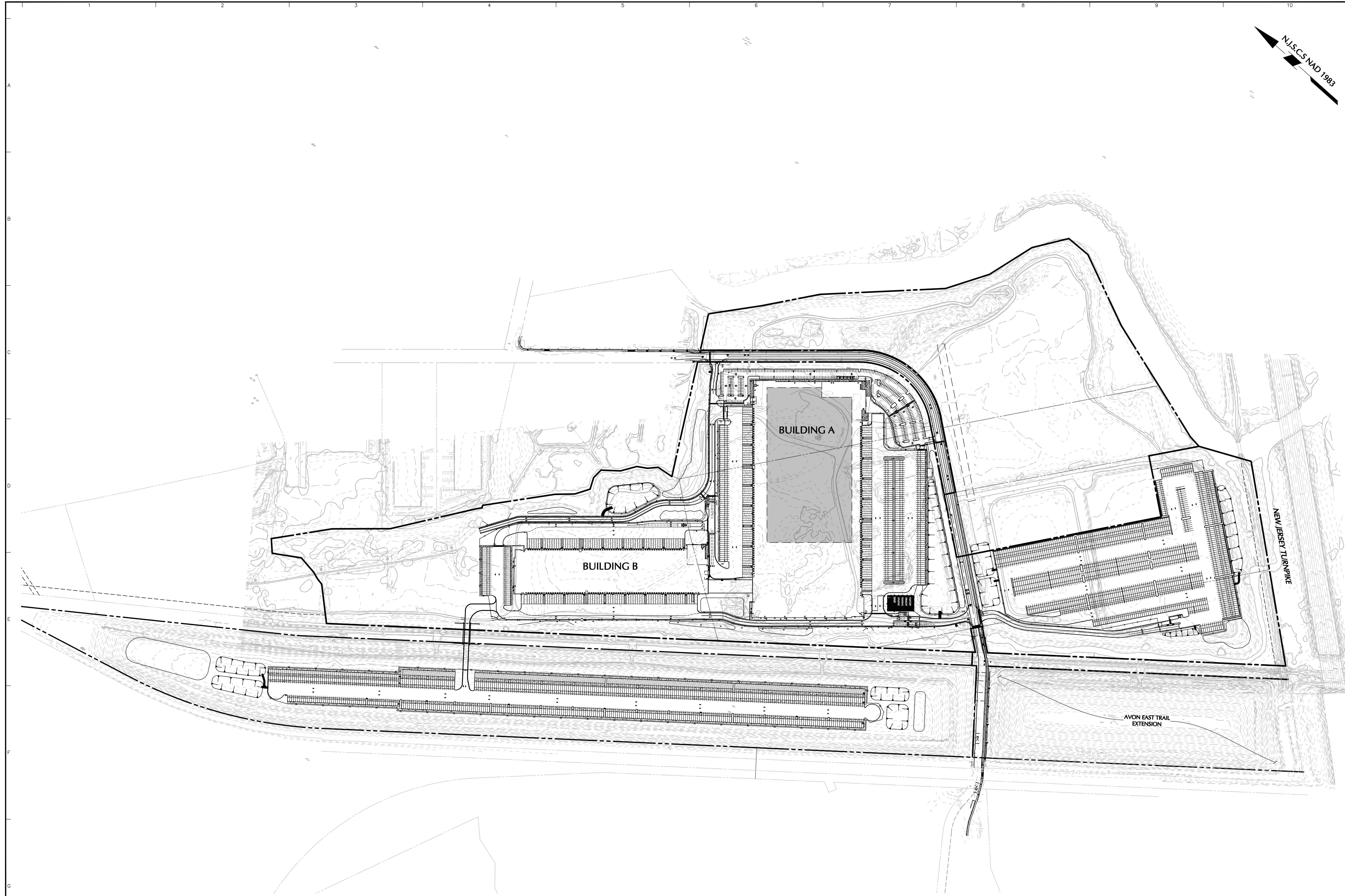


LANGAN Langan Engineering and Environmental Services, LLC 300 Kimball Drive Parsippany, NJ 07054 T: 973.560.4900 F: 973.560.4901 www.langan.com NJ CERTIFICATE OF AUTHORIZATION No. 24G427998400	Project AVON LANDFILL REDEVELOPMENT BLOCK No. 233, LOT No. 14 TOWNSHIP OF LYNDHURST BERGEN COUNTY NEW JERSEY	