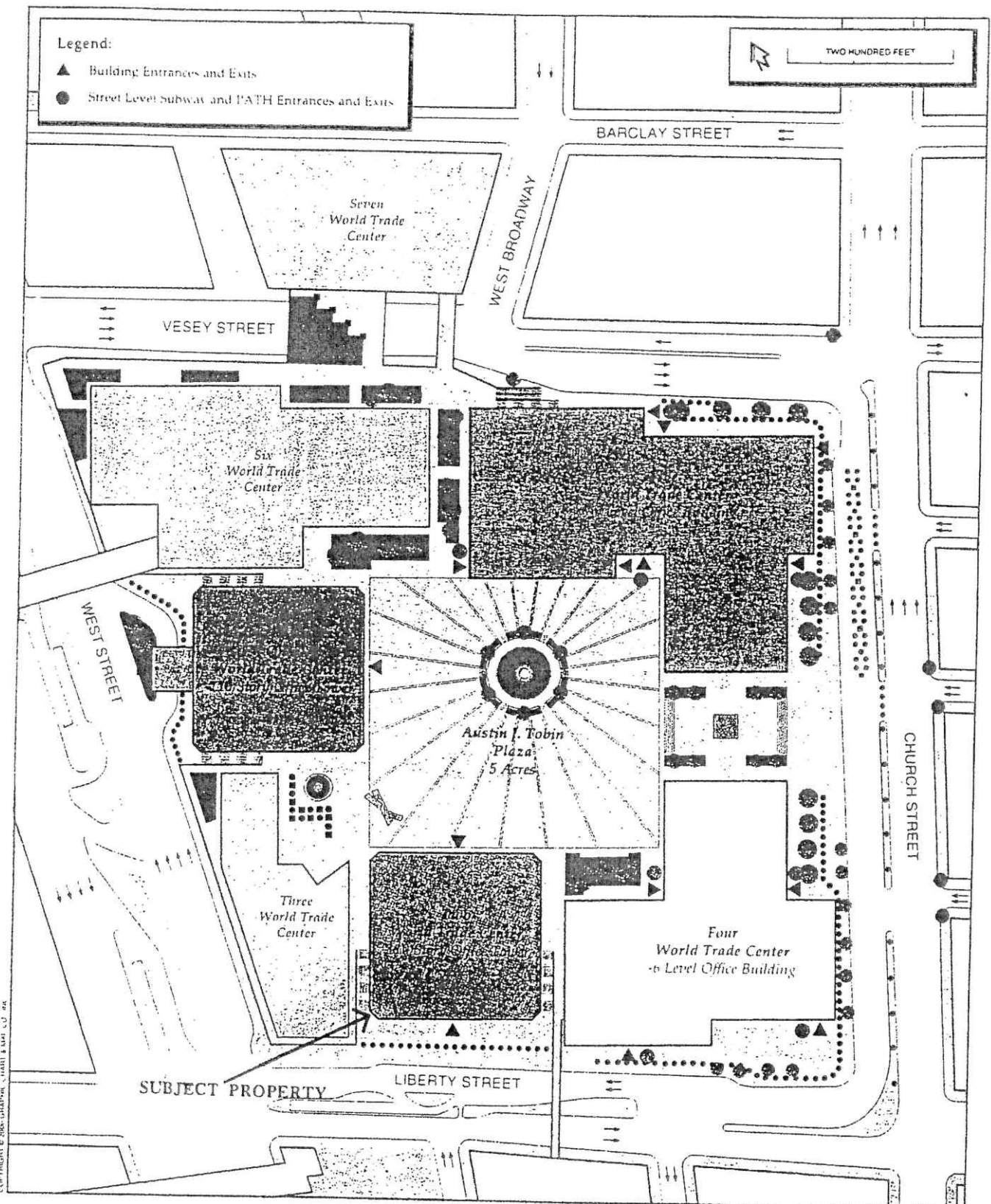


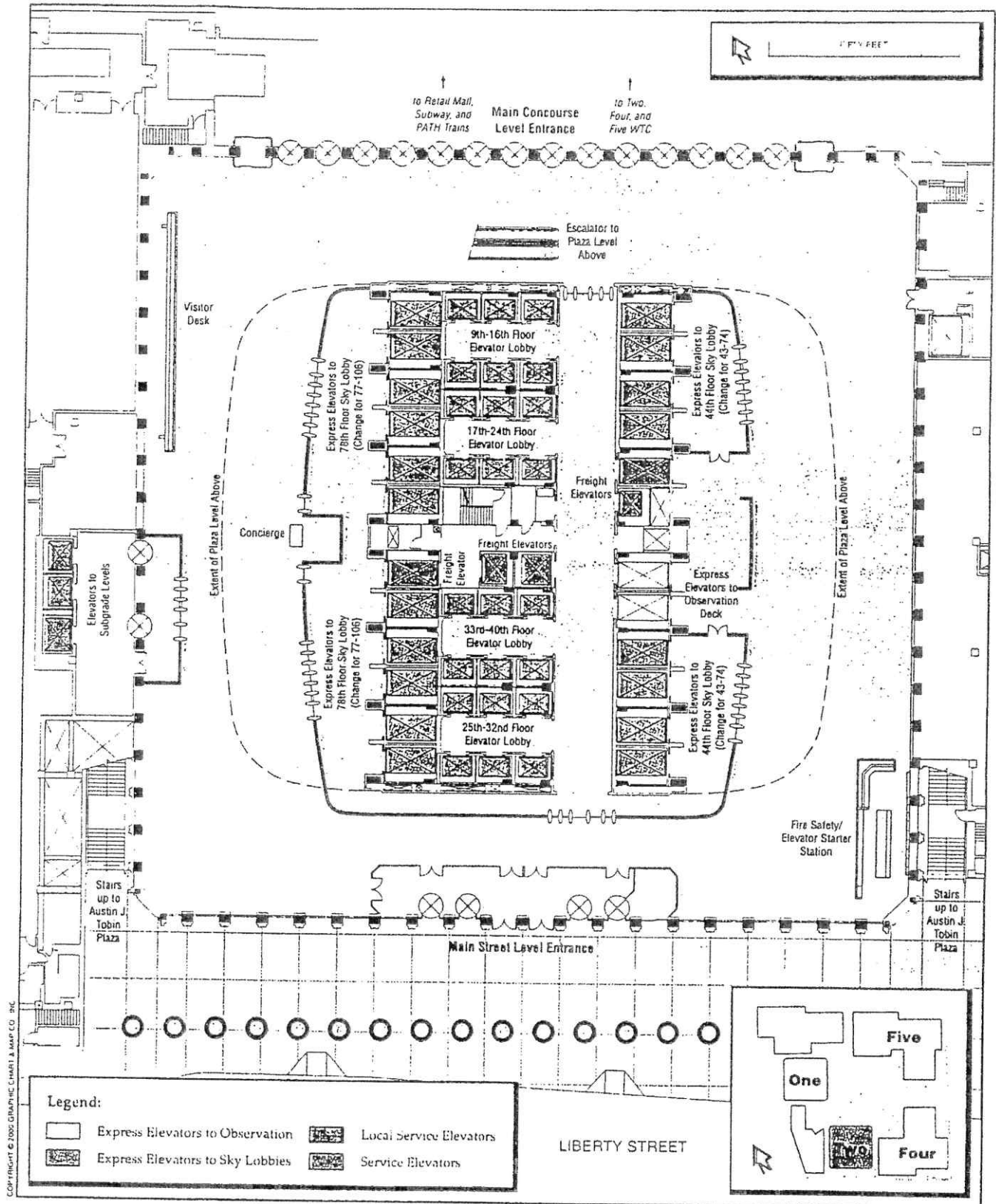
ATTACHMENT 2

Site Orientation Map
(Reproduced with permission from J.P. Morgan Property Book)



