



PROPERTY CONDITION ASSESSMENT

PROJECT SANTA FE LOS ANGELES UNION STATION

800 North Alameda Street
Los Angeles, California

Prepared for:

TPG CAPITAL, LP
c/o PAUL, HASTINGS, JANOFSKY & WALKER LLP
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Attention: Mr. Robert Keane

Marx|Okubo Job No. 10-3106-A

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Mr. Robert Keane (two reports and electronic copy of report via email)

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I. EXECUTIVE SUMMARY

The Los Angeles Union Station "LAUS" property is comprised of a single structure with multiple functions. The main station building, LAUS, was constructed in 1939 and is located at 800 North Alameda Street, which includes the main concourse waiting area, ticketing area, and the special event area. There are also offices, an abandoned restaurant, and courtyards associated with the original building. A two story addition at 810 North Alameda Street was constructed in 1992 also known as "The Amtrak Building", which is used predominantly by Amtrak offices. The passengers' concourse area is connected to the bus terminal plaza and train track platforms via a tunnel. Train tracks and platform are accessed by ramps and stairs from the main tunnel.

Union Station is situated in an urban setting and integrated with its surrounding buildings. LAUS is a major transit station in Los Angeles and a hub for Amtrak, Metrolink, Metro red, purple, and gold lines, and connected to the bus terminal. The site is bounded by Alameda Street to the west, Cesar Chavez Avenue on the north, the 101 Santa Ana Freeway on the south, and railroad tracks and bus terminal to the east. The station building is separated from Cesar Chavez by two four-story apartment buildings. The metropolitan water district office building creates a buffer area between the freeway and the main station building and is directly connected to the south courtyard. A multi-story office building separates the south wing of the station from Alameda Street.

To the south of the main building, separated by a breezeway and the south courtyard is the vacant former "Fred Harvey" restaurant, which is occasionally leased for special events and gatherings. The north of the main building, attached to the main/concourse area, lays a two-story office wing, aka "Catellus offices".

It is our understanding that the scope of this report is limited to the main structure, the Amtrak office building, and the tunnel structure. The ramps, stairs, platforms, canopies, and tracks are the responsibility of the different operators such as MTA, Metrolink, etc.

Two curb cuts from Alameda Street serve as the primary vehicular and pedestrian entrance along the west side of the site. A secondary vehicular and pedestrian entrance is provided along the north side of the property. Interior vehicular access is provided by means of a driveway along the perimeter of the building, which is shared by neighboring properties. A total of 214 parking spaces for vehicles are provided including seven designated accessible stalls. The majority of the parking is situated in surface areas adjacent to the building. Lot B with 60 cars is located adjacent to Alameda Street. Parking Lot D with 85 cars is on the upper terrace on the north side of the Amtrak offices. An additional 57 parking spaces are provided in an underground garage, which are used by employees. Part of the underground parking is used by rental car companies and not counted as parking. Loading docks are provided at the east end of the property at the Amtrak building. Additional surface parking can be accommodated in Lot G on the northeast corner of the site, which is currently unimproved.

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The parking areas slope gently toward concrete curb and gutter systems. Storm water drainage from the building and paved areas is collected and discharged into a below-grade drainage system. It appears storm water is then discharged into the municipal storm sewer system. The complex is enhanced by two completely improved courtyards on the north and south of the waiting room area and fully landscaped path along Alameda Street including the Sundial Plaza at the main entry. Landscaping throughout the property is automatically irrigated and consists of trees, shrubs, plants and ground cover. Landscaping is in good condition. The decorative brick and tile pavers throughout the site appear to be original construction. Broken pavers should be maintained and/or replaced as needed. Areas, which may pose a trip hazard or uneven surfaces, should be reconstructed. Built-in benches and water features should be maintained and protected from future damage. Decorative wrought iron fencing and gates should be maintained and painted. Missing or damaged light fixtures should be repaired and/or replaced. The perimeter fencing on the east side of the Amtrak Building was noted with damaged and missing sections, which should be replaced and repaired as needed. Parking stall striping is fading and minor cracking was observed throughout the asphalt parking area; sealing and restriping is recommended during the term. Lot G should be restored with new asphalt paving, striping, and directional traffic signs. Maintenance of all surrounding asphalt paved roadways along the Alameda and Cesar Chavez sides is the responsibility of the station, including maintaining and cleaning storm in-lets and drains.

The buildings primarily utilize wood sheathed roofing with wood and steel framing to support. Elevated floors are constructed primarily with concrete. The buildings predominantly have reinforced concrete bearing walls to provide vertical support. The buildings are assumed to be founded on a shallow foundation system.

In the parking garage, the underside of the ground floor slab could be observed. This slab was observed to be cracked in numerous locations. Cracking in the walls was also observed. Repair of the cracking is recommended.

Evidence of water intrusion was observed from the underside of the tunnel. The property periodically implements repairs to stop the water intrusion. Property management reportedly has attempted to address these issues from the top side of the slab, but has been unsuccessful. Implementing repairs from the top side would impact railroad operations, which should be coordinated with operators. The wood-framed ceilings at the areas below the former Fred Harvey restaurant was noted with disintegration and rot and should be replaced.

Given the age of the buildings, as well as the operational constraints due to railroad operations, ongoing repairs to the concrete framing at the property are anticipated, including cracks on the tunnel floors, walls, and ceilings.

We have used the ASTM E2026-07 document, "Standard Guide for Seismic Risk Assessment of Buildings" as a guide in defining the scope of work for this evaluation. Our study is consistent with a Level 1 study (BS1, SS1, BD1, and G0), as defined by ASTM E2026-07.

Based on the earthquake intensity given for this site, the lateral system described, and the site seismic hazards identified, the Scenario Expected Loss (SEL) and the Scenario Upper Loss (SUL) values are summarized in the table below.

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Building	Lateral Load Resisting System	Mean Loss (SEL)	90th Percentile Loss (SUL)
Main Concourse	Concrete shear wall	17%	27%
Waiting Hall	Concrete shear wall	17%	27%
Toilet Rooms	Concrete shear wall	15%	24%
Restaurant	Concrete shear wall	15%	24%
Clock Tower	Concrete shear wall	17%	27%
Amtrak Building	Concrete shear wall/steel moment frame	14%	22%
Tunnel	Concrete shear wall	13%	21%

It is our opinion that the structures will maintain their vertical load carrying capacity during the 475-year event.

The original structural drawings for the facility, as well as structural drawings for any additions to the Amtrak building, should be provided to verify the conclusions made in this analysis.

The main building is mostly roofed with the original roof tiles, with sloped gable design. The Amtrak office building is roofed with a multi-ply built-up roofing system. Original skylights were noted in poor condition and should be replaced and re-glazed; continuous roof maintenance should be anticipated. Replacement of the roofing system for both buildings should be anticipated. The low roof areas at the main building were noted in poor condition and should be replaced.

The exterior of the original building consists of painted concrete and stucco walls. The building could be best described as mission-revival style with arched breezeway arcade, over-sized arched and rectangular windows with forged iron mullions and exterior grills, decorative colorful glazed terra cotta and ceramic tiles on walls, wainscoting, and window trim. Exterior doors are wood-framed with decorative wrought iron or glazing. The exterior of the Amtrak office building is of painted conventional stucco and concrete with steel-frame grid windows.

Painting of the exterior concrete and stucco surfaces should be anticipated within the term. Windows were noted with rust at the frame. Repair and repainting of windows should occur at the same time and maintained. The wood beams and eave lines should be maintained and painted. The decorative glazed tile and terra cotta were noted with chipped and broken sections, which require replacement and maintenance. It should be noted that the original building is listed as historic, and all the tile and refurbishment should be consistent with historic preservation guidelines. Exterior doors to the main station appear to be original, decorative, wood doors and continuous maintenance and repair should be anticipated throughout the term.

Interior areas of the main station building consist of a wide array of finishes varying from tiled and painted walls, stained wood framing members and stained wood coffered ceilings. Flooring finishes vary throughout consisting of natural polished stones, quarry, and porcelain tiles over concrete slab. Overall interior refurbishment of the main station should be anticipated. The interiors of the Amtrak building have been renovated in 2010 and were noted to be in good condition. Stained solid wood casework and decorative ironwork is provided throughout the Main Concourse area.

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Original custom-made built-in furniture such as benches, seats, tables and counters are provided throughout the station. Due to uniqueness of the furniture, constant maintenance and repair/replacement should be anticipated. The wooden built-in benches and seats provided throughout the concourse area were noted to be in fair to poor condition.

The window treatments include horizontal blinds, which appear old and were reported to be non-operational. Window blinds should be removed and replaced.

The former Fred Harvey restaurant is currently vacant and occasionally leased for special events. Interior improvement and maintenance is reported to be a future-tenant responsibility. The basement levels below the station and former Fred Harvey restaurant are in overall poor condition and were noted with signs of water intrusion and peeled paint, and an overall worn condition. Renovation and general clean-up should be anticipated.

Finish carpentry repairs and reconditioning should be anticipated during the term. Painting and staining should be anticipated during the term. Select areas of flooring were noted to be in fair to poor condition. Natural stone and tile replacement should be anticipated during the term. It should be noted that any restoration project will need to consider the historical aspect of this property.

Repair work on the tunnel ceilings and walls is underway inside the main tunnel. Once the repair work is complete, all walls and ceilings should be painted and damaged tile should be repaired and replaced. The concrete walls and ceilings of the subterranean parking were noted with spalling, cracking, and in overall worn condition. All surfaces should be scheduled for painting after all damaged and cracked areas are repaired. Reapplication of the traffic coating at the tunnel floor should be anticipated.

Restroom finishes include tiled floors, painted and tiled walls and painted ceilings, laminated and painted toilet partitions and porcelain plumbing fixtures. The warehouse areas have sealed concrete floors, painted walls, and exposed steel truss ceiling structure. The office areas are typically finished with carpet flooring, painted wall surfaces, and suspended acoustical ceiling tile ceilings. Office and warehouse areas were noted generally in good condition. Renovation of the toilet room inside the main station should be anticipated.

Courtyards are fully-improved with water-features, decorative hardscaping, seating arrangements, built-in benches, and secured by garden walls and breezeway structures.

Heating and cooling are provided by package heat pump units or split systems. There are 14 package units with replacement of seven anticipated over the term. There are 34 split systems with replacement of 15 anticipated over the term, which may also require replacement of the fan coil unit due to new refrigerant regulations. The vacant main restaurant is served by one built-up split system with direct expansion compressor and evaporative condenser replaced in 1997.

The building is provided with one domestic water service with backflow preventer noted. One irrigation service is provided for the site. Domestic hot water for the toilet rooms is provided by electric water heaters. Natural gas services with earthquake valves are provided for two tenants.

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The building is provided with a 4,800-volt, 3-phase, 3-wire service with a capacity of 800 amperes. This serves eight unit substations with separate 480 volt and 120 volt distribution boards. Infrared scans are completed annually. No preventive maintenance program is provided for the high voltage equipment and main distribution boards, and this should be established.

The only area provided with automatic sprinkler protection is the one-level subterranean parking. The automatic wet sprinkler system is pipe schedule method with an alarm check valve monitored by an off-site supervising company. Current tags were provided on the sprinkler system. The facility is not required to be sprinkler protected as it is considered historic; however, we provided an opinion of probable costs on a per-square-foot basis, inside the cost table.

The Amtrak building is provided with smoke detection at the elevator lobbies and corridors. There is no indicating panel for the fire alarm devices in the building. Smoke detection and manual pull stations in the building sound the fire alarm bells located throughout the floors.

A fire alarm system is not provided in the main concourse areas, Fred Harvey restaurant, or Catellus offices. Duct detectors are provided in the basement air handling units serving the Fred Harvey restaurant and waiting area.

Since the building has an historic listing, it is not subject to alterations and repairs to meet current Building and Fire Code requirements unless judged by the building official to constitute a distinct life safety hazard.

The tenants are provided with service from the local telephone company. Service is available through copper cable, with no fiber-optic service believed to be present.

The 810 Alameda Building is equipped with two hydraulic passenger elevators and one hydraulic service elevator. On the north end of the building, there is a single 3-stop passenger elevator that travels at 125 fpm and has a capacity of 3,000lbs. On the south end of the building, there is a single, two-stop passenger elevator that travels at 125 fpm and has a capacity of 3,000 lbs.; and next to it, there is a single two-stop hydraulic freight elevator that travels at 125 fpm and has a capacity of 7,500 lbs. Elevator 1, on the north end, has been modernized with a Microprocessor controller and new ADA fixtures. The two elevators on the south end are original. Existing mechanical starters, controllers, and door operators on Elevators 2 and 3 should be modernized with solid-state microprocessors and new door openers. An emergency battery lowering device should be installed on all elevators. On Elevators 2 and 3, installation of PVC-protected, hydraulic cylinder assemblies and seismic rupture valves is recommended. Elevators 2 and 3 will require new power units.

The building's common areas are subject to the requirements of the Americans with Disabilities Act (ADA). With the few exceptions noted below, the property appears to generally comply with the ADA standards. The designated path-of-travel from Alameda Street at the Amtrak building exceeds the slope requirements. Handrails throughout the property exceed the size requirements. It should be noted that the building is listed as historical and may be exempt from alterations. It appears that the majority of the handrails in question are beyond the scope of this assignment. Operators of the platforms should be notified for required upgrade and replacement inside the ramps and tunnels leading to the platform areas.

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Based on the number of available parking spaces, one additional disabled-accessible parking space is required. The automatic door openers in the main concourse toilet rooms should be repaired for proper performance. Compliant handrails should be installed inside Elevators 1 and 3. Elevators 2 and 3 should be upgraded with compliant car operating panels, and compliant hall lanterns. Elevators 1 and 3 should be upgraded with hall-entrance Braille.

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II. PROPERTY IDENTIFICATION

Name: Los Angeles Union Station

Type: Office/Retail/Warehouse/Transportation

Age: The project was constructed in 1939 and 1992.

Location: Los Angeles, California

Site Area: Approximately 140,000 rentable square feet.

Zoning: C - General Commercial

Flood Plain: Marx|Okubo obtained a flood hazard determination report from CBC Innovis. According to Map Panel No. 06037C1636F, dated September 26, 2008, the subject parcel lies in Flood Zone X - areas of minimal flooding; areas determined to be outside the 500-year flood plain.

Legal Description: Parcels 1 through 9 - A portion of Tract No. 10151 in the City of Los Angeles, County of Los Angeles, State of California as per map recorded in Book 157, pages 45 to 47 inclusive of maps in the office of the said county, together with those portions of the "Subdivision of a part of the Estate of "Ynuario Avila Dec'd" in the said county in Book 34 page 90, Book 4 pages 12 and 13, Book 2 pages 504 and 505, Book 60 page 11.

Also refer to Exhibit of Parcel A, B, C and D, referenced in Title Report Nos. Inst No. 92-1231029, 92-1231030, 1231031, prior to recordation of Tract No. 51217.

Management Contact: Ms. Roxana Ferguson, Senior Property Manager
Catellus, a ProLogis Company
310.416.8678

III. OBSERVATION INFORMATION

A. INTRODUCTION

Marx|Okubo Associates, Inc. (Marx|Okubo) has completed a Property Condition Assessment of the Los Angeles Union Station (LAUS), located in Los Angeles, California for TPG Capital as part of the Project Santa Fe portfolio. This survey consists of a review of the physical conditions; architectural, structural, mechanical, and electrical components accessible or visible during the site visit; and the quality of construction.

The purpose of this project review is for Marx|Okubo and its consultants to provide an overview for TPG Capital, and it is in no way inferred that every aspect of the project has been reviewed. The sole purpose of this report is to observe the major aspects of the property and evaluate their condition. Limited construction drawings were made available and were used as reference material and as a basis for take-offs. These drawings were not reviewed for content. The use of this report is limited to the client to whom it is addressed.

Opinions of probable costs are based upon quantity take-offs and a unit pricing method to arrive at line item totals. Unit prices are based upon historical data compiled by this office and in no way imply that bids were received from trade subcontractors. No bid documents or corrective drawings were produced.

It is not the intent of this office to assume any part of the design responsibility, but rather to report our findings to the client to whom this report is addressed.

The scope of this review is to provide a general overview of building components, as well as related accessibility and code requirements. It should be noted that a detailed compliance survey related to accessibility, building codes, and zoning issues was not performed.

B. SITE OBSERVATION

Observation Team

Marx|Okubo Associates is an employee-owned firm established in 1982, with a professional staff of approximately 60 architects and engineers. We provide a wide variety of real estate services to national and international clients, including architectural, engineering, and construction management. We are also involved in a full spectrum of owner representation, facility assessment, preparation of construction documents and specifications, as well as LEED-related services.

Marx|Okubo's corporate office is located in Denver, Colorado, with regional offices in Irvine, Pasadena, and San Francisco, California; Seattle, Washington; Houston and Dallas, Texas; Hartford, Connecticut; and Atlanta, Georgia.

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B. SITE OBSERVATION *(cont.)*

Observation Information

The project observation was conducted by a Marx|Okubo team comprised of Babak Nassirpour, AIA, Senior Associate; Chris P. Geier, P.E., Assistant Vice President; and Jon Haviland, P.E., Senior Associate. The site observation took place on November 2, 2010 and incorporated a review of site improvements, building structural components, building shell components, fire and life safety systems, plumbing, HVAC and electrical systems, tenant interior spaces, as well as a general compliance review for disabled accessibility requirements. Michael Bart of West Coast Roofing performed a review of the roofs. John Wall of HKA Elevators, Inc. performed a review of the vertical transportation systems. Bryan Douglass of JBA performed a review of the fire and life safety systems.

C. OTHER CONSULTANTS' REPORTS

No other consultant's reports were provided for our review.

D. DOCUMENTS ACCESSED

Marx|Okubo was provided with the following:

- A partial set of original architectural drawings for the buildings, dated August 8, 2003
- A partial set of architectural drawings for the Amtrak Building, dated August 8, 2003
- ALTA Survey dated August 2, 2006

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IV. PROPERTY DESCRIPTION

A. PROJECT FEATURES

The project consists of a single structure functioning as a major transit hub, supporting offices, restaurants and entertainment located on the northwest of downtown Los Angeles. The site is bounded by Alameda Street on the west, Cesar Chavez on the north, Interstate 10 Freeway on the south and railroad tracks on the east. The building was reportedly completed in 1939 and expanded in 1992. The parcel contains approximately 40.9 acres of land and contains approximately 140,000 square feet of the buildings' area.

B. ARCHITECTURAL

The Union Station of Los Angeles was constructed in 1939 in a mission revival architectural style with clay Spanish-style tiled roof and painted concrete and stucco walls, and it is currently a major transportation hub for the City of Los Angeles. The building is listed as a Historic Cultural Monument – No. 101 by City of Los Angeles Cultural Heritage Board, but not listed in the National Register of Historic Places.

C. BUILDING DATA

Documentation was provided to Marx|Okubo indicating overall gross building area as 140,000 square feet. No breakdown of interior use was provided.

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V. SITE

A. UTILITY SERVICE PROVIDERS

Water: Los Angeles Department of Water and Power (LADWP)
Sanitary/Sewer: LADWP
Electric: LADWP
Gas: Southern California Gas
Telephone: AT&T
Trash and Recycle: Athens

B. STORM DRAINAGE

Description: Parking areas drain to concrete curb and gutter systems and area drains located throughout the parking area. Area drains are provided in select landscaped and paved areas. It appears that both discharge to an underground drainage system which in turn discharges to the municipal storm system.

Condition: No significant issues were noted or reported. Maintenance should be performed periodically throughout the term to keep the system performing optimally.

C. TRAFFIC CONTROL

Description: Primary access is via two curb cut entries directly onto the site from Alameda Street along the west side of the property. Secondary access is via a street entrance to the north.

Signalization: Traffic signals are provided at both access points.

Interior Access: A two lane street provides access throughout the property and access to the parking lots.

Condition: No significant issues were noted or reported.

