

## Honolulu High Capacity Transit Corridor Project

## Meeting Minutes

**Date of Meeting:** October 19, 2005  
9:30 a.m. – 10:30  
a.m.

**Location:** DTS Conference Room

**Subject:** Ala Moana Shopping Center Expansion - Nordstrom

**Attendees:** Toru Hamayasu, DTS; Jeff Dinsmore and Sharon Thom, GGP; Mits Aruga, Anbe Aruga Ishizu Architects, Inc.; Michael Kawaharada, Englekirk Partners; Wayne Yoshioka and Clyde Shimizu, PB.

The purpose of the meeting was to coordinate the Ala Moana Shopping Center Expansion with the Honolulu High Capacity Transit Corridor Project.

General Growth Properties, Inc. provided DTS with conceptual drawings of Option –1 Side Platform and Option –2 Center Platform (attached). PB reviewed the concepts and provided the comments in the email sent to DTS on Tuesday, October 18 (attached).

GGP provided responses to PB's comments as follows:

- Summary:**
- There is sufficient space for additional elevators, if needed.
  - The horizontal transition lengths can be increased. Columns, such as the one located farthest east in Option 2, can be relocated in the makai direction. The column can be constructed by cutting through the ramp structure. The ramp has sufficient width for the column and a travel lane.
  - The structure support for the platform can be designed to keep deflections within tolerable limits.
  - The locations of the columns can be moved and GGP will work closely with the rail designers to determine their final locations. Construction of columns and foundations may require cutting through the existing or new deck structures. This type of construction has been done fairly frequently during the recent expansion of the shopping center. The disruption created in the future by cutting through deck structures would be acceptable.
  - It was initially intended for the column to be constructed by cutting through the new deck. However, it is better to move this column and the one next to the Keeaumoku ramp towards the east. This will reduce the span lengths between the columns.
  - Post-tensioning can be done by providing with longer transition lengths.

In summary, GGP and DTS indicated that the rail platform could be reasonably constructed, even after the proposed expansion of the shopping center. GGP want the rail line to service the shopping center and have developed a concept that meets their needs. At this time, they prefer (Option 2) - primarily because the structure is farther away from the building adjacent to the Keeaumoku ramp.