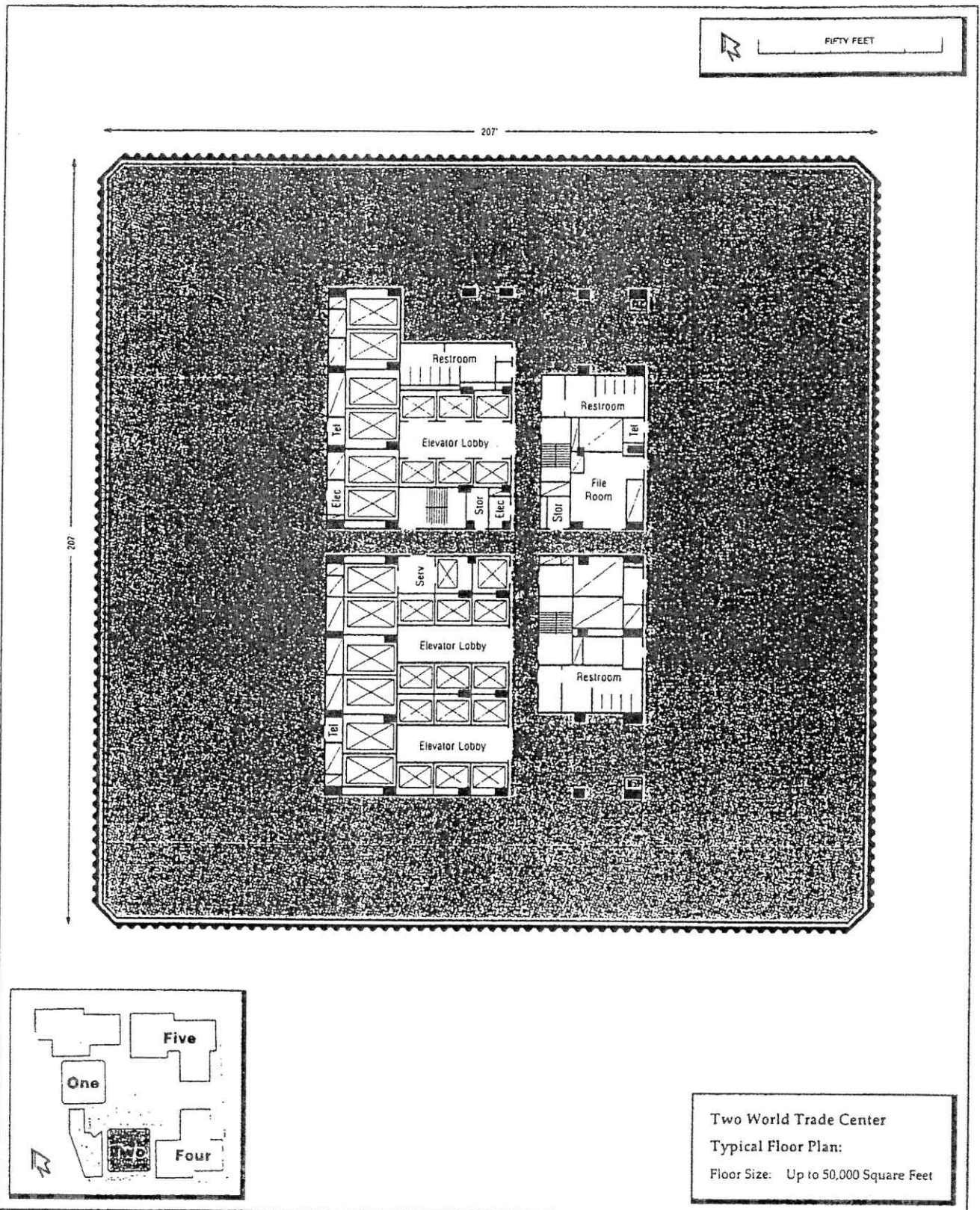
ATTACHMENT 3

Lobby floor plan
(Reproduced with permission from J.P. Morgan Property Book)



ATTACHMENT 4

Typical floor plan
(Reproduced with permission from J.P. Morgan Property Book)



ATTACHMENT 5

Stacking Plan

(Reproduced with permission from J.P. Morgan Property Book)



Floor:		Rentable Area(SF):
110		45,064
108		
107		49,930
106		50,031
105		50,074
104		50,239
103		50,395
102		49,389
101		49,453
100		49,926
99		50,029
98		50,029
97		50,029
96		50,029
95		48,994
94		48,999
93		49,089
92		49,421
91		49,421
90		49,421
89		49,421
88		48,378
87		48,364
86		48,800
85		48,800
84		48,800
83		48,736
82		45,789
81		44,866
80		45,963
79		45,498
78		41,503
77		45,739
75		
74		47,481
73		47,723
72		47,829
71		47,935
70		48,248
69		47,040
68		47,131
67		47,565
66		47,595
65		47,518
64		47,568
63		46,490
62		46,495
61		46,996
60		46,596
59		47,134
58		46,924
57		46,924
56		45,941
55		45,943
54		46,310
53		46,291
52		46,291
51		46,291
50		46,291
49		46,286
48		43,760

