



HONOLULU'S SKYLINE: STATION 1

KUALAKAI

(To show the way, stand and lead)

Kualakai is the coastal area near Barbers Point and Kalaeloa in the ahupuaa of Honouliuli. There was once a spring just inland of Kualakai named Hoakalei (reflection of a lei). Moolole make mention of Kauluakaha'i (the breadfruit tree of Kaha'i) as being the father of Namakaokapao'o and planting a breadfruit tree at Kualakai where royal garments were also deposited. Kauluakaha'i is a story about travel, navigating and wayfinding.



COURTESY HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Step right up to the start, and very distant end, of Honolulu's new rail line

By Andrew Gomes
agomes@staradvertiser.com

Looking up at the beginning of the city's rail line in East Kapolei, the seemingly abrupt terminus of the Skyline guideway appears unfinished.

And it is. City officials envision one day extending the tracks into downtown Kapolei. Yet for now and at least many years to come, the station on the fringe of Oahu's "Second City" isn't much of a convenient place to get to or from.

Kualakai station, the westernmost of the nine stations between East Kapolei and Aloha Stadium where introductory service is scheduled to start Friday, isn't near many homes or businesses like most of the other stations.

Getting to or from Kualakai, at least for a few years or so, will require many Skyline riders to catch TheBus. A relative few may walk, but a drop-off area for passengers via car and a park-and-ride lot are to be added later.

To boost early ridership at Kualakai, the city Department of Transportation Services is starting a new bus route to make it convenient for people living and working in more densely developed residential and commercial parts of Kapolei to ride rail.

This bus service will be every 10 minutes during peak service periods to match the frequency of train arrivals.

The Honolulu Authority for Rapid Transportation projects that by 2030, 60% of riders at Kualakai will get to or from the station by TheBus. The other 40% is expected to walk, though there may be some who ride bikes, which are permitted on trains.

Generally, a half-mile or roughly 10-minute walk is considered the farthest distance most pedestrians are willing to go to ride mass transit. That puts relatively few people in the vicinity now and reduces potential initial use of the Kualakai station.

Previously, this station was projected to be one of the



JAMM AQUINO / JAMQUINO@STARADVERTISER.COM

The city's new rail line begins at Kualakai station in East Kapolei. Getting to or from the station will require riders to catch a bus, walk or get dropped off.

busiest at the outset of service because of a planned park-and-ride facility serving residents of Kapolei, Ewa Beach and Kalaeloa, according to the project's 2010 final environmental impact statement.

A 900-stall lot is slated to be developed near the station, but construction procurement work for the facility isn't expected until 2025.

HART officials have said the Kualakai park-and-ride won't be needed until more of the 19-station system opens and increases rider demand. Also, passengers wanting to park and ride or get dropped off by car in the area can use such facilities at the next two stations adjacent to the University of Hawaii at West Oahu and near the mauka edge of the growing Ho'opili community.

HART has no initial station-use projections. When all 19 stations are open, Kualakai is projected to rank eighth in boardings in 2030 at 3,680 a day — close to midway between the expected busiest station in Downtown Honolulu (9,780 boardings) and least-used station next to Leeward Community College (1,450 boardings) — based on HART estimates revised in 2021 before full system operation was

pushed back to 2031. In 2010, the city had bigger expectations for use of the Kualakai station at 7,270 average daily boardings in 2030, or fourth-most among 21 stations, including the two at Ala Moana Center and Ward Village that were cut from the project in 2022.

Ten years from now and beyond, there is likely to be considerable growth in the East Kapolei community surrounding the Kualakai station, largely on land owned by the state Department of Hawaiian Home Lands and UH West Oahu.

Long-term plans on land near the station include adding an elementary school, close to 1,000 DHHL homes and a mix of housing and commercial uses on UH land.

The nearest home today is about a five-minute walk from the station across Kualakai Parkway, at the edge of a DHHL subdivision called Kanehili with 359 homes. Two openings in a traffic noise suppression wall along the four-lane divided parkway create pedestrian access points for Kanehili residents to walk to and from the station.

A 308-unit affordable rental apartment complex called Ko'oloo'ula is about the same

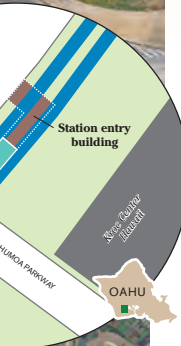
distance from the opposite side of the station. One block beyond Ko'oloo'ula, a DHHL subdivision called Ka'u'ukaha'i, has grown to about 150 homes and an additional 850 or so are planned.