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D. PARKING

Description: Parking for the project is provided by swing-arm, access-controlled, on-grade parking stalls located along the west, north and east sides of the property. An underground garage is also provided which serves as employee parking and rental car parking. Stall sizes range from approximately 8' to 9' wide by 18' to 19' deep. A total of 214 parking stalls are provided, including a total of seven stalls designated for accessible parking.

Parking Lot B is located in front along Alameda Street and contains 60 spaces including three accessible spaces. Parking Lot D is located on the side of the Amtrak building and contains 85 cars and access to the loading dock areas. The subterranean garage can provide 57 spaces. In addition, there is an extension of land on the northeast corner of the site which is used for parking overflow.

Lighting: The parking areas are lit primarily by fixtures on metal poles with concrete bases; single-head fixtures are installed along the site perimeter and double-head fixtures are set at the interior parking areas. Wall-mounted fixtures are installed at various areas around the building perimeter for pedestrian and vehicle maneuvering. A night time lighting survey was not conducted.

Adequacy: Based on the reported building area of approximately 140,000 square feet, the stall count provides a ratio of approximately 2.2 stalls per 1,000 gross square feet. Overall parking provisions appeared to be adequate at the time of the site visit.

Condition: No significant issues were noted or reported.

E. PAVING AND SIDEWALKS

Paving/Curbing: The parking internal roadways and drive lane areas are mostly paved with asphaltic concrete with cast concrete curbs. Concrete paved areas are provided at the loading dock and bus loading areas. Broom-finished concrete aprons are cast at the loading dock and trash areas.

Sidewalks/Paths: Sidewalks are provided throughout the site and various finishes consisting of a combination of natural stone brick pavers and broom-finished concrete.

Condition: The asphalt paving appeared in good to fair condition with minor cracking and alligating observed throughout. Lot G was noted to be in poor condition. Parking stall striping appeared faded in select areas. Resealing of the asphalt and stall restriping is recommended early in the term and then generally every five years thereafter.

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E. PAVING AND SIDEWALKS *(cont.)*

Paving and striping of Lot G is recommended. Sidewalks are generally in good condition with select areas showing signs of disrepair. These areas should be restored. It should be noted that any brick or natural stone restoration should take the historical aspect of this property into consideration.

Management reported that there is a stock pile of special pavers stored on site. Decorative pavers can also be custom made for paved areas on an as-needed basis. Strategic areas are accentuated by marble and limestone in layers. Broken and damaged marble inlay should be replaced as needed.

F. LANDSCAPE/IRRIGATION

Landscape: Well maintained, mature landscaping is provided throughout the property. Enclosed fully-improved courtyards are provided at the north and south side of the waiting area. Lawn areas with trees, palms, shrubs, flower beds and plants provide a pleasant ambience throughout. The property perimeter and landscape islands in the parking area are planted with a combination of trees, palms, shrubs and flowering plants. Man-made water features, built-in benches, and trellis structures are provided within the courtyards. The main entrance ingress and egress driveways are separated by a stone-paved plaza area known as "Sun-dial" Plaza.

Irrigation: Irrigation is installed throughout the lawn area and most planters with system controls and time clock located at the building.

Condition: No significant issues were noted or reported.

G. EARTHWORK/GRADING/EROSION CONTROL

Description: The west half of the property is generally flat while the east half of the site has a mild slope from the north down to the south. Most of the surfaces are paved, landscaped or covered with building.

Condition: No significant issues were noted or reported.

H. RETAINING WALLS

Description: Cast concrete retaining walls are constructed in various locations throughout the property.

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H. RETAINING WALLS *(cont.)*

Condition: No significant issues were noted or reported; however, cracks and damaged retaining walls on the south side of terminal and high-curbs on the north side were noted which should be repaired and painted.

I. FENCING

Description: A galvanized chain-link fence installed along a portion of the north property line abutting the adjacent commercial projects. Galvanized steel tube fencing is provided along the east side of the property and along side of the loading dock areas. Decorative wrought iron gates are provided throughout the building.

Condition: No significant issues were noted or reported. Refinishing of the wrought iron gates should be anticipated during the term. The refinishing and restoration projects should consider the historical aspect of this property.

Some areas were noted without fencing or missing sections. The fencing behind the loading dock area was noted damaged and should be repaired and refinished.

J. SIGNAGE

Description: Monument signs are provided along Alameda Street near the main entry and street intersections. The sign includes the tenant's name on formed metal panels attached to painted concrete walls and canopies. Numerical signage is surface mounted on a painted concrete surface.

Condition: No significant issues were noted or reported.

K. LOADING DOCKS AND RAMPS

Description: Loading docks and ramps are provided along the east side of the Amtrak building.

Condition: No significant issues were noted or reported.

L. SITE AMENITIES

Description: Site amenities include landscaped courtyards, shops, restaurants, and a bar. The Amtrak building is equipped with a gym, locker rooms, and showers for employee use.

Condition: No significant issues were noted or reported.

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M. TRASH ENCLOSURES

Description: A trash enclosure is provided towards the center of the property near the Amtrak bus lot. The enclosure is metal-framed, with galvanized corrugated metal panels and swinging gates. A second trash collection area is located along the east side of the Amtrak building. However, it is not provided with an enclosure.

Condition: No significant issues were noted or reported.

N. ALTA SURVEY

Description: Marx|Okubo has been provided with a Preliminary ALTA/ACSM Land Title Survey, prepared by Mollenhauer Group, dated August 2, 2006. The surveyor's certificate is stamped by a licensed land surveyor in the State of California; however, it is not signed. The survey includes the surveyor's certificate, notes and legal description.

Comments: One hundred forty seven title items were noted on the survey including easements, liens, leases, agreements, covenants, dedications, relinquishments and various other items. No encroachments were noted.

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VI. STRUCTURE

Marx|Okubo was provided access to a partial set of original architectural drawings for the buildings, in addition to a partial set of architectural drawings for the Amtrak Building dated August 8, 2003. These documents provided limited information regarding building structure. No original structural drawings were within those reviewed. No geotechnical investigation was provided for review.

Based on review of the original architectural drawings, the building is structurally separated into numerous structures. These structures are defined as the following: Main Concourse, Waiting Hall, Toilettrooms, Restaurant, Clock Tower, Amtrak Building, and the Tunnel. There are also covered walkways (Arcades) that are connected to some of these structures.

A. FOUNDATIONS

Description: Foundations cannot fully be determined, due to a lack of original structural drawings. The architectural drawings do show outlines of apparent shallow foundations within the building sections. Limited details available on the plans show shallow type foundations. Additionally, based on past experiences with similar structures, the buildings are assumed to be founded on shallow foundation systems. Concrete spread footings are utilized for columns, and concrete continuous footings of varying widths are utilized. The typical grade-supported floor is a concrete slab-on-grade.

Condition: Cracking of the ground level floor slab was observed throughout the building. This cracking is considered to be minor to moderate. Random crack sealing of the slab is anticipated to occur during the evaluation period.

B. SUPERSTRUCTURE

Description: Main Concourse and Waiting Hall
In each structure, the roof consists of straight wood sheathing that is supported by structural steel trusses and concrete bearing walls. The ground level floor consists of a concrete slab that is supported by concrete beams, concrete columns, and concrete bearing walls. The basement level consists of a concrete slab on grade.

Toilettrooms and Restaurant
In each structure, the roof consists of straight wood sheathing that is supported by wood rafters, concrete beams, and concrete bearing walls. The second floor and ground floor are presumed to consist of a concrete slab that is supported by concrete beams and concrete columns.

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B. SUPERSTRUCTURE (*cont.*)

Clock Tower

The roof consists of straight wood sheathing that is supported by structural steel trusses and concrete bearing walls. There are intermediate platform levels within the tower. The tower has an overall height of approximately 125'.

Amtrak Building

This building, from a structural engineering perspective, was designed as two separate structures. There is a seismic separation joint approximately at the midpoint of the building, which separates the three-story portion of the building from the two-story portion.

The roof consists of a metal deck that is supported by structural steel beams and structural steel columns. The third floor consists of a metal deck, with presumably concrete fill, that is supported by structural steel beams and columns. The second floor and ground floor consist of a concrete slab that is supported by concrete beams, concrete columns, and concrete bearing walls.

Tunnel

The ground level floor consists of a concrete slab that is supported by concrete bearing walls.

Condition:

Structural elements were open only for limited observation. Most of the roof trusses are covered with architectural finishes; most slabs have floor finishes installed. The topside of the slab over the tunnel cannot be observed, as there are active railroad operations in progress.

In the parking garage, the underside of the ground floor slab could be observed. This slab was observed to be cracked in numerous locations. Cracking in the walls was also observed. In limited instances, a prior repair of the cracking was observed. This cracking is considered to be moderate in nature. Repair of the cracking is recommended.

Evidence of water intrusion was observed from the underside of the tunnel. The property periodically implements repairs to stop the water intrusion. Property management reportedly has attempted to address these issues from the top side of the slab, but cannot do so. Implementing repairs from the top side would impact railroad operations, which the railroad operators will not allow. As a result, the property is limited to addressing these issues from the underside of the slab at the tunnel.

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B. SUPERSTRUCTURE (*cont.*)

Given the age of the buildings, as well as the operational constraints due to railroad operations, ongoing repairs to the concrete framing at the property are anticipated. Costs for ongoing repairs are included in our opinion of costs.

C. LATERAL LOAD-RESISTING SYSTEMS

Description: Typically, lateral wind and seismic loads acting on the roof and elevated floor levels are resisted by the straight roof sheathing or concrete floor slab, which act as deep horizontal beams or diaphragms, which transfers lateral loads to the reinforced concrete bearing walls. These walls are located primarily around each building perimeter.

Lateral wind and seismic loads acting on the Amtrak building are resisted by the metal deck or concrete slabs, which act as deep horizontal beams or diaphragms, and transfer lateral loads to structural steel moment frames and concrete bearing walls.

Condition: See Section B above.

D. SEISMIC ANALYSIS OF LATERAL LOAD RESISTING SYSTEM

Methodology: With each building code cycle, building codes for new design are modified to enhance structural performance during seismic events. However, engineering standards developed to evaluate existing buildings have lagged behind in development. ASCE/SEI 31-03 Seismic Evaluation of Existing Buildings was completed and is intended to replace previous evaluation guidelines FEMA-178 (1992) and FEMA-310 (1998) as the standard of practice for the seismic evaluation of existing buildings. As described in the introductory scoping section of ASCE/SEI 31-03, probably the primary goal of the document was to include lessons learned from earthquakes that occurred subsequent to the development and publication of FEMA-178 and FEMA-310, most notably the 1994 Northridge earthquake in the Los Angeles area and the 1995 Hyokogen-Nanbu earthquake in the area of Kobe, Japan.

The purpose of this study is to determine whether significant seismic deficiencies exist at the building, to determine the potential seismic risk of the building, and to provide general recommendations for reduction of seismic risk through mitigation. ASCE/SEI 31-03 was used as a tool in assisting the engineer with this review, and a full ASCE 31-03 compliance review was not intended or performed. The ASCE 31-03 Basic Structural and Supplemental Structural checklists were utilized when deemed necessary.

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D. SEISMIC ANALYSIS OF LATERAL LOAD RESISTING SYSTEM (*cont.*)

The analysis methodology of ASCE 31-03 employs a quick check methodology (Tier 1 analysis) and a more intensive (Tier 2 analysis) seismic analysis.

The Tier 1 quick check employs a set of checklists for each building type, which contains evaluation statements that help identify areas of concern with regard to the structure's ability to adequately transmit earthquake forces to the foundation and supporting grade. This evaluation utilized the Tier 1 checklists, although not all checklist items were calculated or verified due to limited observations, information, and/or project scope. A Tier 2 analysis is beyond the scope of this review.

Due to the continuing development of both the building codes for new structures and the evaluation guidelines for existing structures, as well as the change in seismicity due to recent USGS mapping, it is very possible (and in some instances likely) that recently designed and constructed buildings do not meet the ASCE 31-03 Tier 1 requirements. Therefore, the findings in this report may be tempered with engineering judgment in determining whether the building may maintain its vertical load capacity during a significant seismic event.

Summary of
Analysis:

Our evaluation of the structure, which consisted of a limited building review and selected items from the Tier 1 checklist, indicated several design features that will influence the performance of the building under a seismic event: Overall, the buildings primarily utilize concrete elements as the lateral load resisting system. Given the age of the building, some of these elements would be considered to be designed above average, compared to similar structures built at that time, and some elements would be considered to be designed below average. Specific features of the structures are summarized below:

Positive Features:

- The roof-to-foundation load paths appear to be adequate and complete. Structural elements in the superstructure appear to have the connectivity needed to meet life safety requirements.
- Each structure appears to have good redundancy of the lateral load resisting elements.

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D. SEISMIC ANALYSIS OF LATERAL LOAD RESISTING SYSTEM (*cont.*)

- Where concrete wall details were present on drawings, reinforcing steel was noted; for example, at 12"-thick wall sections, two layers of reinforcing steel in both horizontal and vertical directions was indicated. Where there are openings in concrete walls, additional reinforcing steel was placed. At concrete beam sections, there was reinforcing steel along both the top and bottom of beams.
- It is our understanding that the Amtrak building was added to in 1997; this would include the steel framing that supports the roof and portions of the upper floors. With this as the construction date, we would anticipate that the steel moment frames constructed incorporate lessons learned from the 1994 Northridge Earthquake.

Negative Features:

- There are several reinforcing details of the concrete columns and concrete beams that would be classified as non-ductile detailing. Examples of non-ductile detailing include:
 - Inadequate spacing of stirrups within beams
 - Inadequate spacing of ties within columns

This detailing can contribute to non-ductile, sudden failure of the concrete elements. Heavy damage to some of the concrete elements is anticipated during a seismic event.

- There is typically between 2" to 3" of separation between adjacent structures. This separation likely does not fully accommodate relative movement of the structures in a seismic event. Damage due to pounding of adjacent structures is anticipated.
- In the Main Concourse, Waiting Hall, and Clock Tower, the story heights are much larger as compared to a typical building. This height may also make some of the concrete walls classified as slender walls. These types of walls may have a limited capacity for vertical loads and higher damage potential due to out-of-plane loads.
- Where straight wood sheathing is used as the diaphragm element, the capacity of the diaphragm is limited. There is a limited ability of the diaphragm to transfer shear loads to lateral load resisting elements.

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E. SITE SEISMIC HAZARD ANALYSIS

Site Soils

Description: The site specific soils are unknown. Based on data available from the California State Geologist, soils in the region consist of alluvial type soils.

Earthquake Faults: The project's proximity to known active faults presents a seismic hazard. These faults were formed in the last 11,000 years and are considered active by the California State Geologist. Their slip rates have been measured, and their postulated maximum credible earthquake magnitudes (MCEs) have been determined.

Per the geotechnical investigation, their distance to the project site is summarized in the table below:

Controlling Fault	Estimated MCE	Approximate Distance to Site (km)
Hollywood	6.4	6.9
Raymond	6.5	7.4
Verdugo	6.7	11
Newport-Inglewood (L. A. Basin)	6.9	12
Santa Monica	6.6	16
Sierra Madre	7.0	18
Whittier	6.8	22

* Blind thrust faults are excluded from this table, as the building code does not consider surface rupture potential or near field effects from blind thrust type faults.

Surface Rupture Potential:

Surface rupture occurs when movement on a fault breaks through to the surface. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep. Fault rupture almost always follows pre-existing faults, which are zones of weakness.

Based on review of the Alquist-Priolo maps from the State of California, and the results of the fault search above, there are no known active faults within the boundary of the property. Therefore, surface fault rupture is considered low.

F. SITE SEISMIC HAZARD ANALYSIS

Near Field Effects: The proximity of earthquake faults to the subject site is of special note because of the near field effects on ground motion from an earthquake located along the fault. These near field effects extend out approximately 15 kilometers on either side of the fault zone. Near field effects are fairly well acknowledged and have been incorporated into recent editions of the building code.

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F. SITE SEISMIC HAZARD ANALYSIS (cont.)

The project site is located within 15 kilometers from four known, active faults. Therefore, there it is anticipated that near-field effects would amplify the seismic ground motion at the site.

**Liquefaction
Potential:**

Liquefaction is a physical phenomenon that can occur when certain types of soils become saturated and are subjected to strong ground motion.

A given site needs three particular factors to be susceptible to liquefaction:

- Sandy and/or silty soils
- A relatively shallow groundwater table, where water can work its way into the shallow layers of soil, and can saturate the soils
- Strong ground motion

When liquefaction occurs, it causes a loss of bearing strength, lateral spreading, sand boils, flow failures, ground oscillation, flotation, and/or settlement of the site. Any of these effects can have a significant impact on the damageability of a building.

Per review of the Seismic Hazard Maps for the Los Angeles Quadrangle, dated 1999, the site is located in a zone susceptible to liquefaction. Therefore, the potential for liquefaction at the site is considered moderate to high.

Landslide Potential: A landslide is defined as the movement of a mass of rock, debris, or earth, down a slope (Cruden, 1991). Landslides are a type of "mass wasting" which denotes any down slope movement of soil and rock under the direct influence of gravity. The term "landslide" encompasses events such as rock falls, topples, slides, spreads, and flows (Varnes, 1996). For purposes of this evaluation, the potential for landslides are limited to those that could be induced by seismic activity.

Per review of the Seismic Hazard Maps for the Los Angeles Quadrangle, dated 1999, the site not identified as being susceptible to earthquake-induced landsliding. Therefore, the potential for earthquake-induced landsliding is considered low.

**Other Site Seismic
Site Hazards:**

Other site seismic hazards that can affect a given site include, flooding from a dam or dike failure, tsunami, or seiche.

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F. SITE SEISMIC HAZARD ANALYSIS (cont.)

A tsunami is a wave that can be generated by an earthquake, landslide, volcanic eruption, or even a large meteor. These waves can move at a rate exceeding 500 miles per hour. In smaller non-ocean water bodies like inland seas and lakes, tsunamis are most commonly formed by underwater landslides.

A seiche is a wave generated in an enclosed body of water, such as a swimming pool, lake, or bay.

Based on data available from the California Geological Survey, dated 2009, the site is not located within the mapped tsunami inundation zone. Given the property's distance from the Pacific Ocean or large enclosed body of water, the potential for seiche or tsunami is considered low.

Based on review of data available from the City of Los Angeles Safety Element, the property is not located in an area susceptible to flooding from dam inundation.

Shaking Intensity: The shaking intensity at the subject site is expressed as a percentage of the force of gravity, in terms of the peak ground acceleration. The higher the peak ground acceleration, the more severe the shaking is anticipated to be at the site.

Based on data available from the USGS, the ground acceleration at the site with a 10 percent probability of being exceeded in 50 years (i.e. a return period of 475 years), is 0.49g. This represents Modified Mercalli Intensity (MMI) on the order of IX.

For a definition of the MMI values, see below:

MODIFIED MERCALLI INTENSITY SCALE		
Intensity Value and Description		Range of Peak Acceleration
I	Not felt except by a very few under especially favorable circumstances.	
II	Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.	
III	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibration similar to the passing of a truck. Duration estimated.	
IV	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.	0.01g-0.02g

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F. SITE SEISMIC HAZARD ANALYSIS (cont.)

MODIFIED MERCALLI INTENSITY SCALE		
Intensity Value and Description		Range of Peak Acceleration
V	Felt by nearly everyone, many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.	0.01g-0.04g
VI	Felt by all; many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.	0.03g-0.10g
VII	Damage negligible in building of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving motor cars.	0.07g-0.22g
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, and walls. Heavy furniture overturned.	0.15g-0.50g
IX	Damage considerable in specially designed structures; well-designed frame structure thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.	0.30g-1.0g
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.	>0.60g
XI	Few, if any, (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.	
XII	Damage total. Lines of sight and level destroyed. Objects thrown into the air.	

Adapted from ATC-13

G. LOSS ESTIMATION

Methodology:

The potential losses to a building in an earthquake can be expressed in terms of percent of replacement value providing that, (1) seismic hazards which affect the building and site can be estimated, and (2) the vulnerability of the structure to those hazards are known or estimated.

Typical seismic hazards include strong ground motion, liquefaction, landslide, and surface fault rupture. The vulnerability of the structure is assessed from the building and document review (described in the previous sections) and is compared with damage to similar structures during previous earthquakes.