Drawing Title SITE PLAN EXHIBIT AVON	Project No. 100658303	Drawing No. EX03
	Date 03/16/2026	Drawn By ZP	Checked By KMR	

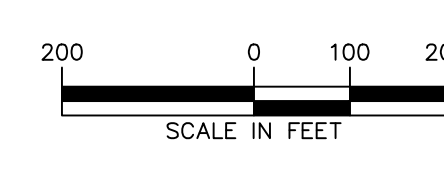
LANGAN PROJECT NO. 100658303

N.J.S.C.S NAD 1983

LANGAN
PROJECT NO. 100658303



NOTES:
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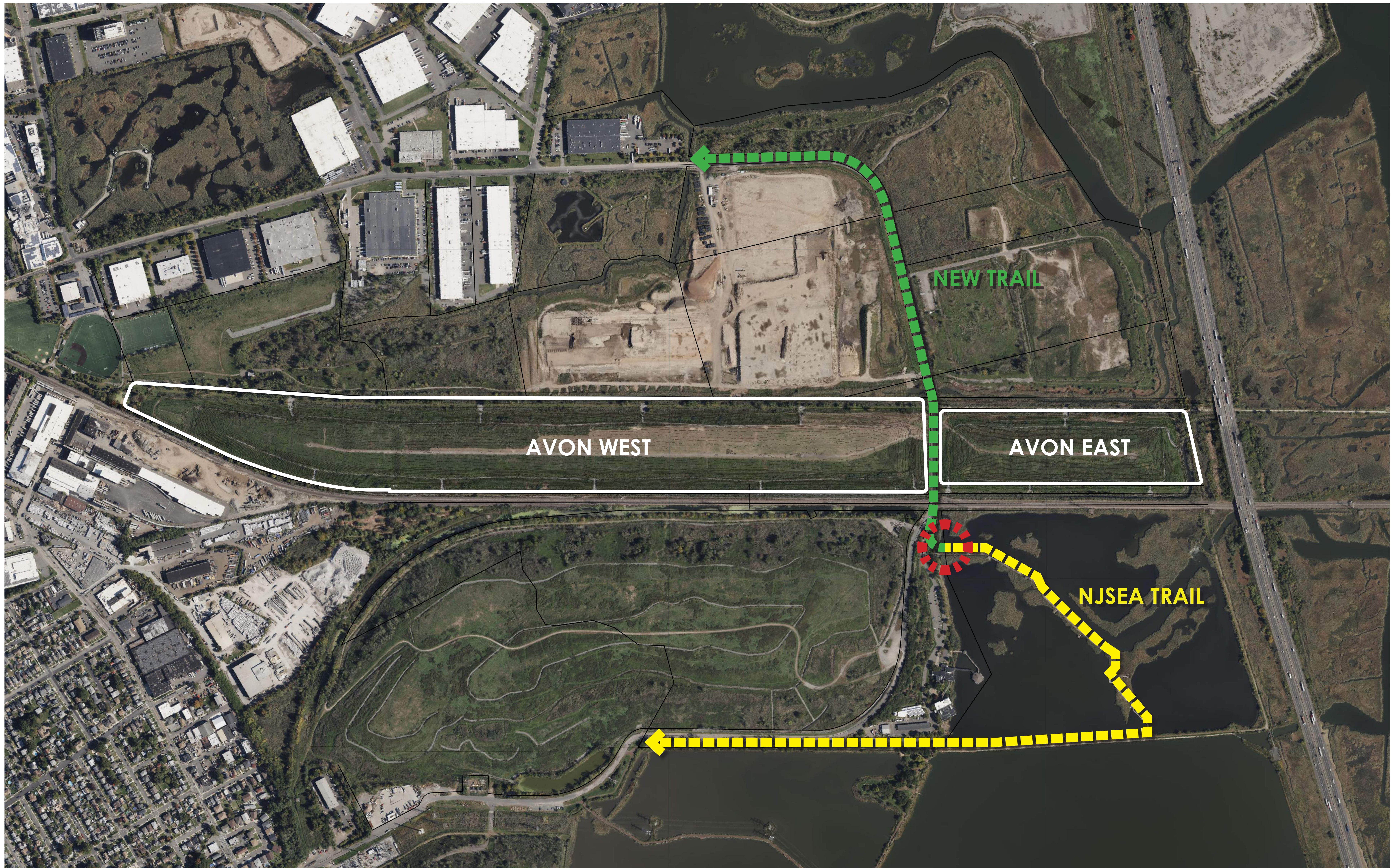