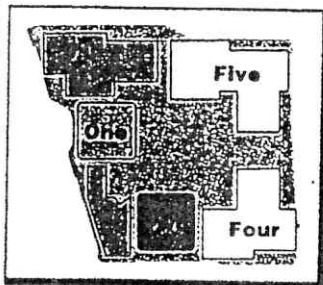
Zone 4

56		45,941
55		45,943
54		46,310
53		46,291
52		46,291
51		46,291
50		46,291
49		46,286
48		43,760
47		43,242
46		44,034
45		44,003
44		39,001
43		43,770
41	Mechanical and Equipment Room	
40		45,916
39		45,940
38		46,005
37		46,116
36		46,116
35		46,116
34		45,110
33		45,110
32		45,540
31		45,544
30		45,544
29		45,544
28		45,544
27		45,544
26		43,864
25		45,298
24		44,949
23		44,973
22		44,973
21		44,973
20		44,973
19		45,029
18		43,945
17		43,944
16		44,325
15		44,383
14		44,383
13		44,383
12		44,383
11		44,258
10		44,258
9		44,258
7	Mechanical and Equipment Room	
6		
5		
4		
3		
Plaza Level		
Lobby/Concourse Level		

* AON subleases floors 101 to 103, 1/2 of 104 and 105 from Shearson until 8/2002 at which time they convert to a direct lease from the Port Authority. AON also has an option to lease the other half of floor 104 and 106.

4,470,598 Total

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Legend:

	Port Authority		Single Tenant Floors		Mult-Tenant Floors
	Lobby		Amenity		Mechanical/Other

ATTACHMENT 6

BOCA Group International Elevator Survey Report



December 5, 2000

Mr. Robert Weiland
Merritt & Harris, Inc.
110 East 42nd Street
Suite 1200
New York, NY 10017-5685

**RE: TWO WORLD TRADE CENTER
NEW YORK, NY**
Vertical Transportation Study

Dear Mr. Weiland:

We are pleased to submit our preliminary report based on a visual inspection performed by our field engineers who visited the above referenced property on and a review of the documents made available to us in the offices of the Port Authority of New York and New Jersey.

OVERVIEW AND LAYOUT

There is a total of 93 passenger elevators in this building, 44 cars have been modernized, 4 in process of being modernized and 48 cars that are scheduled for modernization in the near future. There are 8 service elevators serving the building.

There are 72 local stop passenger elevators and 19 express stop passenger elevators serving the office floors (9-107). There are 2 express elevators serving the 107th floor. There are 3 Elevators outside the building foot print ("K" elevators) that serve the B1 to B6 levels (Tower 2 and all subgrade spaces). The vertical transportation system is divided into 3 vertical zones serviced from the main lobby and the 2 sky lobbies, which are at the 44th and 78th floors. There are 8 express elevators traveling from the lobby to the 44th floor sky lobby and 11 express elevators traveling from the lobby to the 78th floor sky lobby. The main lobby and the sky lobbies each access 4 banks (A, B, C, D) of 6 cars which provide local service to portions of their respective zones. Each local bank of 6 elevators serves approximately 8 stories.

There is one set of escalators serving the Lobby Level to the Plaza Level. There is a pair of escalators on each sky lobby floor, serving the floors above and below.

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TWO WORLD TRADE CENTER

(Pre-selected elevators observed)

ELEVATOR #	FLOORS SERVED	CAPACITY	CONTRACT SPEED (FPM)	FUNCTION
5	B1, 6, 3, 4, 5, 6, 7, 9-40 & 44	10,000	1,600 FPM	PASSENGER / SERVICE
6	Front - 1 +107 Rear - B1, 6, 3, 4, 5, 44, 75, 77-107	10,000	1,600 FPM	PASSENGER / SERVICE
12	1 AND 78	10,000	1,600 FPM	PASSENGER HIGH RISE SHUTTLE
15	1 AND 78	10,000	1,600 FPM	PASSENGER HIGH RISE SHUTTLE
32	17-24	3,500	1,000 FPM	PASS
50	B4, B3, B2, B1, 1-7, 9-108	6,000	1,200 FPM	FREIGHT
K3	1, B1, SB1-SB5	3,500	250 FPM	PASS
FE6	B1-B4	8,000	150 FPM	HYDRAULIC FREIGHT

ESCALATORS

There are also eighteen (18) escalators serving this building. The following chart describes service provided by these modernized units.