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G. LOSS ESTIMATION *(cont.)*

The principal database for earthquake damage estimates was developed through a consensus of expert opinions gathered from professionals primarily from California and is known as ATC-13 Earthquake Damage Evaluation Data for California. In any attempt to apply ATC-13, it is important to recognize the basis and limitations of this document.

ATC-13 is a collection of expert opinions gathered through a variety of interview techniques with professionals in seismology, structural engineering, and architecture. ATC-13 was published in 1985 and thus does not represent data developed following either the Loma Prieta or Northridge events.

It represents the impressions of experts on expected damage to California buildings based on a variety of Modified Mercalli Intensities (MMI). It is not based on actual earthquakes. The impressions or opinions of these experts have been averaged and correlated in such a way as to present a statistical basis useful in making distinctions between various building types.

The methodology used in this analysis is based on correlating the seismicity in the subject site area for the various events of interest to MMI. Knowing these intensities, along with the building type, the ATC-13 database is used to estimate the base scenario losses. These figures are then adjusted in an attempt to account for the most significant, building-specific characteristics. The positive and negative features determined from the ASCE31-03 evaluation of the building(s), coupled with Engineering judgment and prior experiences - are used as the basis for modifying ATC-13 data.

The Scenario Expected Loss (SEL) and Scenario Upper Loss (SUL) estimates represent the mean and 90th percentile scenario loss, respectively, which could be experienced by buildings of this type when compared with their replacement value. These loss values are rough estimates - as demonstrated by the wide range between the mean and 90th percentile values. This range should be considered when averaging these figures. The combined loss estimates, if applicable, are based on relative floor area.

While a scenario loss analysis is an important tool for comparing buildings, it does not attempt to determine the real losses in a particular building for a particular event.

The Scenario Expected Loss (SEL) and Scenario Upper Loss (SUL) for each building is based on the 475-year seismic hazard level (also known as an event with a 10 percent probability of exceedance in a 50-year time period).

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G. LOSS ESTIMATION *(cont.)*

We have used the ASTM E2026-07 document, "Standard Guide for Seismic Risk Assessment of Buildings" as a guide in defining the scope of work for this evaluation. Our study is consistent with a Level 1 study (BS1, SS1, BD1, and G0), as defined by ASTM E2026-07.

Scenario Loss: Based on the earthquake intensity given for this site, the lateral system described, and the site seismic hazards identified, the Scenario Expected Loss (SEL) and the Scenario Upper Loss (SUL) values are summarized in the table below:

Building	Mean Loss (SEL)	90th Percentile Loss (SUL)
Main Concourse	17%	27%
Waiting Hall	17%	27%
Toilet Rooms	15%	24%
Restaurant	15%	24%
Clock Tower	17%	27%
Amtrak Building	14%	22%
Tunnel	13%	21%

These loss values are rough estimates, as demonstrated by the wide range between the mean and 90th percentile values. The damage estimates given in this report are limited to physical damage and do not include business interruption, damage to contents, or secondary consequences, including, but not limited to, fire following earthquake or personal injury.

The building is anticipated to have higher than average damage when compared to standard construction for buildings of this type as defined by ATC-13 under similar ground motions. This level of performance is used as the basis for our Scenario Loss Estimates. It is our opinion that the structure will maintain its vertical load carrying capacity during the 475-year event.

Recommendations: The original structural drawings for the facility, as well as structural drawings for any additions to the Amtrak building, should be provided to verify the conclusions made in this analysis.

VII. ENVELOPE AND EXTERIOR

A. ROOFING

Westcoast Roofing Consultants was separately contracted by Marx|Okubo and conducted a survey and evaluation of the roofs on November 2, 2010. A general description of their findings is noted below, and an opinion of probable costs for repairs and replacements is documented in Section XIII. A detailed review of the roofs and related costs are included in Westcoast Roof Consultants' report, which is attached as an exhibit to this report.

Description: The tile roof at Union Station is the original tile roof system installed in 1939. The roof consists of two piece clay tile over a two ply underlayment installed over a wood deck. There are several small low sloped areas roofed with built-up/modified bitumen roof systems installed over concrete decks, some of which are also original, and one of which was replaced in 2009.

There are several glass-paver skylights in the building, which appear to be original. Skylights appear to be constructed out of prefabricated steel grid with glass pavers installed and sealed. Skylights have been covered with a fiberglass cover due to chronic leaks and maintenance issues.

The roof over the Amtrak office building consists of a multiply built-up roof system with gravel surfacing installed over a lightweight insulating concrete deck. The Amtrak building, reportedly built in 1992, is also an original roof.

Condition: Most of the tile roof areas appear to be performing consistently with roofs of similar age and construction in this particular geographical area. The test cut revealed brittle interply asphalt with poor adhesion in the underlayment system. Deficiencies noted include several broken tiles. The small Southeast roof recently replaced and the North eyebrow roofs are in good condition with no deficiencies noted in need of repair. However, the remaining built-up roofs (four upper clock tower wells and the South roof area) have all reached the end of their cost effective serviceable lives and are recommended for immediate replacement.

Skylights were generally noted in poor condition with signs of active and previous leaks, which has resulted in interior damage. The skylight over the maintenance shop has been cut and damaged and should be removed and restored. The skylight between waiting area and the ticketing was noted with collected debris between the fiberglass cover and pavers, which should be removed. The skylight over tracks 1 and 2 was reported with active leak. Management has collected bids to temporarily repair leak by means of sealing joints and caulk.

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A. ROOFING (cont.)

It is Marx|Okubo's recommendation that the skylights be exposed by removing the fiberglass cover, the structural grill be repaired and reinforced as needed and the glass pavers be replaced and set in proper sealed conditions. The entire outside surfaces should be wet sealed.

The roof over the Amtrak office building appears to be performing consistently with roofs of similar age and construction in this particular geographical area. The test cut revealed brittle interply asphalt with fair adhesion. Deficiencies noted include: top of base flashing exposed at roof access hatch and cracks at perimeter stucco walls.

B. EXTERIOR WALLS

Description: The exterior walls of the main building are constructed primarily of cast-in-place concrete with painted surfaces. The exterior walls of the Amtrak office building consist of a combination of painted concrete and stucco walls.

The under roof areas, eaves, and soffits along the outdoor breezeways and porticos consist of painted wood. The exterior elevations on the original building are detailed and enhanced with decorative glazed and terra cotta tiles at the base of the walls and surrounding walls at the entrance areas. The windows are typically recessed into the thick concrete walls and enhanced with forged iron grills, and steel mullions on the exterior.

Condition: In general, the building exterior walls are in good condition. Reportedly, the exterior walls were last painted in 2006. Painting of the exterior walls should be anticipated within the term. Ongoing maintenance of the decorative elements such as ironwork and tiles should be anticipated. The glazed terra cotta tiles around the main entrance were noted with chipped corners and broken, and they should be replaced. The damaged and cracked ceramic tiles should be repaired and replaced. The exterior railings and window grills should be scraped and painted with rust-inhibitive paint as part of exterior painting.

C. THERMAL INSULATION

Roof: Insulation, if any, is concealed from view.

Exterior Walls: Insulation, if any, is concealed from viewing and could not be determined.

Condition: No significant issues were noted or reported.

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D. WINDOWS

Description: The windows typically consist of painted steel-framed windows with clear non-operational panels. Window frames are installed in the concrete wall openings. Some of the glazing appears to be original and some are lead painted.

Condition: Window frames were noted with rust and signs of early deterioration. All frames should be wire-brushed and scraped before painting with rust-inhibitive paint. Antique glazing and lead painted glass should be replaced with similar type if possible.

E. EXTERIOR DOORS/FRAMES

Description: The primary customer entrance and exit to the main building and to the waiting areas consists of stained wood doors, with decorative glass inset and panels. The building entry is covered by a cantilevered concrete canopy.

Utility and service doors are a combination of both single and pairs of 3'x7' hollow metal personnel doors. The doors are set in hollow metal frames. Doors and frames have painted finishes with push bars and closers on the interior. While most utility doors have no exterior hardware, select doors have lever or pull hardware.

The loading dock openings and drive-up openings are all fitted with prefinished overhead coil-up doors.

Weather Tightness: The main building doors and windows are original to the building and should be maintained by frequent repair and staining. Utility/service doors have drip flashing attached to the frame head and rubber weather stripping. Weather stripping appeared to be generally in good condition.

Condition: Overall the doors were observed in fair-to-good condition. Repainting of the utility/service doors is anticipated within the term in conjunction with regular building painting. Repair and staining of the decorative wood doors should be anticipated.

F. EXTERIOR SOFFITS

Description: The roofs surrounding the building have exposed roof framing and rafter tails, which are painted. Cantilevered concrete canopies provide for covered main entry. There are metal canopies above the loading dock areas.

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F. EXTERIOR SOFFITS *(cont.)*

Condition: No significant issues were noted or reported. Painting of the wood-framed structure, rafter tails, steel canopy framing, and the underside of the entry canopy should be completed concurrent with regular building painting.

G. EXTERIOR LANDINGS, STAIRS, AND RAILINGS

Description: A broom-finished cast-in-place stair is installed from the personnel door adjacent to the loading dock area on the south side and on the north side of the site connecting the main building to the upper terrace and loading dock areas. Prefabricated steel pipe guardrails are set along the top of the retaining walls and side of the stairs. A similar handrail is installed along the open side of the stair.

Condition: No significant issues were noted or reported. Painting of the metal railings should be performed with regular building painting.

VIII. INTERIOR IMPROVEMENTS

The building is listed for historic preservation and interior finishes of the main station and former Fred Harvey restaurant are protected and should be refurbished based on historic preservation guidelines. It is assumed that the interior renovation of Fred Harvey restaurant will be the responsibility of future tenants.

A. INTERIOR WALLS

- Description: Interior walls are typically constructed with a combination of gypsum wallboard over wood or metal stud framing and cement plaster over concrete.
- Finishes: Interior wall finishes consist of a combination of natural stone, hand painted tiles, stained wood panels and painted surfaces.
- Condition: Interior walls are generally in good condition given their age. No significant issues were noted or reported. However, several stones and tiles were damaged or dislodged. Signs of water damage and or stains and poor quality repair work were noted in several locations. Ceramic tile of the wainscoting along the tunnel has been repaired in poor quality with mismatched tiles and colors. Restoration and refinishing of the stained and painted surfaces and repair of the tiles and natural stone areas should be anticipated during the term. The refinishing and restoration projects should consider the historical aspect of this property.

B. INTERIOR DOORS/FRAMES

- Description: Interior doors are typically solid wood set in wood frames. Door hardware consists primarily of bronze or brass hardware.
- Finishes: The doors and frames have a stained finish.
- Condition: Interior doors and frames are generally in good condition given their age. No significant issues were noted or reported. Refinishing of the doors and frames should be anticipated during the term. The refinishing and restoration projects should consider the historical aspect of this property.

C. CEILINGS

- Description: Ceilings are a combination of suspended acoustic tiles in the office areas, coffered stained/painted wood, painted cement plaster and exposed structural members. Ceilings within the restrooms and utility areas are painted gypsum wallboard or cement plaster.

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C. CEILINGS *(cont.)*

Condition: No significant issues were noted or reported. Refinishing of the stained and painted surfaces should be anticipated during the term. The refinishing and restoration projects should consider the historical aspect of this property.

D. FLOORS

Description: A wide array of floor finishes is used throughout the property. The private areas have a combination of vinyl composition tile and carpet. The utility and warehouse areas are provided with exposed concrete floors. The public areas are provided with a combination of polished natural stone, tile, and decorative concrete tiles.

Condition: Chipping and cracking was observed in several locations throughout the public areas. Colored concrete pavers, brick pavers, and decorative floor tiles were noted with continuous cracks, broken and settled sections. Many areas have been covered with plywood or closed to circulation. Mismatched and discolored concrete tiles were also observed. Floor repairs and refinishing should be anticipated during the term. The refinishing and restoration projects should consider the historical aspect of this property. The management reported that concrete tiles are being custom made and that some stock tiles are available for installation.

E. RESTROOMS

Description: Toilet room finishes typically consist of tiled and painted walls, painted ceilings, and tiled floors. Toilet partitions are painted and are floor/wall mounted. Porcelain urinals and toilets are floor/wall mounted. Porcelain sinks are wall mounted and provided with chrome faucets. Standard commercial-grade accessories are provided.

Condition: No significant issues were noted or reported. Renovation of public toilet rooms within the main station should be performed within the term.

F. UTILITY ROOMS

Description: Utility room finishes include painted ceilings, tiled walls and concrete floors. The areas below the station are used by the restaurant for storage and kitchen supplies.

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F. UTILITY ROOMS *(cont.)*

Condition: Typical the basement level was noted in poor condition and should be cleaned and refinished. Signs of water intrusion, peeled paint, rust and general wear was noted throughout. The basement, storage and closets should be restored by providing adequate lighting, painting of walls and ceilings rafter repair of water leaks and refinishing the floors.

G. INTERIOR STAIRS

Description: The property is provided with several interior stairs ranging from painted steel framed, painted concrete and wood-framed. Painted metal handrails are provided throughout.

Condition: No significant issues were noted or reported.

H. WINDOW COVERINGS

Description: Horizontal blinds are provided in the Main Concourse area.

Condition: Reportedly, the blinds are inoperable and should be repaired.

IX. MECHANICAL/ELECTRICAL

A. HEATING, VENTILATION, AND AIR CONDITIONING

Description: Heating and cooling for the office building and office and retail areas in the station are provided by a constant volume system served by rooftop all electric package units or split systems. The split systems have fan coil units in the ceiling and compressor/condensing units on the roof, at grade or in the basement parking area. There are 14 package units with capacity of two to six tons, and 34 split systems with capacity of two to five tons. The units were generally manufactured by Carrier, with a few manufactured by York and others.

The main vacant restaurant space, formerly Fred Harvey's, is served by built-up split system with two supply fans with direct expansion cooling coils and one Carrier 5H60 compressor that rejects heat through one BAC evaporative condenser. This equipment is located in the basement mechanical area.

Controls: The equipment is generally controlled by individual thermostats located in the space served.

Ventilation: The toilet rooms are provided with exhaust fans on the roof. Ventilation air is provided through the package units.

Food service tenants are provided with special kitchen exhaust and make-up equipment.

Age: The equipment is of various ages, with the majority of the package units and split systems having been installed in about 1996 with construction of the Amtrak building. There are a few older units, and some units have been replaced or added since the 1996. The supply fans and coils for the restaurant are original, with the compressor and evaporative condenser having been replaced in 1997.

Maintenance: Maintenance is performed by the on-site staff and outside contractors as needed.

Condition: The equipment was observed to be generally properly maintained, with no significant deferred maintenance noted.

Based on the age and observed condition, replacement package units and split systems should be anticipated over the term. Due to new refrigerant regulations, it may be necessary to replace the fan coil units as well as the compressor/condensing units.

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B. PLUMBING

Water Service: The building is provided with one domestic service with backflow preventer noted. One irrigation service with backflow preventer is provided for the site.

Domestic Water Piping: Where visible, domestic water piping was noted to be copper tubing of an unknown type, with the original galvanized steel piping still in use in some areas.

Water Features: The water feature is provided with one circulating pump.

Water Heating: Domestic hot water is provided by one electric heater for the toilet rooms, with natural gas units provided for some restaurant tenants.

Plumbing Waste and Vent Lines: Plumbing waste and vent lines, where visible, are cast iron pipe.

Natural Gas Service: Separately metered natural gas services are provided for some tenants, with earthquake valves noted.

Condition: No major problems with the building's plumbing system were observed or reported.

The City of Los Angeles requires installation of low flow plumbing fixtures at the time of sale, and this is the responsibility of the seller. While low flow fixtures were generally noted, the seller should ensure that the proper certification is filed with the city.

C. ELECTRICAL

Electrical Service: The building is provided with a 4,800 volt, 3-phase, 4-wire service with capacity of 800 amperes.

Electrical Distribution: The high voltage system serves four sets of unit substations. Each set has one 277/480 volt transformer and distribution board and one 120/208 volt transformer and distribution board. Distribution panels are located in electric rooms in the Amtrak building and in electric rooms and service areas of the station.

Emergency Power: No emergency generator is provided or required.

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C. ELECTRICAL *(cont.)*

- Lighting System: Lighting is generally provided by fluorescent fixtures with T-8 lamps and electronic ballasts or by fixtures with compact fluorescent lamps.
- Infrared Study: Infrared scans are completed annually with only typical, minor problems generally noted.
- Maintenance: Maintenance is generally handled by outside contractors on an as-needed basis. No preventive maintenance program is provided for the high voltage switch gear and main distribution boards. The property should establish a program to do the high voltage equipment and the unit substations every five years.
- Condition: No major issues were evident with the electrical distribution or lighting system. Signs of water intrusion and rust were noted on and around the subpanel inside the parking garage, which should be repaired and replaced. This can be done by maintenance.

D. LIFE SAFETY SYSTEMS

- Construction: The building is of noncombustible construction (concrete and steel). The north end of the Amtrak building was expanded to a third level in the early 1990s. This portion of the building is provided with fireproofing on the structural elements.
- Fire Alarm System: The subterranean parking garage is provided with an automatic sprinkler system. The flow and tamper switches are monitored by an off-site company (VFS Fire & Security Services). Notification appliances are not provided.
- The Amtrak Building is provided with smoke detection and manual pull stations which activate a local alarm via bells throughout the floors. The devices are not addressable and do not report to an indicating fire alarm panel. There is a Won-door at the elevator in the south end of the passenger concourse which serves the upper floors of the building. However, there is no smoke detector outside the elevator to close the door. Since the elevator does not serve four floors, a lobby is not required and the door may be taken out of service.
- Current Building and Fire Codes would require the main building to be provided with an emergency voice communication system due to the assembly occupant load exceeding 1,000 persons. However, since the building is considered historic it is not subject to alterations and repairs as detailed in the California Building Code (CBC) Section 3409.

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D. LIFE SAFETY SYSTEMS (cont.)

Due to the historic listing and abundance of direct exterior exit doors, an emergency voice communication system is not recommended.

Basement level air handling units were provided with duct detectors for automatic shut down. The air handlers for the Fred Harvey restaurant are only utilized once a week for testing purposes. The duct detectors are not monitored.

**Emergency Lighting/
Egress Signage:**

Emergency lighting in the building is provided by battery-pack fixtures. Emergency lighting is sporadic throughout the facility. Only the tunnel to the rails is provided with emergency power (via an emergency generator at an adjacent property). Exit signage is provided throughout with illuminated and non-illuminated signs. A majority of exits are provided via exterior exit doors that are obviously and clearly identifiable as exits and do not require exit signs.

Sprinkler System:

The only portion of the building provided with an automatic sprinkler system is the one-level subterranean parking located under the main building. The system is pipe schedule method with fusible link type sprinklers. The riser is located in the garage. The riser has a flow and tamper switch. The main shut off valve is locked via chain and lock. No other portion of the facility is provided with sprinklers.

Current Building and Fire Codes would require the main building and Amtrak building to be sprinklered. However, since the building is considered historic it is not subject to alterations and repairs as detailed in the CBC Section 3409. The Basement level contains multiple storage areas which represent moderate fire hazards. If the owner wishes to protect the investment we recommend providing sprinklers in the back of house areas such as the basement. Costs for this recommendation are included.

Maintenance:

The sprinkler system and associated alarm panel at the garage was provided with current inspection tags. Fire extinguishers were provided with current inspection tags.

**Manual Fire
Extinguishing
Equipment:**

Manual wall-mounted fire extinguishers were noted at various locations within the building. Inspection tags observed indicated the last inspection was performed January 2010.

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D. LIFE SAFETY SYSTEMS *(cont.)*

Fire hose cabinets are provided in various locations. Inspection tags observed indicated inspections performed in 2007. The hoses did not appear to be in working order. The hoses are not required due to the historic listing. Current code requires standpipe systems in buildings serving floors over 30-feet in height and assembly areas with occupant loads over 1,000 persons. The building is not required to meet current code requirements unless authorized by the authorities.