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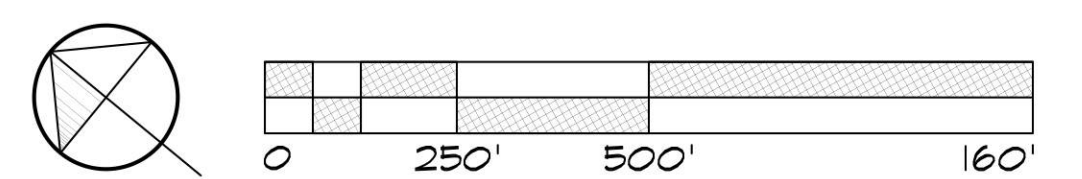
Project
KINGSLAND MEADOWLANDS
BLOCK No. 233, LOT No. 10, 11, 12, & 15
TOWNSHIP OF LYNDHURST
BERGEN COUNTY NEW JERSEY

Drawing Title
OVERALL SITE PLAN EXHIBIT

Project No. 100658303	Drawing No. EX04
Date 03/16/2026	
Drawn By RY	
Checked By DM	



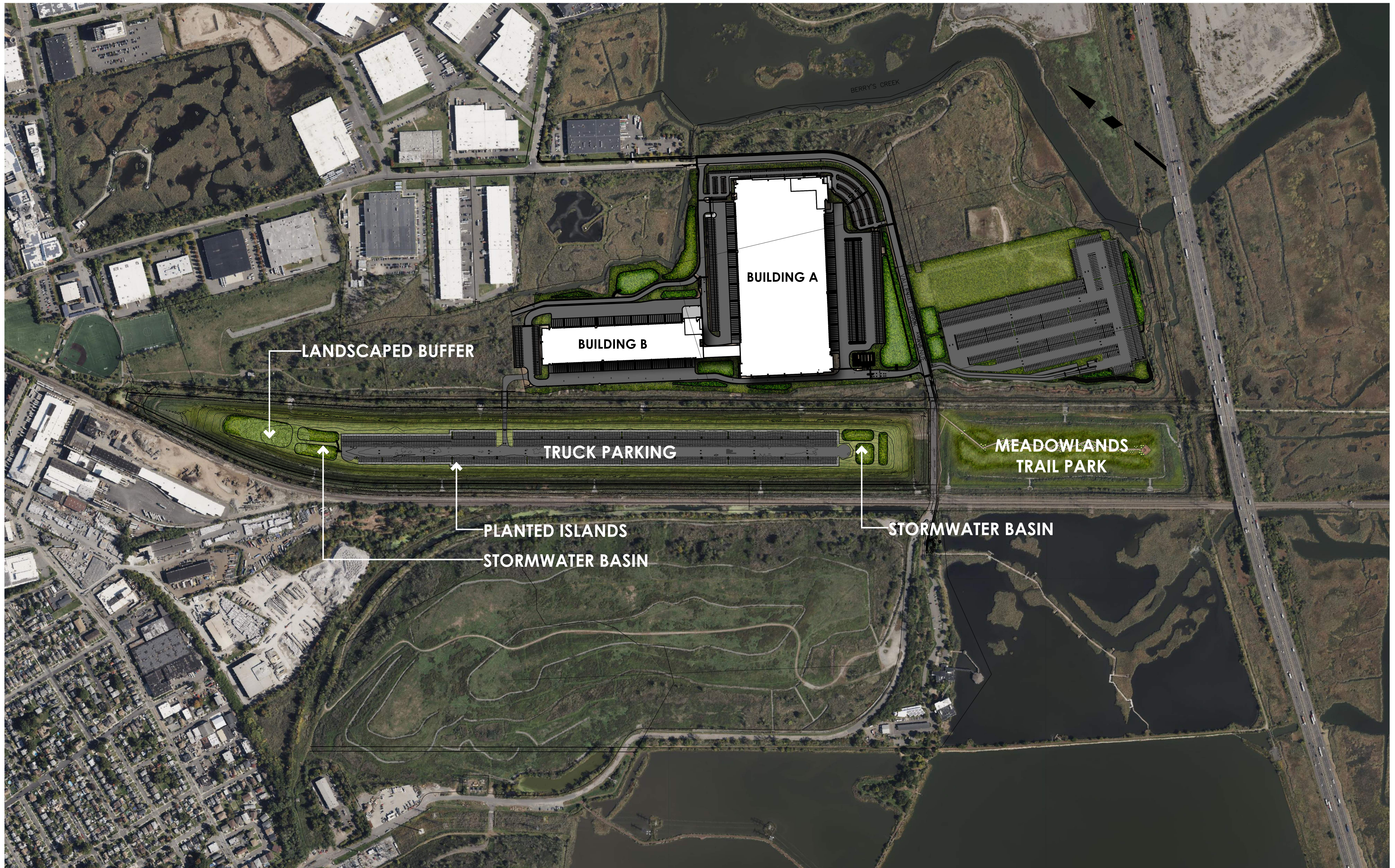
TRAIL MASTERPLAN
KINGSLAND MEADOWS
LYNDHURST, NEW JERSEY
DATE: 03/30/2026 SCALE: 1"=250'



