



**U N I O N S T A T I O N
L O S A N G E L E S**

**INITIAL STUDY
FOR
REHABILITATION
AND
REUSE**

SURVEY OF CONDITIONS

**UNION STATION
LOS ANGELES, CALIFORNIA**

**INITIAL STUDY FOR
REHABILITATION AND REUSE:
SURVEY OF CONDITIONS**

**PREPARED FOR CATELLUS DEVELOPMENT CORPORATION
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AUGUST 1991**

TABLE OF CONTENTS

- I. INTRODUCTION**
- II. GENERAL DESCRIPTION**
- III. LOCATION PLANS**
- IV. SURVEY OF SPACES**
- V. SUMMARY**

I. INTRODUCTION

INTRODUCTION

Los Angeles' Union Station was the last of the great urban train stations to be built in the United States when it opened its doors to the public in May 1939. During the post war years, a reduction in passenger train use, increased use of airplanes and automobiles, and the lack of a connective commuter rail service led to a decline in the station's use and importance as a transportation hub. Its importance as one of Los Angeles' historic treasures, however, has been recognized and the building was placed on the list of the City's Historic Cultural Monuments in 1972 and on the National Register of Historic Places in 1979.

Since the 1970's, a variety of proposals have been offered for the revitalization of the station and surrounding areas. Current construction of the first segment of a subway line in downtown Los Angeles (with its terminal at Union Station), increased Amtrak and commuter rail service, and proposed light rail lines to the north, are expected to significantly augment the number of people brought through the station and the surrounding area. An overall long range Master Plan for development is now being prepared by Ehrenkrantz, Eckstut, and Whitehall for the three adjacent major development sites: Union Station (Owner: Catellus Development), Terminal Annex (Owner: Ratkovich Villanueva Partnership) and the historic Olvera Street commercial core. Implemented over the next several decades, the Alameda District Master Plan will include recommendations for new buildings adjacent to the station, potential adaptive reuse scenarios, and improved landscaping. Each of these will potentially impact the historic elements of Union Station.

While the station has been the focus of much attention due to its historic status, for many years, a comprehensive summary and evaluation of its spaces and historic features has not previously been compiled. The purpose of this study is to survey these spaces, noting current conditions and historic elements, in anticipation of future restoration or adaptive reuse.

Approach

This initial study has two components: the survey of existing spaces and elements (this document) and a compilation of archival research (two companion volumes). Both are expected to be useful to the station's owner in serving the following needs:

- ongoing maintenance procedures
- upgrading of code issues
- identification of historic materials
- definition of historic priorities
- impact of development Master Plan on historic elements
- overall building documentation

The survey includes a brief inventory of existing materials, artifacts, and artwork for each room, space and exterior element, as well as an outline of architectural and functional issues requiring attention.

This study has had the benefit of access to the original working drawings; (prepared by J. H. Christie, H. L. Gilman, R. J. Wirth, and Consulting Architects, John and Donald Parkinson in 1937), access to original construction files (held by Catellus); historic documentation provided by photographs and journal articles; and frequent access to all areas of the building.

The evaluations of each space are, by necessity, first impressions. It is expected that the presentation and discussion of this material with Catellus will lead to a selection of spaces and elements requiring further study and conservation testing. This subsequent study will potentially lead to the preparation of a detailed plan for restoration and rehabilitation in the context of the development Master Plan.

Survey Methodology

Forty-eight (48) specific spaces and exterior elements have been defined in the station, each with distinct characteristics. They are as follows:

A. MAIN PUBLIC ROOMS AND PASSAGEWAYS

1. Vestibule
2. Main Waiting Room
3. Main Concourse
4. South Passage
5. Main Passage

B. MAIN EXTERIOR AREAS

1. Fore Court
2. Entrance Vestibule
3. Main Concourse Facade
4. Main Arcade
5. North Patio
6. South Patio

C. RESTAURANT BUILDING

1. Main Dining Room
2. Mezzanine
3. Cocktail Lounge
4. Kitchen
5. Basement

D. SECONDARY EXTERIOR AREAS

1. North Arcade
2. South Arcade
3. Exit Arcade
4. Restaurant Lobby

E. SECONDARY INTERIOR AREAS

1. Cafe
2. Gift Shop
3. Security Office
4. North Arcade Building
 - a. First Floor
 - * b. Second Floor
- ** 5. Train Concourse
6. Passenger Arrival and Departure Lobby
- * 7. Exit Concourse
- * 8. Entrance Concourse/Amtrak Ticket and Information Offices
- * 9. Conveyor and Carousel Areas
- * 10. Amtrak Offices
11. Catellus Development Office

F. ANCILLARY AREAS

1. Parcel Check Basement
- * 2. Amtrak Deposition Office
3. Clock Tower Interior
4. Former Baggage Area
5. North Garage
6. Outdoor Parking Areas
- * 7. Upper Level Baggage and Express Mail Building
8. South Garage
9. Former Taxi Plaza
10. Trucking Yard

G. TRAIN YARD

1. Platform Area
2. Car Supply/Repair Shop
- * 3. Amtrak Construction/Dumping Station
4. Terminal Tower
5. Private Train Car Area
6. Passenger Tunnel

* Area currently leased by Amtrak

** A portion of this area is currently leased by Amtrak

Each of these spaces has been evaluated by completing an information matrix which includes considerations of architectural character, appropriateness of current use and treatments, environmental criteria (acoustics, ventilation), special systems (food facilities), artwork, and elements requiring further research. The items included in the evaluation are:

1. Architectural Character
2. Enclosure/Materials
3. Current Use
4. Original Use
5. Conditions
6. Lighting
7. Acoustics
8. Furniture
9. Artifacts
10. Artwork
11. Signage
12. Structural Issues
13. Mechanical Issues
14. Electrical Issues
15. Code
16. Inconsistent Elements
17. Areas of Research/Testing
18. Future Uses
19. Summary of Historic Upgrade
20. Ongoing Work
21. Impact on Operations

In addition to the items noted above, the development of a restoration plan will need to be coordinated with a number of building-wide issues to be studied by qualified engineers and consultants. These include:

- 1) a building-wide asbestos survey and abatement program
- 2) a review of fire separation needs and egress routes throughout the building

The information on the following pages includes:

- 1) Written evaluations of each designated space, (using the information matrix list of issues),
- 2) A detailed plan of the space, (if available),
- 3) Photographs of each space, showing general views and detailed components.

II. GENERAL DESCRIPTION

**UNION STATION
LOS ANGELES, CALIFORNIA**

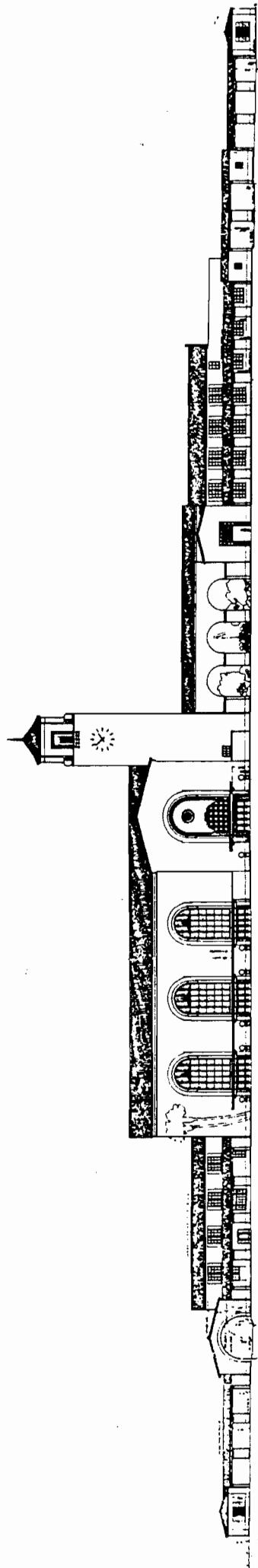
GENERAL DESCRIPTION

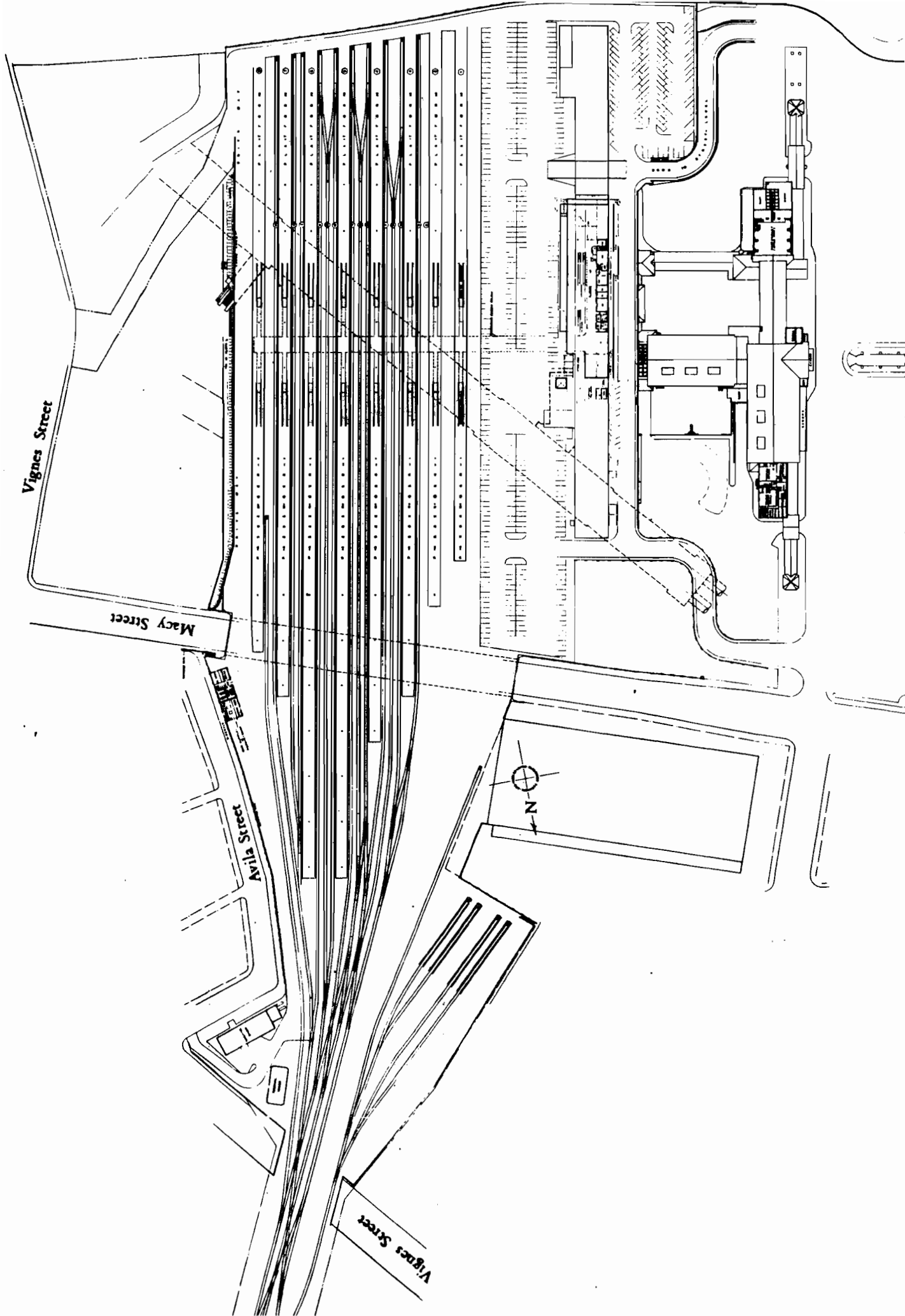
"Set back across the spacious, landscaped approach plaza, the station presents a number of central building masses of irregular shapes and heights, supported at each end by arcades and pavilions. All of the building units are white faced, with Mission tile roofs in variegated colors and irregular pattern. Adding to this pleasing treatment, all windows are provided with sectional steel sash painted Venetian blue, and all window and door reveals are accentuated with tan above red quarry tile sills.

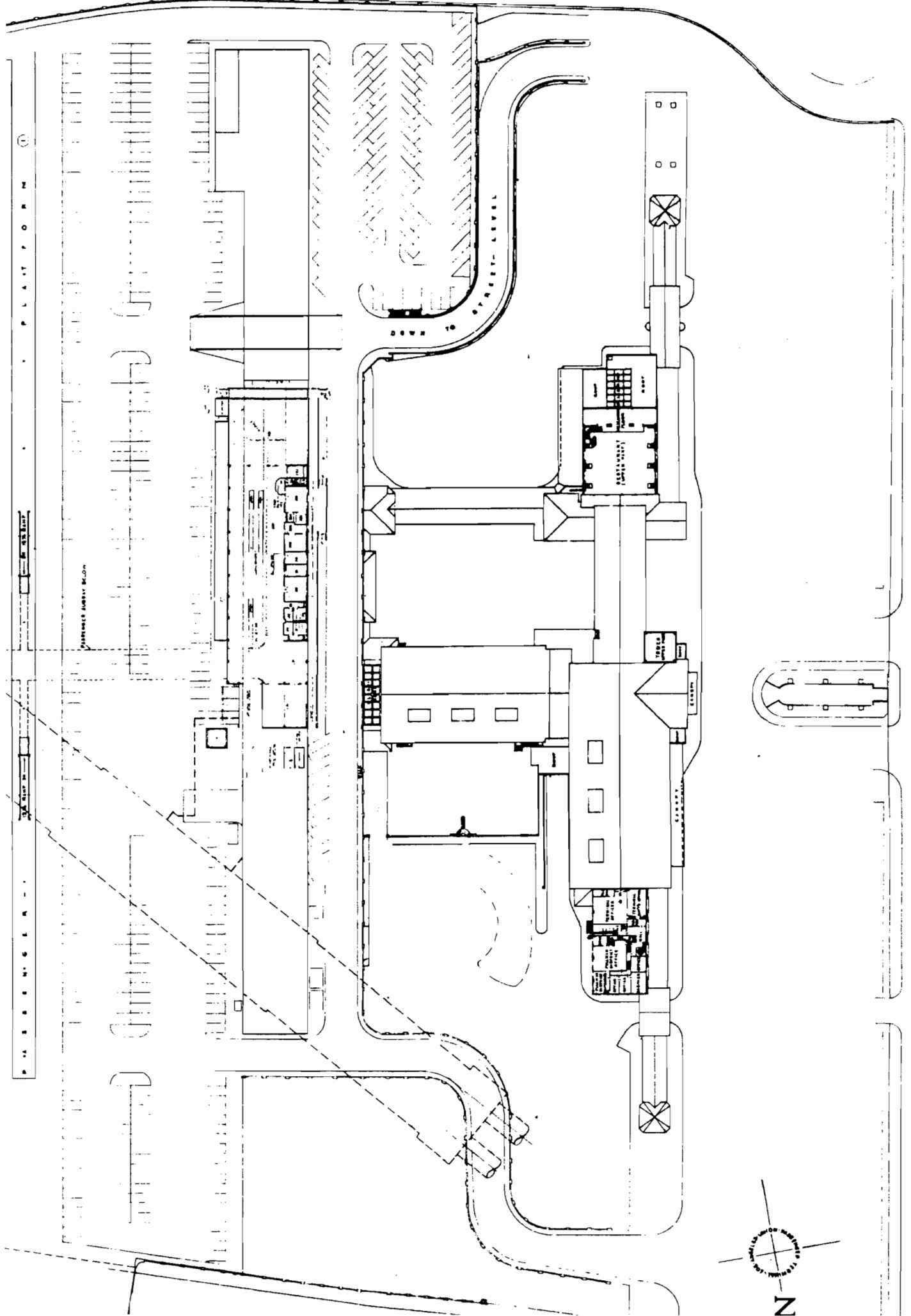
The dominating group of the front elevation includes a high, arched-face entrance vestibule, a ticket concourse or lobby, and a clock tower which rises to a height of 125 ft., surmounted by a Moorish finial. To the left of this main group is a low, two-story office unit, faced by a lower arcade, and beyond this lies an ornamental driveway arch and a continuation of the arcade, which terminates in a low peaked-roof pavilion, about 375 ft. north of the main station entrance.

Immediately to the right, or south, of the main building group is a multiple-arch-faced arcade, known as the South arcade, 83 ft. long and 38 ft. high, which forms an undercover passage or promenade 33 ft. wide, to an attractive restaurant unit of 65-ft. frontage. This latter unit, which is two-stories high and comparable in appearance with the two-story office unit immediately north of the ticket concourse, is, like that unit, flanked along its face by an arcade; the arcade, interrupted only by a roofed-over, two-lane driveway into the rear station grounds, continuing to a terminal pavilion immediately adjacent to Aliso street. Thus, the main facade of the station, with stepped-down roof lines and irregular setbacks and prominences each way from the center mass, extends continuously between Macy and Aliso streets."

- RAILWAY AGE, 106 (1939), pp. 768-78.







P L A Y F O O M

STAIRS

STAIRS

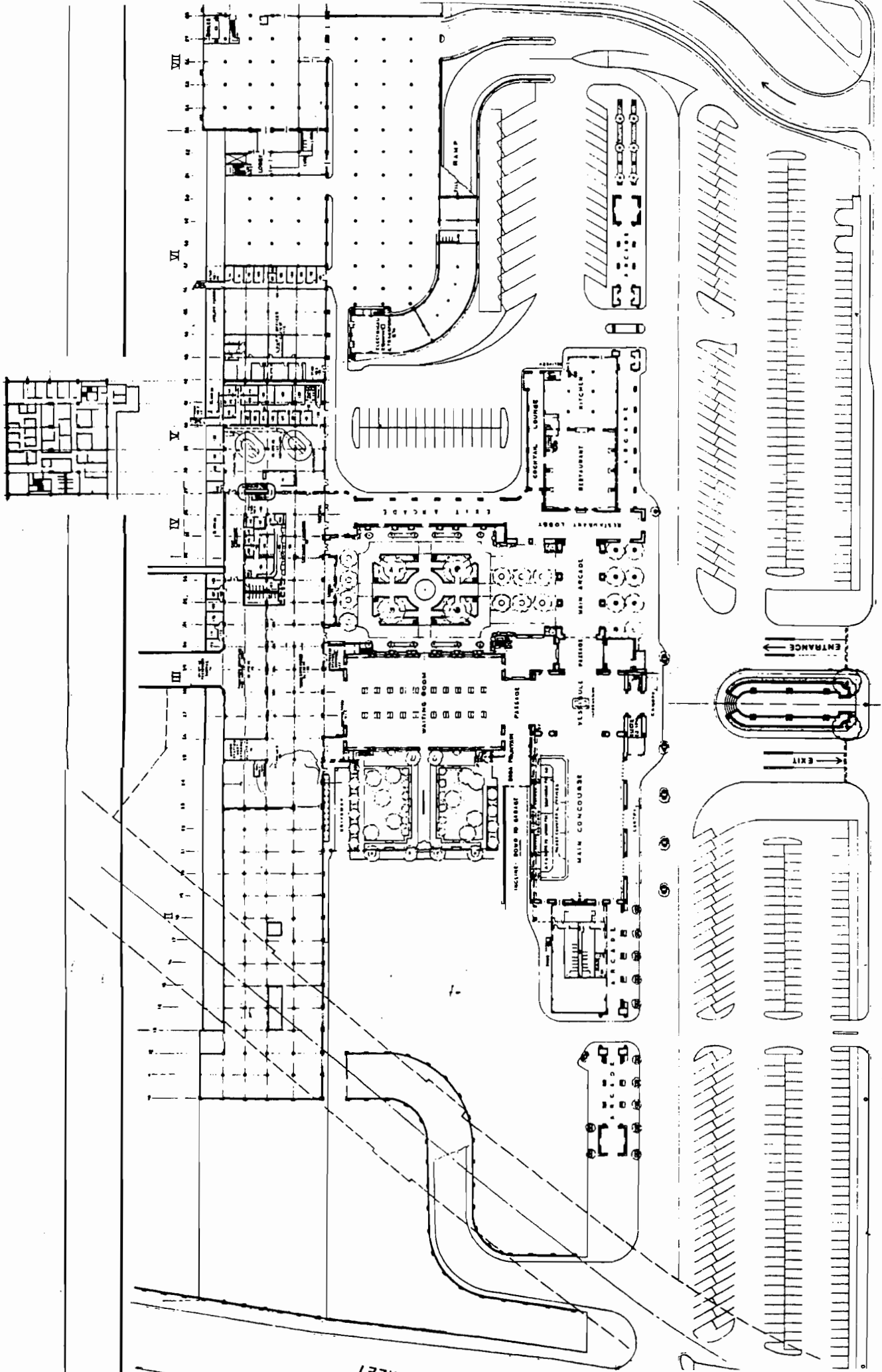
DOWN TO STREET-LEVEL

STAIRS

STAIRS



N



STREET

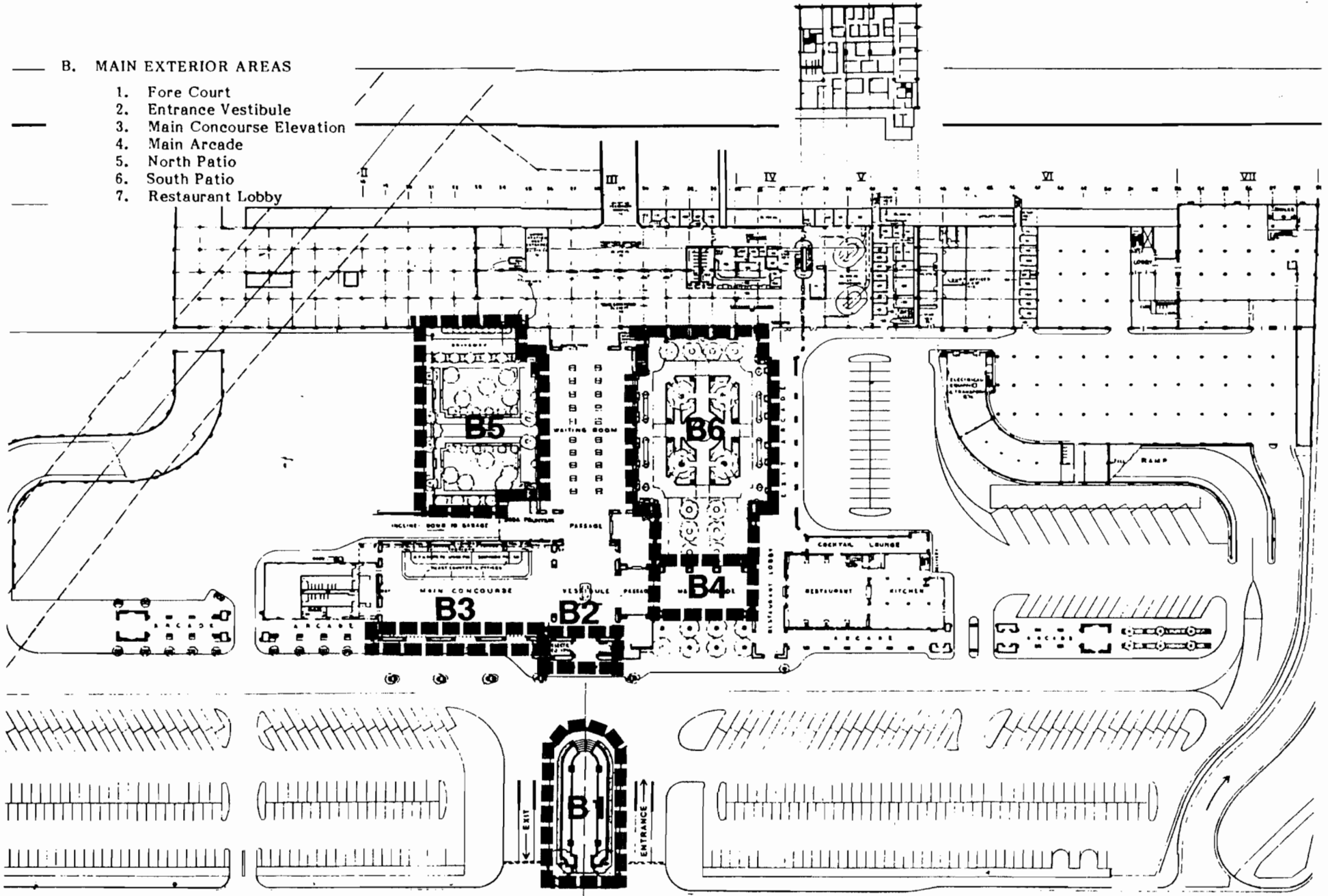
ALAMEDA

III. LOCATION PLANS

- A. MAIN PUBLIC ROOMS AND PASSAGEWAYS**
- B. MAIN EXTERIOR AREAS**
- C. RESTAURANT BUILDING**
- D. SECONDARY EXTERIOR AREAS**
- E. SECONDARY INTERIOR AREAS**
- F. ANCILLARY AREAS**
- G. TRAIN YARD**

B. MAIN EXTERIOR AREAS

1. Fore Court
2. Entrance Vestibule
3. Main Concourse Elevation
4. Main Arcade
5. North Patio
6. South Patio
7. Restaurant Lobby



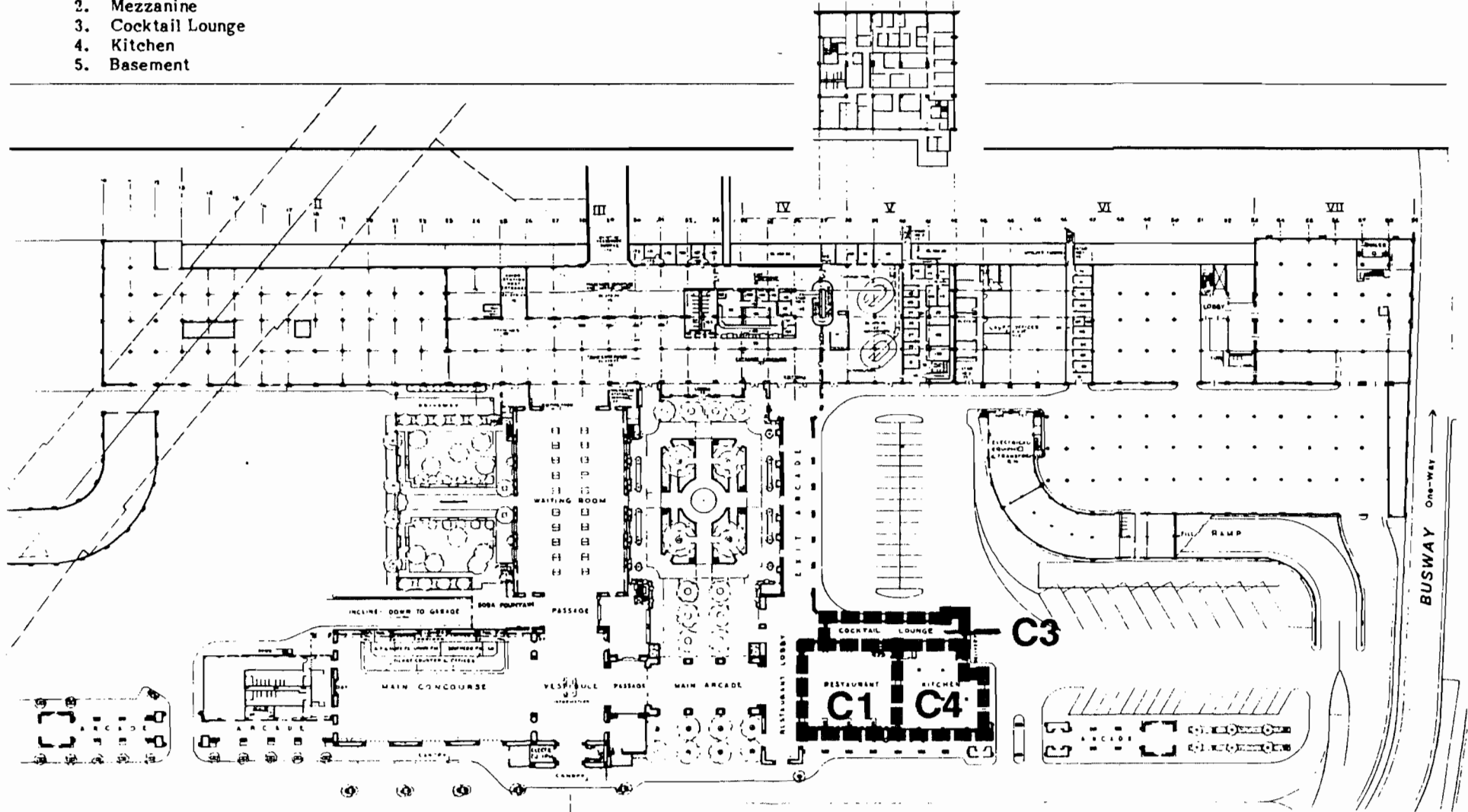
ALAMEDA

MAIN EXTERIOR AREAS

STREET

C. RESTAURANT BUILDING

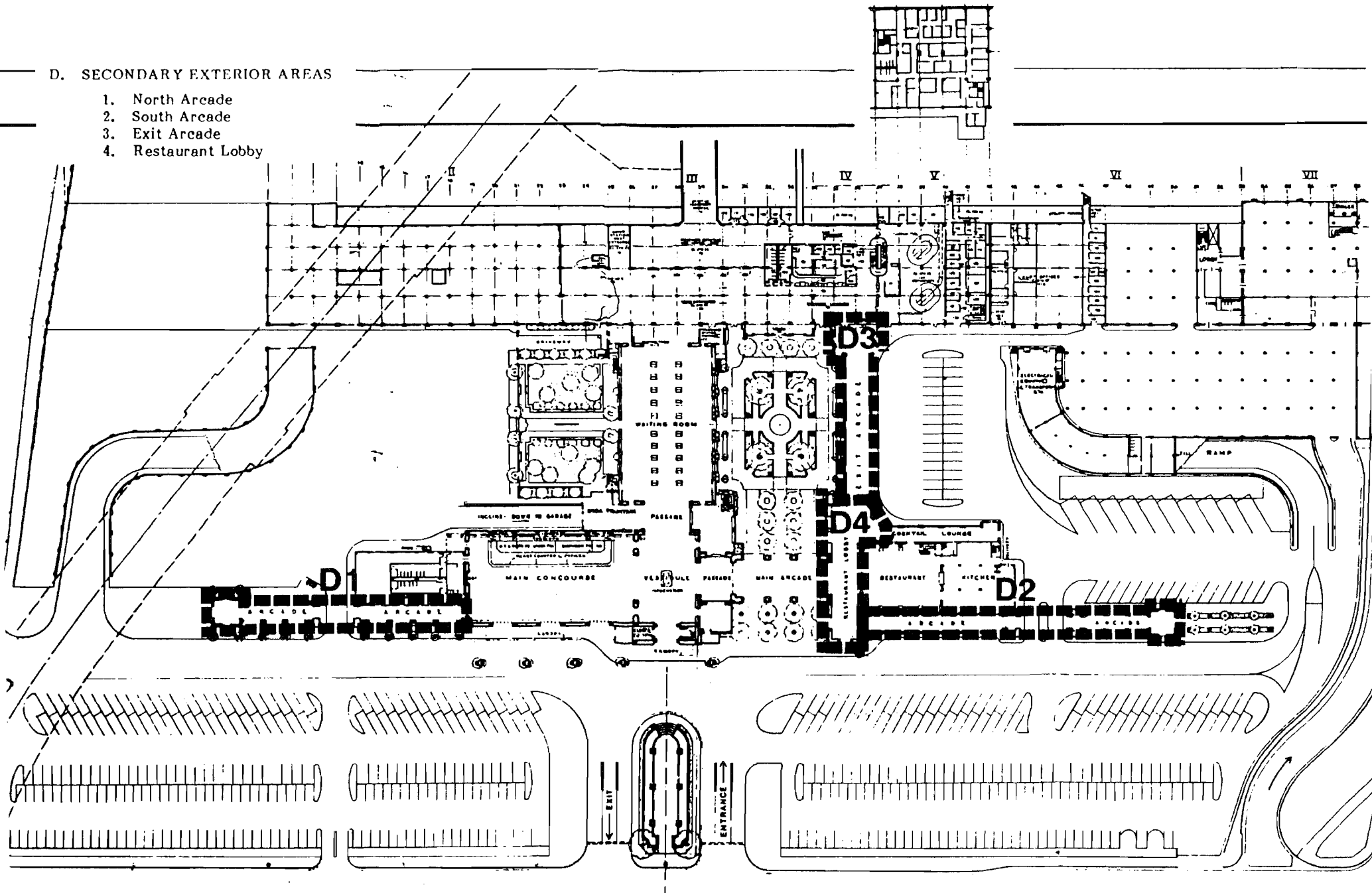
- 1. Main Dining Room
- 2. Mezzanine
- 3. Cocktail Lounge
- 4. Kitchen
- 5. Basement



RESTAURANT BUILDING

D. SECONDARY EXTERIOR AREAS

- 1. North Arcade
- 2. South Arcade
- 3. Exit Arcade
- 4. Restaurant Lobby



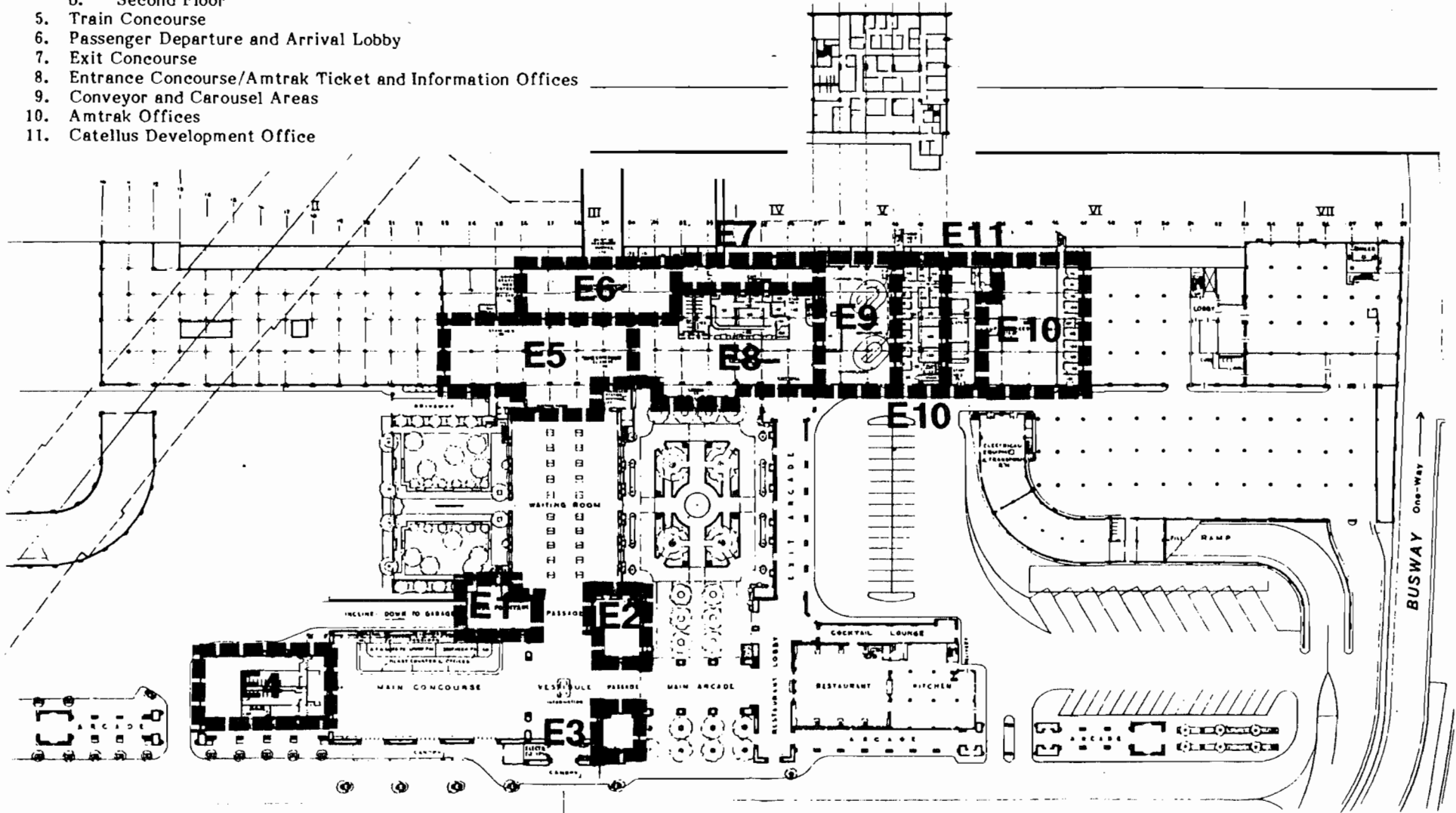
ALAMEDA

STREET

SECONDARY EXTERIOR AREAS

E. SECONDARY INTERIOR AREAS

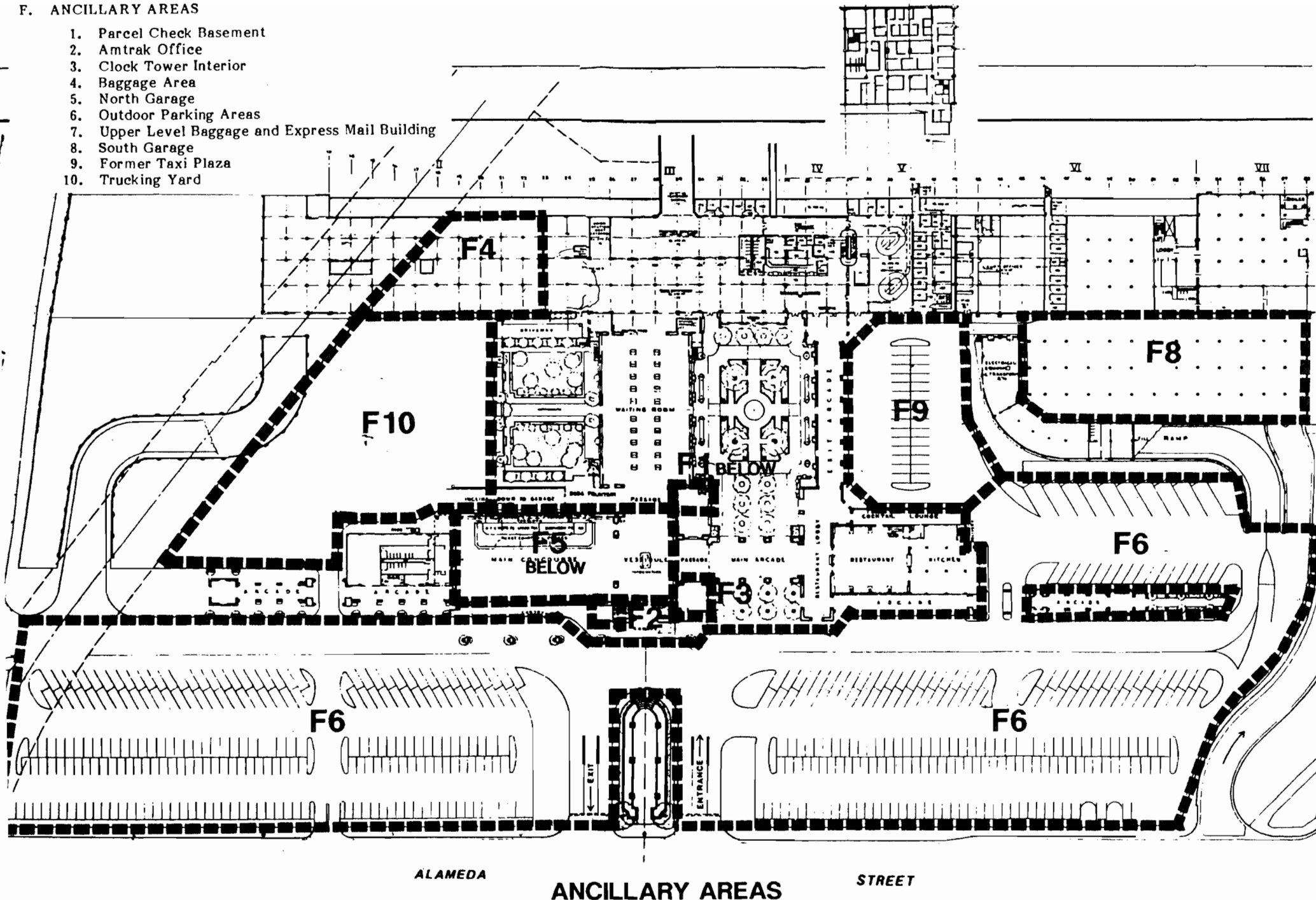
1. Cafe
2. Gift Shop
3. Security Office
4. North Arcade Building
 - a. First Floor
 - b. Second Floor
5. Train Concourse
6. Passenger Departure and Arrival Lobby
7. Exit Concourse
8. Entrance Concourse/Amtrak Ticket and Information Offices
9. Conveyor and Carousel Areas
10. Amtrak Offices
11. Catellus Development Office

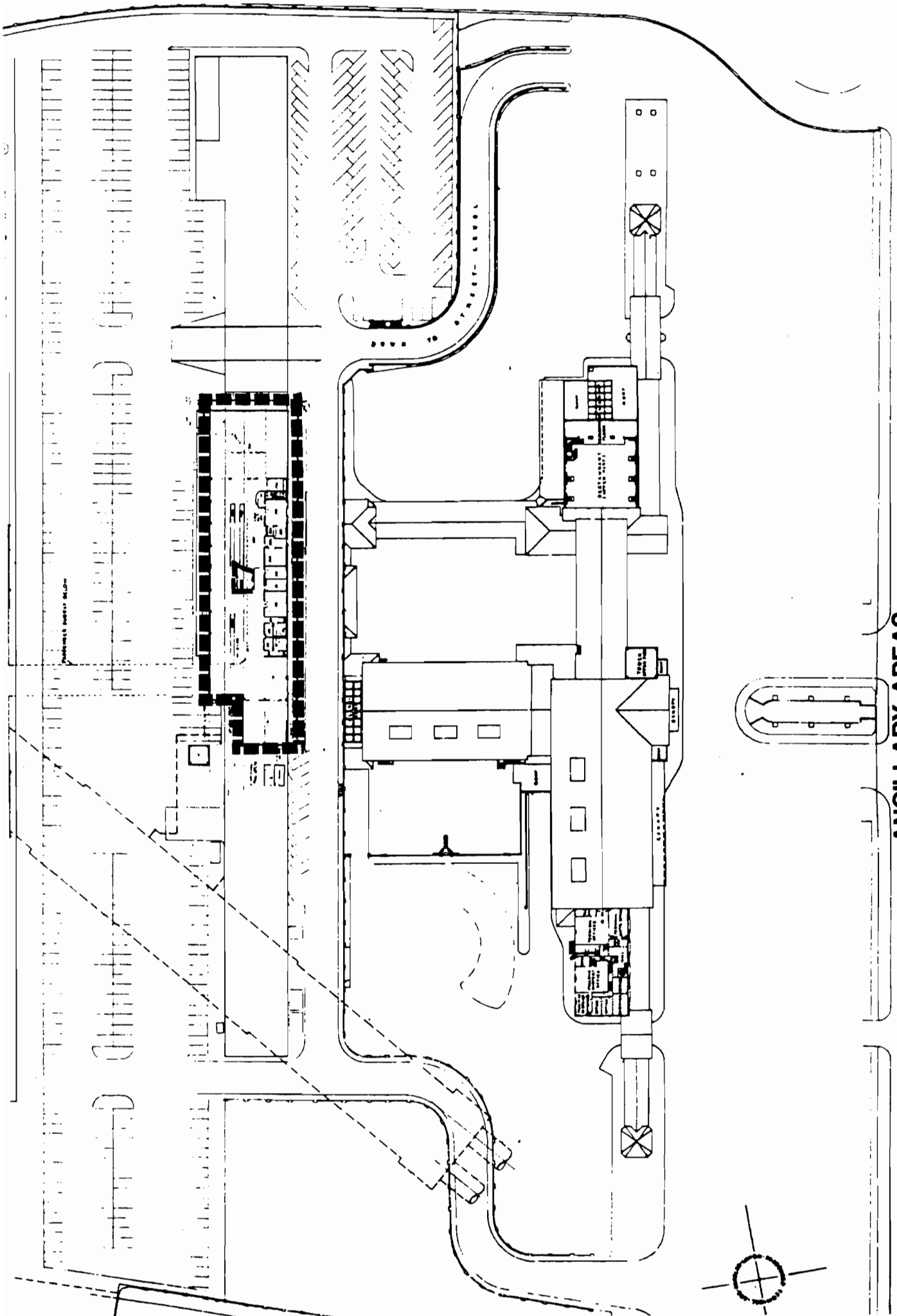


SECONDARY INTERIOR AREAS

F. ANCILLARY AREAS

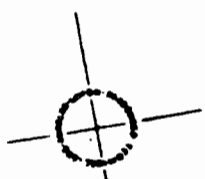
1. Parcel Check Basement
2. Amtrak Office
3. Clock Tower Interior
4. Baggage Area
5. North Garage
6. Outdoor Parking Areas
7. Upper Level Baggage and Express Mail Building
8. South Garage
9. Former Taxi Plaza
10. Trucking Yard





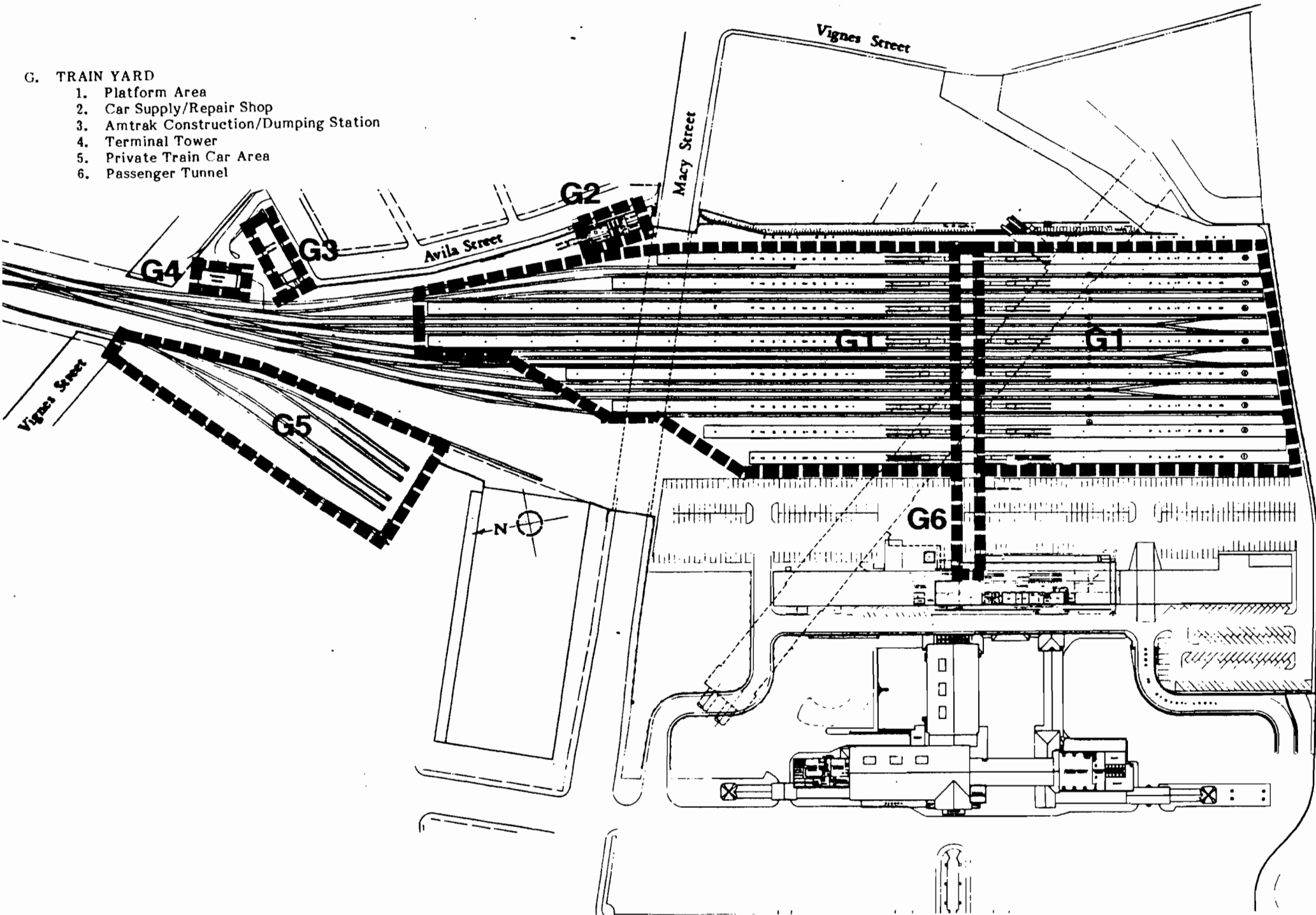
PROPOSED TRACKS BELOW

ANCILLARY AREAS
TRACKS



G. TRAIN YARD

1. Platform Area
2. Car Supply/Repair Shop
3. Amtrak Construction/Dumping Station
4. Terminal Tower
5. Private Train Car Area
6. Passenger Tunnel



IV. SURVEY OF SPACES

A. MAIN PUBLIC ROOMS AND PASSAGEWAYS

B. MAIN EXTERIOR AREAS

C. RESTAURANT BUILDING

D. SECONDARY EXTERIOR AREAS

E. SECONDARY INTERIOR AREAS

F. ANCILLARY AREAS

G. TRAIN YARD

A. MAIN PUBLIC ROOMS AND PASSAGEWAYS

- 1. VESTIBULE**
- 2. MAIN WAITING ROOM**
- 3. MAIN CONCOURSE**
- 4. SOUTH PASSAGE**
- 5. MAIN PASSAGE**

UNION STATION
A1 - VESTIBULE

LOCATION: Interior Area; Adjacent to Entrance and Between the Main Concourse and the Main Arcade

1. **ARCHITECTURAL CHARACTER** - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. **ENCLOSURE** - 50 ft. x 80 ft.
 - Floors: The floors are surfaced with red Padre tile and ornamented by a 24-in. border of Verdi Antique and Diamond C Tennessee marble. An eleven foot wide mosaic marble "runner" extends through the center axis of the Main Waiting Room and from the Information Booth down the center axis through the Main Concourse and around the perimeter of the Information Desk. The mosaic was created with Verdi marble from Vermont, Alicante marble from Spain, Tennessee marble, Campan Melange and Montana travertine.
 - Walls: The wainscot, has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna, laid up in a geometric mosaic pattern. Capping this colorful base is a 2-in. band of Campan Melange marble, which, in turn, to a height of 7 ft. 8 in. above the floor is surmounted by Montana sienna travertine, ornamented with 3-in. by 3-in. decorative tile inserts. Above this course is an 8-in. band of painted hard plaster, and then, to and across the ceiling, the interior is faced with acoustical material given a tinted finish. The wall facings are of Calicel.
 - Ceilings: The 40' high arched ceiling is composed of painted ceiling panels finished with Acousti-Celotex and trusses with secondary struts between them. The ceiling stencils were done by Herman Sachs.
 - Other: All original woodwork is fashioned from American black walnut. Grilles are made of wrought iron, bronze trim encloses the doors and windows, and the balance of metal work is in satin finish aluminum.
3. **CURRENT USE** - Main public entry to station and passageway to the Waiting Room.
4. **ORIGINAL USE** - Public entry and Information Center; passage to former ticket booth.

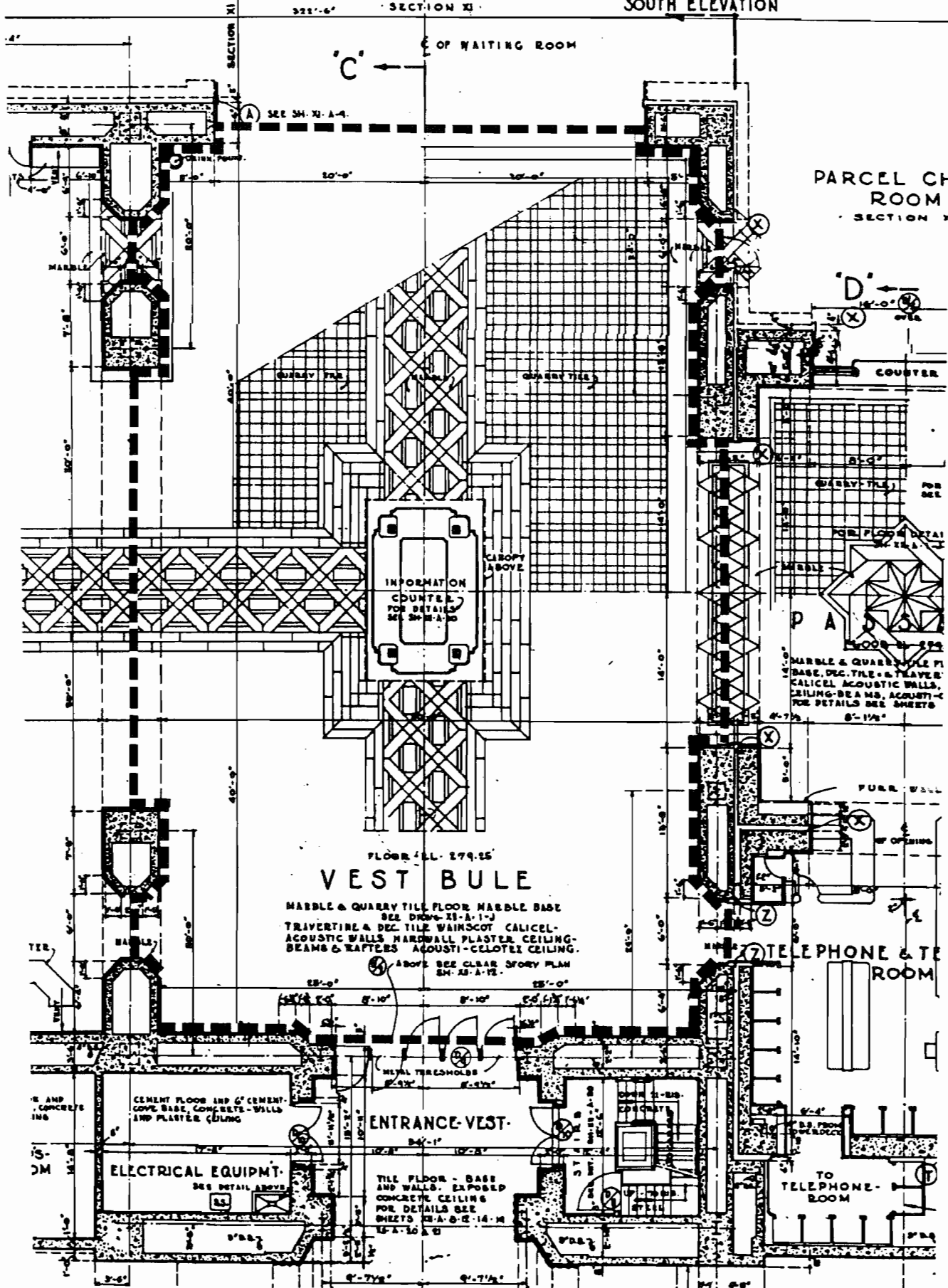
5. CONDITIONS - The Information Desk at the center of the room has been vacated. The absence of someone to direct visitors leaves the vestibule feeling empty and abandoned. The wood on the booth is worn and scarred and the tile base is broken in several places. The acoustic tiles on upper walls appear dirty. Lower tile and terrazzo walls are in good condition but require cleaning. The mortar between floor tiles is dirty and worn away.
6. LIGHTING - Outside daylight filters in through a patterned bronze grill located above the entrance and from the glass entry to the south. Interior light is provided by two 10' diameter Spanish-style chandeliers and four wall fixtures hanging over white scalloped alcoves.
7. ACOUSTICS - Same as the Main Concourse - there is little to no echo from footsteps or voices.
8. FURNITURE - An Information Desk stands at the center of room. Three pay telephone stands fill a white scalloped alcove, mailboxes stand along the opposite wall and a reservation center machine is located near the passageway to the Main Arcade.
9. ARTIFACTS - The information booth and the light fixtures.
10. ARTWORK - The painted decorative stencilled ceilings were designed by Herman Sachs; ceramic tile wainscot walls and marble floor mosaics.
11. SIGNAGE - Inconsistent signage at telephones. Original signage missing over Information Booth.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - HVAC not apparent; if future use included computerized information terminals then air conditioning would be desirable.
14. ELECTRICAL ISSUES - Upgrade lighting fixtures.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Elements which are out of character include: non-historic signage, pay telephones, trash bins, mailboxes and a reservation machine.
17. AREAS OF RESEARCH/TESTING
 - . Test cleaning of stencilled ceiling
 - . Test cleaning/replacement of acoustic panels
 - . Test cleaning of brass window ornaments and doors
18. FUTURE USES - As the space immediately inside the exterior arched portal, the vestibule is likely to always serve as an important arrival, information, and orientation function even if the use of the adjacent areas is modified.

19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Match and replace the tile base at the Information Booth. Remove inconsistent elements. Research original signage and match signage with historic type and style. Research original trash containers and replace with similar contemporary bins. Clean and repair wood on the Information Desk and restaff. Clean and upgrade the lighting fixtures.
20. ONGOING WORK - Not currently applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-5

PASSAGE

SOUTH ELEVATION



322'-6"

E OF WAITING ROOM

SECTION XI

SEE SH. XI-A-4.

PARCEL CH ROOM
SECTION XI

D

COUNTER

INFORMATION COUNTER
FOR DETAILS
SEE SH. XI-A-10

MARBLE & QUARRY TILE FLOOR
MARBLE & QUARRY TILE FLOOR
MARBLE BASE, QUARRY TILE & TRAVERTINE
ACUSTIC WALLS, MARBLE, ACUSTIC
FOR DETAILS SEE SHEETS
8'-1 1/2"

FULL WALL

FLOOR - ALL - 279.15'

VESTIBULE

MARBLE & QUARRY TILE FLOOR MARBLE BASE
SEE DRAW. XI-A-1-J
TRAVERTINE & DEC. TILE WAINSCOT CALICEL
ACUSTIC WALLS MARB. WALL PLASTER CEILING
BEAMS & RAFTERS ACUSTIC-CELOTEX CEILING.

ABOVE SEE CLEAR STORY PLAN
SH. XI-A-12.

7 TELEPHONE & TELEPHONE ROOM

TILE

MARBLE

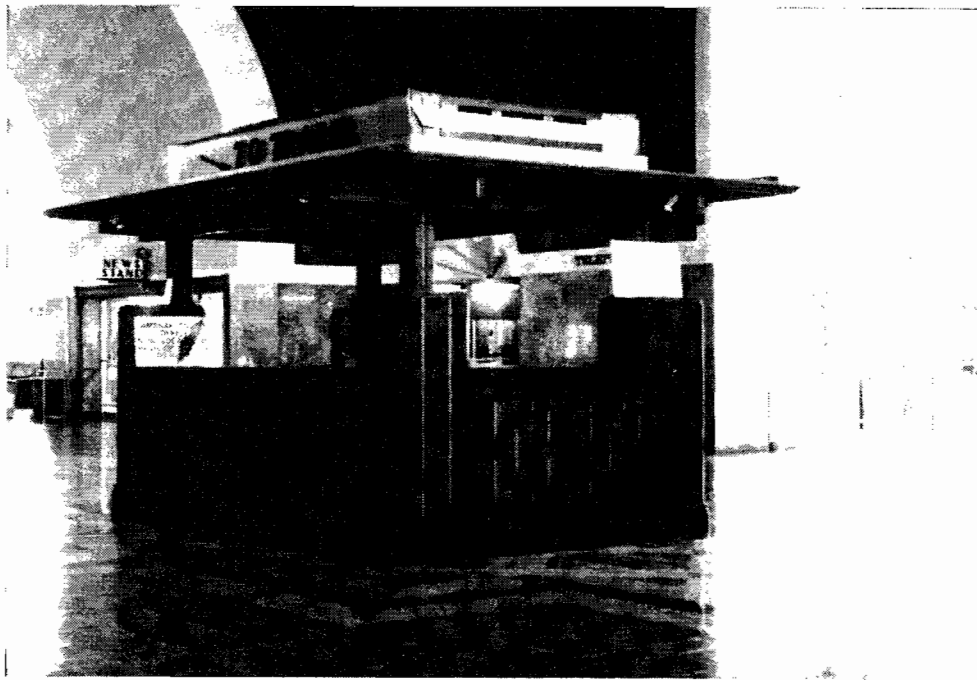
ENTRANCE-VEST.

ELECTRICAL EQUIPMT.
SEE DETAIL ABOVE

TILE FLOOR - BASE
AND WALLS. EXPOSED
CONCRETE CEILING
FOR DETAILS SEE
SHEETS XI-A-8-E-14-M
13-A-10-A-D

TO TELEPHONE ROOM

VESTIBULE



UNION STATION
A2 - MAIN WAITING ROOM

LOCATION: Interior Area; East of Main Entry and Between North and South Patios

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. ENCLOSURE - 140 ft. x 80 ft.
 - Floors: The floors are surfaced with red quarry tile and ornamented by a 24-in. border of Verdi Antique and Diamond C Tennessee marble. An eleven foot wide mosaic marble "runner" extends down the center axis of the room. The mosaic was created with Verdi marble from Vermont, Alicante marble from Spain, Tennessee marble, Campan Melange and Montana travertine.
 - Walls: The wainscot, has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna, laid up in a geometric mosaic pattern. Capping this colorful base is a 2-in. band of Campan Melange marble, which, in turn, to a height of 7 ft. 8 in. above the floor is surmounted by Montana sienna travertine, ornamented with 3-in. by 3-in. decorative tile inserts. Above this course is an 8-in. band of painted hard plaster, and then, to and across the ceiling, the interior is faced with acoustical material given a tinted finish. The wall facings are composed of Rocoustic tile.

Wide, square topped window panels, 36-ft. high fill the north and south walls. Grill work designs decorate the window bays with deep spandrels of Bois Jardin marble with veins of red and white in a mottled gray background. All main window panes were originally fitted with amber-cathedral glass and equipped with Venetian blinds.
 - Ceilings: The 40' high ceiling is composed of painted transite acoustic tiles and diagonal trusses with secondary struts between them. The ceiling stencils were designed by Herman Sachs.
 - Other: All original woodwork is fashioned from American black walnut. Grilles are made of wrought iron, bronze trim encloses the doors and windows, and the balance of metal work is in satin finish aluminum.

3. CURRENT USE - Main Waiting Room
4. ORIGINAL USE - Main Waiting Room
5. CONDITIONS - The wooden panels in the northwest corner of the room, (surrounding McCarthy's Cafe seating) were added at a later date. The panelling does not appear in historic photographs.

The acoustic panels on the upper walls are dirty, especially the west wall. Stencilled ceiling panels are dim and yellowed. The wooden seats are worn and scarred and the original leather was replaced with brown Naugahyde. Many of the covers are torn and worn out. Mortar between the floor tiles is worn unevenly. Many glass panes are missing from chandeliers. Ornamental speakers require cleaning.
6. LIGHTING - Outside daylight filters through five tall windows on both sides which were originally fitted with amber cathedral glass and venetian blinds. Spanish type chandeliers are 10' diameter and provide night lighting.
7. ACOUSTICS - Since the upper walls and ceilings are faced with several varieties of acoustical tile, sounds are well-absorbed. There is little to no "station echo" or reverberation from footsteps or voices.
8. FURNITURE - Original wood seats, originally covered in leather are arranged in clusters and in a row on both sides. Non-historic trash receptacles are scattered throughout.
9. ARTIFACTS - Original clocks above each door leading to the north and south patio, large ornamental speakers on west wall, signage, wooden seats with 1 1/2" bronze base trim, light fixtures and grills around windows, bronze cover plates for venetian blind operator and grilles covering thermostats remain as historic artifacts.
10. ARTWORK - Stencilled ceilings designed by Herman Sachs. Ceramic tile wainscot, mosaic marble floor pattern.
11. SIGNAGE - While few examples of original signage remain- e.g.: "Newstand" in pencil gothic lettering, many inconsistencies in style, size and material of other signage detract from the architectural splendor.
12. STRUCTURAL ISSUES - Not Applicable.
13. MECHANICAL ISSUES - HVAC not apparent.
14. ELECTRICAL ISSUES - Upgrade lighting fixture. Wall clocks do not show the correct time.
15. CODE - All areas are accessible to handicapped, it appears that sufficient exits are provided to exterior.
16. INCONSISTENT ELEMENTS - Elements which are non-historic: signage, pay telephones, photo booths, trash bins, non-historic wood partitions and soda machines.

17. AREAS OF RESEARCH/TESTING

- . Test cleaning/replacement of acoustic tile
- . Test cleaning of stencilled ceilings panels
- . Test cleaning of brass doors and window ornaments

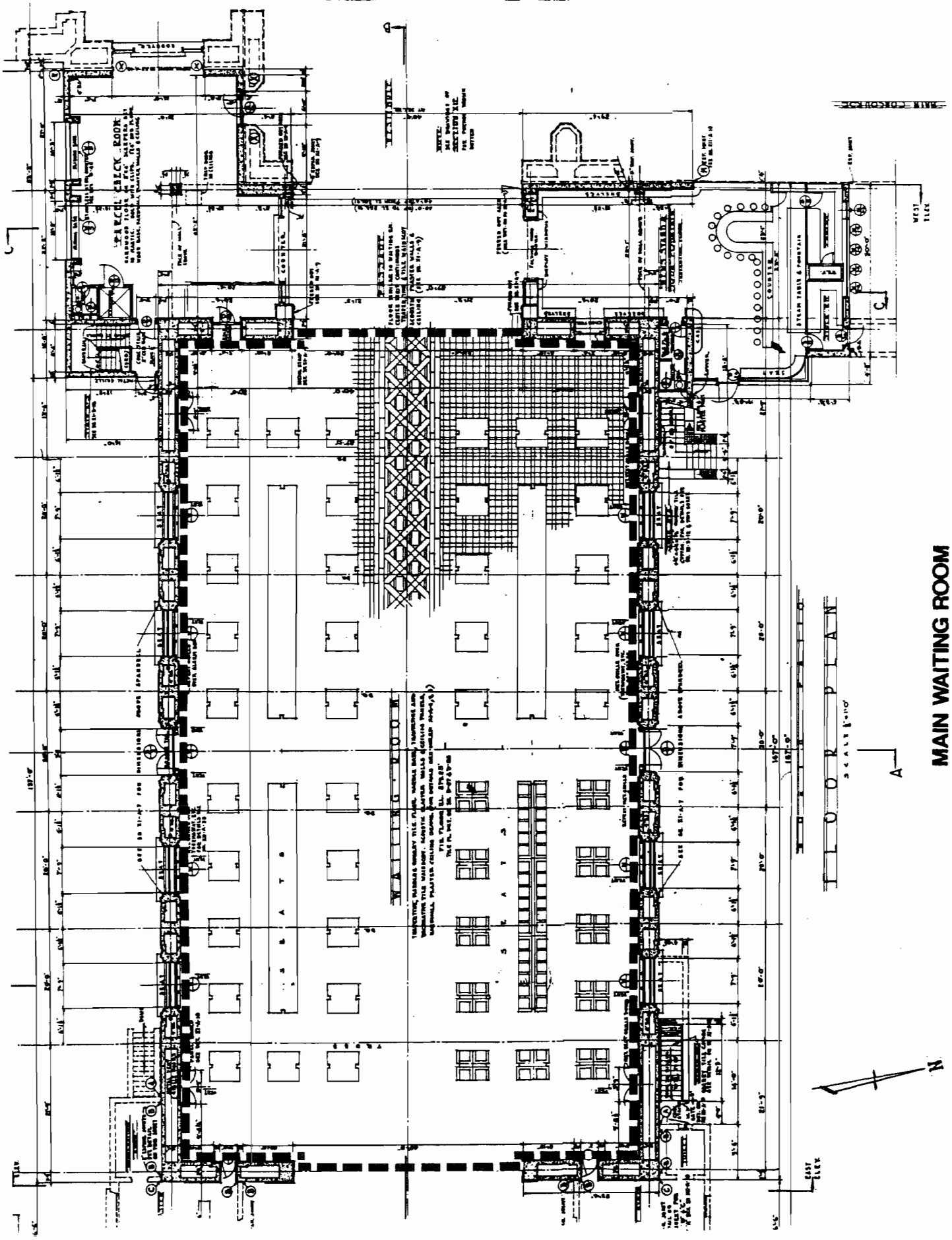
18. FUTURE USES - Current use as the Main Waiting area may need to be reconsidered with consolidation of Amtrak passenger functions to the east and south. Future uses may include reception and/or retail and should take advantage of the courtyards to the north and south.

19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Venetian blinds need cleaning and replacement with screens or motorized blinds. Upper wall panels on the east wall need cleaning and repair. On the west wall two unused speaker holders require removal and the spray paint requires removal. Bulbs in chandeliers need replacement and fixtures require cleaning and upgrade. Remove inconsistent elements: soda machines, photo booths and non-historic wood partitions. Repair, refinish and recover wooden seats. Reconfigure wooden seats to original plan. Remove trash bins and replace with bins similar to historic. Limit access of motorized carts to exterior areas only, in order to prevent further damage to the ceramic tile wainscot, wood seats and marble floors.