Smoke Exhaust: Smoke control is not required nor provided in the main buildings. Smoke exhaust fans are provided in the garage but are manually activated only. It is our understanding the fans are not in working order and have not been utilized for smoke removal.

Condition: The fire sprinkler system and fire alarm system are typical for a building this age. Significant issues were not reported. The sprinkler system should continue to be inspected in accordance with NFPA 13 and NFPA 25. The fire alarm panel in the garage is monitored by an off-site company. Indicating panels are not required in the building and are not provided.

X. BUILDING EQUIPMENT

A. VERTICAL TRANSPORTATION

Marx|Okubo retained HKA Elevator Consulting, Inc. to review the vertical transportation systems. On-site observation was made on November 2, 2010. Below is a summary of their findings.

Description: The 810 Alameda Building is equipped with two hydraulic passenger elevators and one hydraulic service elevator. On the north end of the building there is a single 3-stop passenger elevator that travels at 125 fpm and has a capacity of 3,000lbs. On the south end of the building, there is a single two-stop passenger elevator that travels at 125 fpm and has a capacity of 3,000 lbs.; and next to it, there is a single two-stop hydraulic freight elevator that travels at 125 fpm and has a capacity of 7,500 lbs. The Number One elevator on the north end has been modernized with a Microprocessor controller and new ADA fixtures. The two elevators on the south end are original.

Condition: All of the elevators are in fair condition. They all need some ADA work to be up to date with the California codes.

B. SECURITY SYSTEMS

Description: A card key access system is provided to control access office areas.

Condition: The building system is understood to be operational.

C. COMMUNICATION SYSTEMS

Description: The tenants are provided with service from the local telephone company. Service is available through copper cable, with no fiber-optic service believed to be present.

Condition: Not applicable.

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XI. CODE REVIEW

A. CODE CLASSIFICATION

Occupancy Use: Drawings were not provided to verify occupancy use. Current occupancy use as specified under the 2006 IBC would likely be classified as Type A - Assembly.

Construction Type: Drawings were not provided to verify construction type. Current construction type as specified under the 2006 IBC would likely be classified as a combination of Type I and Type IV Heavy Timber.

B. CERTIFICATES OF OCCUPANCY/BUILDING PERMITS

A copy of the Certificate of Occupancy was requested but has not yet been provided.

C. GOVERNMENT AGENCY REVIEW

Building

Department: Marx|Okubo has contacted the Los Angeles Department of Building and Safety and submitted a records request for information regarding potential outstanding building violations. As of report issuance, no further response has been received.

Fire

Department: Marx|Okubo contacted the County of Los Angeles Fire Department (213.485.5971) for information regarding any open or outstanding violations as well as the date of the last inspection. As of report issuance, no further response has been received.

Planning

Department: Marx|Okubo visited the website for the County of Los Angeles Building and Safety Division, Planning Department (www.permitla.org) for information regarding open or pending zoning code issues. No open violations are currently noted on the website. The area is zoned ADP.

D. MEANS OF EGRESS

Description: Egress from the concourse and waiting areas are provided through exterior exit doors. Exiting from the Amtrak building is provided via three exit stairs. The stairs are enclosed on the third level and discharge at the lower level into a corridor with direct exterior access. The south stair is open on both levels and is provided with direct exterior access at the second level. The Fred Harvey restaurant is provided with exterior exit doors. The basement level is provided with exits via stairs to the exterior and ramps and stairs through the subterranean garage.

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D. MEANS OF EGRESS *(cont.)*

Lighting: Illuminated exit signage is typically provided at exit doors. Some exit signage is not illuminated. Emergency lighting is provided via battery-powered emergency lights. The buildings are not provided with emergency power except for the passenger tunnel to the rails. The tunnel is provided with emergency power via an emergency generator from an adjacent property. Testing of the emergency lighting was not performed.

Condition: Exit stairs from the basement level beneath the concourse areas are in typical condition based on the age of the building. The stairs do not meet current code requirements but are acceptable due to the historical listing. Exit signage at the basement is recommended but not required based on the occupant load.

Exiting from the Amtrak building appears adequate and in good condition. No significant issues were noted. Exiting from the main assembly concourses and waiting areas is provided through several exterior exit doors. Exiting from these areas is adequate

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XII. DISABLED ACCESSIBILITY

In July 1990, the Americans with Disabilities Act (ADA) was signed into law, extending civil rights protection to persons with disabilities. Title I governs Employment; Title II governs state and local governmental services and public transportation; and Title III governs public accommodations. Marx|OKubo reviews only for Title III which prohibits discrimination on the basis of disability by public accommodations and requires places of public accommodation and commercial facilities to be designed, constructed, and altered in compliance with the accessibility standards. For facilities completed prior to January 26, 1993, the ADA requires that architectural and communication barriers be removed from existing public accommodations, effective January 26, 1992, provided that it is "readily achievable" to do so. "Readily achievable" measures may include, but may not be limited to: installing ramps, making curb cuts in sidewalks and entrances, rearranging furniture, installing flashing alarm lights, widening doors, and many other items to make public accommodations accessible. Based on the information we have, it appears that the project was completed prior to the enactment of the ADA.

The Americans with Disabilities Act sets forth "recommended priorities for public accommodation." In general, the four priorities are as follows: 1) Access from public sidewalks, parking or public transportation to a building entrance; 2) Access to any areas or goods or services that are made available to the public; 3) Access to restroom facilities; and, 4) Access in remaining ways to goods and services provided.

We wish to point out that alterations to existing buildings are required to comply "if an altered space or area is an area of the facility that contains a primary function." Primary function is defined as "a major activity for which the facility is intended." The statute further requires that "to the maximum extent feasible, the path of travel to the altered area, and the restrooms, telephones and drinking fountains serving the altered area, are readily accessible to and usable by individuals with disabilities, including individuals who use wheel chairs, unless the cost and scope of such alterations is disproportionate to the cost of the overall alteration." The Department has defined disproportionate as when the cost of alterations of the accessible path of travel exceeds 20% of the cost of the alteration to the primary function area.

It should be noted that under the ADA the obligation to remove barriers is a continuing one. Therefore, the issues should be kept in mind for long range planning purposes. Marx|OKubo made a limited general review of the property for compliance with the criteria set forth in the U.S. Department of Justice ADA Standards for Accessible Design (July 1, 1994) with the assumption that the Act applies. No review was made of the tenant operations to determine whether or not they are public accommodations; which should be confirmed before barrier removal is undertaken.

Site Access

Description: A public sidewalk borders the west and north side of the property. On-site sidewalks link the main building entrance along the west side of the building to the public sidewalks.

Condition: The public and on-site sidewalks appear accessible. However, the sidewalks that lead to the main entry from Alameda Street exceed the slope requirements and should be repaired.

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Parking

Description: Seven designated accessible parking spaces, one of which is designated van-accessible, are located in the main parking areas along the north and west sides of the building. Three designated accessible parking spaces are located directly in front of the building just west of the main entrance. The other four spaces are located on the north parking lot where the designated van accessible stall is located near the northeast corner of the building and includes a pathway painted from the access aisle to the main entrance of the Amtrak building

Condition: With a total of 214 parking spaces provided, eight accessible stalls are required which includes one van stall. One additional stall should be provided. The designated path of travel at the Amtrak building exceeds the slope requirements and should be repaired. All other stalls appear compliant.

Entries

Description: The main building entry has four manually operated doors that remain in the open position during the day. The doors are located under the covered entry and are readily accessible from the parking area.

Condition: No barriers were identified.

Common Areas

Description: The building interior is configured as a typical public transportation depot with open concourse areas, ticketing booths and shops.

Condition: No barriers were identified.

Restrooms

Description: There are several separate multi-user restrooms for men and women that serve both employees and customers. The employee restrooms are located near the front of the building at the old ticketing area and the Amtrak building. A set of restrooms is provided near the new ticketing area.

Condition: No barriers were identified. The automatic door openers installed at the main concourse toilet rooms are currently not operational and should be repaired.

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Other Features

Description: Public phones and drinking fountains are provided in the concourse area. Accessible signs are typically provided at the restrooms and include brail characters.

Condition: No barriers were identified

XIII. DEFICIENCIES AND RECOMMENDATIONS

A. EXPLANATION OF RECOMMENDATIONS

Recommendations for remedial work addressing all significant building deficiencies are included in this section. Recommendations are divided into the following four categories:

1. Immediate: All safety and life threatening situations and/or code violations. Also included are problems which, if left uncorrected over the next year, would result in serious damage to the building or its contents.
2. Years 1-3: Although not life threatening, these problems may produce serious deterioration to the building if left uncorrected within one to three years.
3. Years 4-6: While currently in good condition, these items are approaching the end of their economic life and may need replacement within four to six years.
4. Years 7-10: Within the next seven to ten years, these items will need major repairs or replacement.

Conceptual opinions of probable cost are provided for each recommendation. Costs are based on Marx|Okubo's experience with projects of a similar type, known construction industry average unit costs, and/or historical cost data. Cost information is inclusive of labor, material, and appropriate overhead, general conditions, and profit. It is exclusive of design fees and any local taxes that may be assessed on this project. It is assumed that remedial work will be performed by outside contractors.

The opinions of probable cost are based on certain repair methods conceptualized by this office, and could greatly be affected by the final corrective solution employed. The cost opinions have been assembled for budgetary purpose only, and should not be considered as final costs to repair items identified in this report. The methods of repair, and details and specifications required for corrective work, will require further study by an expert in each field. It should be clearly understood that these are only suggested repair costs.

B. LIMITATIONS

It should be noted that items, such as tenant improvement repairs, including general interior finishes, and unit heaters within the tenant spaces have not been included as part of the deferred maintenance, as these items are typically addressed during the tenant build-out. The office did not include an opinion of probable costs for items considered to be routine maintenance, such as replacement of hardware, or items costing less than \$500 in value, unless they are repeated throughout the project. Routine maintenance items are considered to consist of cleaning, replacement of miscellaneous parts, changing filters, and other repairs that are performed typically by a building engineer and maintenance contractors.

DEFERRED MAINTENANCE AND OPINION OF PROBABLE COSTS

	Description	Category 1 Immediate	Category 2 Years 1-3	Category 3 Years 4-6	Category 4 Years 7-10	Comments
SITE						
1	Seal coat and restripe asphalt surfaces.		20,400		20,400	Site streets and parking lots included.
2	Reconstruct asphalt surfaces.		150,000			Lot G and various locations throughout the site.
3	Maintenance personnel should clean area drains and storm drainage system.		Maint.	Maint.	Maint.	Maintenance should be performed periodically throughout the term to keep the system performing optimally.
4	Repair and reconstruct damaged brick pavers.		18,000			Any restoration/repair project should take into account the historical preservation aspect of this property.
5	Repair and reconstruct damaged natural stone pavers.		30,000			Any restoration/repair project should take into account the historical preservation aspect of this property.
6	Refinish wrought iron gates.		5,000		5,000	Any restoration/repair project should take into account the historical preservation aspect of this property.
7	Repair and replace the damaged lights.	1,500				
8	Repair and paint the site fencing.		1,800			
9	Repair cracked/damaged retaining walls.	1,000				
Site - Subtotal		\$1,500	\$225,200	\$0	\$25,400	
STRUCTURE						
10	Repair cracks and spalling in concrete at parking garage.		37,500			
11	Repair damage wood framing underneath currently vacant restaurant space.		15,000			
12	Periodic sealing of cracks in slab-on-grade at tunnel.		6,000	6,000	8,000	
13	Periodic repairs to slab that supports railroad tracks.		12,000	12,000	16,000	Addressing waterproofing issues currently not possible, as rail operations would have to be interrupted to gain access to the top of the slab.
Structure - Subtotal		\$0	\$70,500	\$18,000	\$24,000	
ENVELOPE AND EXTERIOR						
14	Repairs and preventive maintenance at 800 N. Alameda.	9,500	4,000	2,000	3,000	
15	Tile roof replacement in Year 3 at 800 N. Alameda.		1,647,000			Two ply underlayment and reuse tile
16	Immediate low sloped roof replacement at 800 N. Alameda.	70,000				60 mil PVC over 1/4" Dens-Deck.
17	Typical repairs and preventive maintenance at 810 N. Alameda.	750	3,000	1,000	3,000	
18	Roof replacement in Year 4 at 810 N. Alameda.			145,000		60 mil PVC over 1/4" Dens-Deck.
19	Repair the skylights.		123,800			
20	Paint the wood exterior members.		25,000		25,000	Breezeways, eaves, and open rafters.
21	Paint the exterior walls.		75,000		75,000	
22	Wire brush and paint the steel frame windows.		20,000		20,000	
23	Refurbish the exterior doors.		24,000		24,000	
24	Repair and maintain exterior glazed tiles and		15,000	15,000	15,000	
Envelope and Exterior - Subtotal		\$80,250	\$1,936,800	\$163,000	\$165,000	
INTERIOR IMPROVEMENTS						
25	Interior renovations.					Amtrak offices - No costs.
26	Refinish stained walls and ceilings. Interior renovations.		55,000		55,000	Union Station main building.
27	Restore and refinish casework.		24,000	24,000	32,000	This includes wood doors, wood frames and built-in seats in the waiting area.
28	Repair the horizontal blinds in the main waiting area.		27,000			
29	Repair and replace concrete pavers at the ticketing area.		37,500	37,500	50,000	
30	Repair and replace wall wainscoting at the tunnel.		36,000			
31	Paint the tunnel interior.		8,300		8,300	
32	Apply traffic coating to the tunnel floors.		96,000		96,000	
33	Upgrade the toilet rooms in the main building and the concourse.		40,000			
34	Renovate/rehabitate the former Fred Harvey restaurant.					No cost noted. Tenant responsibility.
35	Renovate basement and underground areas.			20,000		
Interior Improvements - Subtotal		\$0	\$323,800	\$81,500	\$241,300	

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DRAFT

	Description	Category 1 Immediate	Category 2 Years 1-3	Category 3 Years 4-6	Category 4 Years 7-10	Comments
MECHANICAL/ELECTRICAL						
36	Fire Sprinkler Retrofit.	Not required				\$10/ft ² . Sprinkler system not required but beneficial in certain areas including the basement and Amtrak building.
37	Allowance for anticipated replacement of package units.		30,000	30,000		
38	Allowance for anticipated replacement of compressor/condensing units that may also require replacing the fan-coil unit.		75,000	75,000		
39	Provide preventative maintenance program for the high-voltage equipment, unit substations, and main distribution boards. This should be done on a five year cycle.		24,000	24,000	32,000	
Mechanical/Electrical - Subtotal		\$0	\$129,000	\$129,000	\$32,000	
BUILDING EQUIPMENT						
40	Elevators 2 - 3, replace the existing mechanical starters with solid state starters.		6,000			
41	Elevators 2 - 3, replace the existing controllers with new solid state microprocessor controllers.			60,000		
42	Elevators 2 - 3, replace the existing door operators and related equipment with new door operators and related equipment.			20,000		
43	Elevators 1 - 3, install emergency battery lowering device.	9,000				
44	Elevators 2 - 3, Install seismic rupture valves.	6,000				
45	Elevators 2 - 3, Install PVC protected hydraulic cylinder assemblies.		25,000	25,000		
46	Elevators 2 - 3, Install new power units.				25,000	
Building Equipment - Subtotal		\$15,000	\$31,000	\$105,000	\$25,000	
CODE REVIEW						
47	New exit signage.	1,000				Not required but recommended in the Basement Level. Nuclear exit signs cost approximately \$200 each
Code Review - Subtotal		\$1,000	\$0	\$0	\$0	
DISABLED ACCESSIBILITY						
48	Reconstruct the concrete paving across the street from the main entry.	6,000				The sidewalks that lead to the main entry from Alameda Street exceed the slope requirements and should be repaired.
49	Add one parking space.	300				Based on the number of parking spaces provided. Eight accessible stalls are required which includes one van stall. Seven are provided, one of which is a van stall.
50	Reconstruct the path of travel at the Amtrak building.	6,000				The designated path of travel at the Amtrak building exceeds the slope requirements and should be repaired.
51	Elevators 1 - 3, Install new CA ADA compliant handrails.	7,500				
52	Elevators 2 - 3, Install CA ADA compliant Car Operating Panels, this includes, raised buttons, floor passing tone, illuminated alarm bell, phone, white on black Braille, star for egress.	9,000				
53	Elevators 2 - 3, install CA ADA compliant hall lanterns.	8,000				
54	Elevators 1 - 3, install CA ADA compliant hall entrance Braille.	3,000				
55	Automatic door openers at the main concourse are not operational and should be repaired and replaced as needed.	1,000				
Disabled Accessibility - Subtotal		\$40,800	\$0	\$0	\$0	
TOTAL		\$138,550	\$2,716,300	\$496,500	\$512,700	
Cost Per GSF Per Year		\$2.76				

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XIV. EXHIBITS

- A. VICINITY MAP**
- B. AERIAL VIEW**
- C. FLOOD PLAIN DETERMINATION REPORT**
- D. WEST COAST ROOFING REPORT**
- E. HKA ELEVATOR DATA SHEETS**
- F. PHOTOGRAPHS**

EXHIBIT A

PROJECT SANTA FE
LOS ANGELES UNION STATION
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VICINITY MAP

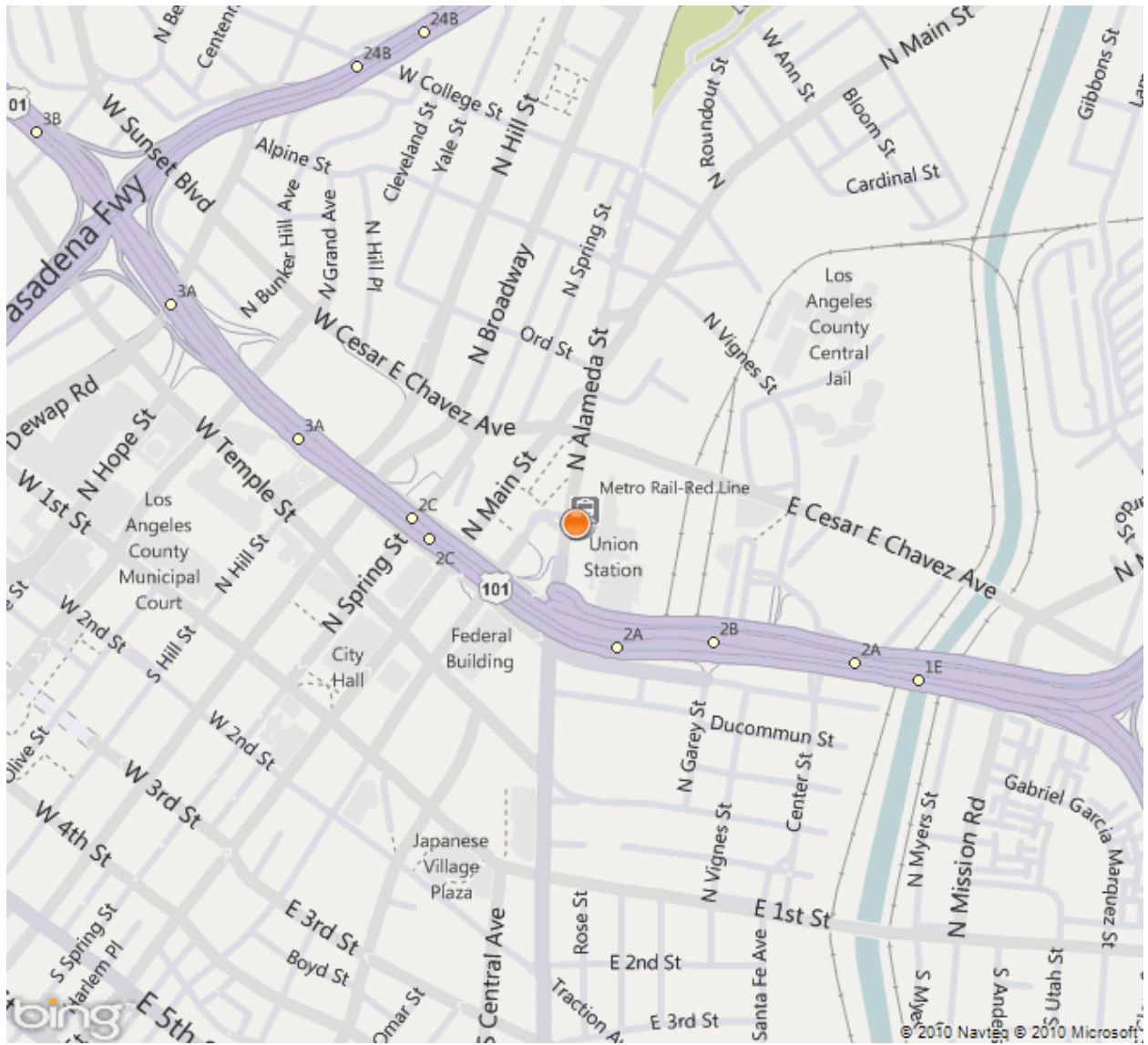


EXHIBIT B

PROJECT SANTA FE
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AERIAL VIEW