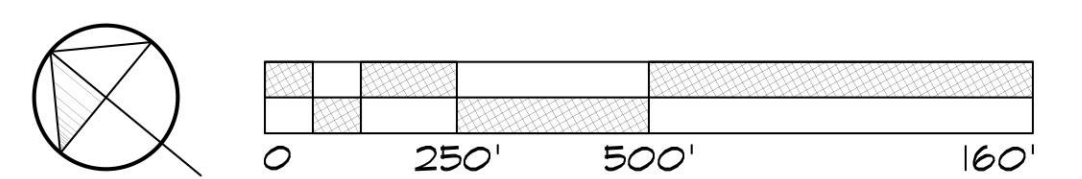


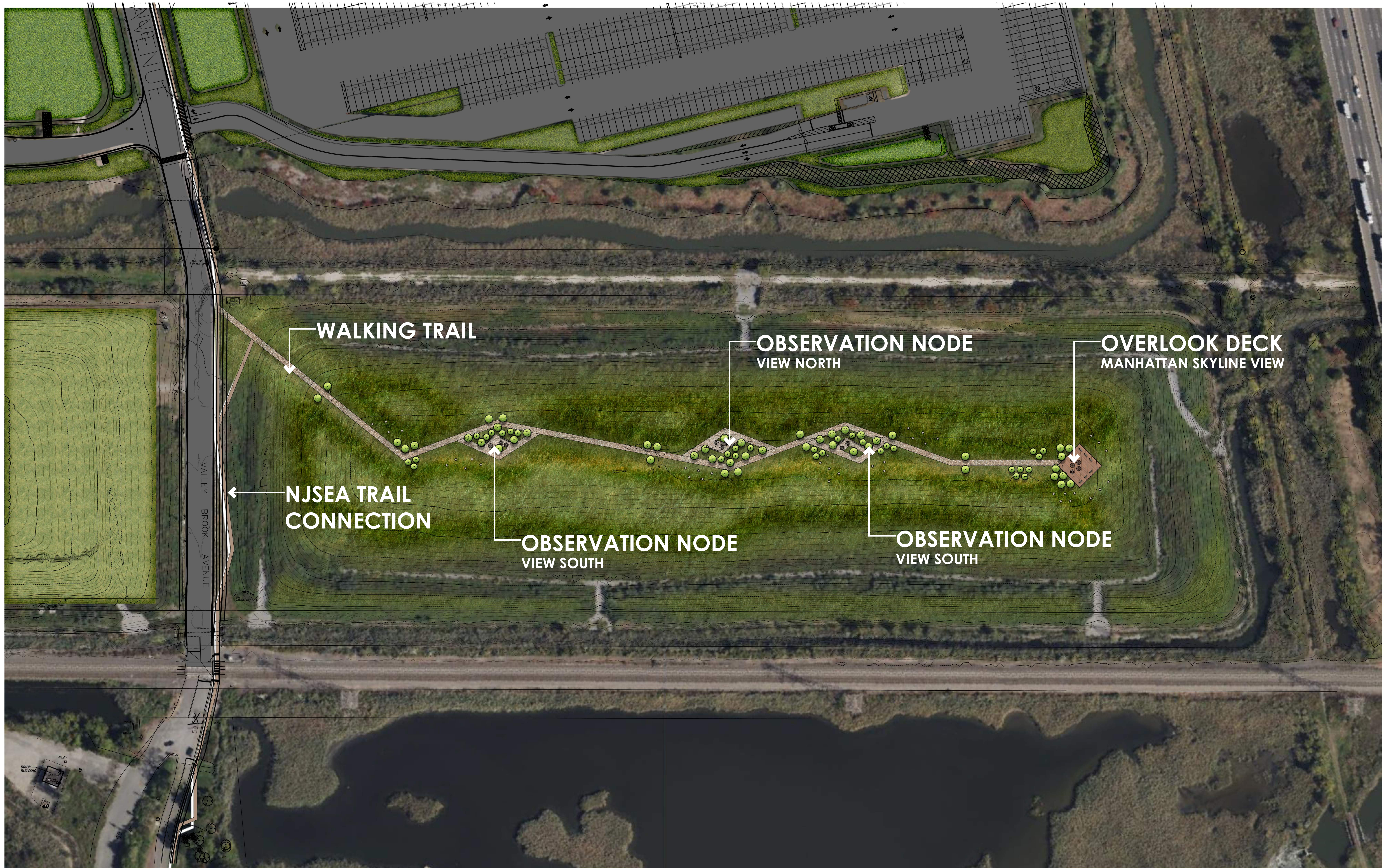
AVON WEST SOLAR FARM

AVON EAST SOLAR FARM



PROPOSAL B - MEADOWLANDS TRAIL PARK
KINGSLAND MEADOWS
LYNDHURST, NEW JERSEY
DATE: 03/30/2026 SCALE: 1"=250'













MODEL VIEW
KINGSLAND MEADOWS
LYNDHURST, NEW JERSEY
DATE: 03/30/2026



MODEL VIEW
KINGSLAND MEADOWS
LYNDHURST, NEW JERSEY
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MODEL VIEW
KINGSLAND MEADOWS
LYNDHURST, NEW JERSEY
DATE: 03/30/2026