20. ONGOING WORK - Not Applicable.

21. IMPACT ON OPERATIONS - Not Applicable.

UST:X3-1

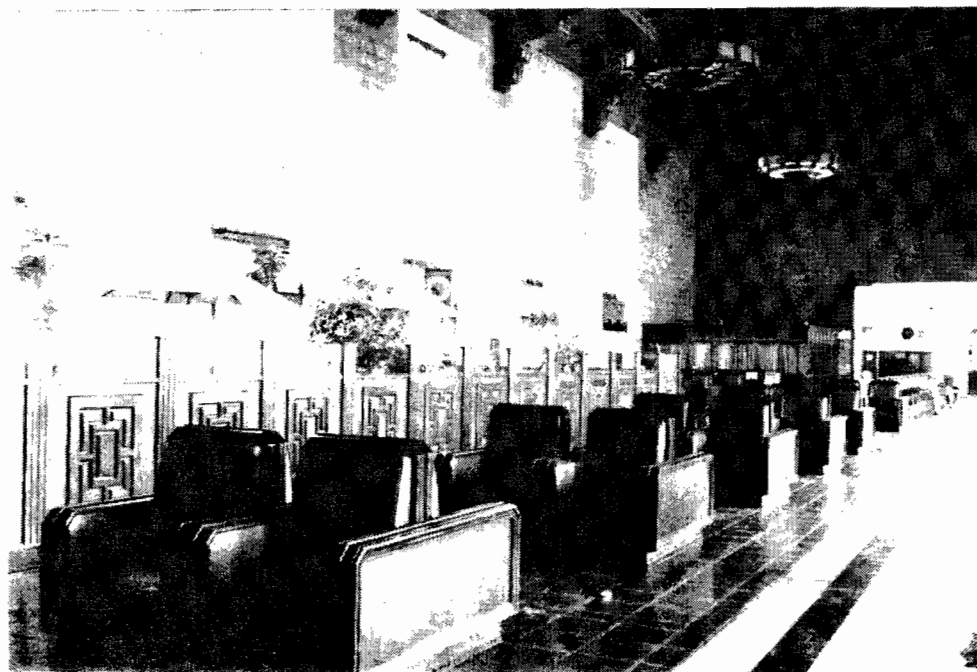
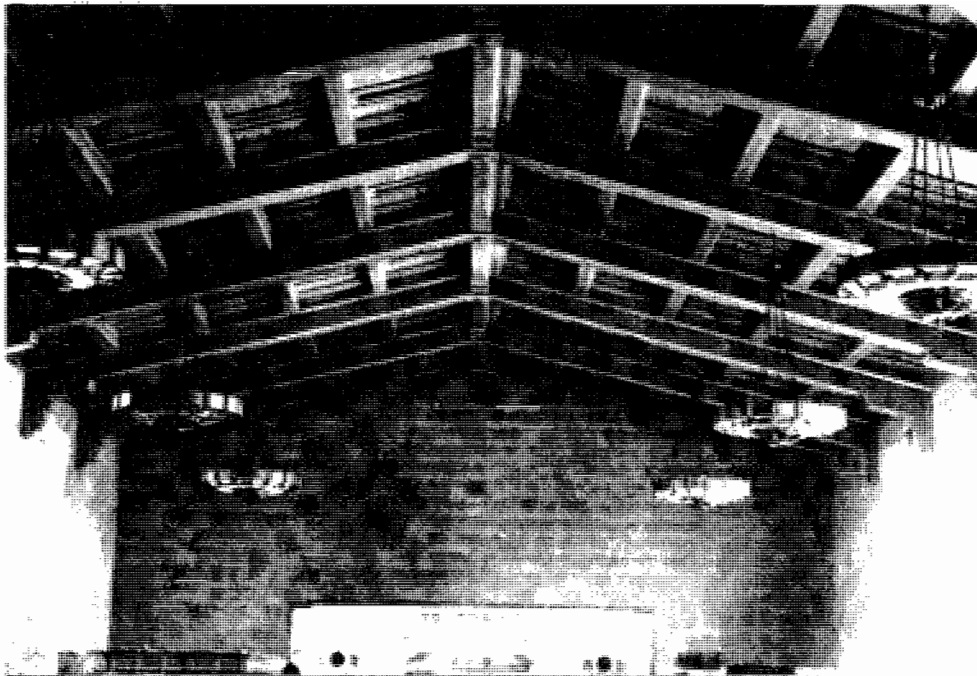


MAIN WAITING ROOM

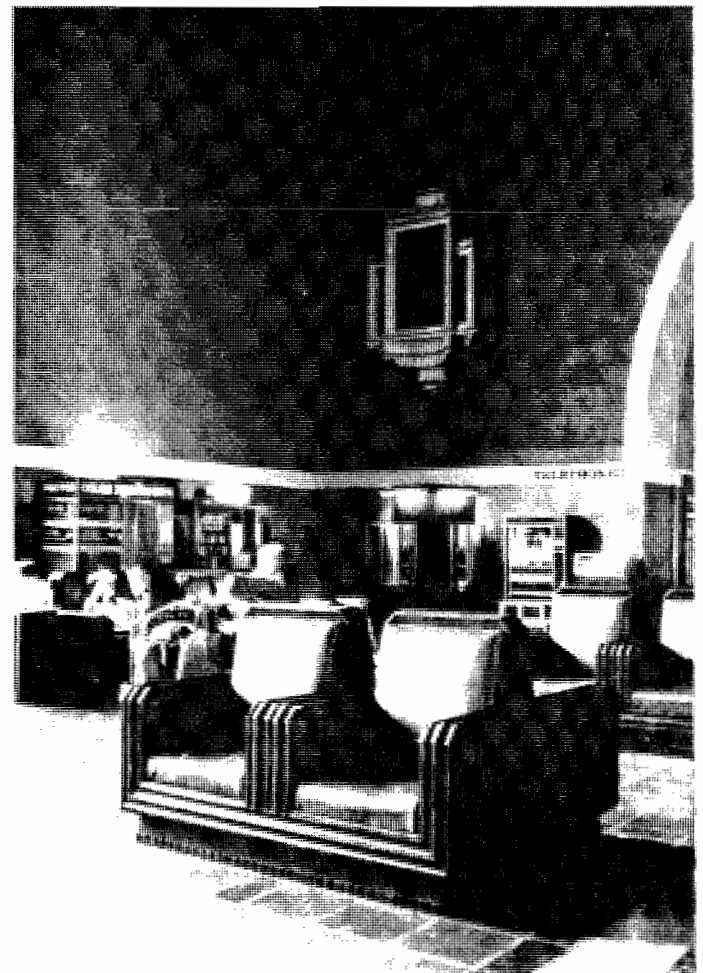
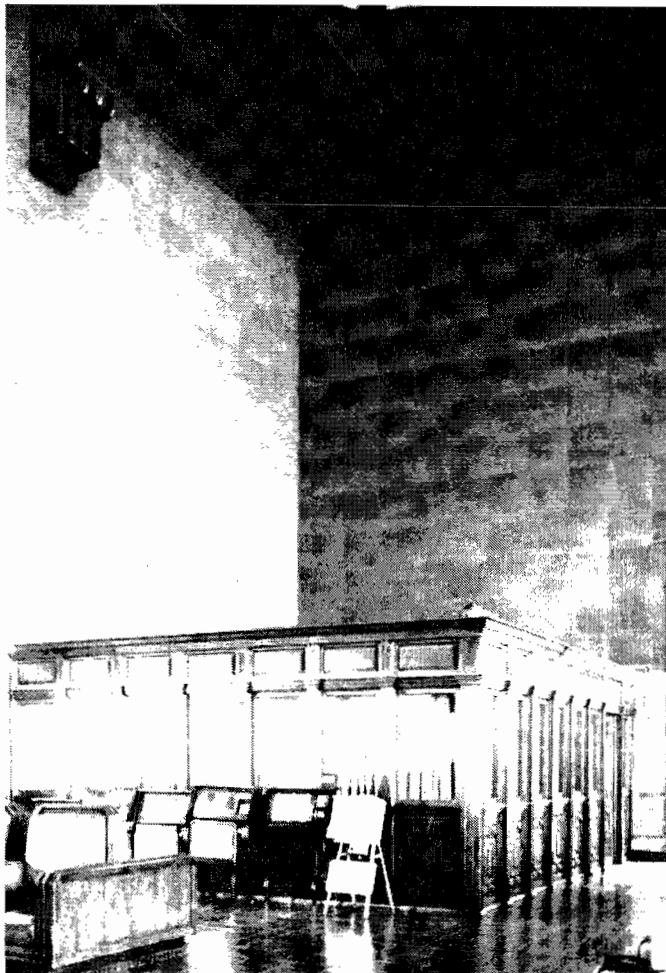
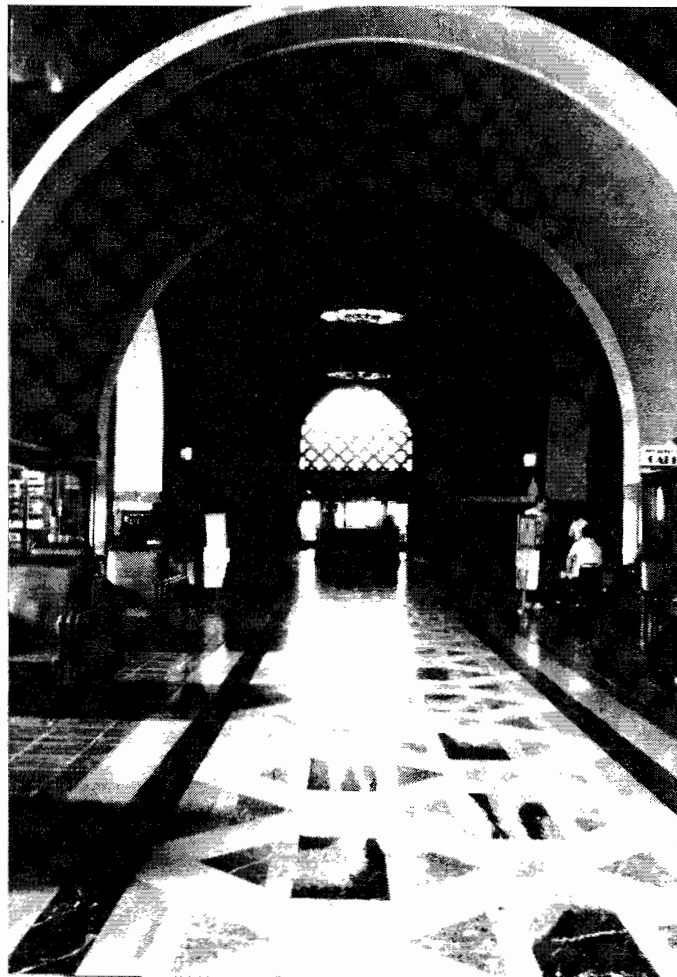


SCALE 1/8" = 1'-0"

A



MAIN WAITING



MAIN WAITING ROOM



UNION STATION
A3 - MAIN CONCOURSE

LOCATION: Interior Area; Between Main Entrance and North Arcade

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.

2. ENCLOSURE - 146 ft. x 80 ft.

Floors: The floors are surfaced with red quarry tile and ornamented by a 24-in. border of Verdi Antique and Diamond C Tennessee marble. An eleven foot wide mosaic marble "runner" extends along the edge of the ticket counter. The mosaic was created with Verdi marble from Vermont, Alicante marble from Spain, Tennessee marble, Campan Melange and Montana travertine.

Walls: The wainscot has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna, laid up in a geometric mosaic pattern. Capping this colorful base is a 2-in. band of Campan Melange marble, which, in turn, to a height of 7 ft. 8 in. above the floor is surmounted by Montana sienna travertine, ornamented with 3-in. by 3-in. decorative tile inserts. Above this course is an 8-in. band of painted hard plaster, and then, to and across the ceiling, the interior is faced with acoustical material given a tinted finish. The wall facings are of Calicel.

Three large, arched window bays fill both the east and west walls. Grill work designs decorate the window bays with deep spandrels of Bois Jardin marble with veins of red and white in a mottled gray background. All main window panes were originally fitted with amber-cathedral glass and equipped with Venetian blinds.

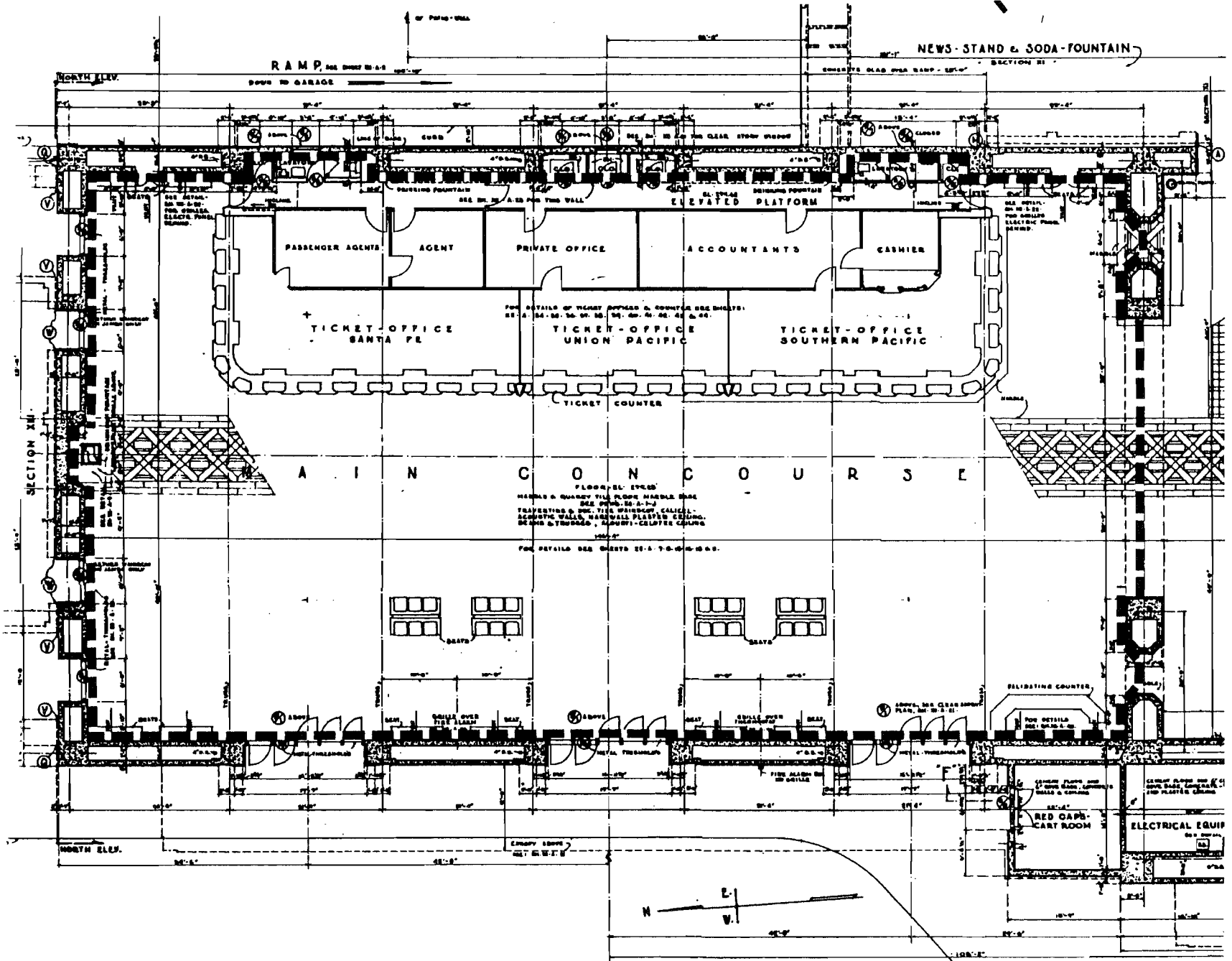
Ceilings: Six large trusses span the short axis with bracing between each. The ridge line of the roof is 62 ft. above floor level. Stencilled repetitive patterns are on Acousti-Celotex panels beyond.

Other: All original woodwork is fashioned from American black walnut. Grilles are made of wrought iron, bronze trim encloses the doors and windows, and the balance of metal work is in satin finish aluminum.

3. CURRENT USE - Vacant. The ticket counter is closed and the wooden seats have been removed. The room serves as a passageway and as an area for occasional receptions and parties for up to 600 guests.
4. ORIGINAL USE - Ticket counter and waiting area.
5. CONDITIONS - Floors and tile walls remain in good condition but require cleaning. The wood on the ticket counter appears worn and dry. The truss beams are stained with pigeon droppings and the stencils appear dark and faded. The Venetian blinds are in disrepair. Many window panes have been replaced with mismatched panes which appear yellow. The rooms behind the ticket booths are in disrepair. The mortar between the floor tiles is blackened and worn unevenly. The acoustic panels are blackened and damaged.
6. LIGHTING - Outside lighting filters through three tall windows on each side of the room which have a combination of amber and clear panes, and are fitted with venetian blinds. Six Spanish type chandeliers, 10' diameter hang from ceiling. Two smaller hanging fixtures adorn either side of the white ornamented archways.
7. ACOUSTICS - Overall, a quiet room except for music from the decorative built-in speaker grille at the far end of room. Little to no reverberation or echo from footsteps or voices.
8. FURNITURE - The original wooden seats have been removed from this area and relocated. The ticket counter, built in American black walnut, encloses approximately 115 x 25 ft. with a semi-open face above. Belgium black marble deal plates and walnut wickets were originally installed at each seller's space. The top of the ticket office is open. The wood floor is raised on two-inch by eight-inch joists to provide areas for electrical and ventilating ducts beneath and providing a warmer and more comfortable standing surface.
9. ARTIFACTS - A large built-in wall clock at the north end of the room, an historic marble water fountain set in a marble alcove, chandeliers and light fixtures.
10. ARTWORK - Stencilled pattern ceiling by Herman Sachs. Ceramic pattern tile wainscot and mosaic marble floor pattern.
11. SIGNAGE - Inconsistent signage marking fire alarm. Exit signs missing except one, wooden stand with movable letters lists Amtrak schedules. Original signage above ticket counter missing.
12. STRUCTURAL ISSUES - Not Applicable.
13. MECHANICAL ISSUES - HVAC not apparent.
14. ELECTRICAL ISSUES - The clock does not show the correct time. Lighting fixtures require upgrading.
15. CODE - Fire alarm.

16. INCONSISTENT ELEMENTS - Elements which are out of character include: signage and trash containers.
17. AREAS OF RESEARCH/TESTING
 - . Test cleaning of stencilled ceiling
 - . Test cleaning/replacement of acoustic panels
 - . Test cleaning of brass window ornaments and doors
18. FUTURE USES - This is a grand ceremonial room which is now significantly removed from other passenger train functions and no longer serves an integral purpose. Future uses should investigate the potential reuse of the historic ticket counters. Potential uses include hotel lobby, branch bank, central ticket distribution center for regional cultural events, and public reception area.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Research historic signage and repair and replace missing signs. Restore and replace wood seats. Clean and match, glass window panes, replace broken Venetian blinds with motorized blinds or screens. Clean and repair brass doors. Clean ceramic tile. Repair and refinish ticket counters for adaptive reuse. Upgrade lighting levels, clean and repaint trusses. Clean ceiling. Research original trash receptacles and replace existing with style similar to original.
20. ONGOING WORK - Not Applicable
21. IMPACT ON OPERATIONS - Not Applicable

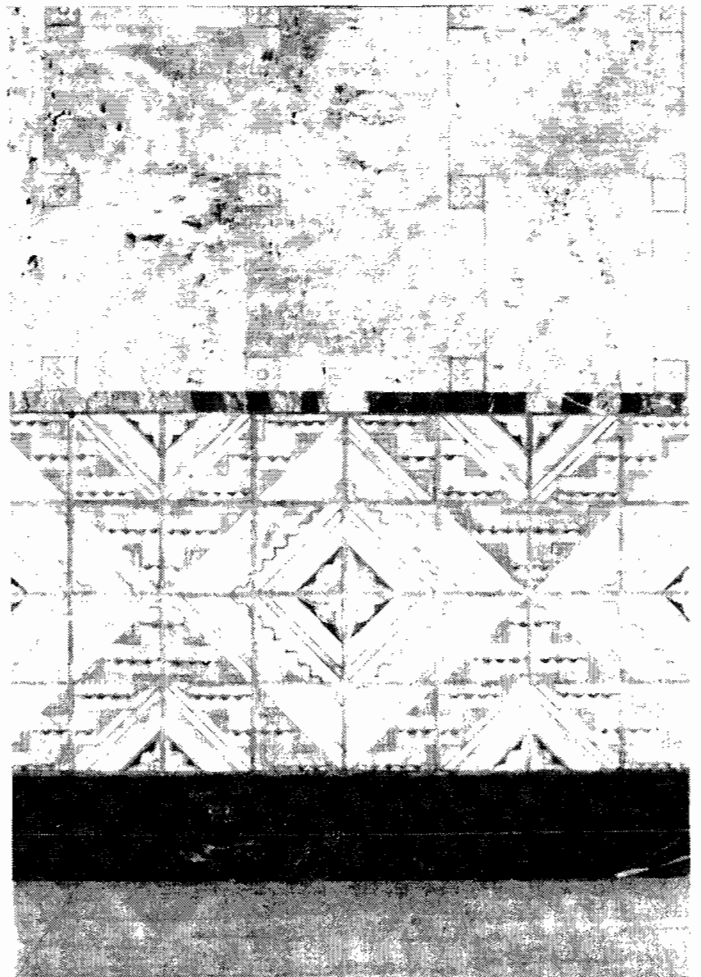
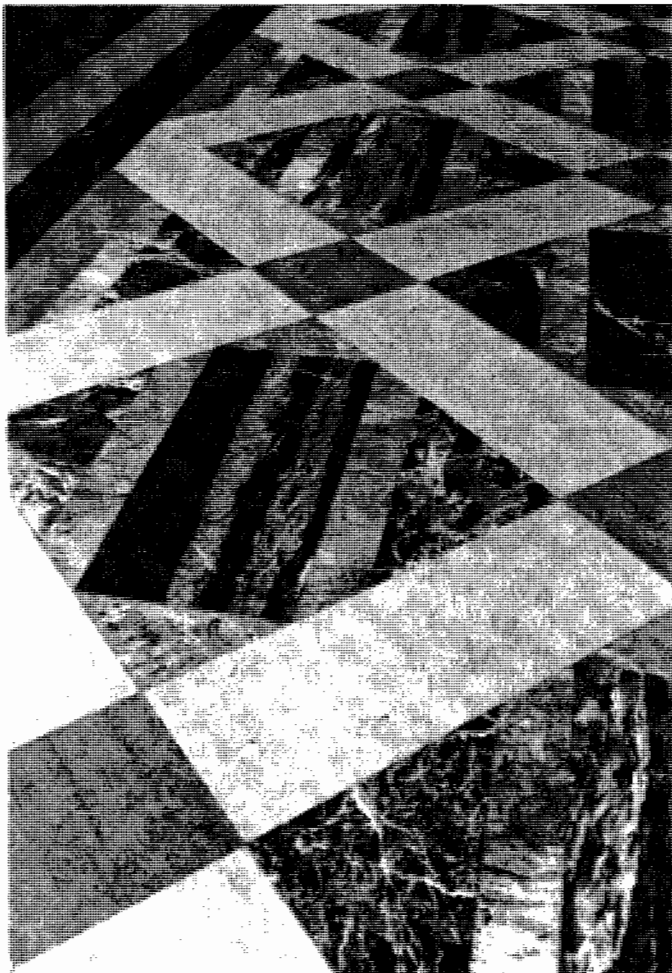
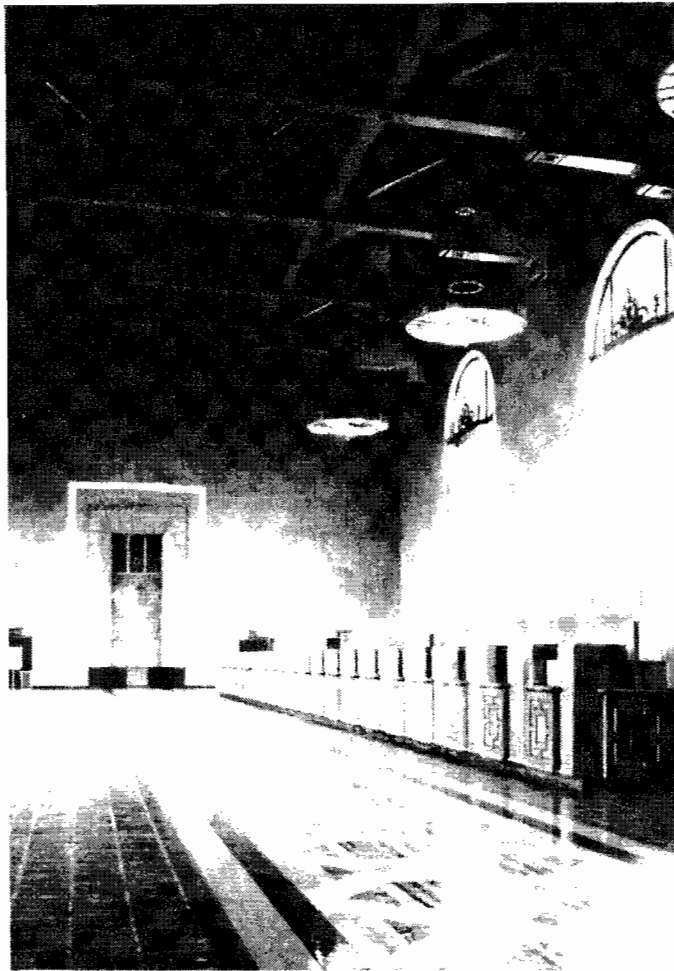
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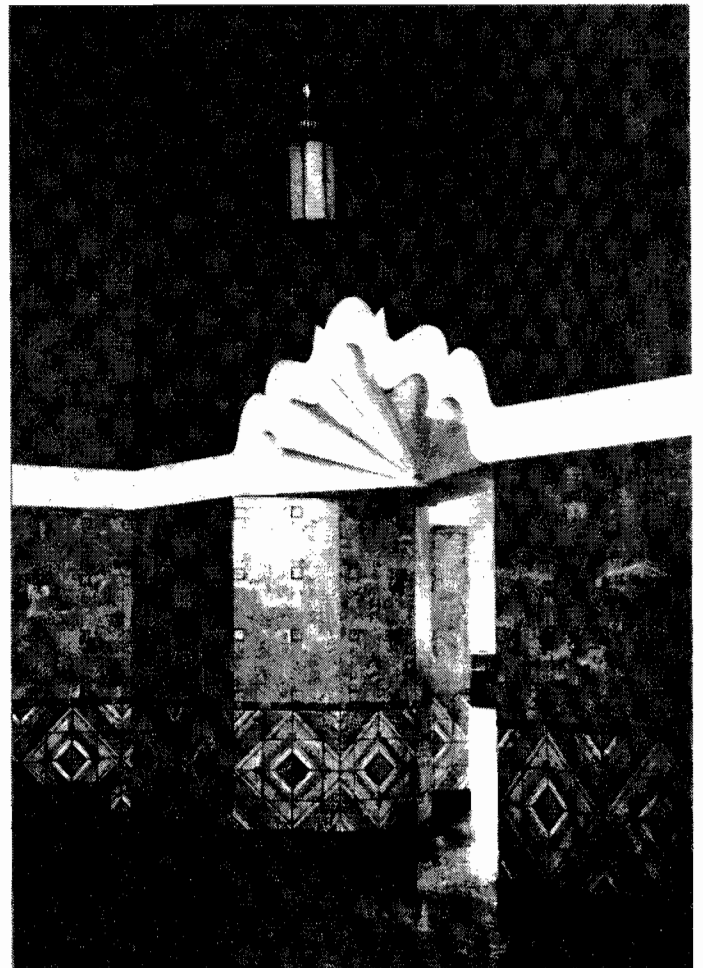
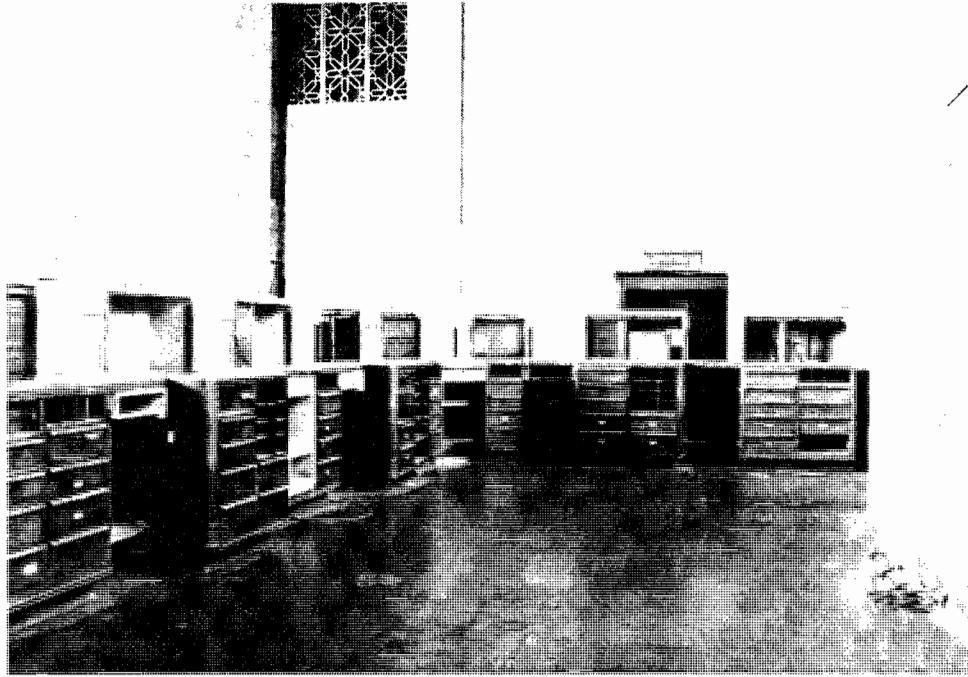


MAIN CONCOURSE

MAIN FLOOR PLAN

SCALE: 1/8" = 1'-0"





UNION STATION
A4 - SOUTH PASSAGE

LOCATION: Interior Area; Between Vestibule and Main Arcade

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.

2. ENCLOSURE
 - Floors: The floors are surfaced with red quarry tile and ornamented by a border of Verdi Antique and Diamond C Tennessee marble which extends along three sides of the room with a star mosaic pattern in the center. The mosaic was created with Verdi marble from Vermont, Alicante marble from Spain, Tennessee marble, Campan Melange and Montana travertine.

 - Walls: The wainscot, has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna, laid up in a geometric mosaic pattern. Capping this colorful base is a 2-in. band of Campan Melange marble, which, in turn, to a height of 7 ft. 8 in. above the floor is surmounted by Montana sienna travertine, ornamented with 3-in. by 3-in. decorative tile inserts. Above this course is an 8-in. band of painted hard plaster, and then, to and across the ceiling, the interior is faced with acoustical material given a tinted finish. The wall facings are of Calicel, while the ceilings are finished with Acousti-Celotex. Bronze trim encloses the doors and windows.

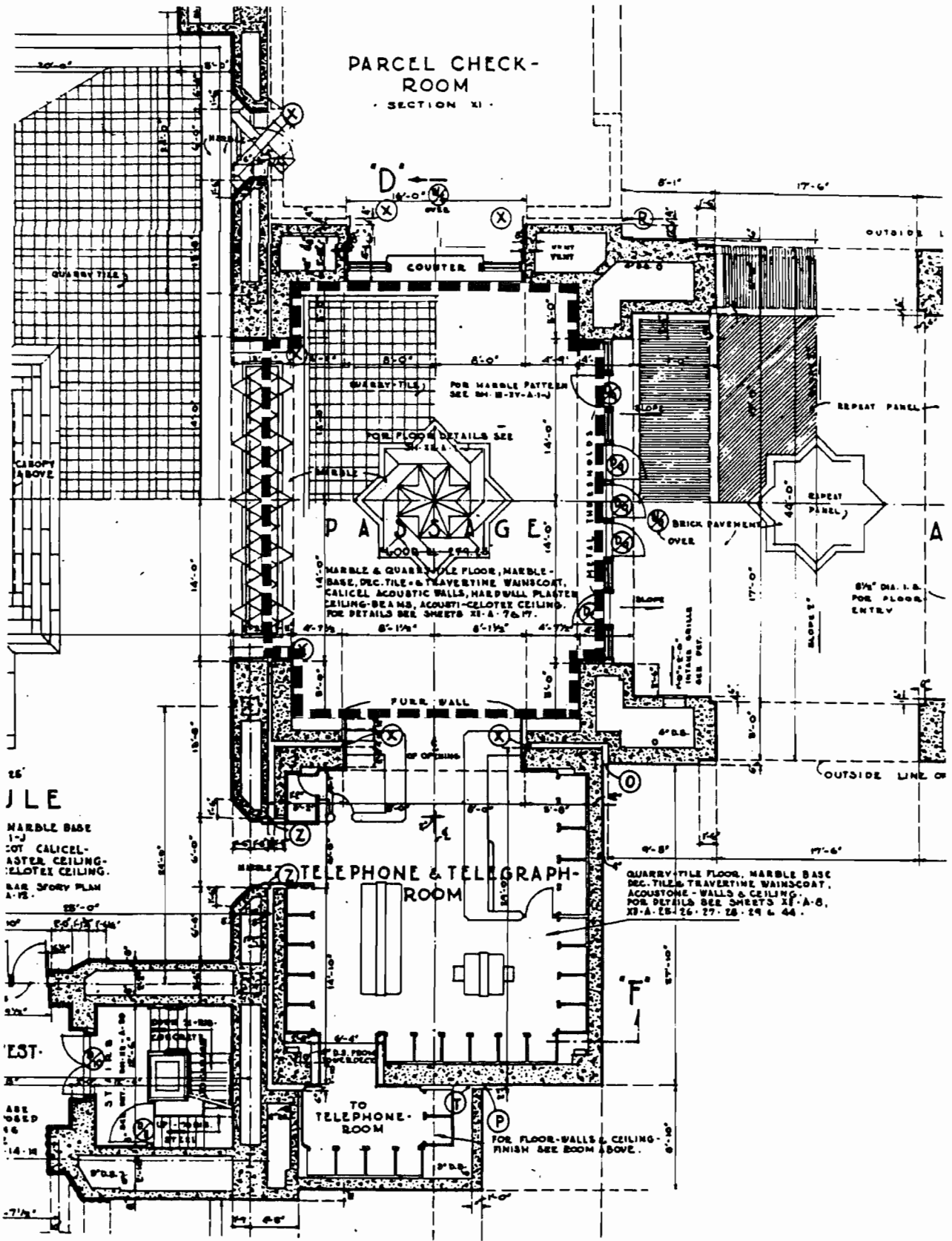
 - Ceilings: Coffered wood beam ceiling with painted stencilled patterns on Acousti-Celotex tiles.

3. CURRENT USE - Passageway and telephone alcove.

4. ORIGINAL USE - Passageway to Telephone and Telegraph Room and counter access to Parcel Check Room. The wall of telephones was originally open to the Telephone/Telegraph Room.

5. CONDITIONS - Stencilled ceiling patterns are yellowed and the acoustic panels on upper walls are dirty and mismatched. Brass doors and window trim require cleaning. Door hardware is missing. Ceramic tiles on the lower walls need cleaning. The telephone sign frame has been relocated.

6. LIGHTING - Outside daylight filters in through the clear glass window and door archway with bronze trim. One 10' diameter Spanish-style chandelier hangs in the center of the room. Four fluorescent fixtures are located above the telephones.
7. ACOUSTICS - Same as Main Concourse - there is little to no echo of footsteps or voices.
8. FURNITURE - Wall-mounted telephones.
9. ARTIFACTS - Center light fixture and wooden sign frame over the telephones.
10. ARTWORK - Ceramic tile wainscot, mosaic marble floor. Stencil ceiling patterns were designed by Herman Sachs.
11. SIGNAGE - Inconsistent - e.g. - directional sign to the Amtrak Bus. An original wood sign frame remains over the telephones, but the lettering is not historic.
12. STRUCTURAL ISSUES - Not Applicable.
13. MECHANICAL ISSUES - Not Applicable.
14. ELECTRICAL ISSUES - Upgrade lighting fixture.
15. CODE - Consider handicap accessibility.
16. INCONSISTENT ELEMENTS - Non-historic: signage, metal and glass wall looking into gift shop, wood paneling behind telephones, fluorescent lighting, pay telephones, and panels between telephones.
17. AREAS OF RESEARCH/TESTING
 - . Test cleaning/replace and match existing acoustic panels
 - . Test cleaning of historic brass doors
 - . Test cleaning of stencilled ceiling
18. FUTURE USES - Undetermined. However, if the restaurant were restored and reopened, this area would be heavily utilized as the connection between the restaurant, main building and any new buildings beyond.
19. RECOMMENDATION FOR HISTORIC UPGRADE - Clean and repair brass doors. Clean ceramic tile. Upgrade lighting. Patch and repair wall behind telephone sign. Restore telephone/telegraph area and restore passageway to that area.
20. ONGOING WORK - Not Applicable.
21. IMPACT ON OPERATIONS - Not Applicable.



PARCEL CHECK-ROOM
SECTION XI

MARBLE BASE
1-J
DOT CALICEL-
ASTER CEILING-
ZELOTEX CEILING.
BAR STORY PLAN
A-12.

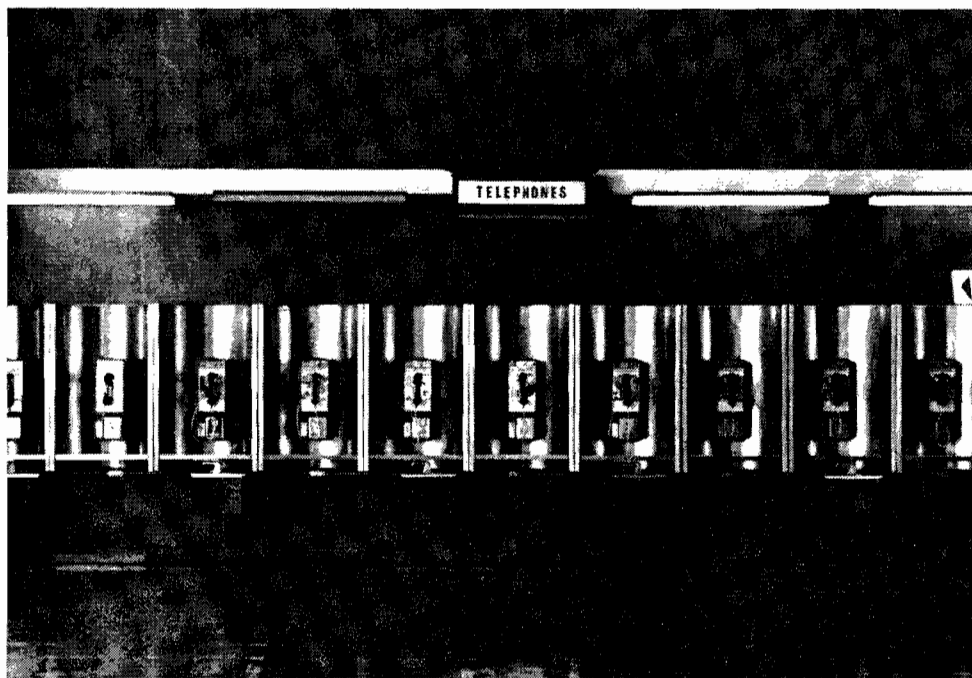
EST.
ALL USED
16
14-M

MARBLE & QUARRY TILE FLOOR, MARBLE-
BASE, DEC. TILE & TRAVERTINE WAINSCOT,
CALICEL ACOUSTIC WALLS, HARD WALL PLASTER
CEILING-BEAMS, ACOUSTI-ZELOTEX CEILING.
FOR DETAILS SEE SHEETS XI-A-7 & 17.

QUARRY-TILE FLOOR, MARBLE BASE
DEC. TILE & TRAVERTINE WAINSCOT,
ACOUSTONE - WALLS & CEILING.
FOR DETAILS SEE SHEETS XI-A-8,
XI-A-25-26, 27, 28, 29 & 44.

FOR FLOOR-WALLS & CEILING-
FINISH SEE ROOM ABOVE.

SOUTH PASSAGE



UNION STATION
A5 - MAIN PASSAGE

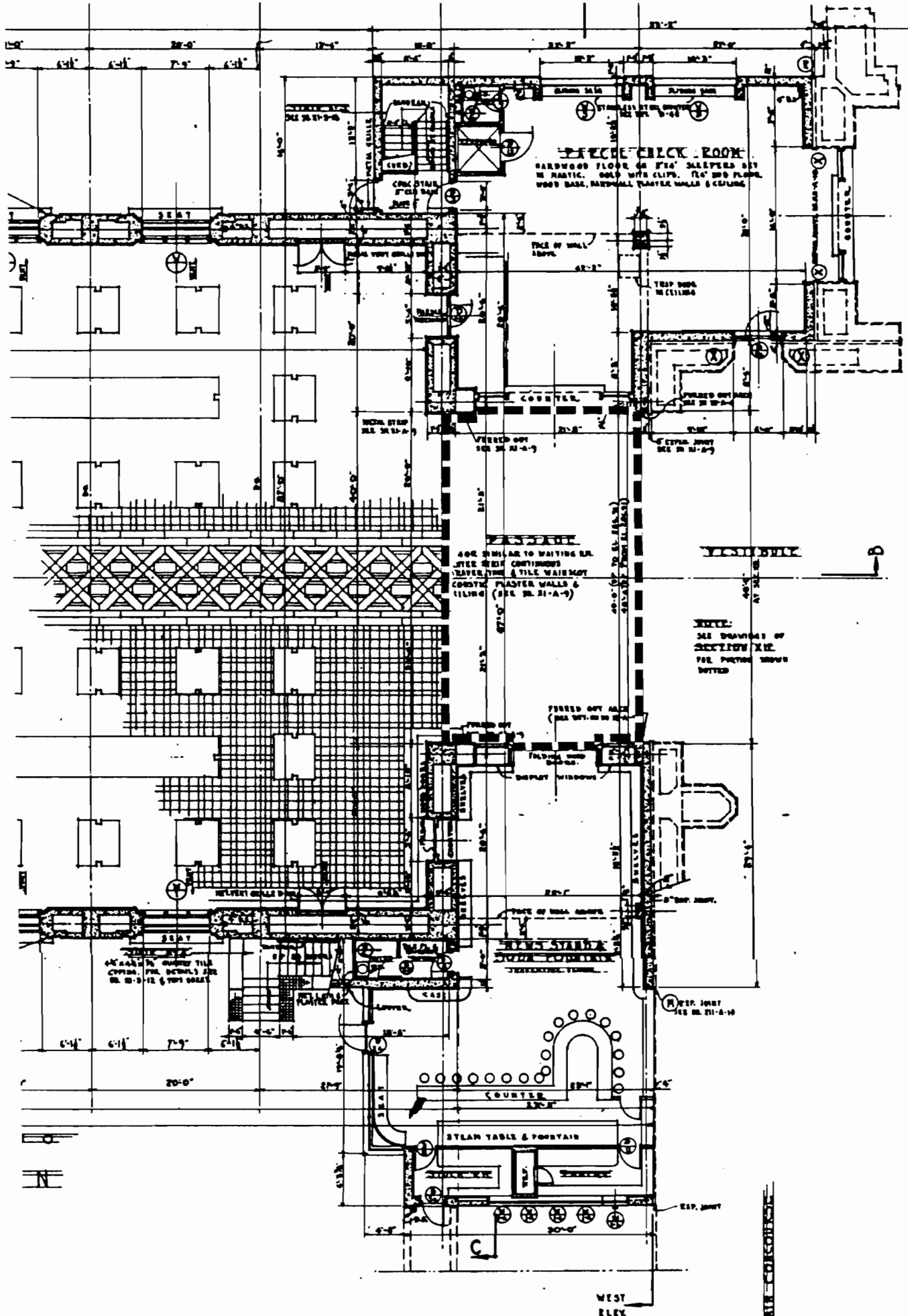
LOCATION: Interior Area; Between Vestibule and Waiting Room

1. **ARCHITECTURAL CHARACTER** - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. **ENCLOSURE** - 40 ft. x 26.5 ft.

Floors: The floors are surfaced with red quarry tile and ornamented by a 24" border of Verdi Antique and Diamond C Tennessee marble. An eleven foot wide mosaic marble "runner" extends down the center axis of the Main Waiting Room to the Information Booth. The mosaic was created with Verdi marble from Vermont, Alicante marble from Spain, Tennessee marble, Campan Melange and Montana travertine.

Walls: The walls of the passageway consist of two elevations comprised of aluminum framed glass doors and windows to the Cafe and Gift Shop. At the corners of the passageway, the wainscot has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna, laid up in a geometric mosaic pattern. Capping this colorful base is a 2-in. band of Campan Melange marble, which, in turn, to a height of 7 ft. 8 in. above the floor is surmounted by Montana sienna travertine, ornamented with 3-in. by 3-in. decorative tile inserts. Above this course is an 8-in. band of painted hard plaster, and then, the walls and arched ceiling are faced with tinted Acoustone.
3. **CURRENT USE** - This area is used as a passageway between the Vestibule and Main Waiting Room and between the Cafe and Gift Shop.
4. **ORIGINAL USE** - Originally this area served as a passageway between the Vestibule and Main Waiting Room and between the Newsstand/Soda fountain and the Parcel Check Room.
5. **CONDITIONS** - Aluminum window and door frames of the Gift Shop have replaced historic bronze door frames and trim. The ceramic tile wainscot is dirty and chipped.

6. LIGHTING - Light filters in from the adjacent spaces.
7. ACOUSTICS - Little to no echo from voices or footsteps.
8. FURNITURE - Not applicable.
9. ARTIFACTS - The "News" sign is historic.
10. ARTWORK - The mosaic marble floor pattern which runs down the center of the passageway and the ceramic tile wainscot on the corners remain as artwork.
11. SIGNAGE - Inconsistent signage. "News" sign is original. "McCarthy's Cafe" is non-historic.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - The aluminum doors and window frames which front the Gift Shop and Cafe are inconsistent with the bronze door and window frames located in adjacent areas of the building. Inconsistent trash bins and cafe signage.
17. AREAS OF RESEARCH/TESTING - Test cleaning of ceramic tile.
18. FUTURE USES - Undetermined.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean ceramic tiles, replace trash receptacles with a style more consistent with originals and reconsider a satin finish on the window and door frames to the Cafe and Gift Shop to make it more consistent with historic bronze door frames and trim in other areas.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.



CHECK ROOM
 HARDWOOD FLOOR ON 2" X 4" SLEEPERS SET
 IN RABBIT. BUILT WITH CLIPS. 1 1/2" DOD FLOOR.
 WOOD BASE, PARTIAL PLASTER WALLS & CEILING.

REST ROOM
 400' SIMILAR TO WAITING RM.
 FLOOR CEILING CONTINUOUS
 PLASTER, TILE & TILE WAINSCOT
 CONCRETE PLASTER WALLS &
 TILING (SEE DR. 21-A-5)

REST ROOM

NOTE:
 SEE DRAWINGS OF
 SECTION XII
 FOR PORTION SHOWS
 DOTTED

4" X 4" X 1/2" SQUARE TILE
 COVERING FLOOR. DETAILS SEE
 DR. 21-B-12 & 21-B-13

REF. JOINT
 SEE DR. 21-B-10

MAIN PASSAGE

WEST
 REX

MAIN CORRIDOR

B. MAIN EXTERIOR AREAS

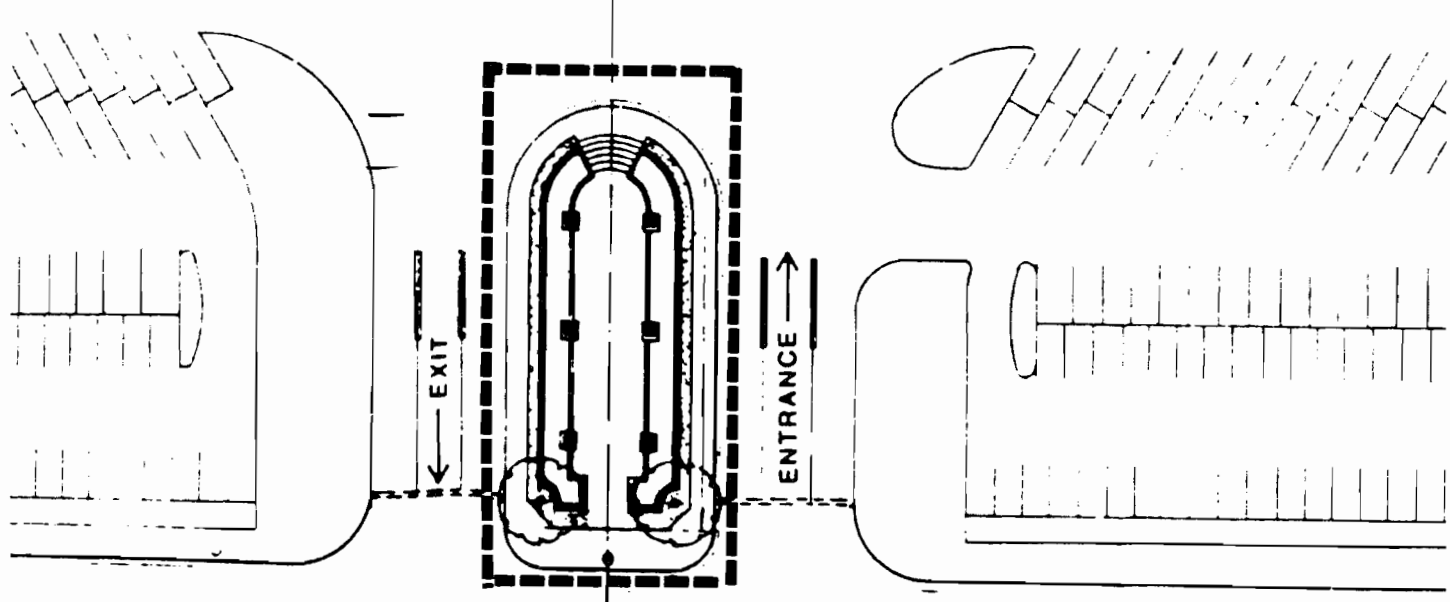
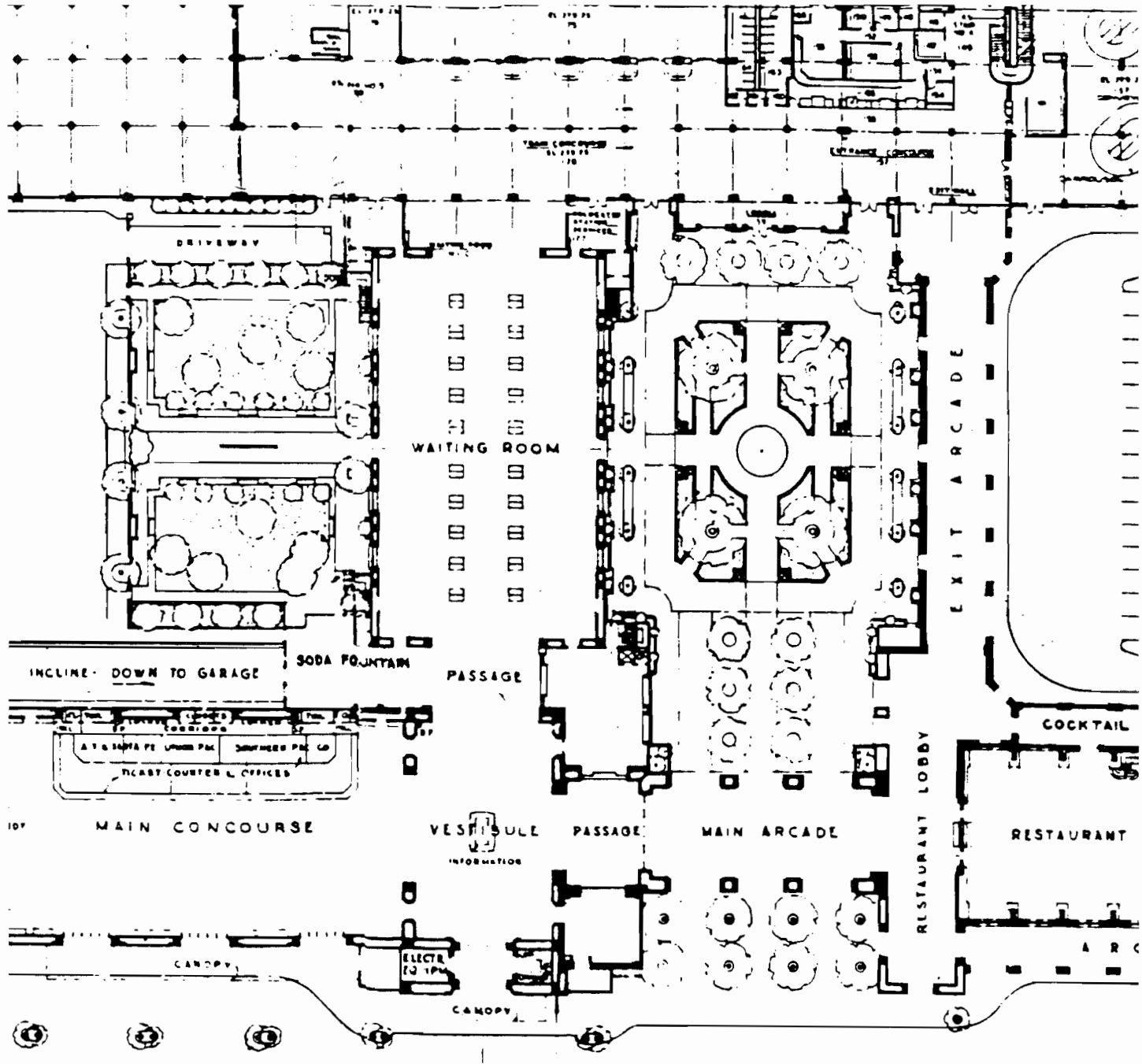
1. FORE COURT
2. ENTRANCE VESTIBULE
3. MAIN CONCOURSE FACADE
4. MAIN ARCADE
5. NORTH PATIO
6. SOUTH PATIO

**UNION STATION
B1 - FORECOURT**

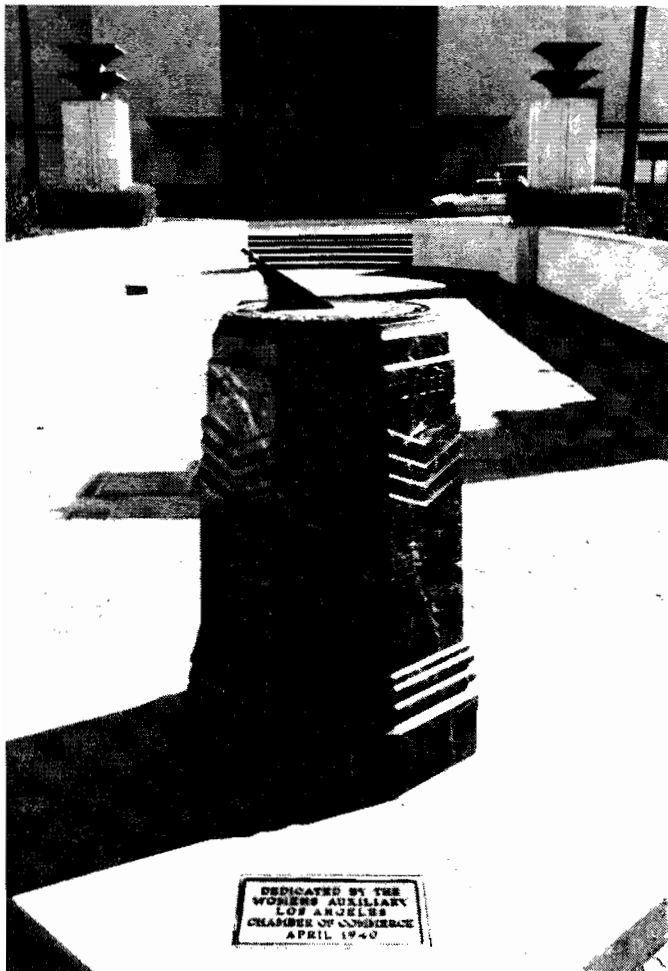
LOCATION: Exterior Area; Center of Building Elevation in Front of Entrance Vestibule

1. ARCHITECTURAL CHARACTER - Landscaped area which acts as foreground to the building entry.
2. SURFACES - Flagstone and brick pavers.
3. CURRENT USE - Forecourt which serves as a point where visitors take photographs of the building.
4. ORIGINAL USE - Forecourt.
5. CONDITIONS - Landscaping is well maintained.
6. LIGHTING - Six light pedestals provide nighttime lighting.
7. LANDSCAPE ELEMENTS - Light pedestals, paving pattern, sundial, low walls around planting areas.
8. LANDSCAPE - To be determined.
9. ARTIFACTS/ARTWORK - Sundial in center.
10. SIGNAGE - Not applicable.
11. SYSTEMS ISSUES - Not applicable.
12. CODE - Not applicable.
13. INCONSISTENT ELEMENTS - Not applicable.
14. AREAS FOR RESEARCH/TESTING - Research original landscaping intentions.
15. FUTURE USES - Undetermined.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Match or use landscaping similar to original.
17. ONGOING WORK - Not applicable.
18. IMPACT ON OPERATIONS - Not applicable.

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FORE COURT



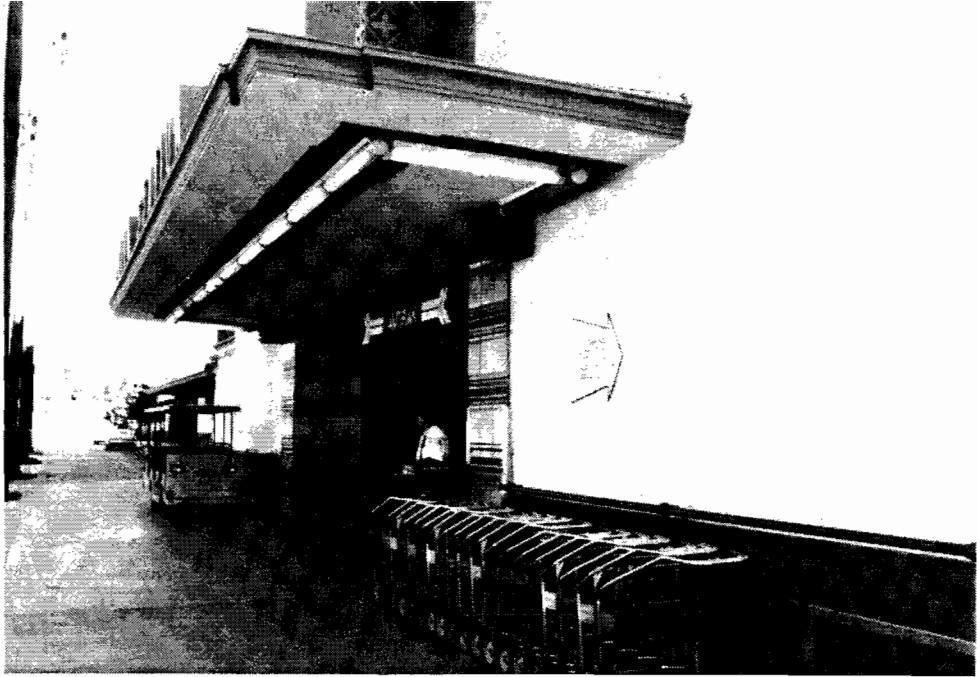
UNION STATION
B2 - ENTRANCE VESTIBULE

LOCATION: Exterior Area; Adjacent to Main Concourse, on Alameda Street
Elevation

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, and the patios all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. SURFACES - A 50-ft. high arched opening bordered with mosaic tile in shades of blue, gray-green and burnt sienna rises above a reinforced concrete cantilevered marquis with bold, white letters "Union Station" standing along the edge. Behind the sign is an arched panel of ornamental concrete with geometric openings glazed with pattern glass. Centered above the patterned arch is a painted ocre-colored star framed by a white border. The archway ceiling is a green and glazed coffered ceiling with colorful ceramic tiles at the corner edges. The lower walls on either side of the entryway are faced with two tones of brown glazed ceramic tile. Five glazed entrance doors in bronze frames and casements are recessed from the arch face. Patterned double wood doors stand on the north and south walls of the vestibule. One door opens to an alcove, the other leads to the clock tower stairway.
3. CURRENT USE - Entrance vestibule.
4. ORIGINAL USE - Entrance vestibule.
5. CONDITIONS - The light fixtures need cleaning and upgrading. The oculus is very dirty. Walls need cleaning and repainting. The wood doors are scarred. Tiles at the entryway are chipped and broken. Ceramic tiles are dirty.
6. LIGHTING - A vertical bronze and glass fluorescent fixture is centered above the wooden door leading to the tower and a square bronze frame and glass fluorescent fixture is centered beneath the foyer. Non-historic neon tube lighting follows the underside edge of the canopy. On either side of the entry, beneath the canopy, are bronze accordion fixtures. Down lights are located in the apex of the tall archway.
7. LANDSCAPE ELEMENTS - Not applicable.
8. LANDSCAPE - Not applicable.

9. ARTIFACTS/ARTWORK - The overhead and wall mounted light fixtures, the wooden doors, the main bronze and glass doors, the concrete screen with glazed patterns, the oculus, and the ceramic tile pattern.
10. SIGNAGE - The bold white letters "Union Station" are historic. The awning marked "Amtrak" is not historic. The "Public/Garage and Baggage" sign is historic but in disrepair.
11. SYSTEMS ISSUES - Upgrade lighting and electrical wiring.
12. CODE - Not applicable.
13. INCONSISTENT ELEMENTS - Non-historic trash bins, "Amtrak" awning, baggage cart dispenser, and the motorized luggage carts parked at the doorway.
14. AREAS FOR RESEARCH/TESTING
 - . Test cleaning of bronze doors and frames.
 - . Test cleaning of painted surfaces.
 - . Test cleaning of ceramic tiles.
15. FUTURE USES - Undetermined.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean and repaint as required. Remove trash bins and replace with bins similar to historic type. Relocate baggage cart dispenser. Prohibit parking of motorized carts and front entrance. Match and repair masonry on entrance walls. Repair the front doors.
17. ONGOING WORK - Under the direction of the contractor, Pearson and Johnson, Famco Test cleaned the front doors. Their procedure and materials included:
 - 1) Jasco paint and epoxy remover to remove the lacquer.
 - 2) Oxalic acid and pumice.
 - 3) Wash.
 - 4) Highlighting with dry buffing.
 - 5) 4-5 coats of lacquer.

The doors will also be squared and repaired.
18. IMPACT ON OPERATIONS - Pedestrian traffic is directed through doors in the main concourse.



ENTRANCE VESTIB

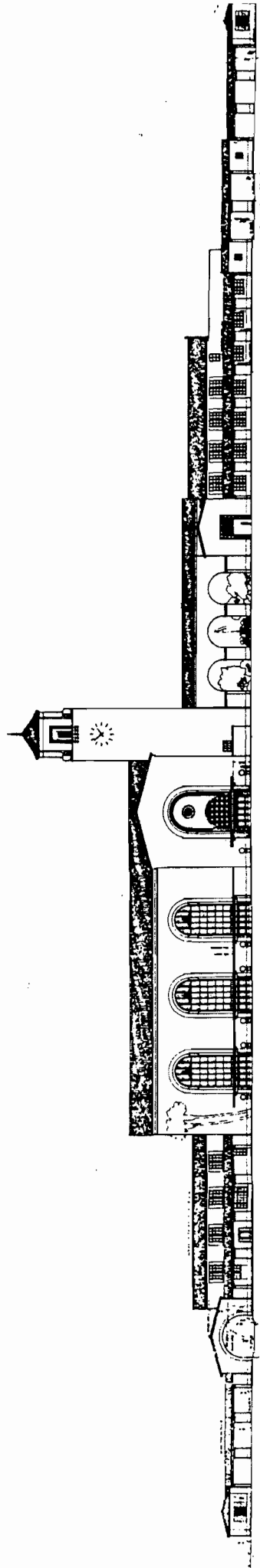
UNION STATION
B3 - MAIN CONCOURSE FACADE

LOCATION: Exterior of Main Concourse

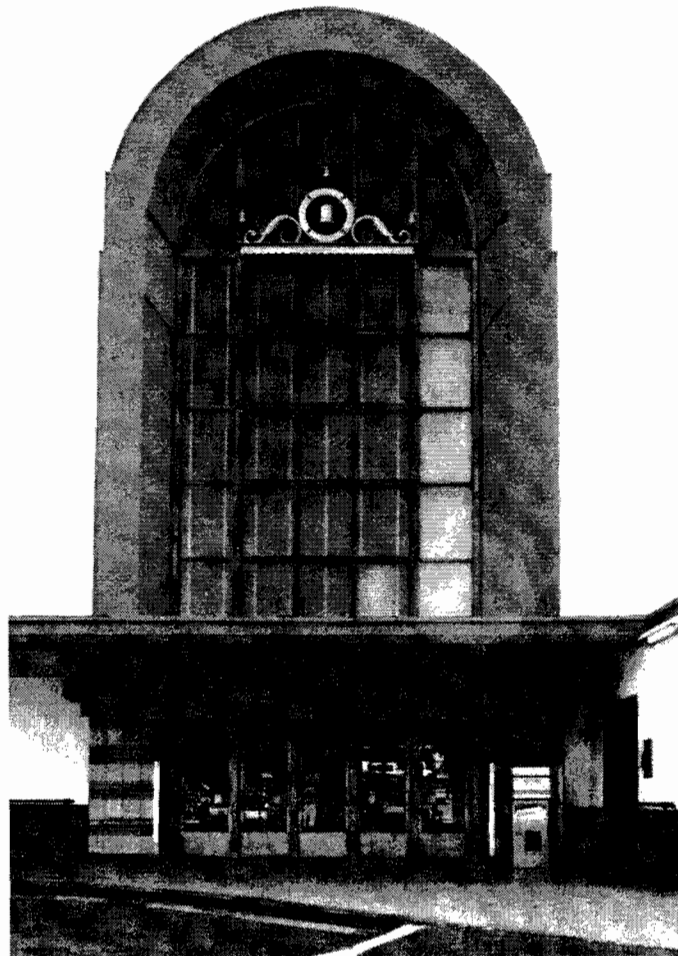
1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, and the patios all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. SURFACES - White concrete walls and 3'-6" painted red wainscot with a clay tile roof.
3. CURRENT USE - Passageway into Main Waiting room and Amtrak Station in the rear.
4. ORIGINAL USE - Passageway to the ticket center in Main Concourse.
5. CONDITIONS - Overall appearance good but specific areas require cleaning and repainting. The masonry at the entries is damaged and broken. The awnings are mismatched. The light fixtures require cleaning and upgrade.
6. LIGHTING - Undetermined.
7. LANDSCAPE ELEMENTS - Tall thin fan palm trees line the front facade.
8. LANDSCAPE - Undetermined.
9. ARTIFACTS/ARTWORK - The clock on the tower which is working and accurate, the metal bell ornaments in archway of windows.
10. SIGNAGE - None in this area.
11. SYSTEMS ISSUES - Consider night lighting.
12. CODE - Not Applicable.

13. INCONSISTENT ELEMENTS - The baggage carts are unsightly at the front entrance. The passenger carts disrupt the pedestrian flow. The taxi cab area is unclear. The drop-off area is cluttered. The awnings obscure the historic light fixtures. The trash receptacles are non-historic and unsightly.
14. AREAS FOR RESEARCH/TESTING
 - . Test repair/replacement of glazed ceramic masonry at entrances
 - . Test repainting of walls
15. FUTURE USES - Possible entry into area which serves as a reception or lobby area for a new building or hotel beyond.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Remove the non-historic awnings beneath the canopies. Clean and upgrade lighting fixtures. Clean and repaint walls as required. Clean and match glass window panes as required. Clean bronze door frames and ornamentation as required. Replace trash bins with type more similar to original.
17. ONGOING WORK - Not Applicable.
18. IMPACT ON OPERATIONS - Not Applicable.

UST:X4-d



MAIN BUILDING FACADE



UNION STATION
B4 - MAIN ARCADE

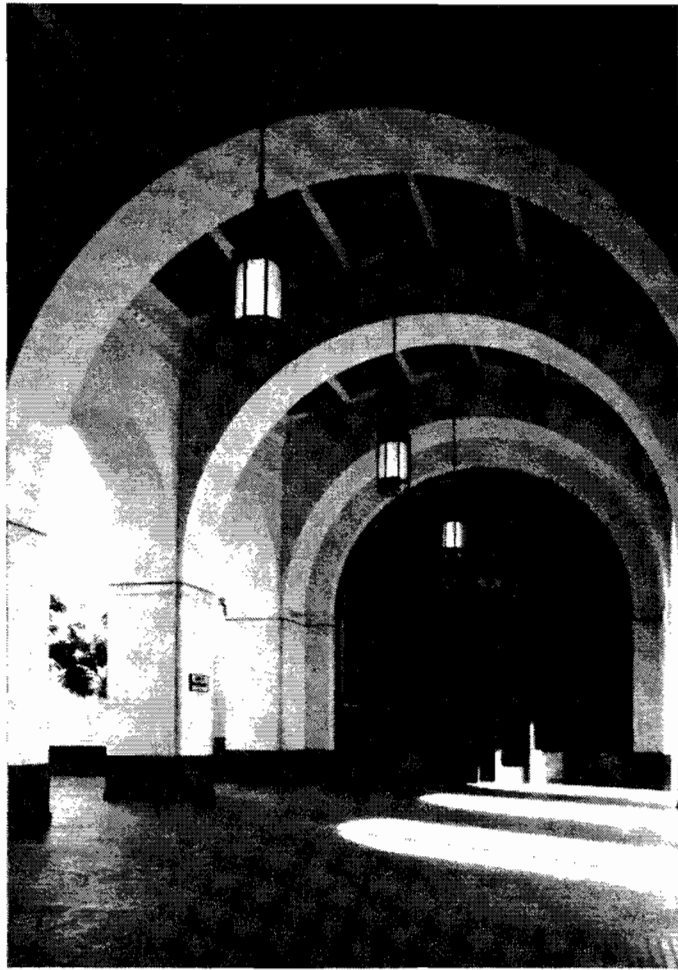
Location: Exterior Area; Between the South Passage and the Restaurant Lobby

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, and the patios all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings. The high, arched ceiling are characteristics of Spanish Mission Revival architecture. This area measures 83 ft. long x 44 ft. wide.
2. SURFACES - Columns and arches are clad in concrete with the floor of patterned brick. The ceiling beams are furred out stucco. Glass doorways and windows fill the north archways.
3. CURRENT USE - Passageway to and from Amtrak buses.
4. ORIGINAL USE - Passageway between the main station and the restaurant.
5. CONDITIONS - The ceiling was recently repainted. The light fixtures are dirty. The brick floor is worn and dirty. The painted wainscot on the piers is scrapped and dirty and the white paint is dirty.
6. LIGHTING - Three pendants hang from the center beams between piers. On the exterior piers flood lights are mounted for night lighting.
7. LANDSCAPE ELEMENTS - A large urn, trash bins, a map on a pedestal, and eight trees with flowers planted at base comprise the landscape elements.
8. LANDSCAPE - The planting is inconsistent, trash bins are unsightly, the placement and historicity of urns requires research.
9. ARTIFACTS/ARTWORK - The light fixtures, and signage "Tickets" sign are historic.
10. SIGNAGE - Original - "Tickets" signage in north facade leading to passage. Non-historic signage is inconsistent: "Public telephone" and arrow to ticket office.
11. SYSTEMS ISSUES - Night lighting requires consideration.
12. CODE - Consider handicap accessibility.
13. INCONSISTENT ELEMENTS - Signage

14. AREAS FOR RESEARCH/TESTING
 - . Research original colors of ceiling
 - . Test cleaning of brass doors and mullions
 - . Research whether the original fixtures were fluorescent or incandescent bulbs
15. FUTURE USES - Undetermined.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Research original ceiling colors and repaint as required - clean and repaint wall and column surfaces. Clean and upgrade light fixtures. Prohibit passenger carts to park in front of doorways to the south passageway. Salvage/reproduce historic brass door hardware to South Passage doors. Test and clean brass window and door frames. Replace trash bins with types similar to original.
17. ONGOING WORK - Not applicable.
18. IMPACT ON OPERATIONS - Not applicable.