UNIT #	FLOORS SERVED	RISE
B1 & B2	Concourse to Observation deck	22' 0"
B3 & B4	Floors 43 to 44	12' 0"
B5 & B6	Floors 44 to 45	14' 0"
B7 & B8	Floors 77 to 78	12' 0"
B9 & B10	Floors 78 to 79	14' 0"
B11 & B12	Floors 35 to 36	12' 0"
B13 & B14	Floors 37 to 38	12' 0"
B15 & B16	Floors 107 to 110	40' 5"
B17 & B18	Floors 108 to Roof	24' 3"

EQUIPMENTELEVATOR No. 5

A freight elevator driven by an Otis motor generator with an Otis relay type controller with an overhead gearless traction type machine.

ELEVATOR Nos. 6, & 50

Both being freight elevators driven by Otis motor generators with Swift type controllers. Both with overhead gearless traction type machines.

ELEVATOR NO.S 12 AND 15

Both are a passenger elevators considered high rise shuttles. Both using overhead gearless traction type machines. No. 12 elevator has been modernized, driven by SCR drive units with CEC swift futura controllers. No. 15 elevator has the original Otis motor generator with Otis relay type controller.

ELEVATOR NO. 32

Driven by Otis motor generator with Otis relay type controller. Machine type is gearless overhead traction.

ELEVATOR NO. K3

Driven by Otis motor generator with Otis relay type controller. Machine type is geared underslung traction.

ELEVATOR NO. FE6

Hydraulic freight elevator with ESCO relay controller with working pressure 285 and relief pressure 355.

ELEVATOR #	5-YEAR TEST TAG DATE	DATE OF EXPIRATION	STATUS
5	97	2002	CURRENT
6	2000	2005	CURRENT
12	99	2004	CURRENT
15	99	2004	CURRENT
32	99	2004	CURRENT
50	2000	2005	CURRENT
K3	97	2002	CURRENT

ELEVATOR #	ANNUAL TEST TAG DATE	DATE OF EXPIRATION	STATUS
FE6	99	2000	CURRENT

COMPLIANCE

The passenger elevator no.s 5, 6, 12, 15, 32, and K3 all have Fire Return Phase I and II. The machine rooms have smoke detectors. All elevators have emergency power with automatic transfer. The main lines are fused and lockout capable. All required safety tests are up to date. The elevators fully comply with A.D.A. requirements.

The freight elevator no.s 50 and FE6 all have Fire Return Phase I and II. The machine rooms have smoke detectors. All elevators have emergency power with automatic transfer. The main lines are fused and lockout capable. All required safety tests are current.

CABS

PASSENGER ELEVATOR NO. 32

Has enamel metal wall panels with marble trim and a laminate canopy. The front of the cab is brushed stainless steel with two stainless steel car operating panels. LED position indicators over the door. Fluorescent lighting along the top corners of the cab. Rug floor, emergency lighting, intercom security features and fire return Phase II.

The car door is signal speed center opening 48 inches wide. The car uses a detector edge for reopening.

PASSENGER ELEVATOR NO.S 12, 15, 5, AND 6

Have marble walls with a stainless steel trim. Rug floors, high polished canopy with black border and recessed lighting. Cabs have a front and rear door opening. The front and rear are stainless steel each with a stainless steel car operating panel. L.E.D. position indicators above the front and rear doors. Emergency lighting, intercom security features and fire return phase II.

The car doors are two speed center opening front and rear with 62 inch wide openings. The cars use detector edges for reopening.

FREIGHT ELEVATOR NO. K3

Has gray laminate paneled walls with diamond plate strips to prevent interior damage. Drop ceiling with fluorescent lighting. Rug floor, the front of the cab is stainless steel, one car operating panel, emergency lighting, intercom security features and Fire Return Phase II.

The car door is single speed center opening 48 inches wide. The car uses a detector edge for reopening.