EXHIBIT C

CBCInnovis

Determination Report

Date: 10/29/2010

Account Number: INS - 97901872

**MARX/OKUBO
ASSOC INC -**

Owner Name: LOS ANGELES UNION STATION

Certified Street Address: 800 N ALAMEDA ST, LOS ANGELES, CA 90012-2177

Requester: Audra Rutgers Phone #: Fax #: (626)792-0367

Policy #: 103106

Community Name: LOS ANGELES, CITY OF

Community Status: Program Type: Participating










Det ID: 310780078 Map Panel #: 06037C1636 F Community #: 060137 Panel Date: 09/26/08 Entry Date: 12/02/80

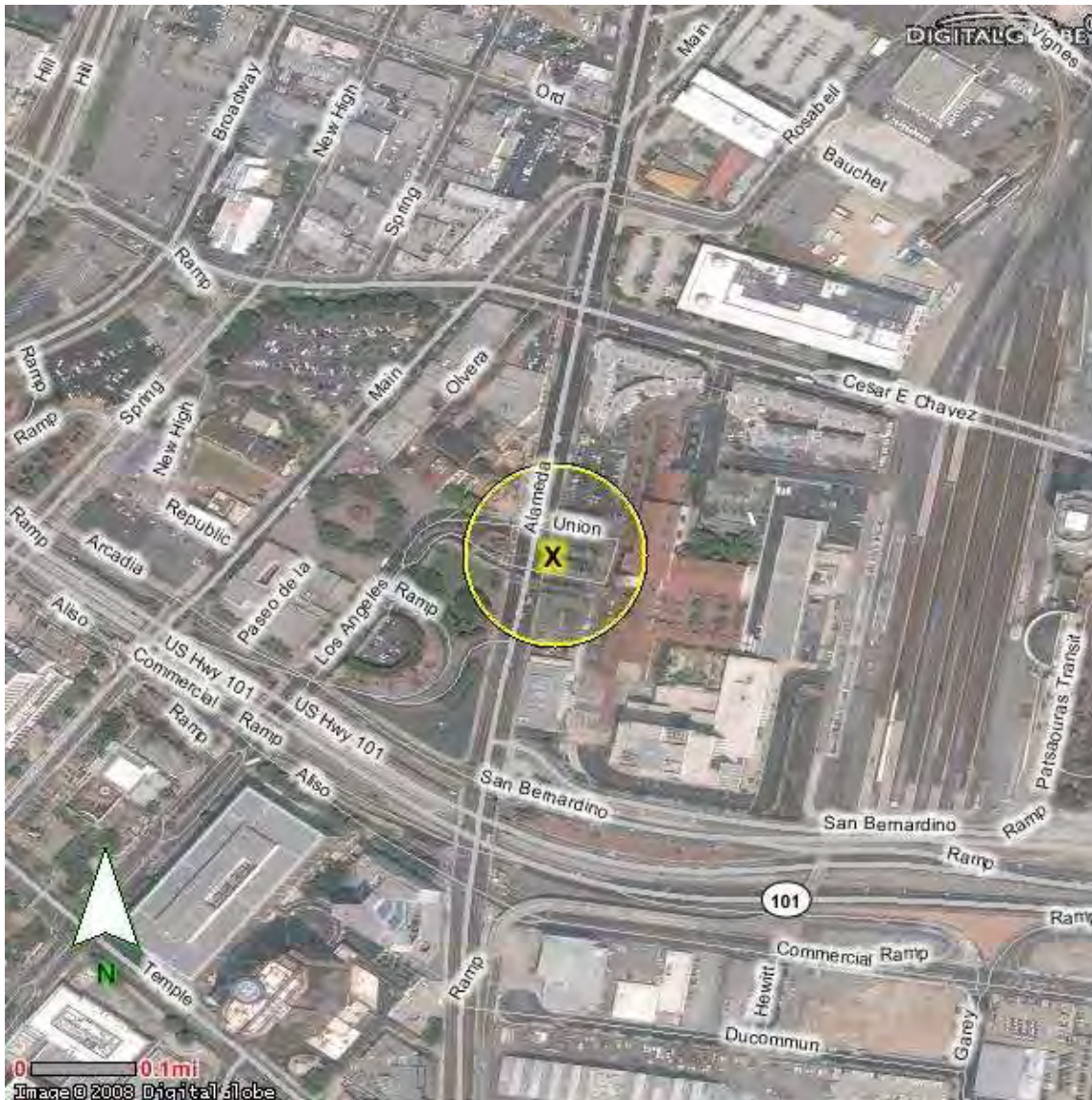
Det Date: 10/29/10 Flood Zone: X BFE: LOMA/LOMR: DATE:

Areas of minimal flooding. Areas determined to be outside 500 year flood plain.

This flood determination is provided to the lender pursuant to the flood disaster protection act and for no other purpose. It does not create any private cause of action on behalf of the Policy Holder against CBCInnovis.

Legend Flood Zones

-  A Values
-  D / NMA
-  SHX / B
-  V Values
-  X / C
-  Street
-  Highway
-  County
-  State



Street Maps Copyright 2006 Tele Atlas.
Flood Maps Copyright 2001 CBCInnovis

Determination Id : 310780078
Certified Address : 800 N ALAMEDA ST
LOS ANGELES, CA 90012

Flood Zone : X
Base Flood Elevat : N/A
FEMA Map Panel Number : 06037C1636 F
Coast CBRA Date :
LOMA LOMR Date :
Distance To 100/500 : 3,184 ft to A
Flood Zone

DISCLAIMER: THIS FLOOD DETERMINATION IS PROVIDED TO THE LENDER PURSUANT TO THE FLOOD DISASTER PROTECTION ACT AND IT DOES NOT CREATE ANY PRIVATE CAUSE OF ACTION ON BEHALF OF THE BORROWERS AGAINST THE LENDER OR THE FLOOD DETERMINATION PROVIDER.

DISTANCE TO 100/500 FLOOD ZONE IS CALCULATED USING GEOCODING TECHNOLOGY OBTAINED FROM THIRD PARTY VENDORS. THIS DISTANCE CALCULATION IS PROVIDED WITHOUT ANY WARRANTIES OR GUARANTEES.

EXHIBIT D



2010 ROOF ACQUISITION SURVEY



Client:

Marx/Okubo Associates, Inc.
844 East Green Street, Suite 204
Pasadena, CA 91101

Project:

Union Station
800 & 810 N. Alameda St.
Los Angeles, CA

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5 Year Spreadsheet (2)		

ROOF EVALUATION SURVEY

Property Name: Union Station
Building Address: 800 N. Alameda St.
City/State: Los Angeles, CA

Consultant: Mike Bart
Date of Inspection: November 2, 2010

Size: Tile: 82,393 S.F. / BUR: 6,915 S.F.
Year Built: 1939
Year Last Roofed: Unknown
Life Expectancy: Tile: 2 - 4 Years / BUR: (see Description below)
Title 24 Required: No
Contractor: Unknown **Cont. Warranty Expires:** Unknown
Manufacturer: Unknown **Manuf. Warranty Expires:** Unknown
Access: Ladder supplied by Westcoast Roof Consulting.
Drainage: Primary roof drains at BUR and either internal or external gutters at tile roof areas, all plumbed to underground drainage system.
Reported Leaks: Yes – At South BUR roof area.

Roof System Description:

Tile Roofs - The roof system consists of two-piece clay tile mechanically attached with wire tie system over one layer of 30# felt set in hot asphalt over another layer of 30# felt, which is mechanically attached to into the wood deck.

Last Test Cut Taken: 2010

BUR Roofs - The roof system at the North eyebrow consists of mineral surfaced fiberglass cap sheet over three plies of fiberglass felt and a fiberglass base sheet, all of which were set in hot asphalt over a structural concrete deck. A standard mineral surfaced fiberglass cap sheet was used at the base flashings. The life expectancy is estimated to be 5 – 7 years.

Last Test Cut Taken: 2008

The four upper clock tower wells are original roofing with multiple plies of felt set in hot asphalt over the concrete deck. Their life expectancy is 0 years.

The roof system on the South roof area is reported to be the original roof system and consists of a tan latex coating over five plies of felt all set in hot asphalt over a concrete deck. The life expectancy is estimated to be 0 years.

Last Test Cut Taken: 2008

The roof on the small Southeast roof area was replaced in 2009 and consists of a mineral surfaced APP modified bitumen roof system over a concrete deck. The life expectancy is estimated to be 10+ years.

Executive Summary:

Tile Roofs - The overall condition of these roofs is fair to poor. The test cut of the underlayment found brittle interply asphalt with fair to poor adhesion. The only deficiency noted that is in need of repair at this time is broken tile. The deficiency noted in this report should be repaired as recommended to ensure the maximum serviceable life possible, and to eliminate unnecessary roof leaks and possible structural damage.

BUR Roofs - The overall condition of the North eyebrow roof is good. No test cut was necessary to determine the condition of the roof system, and no deficiencies were noted that are in need of repair at this time.

The four upper clock tower wells are in poor condition with splitting membrane and loose counterflashing. Replacement is recommended at this time.

The South roof area is leaking and is in poor condition, has reached the end of its cost effective serviceable life, and is recommended for immediate replacement.

The small Southeast roof was recently replaced and is in good condition. No deficiencies were noted that are in need of repair at this time.

Deficiencies/Recommendations:

Tile/Underlayment

Deficiency: Broken tiles in numerous locations.

Photos #: 2 & 4

Recommendation: Replace all broken tiles with new to match existing.

BUR Membrane/Surfacing

No deficiencies noted in need of repair at this time.

BUR Base/Wall Flashing

No deficiencies noted in need of repair at this time.

Perimeter Detail

No deficiencies noted in need of repair at this time.

Drainage

Deficiency: Evidence of ponding water on low-sloped built-up roofs.

Photo #: None

Recommendation: Monitor the ponding areas at this time.

Skylights

No deficiencies noted in need of repair at this time.

Sheet Metal Flashings

No deficiencies noted in need of repair at this time.

Penetrations

No deficiencies noted in need of repair at this time.

Debris

No deficiencies noted in need of repair at this time.

All repairs should be accomplished over a clean and properly prepared surface. Use only asbestos free materials.

ROOF ACQUISITION SURVEY

Property Name: Union Station / Amtrak
Building Address: 810 N. Alameda St.
City/State: Los Angeles, CA

Consultant: Mike Bart
Date of Inspection: November 2, 2010

Size: 30,988 S.F.
Year Built: 1992
Year Last Roofed: 1992
Life Expectancy: 3 - 5 Years
Title 24 Required: Yes
Contractor: Unknown **Cont. Warranty Expires:** Unknown
Manufacturer: Unknown **Manuf. Warranty Expires:** Unknown
Access: Interior ladder and roof hatch (schedule with Bldg. Eng.).
Drainage: Primary and overflow roof drains plumbed to underground drainage system.
Reported Leaks: None

Roof System Description:

The roof system consists of gravel surfacing embedded in a flood coat of hot asphalt over three plies of fiberglass felt, all of which were set in hot asphalt over the lightweight insulating concrete deck. A standard mineral surfaced fiberglass cap sheet was used at the base flashings.

Last Test Cut Taken: 2010

Executive Summary:

The overall condition of this roof is fair. The test cut showed brittle interply asphalt with fair adhesion. The only deficiency noted that is in need of repair at this time is loose and exposed top of base flashing at the roof access hatch. However, a few stucco cracks above the counterflashing were also noted that should be monitored and repaired if necessary to eliminate unnecessary roof leaks and possible structural damage.

Deficiencies/Recommendations:

Membrane/Surfacing

No deficiencies noted in need of repair at this time.

Base/Wall Flashing

Deficiency: Top of base flashing is loose and exposed at roof access hatch.

Photo #: 2

Recommendation: Install extended 4" metal counterflashing over exposed base flashing and secure with appropriate screws through steel/neoprene washers spaced at 12" on center.

Perimeter Detail

Deficiency: Cracks at inside stucco wall.

Photo #: 3

Recommendation: Monitor for potential leaks and seal as necessary with 100% urethane sealant.

Drainage

No deficiencies noted in need of repair at this time.

Equipment/Skylights

No deficiencies noted in need of repair at this time.

Sheet Metal Flashings

No deficiencies noted in need of repair at this time.

Penetrations

No deficiencies noted in need of repair at this time.

Debris

No deficiencies noted in need of repair at this time.

All repairs should be accomplished over a clean and properly prepared surface. Use only asbestos free materials.

800 N. Alameda St.



Photo #1 – General overview of North roof area.



Photo #2 – Typical broken tile at base of North side of clock tower.



Photo #3 – General overview of East roof area.



Photo #4 – Typical broken tile at base of East side of clock tower.



Photo #5 – Deteriorated roofing at East clock tower well.



Photo #6 – Loose counterflashing at South clock tower well.



Photo #7 - General overview of South built-up roof leak area.



Photo #8 – General overview of Southeast APP modified roof area.



Photo #9 – General overview of East skylight.

810 N. Alameda St.



Photo #1 – General overview of roof.



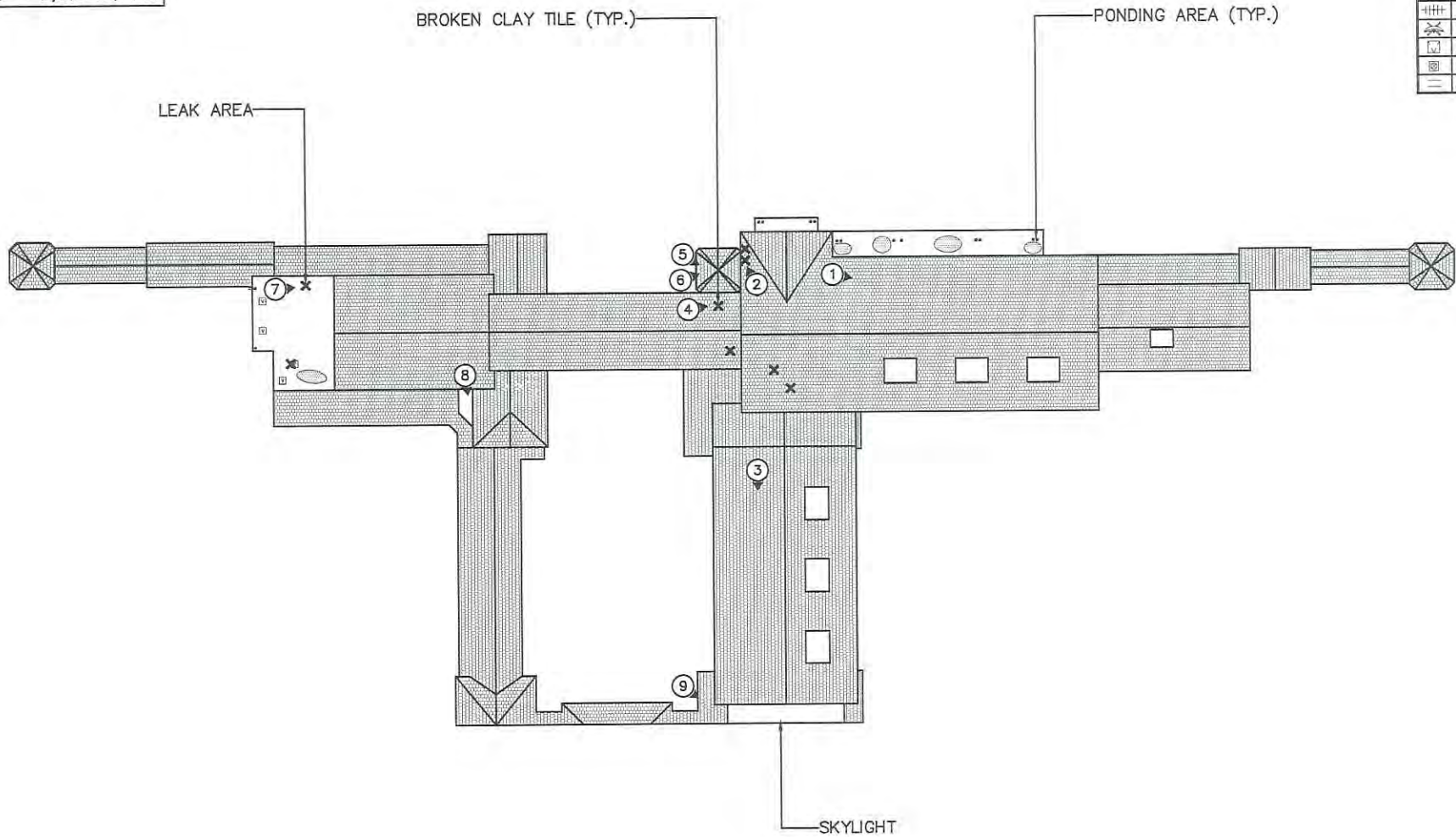
Photo #2 – Top of base flashing exposed.



Photo #3 – Typical crack in stucco at inside wall above counterflashing.

*AREA:
 TILE ROOF = 82,393 SQ. FT.
 BUILT-UP ROOF = 6,915 SQ. FT.

LEGEND	
[Symbol]	SKYLIGHT
[Symbol]	HVAC UNIT
[Symbol]	VENT
[Symbol]	SWAMP COOLER
[Symbol]	EXHAUST FAN
[Symbol]	ANTENNA
[Symbol]	SATELLITE DISH
[Symbol]	ROOF HATCH
[Symbol]	ROOF DRAIN
[Symbol]	SCUPPER



- NOTES:
1. TYPICAL DEFICIENCIES ARE REFERENCED ON ROOF PLAN. CONTRACTOR IS RESPONSIBLE FOR REPAIRING SIMILAR DEFICIENCIES NOT REFERENCED.
 2. ALL REPAIR MATERIALS SHALL BE ASBESTOS FREE.



800 N. ALAMEDA ST.
 2010 ROOF ACQUISITION SURVEY

WESTCOAST
 ROOF CONSULTING

3303 HARBOR BLVD.
 SUITE - D13
 COSTA MESA, CA 92626
 PH. 714-545-7663
 FX. 714-545-7664

**MARX/OKUBO &
 ASSOCIATES, INC.**
 PASADENA, CA

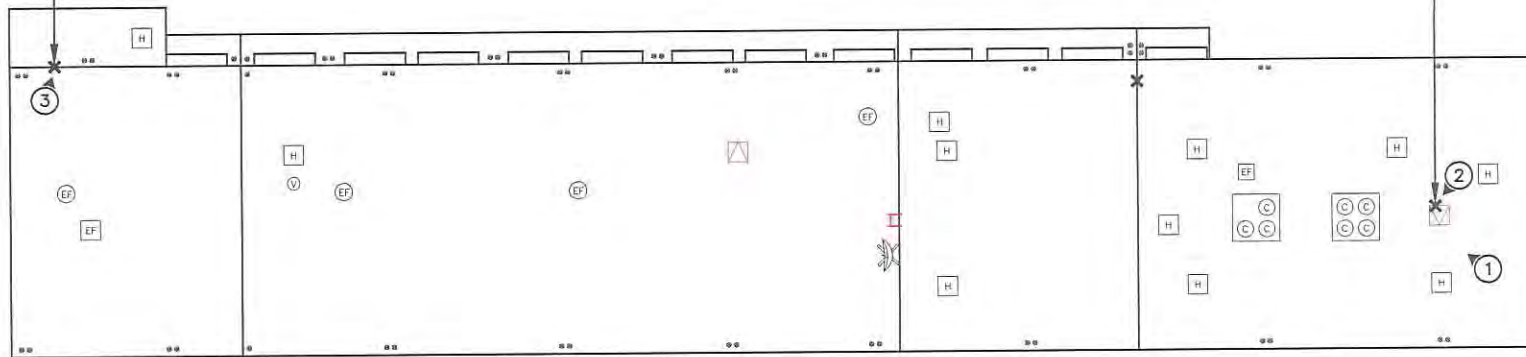
UNION STATION
 LOS ANGELES, CA

FILE NAME -	RS800
AREA -	SEE *AREA
DATE -	11/05/10
DRWN BY -	HM

LEGEND	
[S]	SKYLIGHT
[H]	HVAC UNIT
[V]	VENT
[SC]	SWAMP COOLER
[EF]	EXHAUST FAN
[+++]	ANTENNA
[SD]	SATELLITE DISH
[RH]	ROOF HATCH
[RD]	ROOF DRAIN
[=]	SCUPPER

CRACKS AT INSIDE
STUCCO WALL (TYP.)