UST:X4-h

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UNION STATION
B5 - NORTH PATIO

LOCATION: Exterior Area; Adjacent to Waiting Room

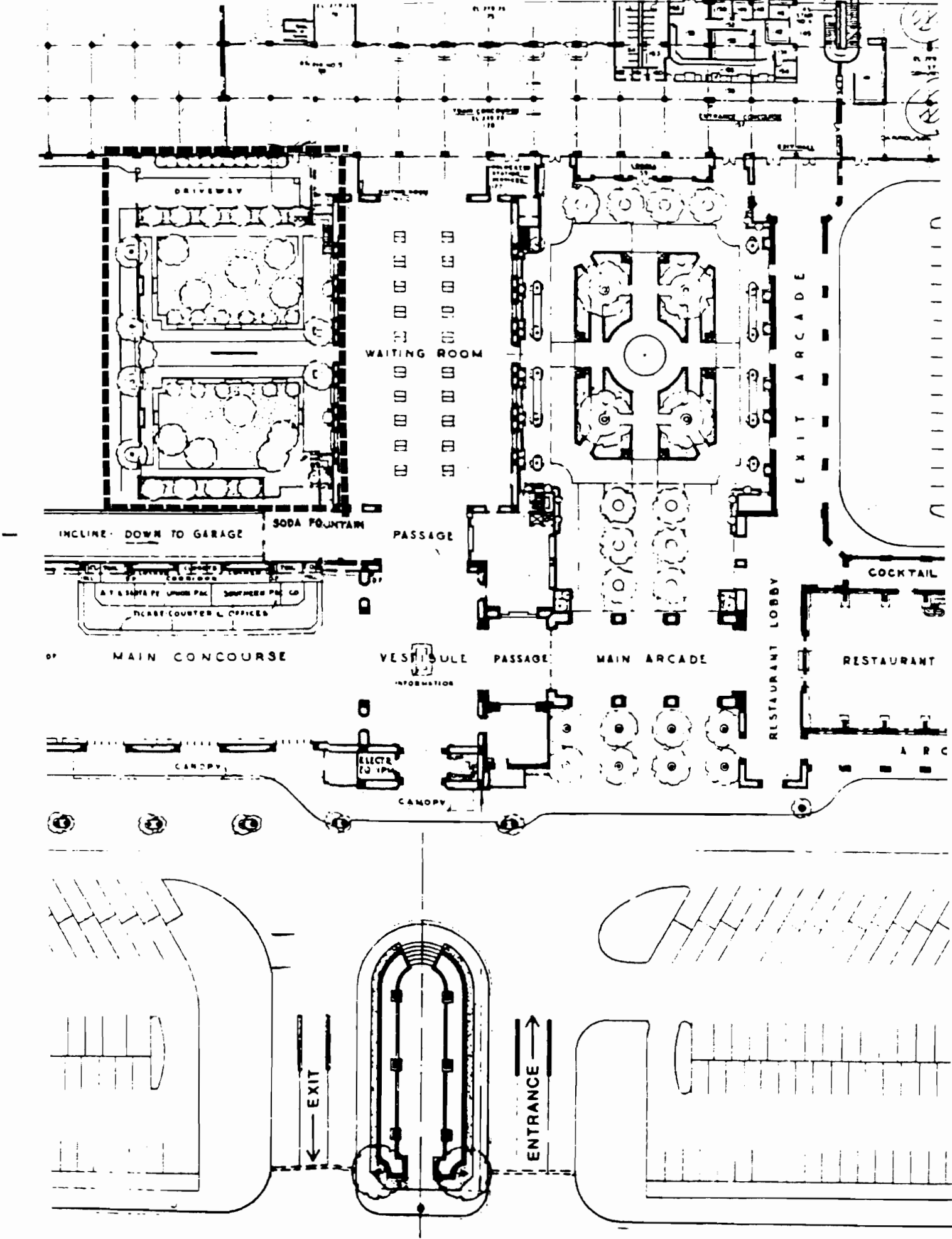
1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, and the patios all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. SURFACES -
 - North: Approximately a 12 ft. high painted cement wall with multi-colored ceramic tile fountain.
 - South: Exterior wall to main waiting area with low barred windows and upper clerestory windows.
 - East: Wall with piers and windows. Doors into the main concourse and former baggage area.
 - West: Stairs to mechanical room, glass windows to office and a painted cement wall. Brick paving in center with quarry tile along edges.
3. CURRENT USE - Waiting Area. This area exists as a cool, quite area lush with vegetation where passengers can wait.
4. ORIGINAL USE - Waiting Area with two rows of orange trees and walks paved with flagstones.
5. CONDITIONS - Quiet except for piped in radio and sounds of mechanical equipment. Landscaping well maintained. Fountain not operating. Windows requires cleaning. Paint dirty in some areas. Benches worn and need repainting. Light globes missings.
6. LIGHTING - Twelve light posts with round globes, historic wall mounted fixture at stairs, one historic fixture on east wall, and two historic fixtures on piers provide a variety of light sources.
7. LANDSCAPE ELEMENTS - Flowers, trees, bushes, fountain, paving pattern, benches, light posts, trash bins
8. LANDSCAPE - Species to be determined.
9. ARTIFACTS/ARTWORK - Light posts, painted window grills, wall mounted light fixtures, iron benches and the ceramic tile fountain are historic artifacts.

10. SIGNAGE - A wall plaque next to the fountain.
11. SYSTEMS ISSUES - Not Applicable.
12. CODE - Not Applicable.
13. INCONSISTENT ELEMENTS - The passenger carts parked at the entry to the South Passage are hazardous to pedestrians. The trash bins are inconsistent.
14. AREAS FOR RESEARCH/TESTING
15. FUTURE USES - A small outdoor dining area would remain consistent with the original intention for this area.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Replace missing ornaments over doors and windows. Replace trash bins with type similar to original, clean and repaint surfaces as required.
17. ONGOING WORK - Not Applicable.
18. IMPACT ON OPERATIONS - Not Applicable.

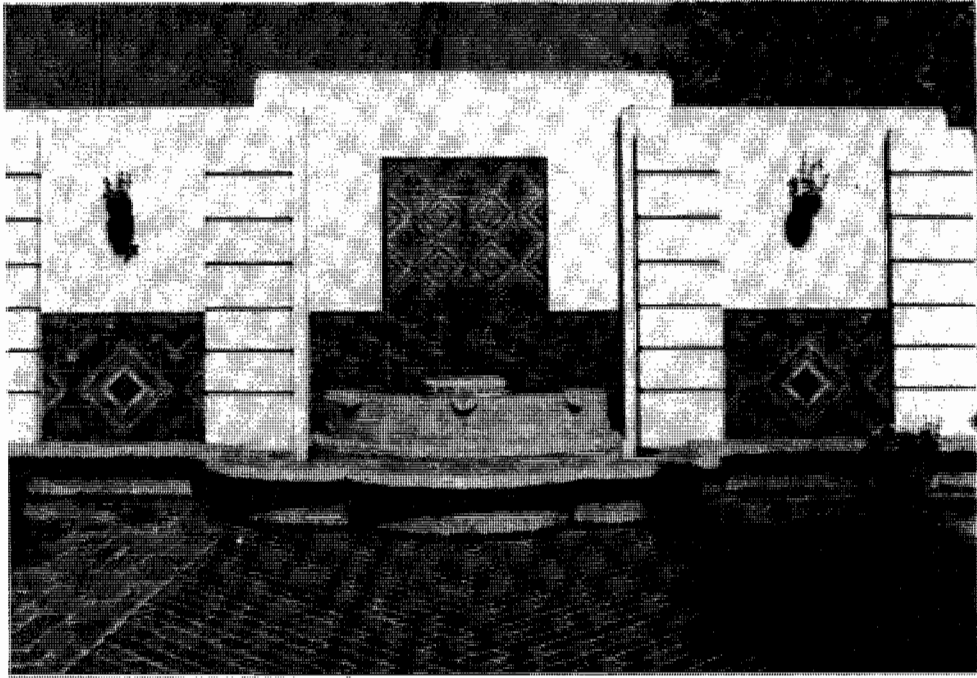
UST:X4-g

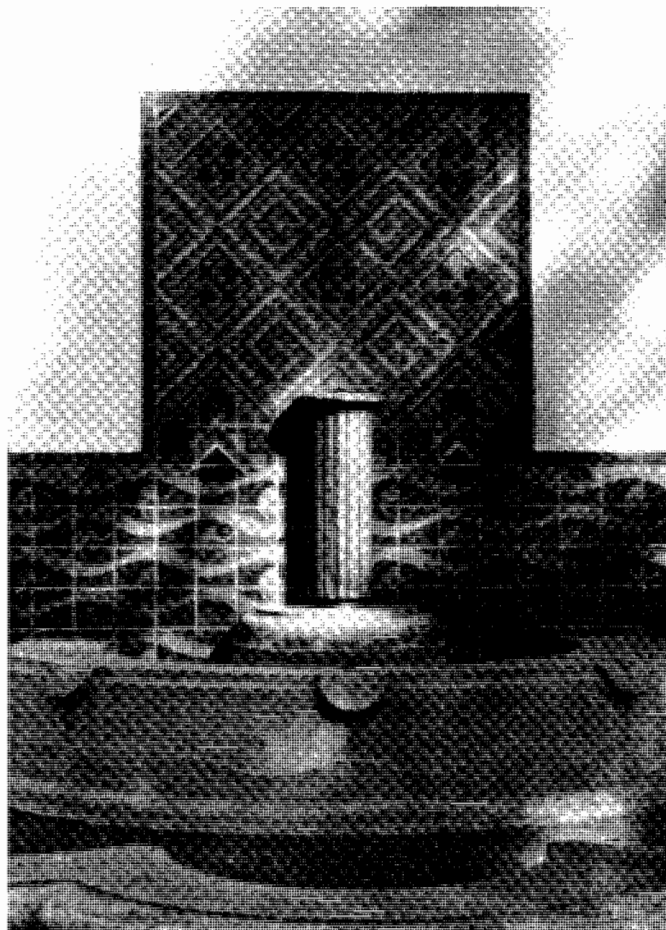
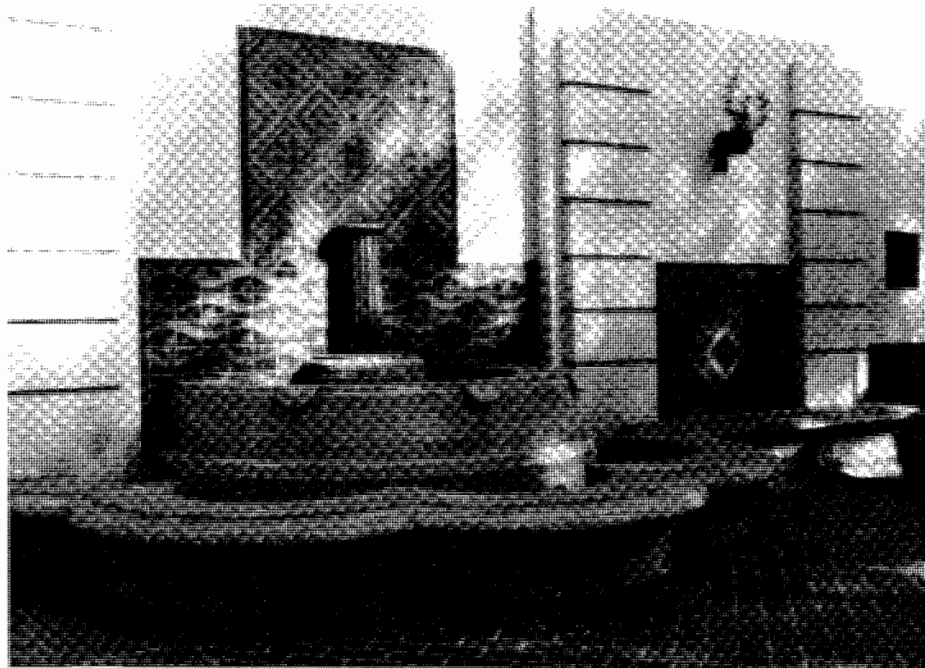
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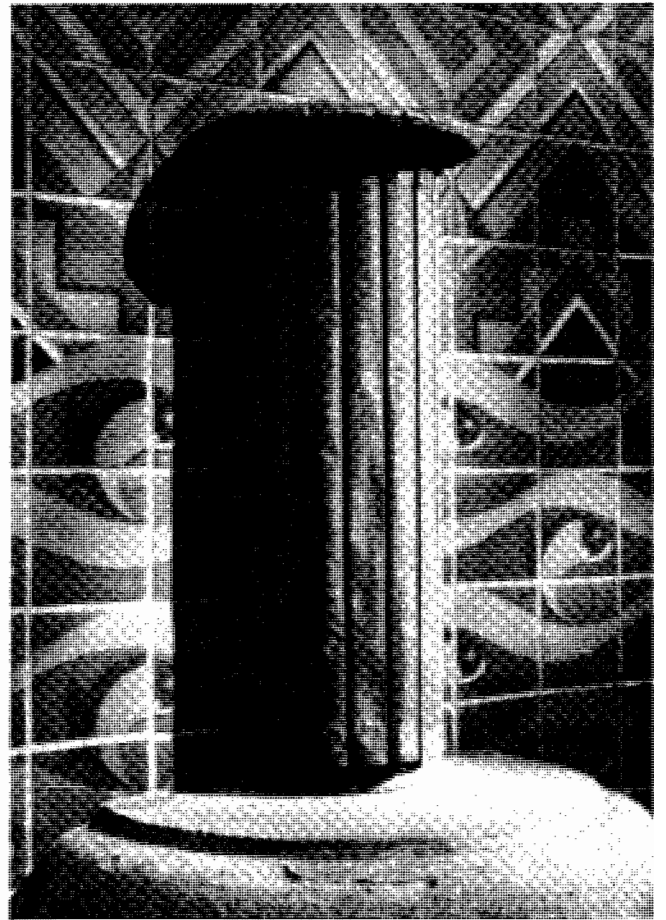
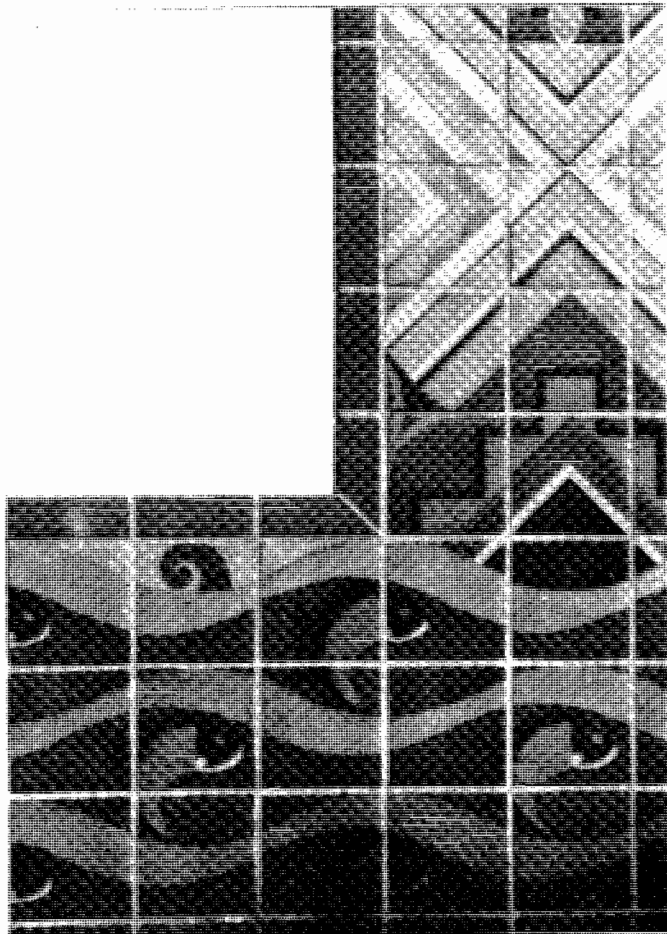
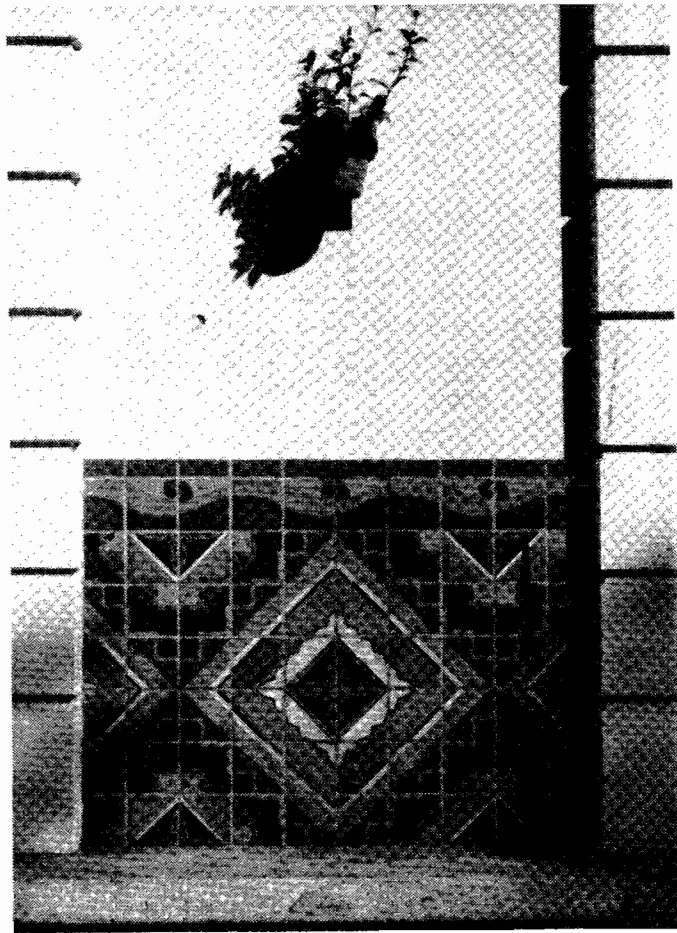
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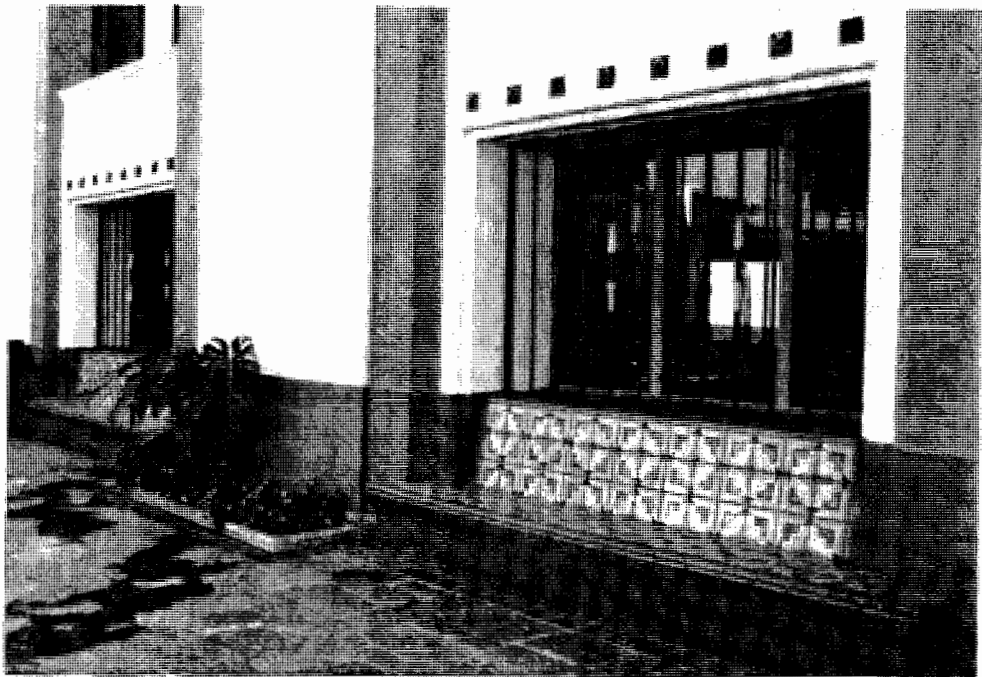


NORTH PATIO









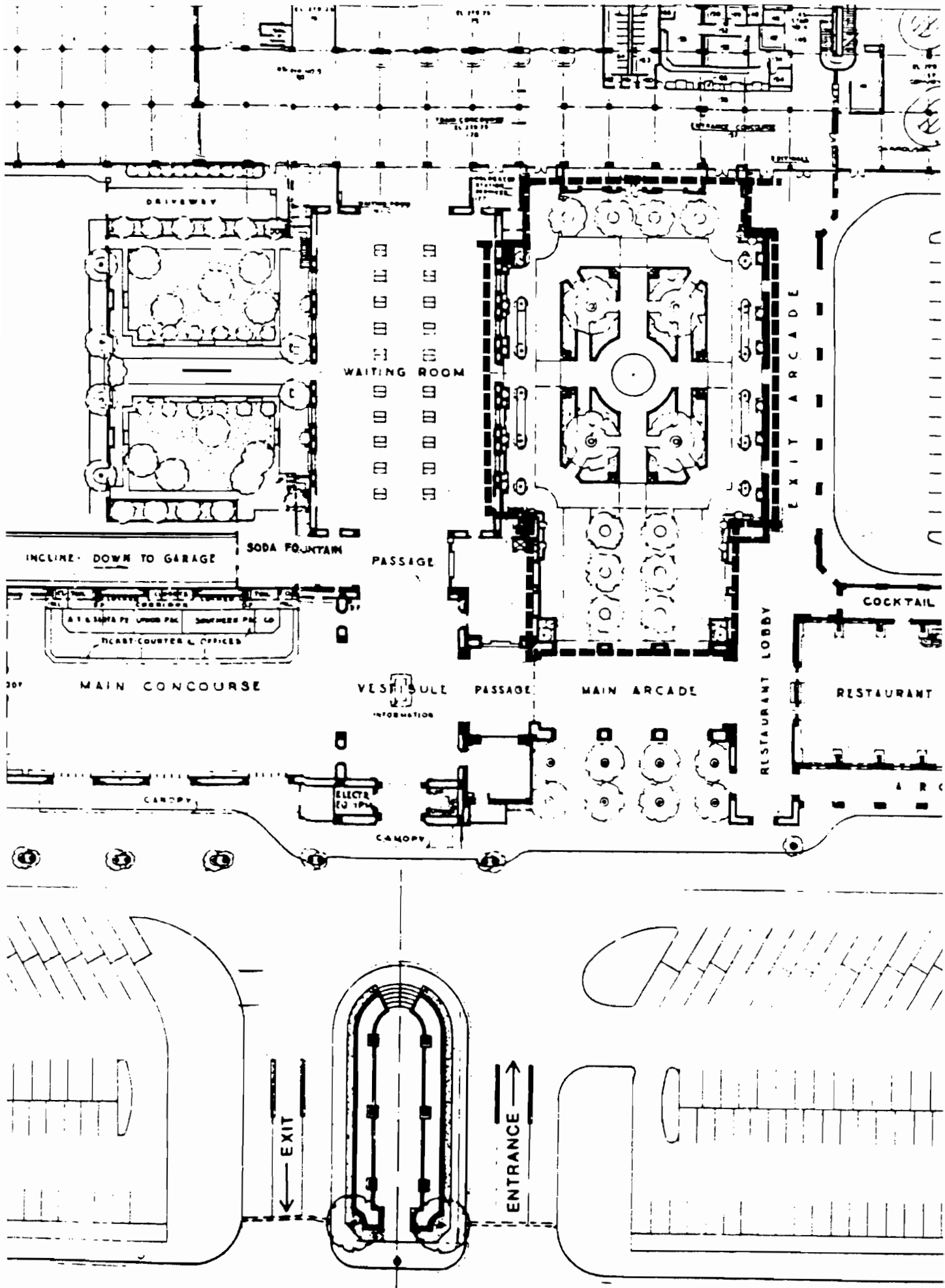
UNION STATION
B6 - SOUTH PATIO

LOCATION: Exterior Area; Adjacent to Waiting Room and Restaurant

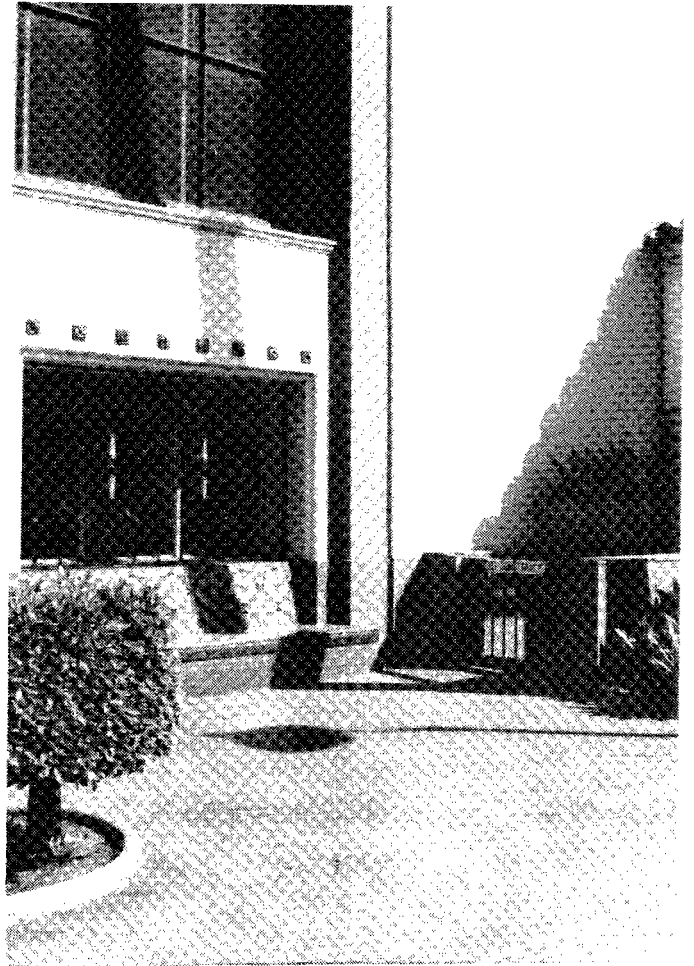
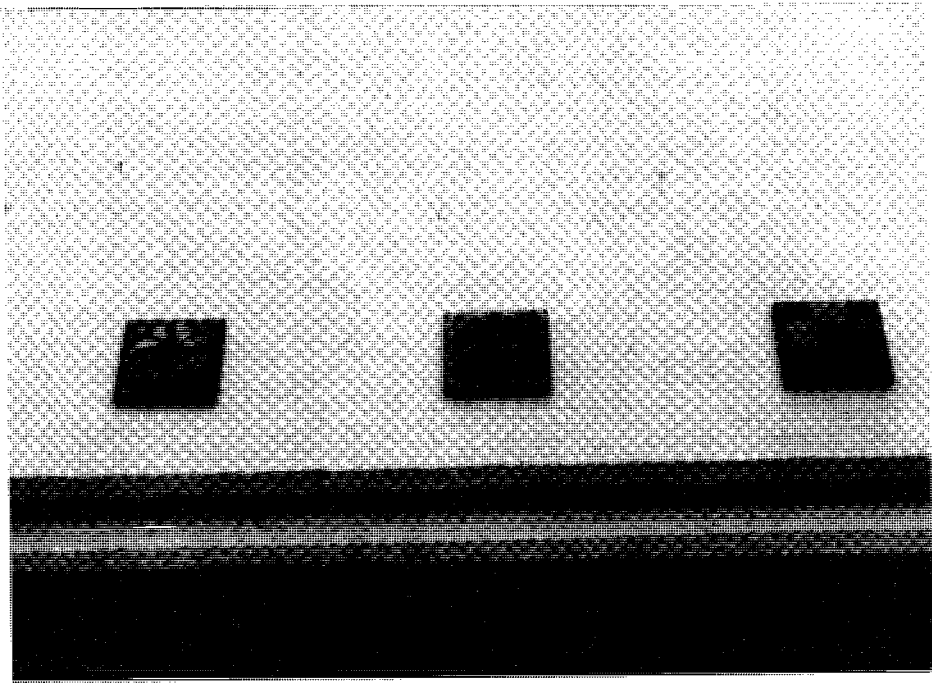
1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, and the patios all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. SURFACES - The north wall is a series of windows, ceramic benches and a door to the waiting room. To the south are open archways to the exit arcade. The main arcade is to the west. To the east is the exterior wall to the Amtrak ticket office. The walks are paved with bricks in a herring bone pattern.
3. CURRENT USE - Outdoor patio
4. ORIGINAL USE - Originally this area was intended as the main exit route from trains and was planted as a "typical" Southern California vista for all passengers. The original landscaping was designed by Tommy Tomson. He specified four California pepper trees 25 ft. to 30 ft. high and ten nevidillo olive trees chosen for its dark, shiny leaves and irregular trunk structure. Two twin fan palms and twelve Washingtonia Robusta (fan palms) were also chosen for this area.
5. CONDITIONS - Landscape is similar to original plan, but the trees are much smaller than intended.
6. LIGHTING - Four pairs of light pedestals and four lamp posts in the corners comprise the elements in this area.
7. LANDSCAPE ELEMENTS - Palm trees, trees, flowers, bushes, metal benches, ceramic benches, paving patterns, trash bins, and a flagpole comprise the elements in this area.
8. LANDSCAPE - Existing species to be determined.
9. ARTIFACTS/ARTWORK - Light pedestals, and fixtures, benches, medallions above windows, painted gate and window grills, ceramic tile benches, and the "Garage" sign above the door to the garage stairway.
10. SIGNAGE - Arrows on walls, sign board in center of patio to Amtrak bus
11. SYSTEMS ISSUES - Night lighting.
12. CODE - Not applicable.

13. INCONSISTENT ELEMENTS - The new doors on Amtrak building, trash bins, and the trees are smaller than originally intended.
14. AREAS FOR RESEARCH/TESTING - Further research on the original planting and plant materials.
15. FUTURE USES - Undetermined.
16. SUMMARY OF HISTORIC UPGRADE - Match and replace square, decorative medallions above the windows and door to the main waiting room. Upgrade lighting.
17. ONGOING WORK - Not applicable.
18. IMPACT ON OPERATIONS - Not applicable.

UST:X4-a



SOUTH PATIO





C. RESTAURANT BUILDING

- 1. MAIN DINING ROOM**
- 2. MEZZANINE**
- 3. COCKTAIL LOUNGE**
- 4. KITCHEN**
- 5. BASEMENT**

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UNION STATION
C1 - MAIN DINING ROOM

LOCATION: Interior Area; Adjacent to South Arcade and Restaurant Lobby

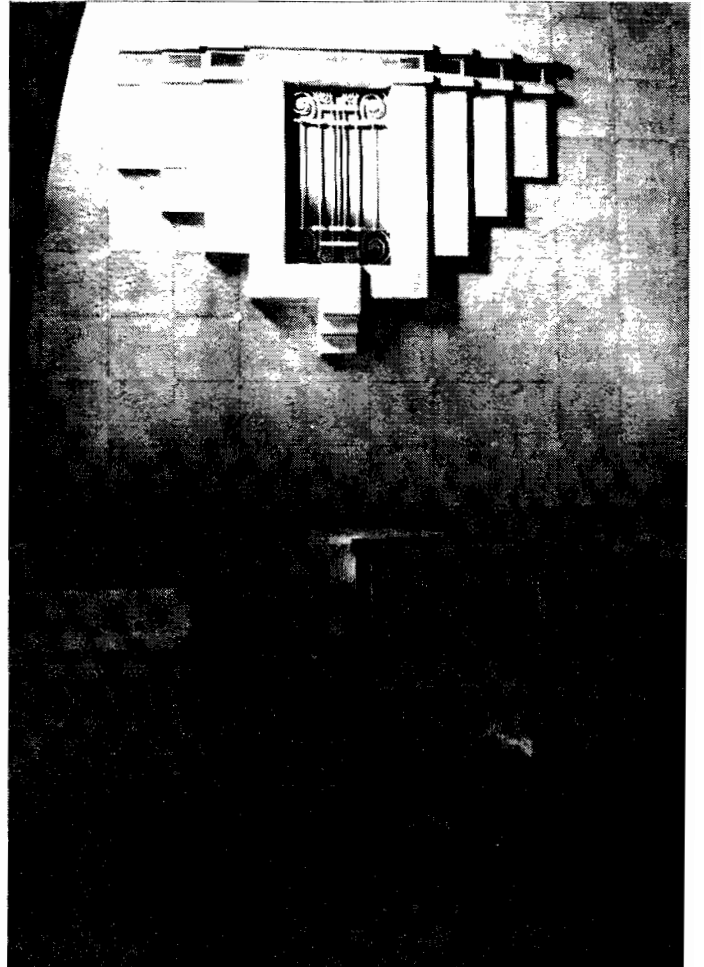
1. ARCHITECTURAL CHARACTER - The interior treatment of this area departs from the style of the Main Building. Eccentric in style, the balcony is suggestive of Eighteenth Century Spanish Provincial. The floor pattern recalls Navajo rug patterns and the wall mounted speakers suggest Art Deco influence.
2. ENCLOSURE
 - Floors: The floor is patterned of Valencia Spanish cement tile in red, black, and yellow. The pattern is suggestive of a Navajo rug.
 - Walls: The walls are surfaced with buff corrugated tile to a height of ten (10) ft. above which run acoustic panels on the north wall, and stucco surfaces on the south wall. A glass and bronze frame archway of windows and doors fills the center of the north wall. On the east and west walls are decorative clay tiles, high clerestory windows and a leather studded walls which surround raised booths.
 - Columns: Stucco plaster
 - Ceilings: Coffered by the main piers and intermediary struts. Applied acoustic panels in yellow, blue and red.
 - Other: A Spanish style overhanging balcony is located on the south wall. A 2-ft. 6-in. high rectangular counter occupies the center of the room. Copper and stainless covered fountains are inserted in the south wall adjacent to swinging doors into the former kitchen area. Located at the bottom of the stairs is the Women's Powder Room with interior walls of black and purple tiles. The Banquets are surrounded by leather studded half walls.
3. CURRENT USE - The room is other than occasionally rented out for reception and filming. It is empty except for built-in booths and counter.
4. ORIGINAL USE - Restaurant dining area for 270 people. Originally seating was provided for 27 people at the counter, for 200 people at the tables and booths and additional space for 60 people in the mezzanine. The original layout included a Cashier's Desk adjacent to the glass elevation, between the two doors. A wooden bench was next to the desk and is currently stored in the cocktail lounge end vestibule.
5. CONDITIONS - The acoustic tiles are dirty; the ceramic wall tiles are cracked near the windows and doorways. The wall beneath the balcony is dirty. The floors are yellowed and stained. The leather studded half walls are dry and worn.

6. LIGHTING - Outdoor light filters in through opaque upper clerestory windows and through the front glass and mullion archway. Eight 4' diameter chandeliers hang from ceiling. Fluorescent light panels back the restaurant sign in the entry panel. Twelve fixtures hang close to the walls between the piers.
7. ACOUSTICS - Little to no reverberation of voices or footsteps.
8. FURNITURE - Built-in vinyl covered booths are located at the floor level and on raised platforms against the walls. A large rectangular 2 ft. 6-in. high counter occupies the center of the room. Wooden cabinets are built-in at the bottom of the piers, where they meet the floor. Missing are the low stools at the counter and the tables and chairs. A bench which was originally located inside near the entrance is stored in the cocktail lounge.
9. ARTIFACTS - Historic ornamental speakers are located on either side of the entryway. The light fixtures, copper and stainless covered drinking fountain, signage, wooden benches, and the handrail are all historic artifacts.
10. ARTWORK - Patterned cement tile floor, ceramic patterned wall tiles, and the ceiling tile pattern.
11. SIGNAGE - Historic "Cocktails" and "Exit" signs.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Ventilation system/HVAC not apparent.
14. ELECTRICAL ISSUES - Upgrade lighting and wiring.
15. CODE - Only one means of egress from the Main Dining Room currently meets code requirements. The restroom is not handicap accessible. In order to satisfy fire and life safety codes for occasional events, temporary emergency lighting, exit sign and partitions in the kitchen have been installed. Adaptive reuse of the restaurant would require a more permanent solution to meeting these codes. The adaptive reuse of this building would also require a "hardship" variance for the historic toilet rooms, which are not handicap accessible.
16. INCONSISTENT ELEMENTS - Drapes in main dining area windows.
17. AREAS OF RESEARCH/TESTING
 - . The cleaning of brass door and window frames.
 - . Test cleaning of tile floors.
 - . Test cleaning/repair of ceramic tiles.
 - . Test cleaning of light fixtures.
 - . Test cleaning/refurbishing of leather studded walls.
18. FUTURE USES - Recommended for use as a restaurant. This area retains much of its original historic character which could be restored. An operating restaurant would complement the needs of the passengers and overall character of the building.

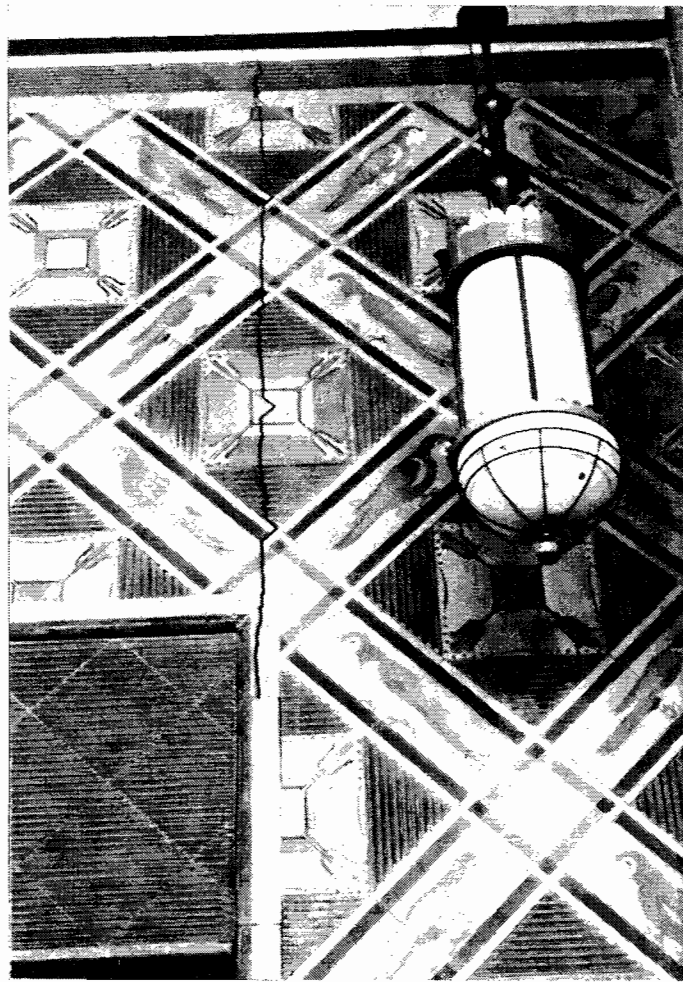
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean the floor of wax build-up and test cleaning and repainting of stucco surfaces. Repair and replace wooden bench to front area. Repair and recover other built-in seats. Salvage and/or replace built-in seats at counter. Repair tile base of counter and repaint counter. Patch and repair ceramic tiles as required.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-8





MAIN DINING



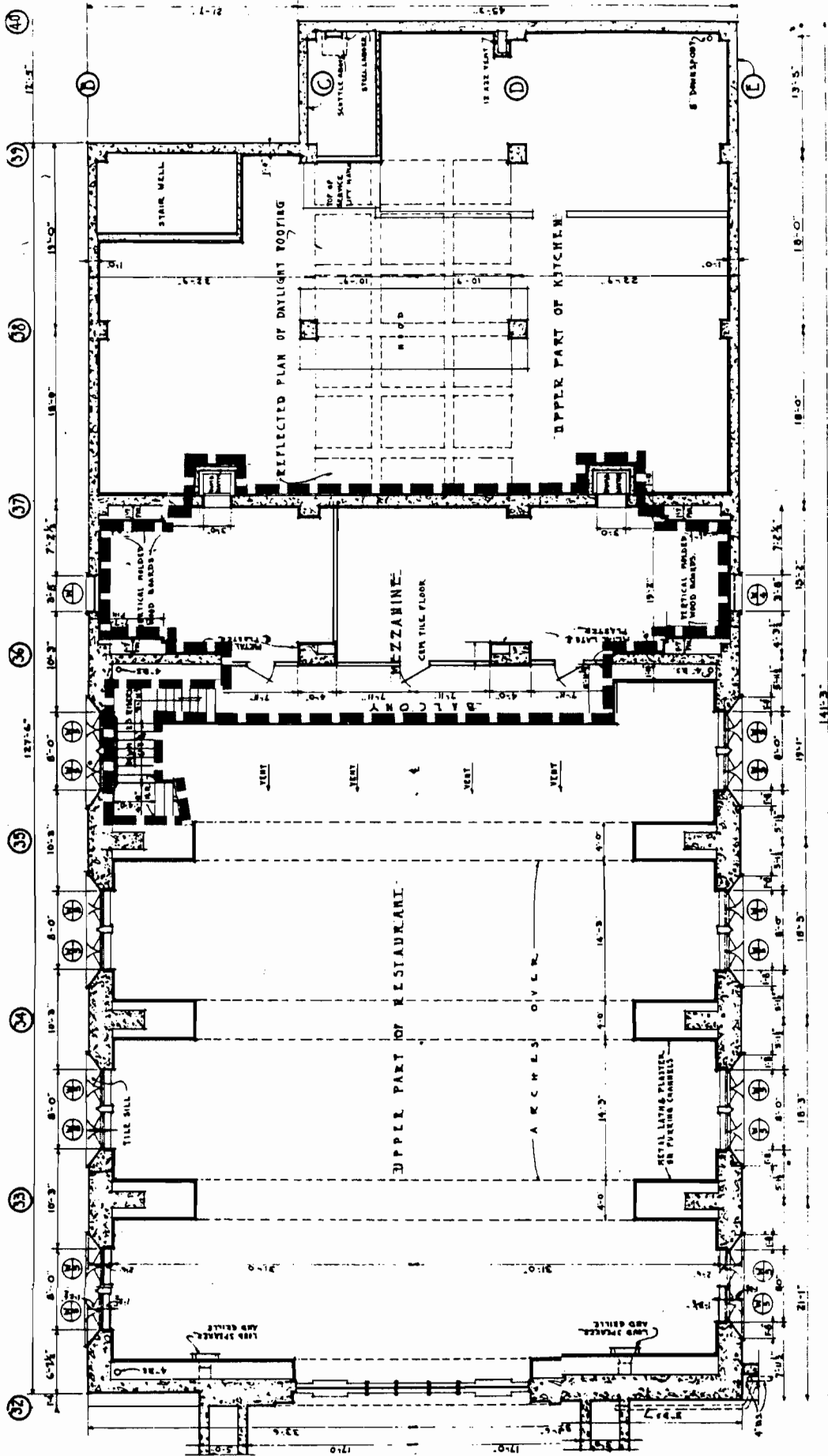
UNION STATION
C2 - MEZZANINE

LOCATION: Interior Area; Upper Level in Main Dining Room

1. ARCHITECTURAL CHARACTER - Similar to the Main Dining Room. This area is eclectic in style.
2. ENCLOSURE
 - Floors: Cement pattern tile on balcony, linoleum floor covering in rooms.
 - Walls: Stucco finish, pine wood planks on interior rooms.
 - Ceilings: Curved ceilings with acoustical patterned green and yellow tiles.
 - Other: Dumb waiters are located in the south wall of each room.
3. CURRENT USE - None.
4. ORIGINAL USE - Overflow dining area for up to 60 persons and private offices. Originally there were no wall partitions separating the rooms, these were installed in 1958. Food was sent up from the kitchen via the dumb waiters.
5. CONDITIONS - The ceilings in the two rooms are badly blackened, particularly in the area of the hung fans. A plywood sheet covers a hole in the non-historic wall along the balcony. Stair treads are broken and tiles have been replaced with plywood in several areas.
6. LIGHTING - Hanging fluorescent fixtures.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Standing wooden shelves remain in east room.
9. ARTIFACTS - Historic handrail.
10. ARTWORK - Balcony floor pattern and ceiling pattern in rooms.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Remove fans, upgrade ventilation, HVAC not apparent.

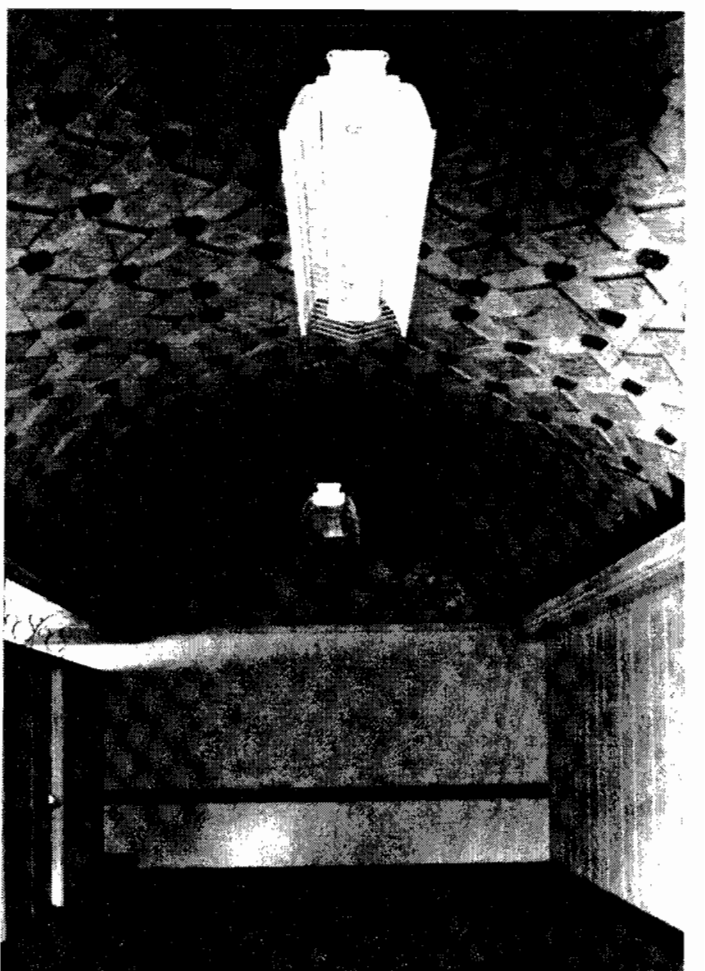
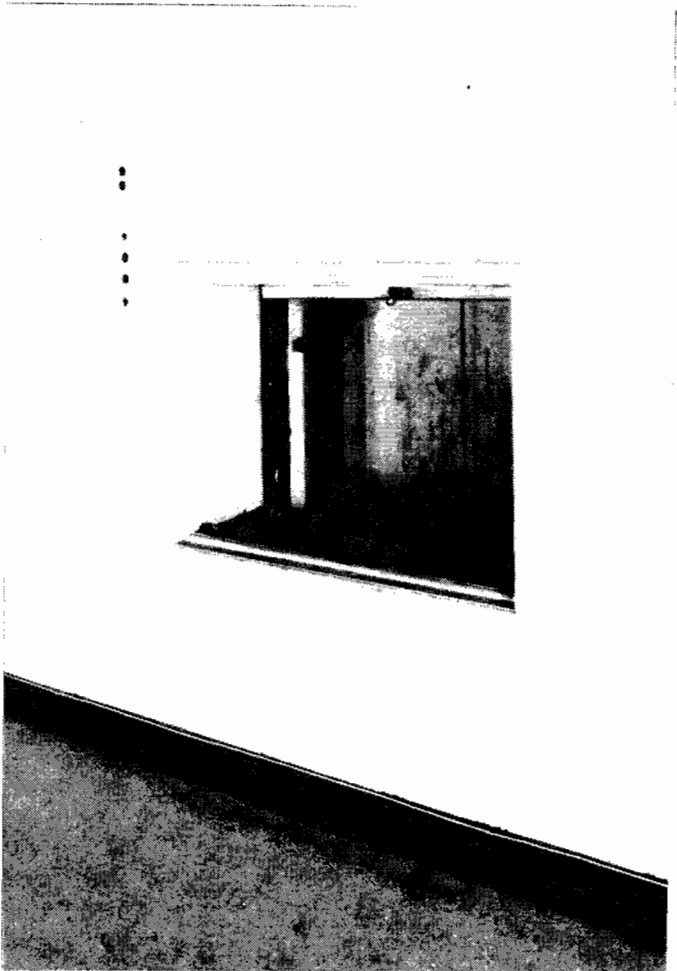
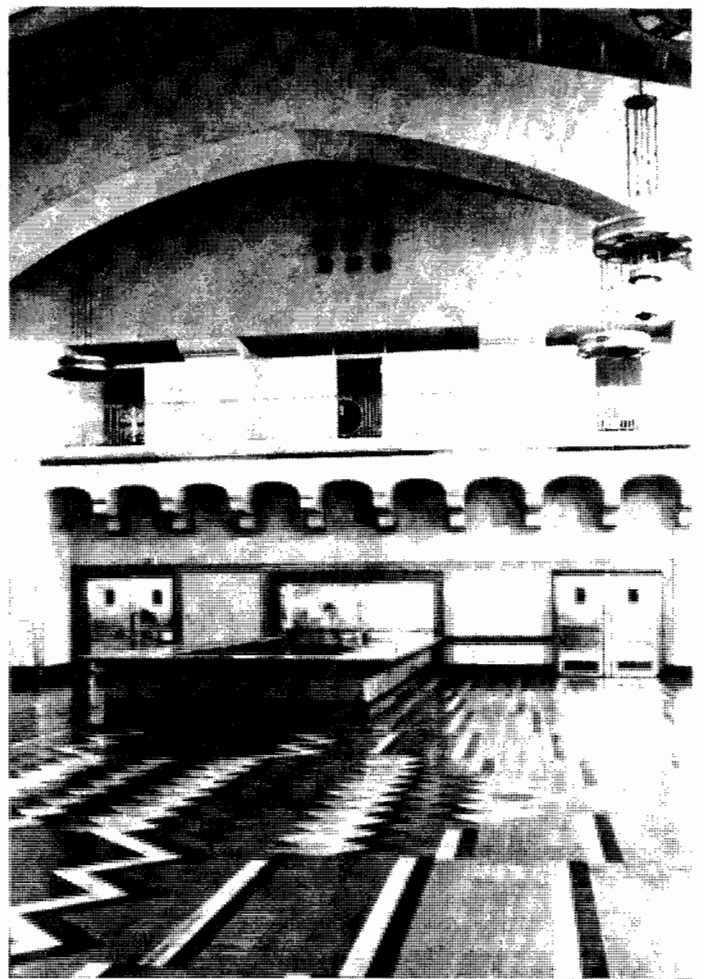
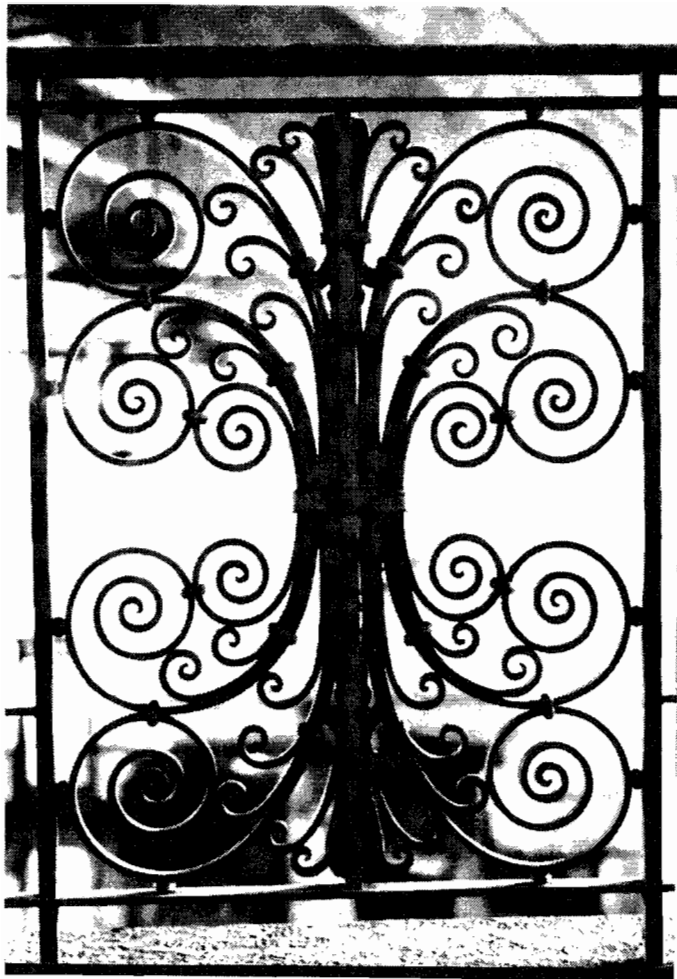
14. ELECTRICAL ISSUES - Upgrade lighting and wiring as required.
15. CODE - Emergency lighting and signage may be required. According to Fire/Life Safety Code, this area is currently limited to 10 people. Future adaptive reuse of the restaurant should seek a more permanent resolution and higher allowable occupancy for this area.
16. INCONSISTENT ELEMENTS - The wall partitions in this area are not historic. The flooring in the smaller rooms is out of character.
17. AREAS OF RESEARCH/TESTING -
 - . Test cleaning of acoustic ceiling tiles.
 - . Test cleaning/repainting of historic handrail.
 - . Research original flooring.
18. FUTURE USES - Mezzanine area for Main Dining Room.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean and replace ceiling tiles as necessarily. Replace floor with material more similar to original. Remove fans and install new HVAC/ventilation system. Clean and repaint walls as required. Consider removing wall partitions separating rooms from balcony or patch wall to match existing. Patch and replace tiles in stair treads. Restore and repair dumb waiters as required. Clean balcony floors. Strip, clean and repaint historic handrails as necessary. Research historic clock which was formerly located in balcony handrail. Repair operable small side windows.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-23__



MEZZANINE

141-3



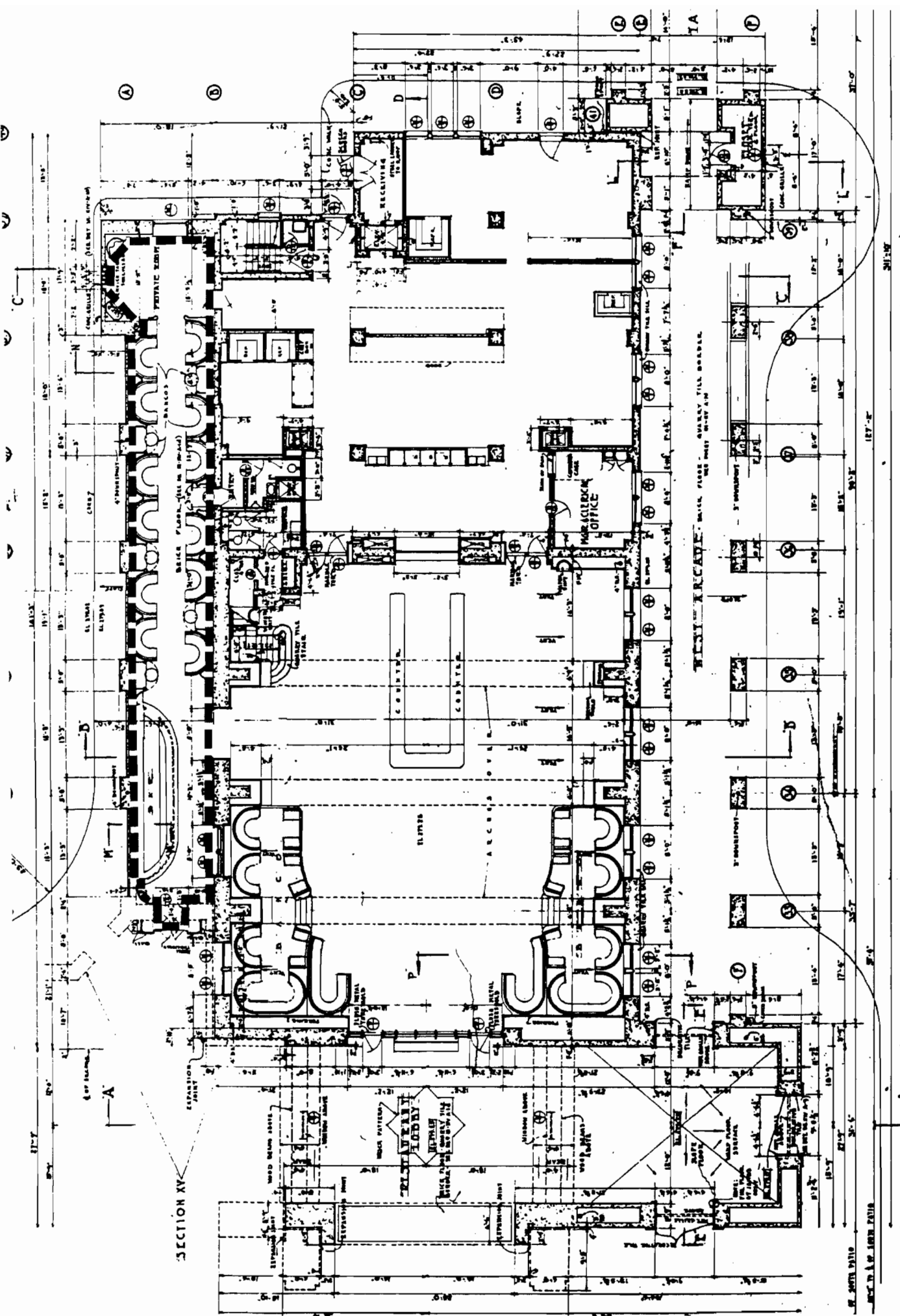
UNION STATION
C3 - COCKTAIL LOUNGE

LOCATION: Interior Area; Adjacent to Restaurant and Exit Arcade

1. ARCHITECTURAL CHARACTER - Eclectic in style.
2. ENCLOSURE -
 - Floors: Tile floors.
 - Ceilings: A suspended ceiling with a concealed red neon lighting strip runs above and along the edge of the ameoba-shaped ceiling.
 - Walls: Mirrors etched with champagne bubbles hang above and behind the U-shaped vinyl covered booths. In the end vestibule are twelve square windows etched with drawings of champagne glasses, roosters, grapes, glasses, etc. A swinging door leads to the kitchen.
 - Other: At the north end of the room is long bar with copper studded leather and cork covering. Mirrored and black glass behind the bar light the display case from below. Stainless doors, refrigerators and sinks are located behind the bar.

The men's room is located off the west wall of the cocktail lounge and the walls are surfaced with orange and black checkered ceramic tile wainscot and a blue and black tile floor.
3. CURRENT USE - None. Occasionally rented out for filming or receptions.
4. ORIGINAL USE - Originally this was a cocktail lounge for 75 persons.
5. CONDITIONS - The walls need cleaning and repainting. The bar area requires cleaning and the leather needs refurbishing. Booths need cleaning and recovering.
6. LIGHTING - Flush ceiling lights in curved alcoves and in suspended ceiling. Behind the bar and over the sinks are display lights. A red neon strip runs along the edge of the ceiling.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Built-in vinyl-covered booths. The tables for the booths are missing and the stools for the bar are no longer in place.

9. ARTIFACTS - The long bench in the end vestibule was originally located between the entry and exit doors in the Main Dining Room. The bar, the etched mirrors behind the booth, the etched windows in the vestibule and the etched glass on either side of the entry way and the leather studded bar are historic.
10. ARTWORK - Square etched glass windows in the end vestibule, the etched wall mirrors behind the booth seats, and the etched glass at the entryway.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - HVAC not apparent, check water pipes, sink facets and drains.
14. ELECTRICAL ISSUES - Upgrade lighting.
15. CODE - 49 persons maximum capacity allowed by Fire/Life Safety. Future plans for adaptive reuse should include obtaining a "hardship" variance for the historic men's toilet room since it is not handicap accessible.
16. INCONSISTENT ELEMENTS - Television shelf in bar area.
17. AREAS OF RESEARCH/TESTING - Test cleaning of leather on bar.
18. FUTURE USES - Cocktail lounge.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean and repaint as required. Upgrade lighting. Move bench out of end vestibule to Dining Room. Repair broken square glass panes in end vestibule. Clean and recover booths. Research original stools at bar and restore. Research tables used by Fred Harvey Co. and replace with similar style. Reurbish leather on bar.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.



SECTION XV

COCKTAIL LOUNGE RESTAURANT WITH BARR

A

B

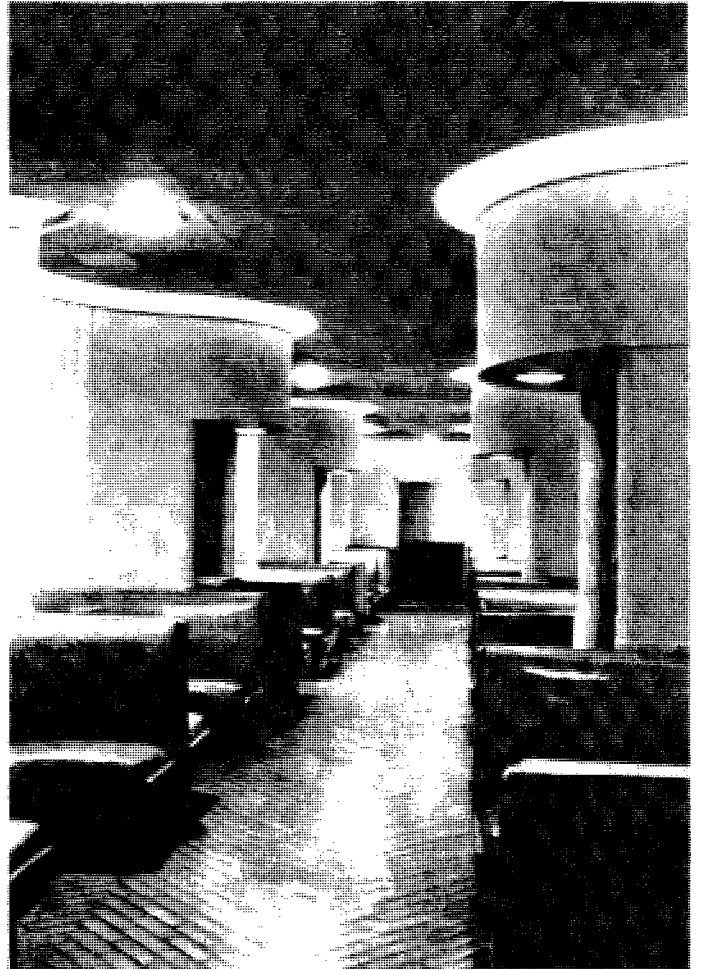
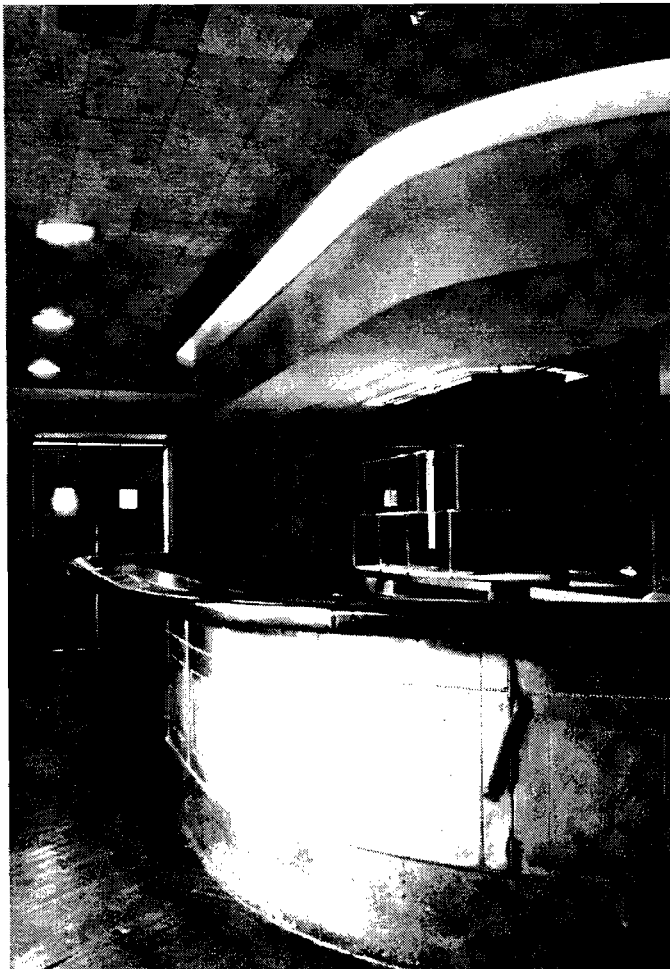
SEE SOUTH WALL
SECTION XIV

127'-0"

211'-0"

211'-0"

211'-0"



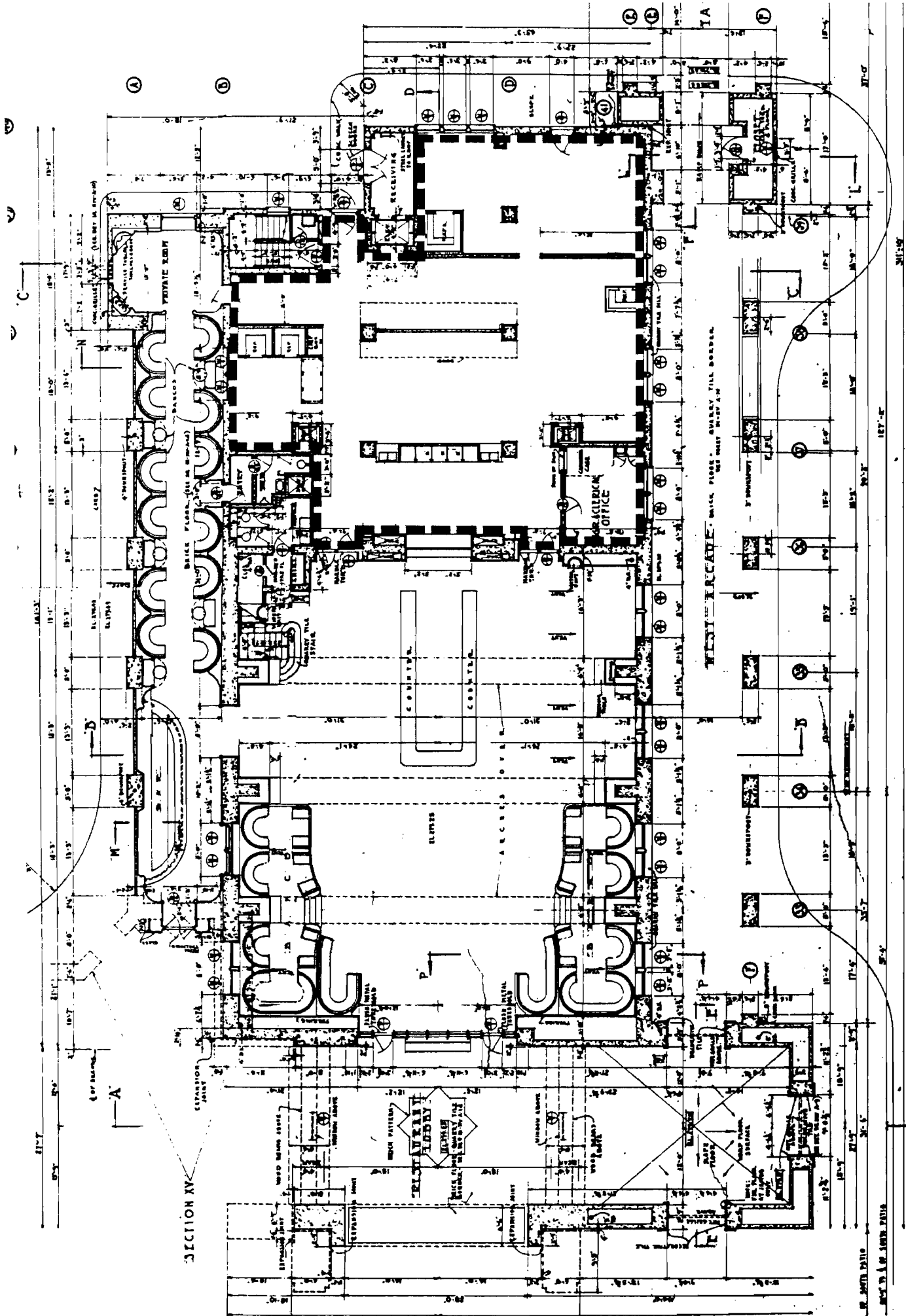
UNION STATION
C4 - KITCHEN

LOCATION: Interior Area; South of Main Dining Room

1. ARCHITECTURAL CHARACTER - Industrial in scale and character.
2. ENCLOSURE
 - Floors: Red quarry tile floors.
 - Walls: Turquoise ceramic tile wainscot 7-ft. 4-in. high. Built-in refrigerators, storage bins, and large overhead vents. A small office is located in the northwest corner.
 - Ceilings: High ceilings with central skylight.
3. CURRENT USE - None. The majority of the equipment has been removed.
4. ORIGINAL USE - Originally this kitchen provided meals for the Restaurant Dining Room, the Railroad dining cars, and the Luncheonette.
5. CONDITIONS - The walls, floors, vents and ceiling require cleaning. The refrigerators are not operating. The skylight leaks and is currently covered over.
6. LIGHTING - A large skylight located in the center of the room would filter in outside daylight if it were opened. Hanging overhead incandescent fixtures provide dim lighting.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Storage bins and large overhead vents.
9. ARTIFACTS - Historic turquoise tile walls; storage bins doors and hardware and one wooden hot stand remain.
10. ARTWORK - None.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - Skylight construction leaks.
13. MECHANICAL ISSUES - Working condition of ventilation system unknown, drainage and condition of pipes unknown.
14. ELECTRICAL ISSUES - Wiring needs upgrade. Several circuit breakers are shorted out.

