

ADDENDUM TO PLANNING AND ENGINEERING ASSESSMENT
CARRIAGE PARK AT BOUND BROOK

PREPARED FOR
MOUNTAIN REAL ESTATE GROUP

BLOCK 68 LOT 1.02
BOROUGH OF BOUND BROOK
SOMERSET COUNTY, NEW JERSEY

BY
GLADSTONE DESIGN, INC.

265 MAIN STREET
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December 6, 2010

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY..... 1

II. INTRODUCTION 2

III. STATUS OF CURRENT IMPROVEMENTS 2

 A. SANITARY SEWER INFRASTRUCTURE..... 2

 B. WATER INFRASTRUCTURE 2

 C. STORM WATER MANAGEMENT INFRASTRUCTURE..... 2

 D. FLOOD PROTECTION INFRASTRUCTURE 3

 E. DRY UTILITIES 3

 F. SITE LIGHTING 4

 G. SITE IMPROVEMENTS 4

IV. EXCLUSIONS..... 4

V. SUMMARY AND RECOMMENDATIONS 5

SITE PHOTOS APPENDIX “A”

I. EXECUTIVE SUMMARY

Critical Risks related to Planning and Engineering

- Repair of leaking water valve on garage level, shut down of water service and winterization of lines.

Low to Moderate Risks related to Planning and Engineering

- Site Cleanup associated with construction material and debris left on site.
- Re-grading of impoundment area behind building to provide positive pitch for runoff from impoundment area to concrete low flow channel.

Key Findings Related to Planning and Engineering

Based on information gathered from this investigation, we have reached the following conclusions:

- Site improvements are generally in the same condition as noted in the July Planning and Engineering Assessment Report.
- Some minor damage was sustained to the curb and sidewalk areas in front of the building which will need to be repaired at the commencement of site work.

II. INTRODUCTION

This Report has been prepared as an Addendum to the Planning and Engineering Assessment Report for Carriage Park at Bound Brook, prepared for Mountain Real Estate Group, dated July 23, 2010. Since the creation of said report in July, the partially constructed building was heavily damaged by fire on August 15, 2010. The fire caused severe damage to the top two floors of the five story concrete and wood frame building, rendering all of the proposed living areas on all four floors unusable. It was then determined that the four wood framed floors were to be demolished down to the concrete garage level. The concrete formed parking level and under-building impoundment area are all that remains of the structure.

The purpose of this report is to review the impacts to the existing site infrastructure from the fire and demolition work and to identify areas that are now in need of repair that before the fire, was in good condition. For a detailed description of the existing project and site prior to the fire, please refer to the Planning and Engineering Assessment Report for Carriage Park at Bound Brook.

III. STATUS OF CURRENT SITE IMPROVEMENTS

A detailed site inspection of the property was performed on November 22, 2010 to assess the impact of the fire and demolition work that occurred on the property since the July inspection. The area around the existing building has been fenced off from the rest of the property by an eight foot high chain link fence. This area includes the parking pad directly in-front of the building, an approximate fifty foot area to the north but does not include the impoundment area on the west side of the building.

The soil areas that appear to have been disturbed as part of the building's demolition have been rough graded, seeded and hayed as part of a temporary site stabilization plan. This work has been done on what were the three finished sides of the building, the east, west and south side (see photos 1, 2 and 3). The north side of the building, which has the access to the garage parking area was only rough graded with no stabilization put in place(see photo 4).

The remaining areas within the fenced in portion of the site have been generally cleaned up and all major demolition debris removed. This office has not been provided with a copy of the demolition contract, therefore we are unable to confirm at this time whether the site stabilization and clean up work that was performed met the scope of the contract.

Sanitary Sewer Infrastructure

A review of the on-site sanitary manholes within the parking lot area on the east side (front) of the building show no signs of damage to the manhole covers. This area experienced heavy loadings from both fire trucks and demolition equipment being brought into the site and there appears to be no damage to the manhole covers or the pavement directly around them.

Water Infrastructure

A review of the on-site hydrants shows no damage to the existing system. The high pressure 36-inch water main is located under a landscaped berm area outside of the parking and vehicular traffic area and there have been no reports of any damage to the main or its components either during or after the fire.

It was reported by the previous Developer that the water service to the building was turned off when construction was stopped. During the site inspection, water was found within the parking garage area coming from one of the utility rooms. A closer inspection revealed a leaking valve in a utility closet where the main water supply and sprinkler lines are located. This leak appears to have been flowing for some time and is running across the garage floor, through the floor drains and into the impoundment area under the building. It is recommended that the water service to the building be turned off at the service main, the leak repaired and all remaining water lines drained prior to winter. The utility closet is no longer insulated from the cold weather and should water remain in the pipes, the pipes will be at risk of breaking from freezing temperatures.

Storm Water Management Infrastructure

A review of the on-site stormwater management system shows that there is no major damage to the existing inlets within the parking lot on the east side of the building. The pavement and curb around the inlets appear to be in good condition (see photo 5). An internal inspection of the storm inlets was not possible as the filter fabric for erosion control was still in place. However given the condition of

the pavement and curb, it would appear the underground pipes are still in good working condition. The existing water quality treatment device on the north side of the building still has its manhole cover intact and it would appear that it has not been removed during the fire or demolition and that this structure received no additional damage from the fire.

The impoundment area on the west side of the building appears to have been re-graded after demolition work was completed (see photo 6). A closer inspection of this area reveals that remnants of demolition debris have been left within the top few inches of the soil. The grade in this area has also been altered slightly and it appears that the minimum two percent pitch has not been maintained from the building edge to the concrete low flow channel. It is recommended that the demolition debris within the top six inches of soil be removed, the area re-graded from the building to the low flow channel and re-stabilized so as to provide the minimum two percent pitch.