TOP OF BASE FLASHING
OPEN AT ACCESS HATCH



NOTES:

1. TYPICAL DEFICIENCIES ARE REFERENCED ON ROOF PLAN. CONTRACTOR IS RESPONSIBLE FOR REPAIRING SIMILAR DEFICIENCIES NOT REFERENCED.
2. ALL REPAIR MATERIALS SHALL BE ASBESTOS FREE.
3. COAT ALL MASTIC REPAIRS WITH A UV RESISTANT COATING.



810 N. ALAMEDA ST.

2010 ROOF ACQUISITION SURVEY



3303 HARBOR BLVD.
SUITE - D13
COSTA MESA, CA 92626
PH. 714-545-7663
FX. 714-545-7664

MARX/OKUBO &
ASSOCIATES, INC.
PASADENA, CA

UNION STATION/AMTRAK
LOS ANGELES, CA

FILE NAME -	RS810
AREA -	30,988 SQ. FT.
DATE -	11/05/10
DRWN BY -	HM

EXHIBIT E

800 North Alameda Street DATA SHEETS

EQUIPMENT INFORMATION				
BUILDING	810	810	810	
ELEVATOR #	1	2	3	
MANUFACTURER	Montgomery	Montgomery	Montgomery	
INSTALLED BY	Montgomery	Montgomery	Montgomery	
DATE INSTALLED	06/1996	1990	1990	
DATE MODERNIZED	12/2004	NA	NA	
MODERNIZED BY	Amtech	NA	NA	
MACHINE TYPE	Hydraulic	Hydraulic	Hydraulic	
CONTROL	Alternating Current	Alternating Current	Alternating Current	
CAPACITY (Pounds)	3000	3000	7500	
SPEED (FPM)	125	125	125	
MAINT. CONTRACTOR	Amtech	Amtech	Amtech	
MAINTENANCE CONTRACT	Full	Full	Full	
FIREMAN'S SERVICE*	Phase I & II	Phase I & II	Phase I & II	
CERTIFICATE IN CAB	Yes	Yes	Yes	
STATE ID	104328	95042	95041	
LAST STATE INSPECTION	10/12/10	10/12/10	10/12/10	
TYPE	Service	Passenger	Service	
OPERATION	Selective Collective	Selective Collective	Selective Collective	
FLOORS SERVED	1, 2, 3	1, 2	1, 2	
OPENINGS: Front	3	2	2	
Rear	0	0	0	

* SYSTEMS NOT TESTED TO AVOID DISRUPTION TO BUILDING OPERATIONS.

MACHINE ROOM EQUIPMENT CONDITION

BUILDING	810	810	810	
ELEVATOR #	1	2	3	
POWER UNIT - HYDRO	20 Yrs.	3 Yrs.	3 Yrs.	
Upgrade/Mod Rating	0	1, 2, 4	1, 2, 4	
Manufacturer	Montgomery	Montgomery	Montgomery	
Type	Submersible	Submersible	Belt	
Model/Horsepower	25	40	60	
Location	Remote	Remote	Remote	
General Condition	Fair	Fair	Fair	
Noise	Good	Fair	Fair	
Vibration	Good	Fair	Fair	
Emer. Battery Lowering	No	No	No	
Relief Valve Sealed	Yes	Yes	Yes	
Starter Type	Solid State	Wye Delta	Wye Delta	
CONTROL PANELS	15 Yrs.	3 Yrs.	3 Yrs.	
Upgrade/Mod Rating	0	1, 3, 4	1, 3, 4	
Manufacturer	MCE	Montgomery	Montgomery	
Model	HMC1000	MIPROM	MIPROM	
General Condition	Good	Poor	Poor	
SELECTOR	15 Yrs.	3 Yrs.	3 Yrs.	
Upgrade/Mod Rating	0	1, 4	1, 4	
Manufacturer	MCE	Montgomery	Montgomery	
Model	Magnet	Switch	Switch	
General Condition	Good	Poor	Poor	
5-YR FULL LOAD TEST	10/2008	10/2008	10/2008	
General Condition	Good	Fair	Fair	
MACHINE ROOM				
Location	Remote Floor: 2	Remote Floor: 1	Remote Floor: 1	
Cleanliness	Fair	Fair	Fair	
Spare Parts	Yes	No	No	
Check Charts	Yes	Yes	Yes	
Service Records	No	No	No	
Fire Service Logs	Yes	Yes	Yes	
OTHER OBSERVATIONS				
Sprinklers	No	No	No	
Shunt Trip	No	No	No	

MACHINE ROOM EQUIPMENT CONDITION

BUILDING	810	810	810	
ELEVATOR #	1	2	3	
Machine Rm. Doors				
Self-Closing	Yes	Yes	Yes	
Self-Locking	Yes	Yes	Yes	
Legal Stair Access	NA	NA	NA	
Smoke Detectors	Yes	No	No	
Heat Detectors	No	No	No	
Fire Extinguisher	Yes	Yes	Yes	
Disconnect Switch Fused Lockable	Yes	Yes	Yes	
M. Room Cooling	No	No	No	
M. Room Vents	No	Yes	Yes	
Proper Lighting	Yes	Yes	Yes	
Foreign Equipment	No	No	No	
Hoistway Vents in Floor	No	No	No	

HOISTWAY EQUIPMENT CONDITION

BUILDING	810	810	810	
ELEVATOR	1	2	3	
DOOR OPERATOR	10 Yrs.	3 Yrs.	3 Yrs.	
Upgrade/Mod Rating	0	1, 2	1, 2	
Manufacturer	MAC	MAC	MAC	
Model	Belt	Belt	Belt	
General Condition	Good	Fair	Fair	
CAR TOP EQUIPMENT	10 Yrs.	10 Yrs.	10 Yrs.	
General Condition	Good	Fair	Fair	
Insp. Station	Good	Fair	Fair	
Light/outlet	Good	Fair	Fair	
Fan	Fair	Fair	Fair	
Guide Shoes – Car	Good	Fair	Fair	
Guide Shoes – Cwt	Good	Fair	Fair	
HOISTWAY DOORS	10 Yrs.	10 Yrs.	10 Yrs.	
Interlocks	Fair	Fair	Fair	
Relating Cable	Fair	Fair	Fair	
Spirator/Wt Closer	Fair	Fair	Fair	
Sight Guards	Fair	Fair	Fair	
Astragals	Fair	Fair	Fair	
Gibs	Fair	Fair	Fair	
HOISTWAY EQUIPMENT	10 Yrs.	10 Yrs.	10 Yrs.	
General Condition	Good	Good	Good	
Guide Rails	Good	Good	Good	
Brackets	Good	Good	Good	
Counterweights	NA	NA	NA	
Car Frame	Good	Good	Good	
Platform	Good	Good	Good	
WIRING	10 Yrs.	5 Yrs.	5 Yrs.	
Traveling Cables	Good	Fair	Fair	
Hoistway Wiring	Good	Fair	Fair	
OTHER OBSERVATIONS				
Hoistway Vents	No	No	Yes	
Sprinkler at Top	No	No	No	
Smoke Detectors at Top	No	No	No	
Heat Detectors	No	No	No	
Foreign Wire/pipes	No	No	No	

HOISTWAY EQUIPMENT CONDITION

BUILDING	810	810	810	
ELEVATOR	1	2	3	
Ledges (Over 2")	No	No	No	
Holes in Hoistway	No	No	No	
PIT EQUIPMENT	10 Yrs.	5 Yrs.	5 Yrs.	
Compensation Type	NA	NA	NA	
General Condition	Good	Good	Fair	
Buffers	Good	Good	Fair	
Sprinkler in Pit	No	Yes	Yes	
Compensation Sheave	NA	NA	NA	
Tail Sheave	NA	Good	Good	
Stop Switch	Good	Good	Good	
Piston	Good	Fair	Fair	
Leakage	Good	Fair	Fair	
PVC Lined Cylinder	Yes	No	No	
Pit Access				
Pit Ladder	Yes	Yes	Yes	
Walk In	No	No	No	
Service Platform	No	No	No	
Seismic Safety Valve	Yes	None	None	
Condition	Good	NA	NA	
Manufacturer	Maxton	NA	NA	
Model	M4	NA	NA	
CAR SIGNALS	3 Yrs.	3 Yrs.	3 Yrs.	
Upgrade/Mod Rating	1	1, 4	1, 4	
Car Operating Panel	Fair	Poor	Poor	
Panel Quantity	Main Only	Main Only	Main Only	
Panel Type	Applied	Applied	Applied	
Position Indicator	Fair	Fair	Fair	
Direction Indicator	Fair	Poor	Poor	
Digital Displays - LCDs	Yes	No	No	
Emergency Light*	Yes	No	No	
Card Readers	Yes	No	No	
Type	Swipe	NA	NA	
CCTV	Yes	Yes	Yes	
Car Lantern	Good	None	None	

HOISTWAY EQUIPMENT CONDITION

BUILDING	810	810	810	
ELEVATOR	1	2	3	
HALL SIGNALS	3 Yrs.	3 Yrs.	3 Yrs.	
Upgrade/Mod Rating	1	1, 3, 4	1, 3, 4	
Pushbuttons	Fair	Fair	Fair	
Position Indicator	Fair	None	None	
Hall Lantern	Fair	None	None	
Inconspicuous Riser	No	No	No	
LOBBY CONDITIONS				
Smoke Detectors				
Upper Lobbies	No	Yes	Yes	
Main Lobby	No	Yes	Yes	
Lobby Smoke Control	No	No	No	
Life Safety Panel	No	No	No	
Guard Panel	No	No	No	

COMMENTS:

CAR PERFORMANCE				
BUILDING	810	810	810	
ELEVATOR #	1	2	3	
RATED SPEED (FPM)	125	125	125	
START	Good	Fair	Fair	
ACCELERATION	Good	Fair	Fair	
DECELERATION	Fair	Fair	Fair	
STOP	Fair	Good	Fair	
STOPPING ACCURACY	±1/4	±1/4	±1/4	
TYPICAL FLOOR HEIGHT	16 ft. 6 in.	16 ft. 6 in.	16 ft. 6 in.	
START-TO-STOP	12.1	11.5	12.8	
Achievable Standard	9.1	9.1	9.1	
RIDING QUALITY	Good	Fair	Fair	
NOISE LEVEL	Fair	Good	Fair	
ALARM BELL	Acceptable	Acceptable	Acceptable	
DOOR OPERATION & PERFORMANCE				
ENTRANCE WIDTH	3 ft. 6 in.	3 ft. 0 in.	4 ft. 0 in.	
ENTRANCE HEIGHT	7 ft. 0 in.	7 ft. 0 in.	7 ft. 0 in.	
ENTRANCE TYPE	Center Open Single Speed	Center Open Single Speed	Center Open Single Speed	
DOOR PROTECTION	Infrared	Infrared	Infrared	
GENERAL OPERATION				
Open	Fair	Fair	Good	
Close	Fair	Fair	Good	
NOISE LEVEL	Fair	Poor	Fair	
STALL PRESSURE	< 30	< 30	< 30	
AUDIBLE SIGNAL	Yes	Yes	Yes	
NUDGING TIME (Sec)	22	60+	29	
Achievable Standard	20 - 40 Sec.	20 - 40 Sec.	20 - 40 Sec.	
DOOR TIME: OPEN (Sec)	5.0	2.8	3.4	
Achievable Standard	3.2	1.9	2.3	
DOOR TIME: CLOSE (Sec)	4.4	3.0	3.9	
Achievable Standard	3.9	2.2	2.7	
DR. DWELL: CAR CALL(Sec)	3.6	4.5	4.5	
Achievable Standard	5 - 6 Sec.	5 - 6 Sec.	5 - 6 Sec.	
DR. DWELL: HALL CALL(Sec)	3.6	4.5	5.1	
Achievable Standard	5 - 8 Sec.	5 - 8 Sec.	5 - 8 Sec.	

CALIFORNIA DISABLED ACCESS

Americans with Disabilities Act, (ADA) Effective January 26, 1992
California Building Code Title 24, (CBC), 1985 - Present

ELEVATOR NUMBER		1	2	3	
HAND RAILS	32" Above Floor 1½" From Wall Minimum 1 Side of Car Grip = 1½" Round	Complies Complies Complies Required	Complies Complies Complies Required	Complies Complies Complies Required	
CONTROL OPERATING PANEL	Mech. Pushbutton (Title 24) Illuminated Pushbutton Raised 1/8" (Title 24) 3/4" Minimum Diameter Braille to Left of Button Braille White on Black (Title 24) Star for Egress Landing Illuminated Alarm Button 35" to Emergency Stop/Alarm 54" Maximum Top Button	Complies Complies Complies Complies Complies Complies Complies Complies Complies Complies	Complies Complies Required Complies Complies Required Required Required Complies Complies	Complies Complies Required Complies Complies Required Required Required Complies Complies	
COMMUNICATION	Hands-Free Voice-Free Visual Signals Max. 48" Above Finish Floor Minimum 18" above Floor Braille Identification	Complies Complies Complies Complies Complies Complies	Required Complies Complies Complies Complies Required	Required Complies Complies Complies Complies Required	
CAR POSITION INDICATOR	Minimum 1/2" Numbers Floor Passing Gong	Complies Required	Complies Required	Complies Required	
IN CAR LANTERN OR	2½" Dimension Single Stroke Up Double Stroke Down	Complies Complies Complies	Complies Complies Required	Complies Complies Required	
IN HALL LANTERN	72" Above Floor Visible from Hall Pushbutton	Complies Complies	Complies Complies	Complies Complies	
BRAILLE MARKINGS	Minimum 2" High Both Jambs 60" Above Floor Braille Pins to bottom of symbol	Complies Complies Complies Required	Complies Complies Complies Required	Complies Complies Complies Required	
HALL BUTTONS	Mech. Pushbutton (Title 24) Illuminated Pushbutton Raised 1/8" (Title 24) 3/4" Minimum Diameter 42" Above Floor	Complies Complies Complies Complies Complies	Complies Complies Required Complies Complies	Complies Complies Required Complies Complies	
DOOR REOPENING DEVICE	Automatic Operation Non-Contact Device 5" & 29" 20 Sec. Open if Obstructed	Complies Complies Complies	Complies Complies Complies	Complies Complies Complies	
DOOR DWELL	Car Call: Min. 5 Sec. Hall Call: Min. 5 Sec. Required: T = D □ 1.5	Required Required Complies	Required Required Complies	Required Complies Complies	
CAR LEVELING	Auto Self Leveling □ ½" Sill Gap Max. 1-1/4"	Complies Complies	Complies Complies	Complies Complies	
FLOOR PLAN OF ELEVATOR	Center Open: 80" W x 51"D Side Open Single: 68" W x 51"D Non-Slip Floor Surface	Required NA Complies	Required NA Complies	Complies NA Complies	

EXHIBIT F

PROJECT SANTA FE
LOS ANGELES UNION STATION
Los Angeles, California



Photograph #1

View of the entry courtyard.



Photograph #2

Numerical signage along Alameda Street.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #3

Monument signage
along the Alameda
Street.



Photograph #4

Overall view of the
north courtyard.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #5

View of the water feature at the north courtyard.



Photograph #6

Overall view of the south courtyard.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #7

Typical tiled site bench.



Photograph #8

Typical decorative site iron gates.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #9

Typical brick pavers
and vine pockets.



Photograph #10

Typical parking lot
controlled access
point and booth.

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LOS ANGELES UNION STATION
Los Angeles, California**



Photograph #11

Overall view of Lot G; Note the deteriorated condition of the paving.



Photograph #12

View of the Sun Dial Plaza. Note the damaged pavers.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #13

Trash enclosures near the Amtrak bus lot.



Photograph #14

Vehicular access to the garage.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #15

Damaged pavers
and trip hazard at
the side entries.



Photograph #16

Overall view of the
garage.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #17

View of the
damaged concrete
paving.



Photograph #18

View of the
damaged asphalt
paving.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #19

View of damaged
brick pavers.



Photograph #20

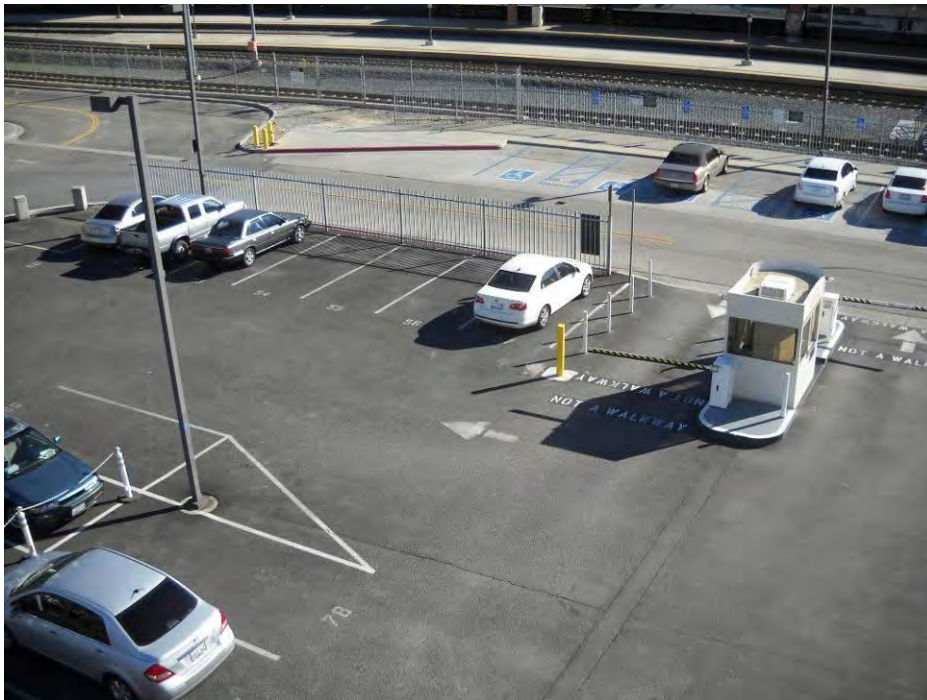
Damaged pavers,
trip hazard at the
courtyard entries.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #21

Missing or damaged site lighting should be replaced.



Photograph #22

Access to the parking areas is controlled by security kiosks.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #23

A portion of the parking lot is closed for construction.



Photograph #24

Cracked and damaged retaining wall is on the south side of the terminal.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #25

Damaged marble inlays at the front entrance.



Photograph #26

Damage to concrete framing at parking garage under Waiting Hall.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #27

Cracking at underside of concrete slab as seen from parking garage.



Photograph #28

Cracking at underside of concrete slab as seen from parking garage.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #29

Damage to wood framing at underside of restaurant.



Photograph #30

Damage to concrete wall in restaurant space; reportedly damage from 1994 Northridge Earthquake.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #31

Steel framing as seen in tower adjacent to Waiting Hall.