15. CODE - In order to meet Fire/Life Safety Codes and exiting requirements for occasional events, temporary partitions have been installed to provide a second means of egress. Temporary emergency lighting and signage have also been provided. One set of doors into the kitchen have been locked shut to provide a clear means of egress.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - A restaurant kitchen is under consideration.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - This area is recommended for adaptive reuse. Fire/Life Safety Codes would require more permanent resolution. The existing industrial equipment, if not utilized in the new area should be labeled, stored and catalogued for potential reuse. Existing turquoise tile wainscot and the skylight should be incorporated into a new design if possible. Otherwise, the tile should either be covered over or labeled, stored and catalogued. The skylight should be repaired or domed over with a second skylight to protect the existing skylight from rain.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-19



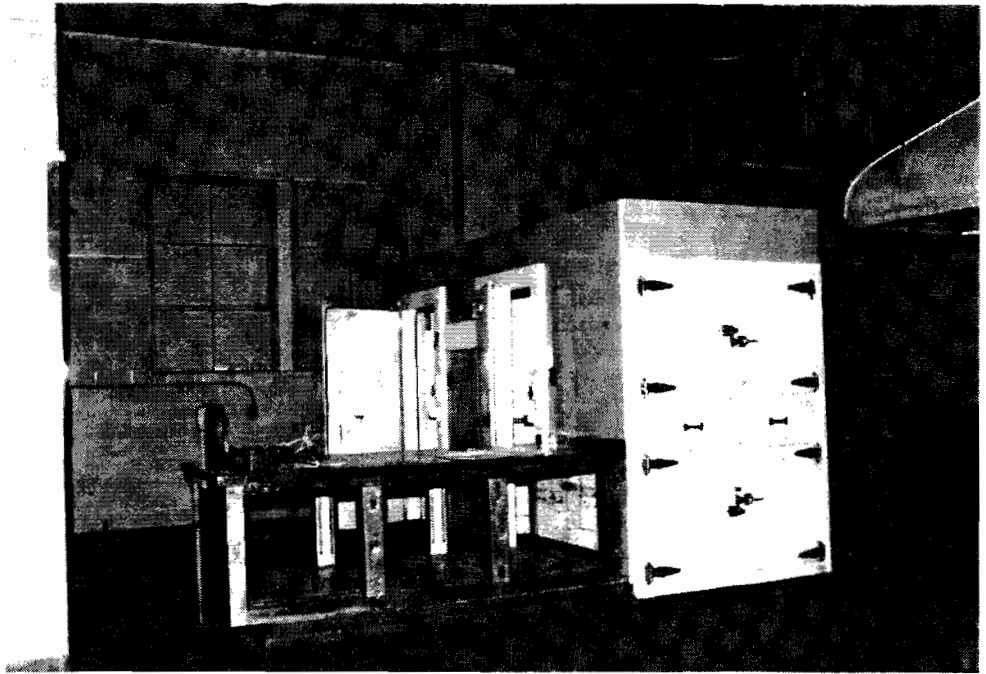
SECTION XV

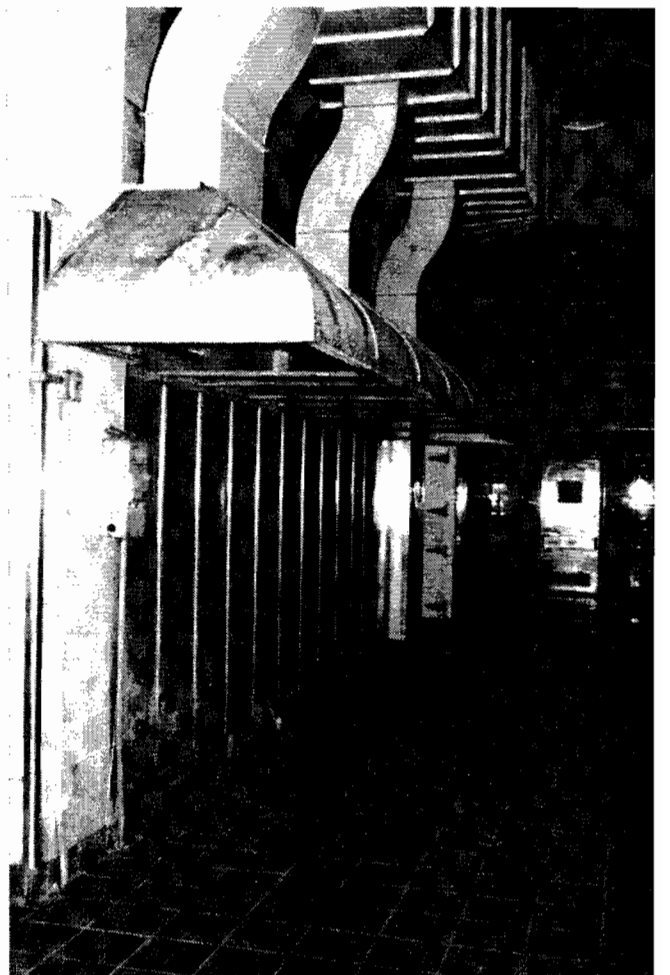
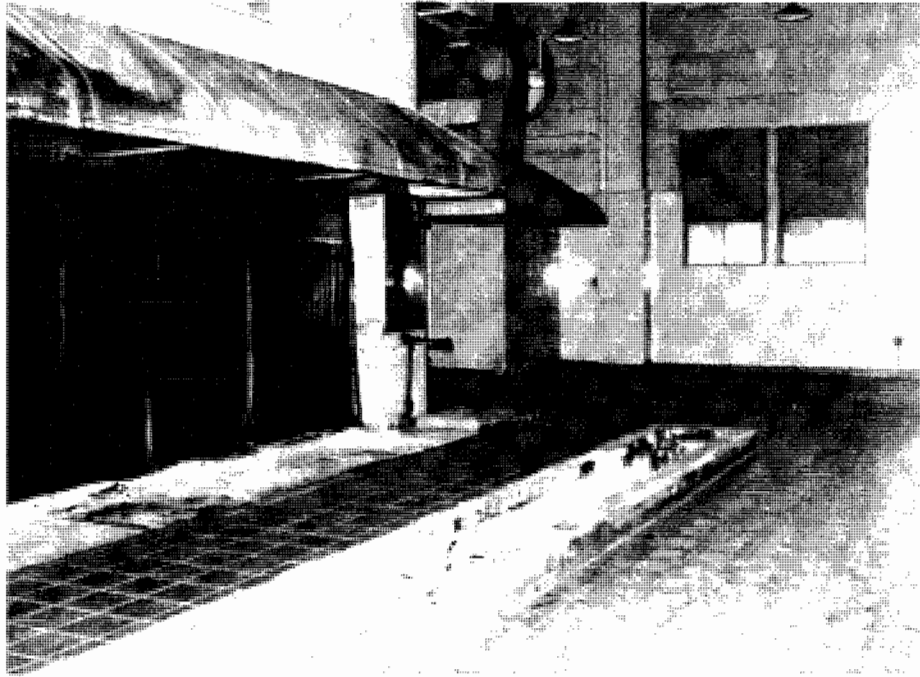
KITCHEN - RESTAURANT BUILDING

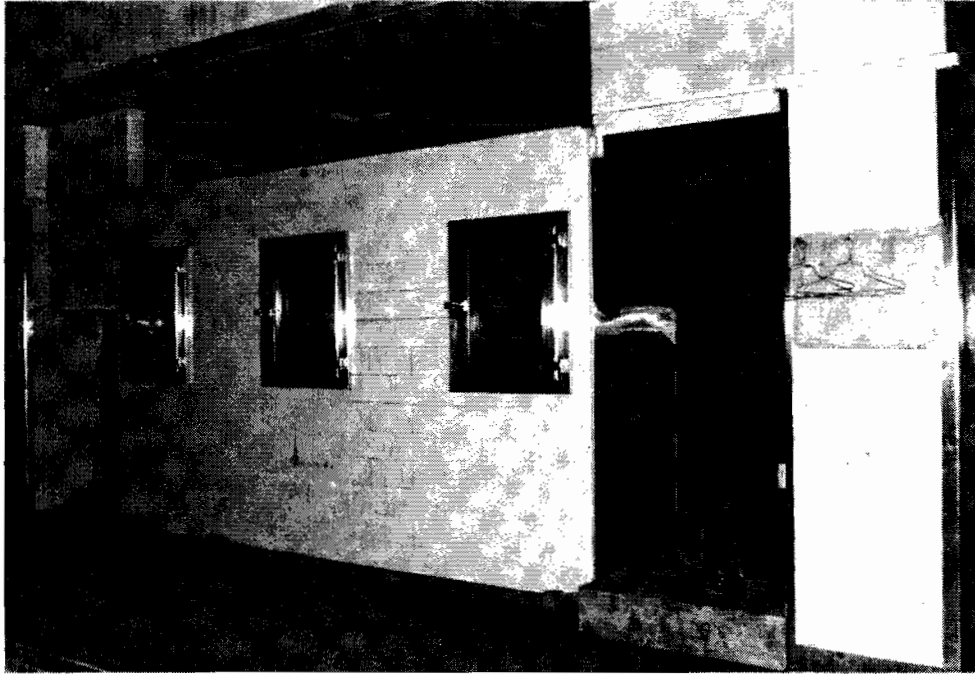
GROUND FLOOR PLAN

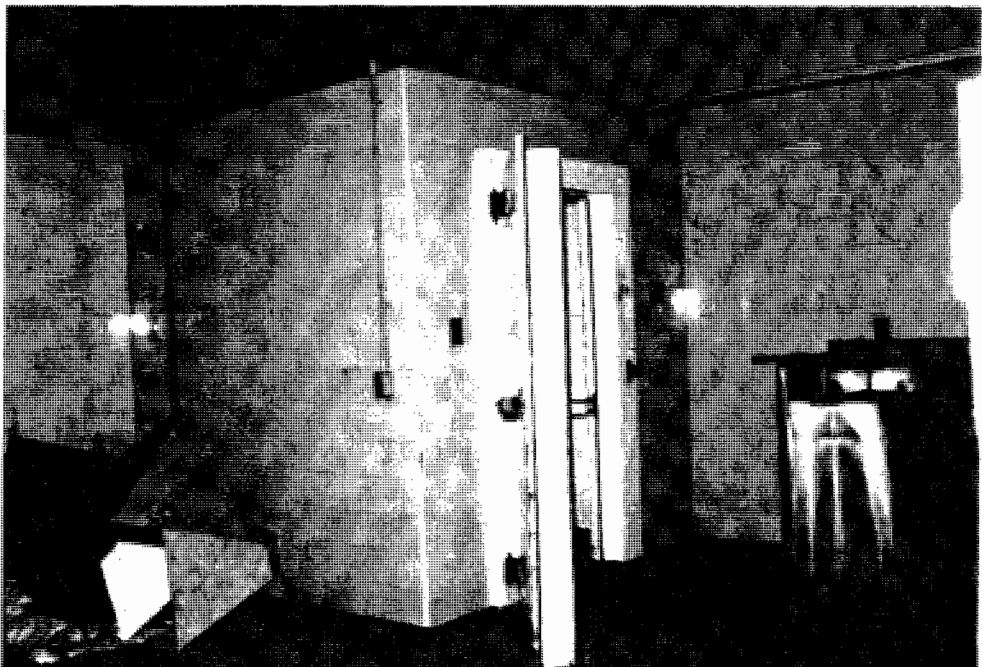
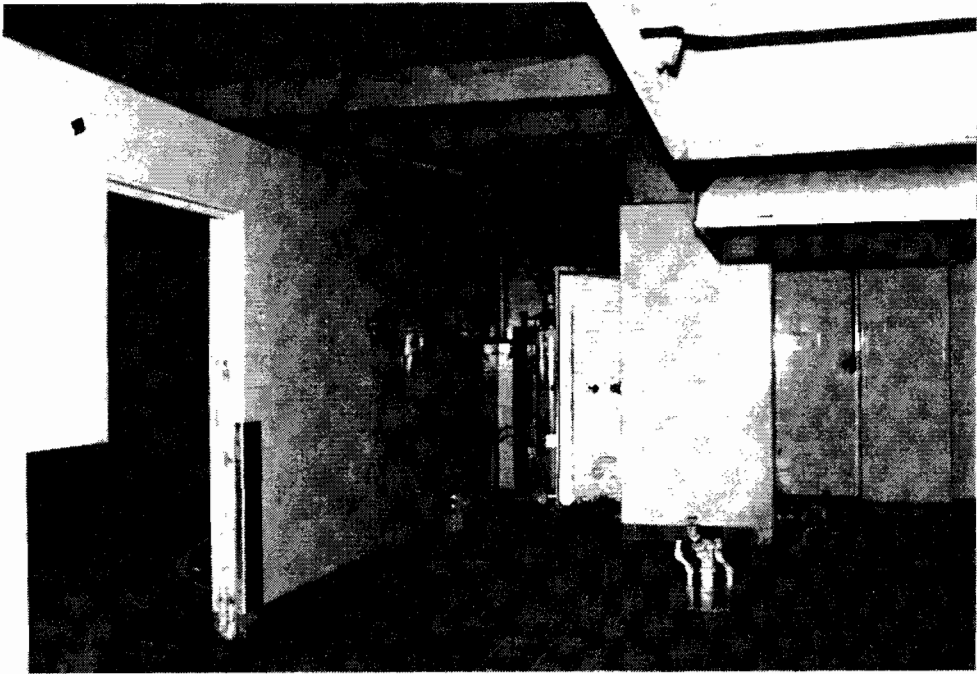
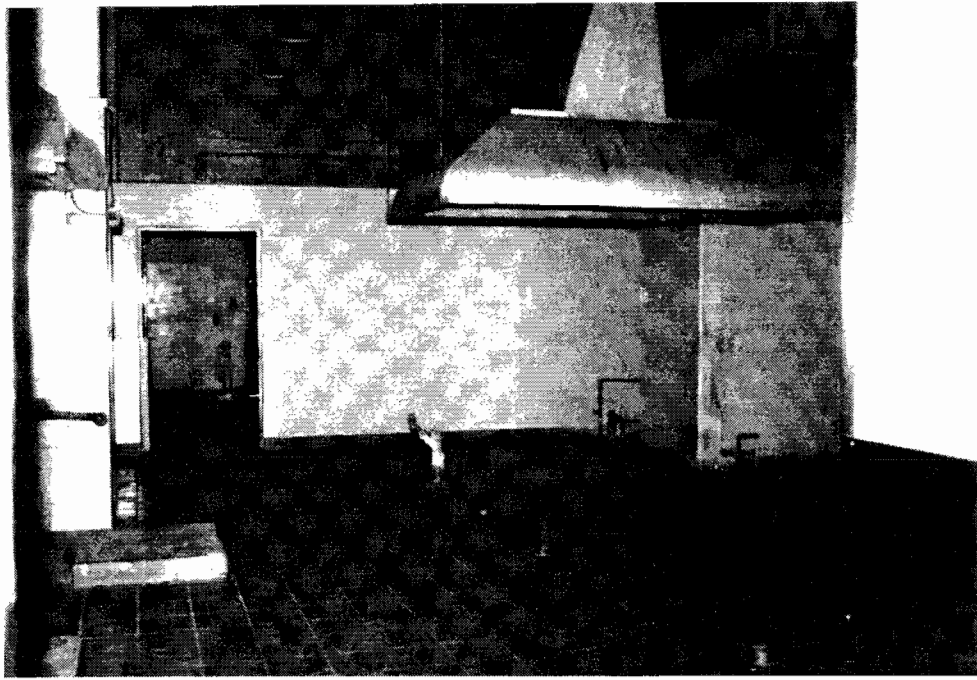
BY ARCHITECT

SECTION XV









UNION STATION
C5 - RESTAURANT BASEMENT

LOCATION: Interior Area; Beneath Restaurant

1. ARCHITECTURAL CHARACTER - Undetermined. This area is inaccessible due to exposed asbestos. Plans for abatement are under consideration.
2. ENCLOSURE
Floors: Undetermined
Walls: Undetermined
Ceilings: Undetermined
Other: Undetermined
3. CURRENT USE - None
4. ORIGINAL USE - Restaurant storage, men and women's toilet rooms.
5. CONDITIONS - Undetermined
6. LIGHTING - Undetermined
7. ACOUSTICS - Undetermined
8. FURNITURE - Undetermined
9. ARTIFACTS - Undetermined
10. ARTWORK - Undetermined
11. SIGNAGE - Undetermined
12. STRUCTURAL ISSUES - Undetermined
13. MECHANICAL ISSUES - Undetermined
14. ELECTRICAL ISSUES - Undetermined
15. CODE - Asbestos abatement required.
16. INCONSISTENT ELEMENTS - Undetermined

17. AREAS OF RESEARCH/TESTING - Undetermined
18. FUTURE USES - Undetermined
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Undetermined
20. ONGOING WORK - Asbestos abatement under consideration.
21. IMPACT ON OPERATIONS - Inaccessible

UST:X3-9

D. SECONDARY EXTERIOR SPACES

- 1. NORTH ARCADE**
- 2. SOUTH ARCADE**
- 3. EXIT ARCADE**
- 4. RESTAURANT LOBBY**

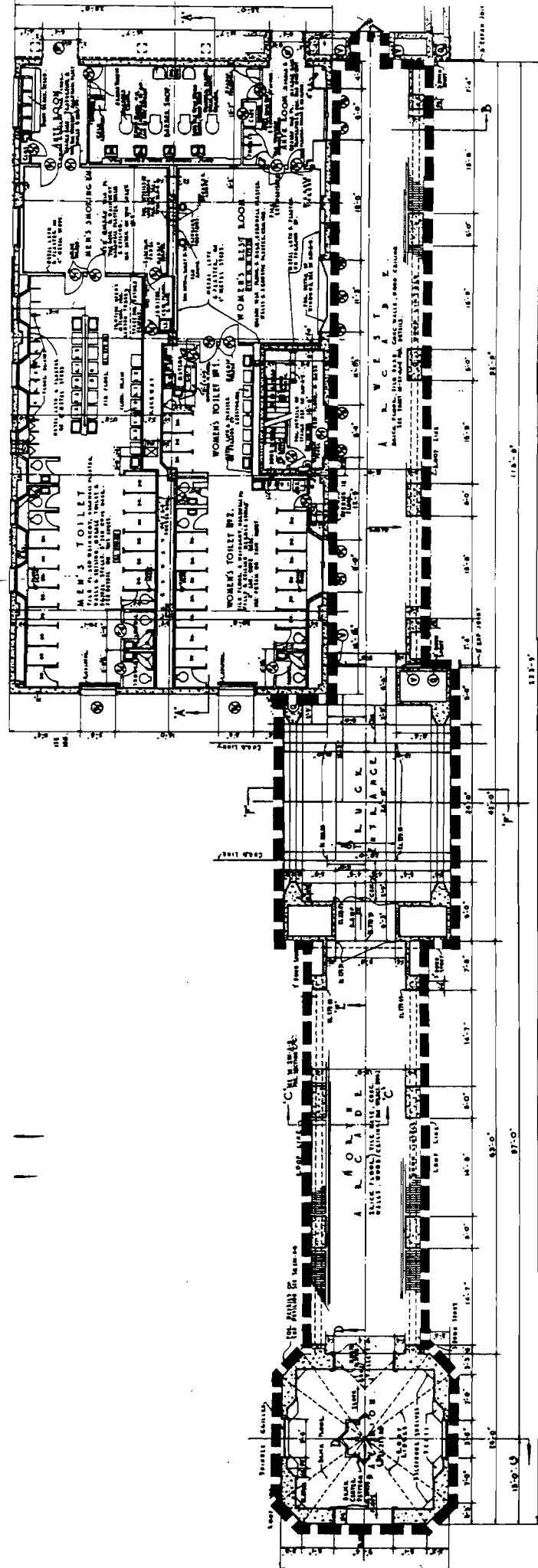
UNION STATION
D1 - NORTH ARCADE

LOCATION: Exterior Area; North of Main Concourse and Adjacent to Offices

1. ARCHITECTURAL CHARACTER - The wood beamed arcade, with red tile roof, low, squat columns, white walls and three feet painted wainscot and ceramic tiles at the vestibule portals and windows is influenced by California Spanish Colonial style.
2. SURFACES - White painted cement walls and columns define a 16'-6" wide arcade with a red tile roof. The ceiling beneath is composed of wood trusses and painted wood planks. Ceramic tiles define the portals and windows at the end vestibule. Brick paving occurs beneath the arcade with cement sidewalks on the exterior.
3. CURRENT USE - Passageway.
4. ORIGINAL USE - Passageway.
5. CONDITIONS - Half of the arcade is completely fenced off due to construction beyond. Paint chipped on major wall surfaces. Lighting fixtures need cleaning. Roof tiles require minor repair. Red brick paving is dirty, chipped and cracked.
6. LIGHTING - Hanging fixtures from cross beams require cleaning and repair.
7. LANDSCAPE ELEMENTS - Trees in front of open arcade, with bushes in front of the columns, form an A-B-A pattern. Brown trash bins are randomly placed.
8. LANDSCAPE - Leaves on trees seem sickly and withered. Area at base of the trees is littered.
9. ARTIFACTS/ARTWORK - Light fixtures.
10. SIGNAGE - Inconsistent on office doors.
11. SYSTEMS ISSUES - Evaluate night time lighting.
12. CODE - Not applicable.
13. INCONSISTENT ELEMENTS - The large transformer in front of the end vestibule blocks the front elevation. Air conditioners in upper story windows are unsightly.
14. AREAS FOR RESEARCH/TESTING
15. FUTURE USES - Possible exterior passageway connecting Union Station to any new building beyond.

16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Surfaces require cleaning and repainting. Light fixtures require cleaning, repair and upgrading. Broken pavers require matching and repair/replacement. Trash bins should be similar to original type.
17. ONGOING WORK - Construction on the Metro Rail by Tutor Saliba.
18. IMPACT ON OPERATIONS - Prohibits use of the end arcade and vestibule. The large transformer in front of the arcade is unsightly and blocks sight of the north end of the arcade from the street.

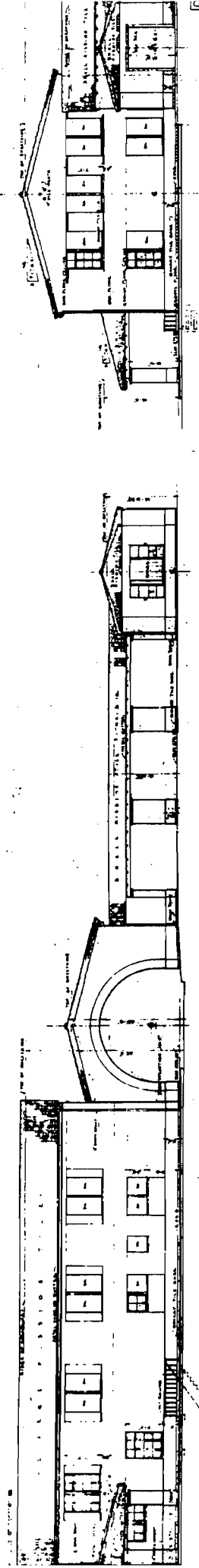
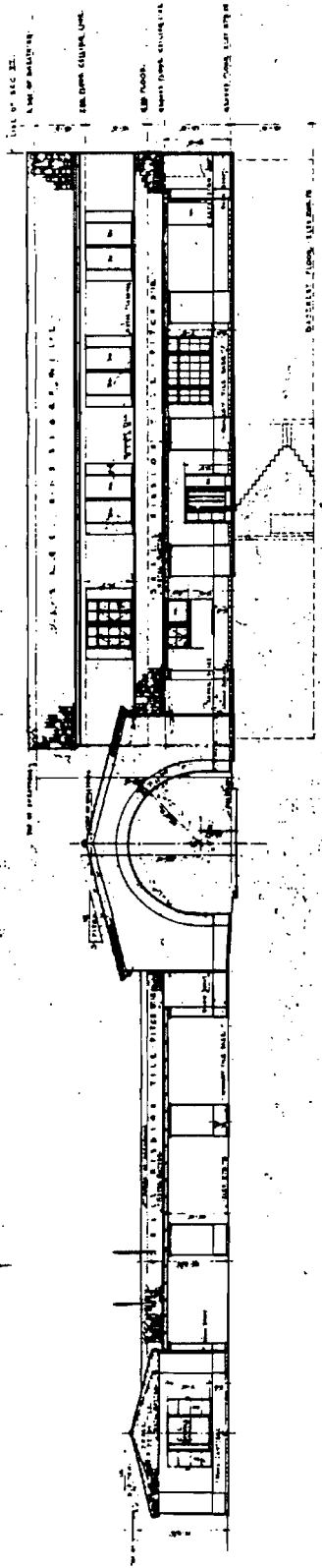
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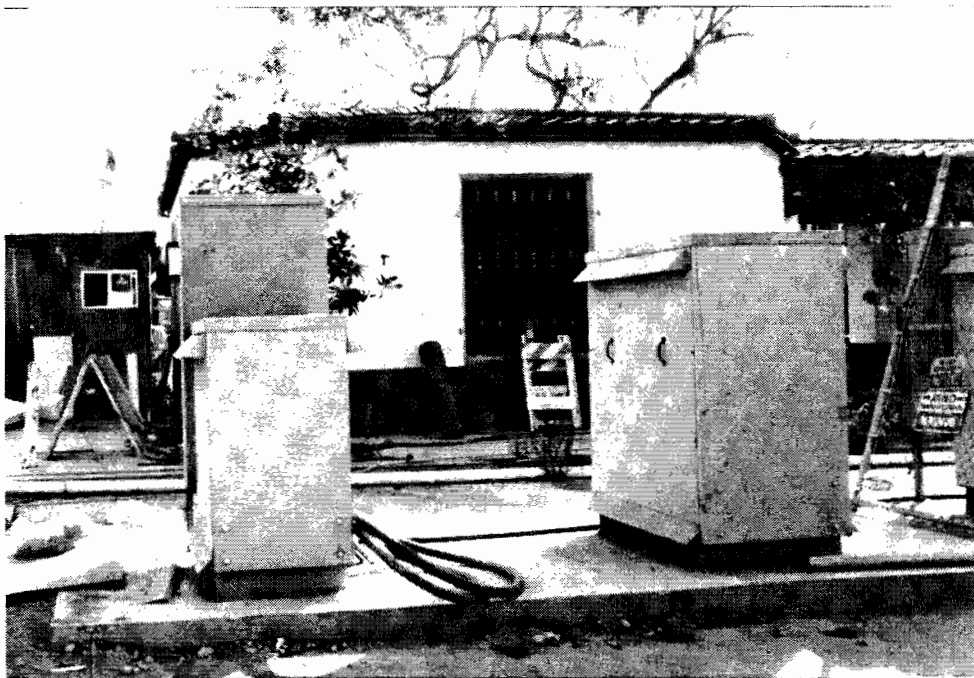
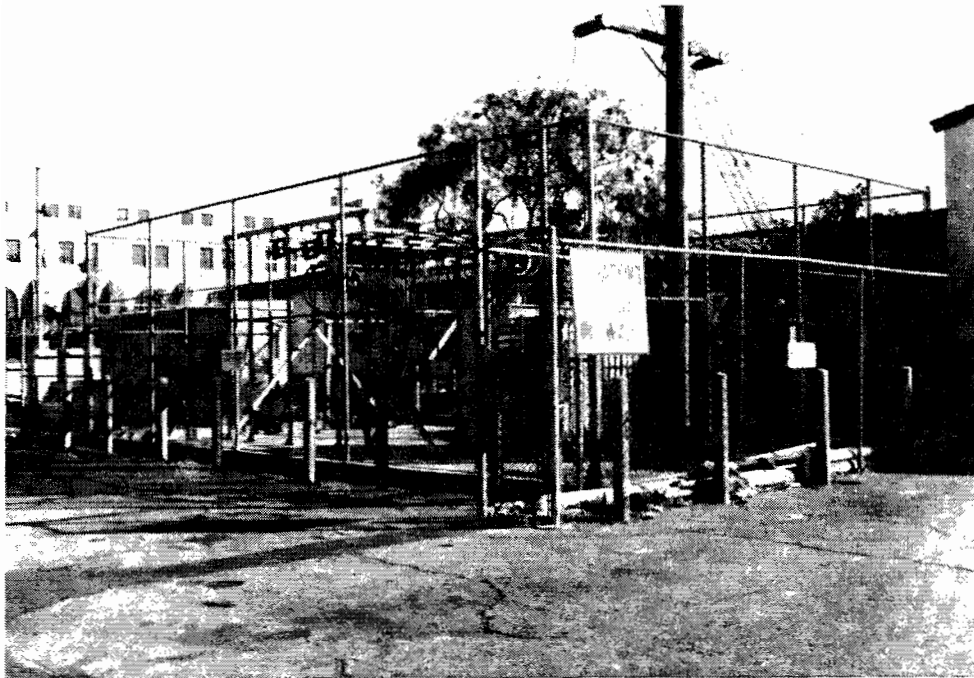
GROUND FLOOR PLAN.
SCALE 1/8" = 1'-0"



NORTH ARCADE



NORTH ARCADE BUILDING ELEVATIONS



UNION STATION
D2 - SOUTH ARCADE

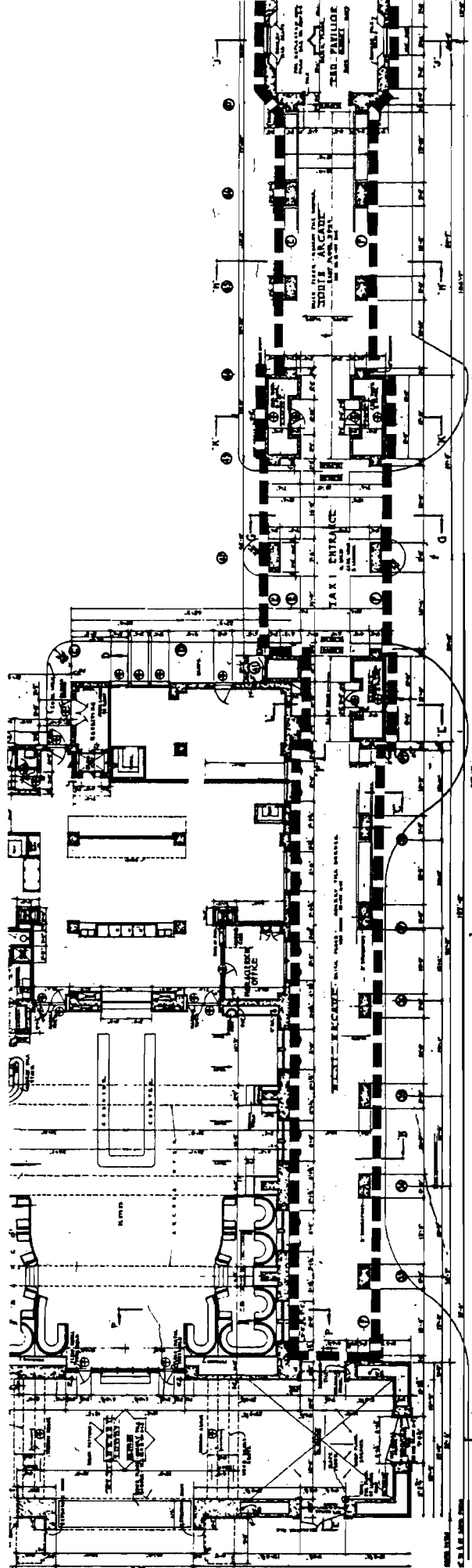
LOCATION: Exterior Area; Adjacent to Restaurant

1. ARCHITECTURAL CHARACTER - The wood beamed arcade, with red tile roof, low, squat columns, white walls and three feet painted wainscot and ceramic tiles at the vestibule portals and windows is influenced by California Spanish Colonial style.
2. SURFACES - White painted cement walls and columns define a 16'-6" wide arcade with a red tile roof. The ceiling beneath is composed of wood trusses and painted wood planks. Ceramic tiles define the portals and windows at the end vestibule. Brick paving occurs beneath the arcade with cement sidewalks on the exterior.
3. CURRENT USE - This arcade is used as a passageway to Amtrak buses.
4. ORIGINAL USE - Arcade.
5. CONDITIONS - Surfaces are very dirty. The paint on the walls and shutters is chipped and peeling. Paving bricks are chipped and worn. The quarry tile base is broken and cracked. The window shutters at the end vestibule are warped. The light fixtures require cleaning.
6. LIGHTING - Lighting pendants hang at the center of the bays. A single bulb lights the end vestibule. Historic, fixtures are mounted on the exterior of the piers. Large nighttime flood lights are mounted on the bus terminal side of the arcade. Four light pedestals are symmetrically arranged at the end of the arcade.
7. LANDSCAPE ELEMENTS - Small trees and bushes are located on either side of exterior piers. Four, built-in ceramic tile benches are located in the end vestibule. There are four standing light pedestals at the end of arcade.
8. LANDSCAPE - Species to be determined.
9. ARTIFACTS/ARTWORK - The historic elements include: the ornamented drain pipes; wrought iron, painted grills in vestibule windows; pendant and wall mounted light fixtures; and ceramic pattern tile portals and window trim.
10. SIGNAGE - Non-historic arrows, stop signs, "caution cross traffic" sign and "No Parking" signs are.
11. SYSTEMS ISSUES - Upgrade lighting fixtures and non-historic drain pipes.

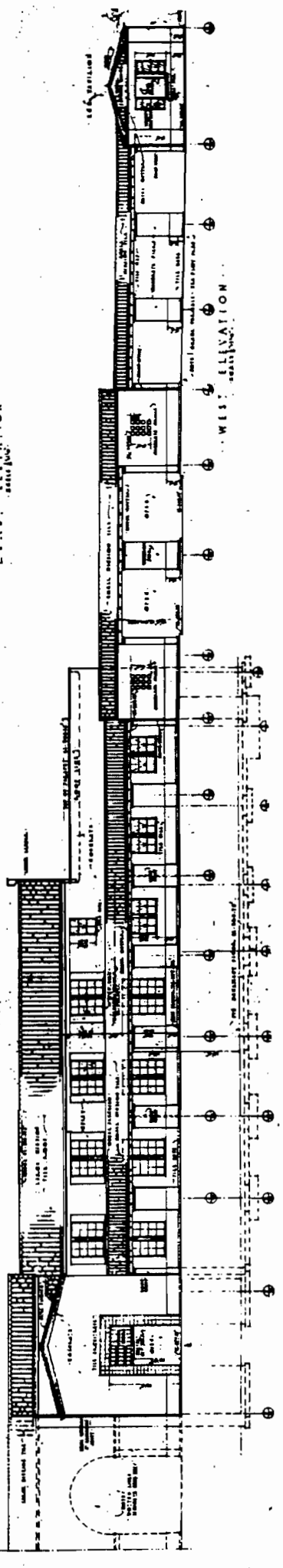
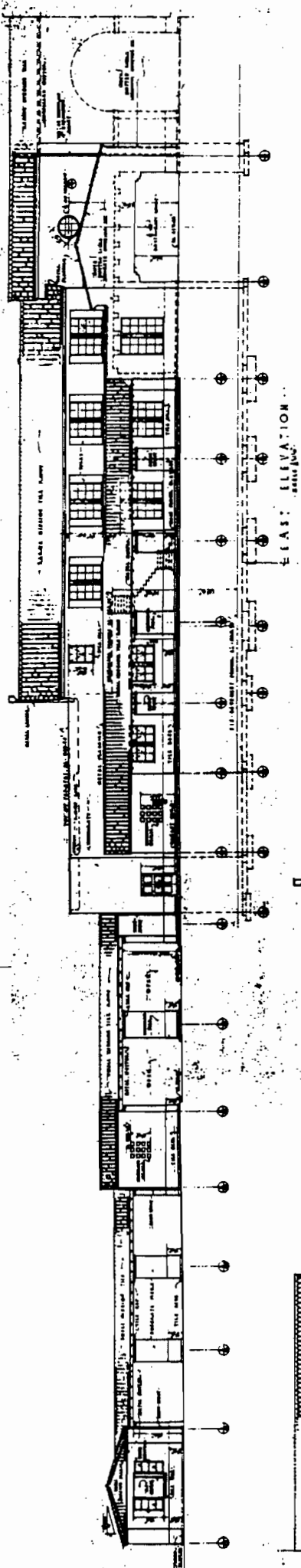
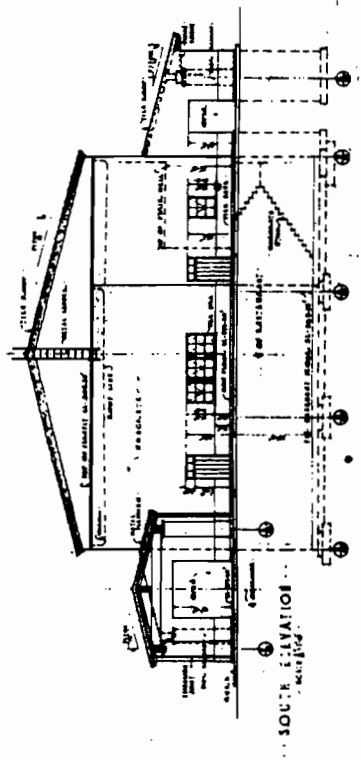
12. CODE - Not applicable.
13. INCONSISTENT ELEMENTS - Signage, non-historic trash receptacles, flood lighting.
14. AREAS FOR RESEARCH/TESTING
 - . Test cleaning/matching of painted surfaces.
 - . Test cleaning of light fixtures.
15. FUTURE USES - Undetermined.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean ceramic tile and replace broken tiles as required. Clean and repaint beams and ceilings as required. Clean and upgrade lighting fixtures. Clean and repaint window grills as required. Reevaluate signage and match historic type. Remove non-historic trash receptacles and replace with bins similar to historic type.
17. ONGOING WORK - Pearson and Johnson to eliminate non-historic adjacent curb areas; replace, match and repaint shutters in end vestibule; and repair non-historic drains.
18. IMPACT ON OPERATIONS - None.

UST:X4-c

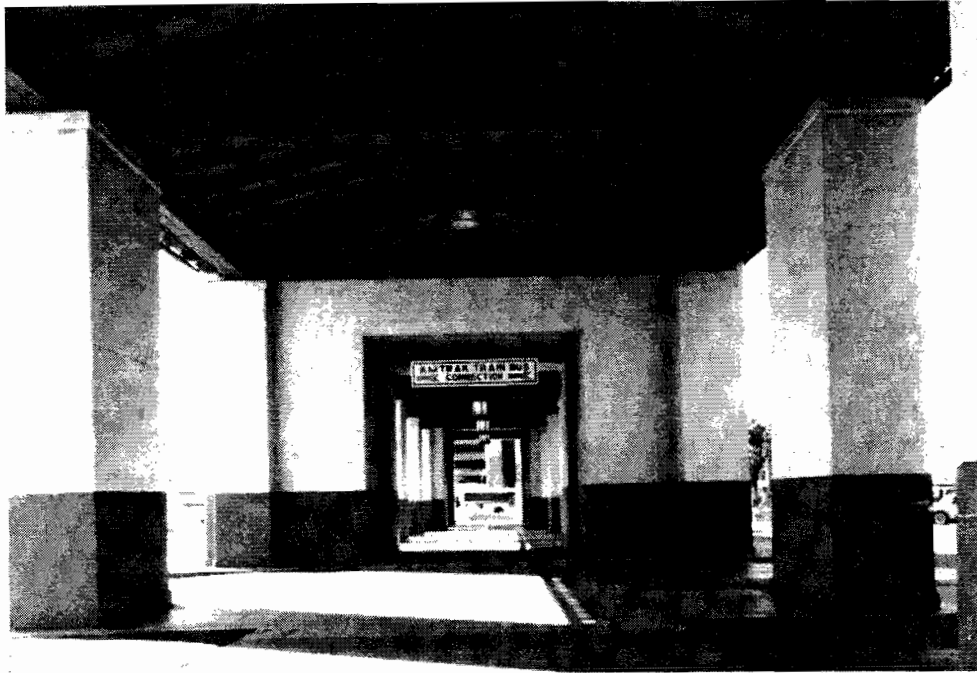
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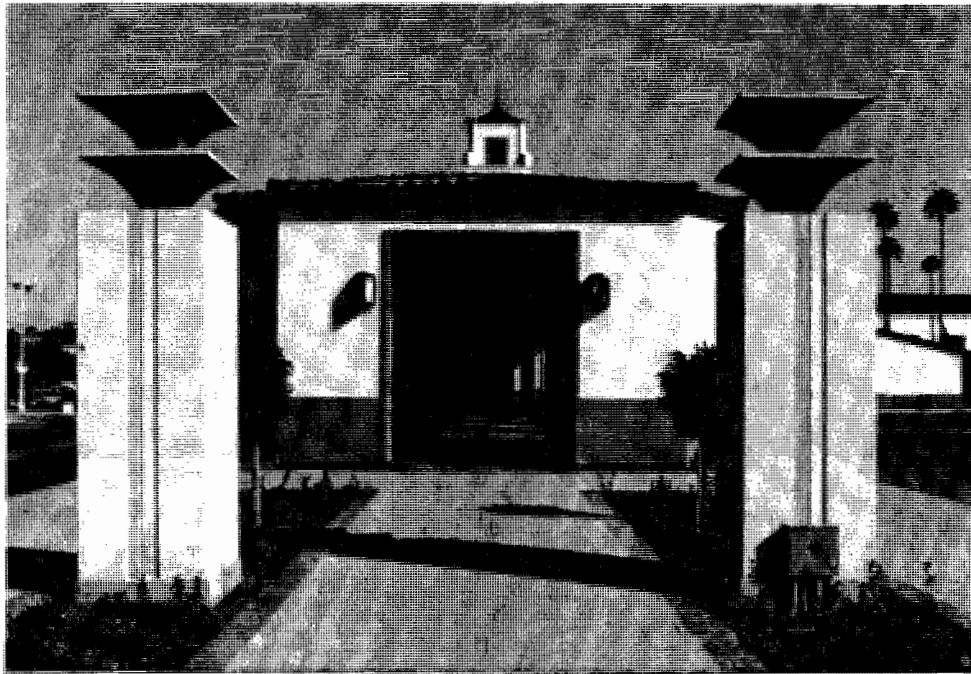


SOUTH ARCADE PLANS



CONTINUATION OF ELEVATIONS





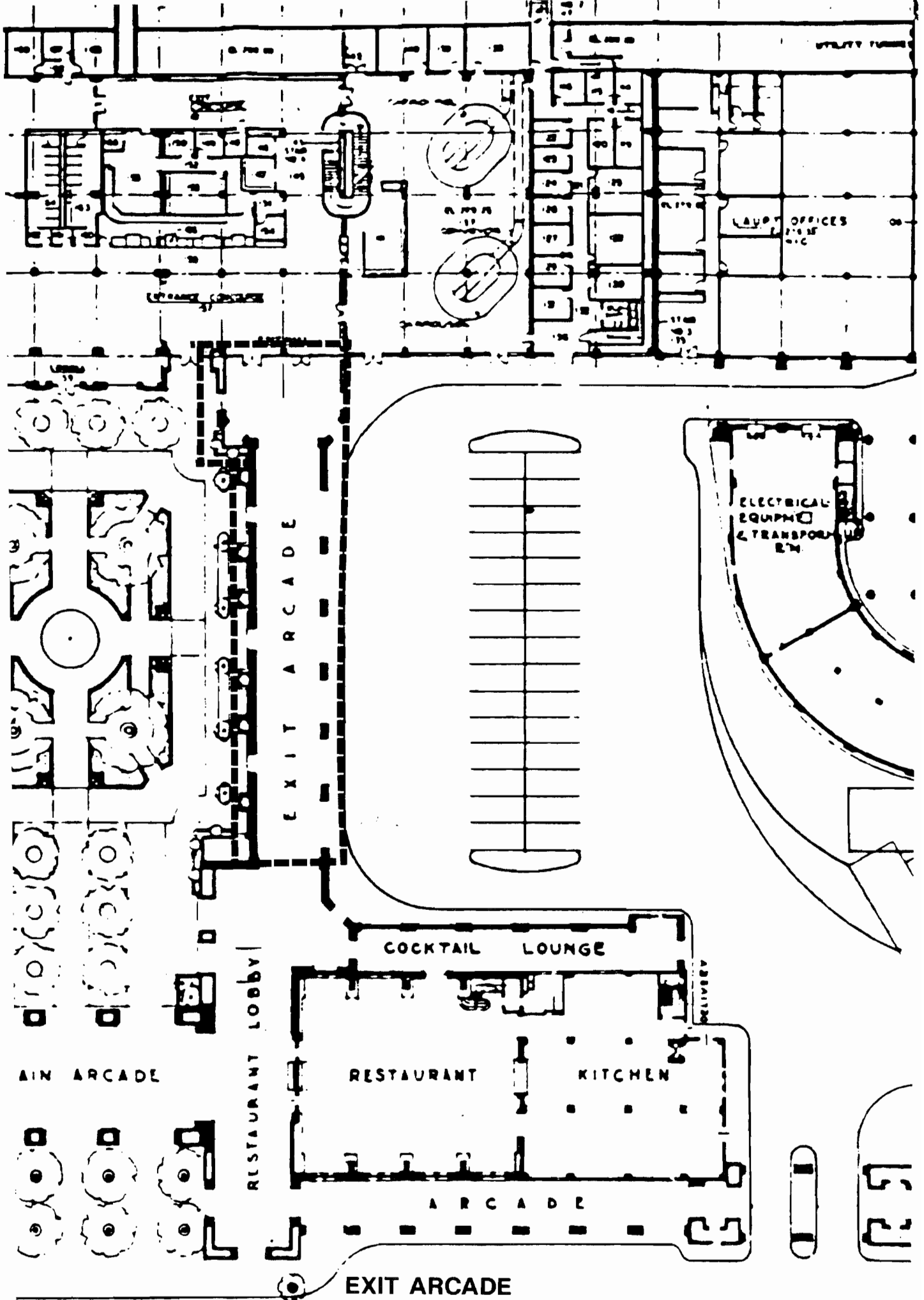
UNION STATION
D3 - EXIT ARCADE

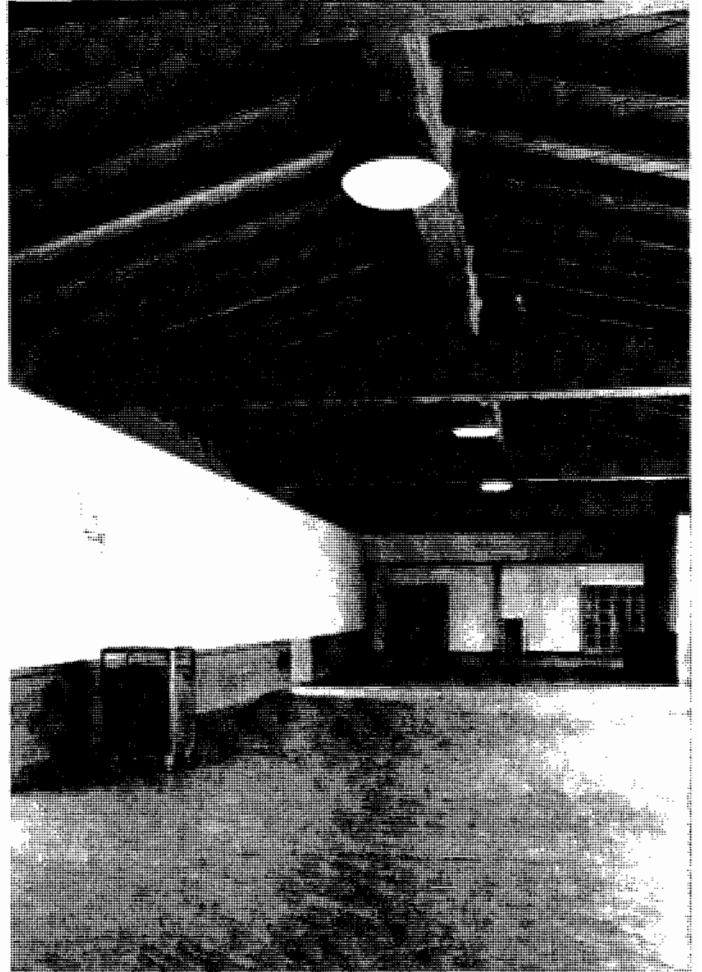
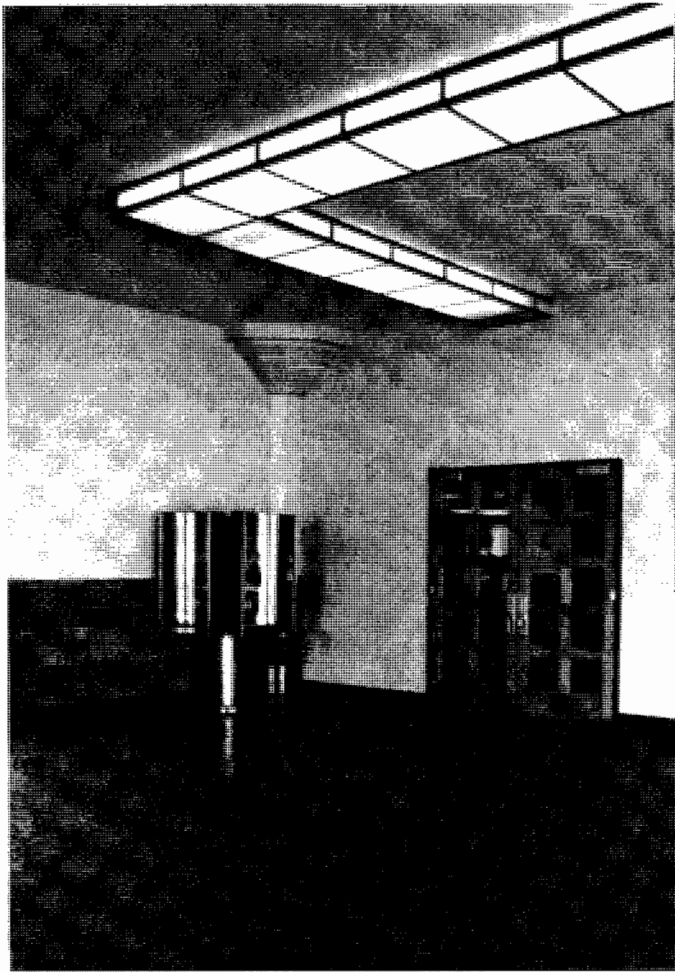
LOCATION: Exterior Area; Adjacent to South Patio

1. ARCHITECTURAL CHARACTER - The wood beamed arcade, with red tile roof, white walls, painted wainscot and ceramic tiles is Spanish influenced by California Colonial style.
2. SURFACES - The passage is 21'-6" wide with painted concrete walls, piers, 3-ft. high painted red wainscot and a quarry tile base. The ceiling is wood planks with six arched wood beam trusses.
3. CURRENT USE - Passageway to Amtrak ticket office
4. ORIGINAL USE - Exit arcade for arriving passengers to taxi stand.
5. CONDITIONS - Dirty walls, floors, beams, and broken and dirty lighting fixtures.
6. LIGHTING - Daylight enters from the outside on the south side. Historic pendent light fixtures hang from beams beneath the arcade, and historic fixtures are mounted to the exterior of the concrete piers.
7. LANDSCAPE ELEMENTS - Not applicable.
8. LANDSCAPE - Not applicable.
9. ARTIFACTS/ARTWORK - Painted iron gates to south patio, ornamented light fixtures on exterior south piers, and pendant lights.
10. SIGNAGE - Non-historic arrow pointing to trains
11. SYSTEMS ISSUES - Upgrade lighting fixtures. Repair drainage pipes.
12. CODE - Handicap curb access.
13. INCONSISTENT ELEMENTS - Non-historic signage, trash bins, metal corner strips, and pay telephones.
14. AREAS FOR RESEARCH/TESTING
 - . Test cleaning/repainting of ceiling.
15. FUTURE USES - Undetermined.

16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean and repaint surfaces as required. Clean, repair and upgrade historic lighting fixtures. Replace trash bins with type similar to original. Match signage to more historic type.
17. ONGOING WORK - Handicap curb cuts to be installed under contractor's supervision.
18. IMPACT ON OPERATIONS - The entryway to the Amtrak ticket counter will become handicap accessible when work is completed.

UST:X4-b





UNION STATION
D4 - RESTAURANT LOBBY

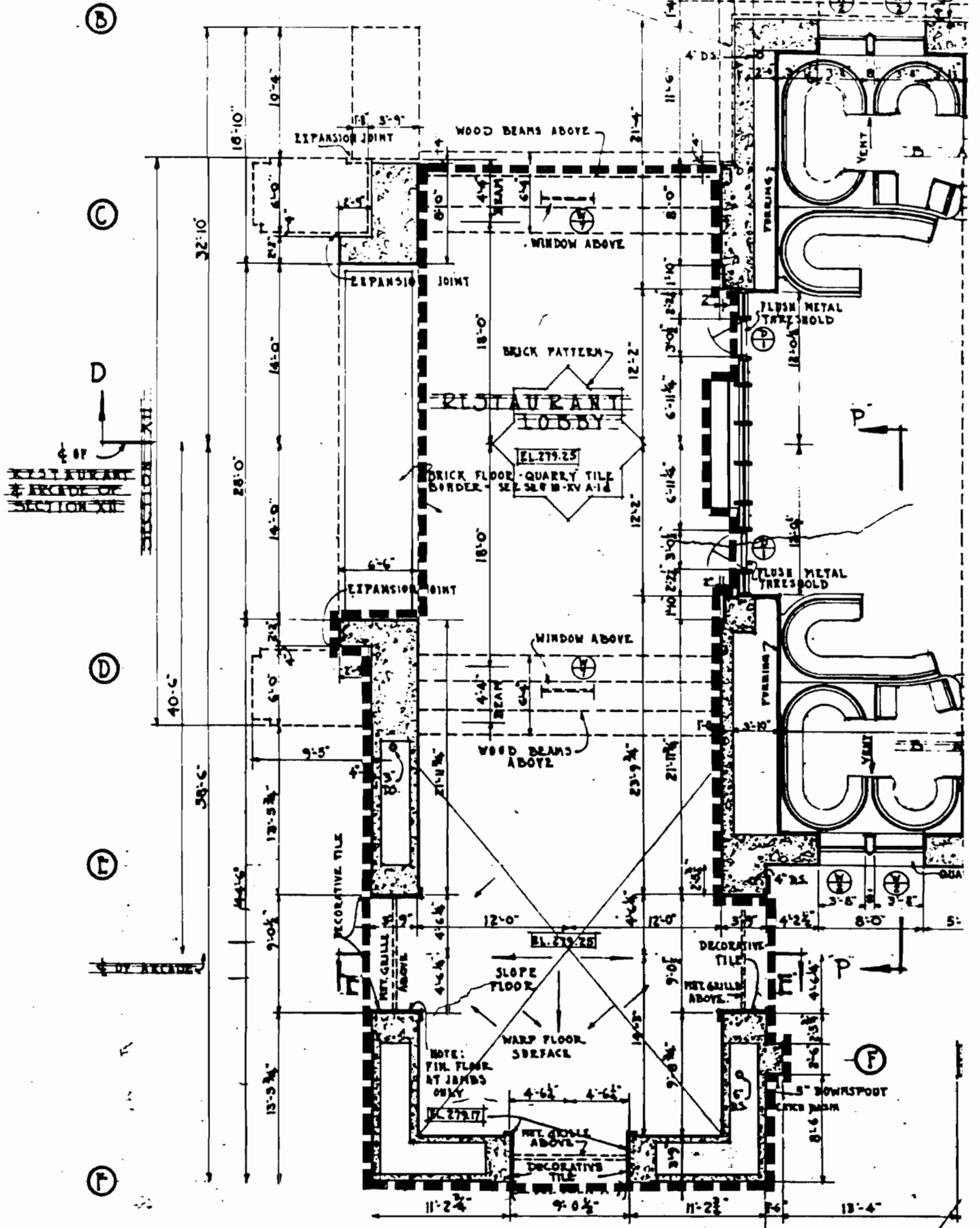
LOCATION: Exterior Area; Adjacent to Restaurant and South of Main Arcade

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, and the patios all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. SURFACES - The concrete walls are navajo white with a painted red wainscot. This area is divided into 3 areas with different ceiling heights. A low ceiling with cross beams is located in front of the cocktail lounge entry. A high ceiling with stucco and wood box beams is in front of the restaurant and a lower ceiling is at the alcove connecting to the south arcade. There are brick pavers in the floor. The facade to the restaurant is composed of glass doors and windows with bronze frames. The door to the cocktail lounge is located off the east alcove with leather and brass studded doors and ceramic and glass side panels. In the west alcove there are ceramic tile portals with metal grilles in the upper areas.
3. CURRENT USE - Passageway from Amtrak trains to the buses.
4. ORIGINAL USE - Restaurant lobby and passageway to restaurant.
5. CONDITIONS - Both oculii are dirty. The floor is worn and the walls are dirty. The tile base is broken and dirty. The bronze frame and glass doors and windows require cleaning.
6. LIGHTING - The outside light filters in from the east oculus and adjacent arcade. A large light fixture in the center space provides night light in addition to smaller lamps in the side alcoves.
7. LANDSCAPE ELEMENTS - Large urn, trash bins, and ceramic tile bench
8. LANDSCAPE - Not applicable.
9. ARTIFACTS/ARTWORK - Ceramic tile bench, light fixtures, and the grilles over alcove doorways.
10. SIGNAGE - The "Restaurant" sign is original. Inconsistent: the arrows pointing to Amtrak are inconsistent with the historic signage.
11. SYSTEMS ISSUES - Consider nighttime lighting.
12. CODE - Not applicable.

13. INCONSISTENT ELEMENTS - The signage and the trash bins are out of character.
14. AREAS FOR RESEARCH/TESTING
 - . Research paint colors on ceilings
 - . Test cleaning of bronze frames
15. FUTURE USES - Undetermined. If the restaurant is reopened then this area will be used by greater numbers of people. It could be used as a waiting/overflow area for the restaurant.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean and repaint surfaces as required. Clean, patch and replace ceramic tile as required. Clean and upgrade light fixtures. Clean bronze frames and doors as required.
17. ONGOING WORK - Not applicable.
18. IMPACT ON OPERATIONS - Not applicable.

UST:X4-e

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RESTAURANT
 & ARCADE OF
 SECTION XII

(B)

(C)

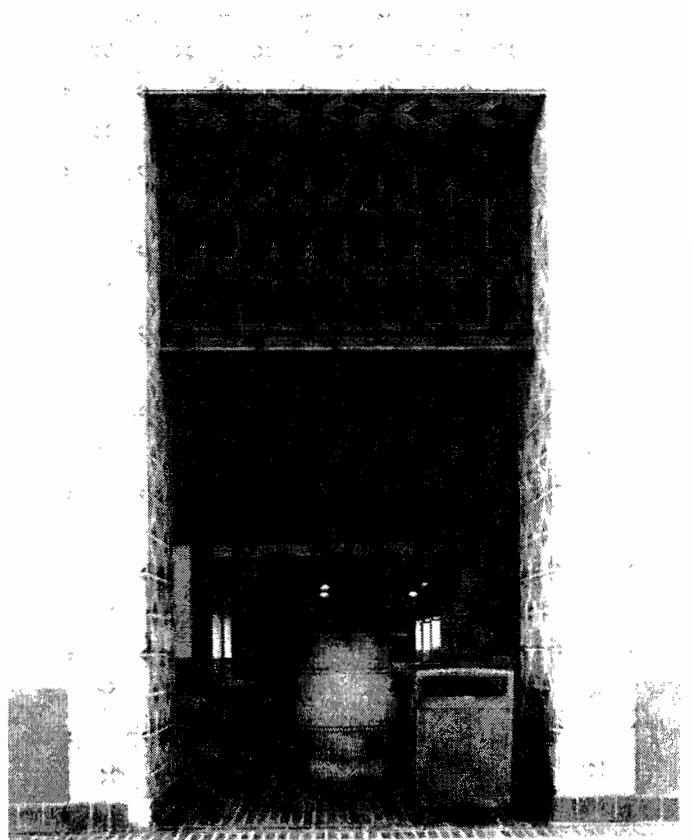
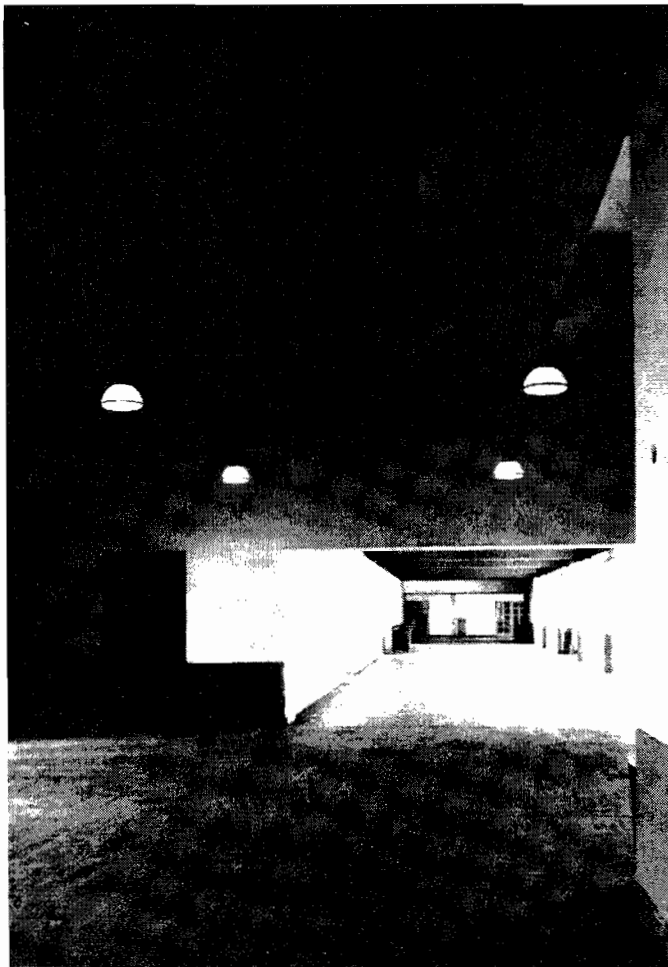
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(D)

(E)

(F)

RESTAURANT LOBBY



E. SECONDARY INTERIOR SPACES

1. CAFE
2. GIFT SHOP
3. SECURITY OFFICE
4. NORTH ARCADE BUILDING
 - A. FIRST FLOOR
 - B. SECOND FLOOR
5. TRAIN CONCOURSE
6. PASSENGER DEPARTURE AND ARRIVAL LOBBY
7. EXIT CONCOURSE
8. ENTRANCE CONCOURSE/AMTRAK TICKET AND INFORMATION OFFICES
9. CONVEYOR AND CAROUSEL AREA
10. AMTRAK OFFICES
11. CATELLUS DEVELOPMENT OFFICES

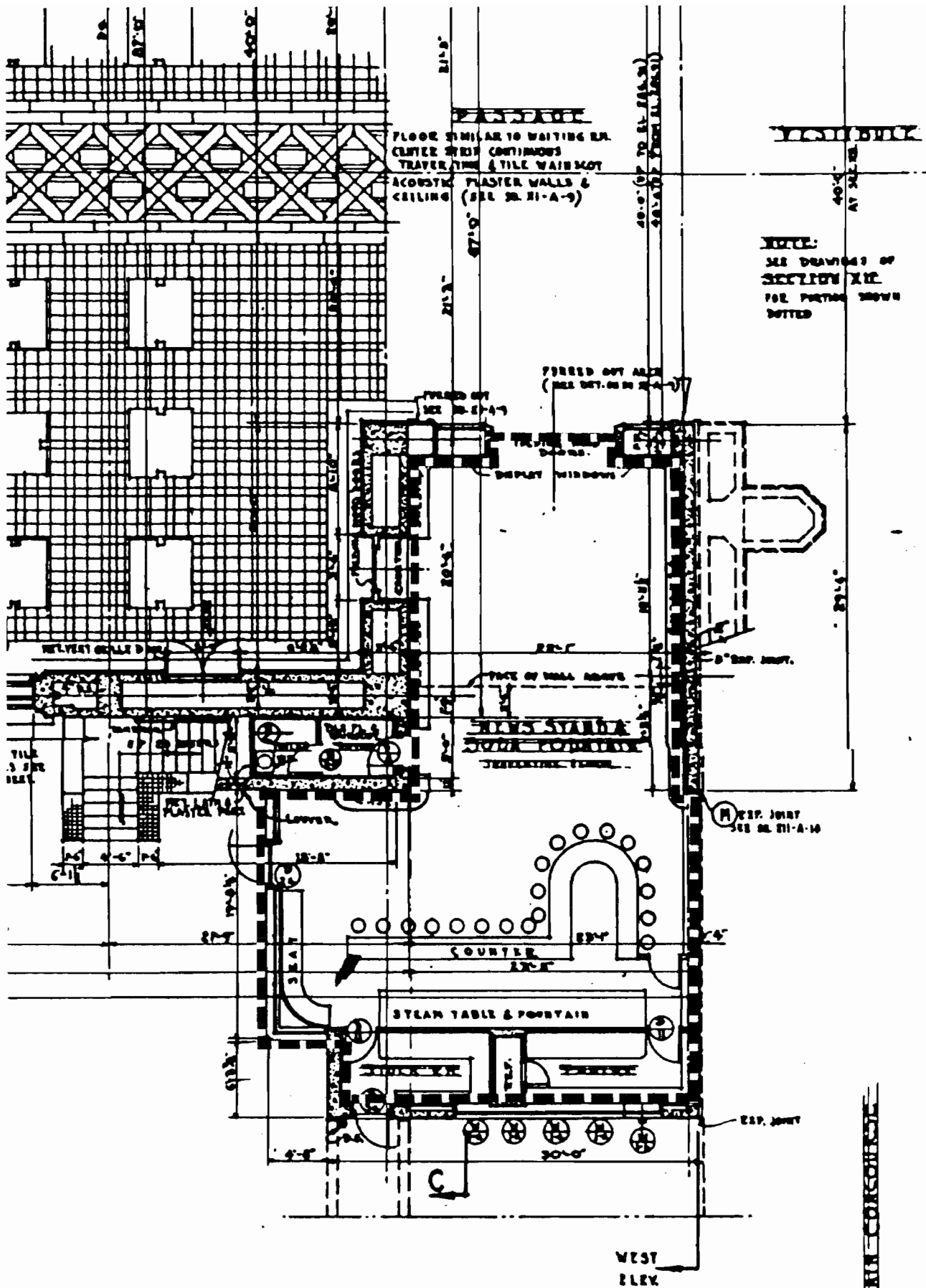
UNION STATION
E1 - CAFE

LOCATION: Interior Area; Adjacent to North Patio and Main Working Room

1. ARCHITECTURAL CHARACTER - There is little evidence of remaining historic elements in this area.
2. ENCLOSURE
Floors: Red tiles
Walls: Wood panelling
Ceilings: Suspended panel ceiling
Other: Stainless steel and glass display cases
3. CURRENT USE - McCarthy's cafe, with kitchen area and small office in rear.
4. ORIGINAL USE - This area was originally the Newsstand and Soda Fountain, decorated and operated by the Fred Harvey Co.
5. CONDITIONS - Harsh lighting, sterile and non-historic decor. Historic turquoise tiles remain on the walls in the kitchen.
6. LIGHTING - Fluorescent lighting in suspended ceiling.
7. ACOUSTICS - Little sound absorption.
8. FURNITURE - Serving counter, ice cream display case and cash register.
9. ARTIFACTS - Turquoise tiles remain in the kitchen area. All other historic elements have been removed or covered over. Ie - counter, stools, etc.
10. ARTWORK - Not applicable.
11. SIGNAGE - Inconsistent signage, unrelated to the rest of the station.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - HVAC and ventilation.
14. ELECTRICAL ISSUES - Lighting type.
15. CODE - Research occupancy capacity and exiting requirements.
16. INCONSISTENT ELEMENTS - The entire decor is inconsistent with the historic nature of the station.

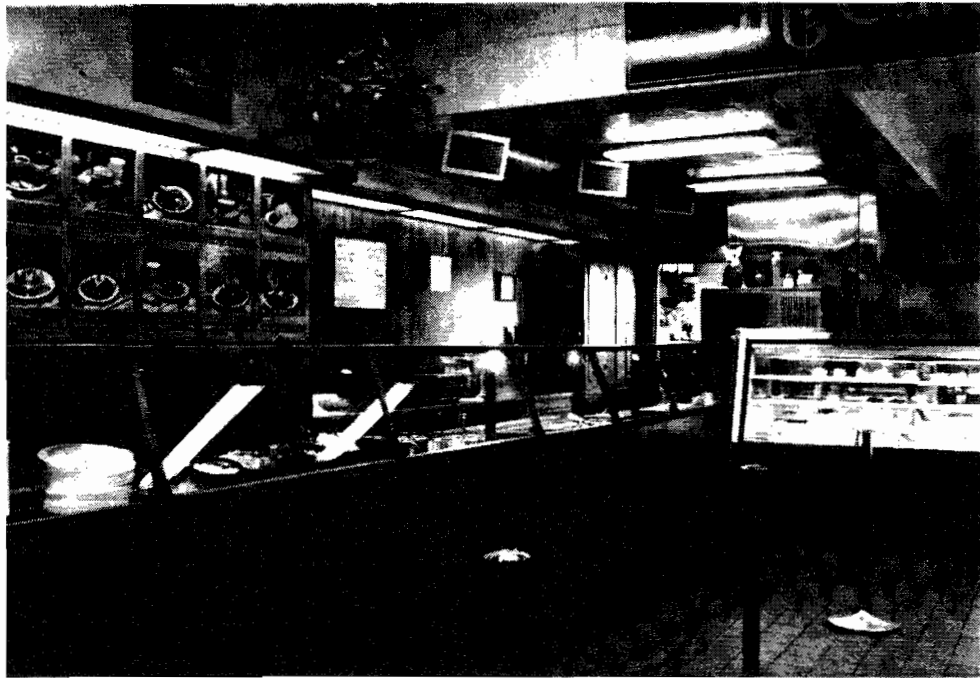
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Undetermined. This cafe needs to be upgraded to a quality and service level more appropriate to the historic status and image of Union Station.
19. RECOMMENDATION FOR HISTORIC UPGRADE - This entire area should be reevaluated regarding its relation to Union Station and the appropriateness of its decor.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3



CAFE

(ORIGINAL PLAN OF NEWSSTAND)



UNION STATION
E2 - GIFT SHOP

LOCATION: Interior Area; Adjacent to Patio and Main Waiting Room

1. ARCHITECTURAL CHARACTER - This area has been remodeled. There is little evidence of original, historic elements.
2. ENCLOSURE - L-shaped room - 42 ft. x 31 ft.; 42 ft. x 37 ft.
Floors: Red square tiles.
Walls: Wood paneling on two walls, the north and west elevations consist of glass doors and windows and aluminum frames.
Ceilings: Suspended panel ceiling
3. CURRENT USE - Gift Shop
4. ORIGINAL USE - This room was originally the Parcel Check Room with public counter access in the South Passage and where the front door is now. The employees entrance was off the side in the main waiting room.
5. CONDITIONS - Harsh lighting and sterile decor.
6. LIGHTING - Fluorescent lighting in suspended ceiling.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Display shelves and counters.
9. ARTIFACTS - None apparent.
10. ARTWORK - None apparent.
11. SIGNAGE - "News" sign appears historic and was relocated from its original location.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - HVAC not apparent.
14. ELECTRICAL ISSUES - Lighting type needs reconsideration.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - The entire decor of this area is inconsistent with the historic nature of the station.
17. AREAS OF RESEARCH/TESTING - Not applicable.

18. FUTURE USES - Undetermined.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - This entire area should be re-evaluated regarding its relation to Union Station and the appropriateness of its decor.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-12



UNION STATION
E3 - SECURITY OFFICE

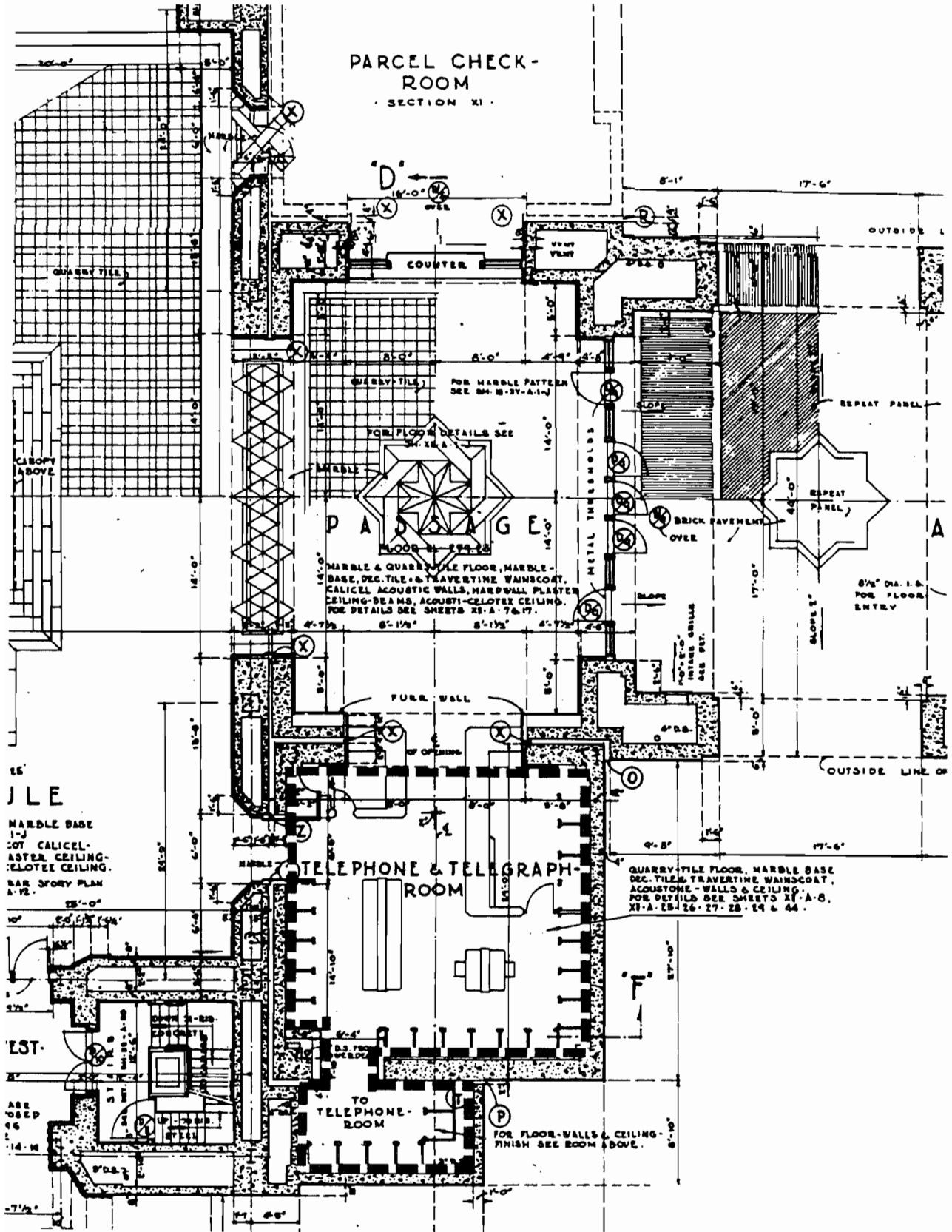
LOCATION: Interior Area; Adjacent to Entrance and Vestibule

1. ARCHITECTURAL CHARACTER - This area was partitioned off and remodeled. Some historic elements remain but are concealed from view.
2. ENCLOSURE - 27.5 ft. x 25 ft.
Floors: Brown Carpet
Walls: Wood panelling
Ceilings: Suspended non-historic acoustic panels
3. CURRENT USE - Security Office
4. ORIGINAL USE - The Telephone and Telegraph Room originally occupied this space and was open to the South Passageway.
5. CONDITIONS - The room has been partitioned off and wood panelled. The suspended ceiling conceals the original ceiling, an historic chandelier and two high windows to the exterior. The low ceiling, bright lights and small rooms without windows create a cramped, stuffy space.
6. LIGHTING - Fluorescent lighting panels in the suspended ceiling.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Historic wooden counter.
9. ARTIFACTS - Several historic wood panelled doors and a wood counter remain exposed while an historic light fixture is concealed above the suspended ceiling. Perhaps the marble floor pattern remains beneath the carpet.
10. ARTWORK - Not applicable.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Window fans (above suspended ceiling) remain unused. The location and function of the air ducts directly above the suspended panel ceiling requires investigation.