FREIGHT ELEVATOR NO. 50

Has stainless steel walls with bumper guards to protect from interior damage. The floors are made with diamond plate, stainless steel ceiling with fluorescent lighting. The cab has one car operating panel, L.E.D. position indicator, emergency lighting, intercom security features and fire return Phase II. The car is operated by an attendant at all times.

The car door is single speed center opening 54 inches wide.

FREIGHT ELEVATOR FE6

Has metal walls, screen ceiling with diamond plate floor. Cab is equipped with emergency lighting, intercom security systems, one car operating panel. Car has Fire Return Phase II.

The car door is a vertical gate with safety edge and a peelle vertical biparting shaftway door.

ELEVATOR CHARTS

2 WORLD TRADE CENTER – ZONE 1

ELEVATOR #	FLOORS SERVED	CAPACITY	CONTRACT SPEED (FPM)	FUNCTION	BANK
5	B1, 1, 3, 4, 5, 6, 7, 9-40, 44	10,000	1,600 FPM	FREIGHT	--
24-29	9-16	3,500	800 FPM	PASSENGER	A
30-35	17-24	3,500	1,000 FPM	PASSENGER	B
42-47	33-40	3,500	1,400 FPM	PASSENGER	D
36-41	25-32	3,500	1,200 FPM	PASSENGER	C
48	B1, 1, 2, 3-7, 9-40	5,000	800 FPM	FREIGHT	--
K3 & K4	1, B1, B1 - B6	4,000	250 FPM	PASSENGER	K
K5	1, B1, B1 - B6	6,000	250 FPM	PASSENGER	K

2 WORLD TRADE CENTER – ZONE 2

ELEVATOR #	FLOORS SERVED	CAPACITY	CONTRACT SPEED (FPM)	FUNCTION	BANK
1-4	FRONT 1 REAR 44	10,000	1,600 FPM	PASSENGER	LOW RISE SHUTTLES
8-11	FRONT 1 REAR 44	10,000	1,600 FPM	PASSENGER	LOW RISE SHUTTLES
17	B1, 1-4, 41, 44-74	10,000	1,600 FPM	FREIGHT	--
49	B1, 1, 3, 4, 5, 41-74	5,000	1,000 FPM	FREIGHT	--
51-56	44-54	3,500	500 FPM	PASSENGER	A
57-62	55-61	3,500	800 FPM	PASSENGER	B
69-74	68-74	3,500	1,000 FPM	PASSENGER	D
63-68	62-67	3,500	800 FPM	PASSENGER	C

2 WORLD TRADE CENTER

ELEVATOR #	FLOORS SERVED	CAPACITY	CONTRACT SPEED (FPM)	FUNCTION	BANK
K1	1, B1	6,000	100 FPM	SERVICE / FREIGHT	SUB-GRADE
K2	Front: B1 Rear: B4, B5 & B6	4,000	200 FPM	SERVICE / FREIGHT	SUB-GRADE
P1	Front: 1, B1, B2 & B4 Rear: B5	8,000	100 FPM	FREIGHT	SUB-GRADE

2 WORLD TRADE CENTER - ZONE 3

ELEVATOR #	FLOORS SERVED	CAPACITY	CONTRACT SPEED (FPM)	FUNCTION	BANK
75-80	78-86	3,500	500 FPM	PASSENGER	A
93-98	100-107	3,500	1,000 FPM	PASSENGER	B
87-92	90, 94-99	3,500	800 FPM	PASSENGER	C
81/86	87-89, 91-93	3,500	800 FPM	PASSENGER	B
12-15, 20-23	FRONT - 1 REAR - 78	10,000	1,600 FPM	PASSENGER	SHUTTLE
*16, 18, 19	FRONT - 1 +44 REAR 78	10,000	1,600 FPM	PASSENGER	SHUTTLE
6	REAR B1, 1, 2, 3, 4, 5, 44, 75, 77-107	10,000	1,600 FPM	FREIGHT	--
7	FRONT - 1, 107 REAR-B1, 1, 2, 44	10,000	1,600 FPM	FREIGHT	--
50	B4, B3, B2, B1, 1-7, 9-108	6,000	1,200 FPM	FREIGHT	--
99	106-110	4,000	100 FPM	FREIGHT	--

*INTERZONE ELEVATORS

EQUIPMENTLOCAL ELEVATORSMODERNIZED ELEVATORS

30, 35, 36-38, 40-27, 51-62, 75-80, 93-98 Consists of CEC swift futura controllers with SCR drive units. All Otis overhead gearless traction machines.