Photograph #32

Roof framing in Amtrak building.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #33

Ground floor framing at Amtrak building (future Starbucks Coffee space).



Photograph #34

Ground floor framing at Amtrak building.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #35

Second floor
framing at Amtrak
building.



Photograph #36

Second floor
framing at Amtrak
building.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #37

Seismic separation
between structures
at Amtrak building.



Photograph #38

Cracking in the
slab-on-grade at the
tunnel.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #39

Evidence of water intrusion at tunnel structure beneath railroad tracks.



Photograph #40

Evidence of repairs to water intrusion at the tunnel beneath the railroad tracks.

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LOS ANGELES UNION STATION
Los Angeles, California



Photograph #41

Overview of the front elevation.



Photograph #42

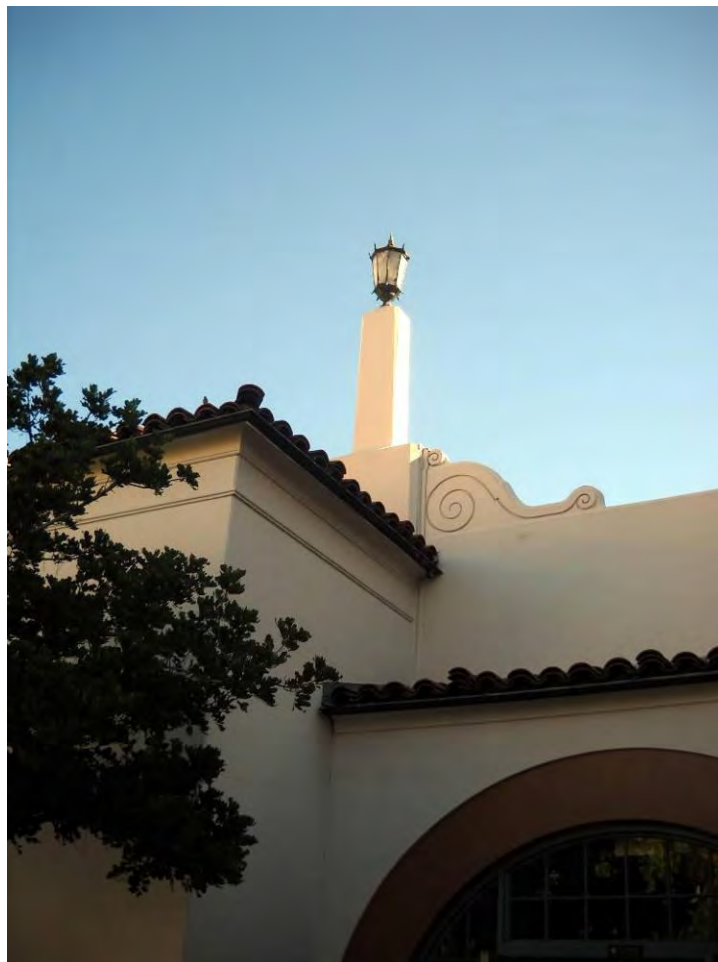
View of the clock tower and the main concourse.

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Photograph #43

View of the Catellus
offices on the north.



Photograph #44

Typical mission
revival details.

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Photograph #45

Large arched windows with decorative forged iron grill and mullions.



Photograph #46

View of the concourse area elevation.

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Photograph #47

Typical portico and breezeway extension to the south.



Photograph #48

Exterior cantilevered concrete canopy and wall detailing at the main entry.

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Photograph #49

Rust and stained wall at the Amtrak steel windows.



Photograph #50

Excessive rust at the older steel windows.

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Photograph #51

Damaged wall cap
tile noted
throughout.



Photograph #52

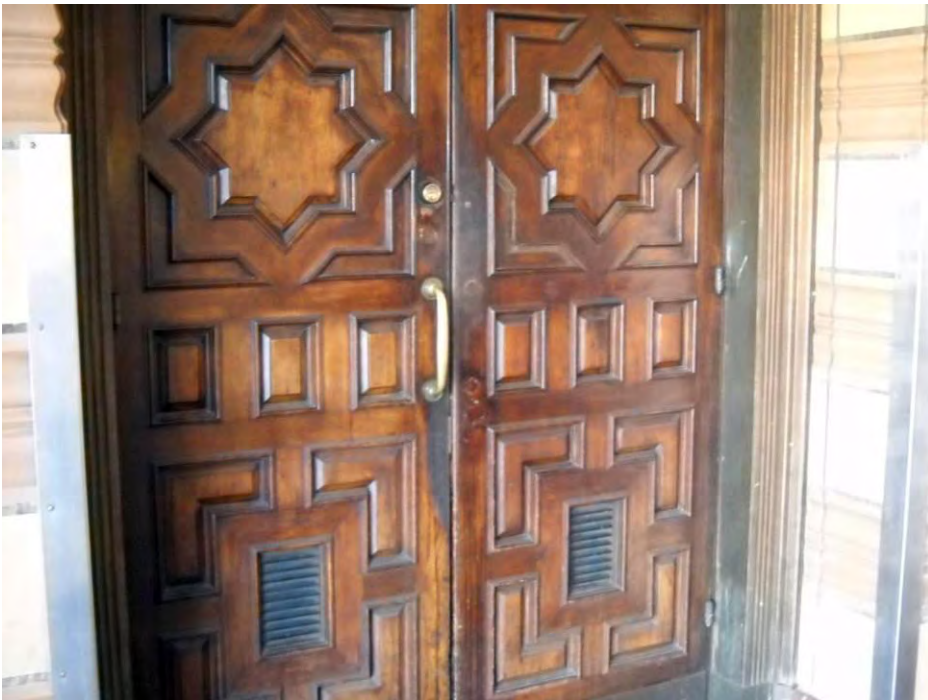
Cracked and
damaged terra cotta
tiles at the front.

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Photograph #53

Exterior metal clad
entrance doors.



Photograph #54

Decorative wood-
framed doors.

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Photograph #55

View of the break room in the loading dock area.



Photograph #56

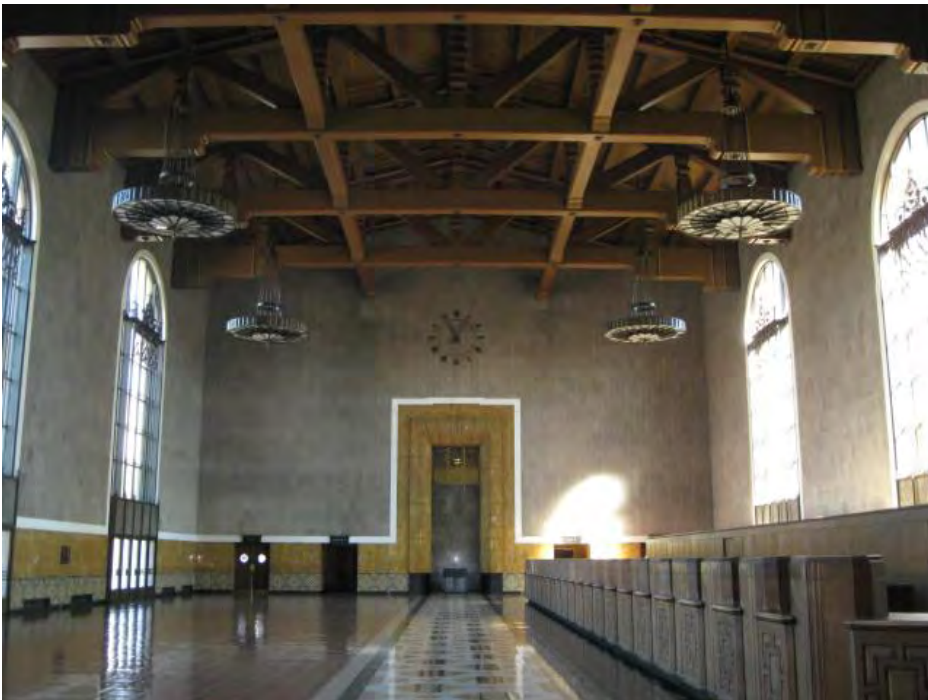
View of the typical casework provided in the main entry.

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Photograph #57

Overall view of the main concourse area.



Photograph #58

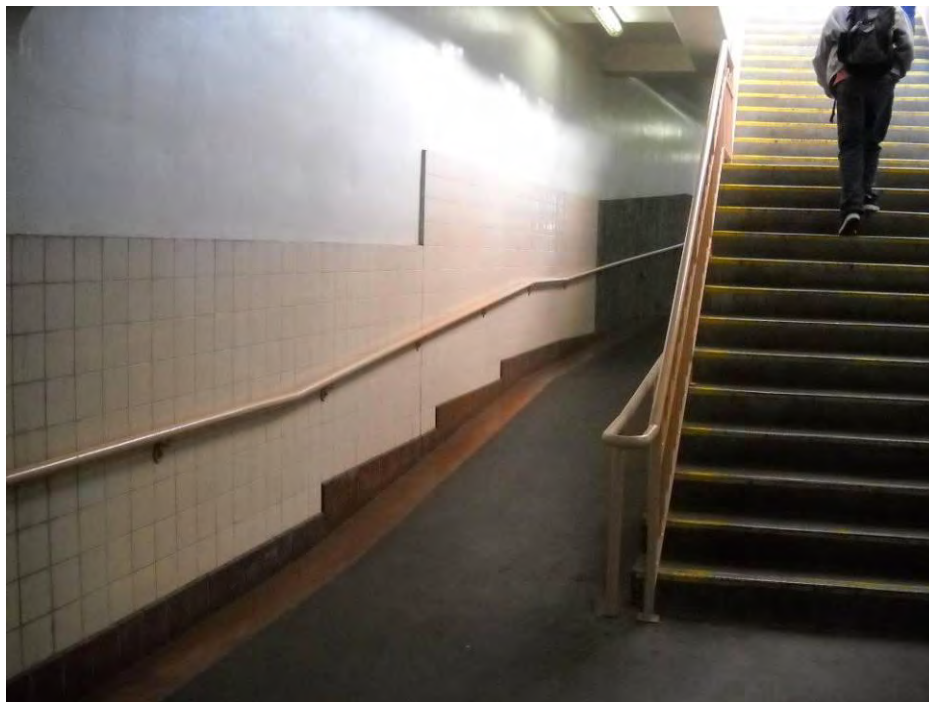
Overall view of the non-operable concourse area.

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Photograph #59

Overall view of the main tunnel.



Photograph #60

Stairs and ramps leading to the track platforms.

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Photograph #61

Concrete cracking
at the tunnel
ceiling.



Photograph #62

Repair work of the
expansion joints in
the tunnel is in
progress.

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Photograph #63

Concrete cracking and signs of water intrusion into the tunnel.



Photograph #64

Typical directional signage.

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Photograph #65

Overall view of the vacant restaurant.



Photograph #66

Water stains and rust at the areas below the Fred Harvey Restaurant.

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Photograph #67

Water stains and rust at the areas below the Fred Harvey Restaurant.



Photograph #68

View of the bar area seating at the Fred Harvey Restaurant.

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Photograph #69

Toilettrooms in the
Fred Harvey
Restaurant.



Photograph #70

View of the Amtrak
baggage area.

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Photograph #71

View of a typical room signage throughout the concourse area.



Photograph #72

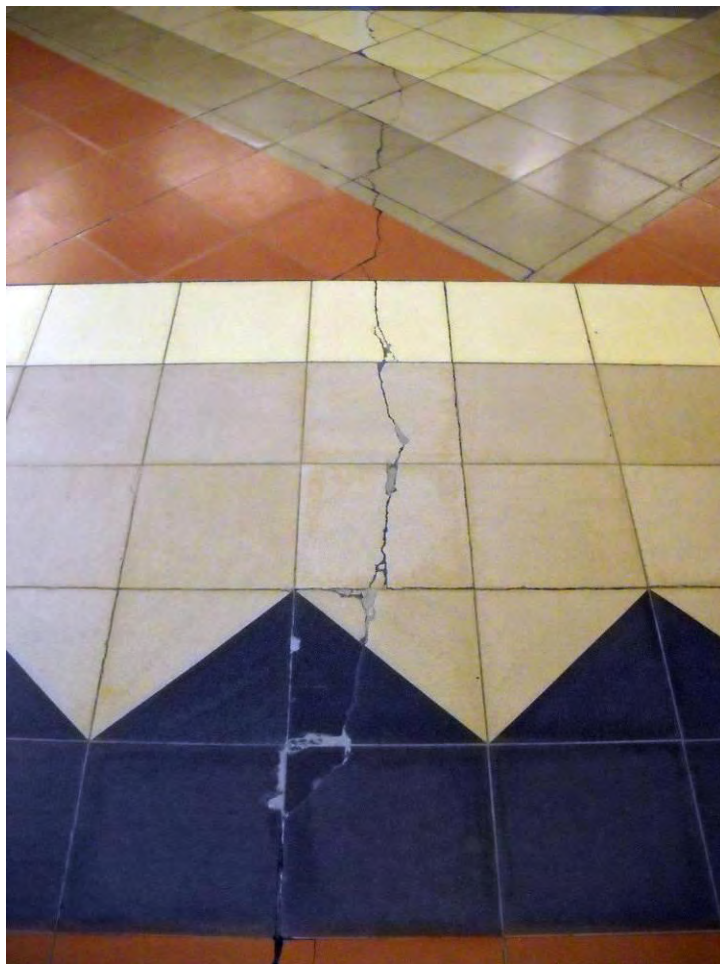
View of the natural stone flooring provided throughout the main concourse area.

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Photograph #73

Close-up view of the built-in seats in the main concourse area.



Photograph #74

Cracked and damaged concrete pavers at the ticketing area.

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Photograph #75

Signs of water intrusion into the interior of the ticketing area.



Photograph #76

Tile wainscoting repair and replacement.

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Photograph #77

Damage and signs of water intrusion into the tunnel.



Photograph #78

Damaged concrete pavers have been removed and are temporarily covered by plywood. Note the color variation of the tiles.

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Photograph #79

Water intrusion and temporary repair at the baggage claim area.



Photograph #80

Office corridors at the Amtrak office.

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Photograph #81

Stained, cracked, and peeling paint at the subterranean garage area.



Photograph #82

Typical decorative iron gates provided in the concourse area.

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← Photograph #83

Typical view of an interior door and wall finishes in the main concourse area.

Photograph #84

→

Typical lighting and wall finishes in the entry area.



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Photograph #85

Typical finishes at the ticketing area.



Photograph #86

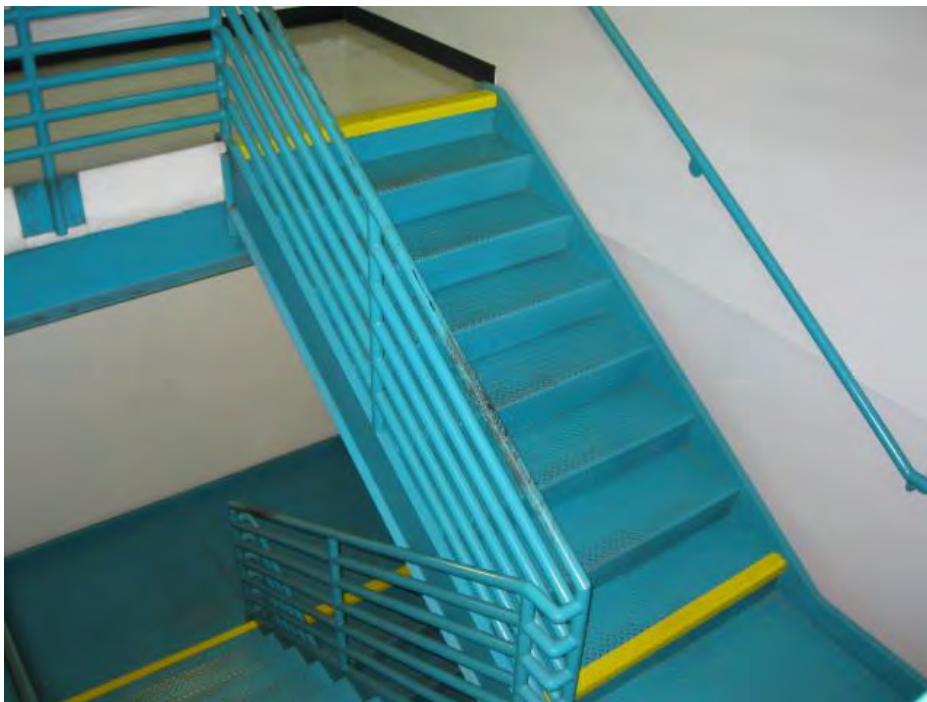
Typical restroom entry alcove at the union station.

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Photograph #87

Typical restroom finishes at the Union Station.



Photograph #88

Typical stairs at the Amtrak building.

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Photograph #89

Typical restroom entry doors at the Amtrak building.



Photograph #90

Typical restroom finishes at the Amtrak building.

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Photograph #91

Wood interior doors will require re-finishing and repair work.



Photograph #92

View of the ornate cathedral ceiling at the main concourse.

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Photograph #93

Damaged decorative tiles will require restoration.



Photograph #94

Skylights between ticketing and waiting area.

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Photograph #95

Compressor/
condensing units
and package unit on
the roof of the
Amtrak building.



Photograph #96

Compressor/
condensing units at
northwest corner of
Amtrak building at
second level.

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Photograph #97

Compressor/
condensing units in
basement parking
level.



Photograph #98

Supply fan for main
restaurant area.

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Photograph #99

Direct expansion
compressor for
main restaurant
area.



Photograph #100

Evaporative
condenser for
compressor for
main restaurant
area.

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Photograph #101

Domestic water and irrigation services.



Photograph #102

Water heater in basement.

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Photograph #103

Water heater and
ductwork for Traxx
restaurant.



Photograph #104

Tenant natural gas
service.

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Photograph #105

High voltage electric
service and
distribution board.



Photograph #106

Unit substation and
480-volt
distribution board.

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Photograph #107

120 -volt
distribution board.



Photograph #108

Main telephone
backboard.

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Photograph #109

Water stains at the electrical boxes in the garage area.



Photograph #110

Sprinkler riser in garage.

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Photograph #111

Sprinkler system
shut off valve.



Photograph #112

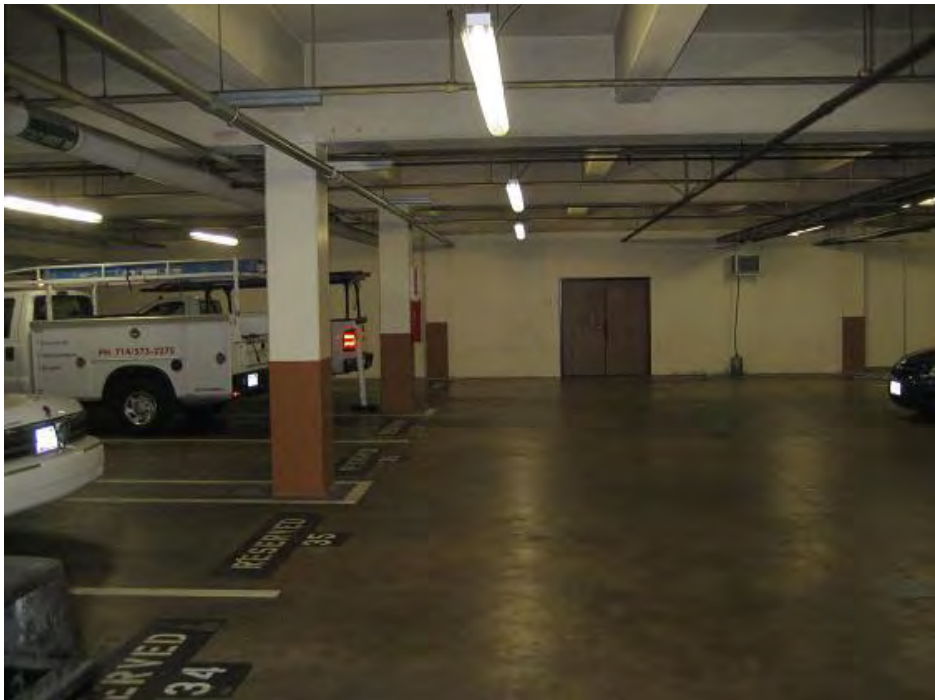
Fire alarm panel for
the garage sprinkler
system.