14. ELECTRICAL ISSUES - Reconsider lighting and rewire as necessary.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Non-historic wood panelled partitions, carpet, suspended ceiling and fluorescent lights compromise the original architectural intention of the space. The original high ceiling and upper walls with two windows remains intact above the suspended ceiling.
17. AREAS OF RESEARCH/TESTING
 - . Test and research materials behind and beneath the wood paneling and carpet.
 - . Test the cleaning of the brass light fixture.
18. FUTURE USES - With its now covered high ceiling, windows and chandelier, this area could be restored to a central telephone or reservation office. If the adjacent areas become reception or lobby areas to new buildings beyond this area could serve as a very central office servicing guests of a hotel or the adjacent restaurant and Amtrak and Metro Rail passengers.
19. RECOMMENDATION FOR HISTORIC UPGRADE - Remove suspended ceiling and upgrade mechanical/electrical systems, remove unoriginal wall partitions. Restore room to its original look and use. Remove carpet to expose marble floor if appropriate. Salvage and restore original wood panels if available.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

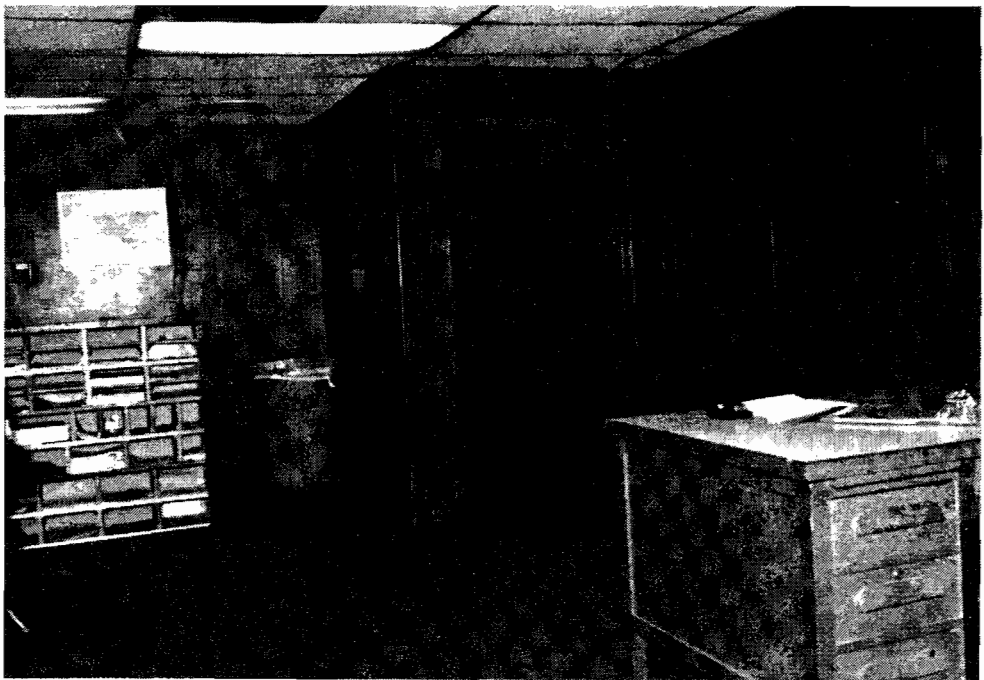
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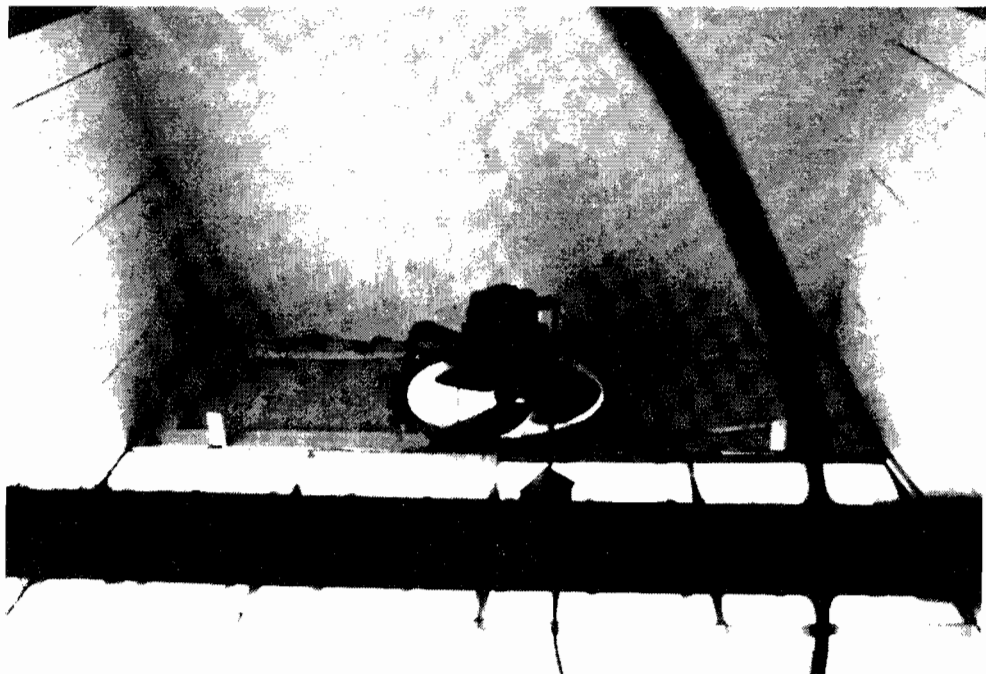
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SECURITY OFFICE

(ORIGINAL PLAN OF TELEPHON AND TELEGRAPH ROOM)





UNION STATION

E4.a - NORTH ARCADE BUILDING - FIRST FLOOR

LOCATION: Interior Area; North of Main Concourse and Adjacent to North Arcade

1. ARCHITECTURAL CHARACTER - Some areas on the first floor of this building retain evidence of their original historic character i.e. - the Barber Shop, the two Ante Rooms and the original Men's and Women's Toilet Rooms. Some areas are in severe disrepair, others have been completely remodeled, and some have been left inaccessible as a result of the remodel.
2. ENCLOSURE
 - Floors: In the remodeled Rest Rooms new tile floors were installed; in the historic Men's Toilet Room and Women's Toilet Room No. 2 multi-colored pattern tile floors remain; in the former Ante Rooms red tile floors remain.
 - Walls: Ceramic tile was installed in the remodeled areas; historic corrugated peach toned tiles remain in the historic Men's and Women's Toilet Rooms. The Barber Shop walls have built-in wood cabinets and mirrors, the Shoe Shine and Telephone alcove, have ceramic tile pattern wainscot.
 - Ceilings: Varies. In the remodeled Rest Rooms there are new suspended ceilings.
3. CURRENT USE - The remodeled Men's and Women's Rest Rooms and the historic Telephone Foyer remain closed to the public except for special events. The other areas are not currently being used.
4. ORIGINAL USE - Women's Rest Room, Toilet Rooms and Ante Room; Men's Toilet Room, Smoking Room and Ante Room; Barber Shop and Shoe Shine.
5. CONDITIONS - The newly remodeled Rest Rooms are unlocked only for special events and are relatively clean but somewhat sterile. The construction of these Rest Rooms has severely impacted the historic Men's Toilet Room and the Women's Rest and Toilet Rooms. Few to no historic elements remain in the original Women's Rest Room No. 1 and lounge area. The Men's Rest Room is in severe disrepair but retains some historic artifacts including historic broken marble toilet partitions, ceramic tile wainscot walls, and a decorative floor pattern. The Women's Toilet Room No. 2 is in similar condition to the Men's Toilet Room but has been left accessible only through a pipe chase. The Barber Shop is dirty and cluttered with non-historic furniture but retains some historic artifacts. The Ante Rooms remain intact with patterned ceramic tile wainscot walls.
6. LIGHTING - Varies. In remodeled areas fluorescent overhead lights have been installed.

7. ACOUSTICS - Not Applicable.
8. FURNITURE - Non-historic furniture remains in the Barber Shop.
9. ARTIFACTS - Two clocks above the Ante Rooms doors and the corrugated ceramic tile in the original Men's Rest Room. Fixtures, built-in wood cabinets, leaded windows, light fixtures and a wall clock remain in the barber shop.
10. ARTWORK - Ceramic floor pattern tile in the historic Men's and Women's Toilet Rooms. The ceramic tile wainscot in the Ante Rooms.
11. SIGNAGE - Not Applicable.
12. STRUCTURAL ISSUES - Not Applicable.
13. MECHANICAL ISSUES - The conditions of the water pipes and faucets in all sinks and toilets in original historic areas and ventilation in all areas remains questionable. HVAC not apparent.
14. ELECTRICAL ISSUES - Safety of electrical wiring.
15. CODE - The new Rest Rooms have handicap stalls but the entry might require modification to meet handicap codes.
16. INCONSISTENT ELEMENTS - In the remodeled Rest Rooms the tilework, lighting, fixtures and stalls are different from the character and intention of the original.
17. AREAS OF RESEARCH/TESTING
Salvage tiles in the original Men's and Women's Toilet Room.
18. FUTURE USES - Undetermined. Both Ante Rooms: the Telephone Alcove and former Shoe Shine area retain much of their original historic character and offer potential for adaptive reuse in their existing condition.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE
ANTE ROOMS - Both the Telephone Alcove and the former Shoe Shine area retain their distinctive historic character. With cleaning and minor repair of the ceramic tile wainscot these areas could be utilized effectively and convey their original character.
BARBER SHOP - This area retains original historic artifacts such as lighting fixtures, a wall clock, leaded glass windows and doors, and built-in wooden cabinets. The sinks and faucets appear to have been added later. The leaded glass windows and doors are significant historical features which contribute to the historic character of the adjacent spaces. Currently, the former Barber Shop is not utilized and should be considered for adaptive reuse. The artifacts should be incorporated into the new use if possible. Otherwise, they should be catalogued, labeled and stored.

REMODELED RESTROOMS - Added in 1988 by Amtrak, these areas have no historic significance and should be considered for adaptive reuse.

STORAGE ROOM - Originally part of the Women's Rest Room, this area has been severely impacted by the addition of the 1988 Rest Rooms. The interior walls remain unfinished. The original bay window on the exterior wall has a turquoise painted steel frame. The window should be incorporated into the future use of this area.

MEN'S TOILET ROOM - This area was intended for demolition by Amtrak, but currently remains in severe disrepair. Partially impacted by construction of new Rest Rooms, only half of the lavatories remain. The marble wall partitions are broken and discolored. Fixtures and toilets are strewn about and the area is littered with garbage. Original peach colored tiles remain on the walls and the tile floor pattern is intact. The lack of operable HVAC in this area poses a health threat. This area is no longer usable in its present condition and should be considered for adaptive reuse. The marble wall partitions and fixtures appear beyond repair and should be salvaged, labeled and catalogued. The wall tiles and floor pattern should be incorporated into the new use if possible, otherwise salvaged, labeled and stored.

FUTURE OFFICE SPACE - Originally the Women's Toilet Room No. 2. This area is in a similar state of disrepair as the Men's Toilet Room. Floor and wall tiles, some lighting fixtures, marble toilet partitions, and some fixtures remain. This area should to considered for adaptive reuse.

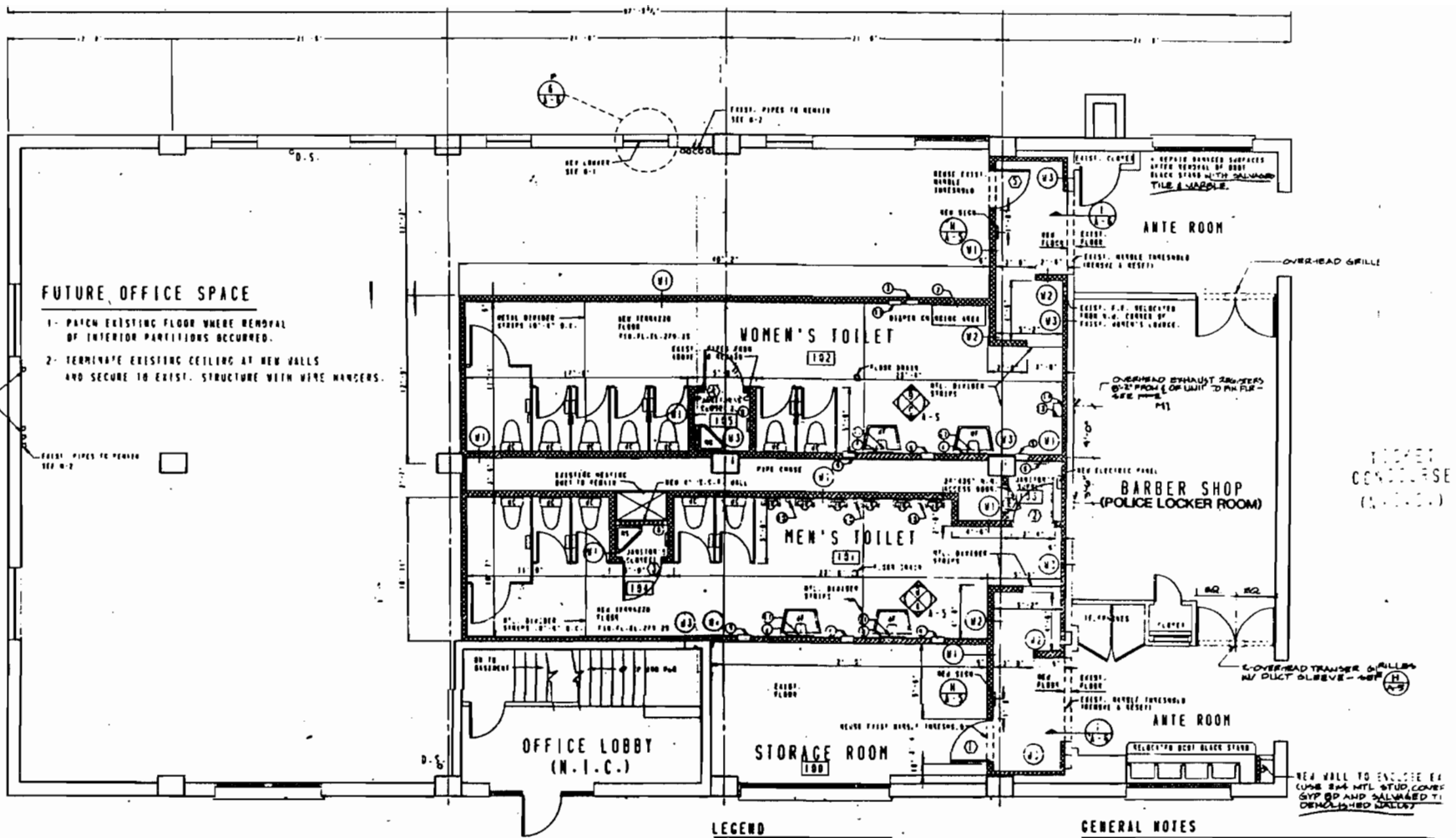
STAIRWAY - Original, poured-in-place cement stair with original handrail. Original wooden entrance door with sidelights. This area should be considered for adaptive reuse incorporating the existing stair.

20. ONGOING WORK - Not applicable.

21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-22-b

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FUTURE OFFICE SPACE

- 1- PATCH EXISTING FLOOR WHERE REMOVAL OF INTERIOR PARTITIONS OCCURRED.
- 2- TERMINATE EXISTING CEILING AT NEW WALLS AND SECURE TO EXIST. STRUCTURE WITH WIRE HANGERS.

GROUND FLOOR PLAN

SCALE: 1/4" = 1'-0"
 NOTE: FIELD VERIFY ALL DIMENSIONS.

- LEGEND**
- 102 ROOM NUMBER
 - 101 DOOR NUMBER
 - 101 TOILET ACCESSORIES
 - 101 PARTITION TYPES (SEE SHT. A-07)
 - 101 DETAIL NO. SHEET NO.
 - 101 ELEV. LETTER SHEET NO.

- GENERAL NOTES**
- 1- INSTALL NEW TOILET FEATURES & ACCESSORIES
 - 2- INSTALL NEW PLUMBING & SANITARY. SEE "P.L."
 - 3- INSTALL NEW EPoxy TERRAZZO FLOOR.
 - 4- INSTALL NEW GYP. BD. CLG. WITH RECESSED LIGHT F.
 - 5- INSTALL NEW HVAC SYSTEM FOR EXHAUST.
 - 6- ALL 4" DOWNSPOUTS TO REMAIN IN THEIR PRESENT LOC.

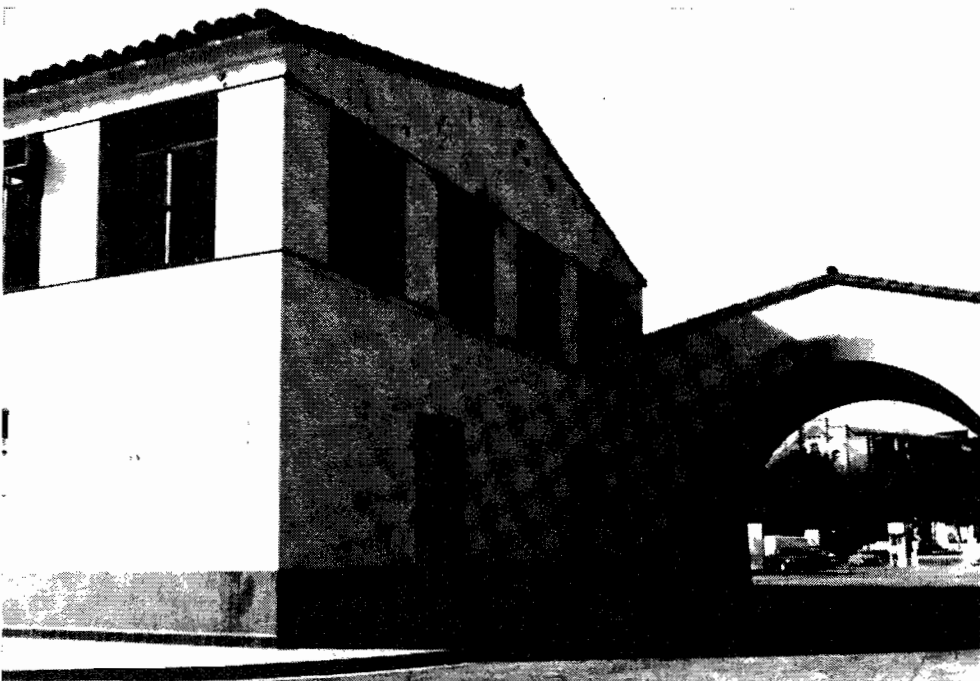
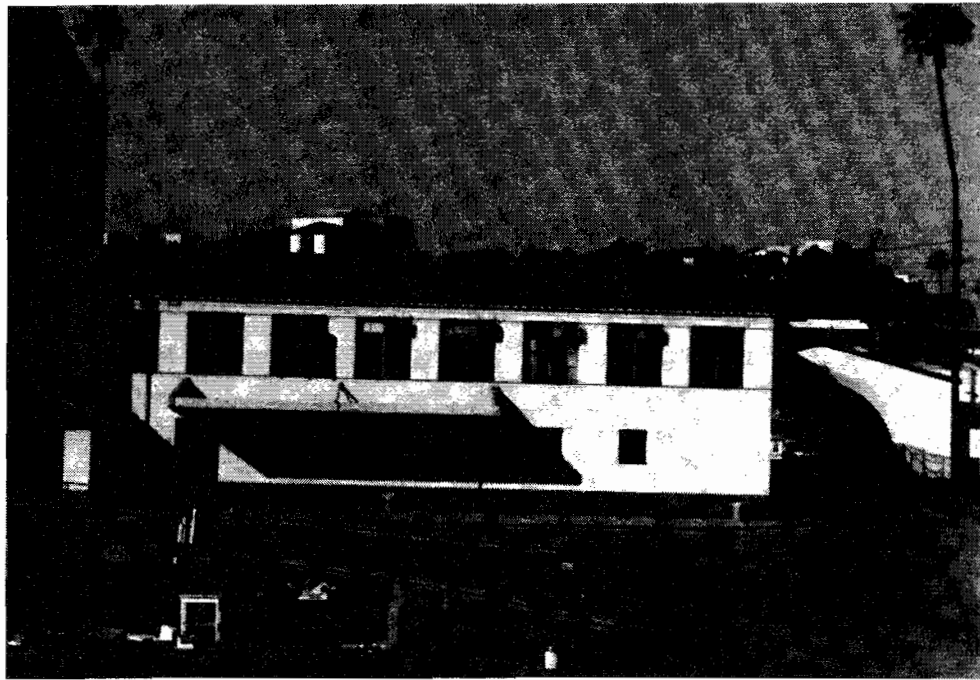


OFFICE OF THE CHIEF ENGINEER

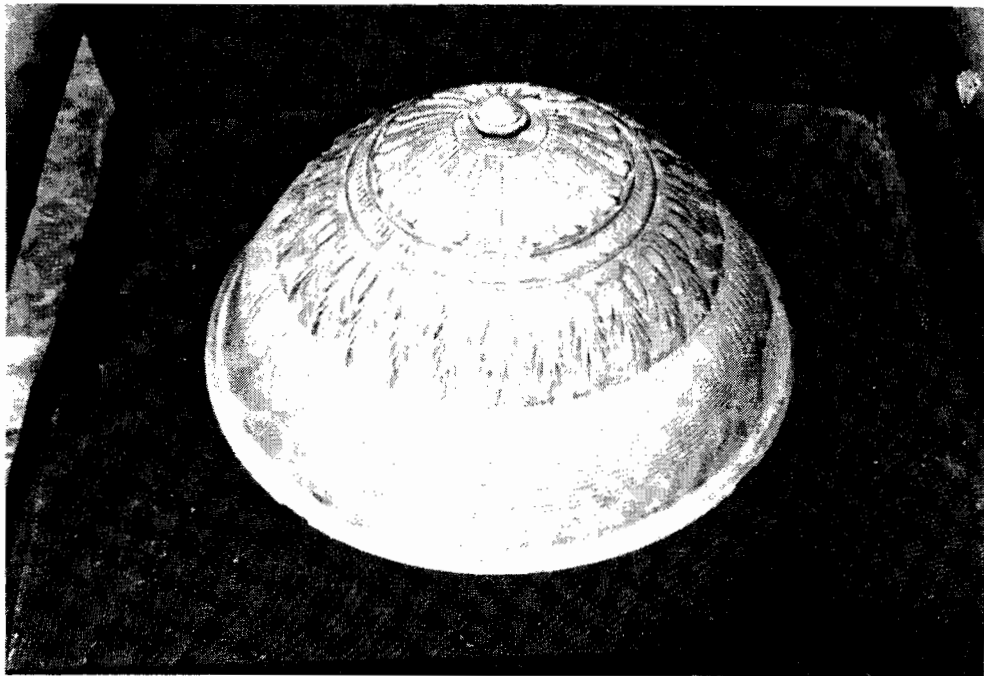
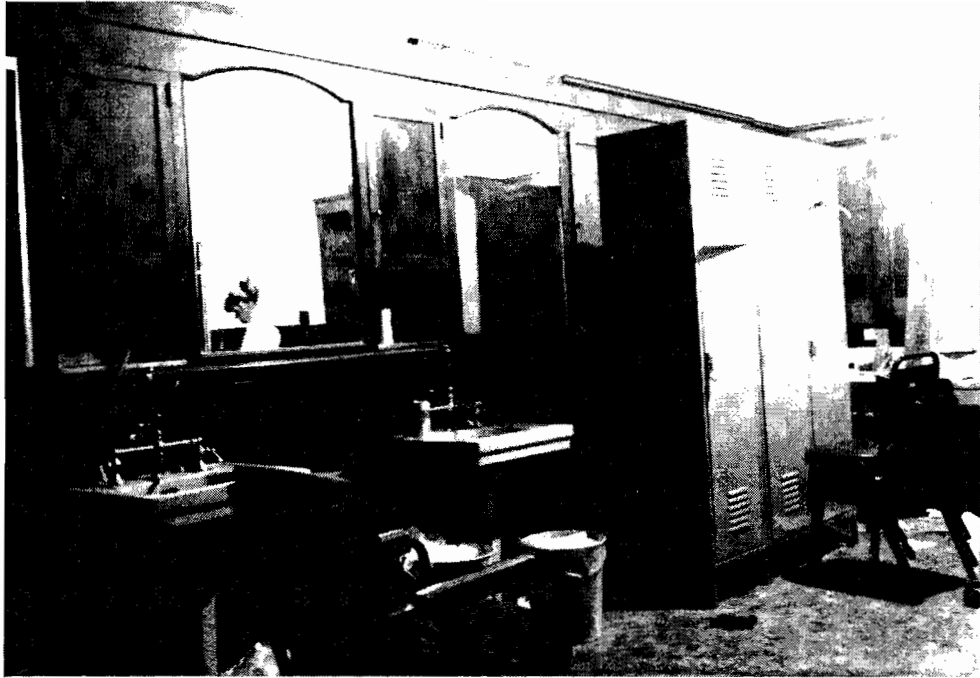
MANAGER ENGINEERING FACILITIES
 MANAGER ARCHITECTURAL DESIGN
 MANAGER ENGINEERING DESIGN

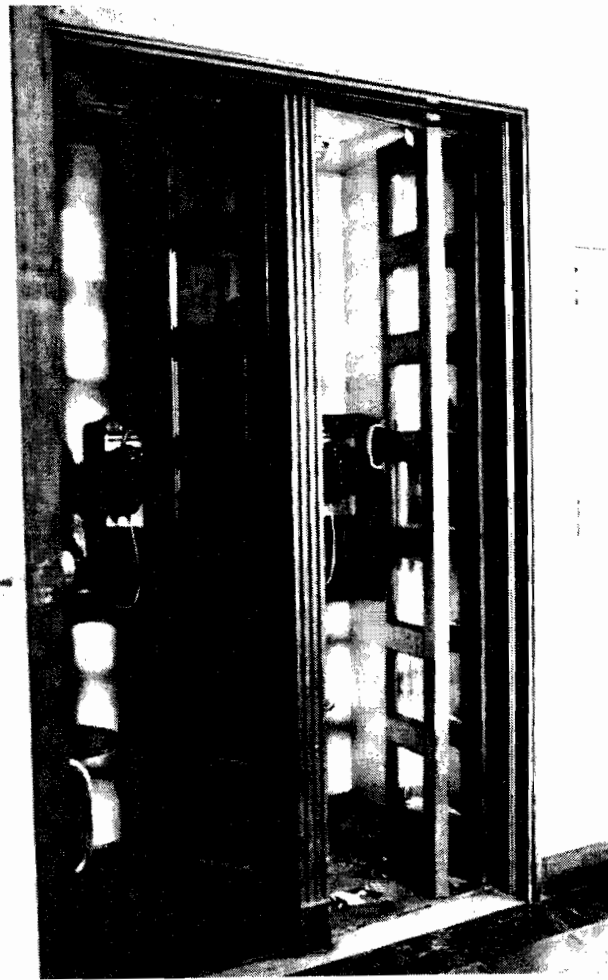
LOS ANGELES CALIFORNIA
 LOS ANGELES UNION PASSENGER TERMINAL
 NEW PUBLIC TOILET ROOMS
GROUND FLOOR PLAN

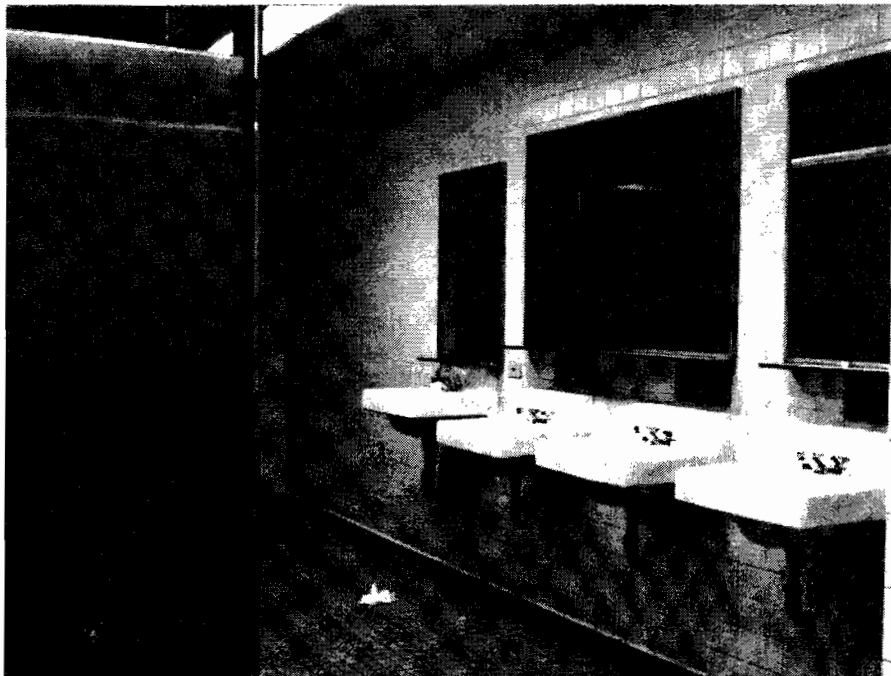
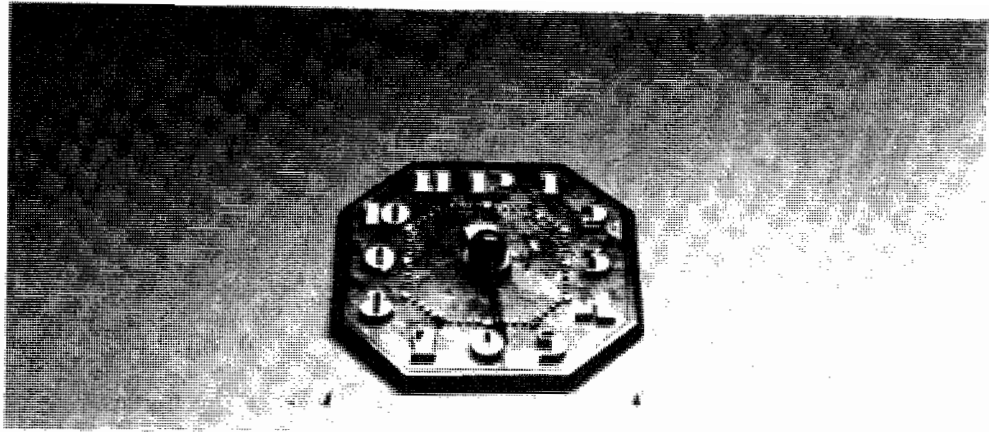
NORTH ARCADE BUILDING

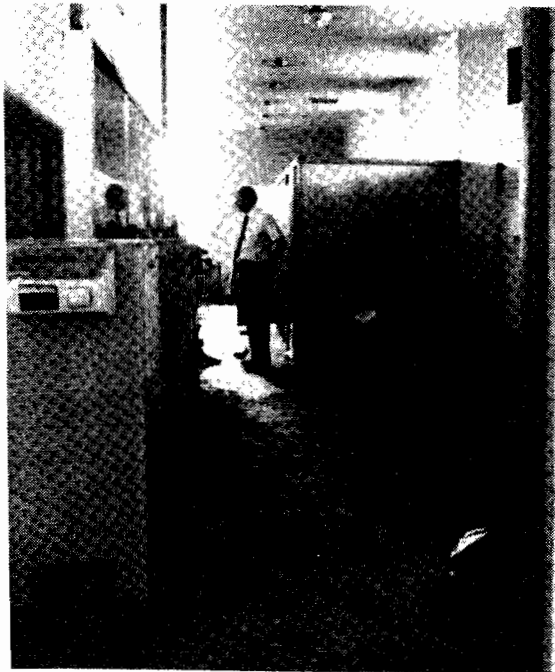
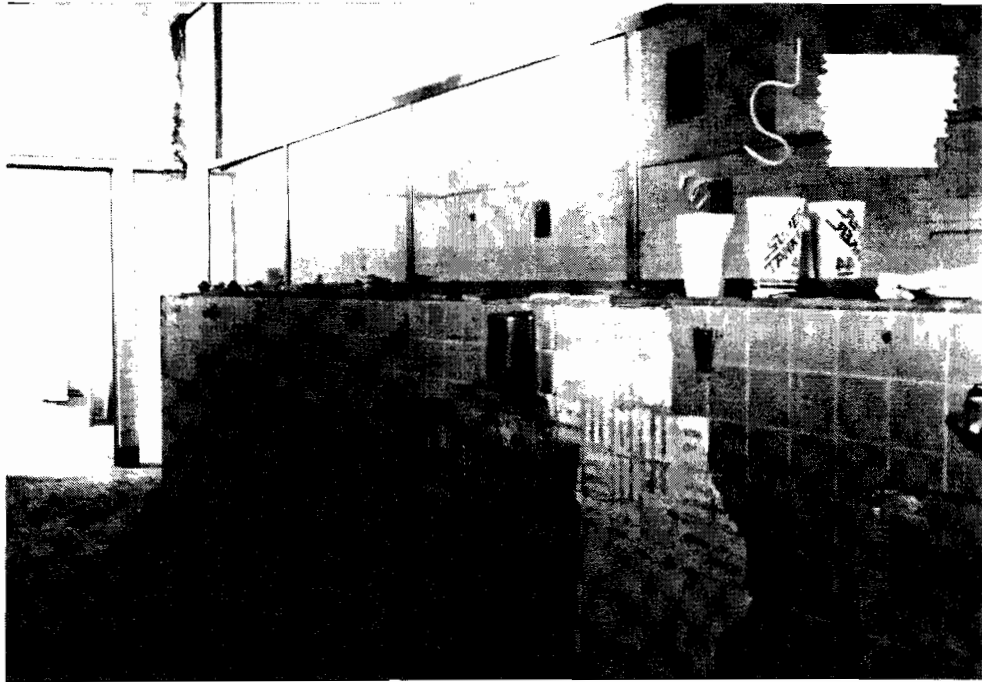


NORTH ARCAD

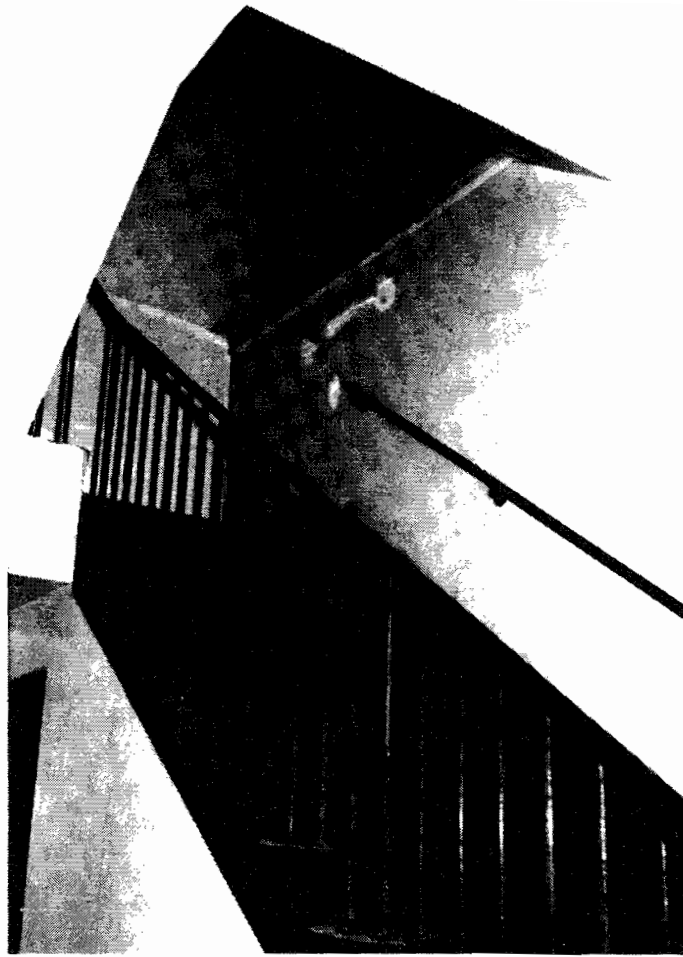








NORTH ARCADE BLDG. FIRST FLOOR



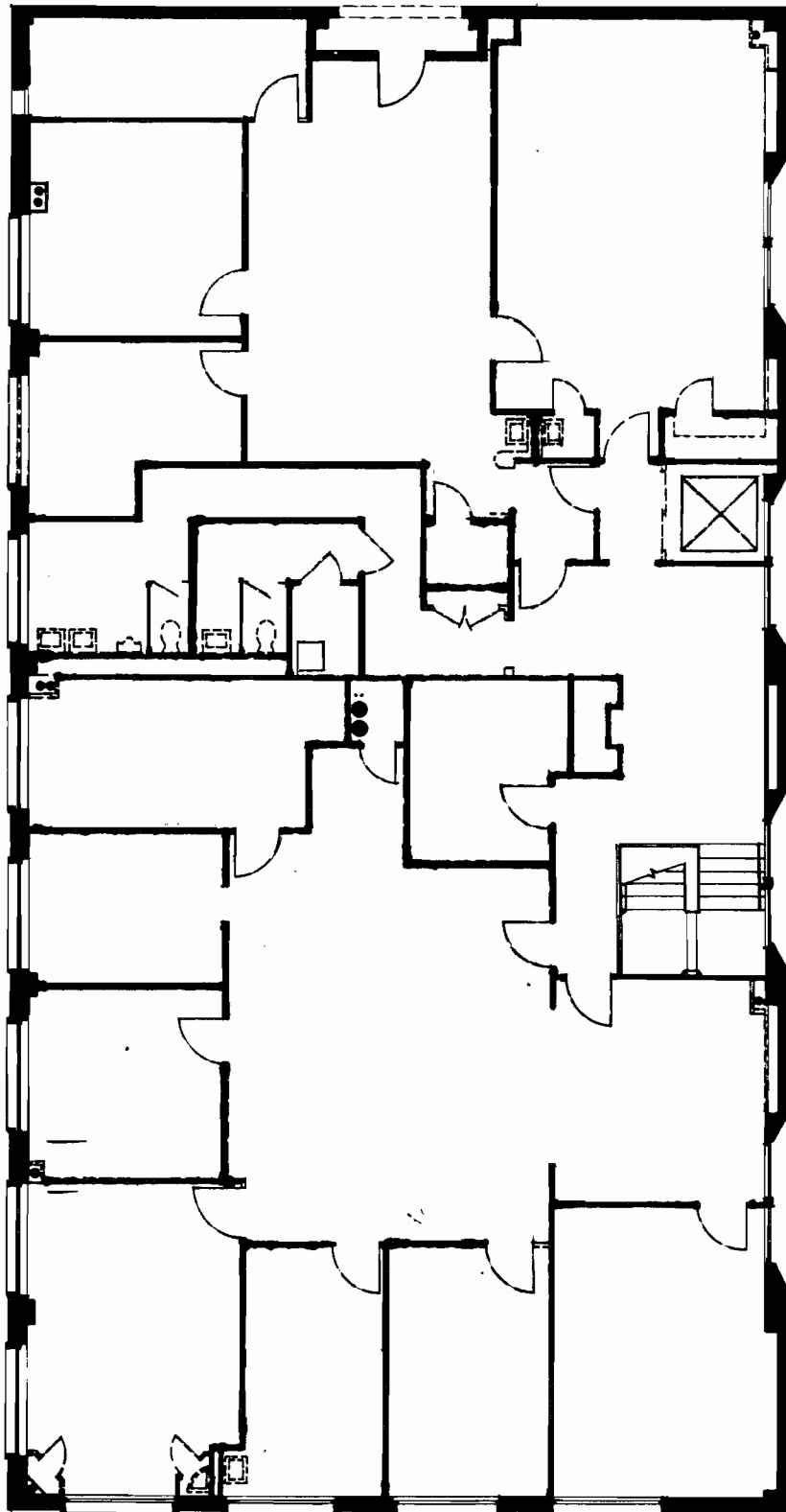
UNION STATION

E4.b - NORTH ARCADE BUILDING - SECOND FLOOR

**LOCATION: Interior Area; Upper Floor to North Arcade Building,
Adjacent to Main Concourse**

1. ARCHITECTURAL CHARACTER - While some historic elements remain in the foyer area and Rest Rooms, the offices have been remodeled and retain few apparent historic elements.
2. ENCLOSURE
 - Floors: Carpet in offices, tile in Rest Rooms, and cement in in foyer area.
 - Walls: Painted plaster and paneling in offices, peach colored ceramic tile in Rest Rooms.
 - Ceilings: Suspended ceilings in offices and conference room
3. CURRENT USE - Amtrak offices, Xerox room, conference room and Men's and Women's Rest Rooms.
4. ORIGINAL USE - Second floor: terminal offices, conductor's locker room, pullman space, offices for pullman cashier, night and day agents, stationary room, toilet room and lost property room.
5. CONDITIONS - The entire second floor has been remodeled to accommodate Amtrak offices. The small reception area is dark and dingy. The floors are worn and the walls are yellowed. The Xerox room to the left is unsightly, as is the mechanical equipment in the hallway next to the Conference Room. The original Toilet Room has been divided by a wall into separate Men's and Women's facilities. The original floor of gray, black, white-speckled and ocre tiles remains intact. The ceramic tile wainscot is ocre and yellow on three of the four walls. The Men's Restroom has original pattern tile floors, black tile base and yellow and ocre wainscot. The floor is brown linoleum. The toilet and lavatory fixtures are not properly maintained and need repair/replacement.
6. LIGHTING - Varies.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Non-historic desks, files and equipment occupy the Amtrak offices.
9. ARTIFACTS - Lighting fixtures in the historic Rest Rooms and in the Foyer area. Original wood frame doors in the office areas.

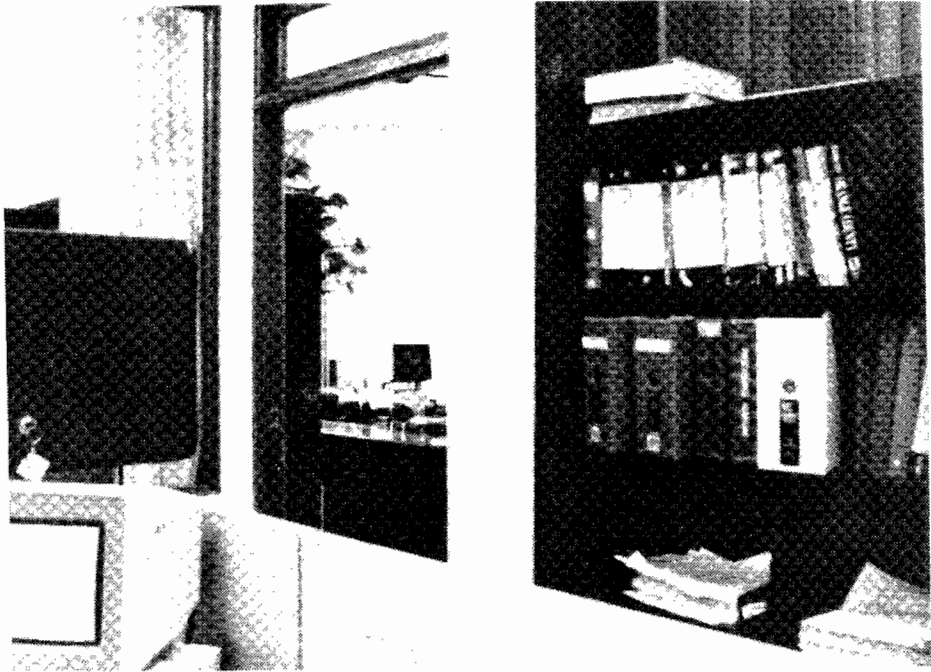
10. ARTWORK - Ceramic tile walls and the floor tile pattern in the historic Rest Rooms remain.
11. SIGNAGE - Amtrak office names are stencilled on the doors to the offices.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Relocate mechanical equipment now located off of the foyer area. Consider new HVAC system and the condition and use of the boiler in the basement.
14. ELECTRICAL ISSUES - Upgrade lighting and wiring.
15. CODE - Consider a second means of egress.
16. INCONSISTENT ELEMENTS - Office wall paneling, carpet, suspended ceilings, air conditioning units in the upper windows, and fluorescent lights. The Xerox room and mechanical equipment off of the entry foyer are unsightly.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Offices of Catellus Development Inc.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - The Amtrak remodel of this area has altered the original layout. Only the Rest Rooms demonstrate significant historic character with original wall and floor materials. Originally one Rest Room, this area has been divided by a wall into separate facilities. The office areas and conference rooms have been remodeled in a manner inconsistent with the character of the station. This area was originally designed for private offices for which little or no general public use was intended and the original has been radically altered. Therefore, this area would likely benefit from adaptive reuse. The current layout is inefficient and the interior finishes and materials are dirty, worn and in need of replacement. Preferably the original restroom floor and wall tiles could be incorporated in the adaptive reuse. The outside windows would benefit from removal of the air conditioning units and new glass panes installed. The use of the original concrete stair case is recommended.
20. ONGOING WORK - Redesign of this area in progress by Rothenburg Sawasy. Extent of work to be determined.
21. IMPACT ON OPERATIONS - To be determined.



EXISTING SECOND FLOOR PLAN

NORTH AVENUE BUILDING





UNION STATION
E5 - TRAIN CONCOURSE

LOCATION: Interior Area; Between Main Waiting Area and Passenger Arrival and Departure Lobby

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.

2. ENCLOSURE

Floors: The historic cement tile floor is a geometric pattern of grey, black, sienna, tan and yellow tiles.

Walls: The wainscot has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna. Some walls have the same multi-colored geometric pattern as the wainscot in main interior areas while on other walls the center area is surfaced with two tones of brown tiles rather than a colorful geometric pattern. Above this is painted plaster. The top of the columns are stepped out where they meet the ceiling. The north wall is not historic but was installed to enclose the Metro Rail Passage. The tiles have been made similar to adjacent walls.

Columns: The columns have ceramic tile wainscot similar to the walls, with plaster above and are stepped out to meet the ceiling with decorative painted details.

Ceilings: Acoustic panels.

Other: Wood doors lead to the train tunnel. Wood counters stand on either side of the doors.

3. CURRENT USE - Waiting room close to train tracks gates.

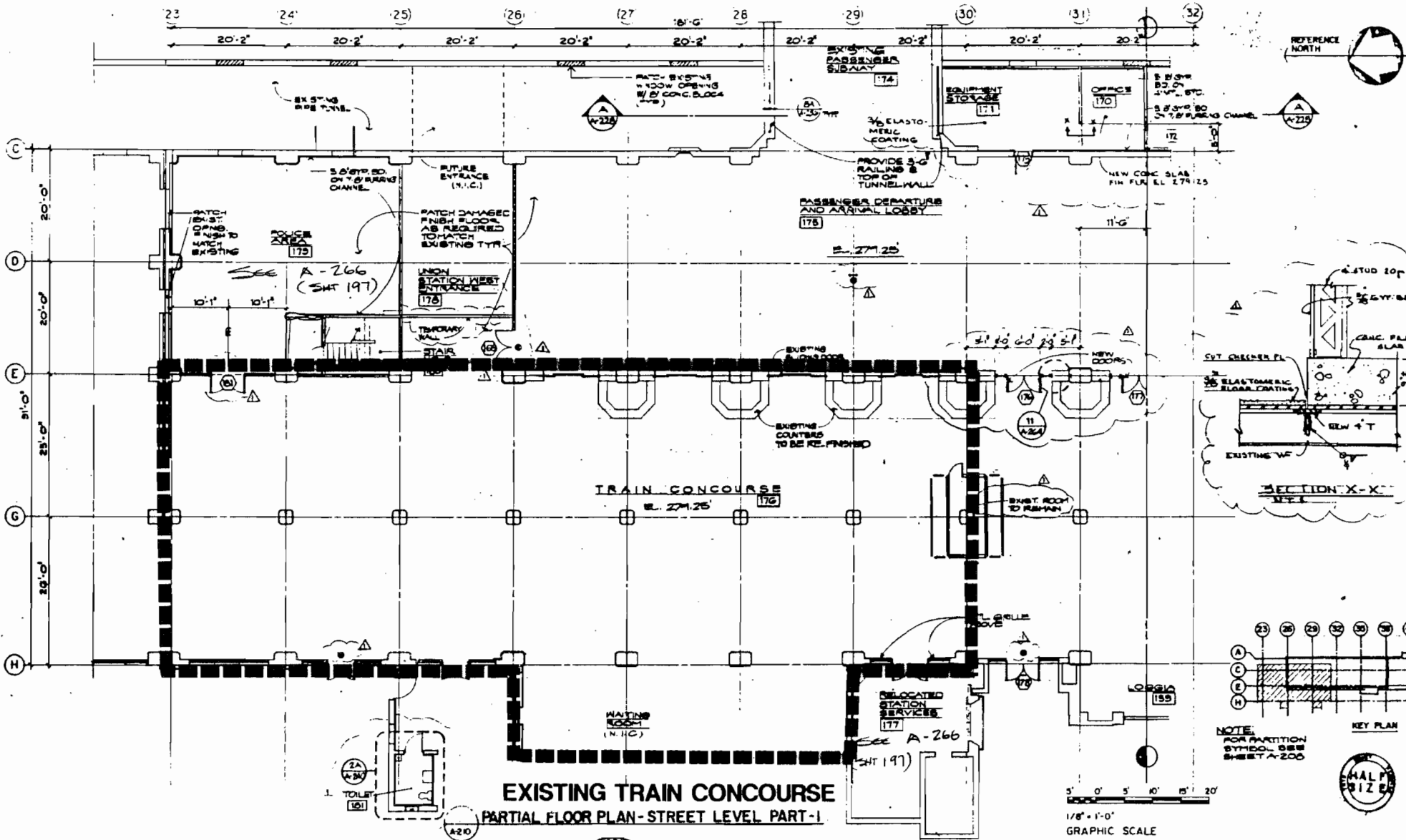
4. ORIGINAL USE - Waiting and line-up area for departing trains.

5. CONDITIONS - The floors are dirty and cracked. Historic cement floor tiles are chipped and mismatched in areas of the metro rail passage, where wooden desks have been removed. At the northern end of the room, near the baggage room, the floors and some wall surfaces are similar but not original. Two doors to the north patio are broken and the glass is cracked. Non-historic naguehyde chair covers are torn and the wood frames are scarred. The wooden desks are scraped and worn. Gate signs and doors are in disrepair. Fans are dirty and exposed. The acoustic panels in the upper walls are severely damaged and worn. The ceramic tiles are damaged on the corners and need replacement. In the north end of the train concourse there are two garage doors along which the walls are damaged and the paint is peeling. Also the ceramic tile wainscot is missing in several areas at the metro rail passage and the door to the stairs. The skylight in the train concourse foyer is extremely dirty and leaks. Several panels in the light fixtures are darkened.
6. LIGHTING - Fluorescent ceiling panels. Outdoor light filters in from the adjacent north patio.
7. ACOUSTICS - Little or no resonance from footsteps or voices. The noise from the fans dominates.
8. FURNITURE - Wooden desks with metal edges. Wooden seats at north end.
9. ARTIFACTS - Historic gate signs. Wooden Amtrak schedule booth with metal grill above schedule, patterned wood doors and clock above doorway to entrance concourse.
10. ARTWORK - Ceramic tile pattern wainscot and floor tile pattern.
11. SIGNAGE - The gate identification signs are historic, but the bulletin boards, train schedules, track directionals, and Amtrak signs are non-historic.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Fans above door to tracks. Water fountains. HVAC not applicable.
14. ELECTRICAL ISSUES - Upgrade lighting.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Signage, exposed fans, furniture layout, soda machines, luggage cart rack, the passenger carts which drive through the area and take precedent to pedestrians and the vending machines near drinking fountains.
17. AREAS OF RESEARCH/TESTING
 - . Test cleaning of ceramic tile.

18. FUTURE USES - In the future this area will serve as a major waiting area and passageway to Amtrak trains and Metro Rail.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean existing tile, match existing and repair broken tiles. Install new ceramic tiles to match historic at north end and around new stairway door and RTD passage. Coordinate signage. Repair or replace and match historic wooden doors to north patio. Eliminate or relocate vending machines and baggage cart dispensers. Remove unused, non-historic speaker holders at north end. Patch, repair and repaint walls at north end. Upgrade lighting fixtures, remove non-historic trash bins and replace with containers similar to historic. Clean and repair skylight in foyer. Match and replace acoustic tile in passageway into main waiting area. Clean and repair historic gate signs and backlit signs.
20. ONGOING WORK - East wall boarded up where RTD/metro rail passageway will occur.
21. IMPACT ON OPERATIONS - Does not interfere with current operations.

UST:X3-7

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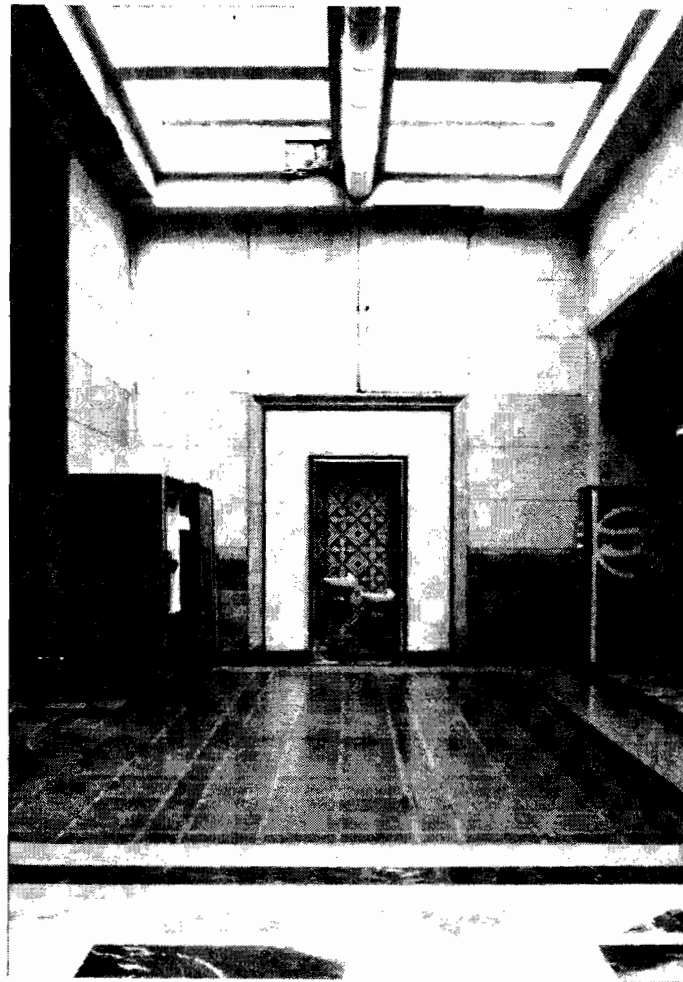
EXISTING TRAIN CONCOURSE
PARTIAL FLOOR PLAN - STREET LEVEL PART - I

"THE INFORMATION ON THIS DRAWING HAS BEEN PREPARED BY MEYER ENGINEERS AND ARCHITECTS, INC. FOR THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT UNDER CONTRACT NO. A-135A. THE INFORMATION ON THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF MEYER ENGINEERS AND ARCHITECTS, INC. AND THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT."

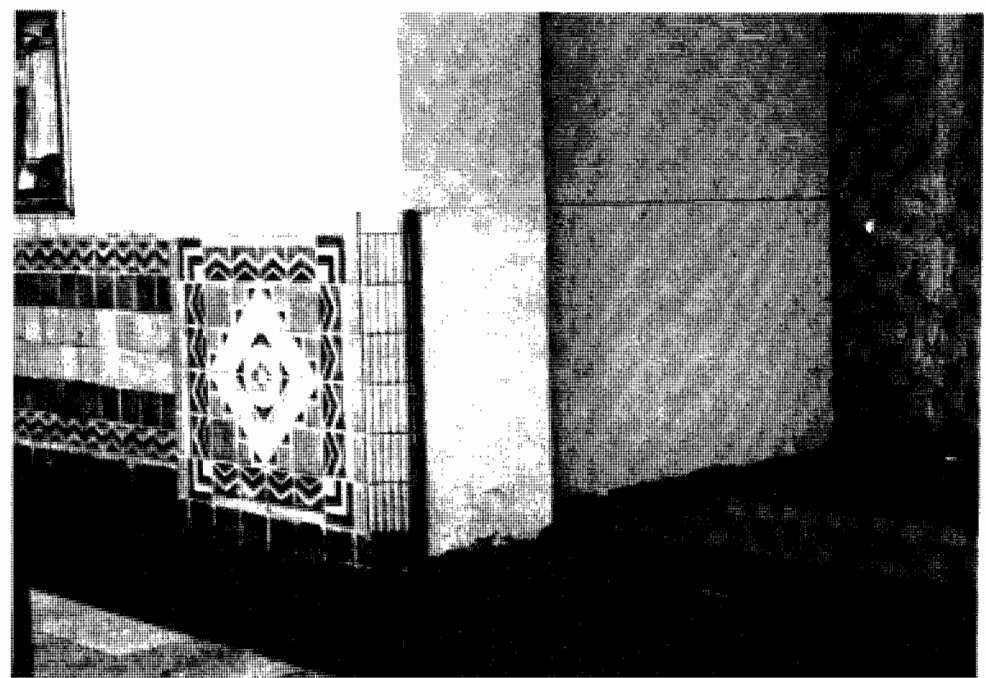
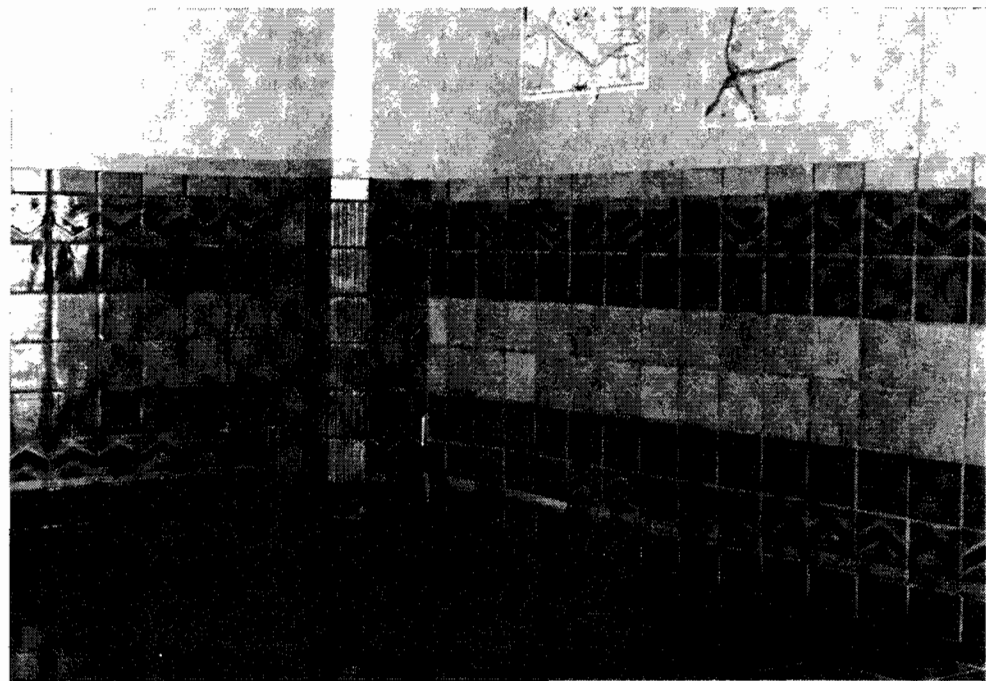
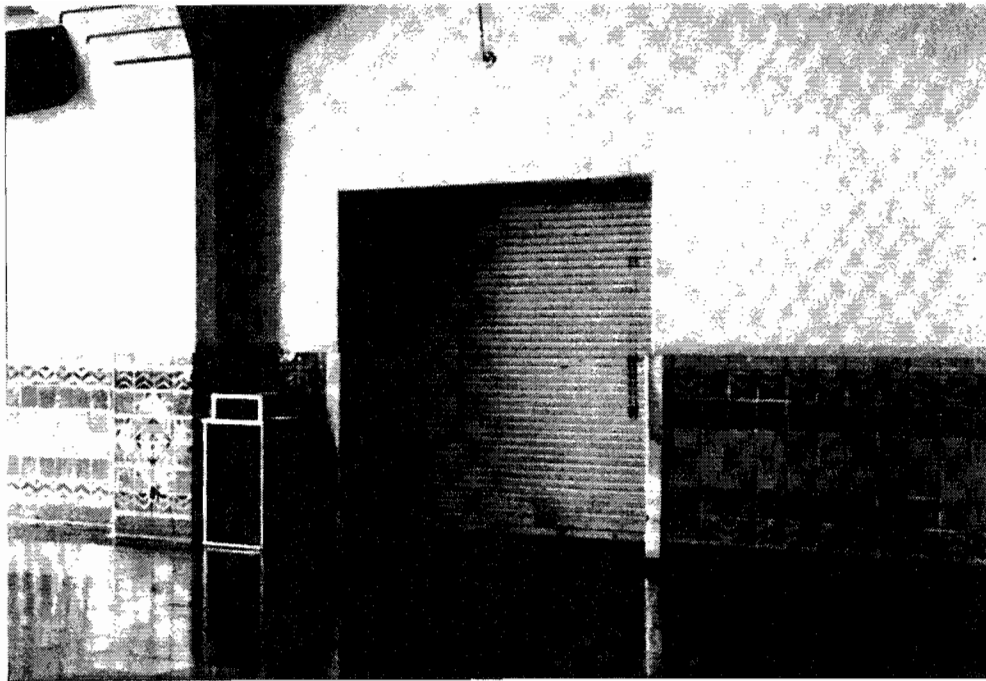
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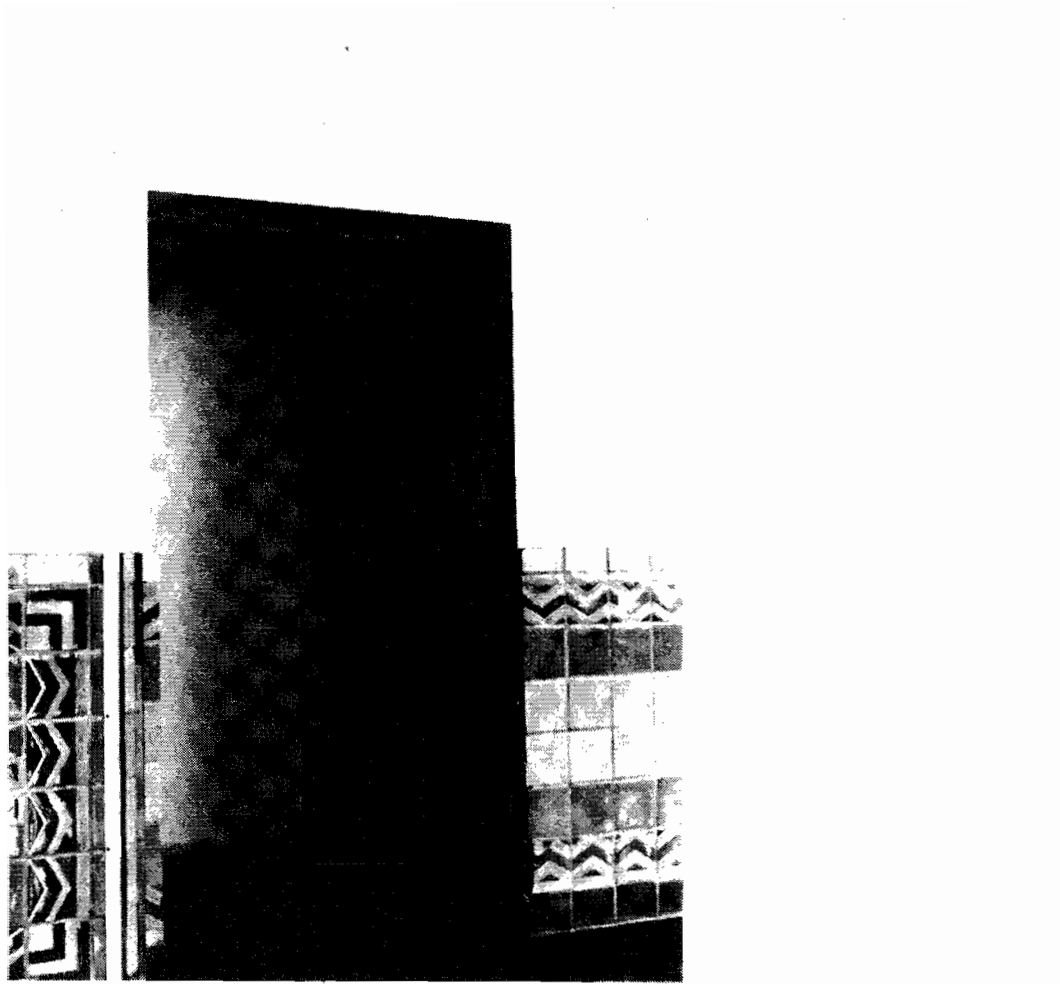
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
 KGO Architect design group
 DALME PRODUCTIONS

LAUPT BAGGAGE HANDLING RELOCATION
 PARTIAL FLOOR PLAN -
 CONTRACT NO. A-135A
 DRAWING NO. A-20
 SCALE









UNION STATION
E6 - PASSENGER ARRIVAL AND DEPARTURE LOBBY

LOCATION: Interior Area; Adjacent to Train Concourse and Tunnel to Tracks

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.

2. ENCLOSURE

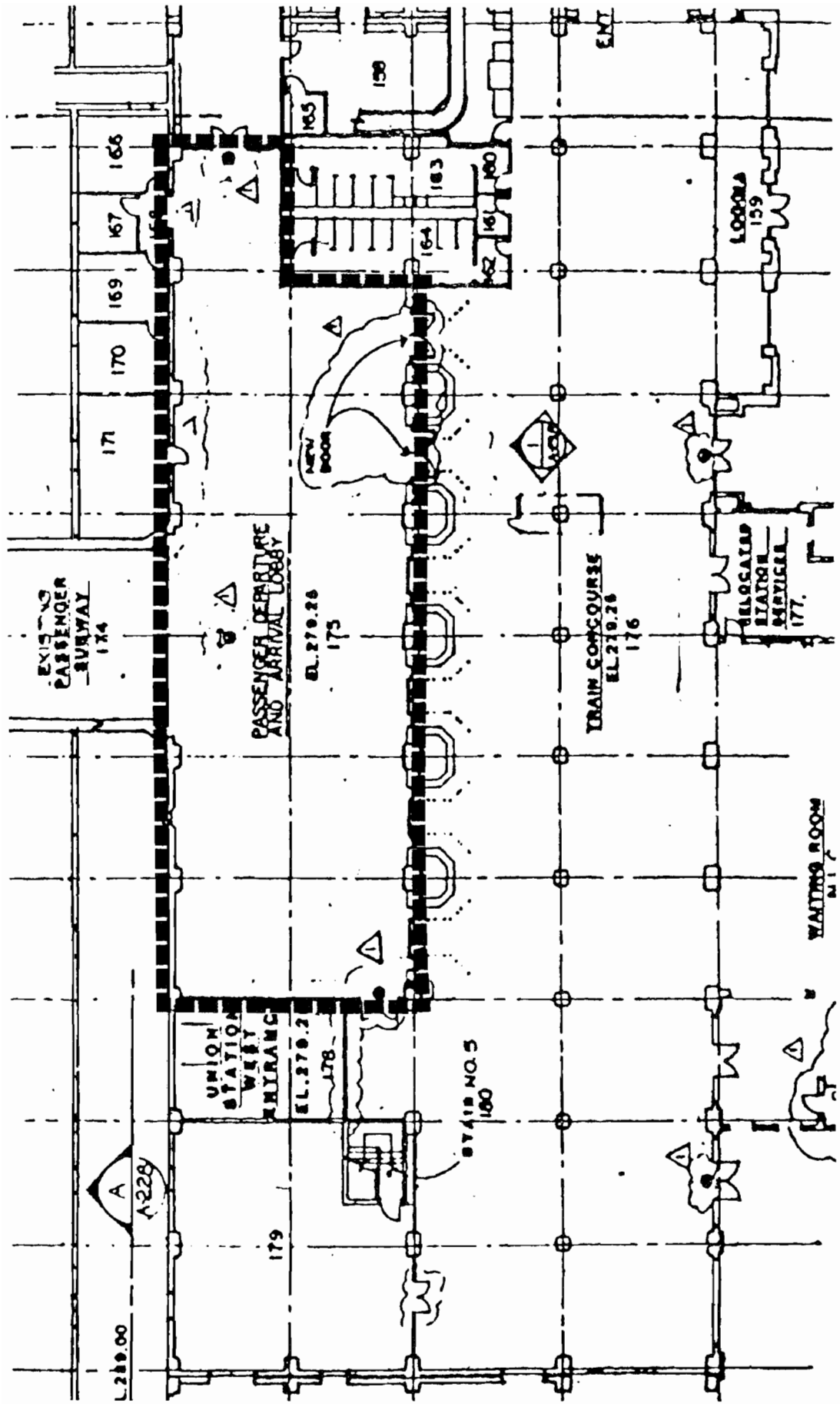
Floor: The geometric patterned tile floor is similar to the floor in the train concourse and is composed of green, tan, red, and yellow tiles. The floor pattern continues past the north wall through the Metro Rail Passage.

Walls and Columns: The wainscot has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna. Some walls have the same multi-colored geometric pattern as the wainscot in main interior areas while on other walls the center area is surfaced with two tones of brown tiles rather than a colorful geometric pattern. Above this is painted plaster. The top of the columns are stepped out where they meet the ceiling. The north wall is not historic but was installed to enclose the Metro Rail Passage. The tiles have been made similar to the adjacent walls.

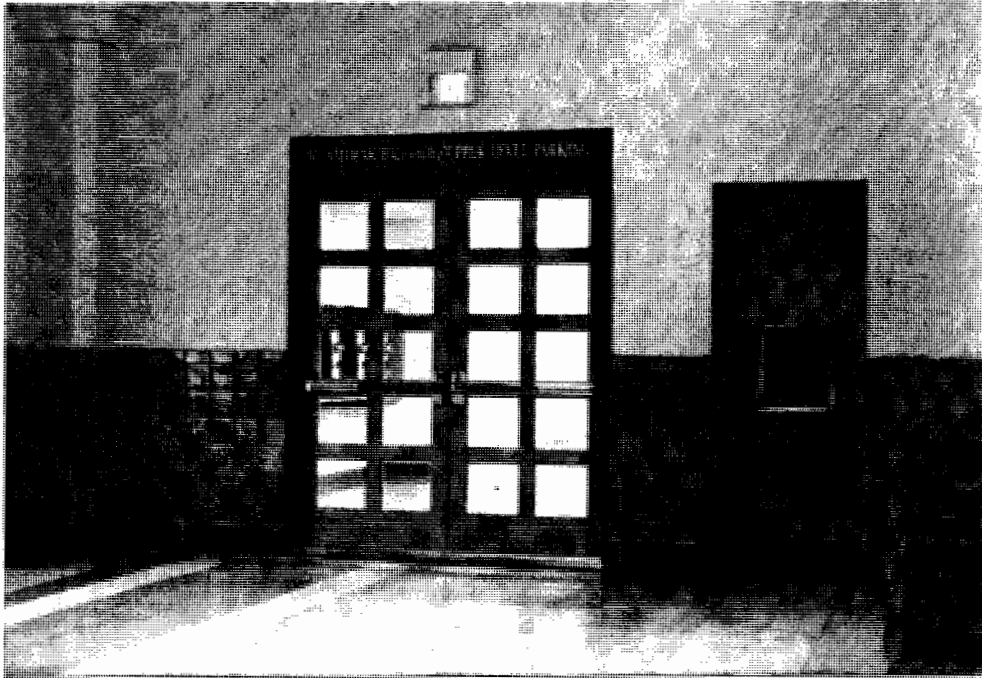
Ceilings: Configured in six separate bays of concentric geometric patterns and surfaced with Acoustone, the ceiling is approximately 9-ft. high.