A review of the under-building storm water storage area reveals that it appears to be in proper working condition with no visual damage evident (see photo 13).

Flood Protection Infrastructure

The extent of the building fire and demolition was contained to an area within approximately 50 feet of the building perimeter. There did not appear to be any damage to the flood control facilities within the general vicinity of the building. These facilities will need to be maintained as outlined in the Operations and Maintenance Manual that was included in the appendix to the Planning and Engineering Assessment Report for Carriage Park at Bound Brook, prepared for Mountain Real Estate Group, dated July 23, 2010.

Dry Utilities

These utilities consist of electric, gas, telephone and cable service for the development. An inspection of the site shows that the electric service was disconnected from both the utility pole and at the transformer (see photo 7). The transformer was lifted off of its base and the wires pulled out from underneath. This has caused the transformer to tilt and it is unclear if any damage has occurred to the transformer or the internal connections. It is recommended that the transformer be inspected by a licensed electrician to determine if any damage has occurred before it can be considered for service.

The gas service was disconnected from the building (see photo 8), the main supply line has been covered over with a metal drum and all meters that were on the building have been removed. Since the gas company owns the service line from the main to the building, it is recommended that they be contacted to inspect the condition of the gas line under the metal drum to ensure that the gas is turned off and the line is in proper working order.

The Planning and Engineering Assessment Report stated that it was unclear from the site inspection as to whether the telephone and cable services have been run into the building. It was still unclear at the time of this inspection as to their ultimate disposition and whether they were damaged in the fire. It is recommended that a licensed electrician inspect the service lines for safety to ensure the electricity to the building has been turned off and that the electrical infrastructure has not been damaged, and if damage has occurred, to provide an estimate as to the cost to repair them.

Site Lighting

Based upon a site inspection, it did not appear that the conduit and foundations that have been installed for only the lights in front of the building were damaged.

Site Improvements

An inspection of the hardscape around the building revealed a few minor areas where repairs will be required. The existing pavement will need to be cleaned of sediment build up that has occurred around the low points adjacent to the inlets (see photo 9). The remaining pavement areas appear to have not sustained any major damage and are still subject to the comments contained within the Planning and Engineering Assessment Report.

The existing curb has sustained some damage along the front of the building (see photo's 9, 10 and 11). The curb in these areas will have to be replaced at the commencement of site work. The main entrance sidewalk into the building has also sustained some minor damage and will have to be replaced prior to certificate of occupancy.

The rough graded area on the north side of the building (see photo 4) contains a layer of demolition debris that was left on the surface of the soil. This layer of debris will have to be removed prior to the start of any site work. The debris in this area extends outside of the fence enclosure to the pad for building # 2. It is assumed that this was the staging area for the final piling and removal of the demolition debris. This debris must be removed from the soil before any future site work is to take place in this area.

There is an existing retaining wall which connects into the corner of the building (see photo 12). The wall appears to be in the same condition as reported in the Planning and Engineering Assessment Report and any repairs outlined in that report should be addressed at the restart of construction.

Eco Sciences has been retained by the contract purchaser to take soil samples around the building to determine if any contamination from the incineration of construction materials being washed out of the building during the fire fighting operation settled in the surrounding soil. The results of those tests shall be provided under separate cover.

IV. EXCLUSIONS

This report does not take into account a review of the underground improvements or any improvement that could not be identified from a surface site inspection. This report also focuses solely on the area affected by the building fire and demolition, it does not cover any other site aspects outside of the limits listed above.

V. SUMMARY AND RECOMENDATIONS

Based upon our investigation, the following are recommendations which are related to the engineering aspects of the project:

1. Immediate repair of water main leak on garage level of building and winterization of water line.
2. Repair or inspection of existing site improvements that that have been identified as damaged during the fighting of the fire or building demo (referenced on pages 3 thru 5).
 - a. Main electrical transformer
 - b. Gas service line to building
 - c. Telephone and cable lines to building
 - d. Curb along front of building
 - e. Main entrance sidewalk
3. Removal of remaining construction debris within the top few inches of the top soil on the west and north side of the building (referenced on page 5).
4. Correct grade of impoundment area from rear of building to concrete low flow channel (referenced on page 4).

SITE PHOTOS APPENDIX "A"



Photo No. 1



Photo No. 2

<p>REFERENCE:</p> <p align="center">CARRIAGE PARK AT BOUND BROOK</p> <p align="center">Block 68, Lot 1.02 Borough of Bound Brook</p> <p align="center">SOMERSET COUNTY, NEW JERSEY</p>	<p align="center"><u>SITE PHOTOS</u></p>		
<p><u>GLADSTONE DESIGN, INC.</u> <i>Consulting Engineers • Land Surveyors • Landscape Architects</i> 265 Main Street, P.O. Box 400 Gladstone, New Jersey 07934 (908) 234 0309 - FAX (908) 719 3320</p>	<p>DRAWN BY: BJD CKD.BY: RCM2 DATE: 12-06-10 SCALE: NTS</p>	<p align="center">800-01</p>	<p align="center">P-1 & 2</p>



Photo No. 3



Photo No. 4

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P-3 & 4



Photo No. 5



Photo No. 6

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P-5 & 6



Photo No. 7



Photo No. 8

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Photo No. 9



Photo No. 10

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P-9 & 10



Photo No. 11



Photo No. 12

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P-11 & 12



Photo No. 13

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P-13