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Photograph #113

Sprinkler system
alarm bell.



Photograph #114

Sprinkler protected
garage (wet pipe).

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Photograph #115

Typical duct
detector at AHU.



Photograph #116

Typical illuminated
exit sign at
concourse.

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Photograph #117

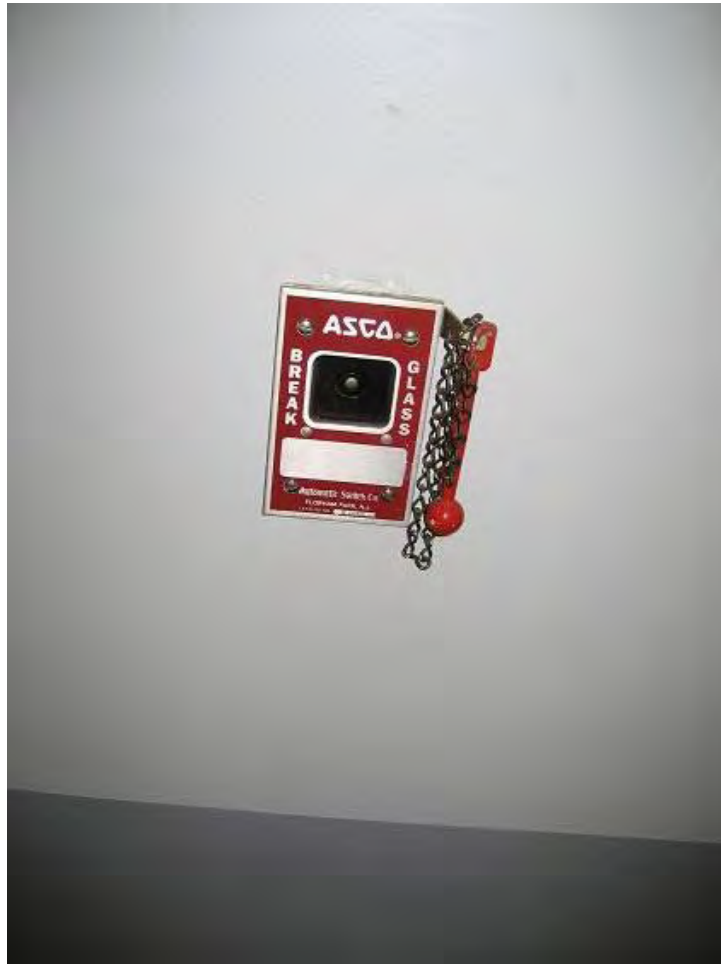
Won-door at the first floor elevator lobby.



Photograph #118

Typical alarm bell in the Amtrak building.

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Photograph #119

Pull station in the Amtrak Building.



Photograph #120

Typical smoke detector in the Amtrak building.

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Photograph #121

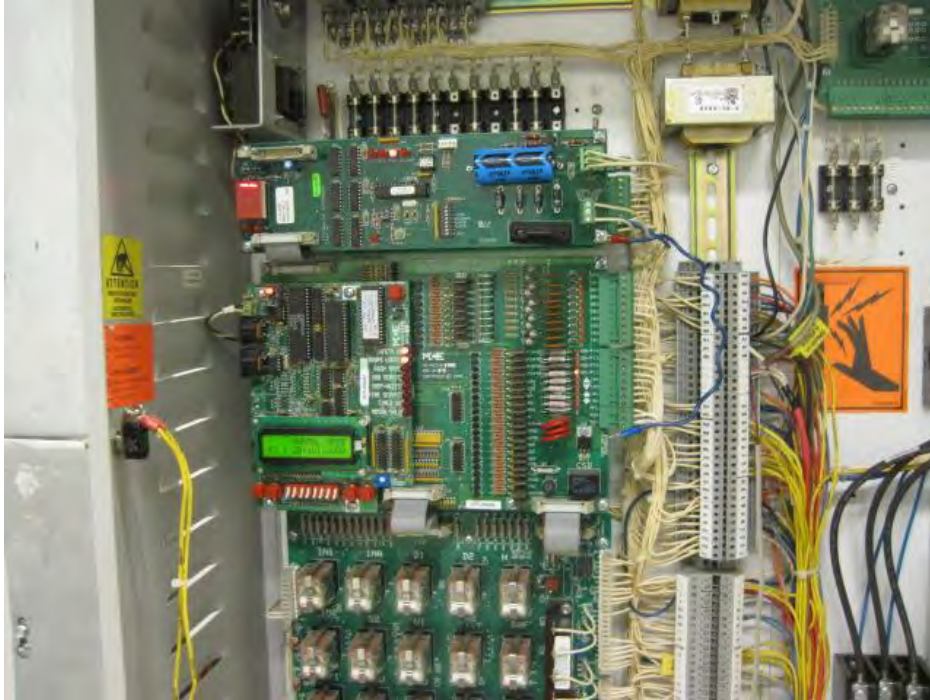
Sprinkler under the ductwork in the garage.



Photograph #122

Replacement sprinklers are provided in the cabinet at the garage.

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Photograph #123

New MCE
microprocessor
controller 2004 at
Elevator 1 .



Photograph #124

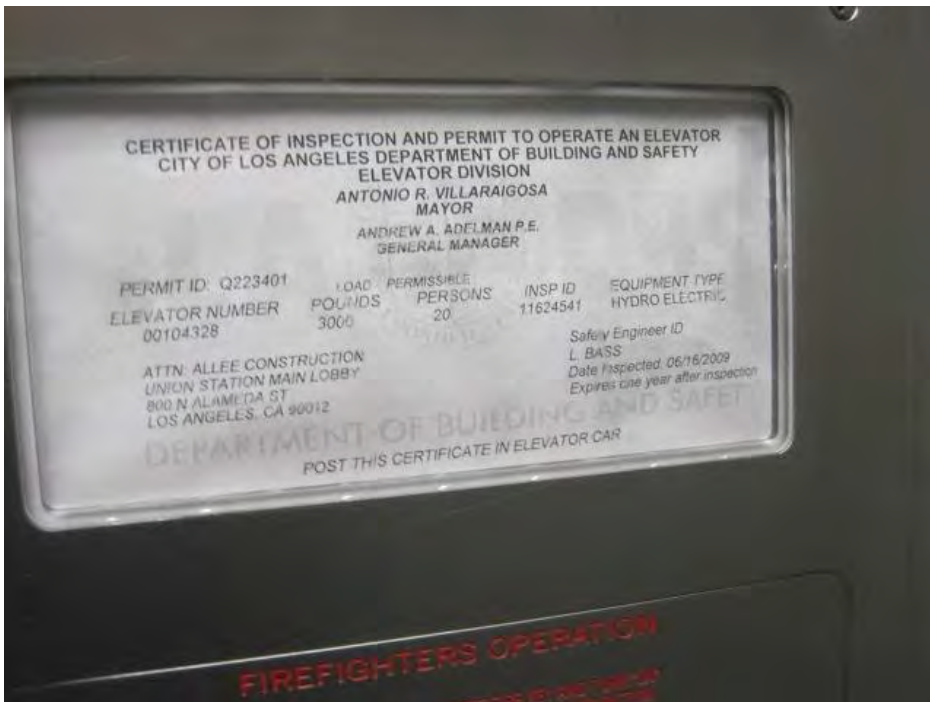
New solid state
motor control
starter 2004 for
Elevator 1 .

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Photograph #125

Hydraulic cylinder with seismic valve at Elevator 1.



Photograph #126

Permit ID No.
104328 at
Elevator 1.

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Photograph #127

Manufacturer's data tag at Elevator 1. 1996-3,000 pounds.



Photograph #128

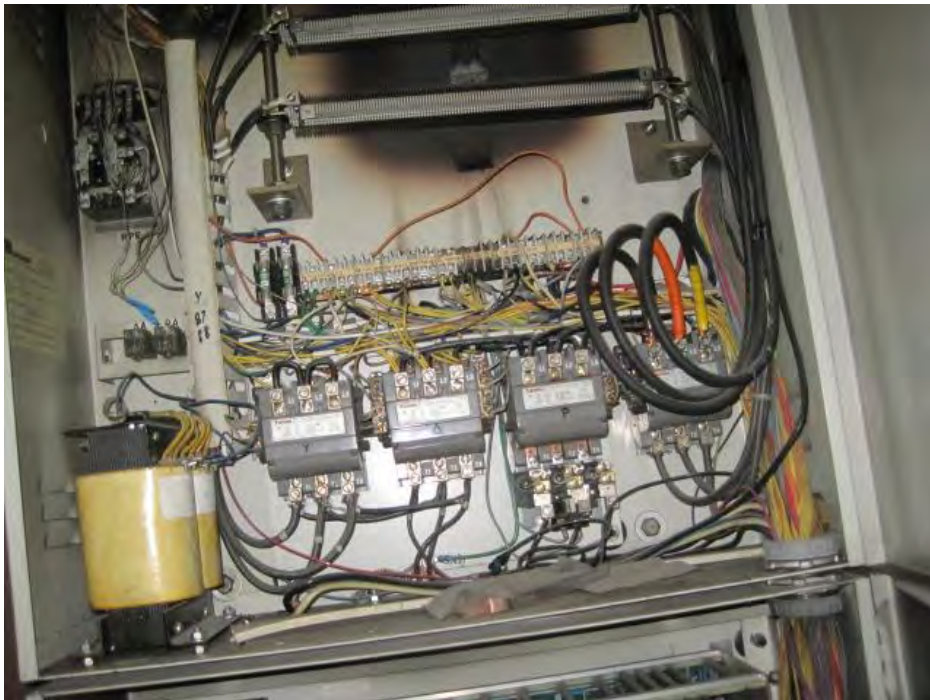
Non-compliant ADA handrail at Elevator 1.

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Photograph #129

Miprom/half relay
controller at
Elevator 2, dated
1990.



Photograph #130

Relay motor starter
at Elevator 2. Note,
burn mark.

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Photograph #131

Hydraulic cylinder and seismic valve at Elevator 2.



Photograph #132

Incorrect Permit No. 95040 and capacity at Elevator 2. Note that this number should be the same as the tag below. No. 95042 with capacity of 3,000 pounds.

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Photograph #133

Manufacturers data tag and California ID tag at Elevator 2.



Photograph #134

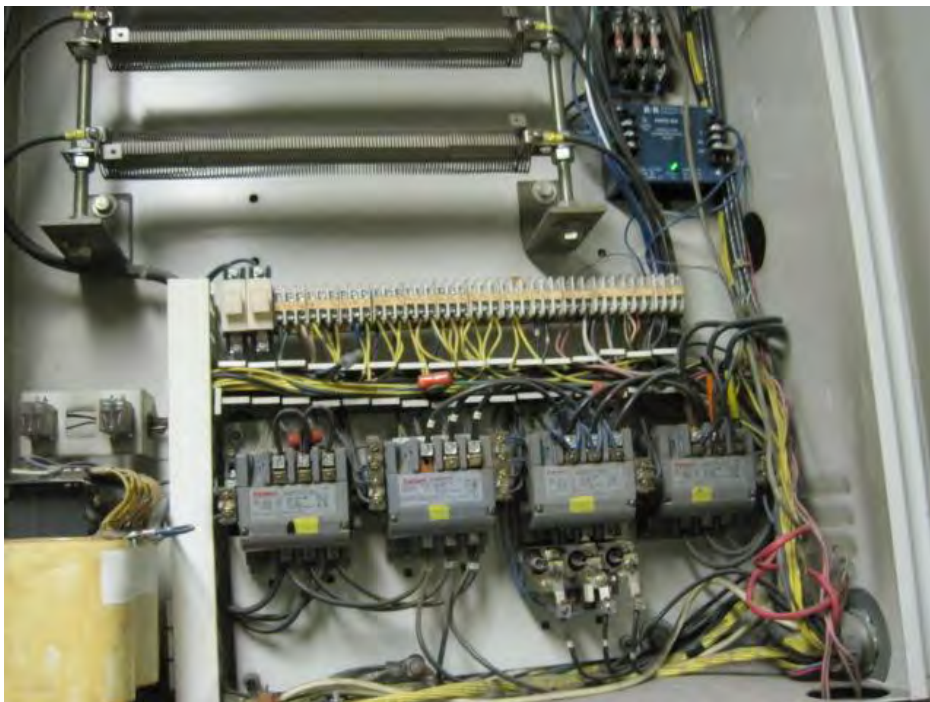
Non-compliant ADA handrail and buttons.

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Photograph #135

Miprom half relay controller at Elevator 3, dated 1990.



Photograph #136

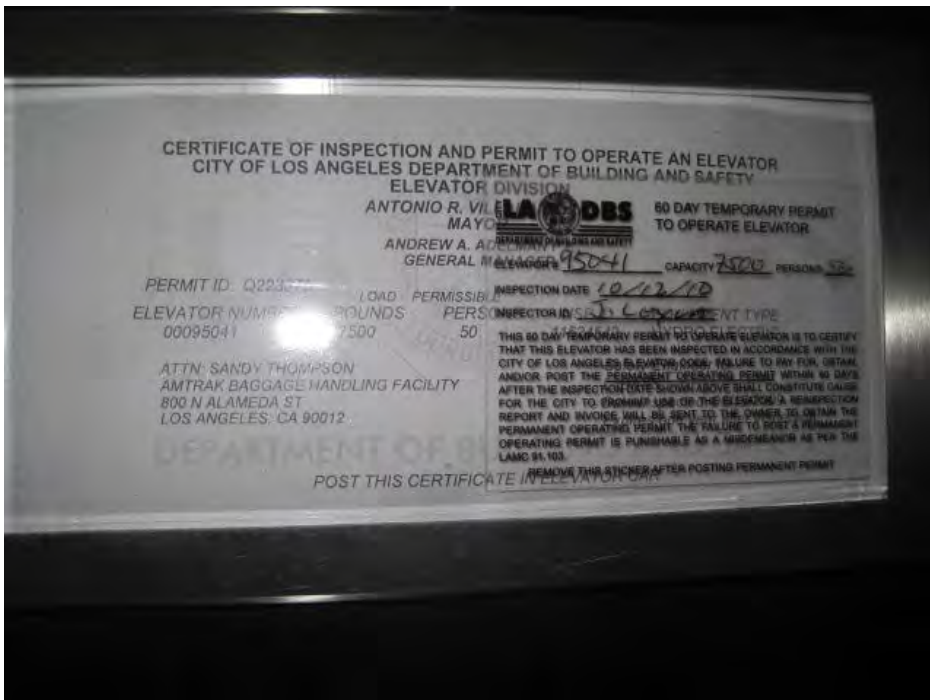
Relay motor starter at Elevator 3.

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Photograph #137

Hydraulic cylinder
and seismic valve at
Elevator 3.



Photograph #138

Permit, California ID
No. 95041 for
Elevator 3.

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Photograph #139

Manufacturer's data tag and California ID for Elevator 3.



Photograph #140

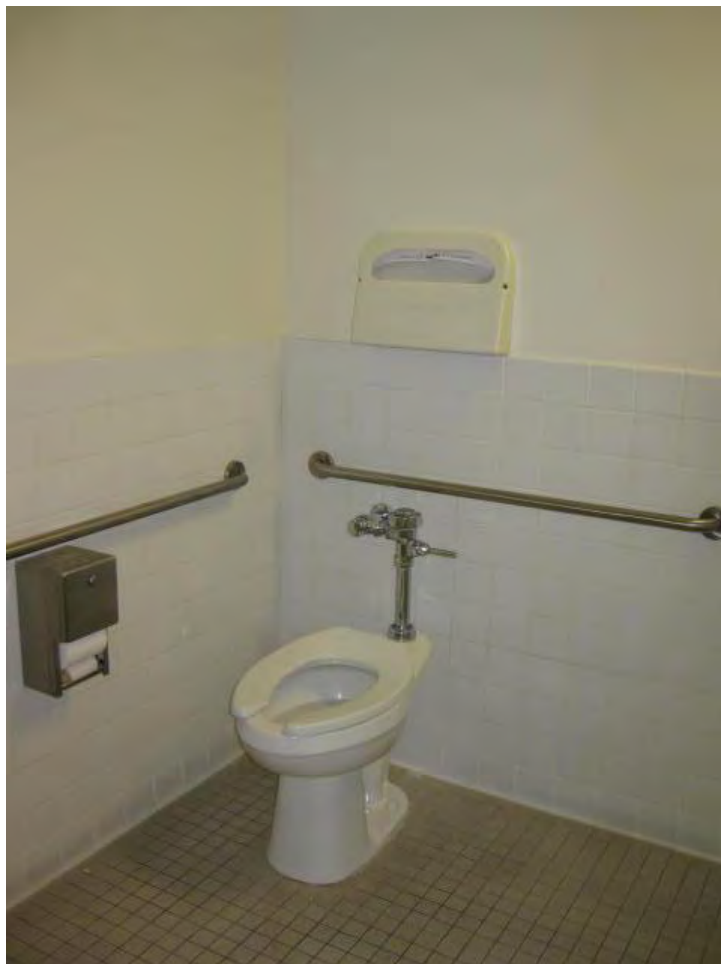
Typical view of accessible parking.

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Photograph #141

Accessible ramp provided at the Amtrak building.



Photograph #142

Typical accessible toilet stall at the Amtrak building.

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Photograph #143

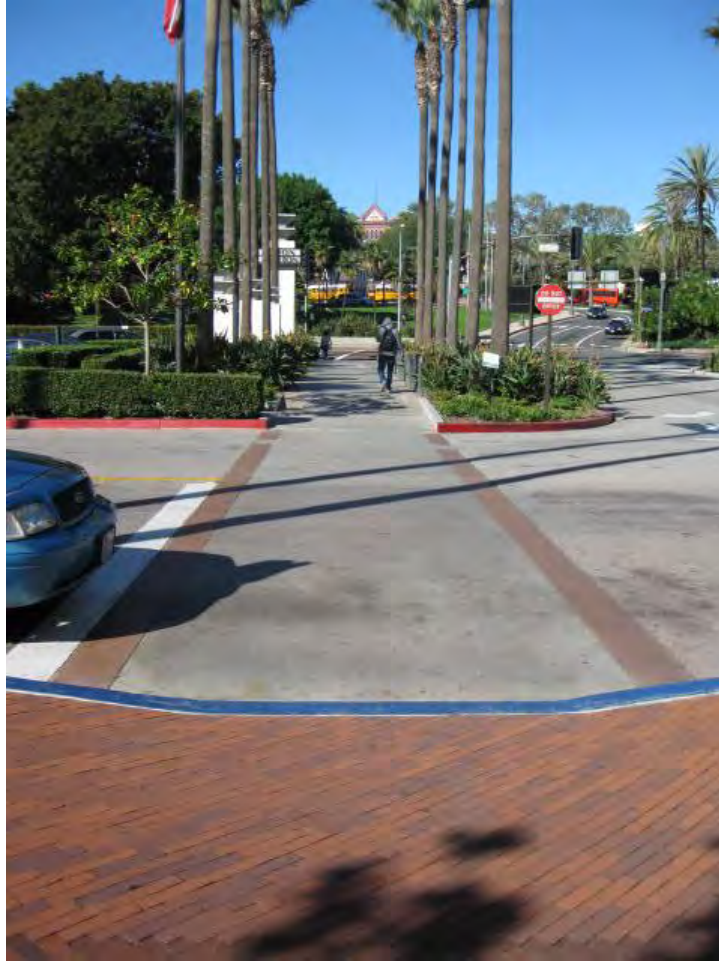
Typical wall-mounted ADA signage.



Photograph #144

Typical accessible toilet stall provided at the union station.

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Photograph #145

Pedestrian access
provided off
Alameda Street.



Photograph #146

Typical accessible
ramps provided at
Union Station.

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Photograph #147

Accessible shower stall provided at the Amtrak building for employees.



Photograph #148

Inoperational door opener should be repaired.