3. CURRENT USE - Passageway for arriving and departing passengers and waiting area.
4. ORIGINAL USE - Passageway for arriving and departing passengers. This area was originally at one bay longer towards the north. A new wall was constructed to enclose the Metro Rail tunnel.
5. CONDITIONS - The ceiling area adjacent to the fans is dirty. There is graffiti scratched on the walls. The paint is dirty. The floors are dull and the lighting is dim. The wood panels on either side of the door are not historic. The ceramic tile wainscot is dirty, chipped and worn in many places. The original exit sign and taxi cab sign are in disrepair.

6. LIGHTING - Two historic fluorescent light fixtures are located in each ceiling bay.
7. ACOUSTICS - Little reverberation of footsteps or voices. The built-in fans emit a constant low humm.
8. FURNITURE - Wooden seats with naugahyde covers are arranged in clusters.
9. ARTIFACTS - Historic wooden seats, historic "Taxi Cab" and "Exit" signs.
10. ARTWORK - Geometric floor pattern.
11. SIGNAGE - Two historic signs remain but are in disrepair: "Exit" and "Taxi Cab". Other signage consists of inconsistent exit signs, and Amtrak Train - Bus connections.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - HVAC not apparent. The exposed fans require consideration.
14. ELECTRICAL ISSUES - Upgrade lighting fixtures and wiring as required.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Non-historic signage, trash receptacles, artificial wood panelling on the doors leading to the train concourse and new wood doors leading to the exit corridor are inconsistent with the character of this area.
17. AREAS OF RESEARCH/TESTING - Test cleaning of ceramic tile.
18. FUTURE USES - This area will serve as a major waiting area and passageway to Amtrak trains.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean and repaint wall surfaces as required, especially in fan area. Enclose fans. Upgrade lighting fixtures. Repair, refinish and recover wood seats. Clean floor tiles. Clean and repair ceramic tiles as required. Repair broken signage and coordinate inconsistent styles.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.



PASSENGER ARRIVAL AND DEPARTURE LOBBY



UNION STATION
E7 - EXIT CONCOURSE

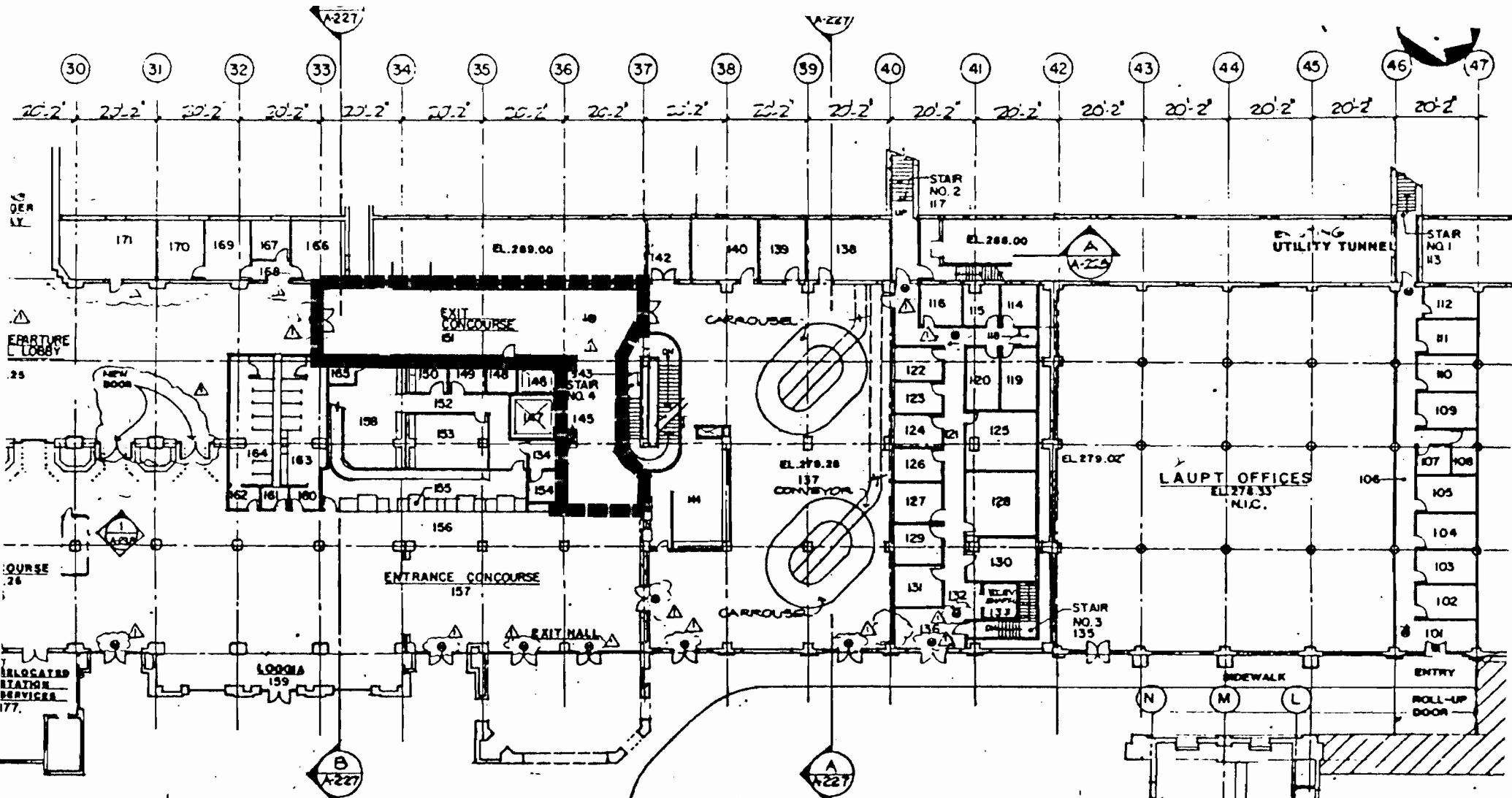
**LOCATION: Interior Area; Between Passenger Arrival and Departure
Lobby and Carousel Area**

1. ARCHITECTURAL CHARACTER - This area has been remodeled. No original, historic elements remain.
2. ENCLOSURE
 - Floors: Red, square tile floors.
 - Walls: Buff walls with rubber base.
 - Ceilings: Suspended acoustic tile ceiling approximately 9-ft. high.
 - Other: Seven wall-mounted pay telephones.
3. CURRENT USE - Passageway.
4. ORIGINAL USE - This area did not exist in the original building but was created in 1988 LAUPT baggage handling relocation alterations.
5. CONDITIONS - Clean but somewhat sterile.
6. LIGHTING - Fluorescent ceiling panels which brightly illuminate this area.
7. ACOUSTICS - Quiet area. No echo from footsteps or voices.
8. FURNITURE - Not applicable.
9. ARTIFACTS - Not applicable.
10. ARTWORK - Not applicable.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - No drinking fountain.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - This area lacks any historic elements or similarity to other areas of the station.

17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Undetermined.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Not applicable.
This is not an historic area.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-14

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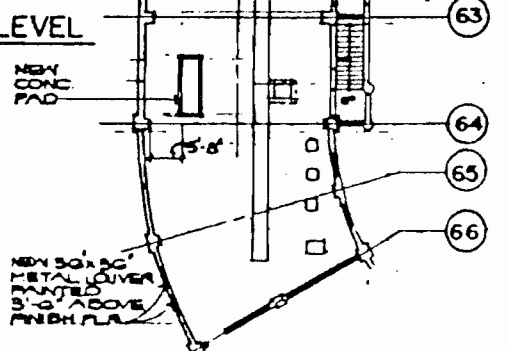
COMPOSITE PLAN - STREET LEVEL

- 137 BAGGAGE CLAIM AREA
- 138 BAGGAGE STORAGE
- 139 BAGGAGE HANDLING
- 140 LOST AND FOUND
- 141 NOT USED
- 142 TELEPHONE ROOM
- 143 STAIR NO. 4
- 144 PARCEL CHECKING
- 145 STAIR AND ELEVATOR LOBBY
- 146 ELEVATOR SHAFT NO. 2
- 147 ELEVATOR SHAFT NO. 3
- 148 ELEVATOR MACHINE ROOM
- 149 COMPUTER ROOM
- 150 CHECKOUT
- 155 TICKET SALES COUNTER
- 156 TICKET QUEUE SPACE
- 157 ENTRANCE CONCOURSE
- 158 OPEN OFFICE SPACE
- 159 LOBBIA
- 160 MEN'S VESTIBULE
- 161 JANITOR'S CLOSET
- 162 WOMEN'S VESTIBULE
- 163 MEN'S TOILET ROOM
- 164 WOMEN'S TOILET ROOM
- 165 TOILET
- 166 READY ROOM
- 167 LOCKER ROOM
- 168 CORRIDOR

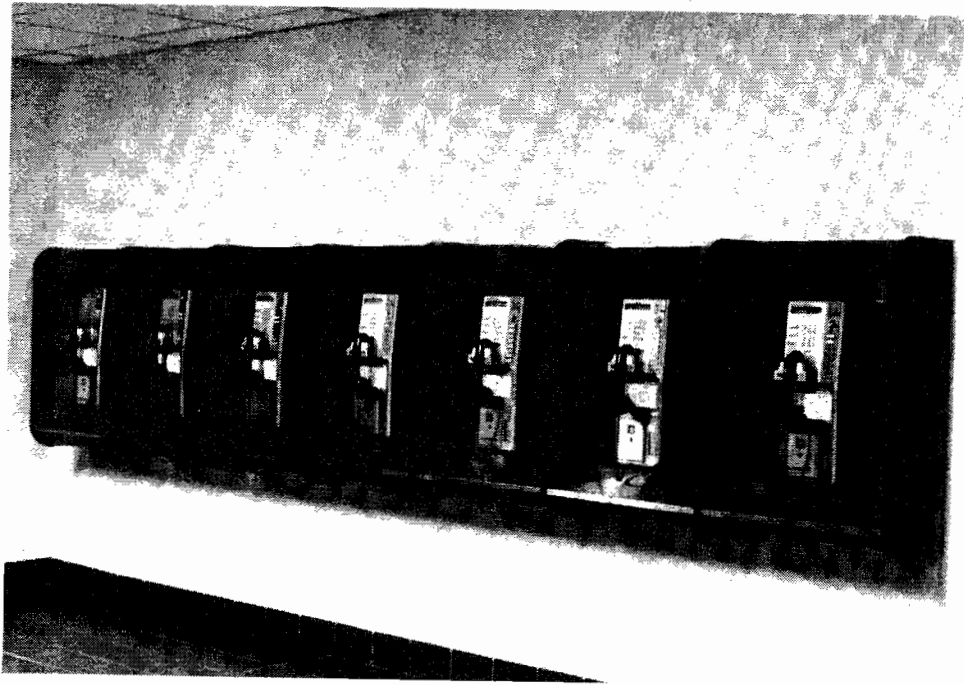
- 173 CORRIDOR
- 174 PASSENGER SUBWAY
- 175 PASSENGER DEPARTURE AND ARRIVAL LOBBY
- 176 TRAIN CONCOURSE
- 177 RELOCATED STATION SERVICES
- 178 UNION STATION WEST ENTRANCE
- 179 POLICE AREA
- 180 STAIR NO. 5
- 181 TOILET

PARTITION LEGEND:

- EXISTING
- NEW
- 1-HOUR PARTITION
- 2-HOUR PARTITION



EXIT CONCOURSE



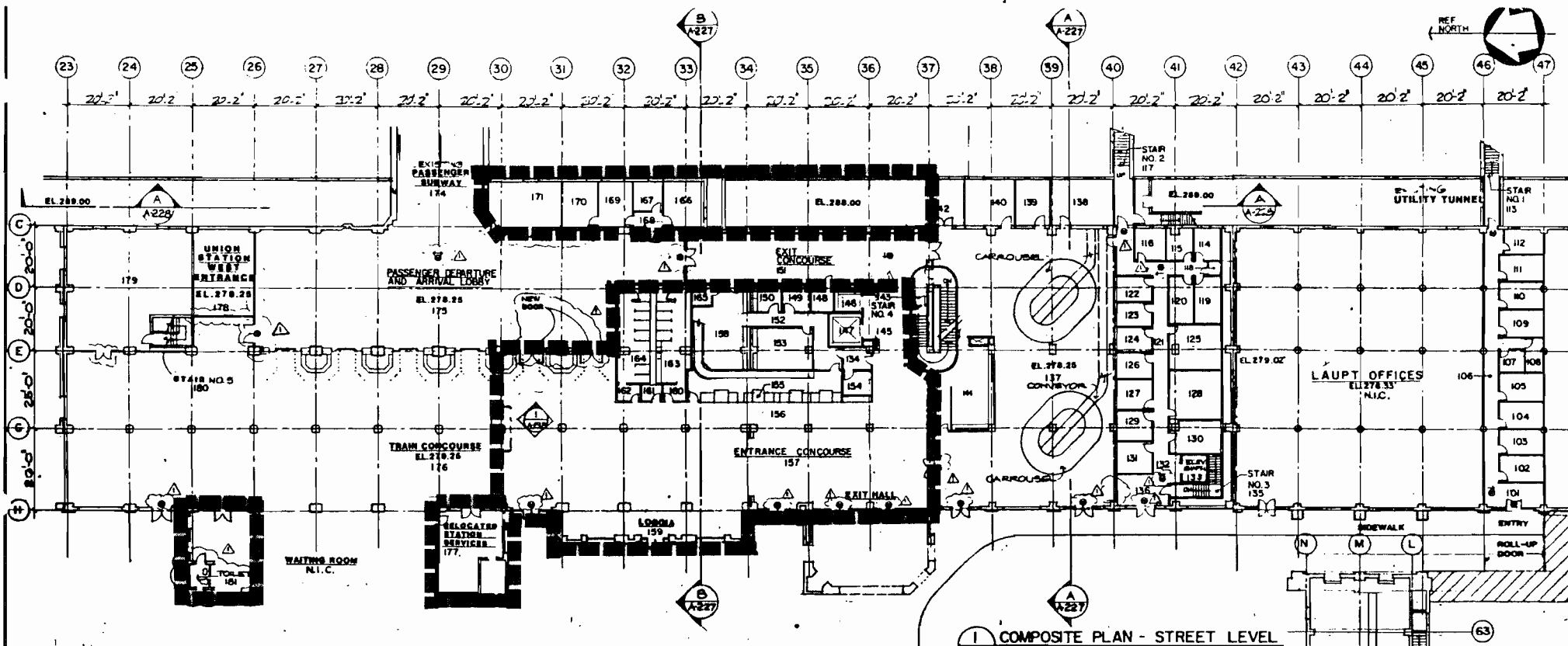
UNION STATION
E8 - ENTRANCE CONCOURSE/AMTRAK TICKET AND INFORMATION OFFICES

LOCATION: Interior Area: Adjacent to South Patio and Train Concourse

1. ARCHITECTURAL CHARACTER - The character of the space reflects the spirit and atmosphere of Southern California in the 1930's with a blend of architectural styles. The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, and the patios all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.
2. ENCLOSURE
 - Floors: The historic tile floor, in a geometric pattern of grey, black, sienna, tan and yellow tiles extends from the train concourse through to the Amtrak ticket counter area. In the foyer area, adjacent to the south patio, are original brick pavers arranged in a star pattern.
 - Walls: The wainscot, has a 6-in. base of Belgian black marble surmounted by a 3-ft. band of ornamental tiles in tones of French blue, olive, terra sienna and raw sienna. In some areas the center tiles are laid up in a geometric mosaic pattern while in other areas the ceramic center tiles are two tones of brown.
 - Columns: The columns in the south end of the room have two tones of brown tiles in the center area, matching the tile pattern in the passenger arrival and departure lobby, and above the wainscot the walls are painted plaster.
 - Ceilings: Painted plaster.
3. CURRENT USE - Amtrak ticketing and waiting area.
4. ORIGINAL USE - Reception Lobby. This area was originally open to the south patio area. Doors and walls were located on either side of the schedule booth adjacent to the train concourse. Doors and windows were added along the west arcades to enclose this area in the 1988 LAUPT baggage handling relocation.
5. CONDITIONS - The walls and ceilings were recently repainted and cleaned. New doors were installed to the south patio. The glass enclosed Amtrak ticket counter, the doors to offices and the restrooms are also new. Original wood seat frames are scarred and the naugahyde covers are torn and worn out.
6. LIGHTING - Fluorescent ceiling mounted light panels.
7. ACOUSTICS - The noise level is high and sounds carry.

8. FURNITURE - Historic wood seats but non-historic seat covers.
9. ARTIFACTS - The grille above RTD information center and the wooden seats.
10. ARTWORK - Ceramic tile wainscot pattern and floor pattern.
11. SIGNAGE - Non-historic: RTD bus information, tickets and restroom signage, and Amtrak advertisements.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - HVAC
14. ELECTRICAL ISSUES - Lighting type.
15. CODE - Opening devices to aid the handicap were installed at the doorway to the exit arcade.
16. INCONSISTENT ELEMENTS - Non-historic signage, trash bins, pay telephones, RTD information material, wood simulated paneling on doors leading to tracks, red velvet ropes marking Amtrak ticket lines, and red carpet covering the front wall of ticket counter detract from the historic character of this area.
17. AREAS OF RESEARCH/TESTING
 - . Test cleaning/replacement of ceramic tile
18. FUTURE USES - Undetermined.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Repair, refinish and recover wooden seats. Remove inconsistent signage. Relocate reservation machines. Remove inconsistent trash bins with a style more similar to the original. Remove red velvet ropes and red carpet and replace with materials and colors more consistent with historic materials. Detail painting of upper columns to match columns in train concourse.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-6



LEGEND:

- 101 RECEPTION
- 102 OFFICE
- 103 OFFICE
- 104 OFFICE
- 105 FILE ROOM
- 106 CORRIDOR
- 107 TOILET (MEN'S)
- 108 TOILET (WOMEN'S)
- 109 OFFICE
- 110 OFFICE
- 111 OFFICE
- 112 OFFICE
- 113 STAIR NO. 1
- 114 OFFICE
- 115 OFFICE
- 116 STAIR NO. 2
- 118 STORAGE

- 119 FILE ROOM
- 120 COMPUTER WORK STATION
- 121 CORRIDOR
- 122 OFFICE
- 123 OFFICE
- 124 OFFICE
- 125 CREW DISPATCH ROOM
- 126 OFFICE
- 127 OFFICE
- 128 CONFERENCE ROOM
- 129 OFFICE
- 130 FILE ROOM
- 131 OFFICE
- 132 ELEVATOR LOBBY
- 133 ELEVATOR SHAFT NO. 1
- 134 OFFICE
- 135 STAIR NO. 3
- 136 RECEPTION

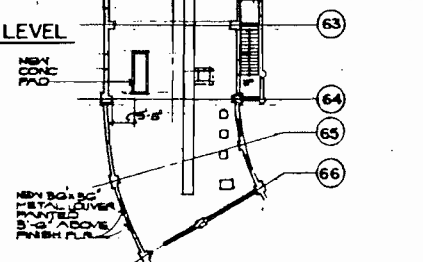
- 137 BAGGAGE CLAIM AREA
- 138 BAGGAGE STORAGE
- 139 BAGGAGE HANDLING
- 140 LOST AND FOUND
- 141 NOT USED
- 142 TELEPHONE ROOM
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- 145 STAIR AND ELEVATOR LOBBY
- 146 ELEVATOR SHAFT NO. 2
- 147 ELEVATOR SHAFT NO. 3
- 148 ELEVATOR MACHINE ROOM
- 149 COMPUTER ROOM
- 150 CHECKOUT
- 151 EXIT CONCOURSE
- 152 CORRIDOR
- 153 LOUNGE
- 154 CASHIER

- 155 TICKET SALES COUNTER
- 156 TICKET QUEUE SPACE
- 157 ENTRANCE CONCOURSE
- 158 OPEN OFFICE SPACE
- 159 LOBBIA
- 160 MEN'S VESTIBULE
- 161 JANITOR'S CLOSET
- 162 WOMEN'S VESTIBULE
- 163 MEN'S TOILET ROOM
- 164 WOMEN'S TOILET ROOM
- 165 TOILET
- 166 READY ROOM
- 167 LOCKER ROOM
- 168 CORRIDOR
- 169 OFFICE
- 170 OFFICE
- 171 COMPUTER WORK STATION
- 172 EQUIPMENT STORAGE

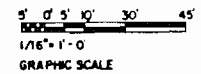
- 173 CORRIDOR
- 174 PASSENGER SUBWAY
- 175 PASSENGER DEPARTURE AND ARRIVAL LOBBY
- 176 RELOCATED STATION SERVICES
- 178 UNION STATION WEST ENTRANCE
- 179 POLICE AREA
- 180 STAIR NO. 5
- 181 TOILET

- PARTITION LEGEND:**
- [Solid Line] EXISTING
 - [Dashed Line] NEW
 - [Dotted Line] 1-HOUR PARTITION
 - [Cross-hatched] 2-HOUR PARTITION

COMPOSITE PLAN - STREET LEVEL



**ENTRANCE CONCOURSE/AMTRAK
TICKET AND INFORMATION OFFICES**







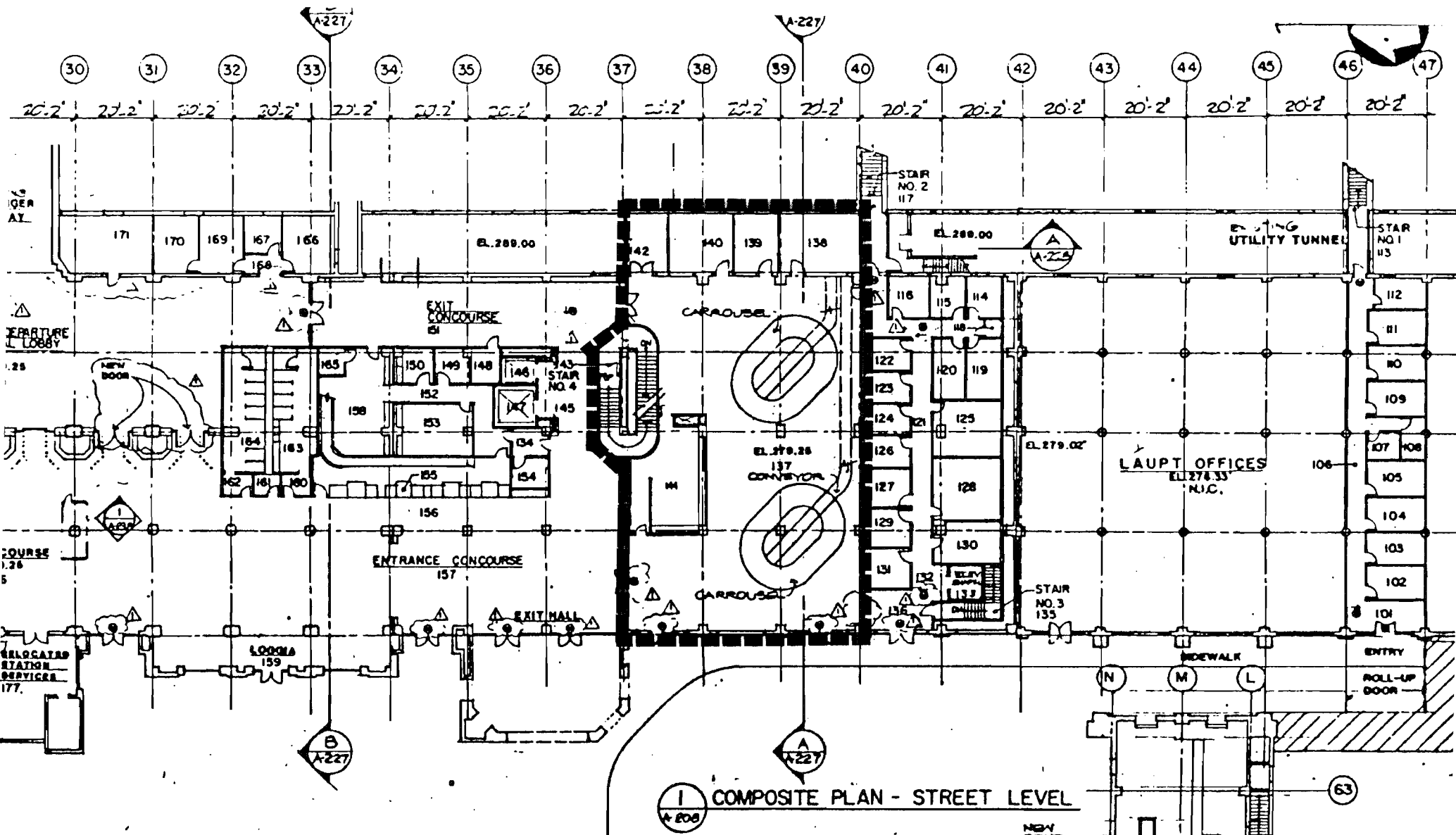
UNION STATION
E9 - CONVEYOR AND CAROUSEL AREAS

LOCATION: Interior Area; South of Entrance and Exit Concourse

1. ARCHITECTURAL CHARACTER - This area has been remodeled. No original, historic elements remain.
2. ENCLOSURE
Floors: Red, square tile floors.
Walls: Painted plaster.
Ceilings: Suspended acoustic tile ceiling.
Other: Two conveyor/carousels are in place but not operating.
3. CURRENT USE - Baggage Claim Area.
4. ORIGINAL USE - Undetermined.
5. CONDITIONS - Clean but somewhat sterile. Carousel machines stand in the center of the room and a baggage cart dispenser stands against the wall. An employee is stationed at the claim counter.
6. LIGHTING - Fluorescent ceiling panels.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Pay telephones, conveyer/carousel, baggage carts and rental machine.
9. ARTIFACTS - None.
10. ARTWORK - None.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.

18. FUTURE USES - Undetermined.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Not applicable.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-15

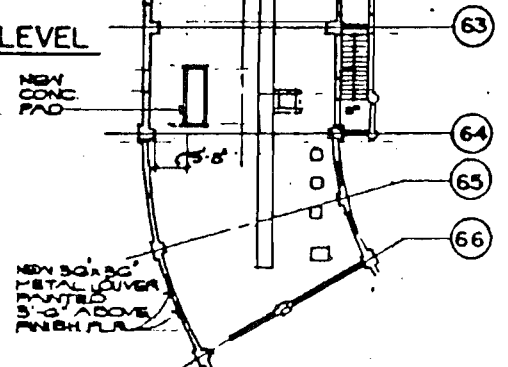


1 COMPOSITE PLAN - STREET LEVEL

- | | | |
|------------------------------|--------------------------|-------------------------|
| 137 BAGGAGE CLAIM AREA | 155 TICKET SALES COUNTER | 173 CORRIDOR |
| 138 BAGGAGE STORAGE | 156 TICKET QUEUE SPACE | 174 PASSENGER SUBWAY |
| 139 BAGGAGE HANDLING | 157 ENTRANCE CONCOURSE | 175 PASSENGER DEPARTURE |
| 140 LOST AND FOUND | 158 OPEN OFFICE SPACE | AND ARRIVAL LOBBY |
| 141 NOT USED | 159 LOBBIA | 176 TRAIN CONCOURSE |
| 142 TELEPHONE ROOM | 160 MEN'S VESTIBULE | 177 RELOCATED STATION |
| 143 STAIR NO. 4 | 161 JANITOR'S CLOSET | SERVICES |
| 144 PARCEL CHECKING | 162 WOMEN'S VESTIBULE | 178 UNION STATION |
| 145 STAIR AND ELEVATOR LOBBY | 163 MEN'S TOILET ROOM | WEST ENTRANCE |
| 146 ELEVATOR SHAFT NO. 2 | 164 WOMEN'S TOILET ROOM | 179 POLICE AREA |
| 147 ELEVATOR SHAFT NO. 3 | 165 TOILET | 180 STAIR NO. 5 |
| 148 ELEVATOR MACHINE ROOM | 166 READY ROOM | 181 TOILET |
| 149 COMPUTER ROOM | 167 LOCKER ROOM | |
| 150 | 168 CORRIDOR | |

PARTITION LEGEND:

- EXISTING
- NEW
- 1-HOUR PARTITION
- 2-HOUR PARTITION





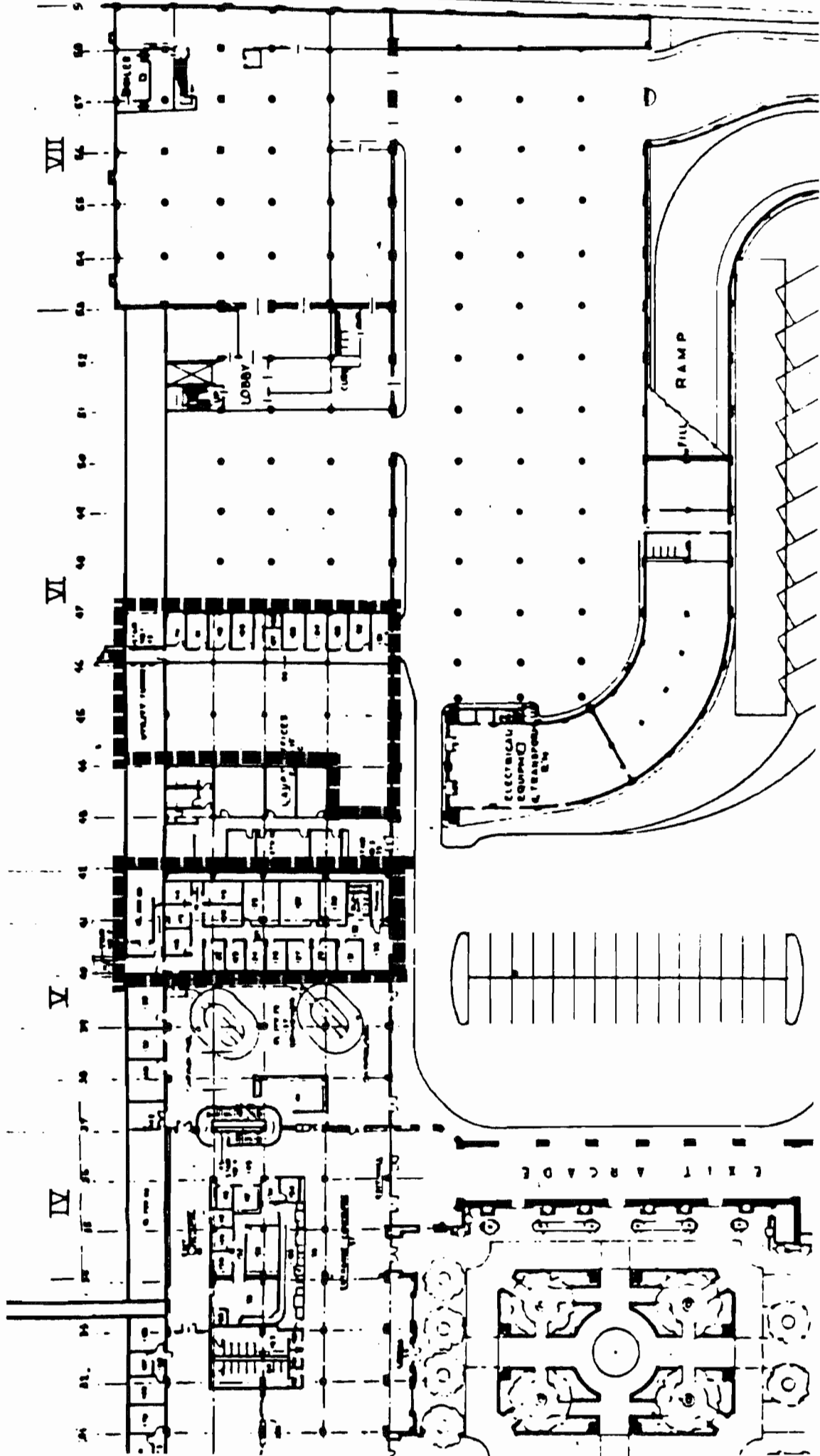
UNION STATION
E10 - AMTRAK OFFICES

LOCATION: Adjacent to Entrance and Exit Concourse

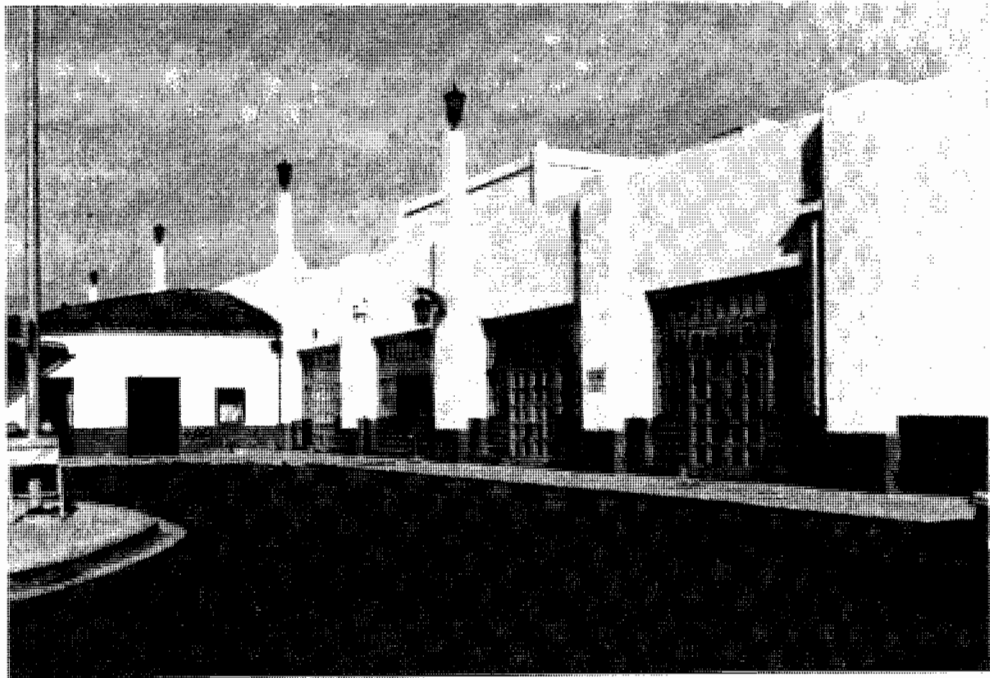
1. ARCHITECTURAL CHARACTER - This area has been completely remodeled. No original, historic elements remain.
2. ENCLOSURE
Floors: Linoleum
Walls: Painted plaster.
Ceilings: Suspended acoustic tile.
3. CURRENT USE - Ticket sales for Amtrak trains.
4. ORIGINAL USE - Offices.
5. CONDITIONS - Recently remodeled.
6. LIGHTING - Fluorescent overhead panels.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Non-historic office desks, chairs and file cabinets.
9. ARTIFACTS - None.
10. ARTWORK - None.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.

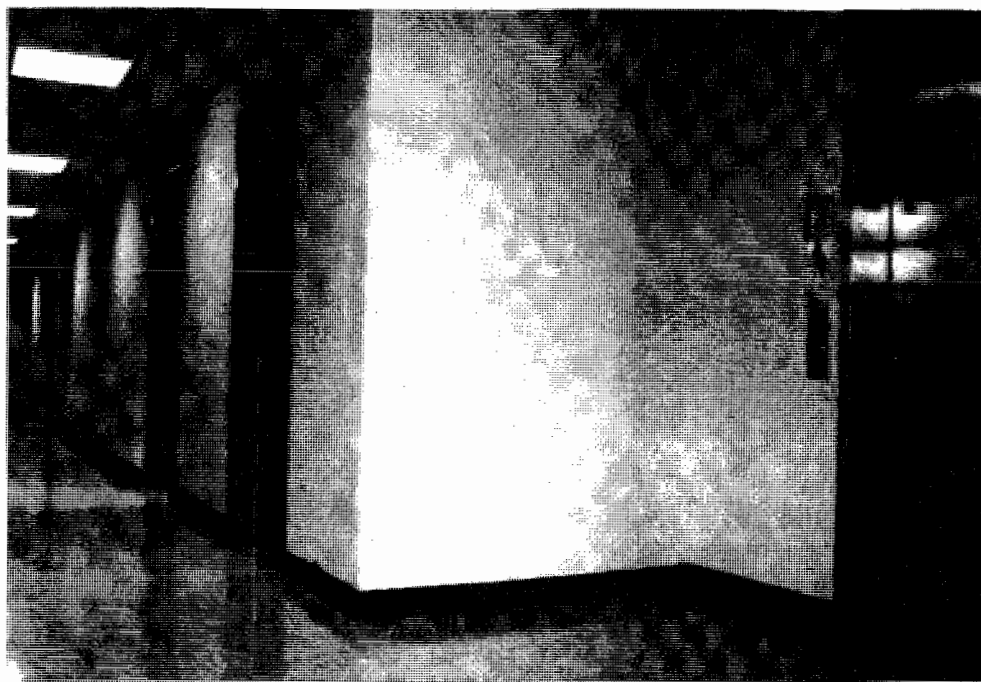
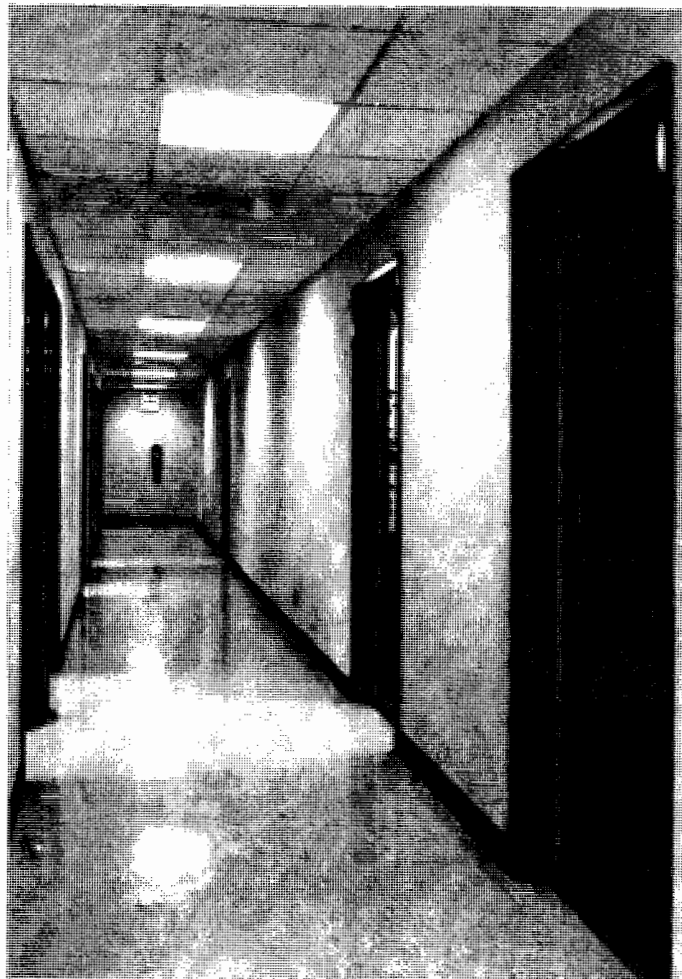
16. INCONSISTENT ELEMENTS - This area retains no historic elements.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Undetermined.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Not applicable.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-16



AMTRAK OFFICES





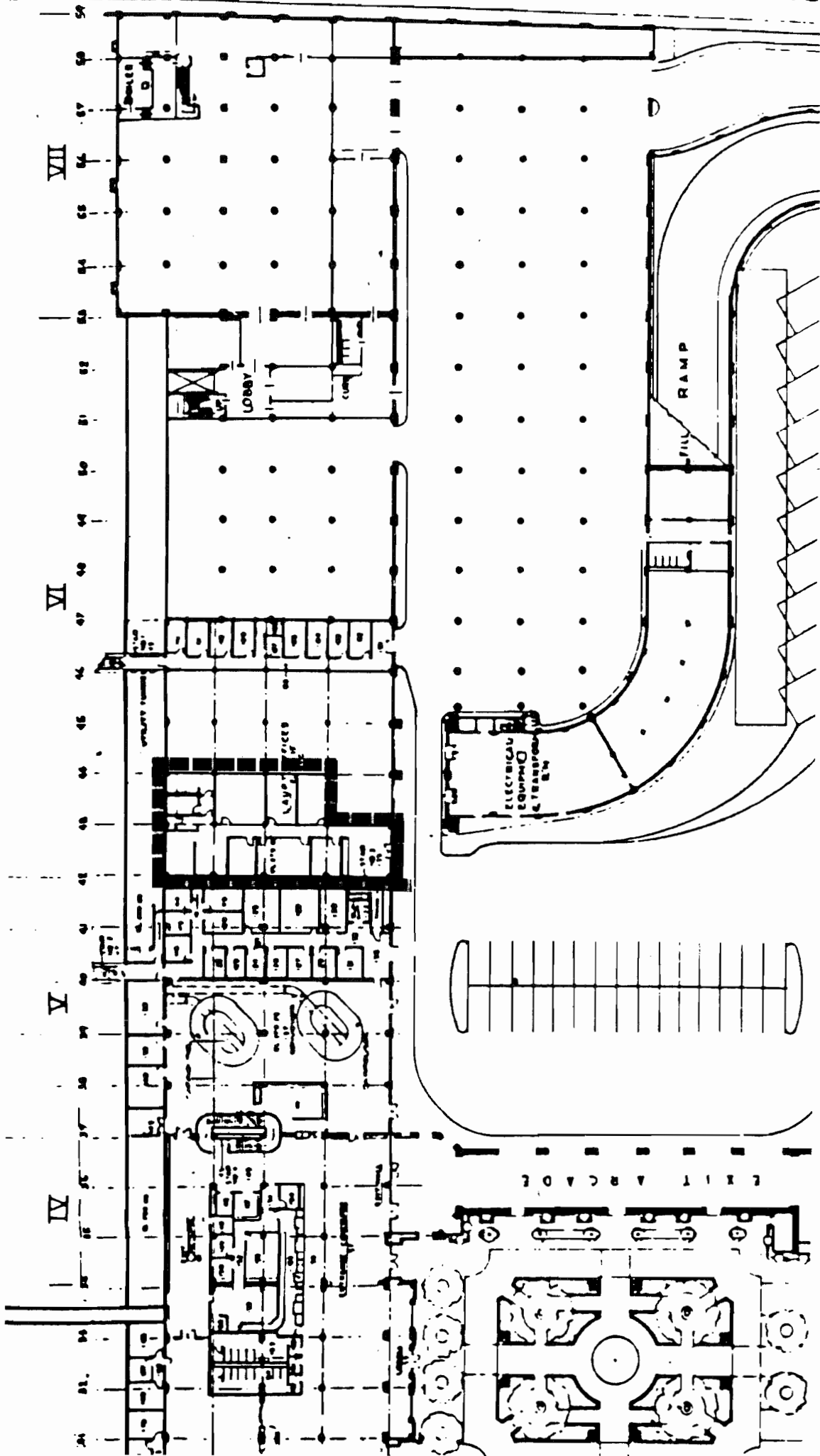
UNION STATION
E11 - CATELLUS DEVELOPMENT OFFICES

LOCATION: Interior Area; Adjacent to Amtrak Offices and South Parking Garage

1. ARCHITECTURAL CHARACTER - Newly remodeled area with no remaining original or historic elements.
2. ENCLOSURE
Floors: Linoleum tile floors
Walls: Painted drywall
Ceilings: Suspended panel ceiling
3. CURRENT USE - Catellus Development Offices.
4. ORIGINAL USE - Employee's luncheonette furnished and operated by Fred Harvey Co.
5. CONDITIONS - New, clean and well maintained.
6. LIGHTING - Overhead fluorescent panels.
7. ACOUSTICS - Not applicable.
8. FURNITURE - New office furniture.
9. ARTIFACTS - Original drawings and renderings of Union Station are framed and hung on the walls.
10. ARTWORK - Not applicable.
11. SIGNAGE - "Catellus" sign at front door.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.

17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Amtrak offices which are currently located in the North Arcade building will be relocated here.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Not applicable.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

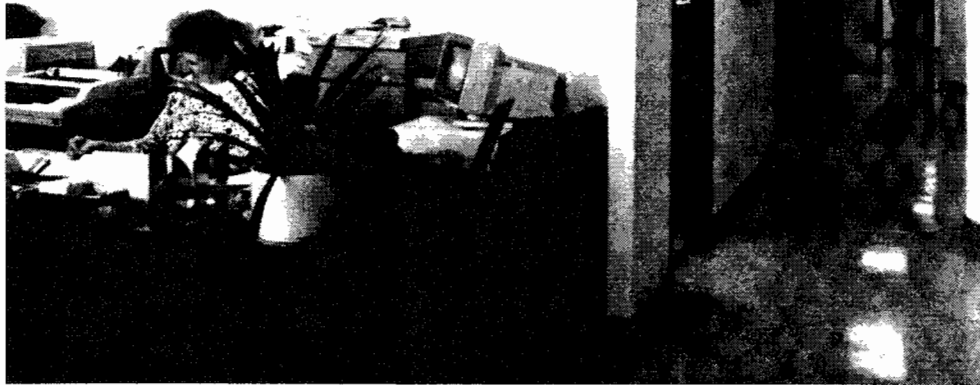
UST:X3-26



CATELLUS DEVELOPMENT OFFICE



CATELLUS



F. ANCILLARY AREAS

- 1. PARCEL CHECK BASEMENT**
- 2. AMTRAK DEPOSITION OFFICE**
- 3. CLOCK TOWER INTERIOR**
- 4. FORMER BAGGAGE AREA**
- 5. NORTH GARAGE**
- 6. OUTDOOR PARKING AREAS**
- 7. UPPER LEVEL BAGGAGE AND EXPRESS MAIL BUILDING**
- 8. SOUTH GARAGE**
- 9. FORMER TAXI PLAZA**
- 10. TRUCKING YARD**

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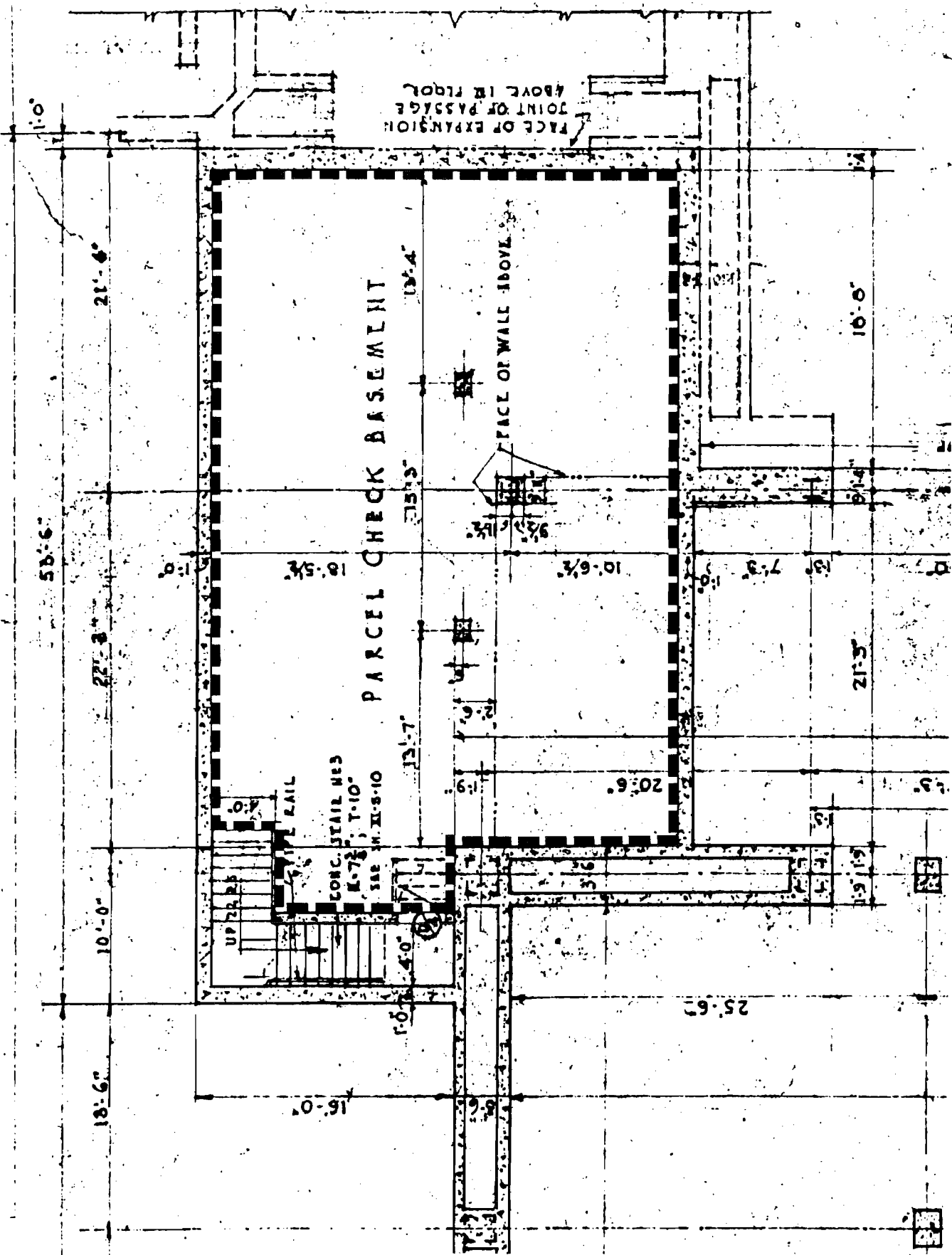
UNION STATION
F1 - PARCEL CHECK BASEMENT

LOCATION: Interior Area; Beneath Gift Shop; Accessed by Stairway off of the South Patio

1. ARCHITECTURAL CHARACTER - Storage area. Divided into two areas by a counter and a screen.
2. ENCLOSURE - 29 ft. x 42 ft. 2 in.
Floors: Cement tiles.
Walls: Painted plaster.
Ceilings: Painted plaster with exposed pipes for drainage above.
Other: Original freight elevator located adjacent to entry.
Wooden desk and metal screen.
3. CURRENT USE - Storage of office furniture, historic light fixtures, (possibly from the original Women's Lounge) leather seat cushions, luncheonette stools, metal lockers, and other miscellaneous pieces.
4. ORIGINAL USE - Parcel Check basement.
5. CONDITIONS - This area is dark, dirty and in general disarray.
6. LIGHTING - Hanging fluorescent fixtures with only one working bulb.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Built-in counter and metal screen above.
9. ARTIFACTS - Assorted original furniture, lighting fixtures from the original luncheonette, and miscellaneous furniture from various parts of the building are stored in this area.
10. ARTWORK - None.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Working condition of the elevator is undetermined and the ventilation is not apparent.

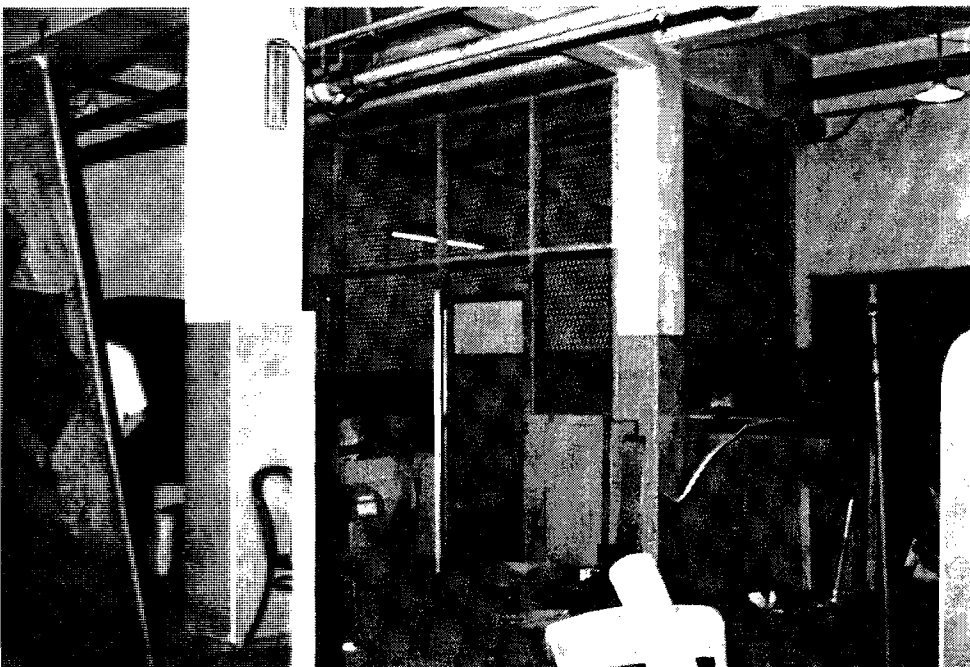
14. ELECTRICAL ISSUES - Upgrade lighting fixtures and wiring.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Leaseable storage space for tenant in area above.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Furniture stored in this area should be identified, tagged, and catalogued. Lighting requires upgrading and overall cleaning and repainting of walls, and ceiling is required.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-21



PARCEL CHECK BASEMENT

PARCEL CHECK BASEMENT



PARCEL CH
BASEMENT

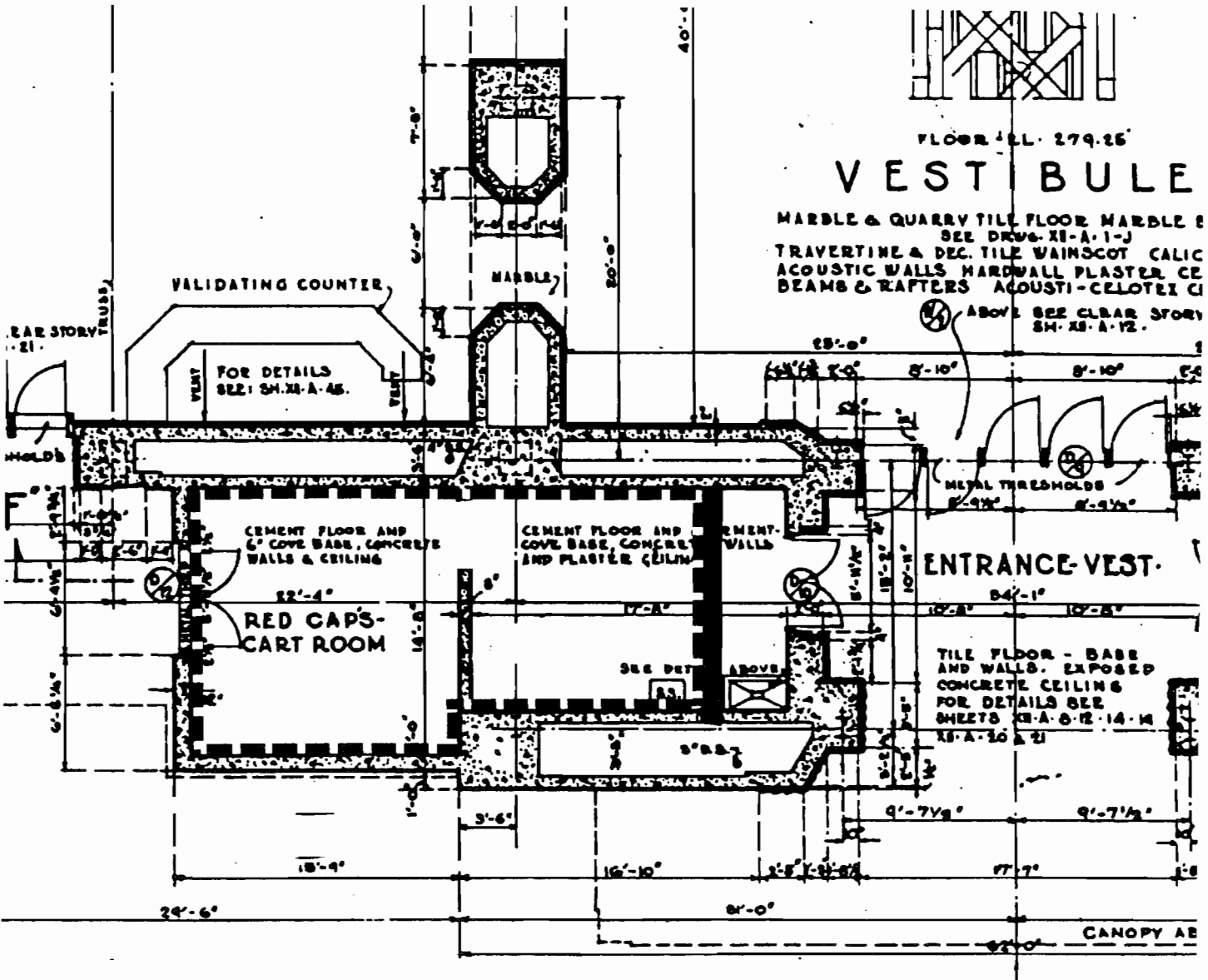
UNION STATION
F2 - AMTRAK DEPOSITION ROOM

LOCATION: Interior Area; Adjacent to Main Concourse and Entrance Vestibule

1. ARCHITECTURAL CHARACTER - Intended as a storage area, this room lacks any windows for natural light and ventilation.
2. ENCLOSURE
 - Floors: Carpet.
 - Walls: Painted plaster.
 - Ceilings: Non-historic suspended tile ceiling.
 - Other: Historic ornamented wood entry door.
3. CURRENT USE - Amtrak office.
4. ORIGINAL USE - Red Cap's Cart Room. The original area has been extended by adding a doorway through the original back wall opening into the adjacent room and constructing a new back wall.
5. CONDITIONS - The lighting is dim and the area is filled with desks and file cabinets.
6. LIGHTING - Hanging fluorescent fixtures.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Non-historic desk and chairs.
9. ARTIFACTS - Wooden entry door and historic clock on the exterior wall to the left of the entry.
10. ARTWORK - None.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Ventilation and air conditioning not apparent.
14. ELECTRICAL ISSUES - Upgrade lighting and check wiring.

15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - The carpet and furnishings are out of character. This area was not originally intended for use as an office nor is it well suited to be used as an office due to its lack of windows. The Federal Express box next to the entry seems out of place.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - The use of this area should be reconsidered. Originally intended for the storage of carts, it lacks windows and appears inappropriate for office space. In an effort to remove luggage carts from the front entry this area could possibly be restored to its original purpose - the storage of carts.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Depending upon the future use of this space, the walls requires cleaning and repainting, the floor covering needs cleaning/replacement, and the front door needs refinishing.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-20



FLOOR E.L. 279.25
VESTIBULE

MARBLE & QUARRY TILE FLOOR MARBLE &
 SEE DRWG. XI-A-1-J
 TRAVERTINE & DEC. TILE WAINSCOT CALIC
 ACOUSTIC WALLS HARDWALL PLASTER CE
 BEAMS & RAFTERS ACOUSTI-CELOTEX CI
 ABOVE SEE CLEAR STORY
 SM. XE-A-12.

VALIDATING COUNTER

FOR DETAILS
 SEE: SM. XE-A-45.

CEMENT FLOOR AND
 6" COVE BASE, CONCRETE
 WALLS & CEILING

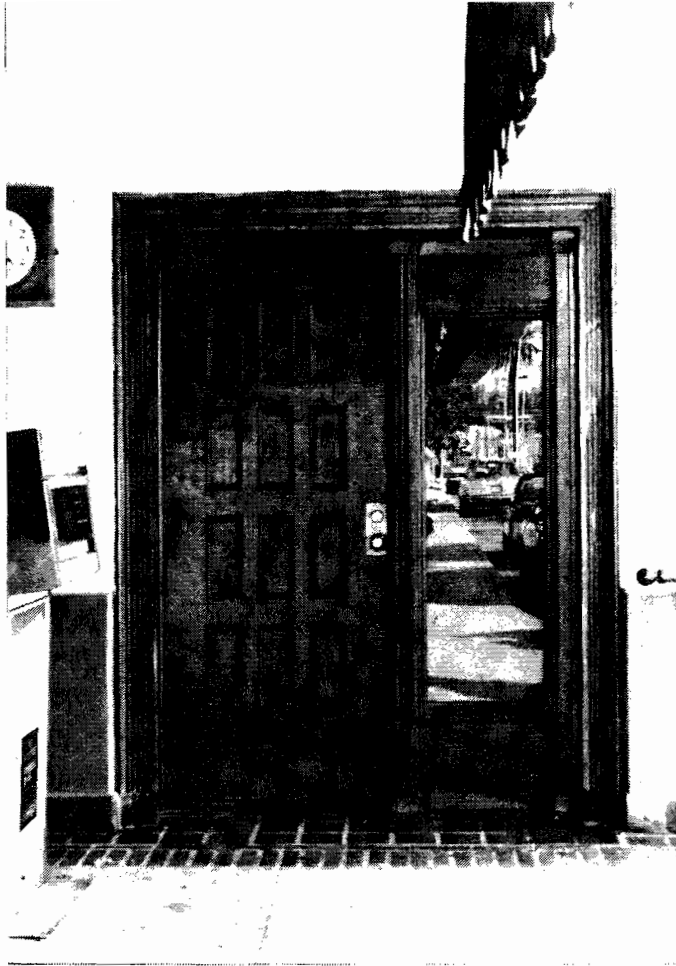
RED CAPS-
 CART ROOM

CEMENT FLOOR AND
 COVE BASE, CONCRETE
 AND PLASTER CULIN

SEE DET. ABOVE

ENTRANCE-VEST.
 64'-1"

TILE FLOOR - BASE
 AND WALLS. EXPOSED
 CONCRETE CEILING
 FOR DETAILS SEE
 SHEETS XI-A-8-12-14-M
 XI-A-10 & 21



UNION STATION
F3 - CLOCK TOWER INTERIOR

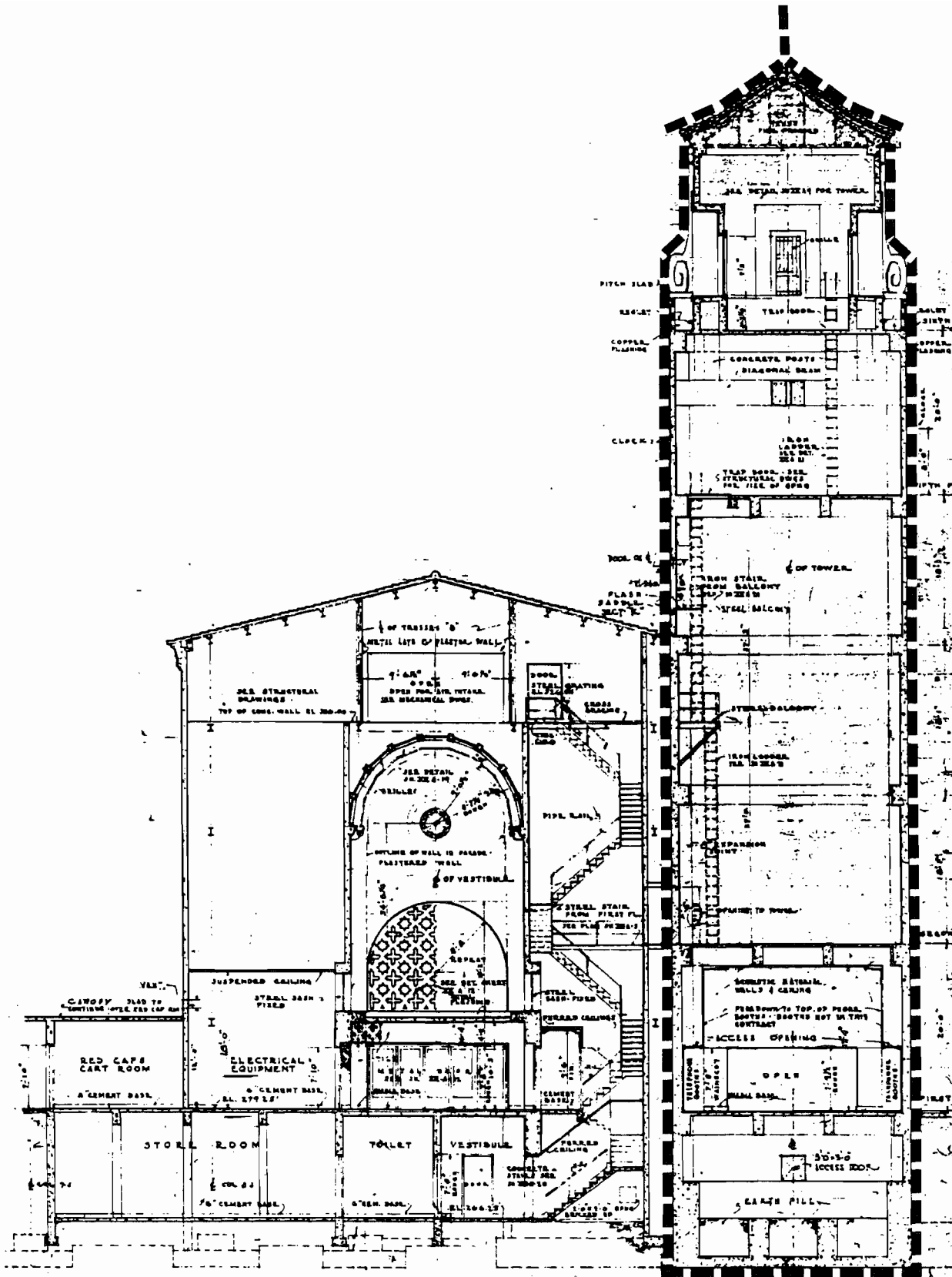
LOCATION: Interior Area; Adjacent to Entrance Vestibule and Main Arcade

1. ARCHITECTURAL CHARACTER - The interior of the tower is industrial and utilitarian in character.
2. ENCLOSURE - 125-ft. high and 28-ft. wide x 29-ft. long.
Floors: Concrete.
Walls: Steel frame with reinforced concrete.
Ceilings: Concrete with steel frame and tile roof.
Other: The clock faces ceramic tiles portals around windows at the top of the tower.
3. CURRENT USE - Clock tower.
4. ORIGINAL USE - Clock tower.
5. CONDITIONS - Lower areas have recently been cleaned of debris. Upper vestibule windows are broken, and cannot be fixed shut, bird droppings and carcasses are abundant. The ceramic tile around the windows is very dirty.
6. LIGHTING - Lighting in the upper vestibule is not operable.
7. ACOUSTICS - In the large tower space the
8. FURNITURE - Not applicable.
9. ARTIFACTS - The clock.
10. ARTWORK - Ceramic pattern tile around the portals.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - The seismic stability of tower should be considered.
13. MECHANICAL ISSUES - Regular clock maintenance as required.
14. ELECTRICAL ISSUES - Upgrade and repair lighting at the top of the tower.