ORIGINAL ELEVATORS

24-29, 31-33, 63-74, 81-92 consists of the original Otis relay logic controller with motor generator sets. All overhead gearless traction machines.

IN PROCESS OF MODERNIZATION

Elevators 34 and 39 will be CEC swift futura controllers with SCR driver units. All Otis overhead gearless traction machines.

HIGH RISE SHUTTLES

MODERNIZED ELEVATORS

12, 13, 22 & 23 consists of CEC swift futura controllers with SCR drive units. All overhead gearless traction machines.

ORIGINAL ELEVATORS

14-16, 20-21 consists of the original Otis relay logic type controllers with motor generator sets. All being overhead gearless traction machines.

IN PROCESS OF MODERNIZATION

Elevator Nos. 18 and 19 to be CEC swift futura controllers with SCR drive units. Machine type original Otis overhead gearless traction machines.

6 & 7

Both have Swift type controllers with original motor generator sets. Both machines being overhead gearless traction.

FREIGHT ELEVATORS

K3-K5, K1 & P-1

Consists of original Otis relay logic controllers with motor generator sets. Machine type is basement geared traction.

5, 48, 17, 49, and 50

All original Otis relay type controllers with original motor generator sets. All machines being overhead gearless traction.

ELEVATOR No. 99

Has been modernized with a CEC swift futura controller. The 99 car has SCR drive unit with an offset basement traction machine.

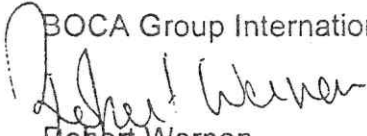
ELEVATOR No. K2

Has original Otis relay logic controllers with original motor generator sets. Machine type is underslung geared traction.

If you have any questions, please do not hesitate to contact us.

Sincerely,

BOCA Group International, Inc.


Robert Wernon

Field Engineer

TWO World Trade Ctr Vert Trans Study 11-1-00.doc



December 5, 2000

Mr. Robert Weiland
Merritt & Harris, Inc.
110 East 42nd Street
Suite 1200
New York, NY 10017-5685

Re: **WORLD TRADE CENTER**
NEW YORK, NY
Building Two
Theoretical Traffic Analysis

Dear Mr. Brady:

The following are the criteria and a summary of the results of our calculated elevator traffic analysis for Two World Trade Center:

CRITERIA

The following are the criteria used to analyze elevator traffic capabilities:

- **Maximum Five-minute Handling Capacity (# of People):** This is the approximate maximum number of passengers the elevator system can be expected to serve during a five-minute peak period. For a bank of elevators serving commercial office space, this should be no less than 10% to 12% of the total population this bank is expected to serve.
- **Maximum Five-minute Handling Capacity (% of Population):** This is the percentage of the total expected population served by the elevator bank represented by the maximum five-minute handling capacity. For a bank of elevators serving commercial office space, this should be no less than 10% to 12
- **Average Interval:** This is the average time interval between elevators passing a given floor in a particular direction during a peak period, assuming the elevators are evenly spaced throughout the building. Note that Average Interval is a design criteria, and is NOT the same as the "average waiting time", which cannot be directly calculated by theoretical means. For a bank of elevators serving commercial office space, the average interval should be no more than 35 to 45 seconds.

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SUMMARY OF RESULTS

SHUTTLES

- The Zone 2 shuttle can achieve a maximum handling capacity of 18% of the population they serve, with an average interval of 25 seconds.
- The Zone 3 shuttle can achieve a maximum handling capacity of 22% of the population they serve, with an average interval of 22 seconds.

LOCAL BANKS

- The results for the local banks (A, B, C, D of any zone) can achieve maximum handling capacities ranging between 13-18% and average intervals of approximately 30 seconds.

The results described above show that the elevators in Two World Trade Center should provide acceptable service during peak traffic periods with a full population in the buildings.

Should you have any questions or should you need any clarifications on our report, please feel free to contact us. Thank you.

Sincerely,

BOCA GROUP INTERNATIONAL, INC.



Daniel DeBlasio
Director of Engineering
World Trade Center - 2 Traffic Analysis.doc