15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING
 - . Test cleaning of ceramic tiles in upper vestibule.
18. FUTURE USES
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - While the majority of this space is for mechanical use, the upper vestibule requires cleaning and the windows require repair in order to maintain the integrity of the elevations.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-25

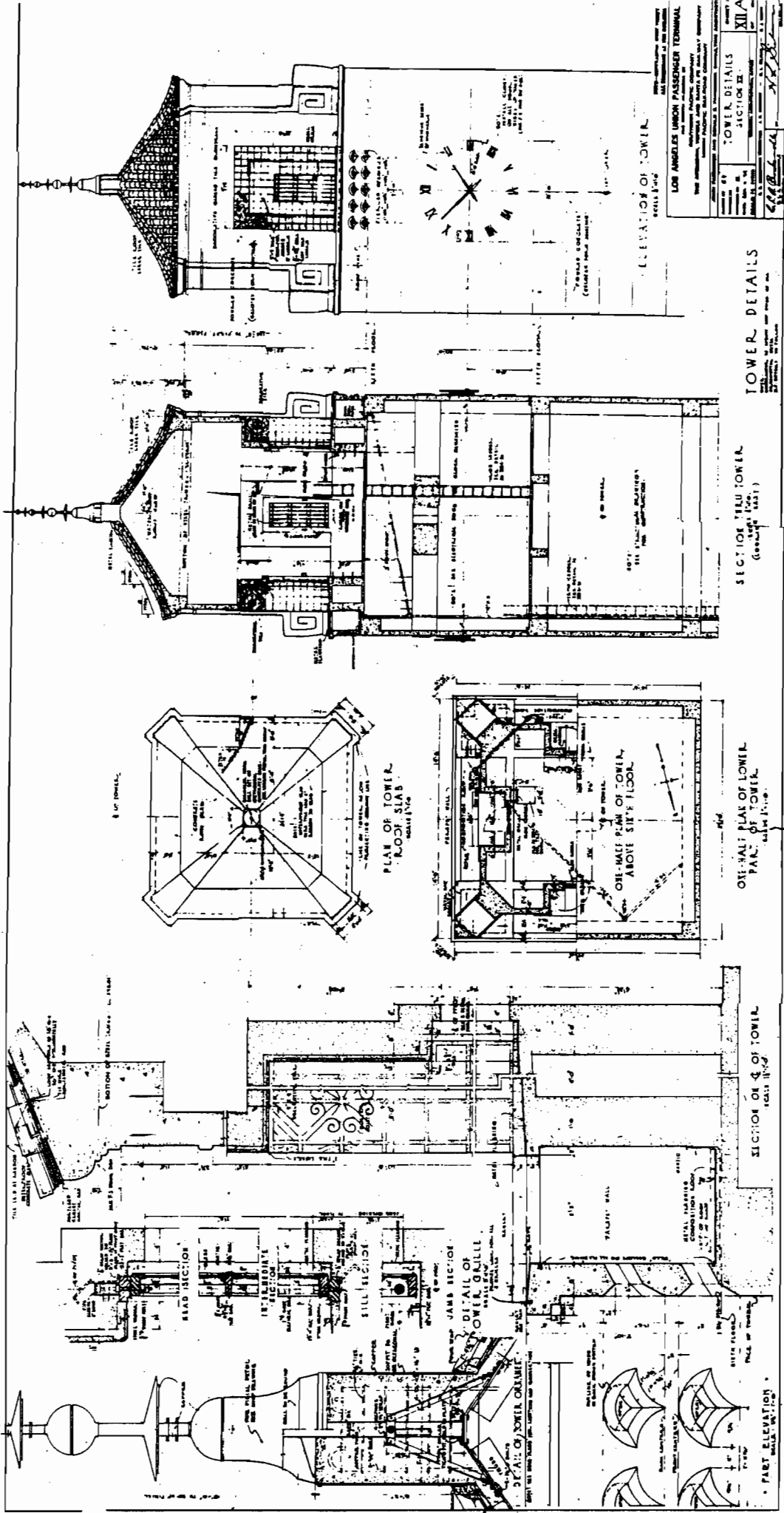
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SECTION 'F-F' THRU OUTER VESTIBULE - STAIR & TOWER
 (LOOKING EAST)

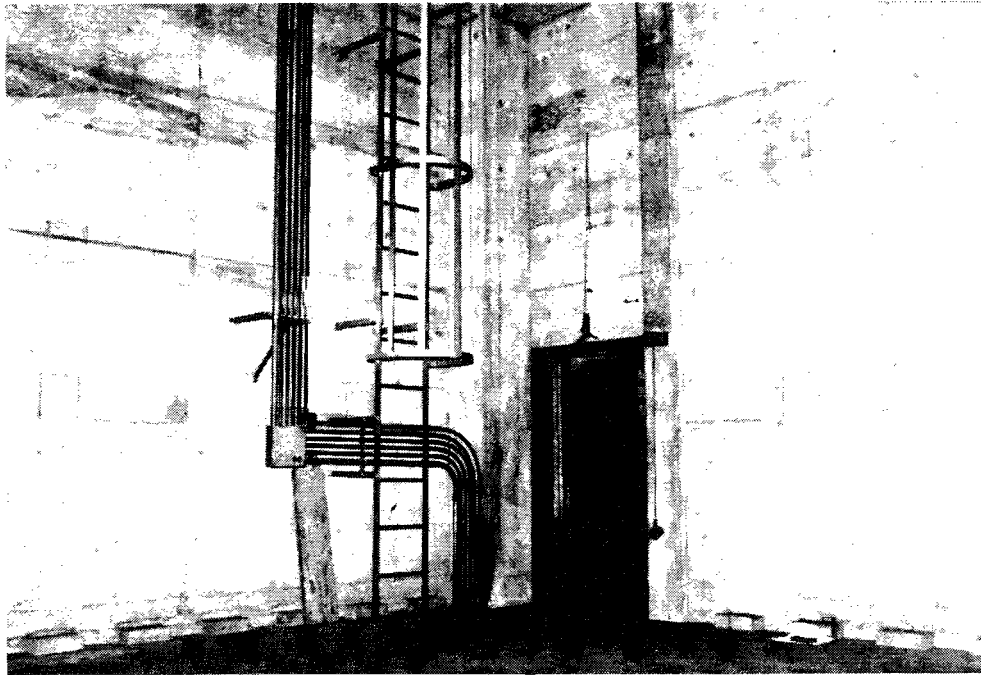
NOTE - CONTRACTOR MUST VERIFY ALL DIMENSIONS AT THE BUILDING

CLOCK TOWER



LOS ANGELES UNION PASSENGER TERMINAL
 COLLEGE
 TOWER DETAILS
 SECTION II
 XIIIA

CLOCK TOWER DETAILS



CLOCK TOWER INTERIOR

UNION STATION
F4 - FORMER BAGGAGE AREA

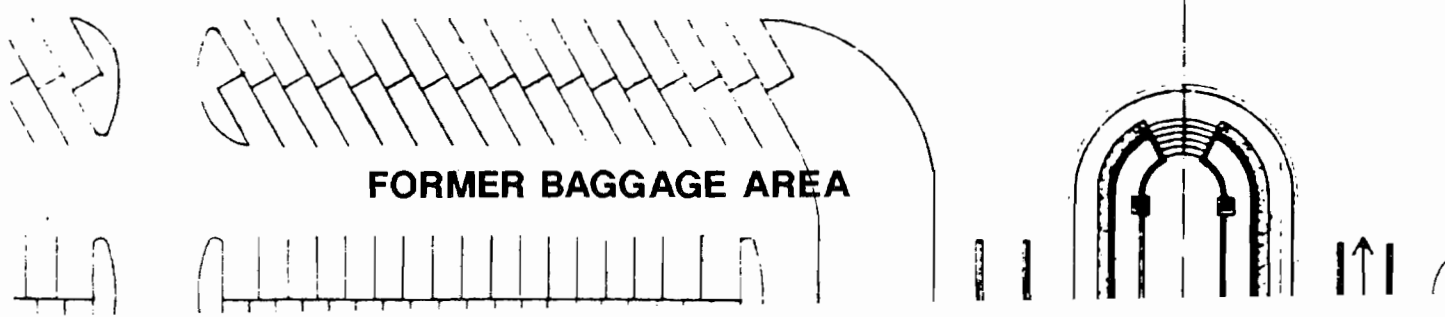
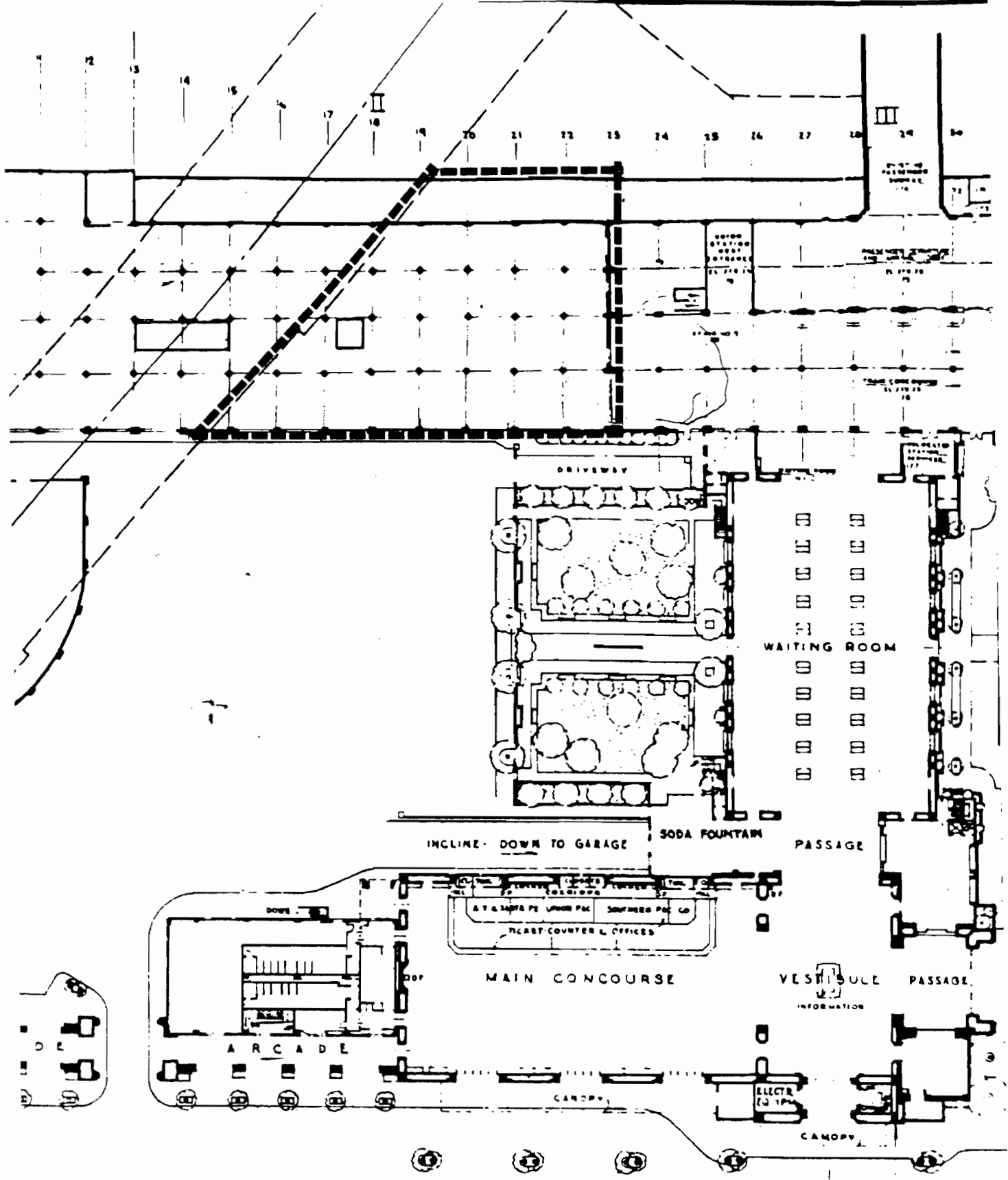
LOCATION: Interior Area; Adjacent to North Patio and Train Concourse

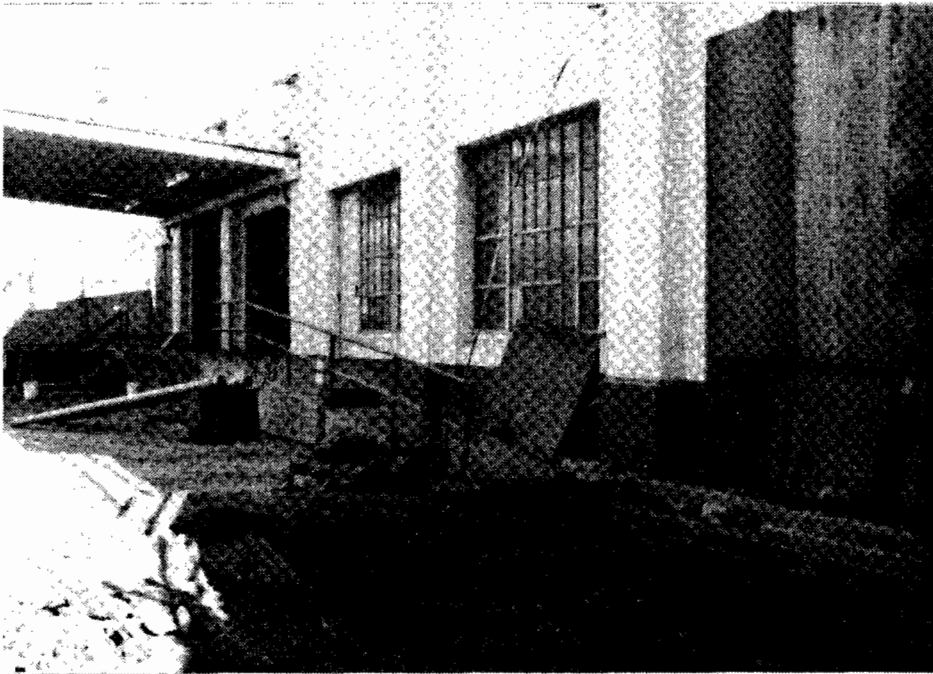
1. ARCHITECTURAL CHARACTER - This is an utility area that is currently vacant.
2. ENCLOSURE -
Floors: Concrete
Walls Lathe and cement plaster
Columns: Concrete and steel
Ceilings: Exposed ceilings
Other: Wooden Counter
3. CURRENT USE - None. Area is currently vacant.
4. ORIGINAL USE - Baggage area.
5. CONDITIONS - The area is dirty and empty and the bathrooms are in disrepair. The historic wooden doors to the north patio are broken and in disrepair.
6. LIGHTING - Hanging fluorescent fixtures.
7. ACOUSTICS - Sounds echo.
8. FURNITURE - Historic wooden desk.
9. ARTIFACTS - Historic wooden desk and wooden door to north patio.
10. ARTWORK - None.
11. SIGNAGE - None.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Heating and ventilation system need consideration.
14. ELECTRICAL ISSUES - Upgrade lighting and wiring.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.

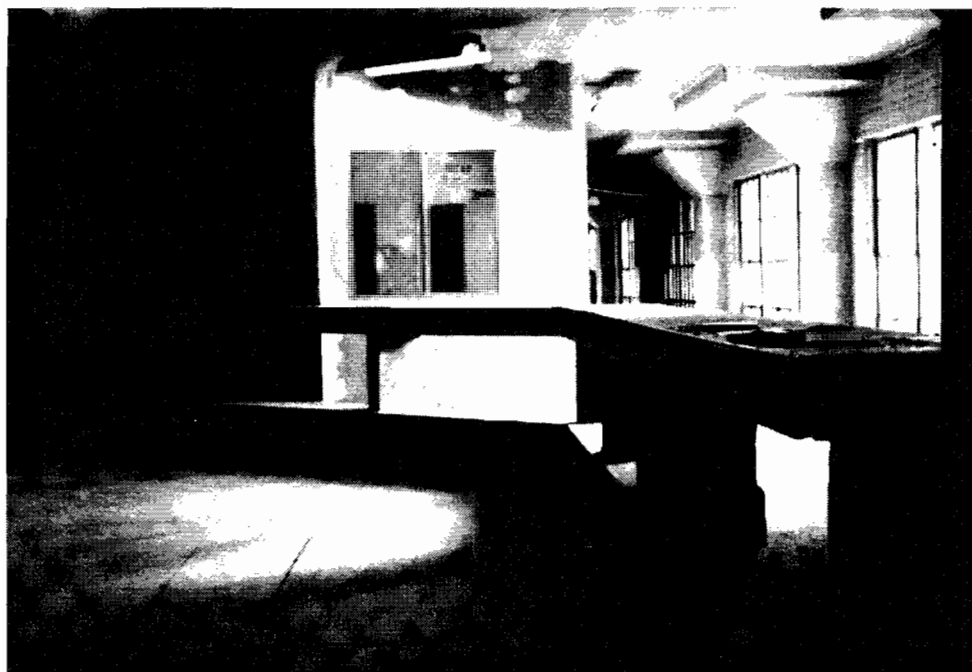
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - This area may be converted into a food court and restaurant area to service the passengers using the metro rail.
19. RECOMMENDATION FOR HISTORIC UPGRADE - Cleaning and repainting as required. The restrooms are in general disrepair and show little evidence of historic fabric.
20. ONGOING WORK - The north wall to this building was added when Metro Rail demolished the north end of the building in order to build the Metro Rail Station below.
21. IMPACT ON OPERATIONS - Since this building was not being used there was no impact on operations. However, the resulting space is irregularly shaped.

UST:X3-28

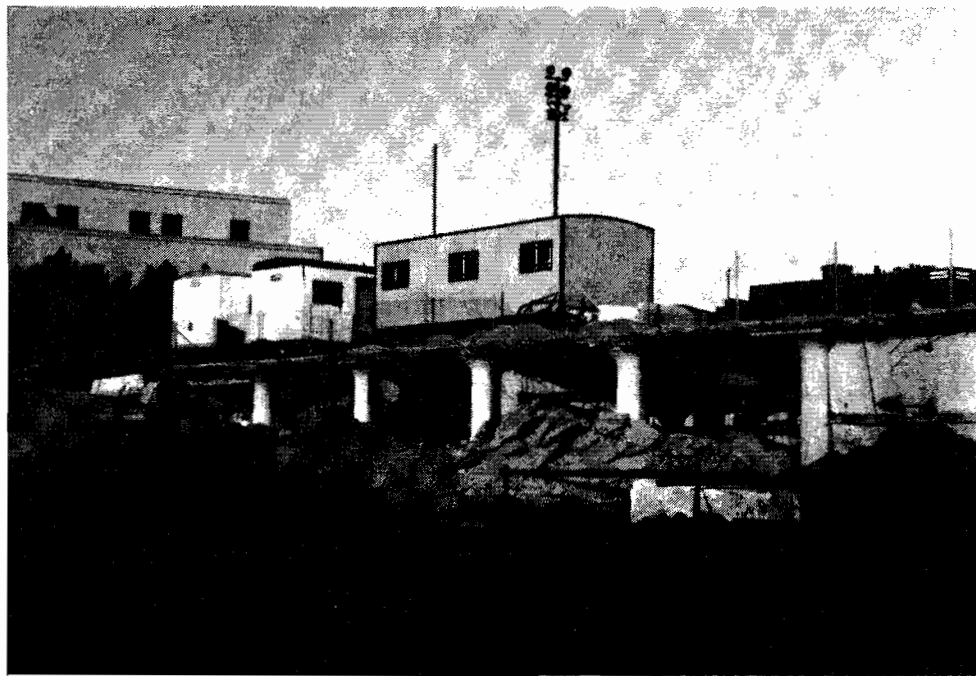
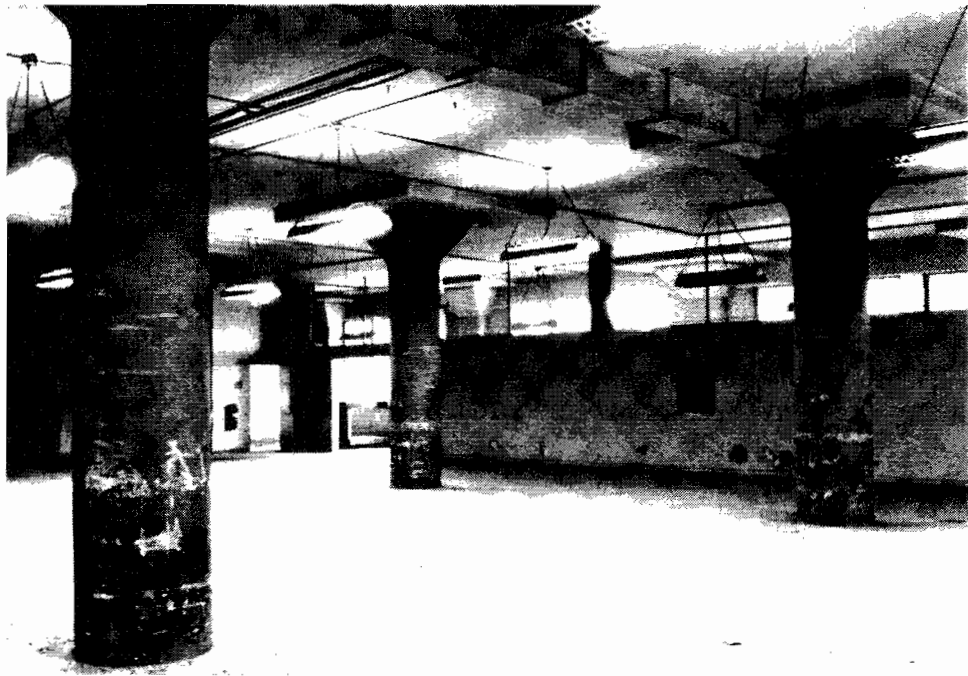
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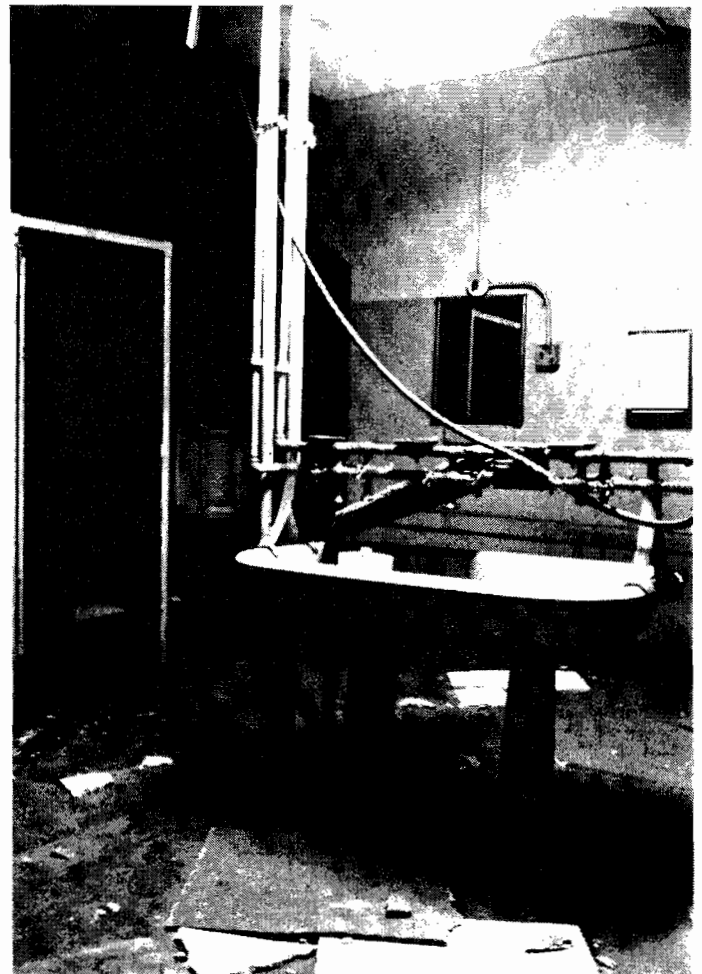
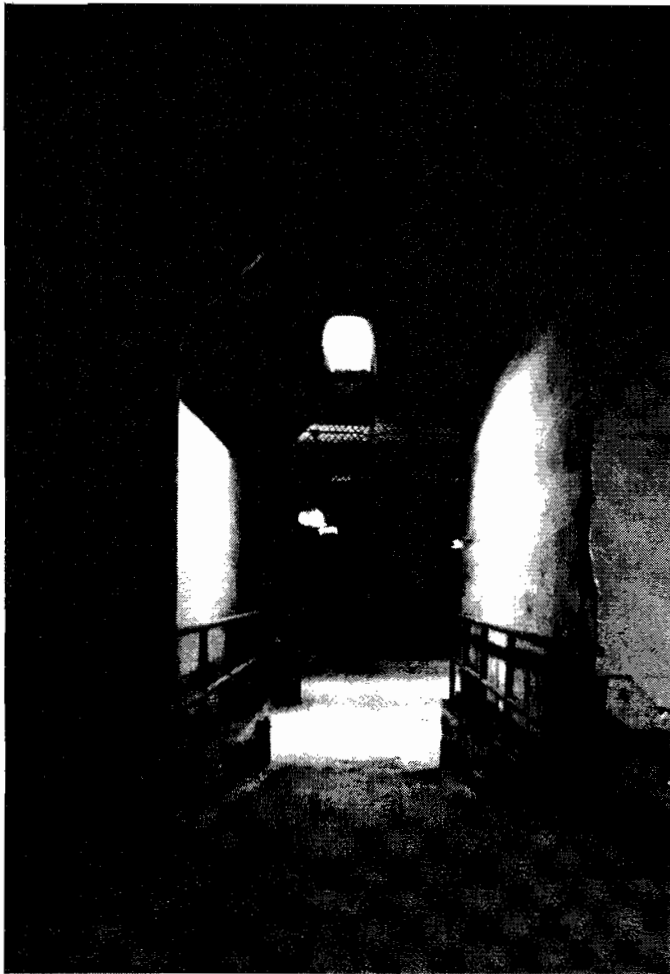






**FORMER
BAGGAGE**





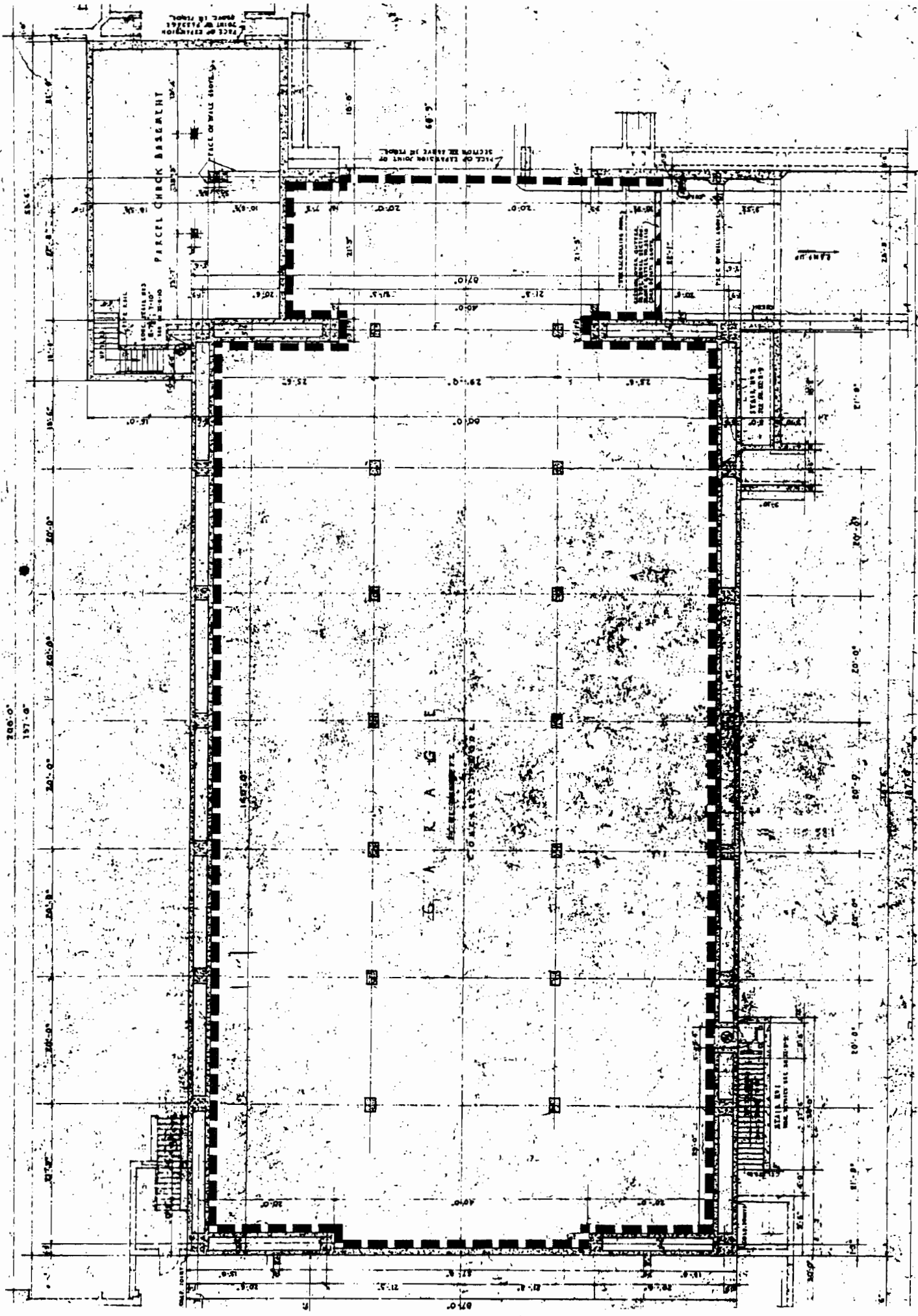
UNION STATION
F5 - NORTH GARAGE

**LOCATION: Interior Area; Beneath Main Concourse; Vehicular Access
Through and Behind North Arcade**

1. ARCHITECTURAL CHARACTER - Utility space, typical parking garage.
2. ENCLOSURE
Floors: Concrete
Walls and Columns: Concrete
Ceilings: Exposed ceilings
3. CURRENT USE - Underground parking garage.
4. ORIGINAL USE - Parking garage originally 134 spaces.
5. CONDITIONS - The lighting is dim, the floors are dirty, and the paint is old and chipped in places.
6. LIGHTING - Dim overhead lighting.
7. ACOUSTICS - Noises echo as typical for garage areas.
8. FURNITURE - - Not applicable.
9. ARTIFACTS - Not applicable.
10. ARTWORK - Not applicable.
11. SIGNAGE - Historic "Garage" signs located at the stairway entrance adjacent to the South Patio, and above the ramp down into the garage, next to the north patio.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Ventilation systems.
14. ELECTRICAL ISSUES - Upgrade lighting.
15. CODE - Handicap accessible.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.

18. FUTURE USES - Garage.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Clean and repaint as required and upgrade lighting and provide additional signage.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-27



PARCEL CHECK ASSEMBLY

RECEPTION AREA

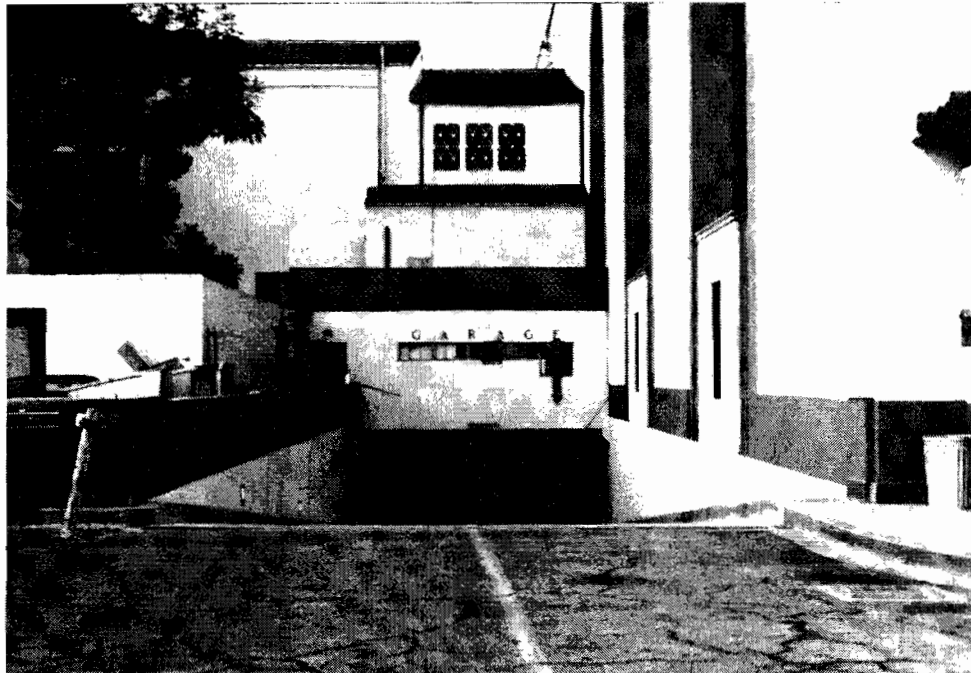
STAIRS

S. A. K. A. G. F.
ARCHITECTS
CONSULTANTS

STAIRS

SECTION BE ABOVE IN FLOOR

PIECE OF WALL ABOVE



UNION STATION
F6 - OUTDOOR PARKING

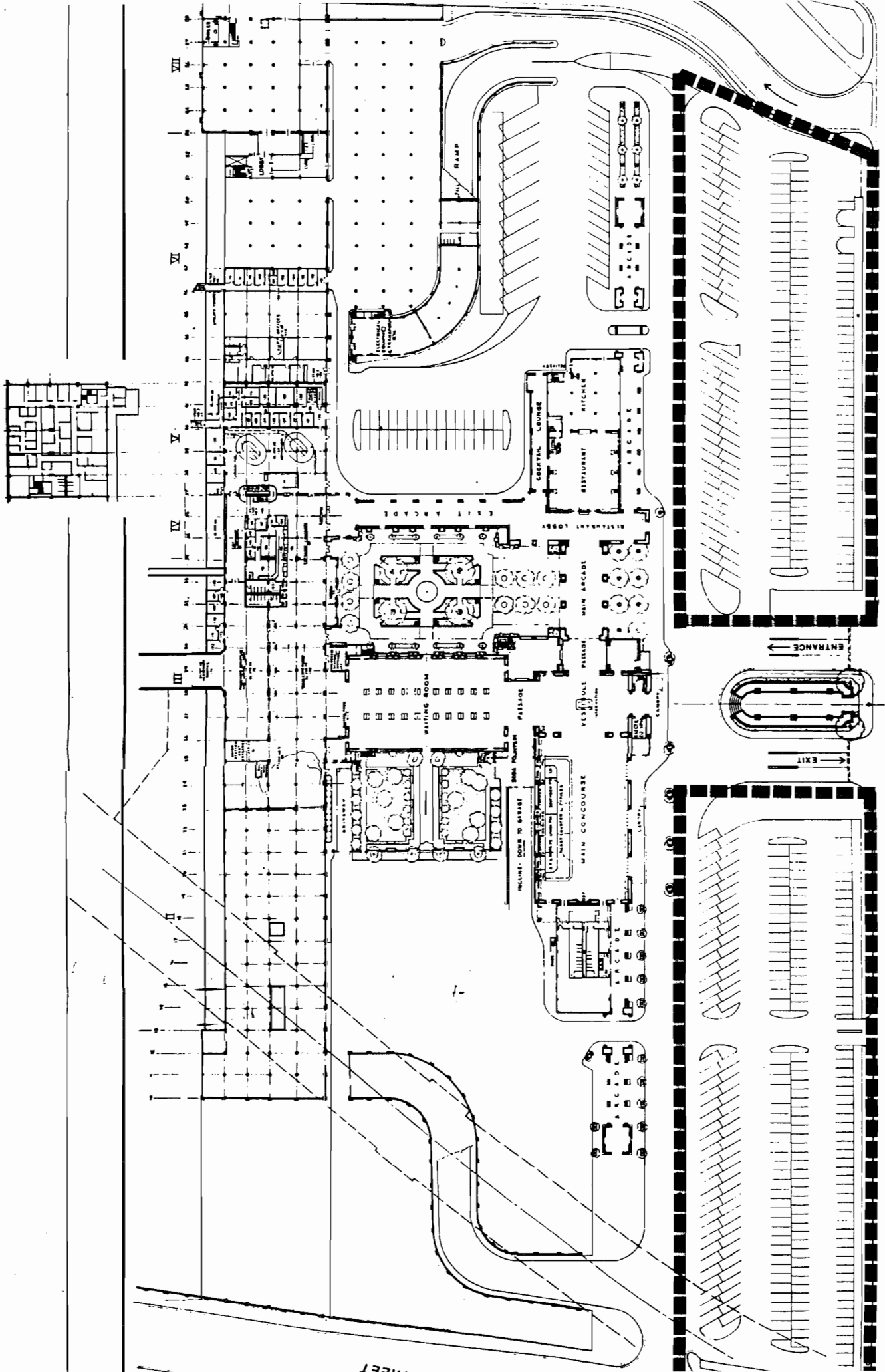
LOCATION: Exterior Area

1. ARCHITECTURAL CHARACTER - Not applicable.
2. SURFACES - Hardscape and softscape.
3. CURRENT USE - Parking lot.
4. ORIGINAL USE - 478 spaces on surface lots with landscaping between aisles.
5. CONDITIONS - Parking dominates the front elevation of the building and appears confusing.
6. LIGHTING - The entire driveway area around the upper level Baggage, and Express Mail facilities and along the ramps are lined with 50 Westinghouse octagonal senior bronze luminaries and 21 octagonal junior pendants.
7. LANDSCAPE ELEMENTS - Light posts, light pedestals, trees, bushes, and ground planting.
8. LANDSCAPE - To be determined.
9. ARTIFACTS/ARTWORK - Light pedestals, lanterns and light posts.
10. SIGNAGE - Unclear and inconsistent.
11. SYSTEMS ISSUES - Evaluate nighttime lighting.
12. CODE - Curbs for handicap access have recently been added to area next to the exit arcade.
13. INCONSISTENT ELEMENTS - Signage and trash.
14. AREAS FOR RESEARCH/TESTING - Not applicable.
15. FUTURE USES - An overall study of vehicular circulation is required to determine the best use of parking areas relative to the building use and arrival and departure. The parking area adjacent to the exit arcade is being considered as a taxi area.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Research original landscaping intention and increase use of softscape, trees to soften the impact of rows upon rows of automobiles. Clean and repair historic light fixtures and posts.

17. ONGOING WORK - Not applicable.

18. IMPACT ON OPERATIONS - Not applicable.

UST:X4-k



STREET

ALAMEDA

1917

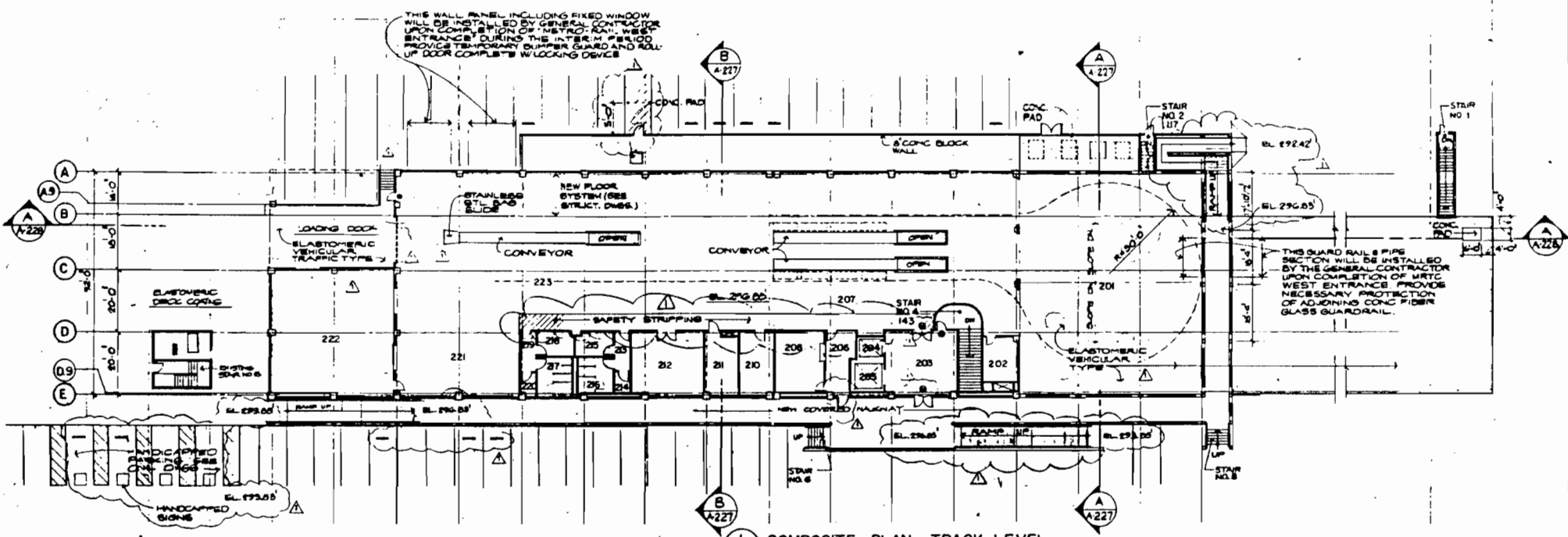
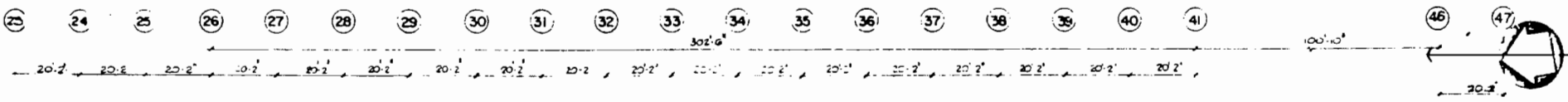
UNION STATION
F7 - BAGGAGE AND EXPRESS MAIL FACILITIES

LOCATION: Interior Area and Exterior Area; Track Level, Above
Amtrak and LAUPT Offices

1. ARCHITECTURAL CHARACTER - A two-story utility building with a reinforced concrete exterior; defined by a series of columns, open spaces and flat roofed pavillions.
2. ENCLOSURE
Floors: A covered concrete trucking platform.
Walls: Steel frame superstructure with reinforced concrete construction closed in on both sides by wide, rolling doors.
Ceilings: A series of light weight trusses support a metal deck.
3. CURRENT USE - Baggage handling, express mail and offices.
4. ORIGINAL USE - Baggage handling, express mail and second floor offices: a telegraph and telephone office; railroad and pullman conductor's rest and locker rooms; a pullman agent's office; storage and a railroad police headquarters.
5. CONDITIONS - This is a recently constructed building which replaced a building of similar use. The facilities are new and clean.
6. LIGHTING - Fluorescent fixtures.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Non-historic office furniture.
9. ARTIFACTS - None.
10. ARTWORK - None.
11. SIGNAGE - Brown signs with white lettering: "Terminal Baggage Pick-up" and "Express Mail".
12. STRUCTURAL ISSUES - Not applicable.

13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Handicap accessibility provided by the elevator.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Not applicable.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Not applicable.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

UST:X3-17

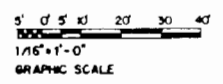


COMPOSITE PLAN - TRACK LEVEL

LEGEND:

- | | |
|------------------------------|--------------------------|
| 201 BAGGAGE CART TURN AROUND | 213 WOMEN'S VESTIBULE |
| 202 TELEPHONE/COMPUTER ROOM | 214 JANITOR'S CLOSET |
| 203 ELEVATOR AND STAIR LOBBY | 215 WOMEN'S LOCKER ROOM |
| 204 ELEVATOR SHAFT NO. 2 | 216 WOMEN'S TOILET ROOM |
| 205 ELEVATOR SHAFT NO. 3 | 217 MEN'S TOILET ROOM |
| 206 WAITING AREA | 218 MEN'S LOCKER ROOM |
| 207 INBOUND BAGGAGE AREA | 219 MEN'S VESTIBULE |
| 208 EXPRESS COUNTER | 220 STORAGE |
| 209 DELETED | 221 BAGGAGE MAKE-UP AREA |
| 210 BAGGAGE SUPERVISOR | 222 BAGGAGE STORAGE |
| 211 LOUNGE | 223 OUTBOUND BAGGAGE |
| 212 UNCLAIMED BAGGAGE | |

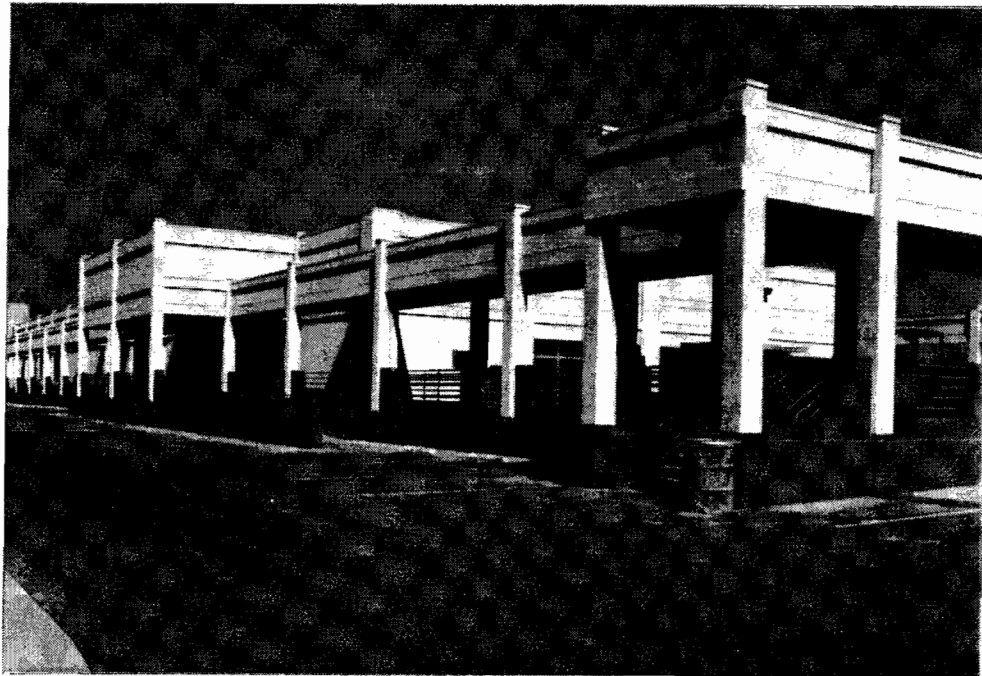
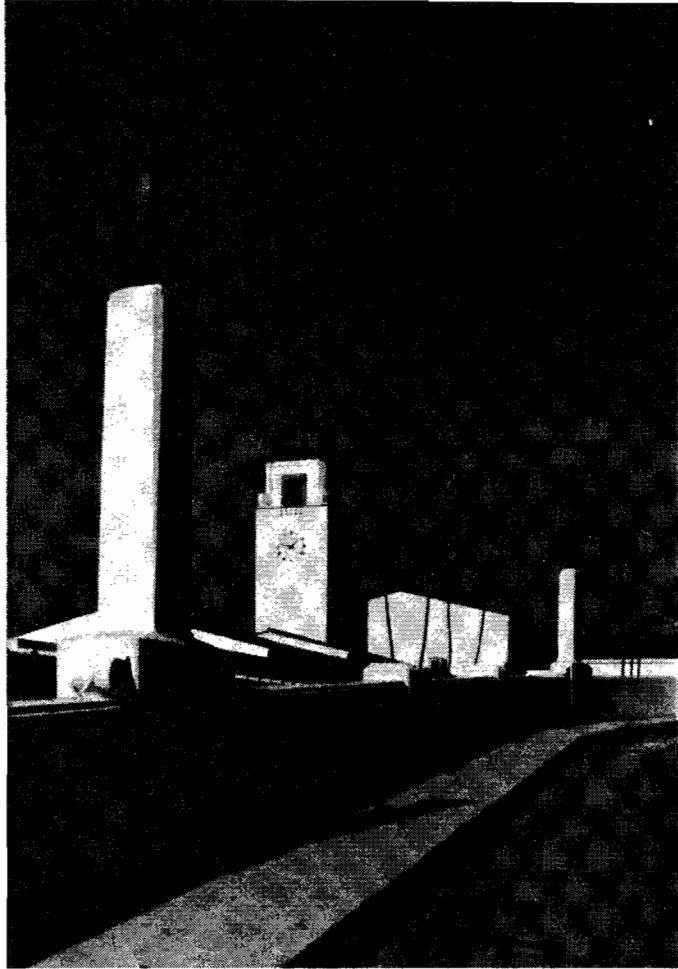
TRACK LEVEL
 AMTRAK BAGGAGE HANDLING
 EXISTING BUILDING

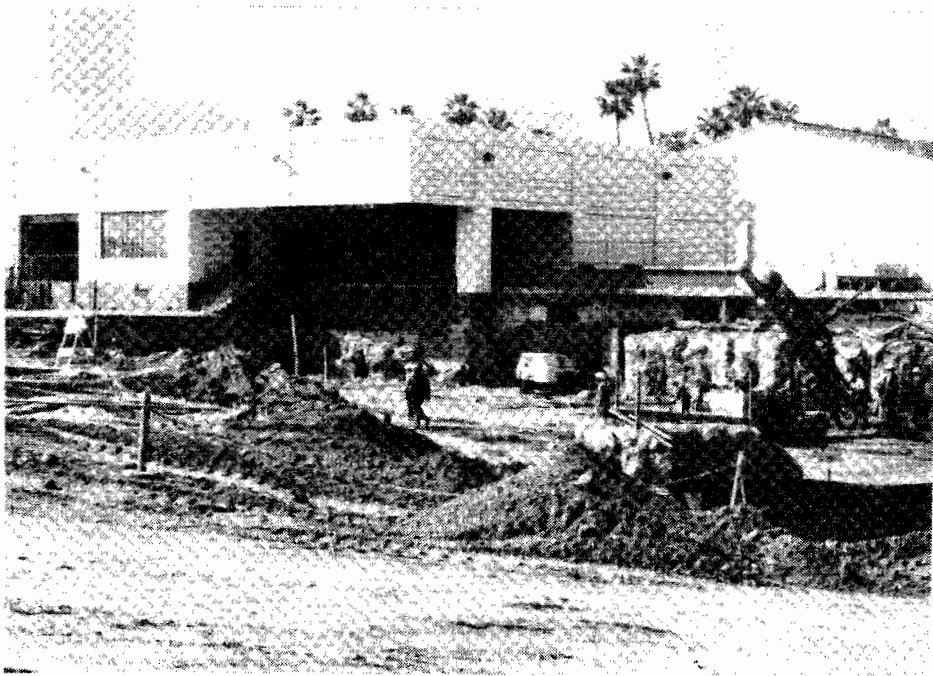
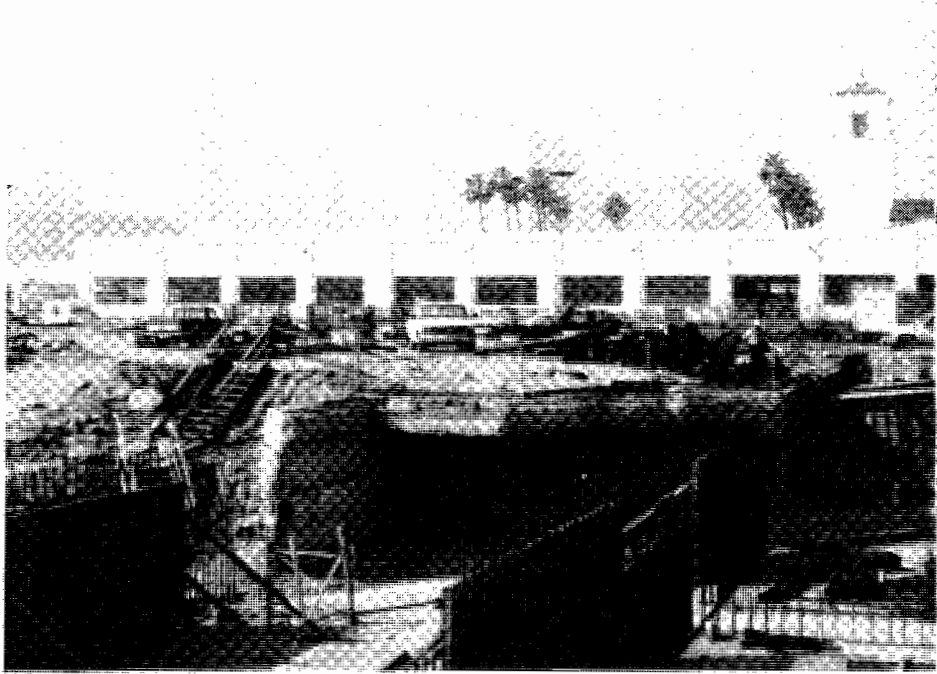


THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION UNDER THE URSAF OF 11, TRANSPORTATION ACT OF 1964, AS AMENDED, AND IN PART BY THE TREASURY OF THE OFFICERS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 METRO RAIL PROJECT
 KGO Howard design group
 DMJM/PROB. KE/HWA

LAUPT BAGGAGE HANDLING
 RELOCATION
 CONTRACT NO. A-135A
 DRAWING NO. A-209
 SCALE





**UNION STATION
F8 - SOUTH GARAGE**

LOCATION: Interior Area; Adjacent to Catellus Development Office and South Ar

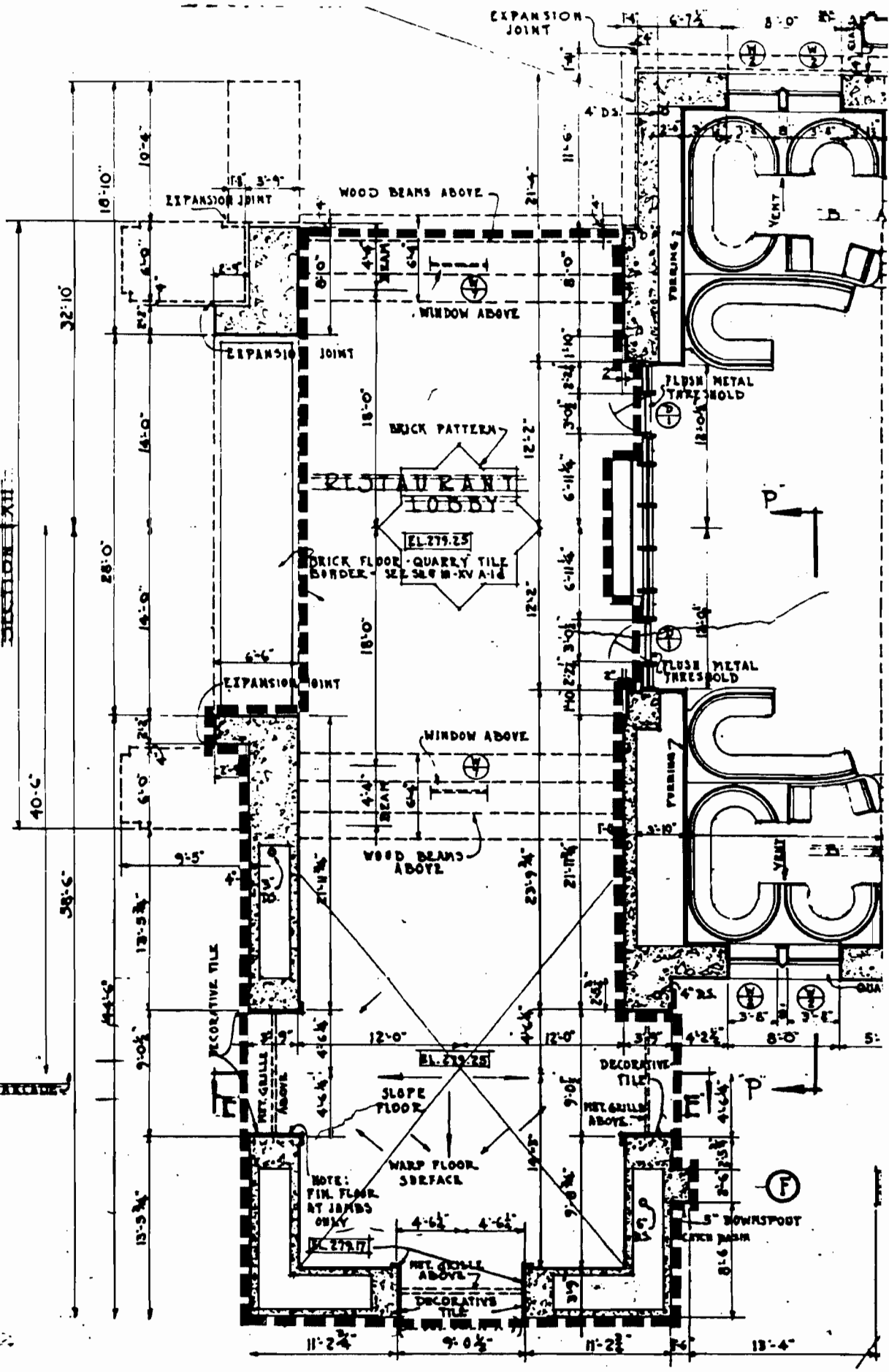
1. ARCHITECTURAL CHARACTER - Parking garage.
2. ENCLOSURE
Floors: Concrete
Walls and Columns: Reinforced concrete
Ceilings: Exposed concrete
3. CURRENT USE - Parking garage.
4. ORIGINAL USE - To be determined.
5. CONDITIONS - Lighting dim.
6. LIGHTING - Hanging fluorescent fixtures.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Not applicable.
9. ARTIFACTS - A variety of artifacts are kept in a storage area within this structure.
10. ARTWORK - Not applicable.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Upgrade lighting.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.

18. FUTURE USES - Undetermined.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Research and catalogue items in storage. Upgrade lighting and signage.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

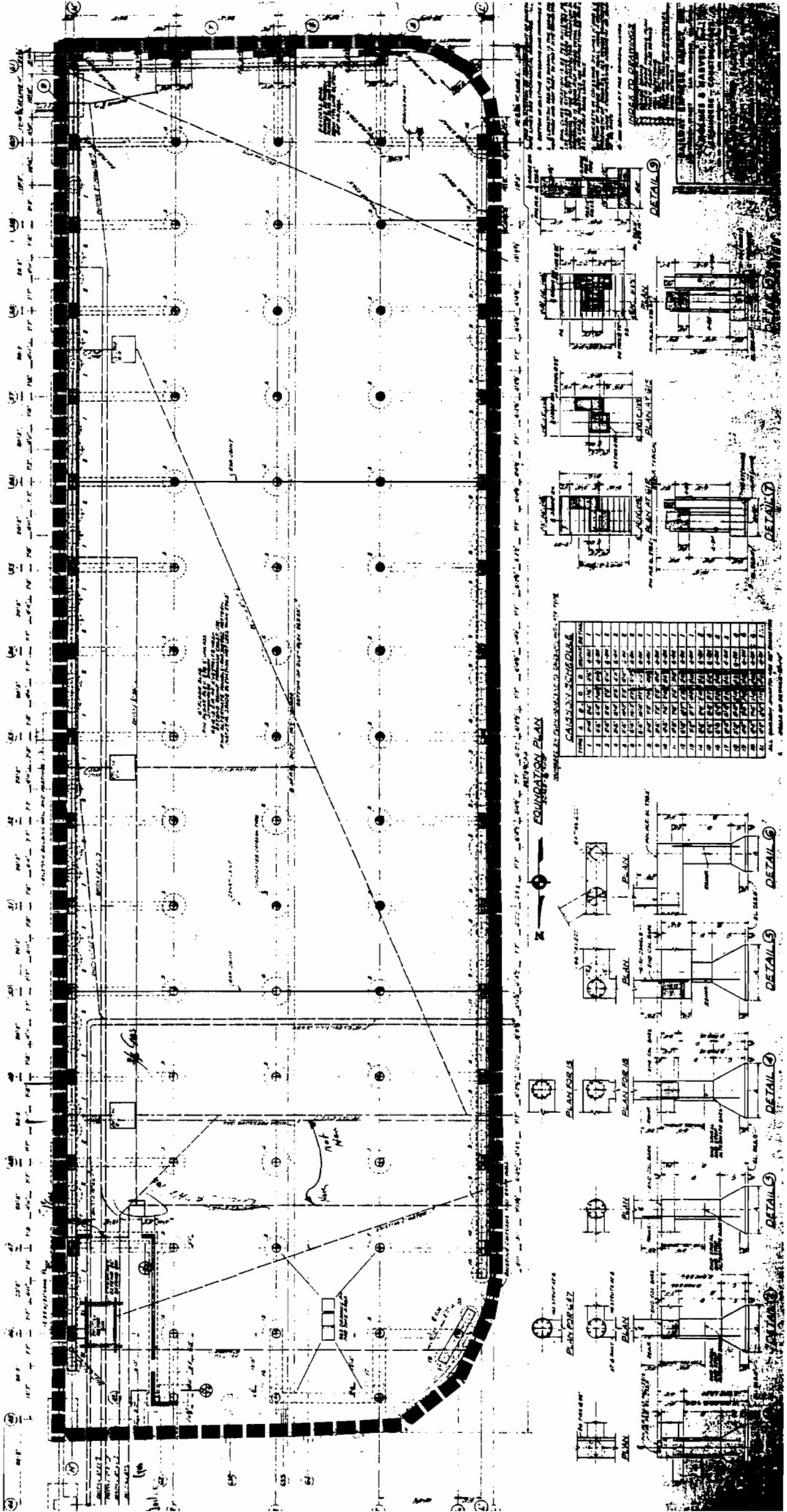
UST:X3-29

RESTAURANT
 & ARCADE
 SECTION 501

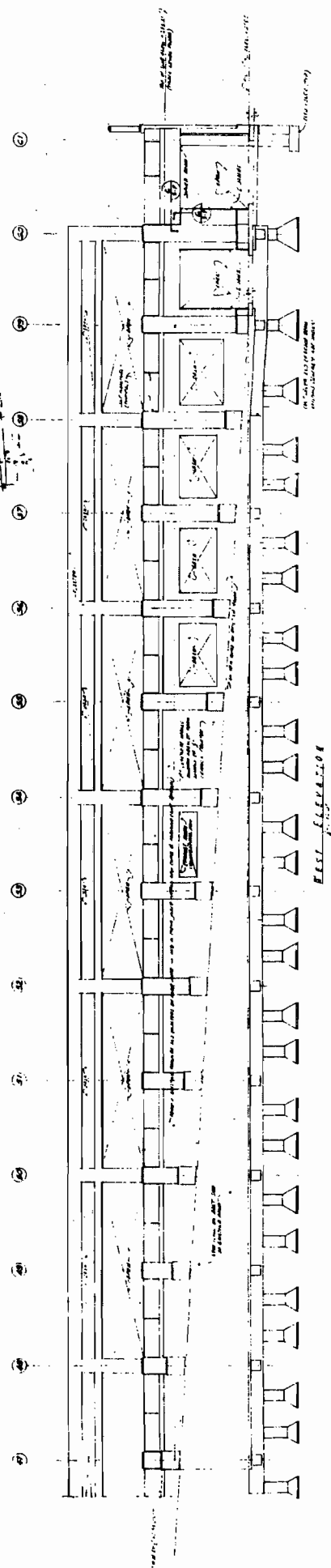
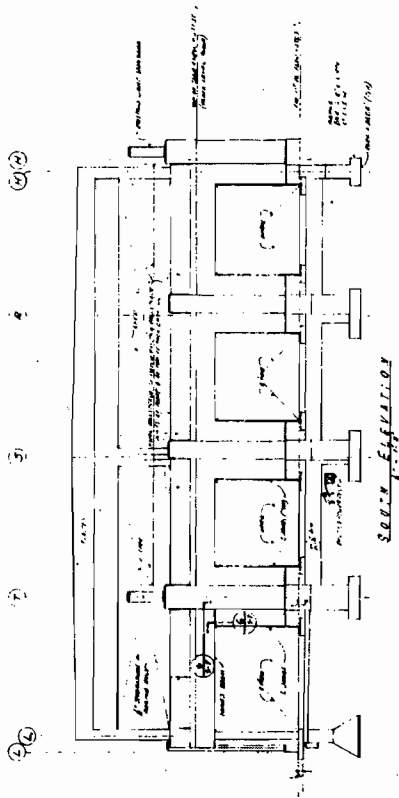
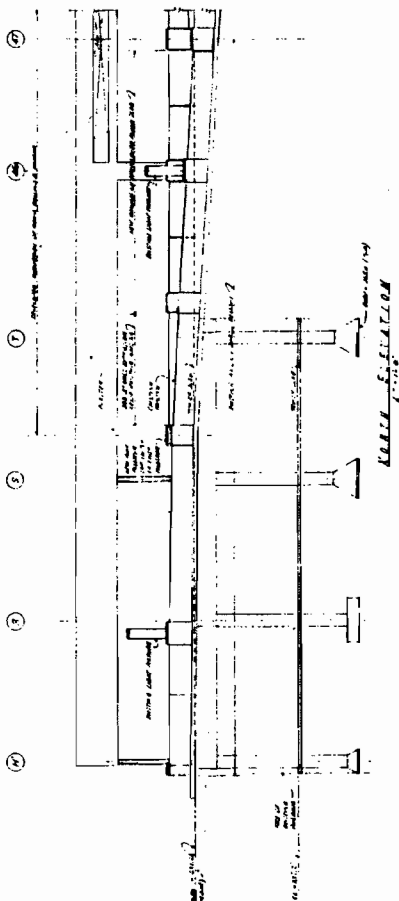
(B)
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 D
 (D)
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 (F)



RESTAURANT LOBBY



CONTO CADACE DI AN



RAILWAY EXPRESS AGENCY, INC.
 210 N. W. 10th St., Seattle, Wash.
 ROBERTS & HARVEY, Inc.
 1000 - 10th St., Seattle, Wash.
 HARRIS - CONNOR, Inc.
 1000 - 10th St., Seattle, Wash.



UNION STATION
F9 - TAXI PLAZA

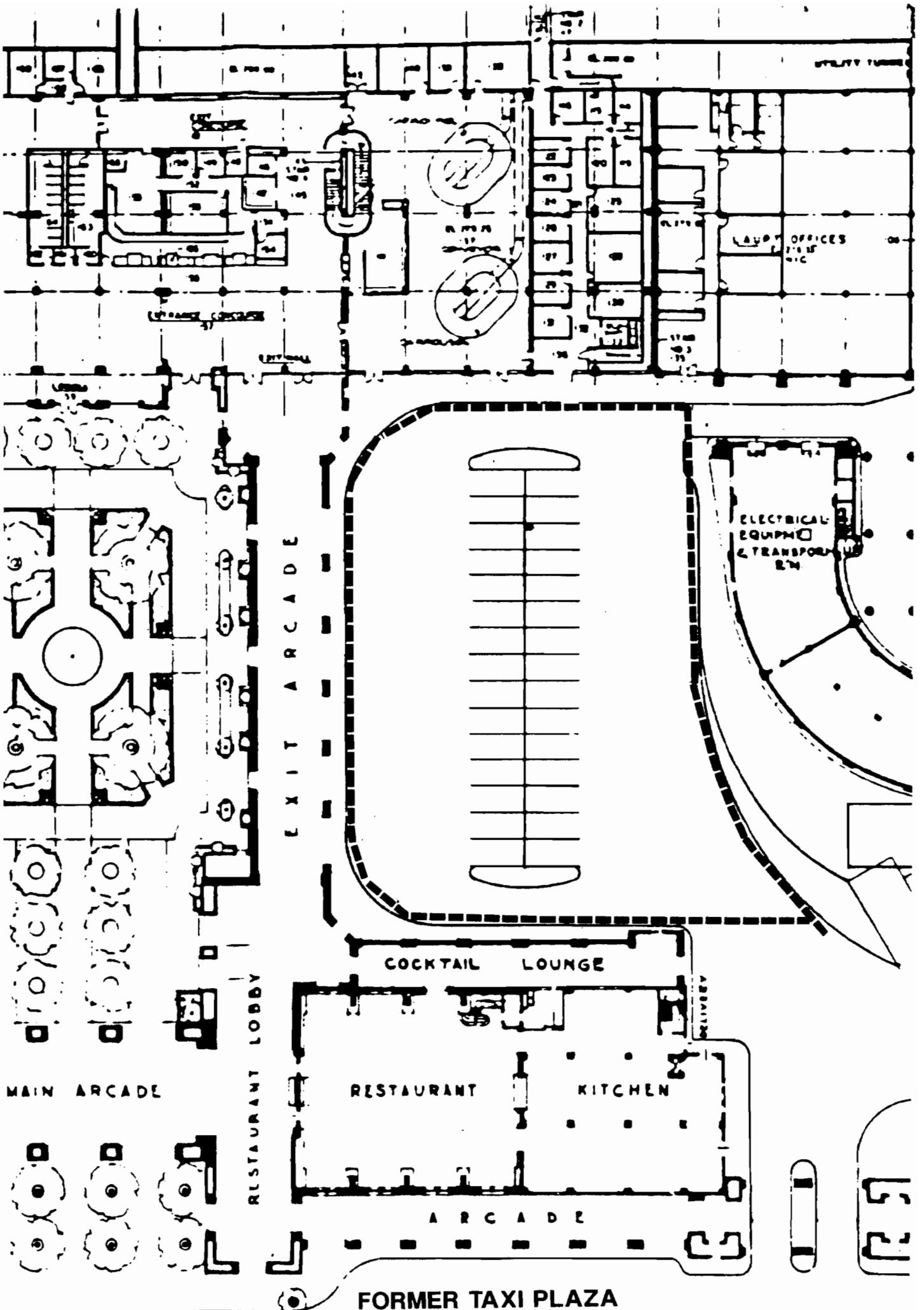
LOCATION: Exterior Area; South of Exit Arcade

1. ARCHITECTURAL CHARACTER - This area is industrial in character and historical only to the extent that it served a utilitarian function as a part of the overall station.
2. SURFACES - Stucco walls and paved surfaces area bordered by Exit Arcade, South Garage, Cocktail Lounge exterior, and office entrances.
3. CURRENT USE - Parking area.
4. ORIGINAL USE - Taxi pick-up of arriving passengers
5. CONDITIONS - Currently area is well-maintained but underutilized.
6. LIGHTING - Two non-historic tall pole lighting fixtures in center, wall sconces along north and west elevations, lanterns above garage entrance. Currently a new lighting program is underway.
7. LANDSCAPE ELEMENTS - Not applicable.
8. LANDSCAPE - Not applicable.
9. ARTIFACTS/ARTWORK - Light sconces along arcade piers and hanging wall lanterns above Catellus entrance.
10. SIGNAGE - Existing signage to baggage and trains is inconsistent and confusing. A new signage program is underway.
11. SYSTEMS ISSUES - Not applicable.
12. CODE - Two curb cuts have been installed to provide handicap accessibility but do not meet handicap code requirements.
13. INCONSISTENT ELEMENTS - Lighting and signage while currently inconsistent are undergoing improvement programs.
14. AREAS FOR RESEARCH/TESTING - Paint analysis.
15. FUTURE USES - This area is currently under utilized and could potentially serve as an outdoor plaza for adjacent retail and office tenants.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Wall surfaces require cleaning and repainting. Lighting fixtures require cleaning and retrofit.

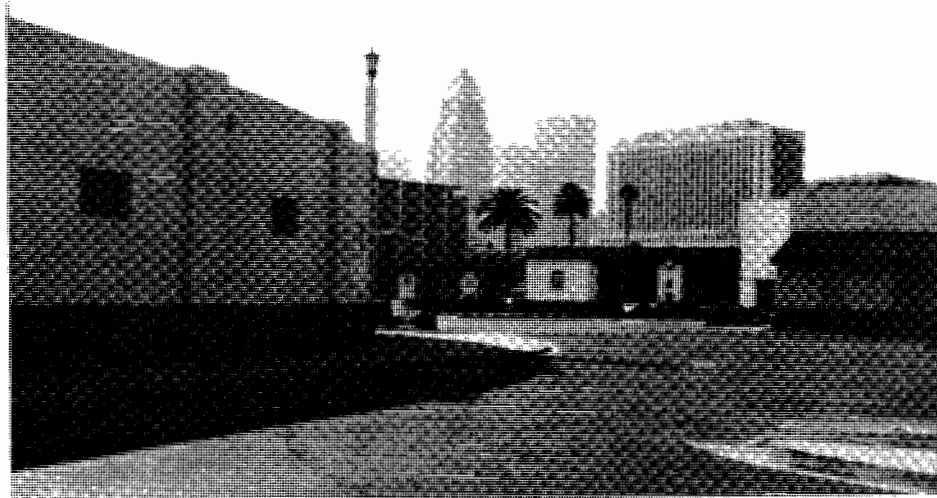
17. ONGOING WORK - Lighting and signage rehabilitation programs are currently underway.
18. IMPACT ON OPERATIONS - The new lighting will provide increased illumination for safety measures.

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UNION STATION
F10 - TRUCKING YARD

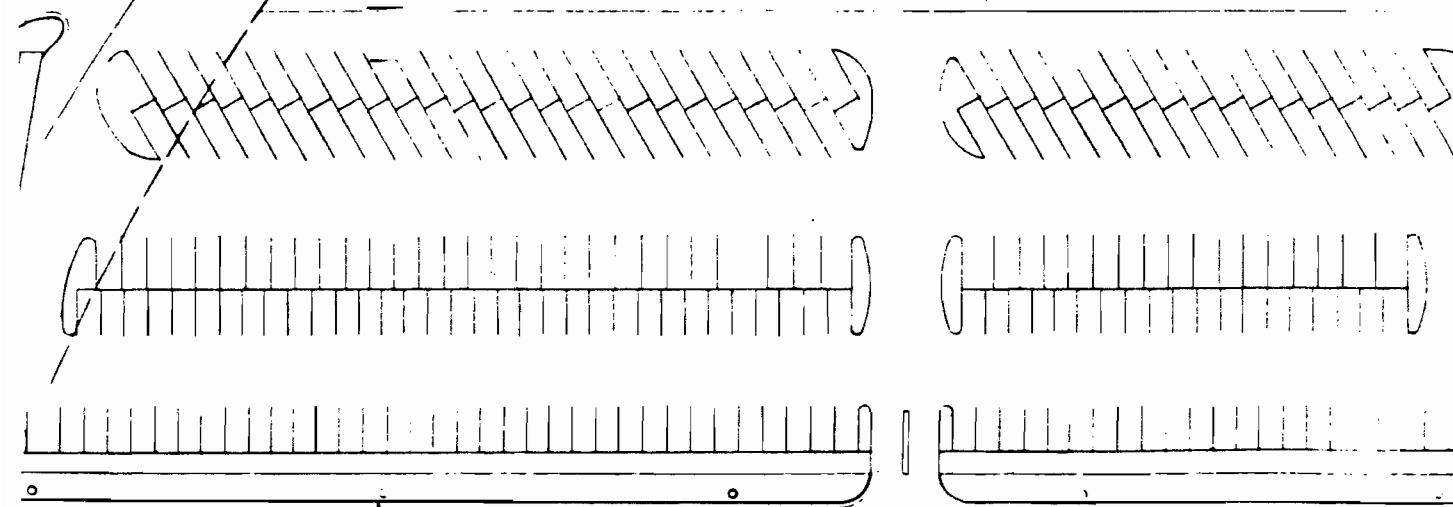
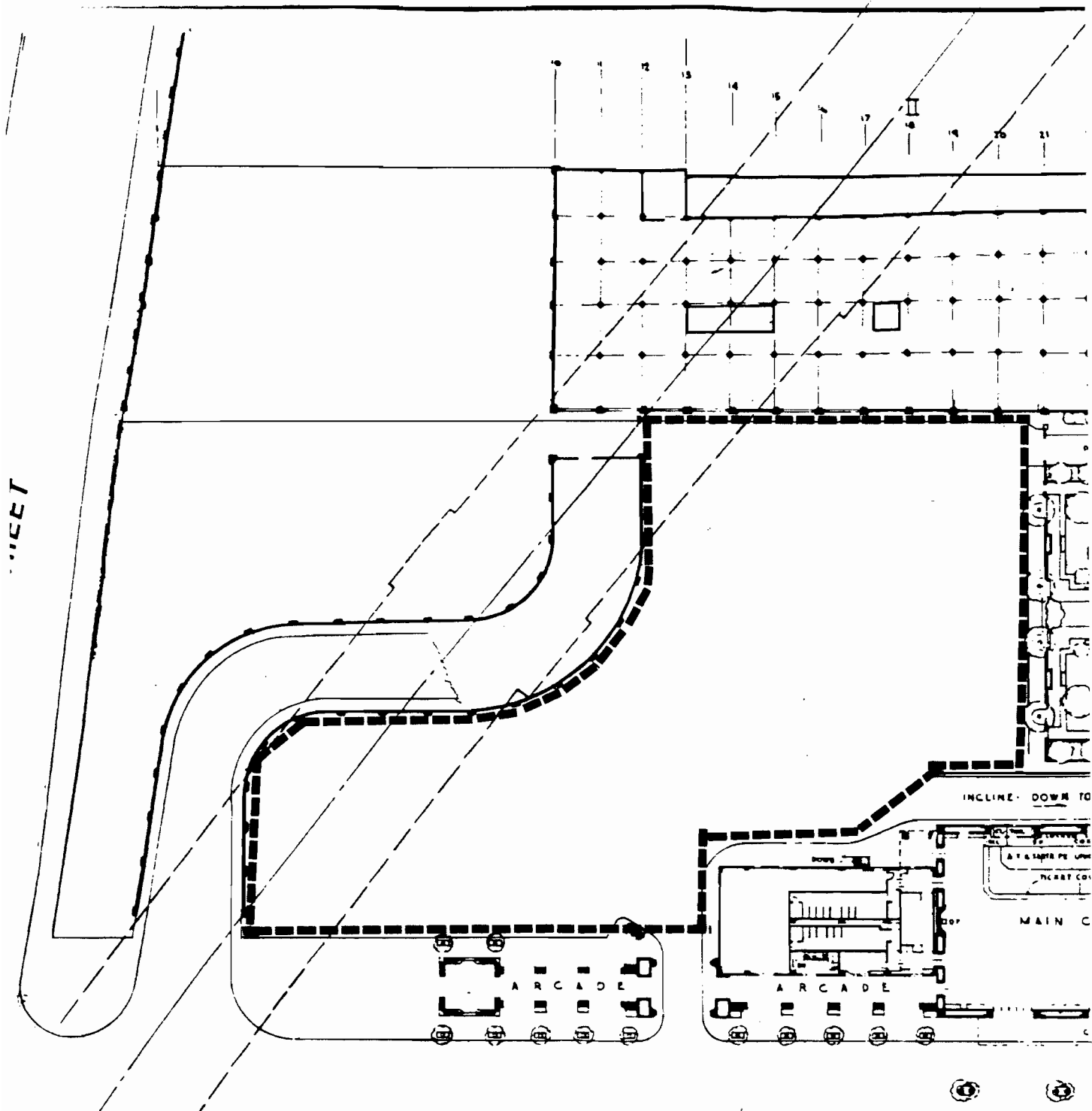
LOCATION: Exterior Area; Northwest of North Arcade

1. ARCHITECTURAL CHARACTER - This area is utilitarian and functional in nature. Formerly used as the service area and garage entrance.
2. SURFACES - Stucco walls and paved surfaces. This area is bordered by the back of the north patio wall, the ramp down to the north garage, the loading platform to the former baggage handling building, the rear elevation of the north arcade building and back entrance to the main concourse.
3. CURRENT USE - This area is currently part of the Metro Rail construction site.
4. ORIGINAL USE - Originally used for loading of baggage and express mail from the track level. Later this was used as a bus station.
5. CONDITIONS - The ramp to the upper level has been removed. This area is part of the construction site for metro rail.
6. LIGHTING - Lantern beneath entrance to main concourse. Other lighting not apparent and will need consideration once construction is complete.
7. LANDSCAPE ELEMENTS - Not applicable.
8. LANDSCAPE - Not applicable.
9. ARTIFACTS/ARTWORK - Original hanging lantern at the Main Concourse back entrance and original "Garage" sign above ramp.
10. SIGNAGE - "Garage" sign over ramp.
11. SYSTEMS ISSUES - Not applicable.
12. CODE - Not applicable.
13. INCONSISTENT ELEMENTS - Not applicable.
14. AREAS FOR RESEARCH/TESTING - Paint analysis.
15. FUTURE USES - This area could potentially be used for new construction and/or additional open space.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - This area was originally a service area used for loading and currently under utilized. Therefore adaptive reuse of this area is recommended.

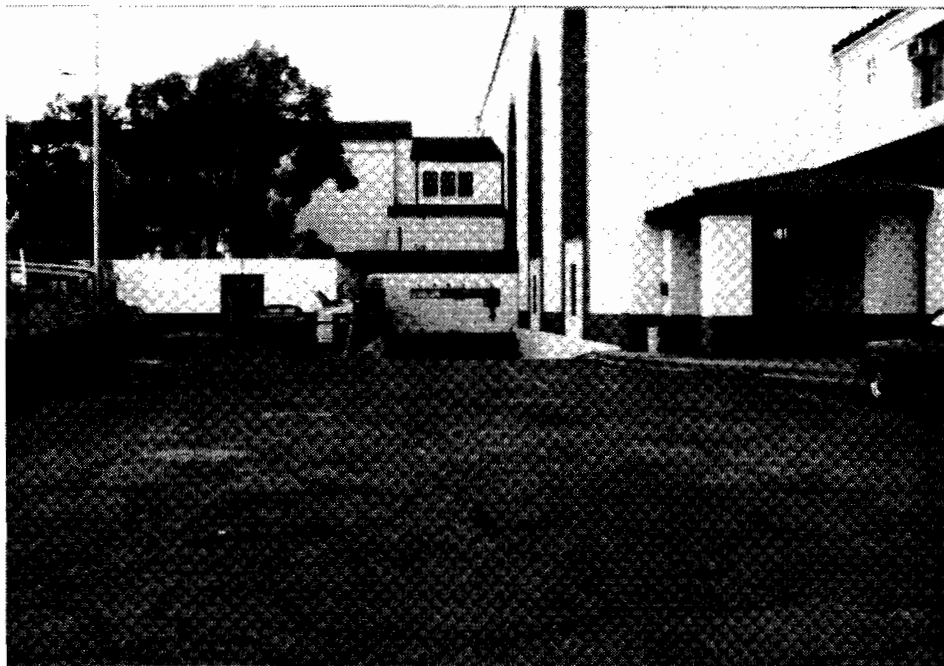
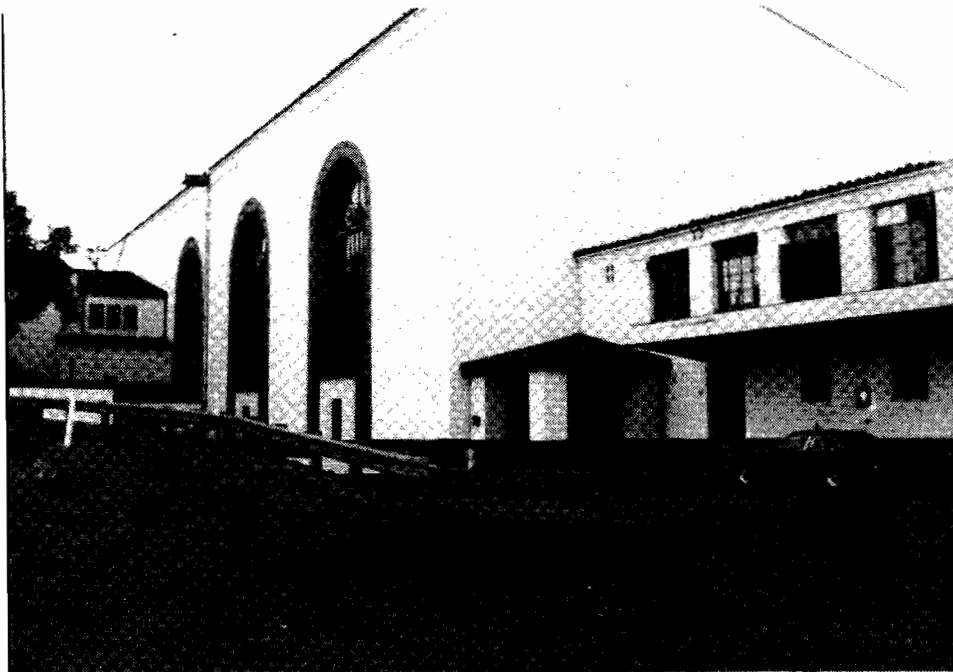
17. ONGOING WORK - Metro rail cut and cover construction on adjacent area.
18. IMPACT ON OPERATIONS - This area is currently used as part of the construction site for metro rail.

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TRUCKING YARD



G. TRAIN YARD

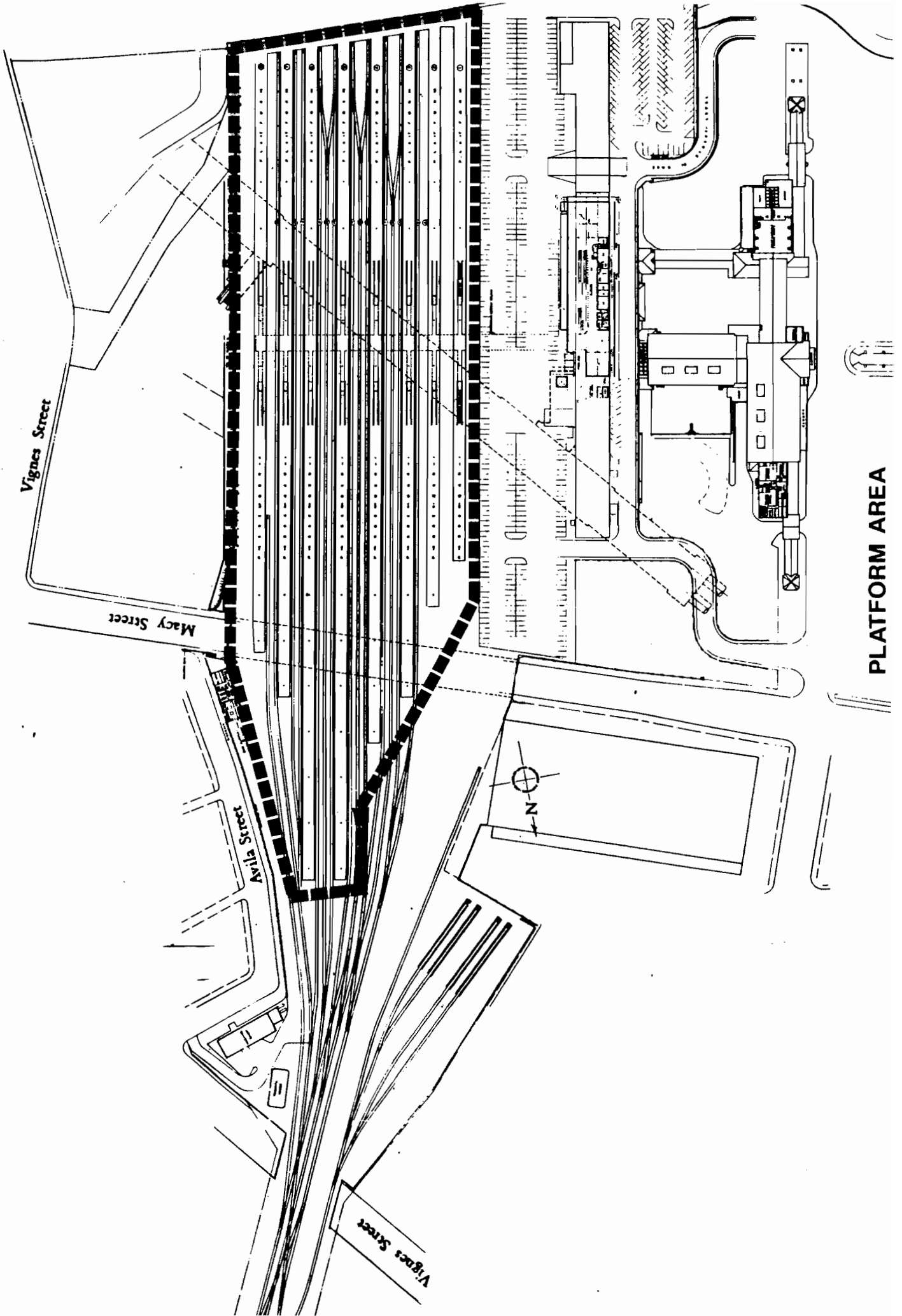
- 1. PLATFORM AREA**
- 2. CAR SUPPLY/REPAIR SHOP**
- 3. AMTRAK CONSTRUCTION OFFICE AND DUMPING STATION**
- 4. TERMINAL TOWER**
- 5. PRIVATE TRAIN CAR AREA**
- 6. PASSENGER TUNNEL**

UNION STATION
G1 - PLATFORM AREA

LOCATION: Upper Level, Exterior

1. ARCHITECTURAL CHARACTER - This area is industrial in character and historical only to the extent that it served a utilitarian function as a part of the overall station.
2. SURFACES - Galvanized steel canopies overhead, concrete formed guardrails to ramps, concrete platforms.
3. CURRENT USE - Currently, Amtrak operates its train service on 4 of the 8 existing tracks.
4. ORIGINAL USE - Loading platforms for train passengers.
5. CONDITIONS - The steel canopies are in severe disrepair and are badly rusted, except for one which was painted by a movie company.
6. LIGHTING - Lights with exposed wiring run along the underside of the canopies.
7. LANDSCAPE ELEMENTS - Not applicable.
8. LANDSCAPE - Not applicable.
9. ARTIFACTS/ARTWORK - Not applicable.
10. SIGNAGE - Non-historic track numbers.
11. SYSTEMS ISSUES - Not applicable.
12. CODE - Not applicable.
13. INCONSISTENT ELEMENTS - Not applicable.
14. AREAS FOR RESEARCH/TESTING - None.
15. FUTURE USES - Same as present. Possibly to serve light rail passengers also.
16. RECOMMENDATIONS FOR HISTORIC UPGRADE - Canopies require repair or replacement. Guardrails are chipped and damaged at the corners. Signage and lighting require upgrade.
17. ONGOING WORK - The metro rail construction.
18. IMPACT ON OPERATIONS - Dismantling of steel canopies where the metro line occurs.

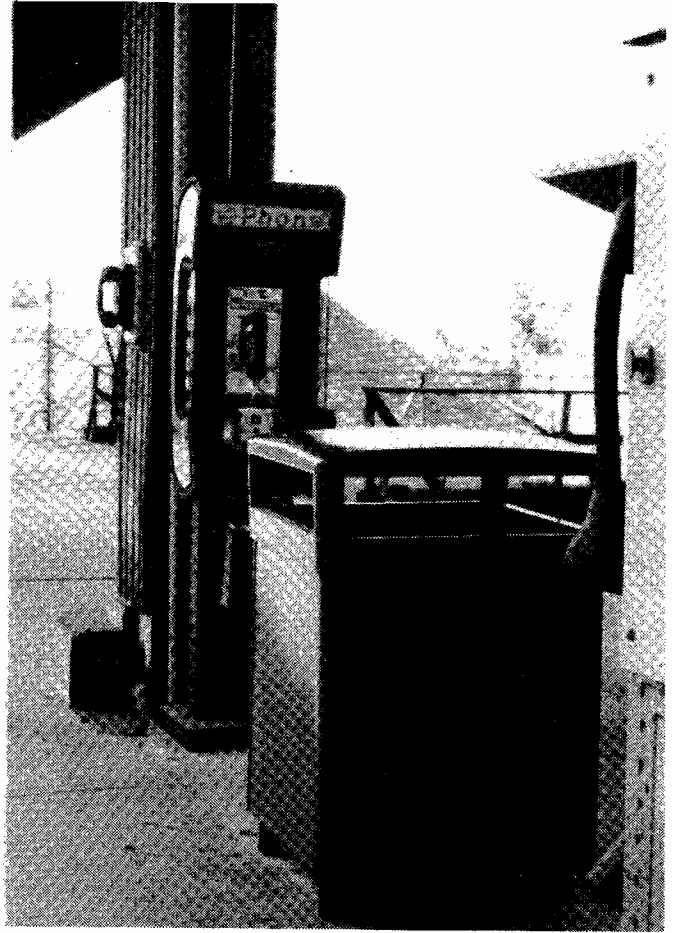
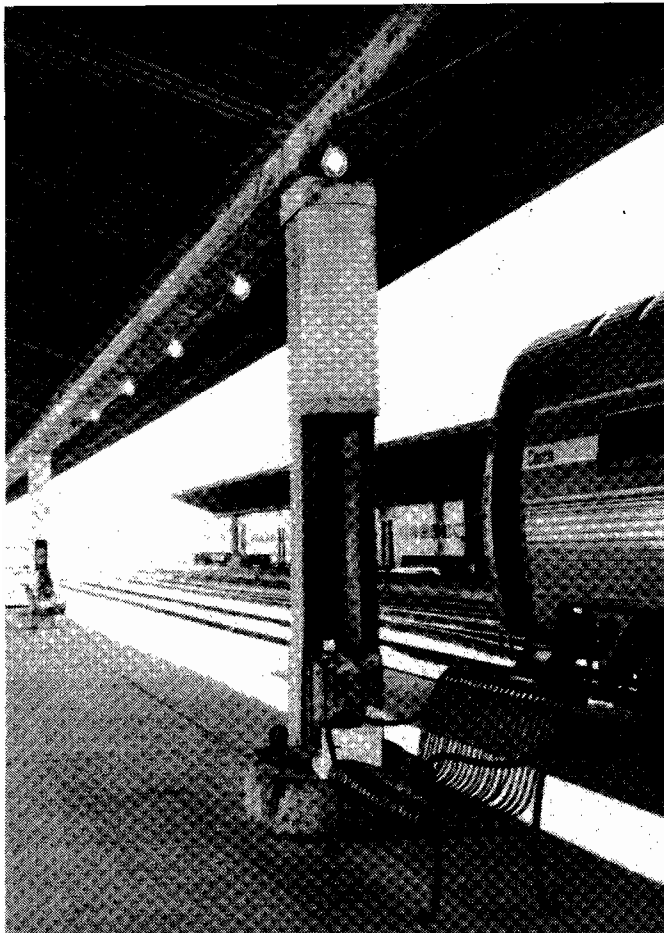
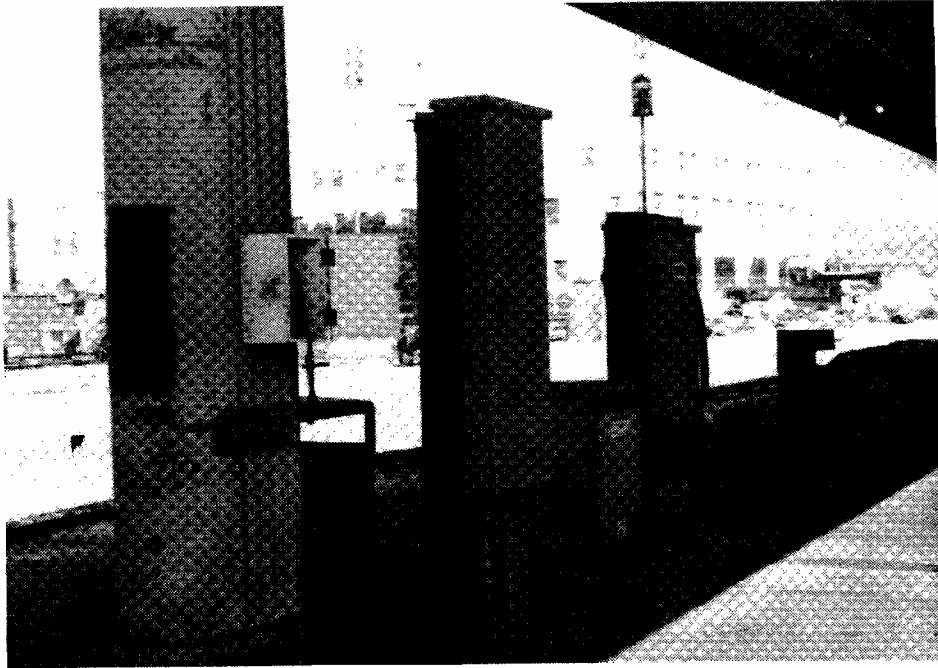
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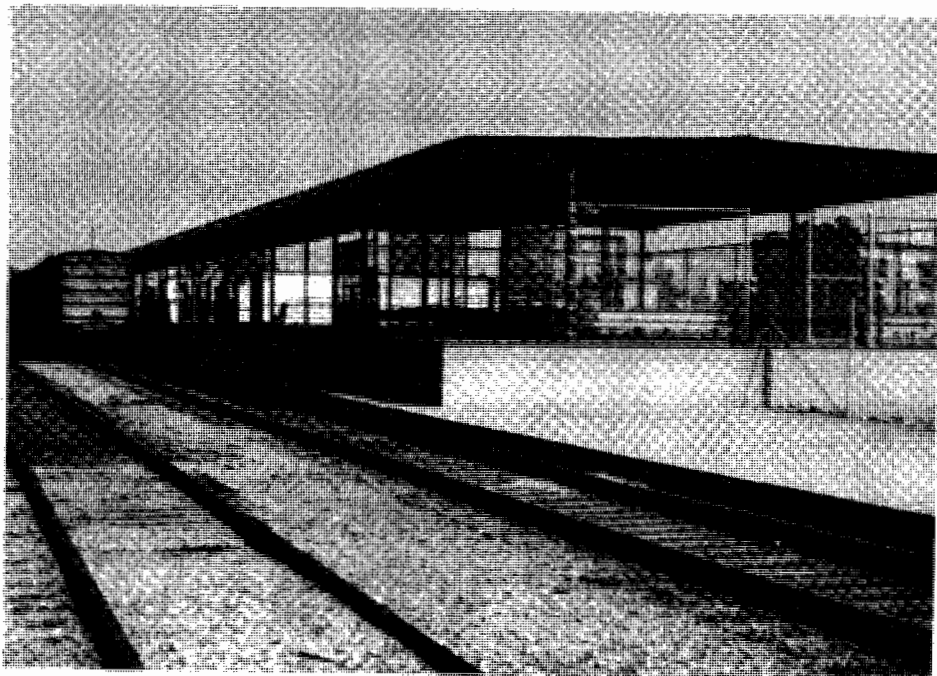
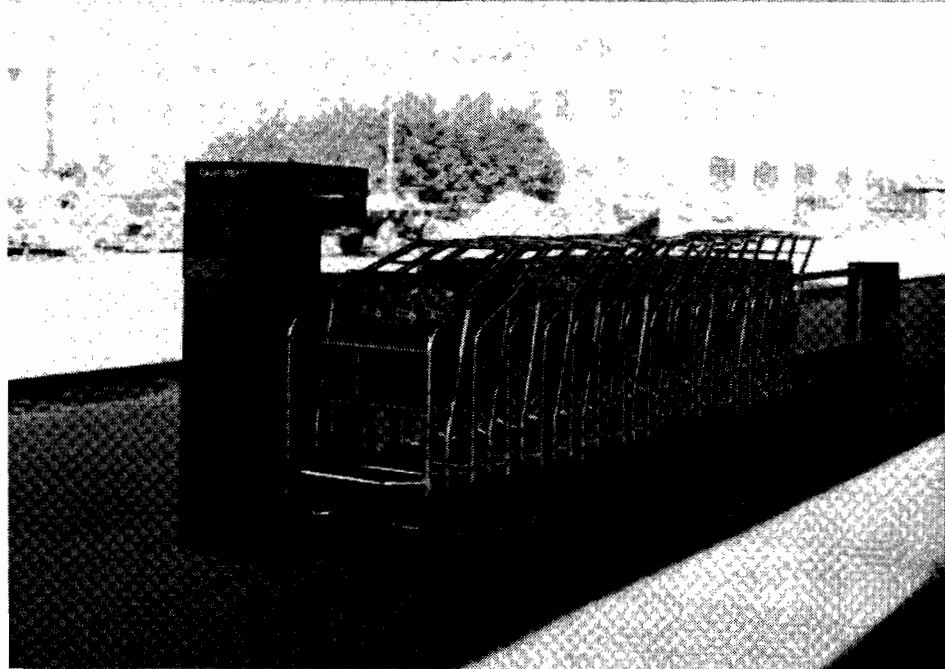


PLATFORM AREA

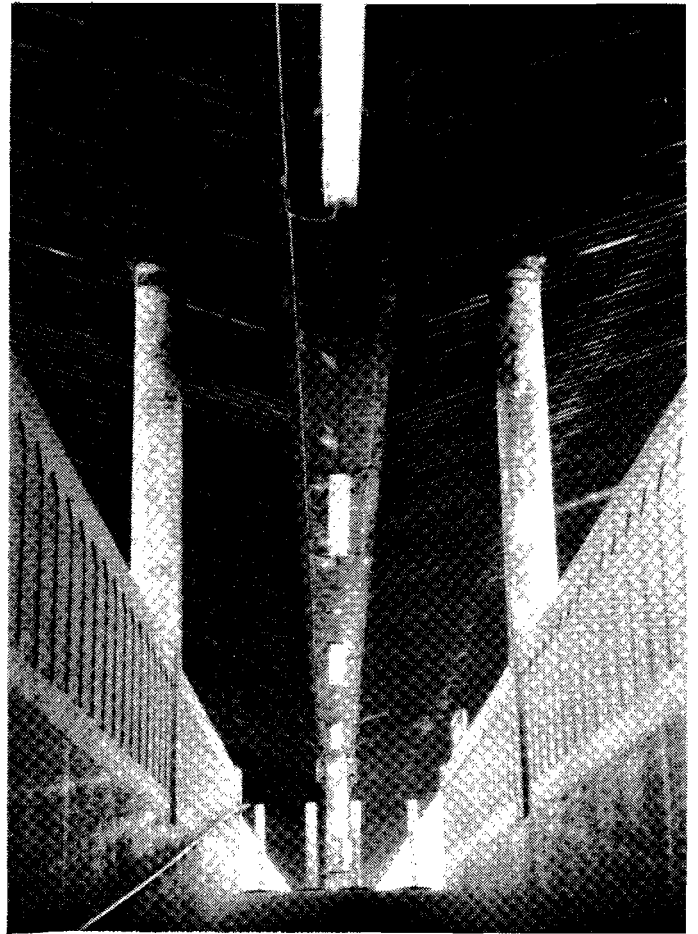
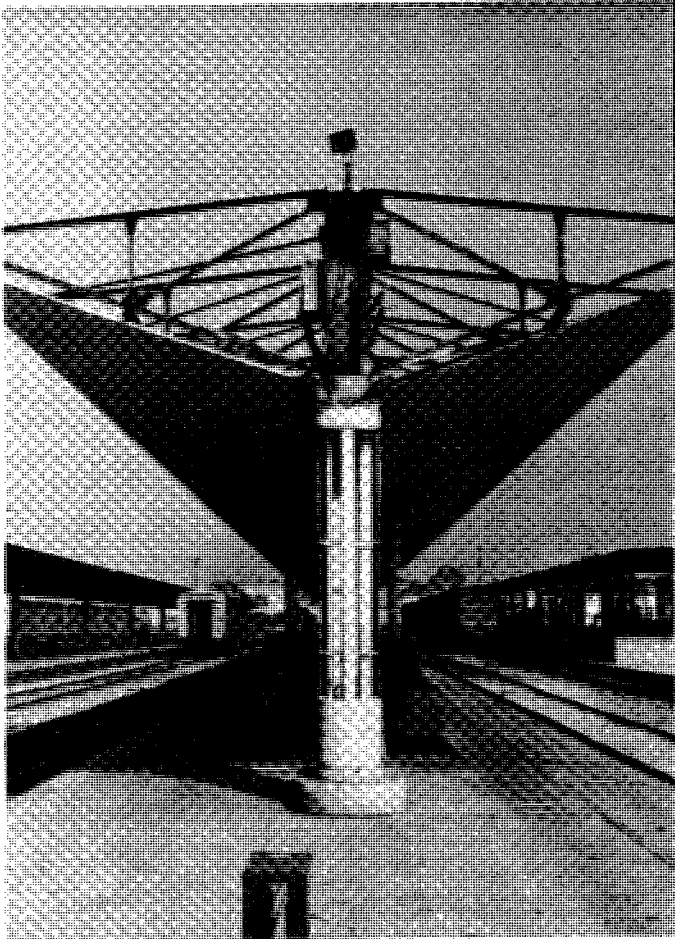


PLATFO
AREA





PLATFORM A

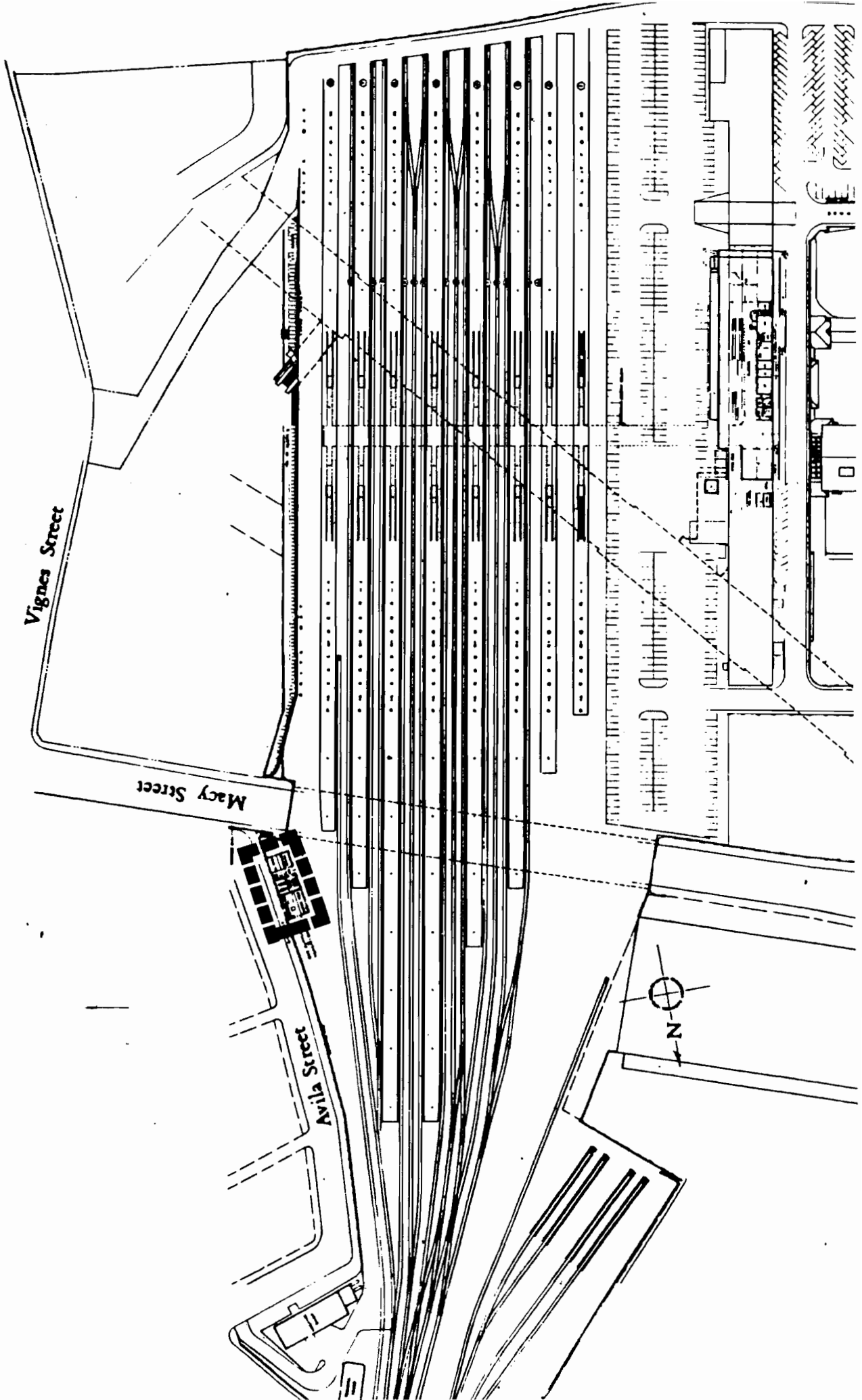


PLATFORM A

UNION STATION
G2 - CAR SUPPLY/REPAIR SHOP

LOCATION: East of Train Tracks; South of the Terminal Tower

1. ARCHITECTURAL CHARACTER - This area is industrial in character, and historical only to the extent that it served a utilitarian function as part of the overall station.
2. ENCLOSURE - Poured-in-place concrete construction.
3. CURRENT USE - Repair shop for train cars.
4. ORIGINAL USE - Same
5. CONDITIONS - The bathrooms and locker rooms are dirty and in disrepair. The building is dirty and industrial in character.
6. LIGHTING - Not applicable.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Not applicable.
9. ARTIFACTS - Not applicable.
10. ARTWORK - Not applicable.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - This building services the trains and has little significant relation to the main building. This building should be considered for adaptive reuse.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - This building should be cleaned. Repainted, and toilet and locker facilities remodeled.
20. ONGOING WORK - None.
21. IMPACT ON OPERATIONS - Not applicable.

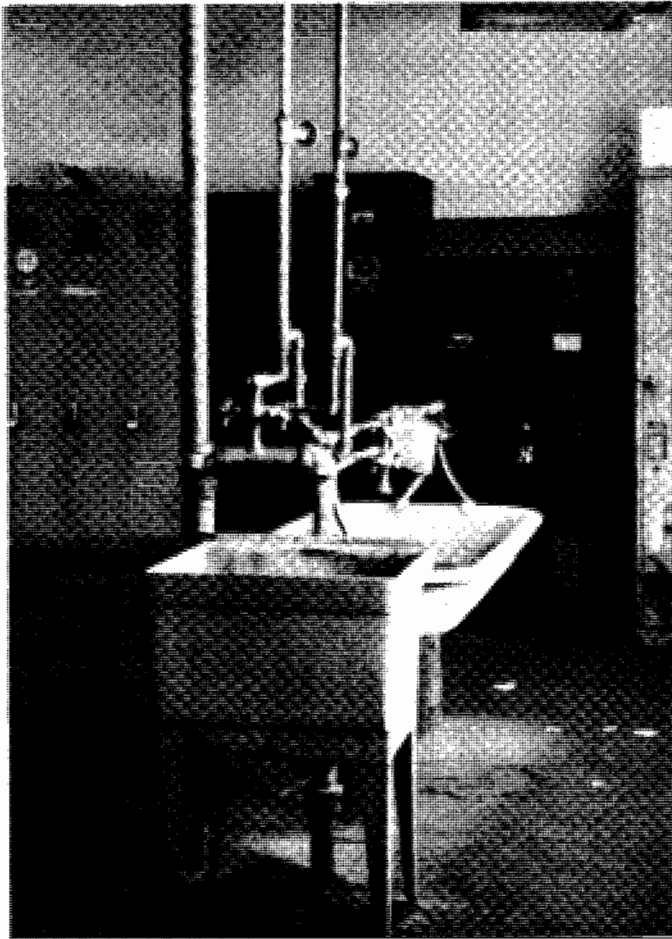


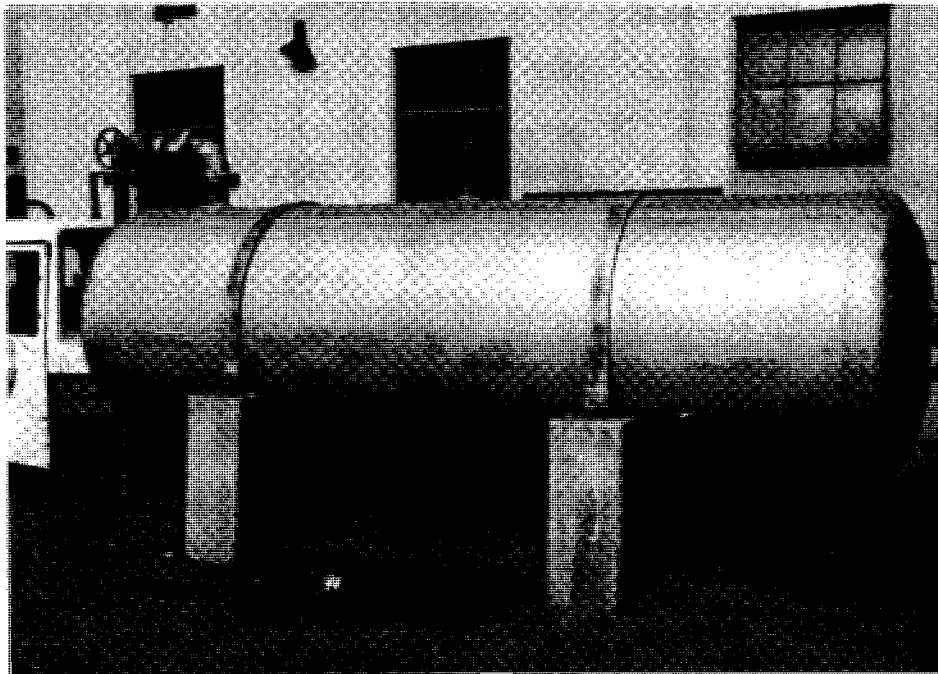
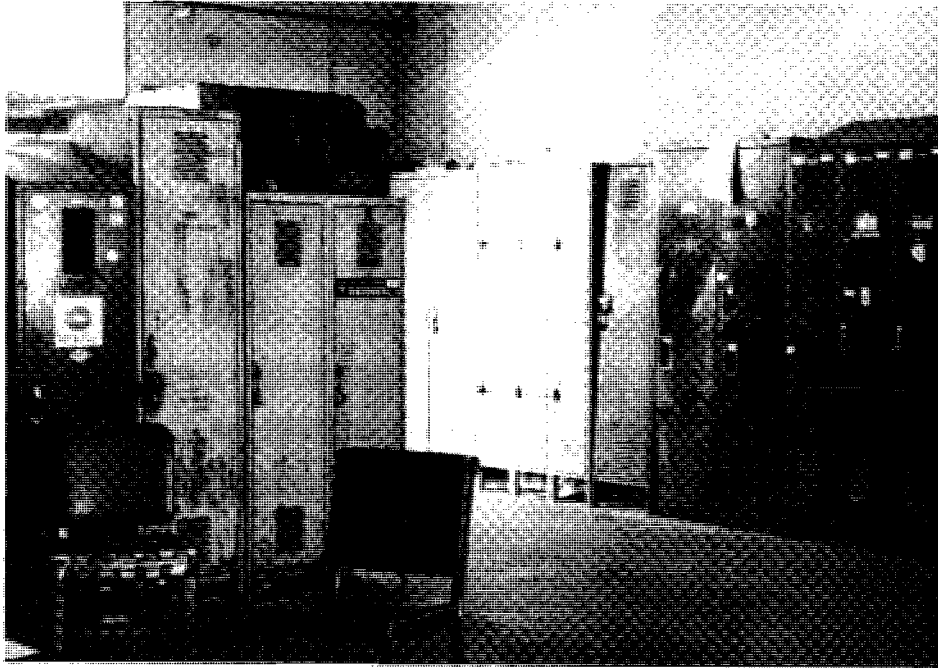
Vignes Street

Macy Street

Avila Street

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UNION STATION
G3 - AMTRAK CONSTRUCTION OFFICE AND DUMPING STATION

LOCATION: East of Train Tracks, Adjacent to Terminal Tower

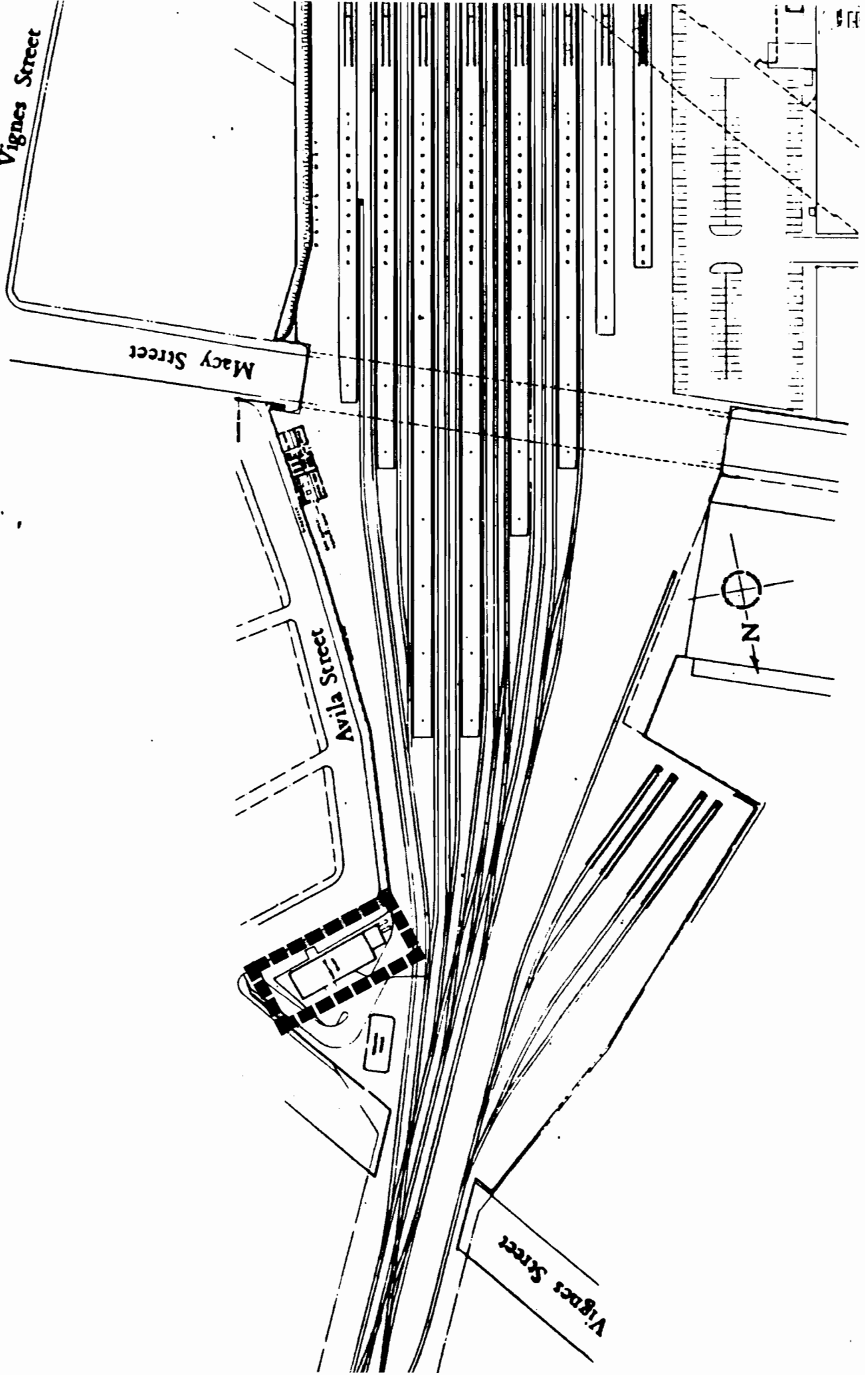
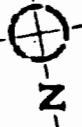
1. ARCHITECTURAL CHARACTER - New industrial building and facilities built in 1988.
2. ENCLOSURE - Metal construction shed.
3. CURRENT USE - Construction office and dumping station.
4. ORIGINAL USE - Not applicable.
5. CONDITIONS - New building.
6. LIGHTING - Not applicable.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Not applicable.
9. ARTIFACTS - Not applicable.
10. ARTWORK - Not applicable.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Not applicable.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Not applicable.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

Vignes Street

Macy Street

Avila Street

Vignes Street



UNION STATION
G4 - TERMINAL TOWER

LOCATION: East of Train Tracks, Northeast of the Main Station

1. ARCHITECTURAL CHARACTER - This building is industrial in character and historical only to the extent that it served a utilitarian function as part of the overall station.
2. ENCLOSURE - Three-story poured in place, concrete construction.
3. CURRENT USE - Switching tower.
4. ORIGINAL USE - Same.
5. CONDITIONS - Industrial in character. This building serves a utilitarian function. Surfaces need general cleaning and repainting.
6. LIGHTING - Not applicable.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Not applicable.
9. ARTIFACTS - Original switching mechanism on top floor and original wall clock (not-operating) and original front door.
10. ARTWORK - Not applicable.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Heating in basement is broken.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Not applicable.
18. FUTURE USES - Not applicable.
19. RECOMMENDATIONS FOR HISTORIC UPGRADE - This building could use a fresh coat of paint.
20. ONGOING WORK - Not applicable.
21. IMPACT ON OPERATIONS - Not applicable.

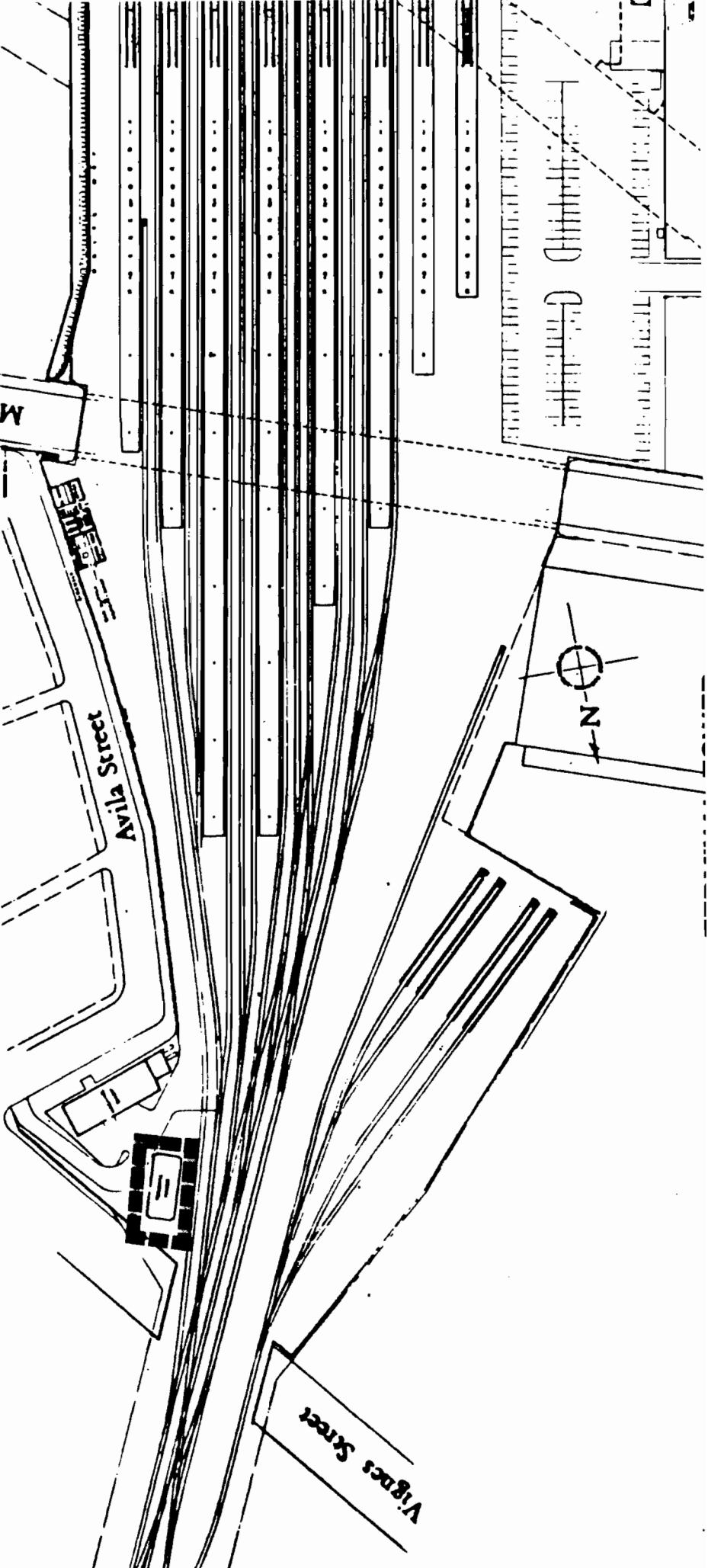
UST:G4

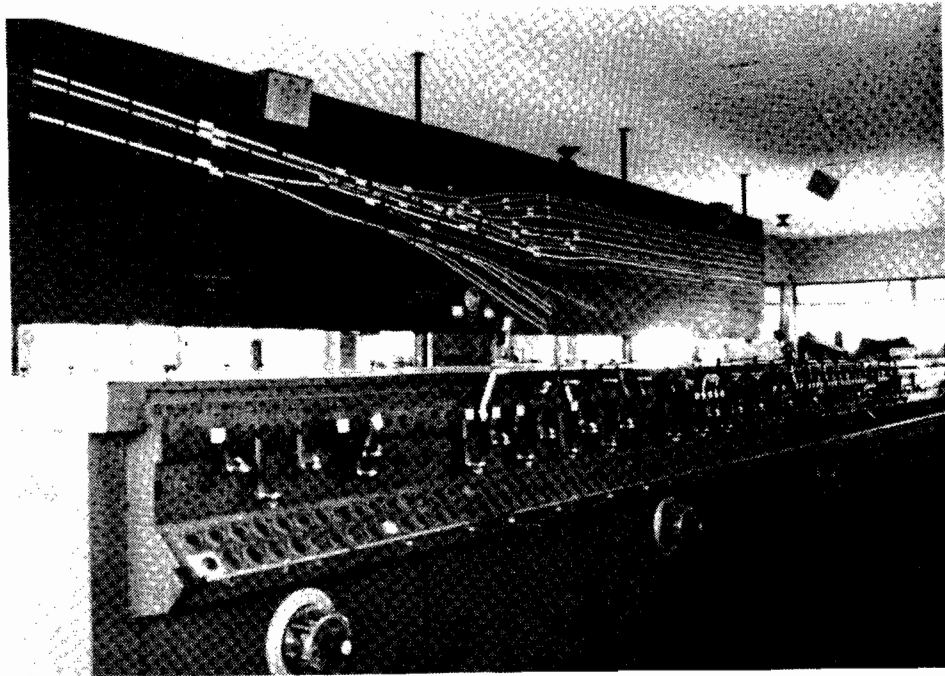
Vignes Street

Macy Street

Avila Street

Vignes Street







UNION STATION
G5 - PRIVATE TRAIN CAR AREA

LOCATION: Northeast of the Main Building at the Track Level

1. ARCHITECTURAL CHARACTER - This area is industrial in character and historical only to the extent that it served a utilitarian function as part of the overall station.
2. SURFACES - Concrete platform, four sets of train tracks and soft scape on adjacent area. Small wood frame utility shed.
3. CURRENT USE - None.
4. ORIGINAL USE - Private railroad cars were parked here.
5. CONDITIONS - Area is free of debris.
6. LIGHTING - Not applicable.
7. LANDSCAPE ELEMENTS - Parking area below with curbs and sidewalk is free of debris.
8. LANDSCAPE - Palm trees and grass in parking area below.
9. ARTIFACTS/ARTWORK - Not applicable.
10. SIGNAGE - Not applicable.
11. SYSTEMS ISSUES - Not applicable.
12. CODE - Not applicable.
13. INCONSISTENT ELEMENTS - Not applicable.
14. AREAS OF RESEARCH/TESTING - Not applicable.
15. FUTURE USES - This area is available for adaptive reuse.
16. SUMMARY OF HISTORIC UPGRADE - Not applicable.
17. ONGOING WORK - Not applicable.
18. IMPACT ON OPERATIONS - Not applicable.

UST:G5

19. RECOMMENDATIONS FOR HISTORIC UPGRADE - Repaint and upgrade lighting.
20. ONGOING WORK - Metro rail construction.
21. IMPACT ON OPERATIONS - Only one ramp out of tunnel is open.

UST:G6

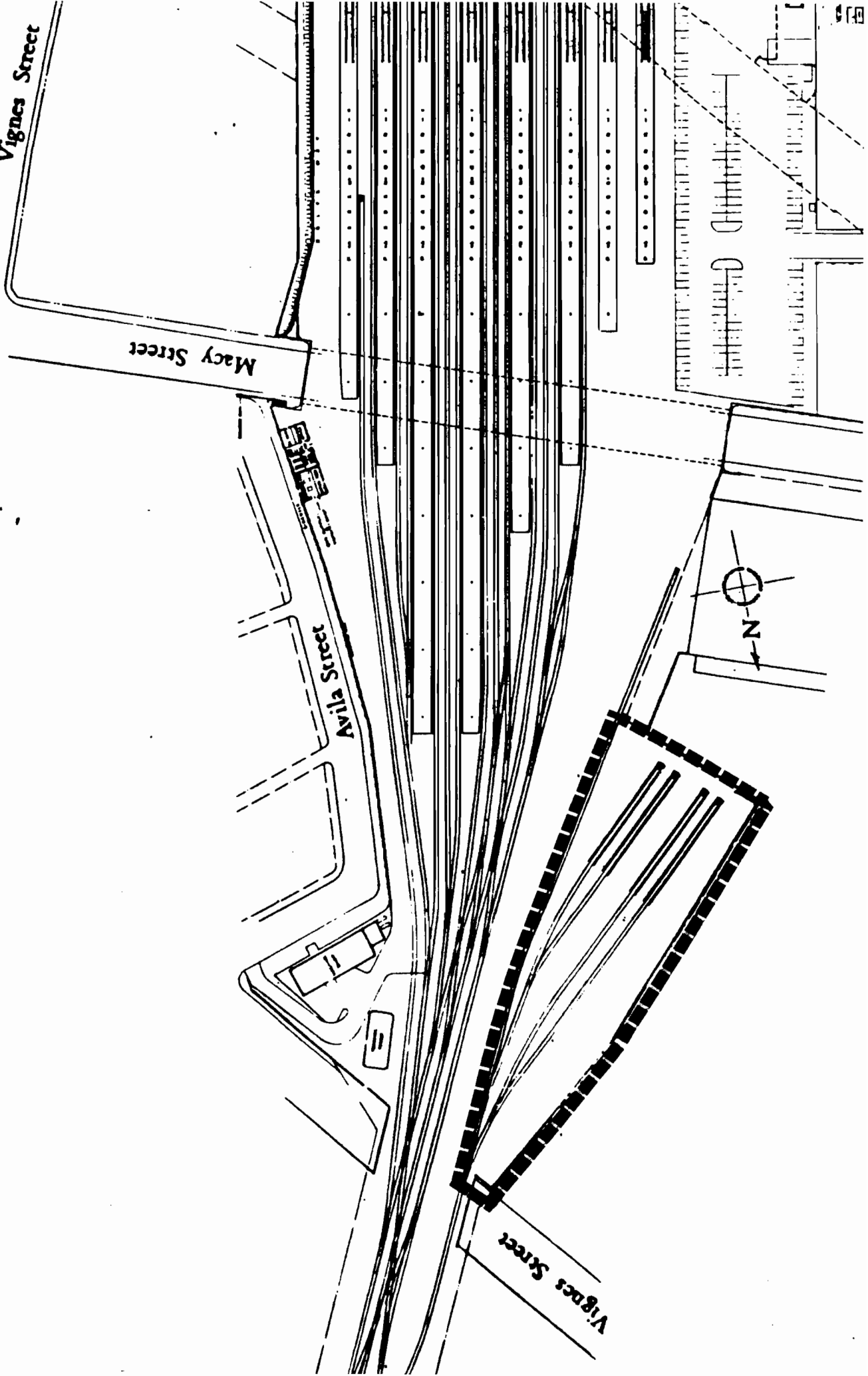
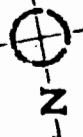
Vignes Street

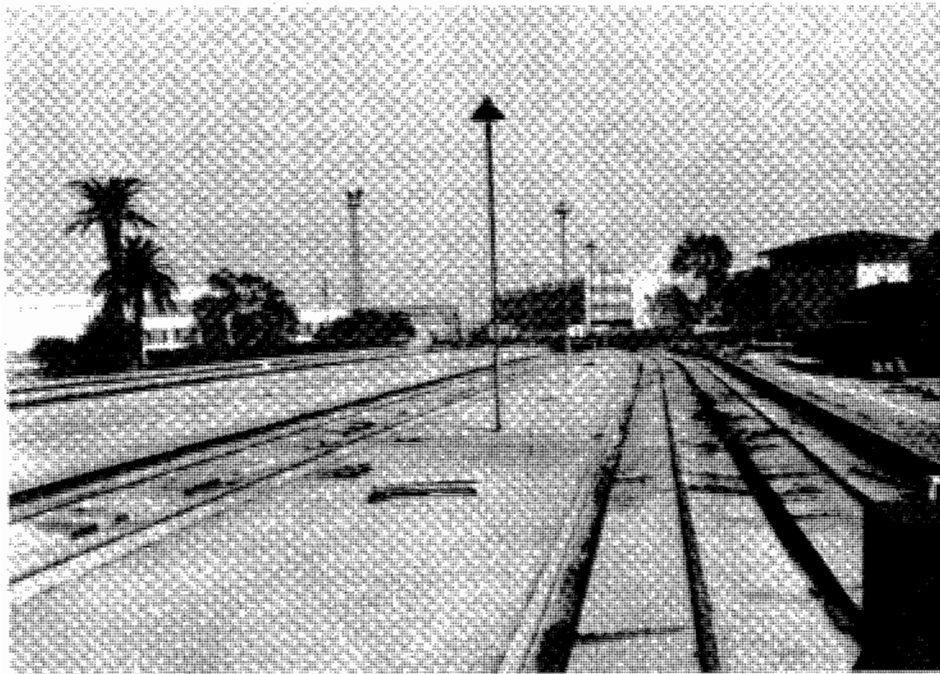
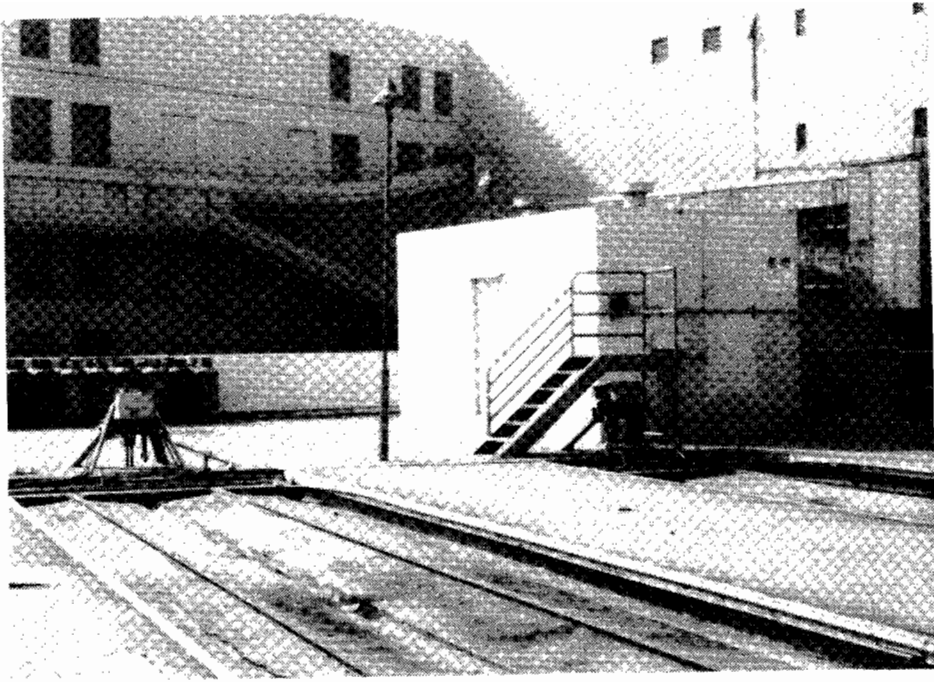
Macy Street

Avila Street

Avila Street

Vignes Street

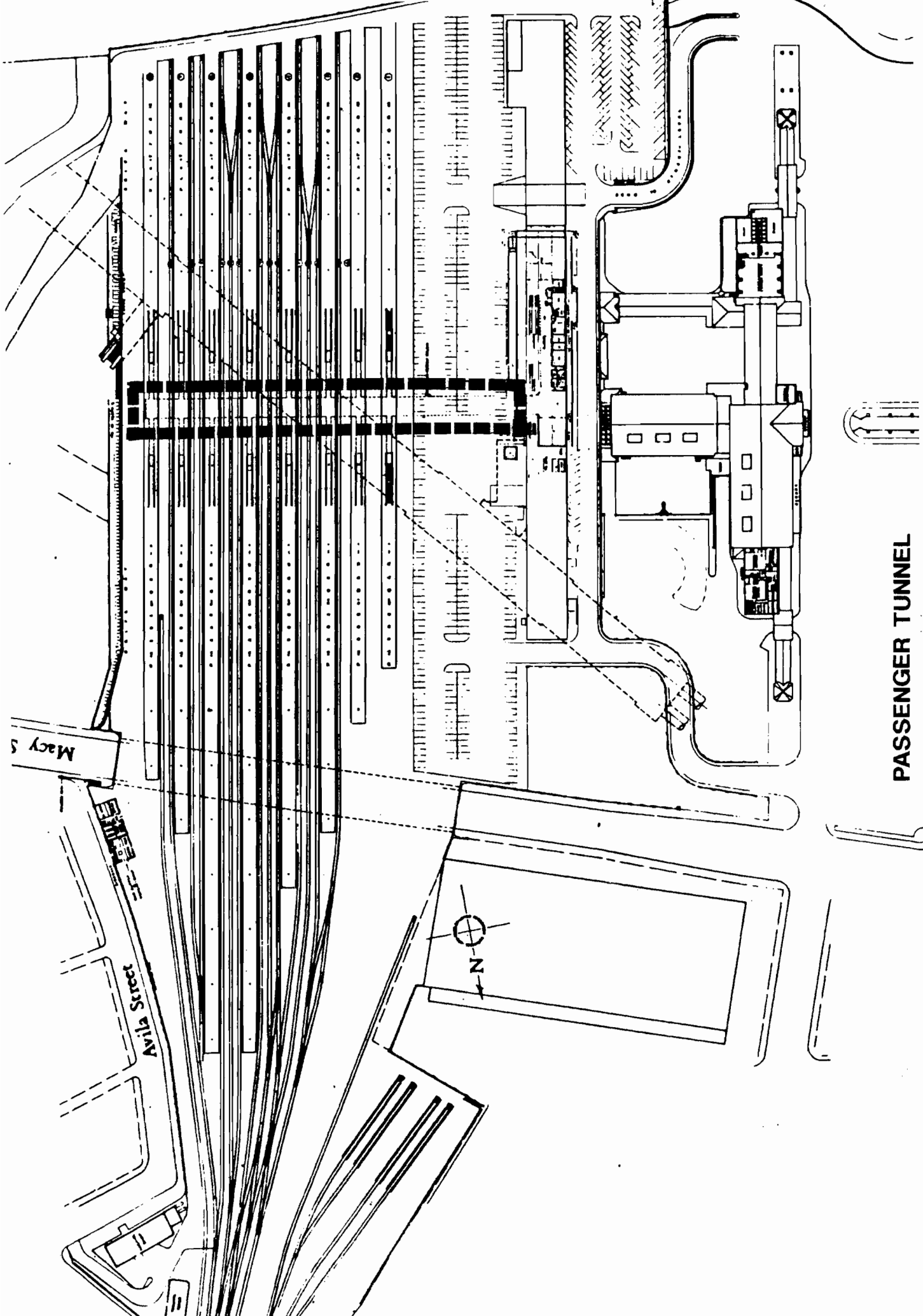




UNION STATION
G6 - PASSENGER TUNNEL

LOCATION: Interior Area; East of Passenger Arrival and Departure Lobby

1. ARCHITECTURAL CHARACTER - This area is industrial in character and historical only to the extent that it served a utilitarian function as a part of the overall station.
2. ENCLOSURE
Floors: Concrete floor.
Walls: Plaster walls with tile wainscot.
Ceilings: Plaster.
3. CURRENT USE - Passenger tunnel.
4. ORIGINAL USE - Same.
5. CONDITIONS - Dimly lit. End of tunnel beneath tracks has been torn apart by metro rail construction.
6. LIGHTING - Metal halide fixtures in need of upgrade. Insufficient lighting.
7. ACOUSTICS - Not applicable.
8. FURNITURE - Not applicable.
9. ARTIFACTS - Not applicable.
10. ARTWORK - Not applicable.
11. SIGNAGE - Not applicable.
12. STRUCTURAL ISSUES - Not applicable.
13. MECHANICAL ISSUES - Not applicable.
14. ELECTRICAL ISSUES - Not applicable.
15. CODE - Not applicable.
16. INCONSISTENT ELEMENTS - Not applicable.
17. AREAS OF RESEARCH/TESTING - Paint analysis.
18. FUTURE USES - This is a major passageway for train passengers and will serve as a passage to development planned east of the existing tracks.



Macy's

ENTRANCE

W 14th Street

N

PASSENGER TUNNEL

SUMMARY

Maintenance and improvement of Los Angeles' Union Station's historic status and features requires particular sensitivity. Due to the relocation of the transportation functions (the positioning of the new subway station, consolidation of Amtrak functions near to track areas, and rerouting of traffic and parking patterns), the majority of the station's main spaces are likely to be occupied by new functions in the years ahead.

Such adaptive reuse in other situations has been both successful (St. Louis Terminal, 1985; Washington Union Station 1988) and unsuccessful (Washington Union Station, first remodel, 1976). Among the most critical lessons in these efforts is that the major public spaces must not only be treated well historically, but also have valid public uses that equal and enhance the space's grandeur.

To facilitate the evaluation of the variety of historic conditions at Union Station we separated the areas into six major functional categories: Main Public Rooms and Passageways, Main Exterior Areas, The Restaurant and Building, Secondary Interior Areas, Secondary Exterior Areas, Ancillary Areas and the Train Yard. This categorization of spaces groups areas together based on interior/exterior location, proximity, type and frequency of use. The restaurant and train yard remain as separate entities since they contain areas which are integrally related in terms of use and function.

A second layer of classification relating to historic evaluation has been applied in order to prioritize each area's contribution to the building's overall historic significance. The designation of **Primary Contributing Resource**, **Secondary Contributing Resource** or **Non-Contributing Resource** has been applied to each area based on the following criteria:

- age
- aesthetic quality
- historic integrity
- prominence of location
- uniqueness
- function

The historic evaluation has been determined as follows:

FUNCTIONAL CLASSIFICATION OF AREAS

HISTORIC EVALUATION

A. MAIN PUBLIC ROOMS AND PASSAGEWAYS

- | | |
|----------------------|----------------------|
| 1. Vestibule | Primary Contributing |
| 2. Main Waiting Room | Primary Contributing |
| 3. Main Concourse | Primary Contributing |
| 4. South Passage | Primary Contributing |
| 5. Main Passage | Primary Contributing |

B. MAIN EXTERIOR AREAS

- | | |
|--------------------------|----------------------|
| 1. Fore Court | Primary Contributing |
| 2. Entrance Vestibule | Primary Contributing |
| 3. Main Concourse Facade | Primary Contributing |
| 4. Main Arcade | Primary Contributing |
| 5. North Patio | Primary Contributing |
| 6. South Patio | Primary Contributing |

C. RESTAURANT BUILDING

- | | |
|---------------------|------------------------|
| 1. Main Dining Room | Primary Contributing |
| 2. Mezzanine | Secondary Contributing |
| 3. Cocktail Lounge | Primary Contributing |
| 4. Kitchen | Non-Contributing |
| 5. Basement | Non-Contributing |

D. SECONDARY EXTERIOR AREAS

- | | |
|---------------------|------------------------|
| 1. North Arcade | Secondary Contributing |
| 2. South Arcade | Secondary Contributing |
| 3. Exit Arcade | Secondary Contributing |
| 4. Restaurant Lobby | Primary Contributing |

E. SECONDARY INTERIOR AREAS

- | | |
|--|------------------------|
| 1. Cafe | Non-Contributing |
| 2. Gift Shop | Non-Contributing |
| 3. Security Office | Secondary Contributing |
| 4. North Arcade Building | |
| a. First Floor | Secondary Contributing |
| b. Second Floor | Secondary Contributing |
| 5. Train Concourse | Secondary Contributing |
| 6. Passenger Arrival and Departure Lobby | Secondary Contributing |
| 7. Exit Concourse | Non-Contributing |
| 8. Entrance Concourse | Non-Contributing |
| Amtrak Ticket and Information Offices | |
| 9. Conveyor and Carousel Areas | Non-Contributing |
| 10. Amtrak Offices | Non-Contributing |
| 11. Catellus Development Office | Non-Contributing |

F. ANCILLARY AREAS

- | | |
|--|------------------|
| 1. Parcel Check Basement | Non-Contributing |
| 2. Amtrak Deposition Office | Non-Contributing |
| 3. Clock Tower Interior | Non-Contributing |
| 4. Former Baggage Area | Non-Contributing |
| 5. North Garage | Non-Contributing |
| 6. Outdoor Parking Areas | Non-Contributing |
| 7. Upper Level Baggage and Express Mail Building | Non-Contributing |
| 8. South Garage | Non-Contributing |
| 9. Former Taxi Plaza | Non-Contributing |
| 10. Trucking Yard | Non-Contributing |

G. TRAIN YARD

1. Platform Area	Non-Contributing
2. Car Supply/Repair Shop	Non-Contributing
3. Amtrak Construction/Dumping Station	Non-Contributing
4. Terminal Tower	Non-Contributing
5. Private Train Car Area	Non-Contributing
6. Passenger Tunnel	Non-Contributing

The **Primary Contributing Resources** are the category of areas which retain the highest level of historic integrity and to which special attention should be given to restore and preserve their original architectural intentions. This includes: paint colors, cleaning techniques, signage, lighting, furniture and maintenance of artwork and artifacts. At the same time these spaces should be upgraded to meet contemporary public safety concerns but in a manner which would disrupt the historic fabric as little as possible. New functions should retain space characteristics, detailing, and furnishings to the greatest extent possible, clearly distinguishing any new elements from the old.

The interweaving of exterior mission style architecture with arcades and courtyards is one of the station's strongest images, and future development should maximize the public's use and appreciation of these amenities. Placement of adjacent new buildings should take approach sight lines and sun/shadow analyses into account in minimizing interference with the station's image and character.

The Restaurant building is closed off to the public except for filming and special events. The Main Dining Room, Cocktail Lounge and Mezzanine area retain much of their original historic character and offer much potential for restoration and adaptive reuse. They should be treated as primary (and secondary) contributing resources while the Kitchen and Basement areas are likely to require considerable upgrading in order to meet fire/life safety codes and general public health standards. Depending upon the plans for the renovation of the Main Dining Area, these service areas will need appropriate reevaluation and retrofitting.

The **Secondary Contributing Resources** have generally all been remodeled or altered. The extent of the intervention ranges from an area such as the Train Concourse which has had walls and floor tiles added but retains much of its original historic character, to areas such as the Security Office, which has been remodeled but original historic wall, ceiling and floors remain intact behind the remodeled finishes. It is expected that these spaces will require considerable modification to make them useful for new functions; the approach should be carefully coordinated for compatibility with the major historic rooms.

Non-Contributing Resources include utility and mechanical spaces which primarily service the station. There are few to no historic artifacts in these areas which require special attention. An area such as the Clock Tower is obviously essential to the overall image of the building, but the interior of the Clock Tower is for utility purposes only. Some areas offer great potential for adaptive reuse such as the former baggage area.

While industrial in scale and character, this area could be renovated to serve as a food or retail area which would service future Metro Rail passengers. It may be necessary to demolish portions of these structures (baggage areas, parking) in order to consolidate new uses and make connections to new buildings.

This document is a starting point for the evaluation of the station's future and the incorporating of new functions to give the building an active life in the twenty-first century. It is recommended that once the area Master Plan is completed, a specific evaluation of the potential use of each space be conducted to augment this report and begin to define a rehabilitation approach.

UST:V