The only other populated connected places within a half-mile of the Kualakai station are the Kroc Center Hawaii recreation complex and the first two phases of Honouliuli Middle School. A third phase of the school is scheduled to open in the next school year to serve up to 1,050 students, while a further expansion option exists to serve 1,400 students.

Rodney Villegas, a Ko'oloo'ula resident in 2020 when the initial segment of rail service was expected to begin before delays unfolded, said at the time that he wasn't planning to ride rail to his construction job but might try the train for shopping in Waipahu.

Dezalynn Tieli, a flight attendant who also lived at Ko'oloo'ula in 2020, had said she anticipated riding rail to work when a second leg with a stop at the airport was projected to open this year. Now, this segment is expected to open in 2025.

Patricia Cooper, a city bus driver who moved into



STATION FACTS

- >> Also known as East Kapolei station
- >> Single entry/exit
- >> Center platform boarding
- >> TheBus connections
- >> No parking
- >> 900-stall park-and-ride lot planned later nearby
- >> 2-minute ride to next station (eastbound)

Ko'oloo'ula in May, said she likely would ride rail when the second segment opens because it would allow her to ride to the Kalihi Transit Center where she starts work.

"I'm not going to drive when I can sleep on rail," she said. The biggest employer and consumer draw in East Kapolei is Ka Makana Ali'i, a regional shopping center with about 100 retail and restaurant tenants anchored by Macy's, along with a movie theater and a hotel.

Walking from Ka Makana, at a little over 20 minutes, is not inviting given the distance and typically hot Leeward climate. The expanded bus service connected with rail is slated to stop next to the mall.

Stephanie England, the mall's general manager, said in a statement, "We at Ka Makana Ali'i are thrilled to witness the realization of the new rail system in Kapolei. It not only signifies progress, but it also reflects the significance of the entire region."

HONOLULU'S SKYLINE: STATION 2

KEONE'AE

(Fine, soft, powdery sand)

Keone'ae is a historic farming village that once existed in the area known today as the intersection of Farrington Highway and Kaloi Gulch.



COURTESY HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Skyline's second station is sandwiched by UH West Oahu and Ho'opili growth

By Andrew Gomes
agomes@staradvertiser.com

Around Hoomohala Avenue, a fair amount of the "where" has been established in what some people several years ago were calling the "train to nowhere."

This street, completed in 2020, is the main entryway to the rising 11,750-home Ho'opili community and will be a second future gateway to the University of Hawaii at West Oahu.

Between these two places, where Hoomohala intersects with Kualakai Parkway, is the city's Keone'ae rail station, awaiting its first public passengers Friday.

Wei Wu, a Ho'opili homeowner living two blocks from the station, said proximity to what the city recently named Skyline was a big reason she bought her condominium, which includes ground-floor commercial space where she runs Paradise Massage & Spa.

"I said that's a great location," Wu related in 2020 as the Keone'ae station was still under construction within a five-minute walk from her home and business.

Now about three years later, Wu is partly disappointed with service not starting a few years ago as city officials previously anticipated, and is still interested in whether her business might gain more customers.

"We have to see," she said. On the other side of Kualakai Parkway, David Mercil was a UH West Oahu business and accounting student in 2020 who was looking forward to being able to replace his slow and inconsistent commute to campus from town on TheBus with quicker and more reliable rail service.

"It would be really nice," he said at the time about waiting for train cars running every 10 minutes or so during peak use periods. "Traffic really screws with the buses. I have to show up at the school an hour early because the bus is so off schedule."

Now, rides on TheBus routes served by rail between East Kapolei and Aloha Stadium will be replaced by train cars, while the city also starts new bus service Friday to reach most stations and carry riders beyond Skyline's two end points.

Even with that, and the expected expansion of the rail line to Middle Street in 2026 and Kakaako by 2031, use of the Keone'ae station is forecast to be relatively low in part due to UH West Oahu and Ho'opili being in relatively early stages of growth.

THE MOST recent Honolulu Authority for Rapid Transportation passenger-use-by-station estimate was done in 2021 for an expected full-line opening in 2030. Use of the Keone'ae station was estimated at 2,440 daily boardings, or second lowest among the first nine stations. The lowest was for the station next to Leeward Community College, with 1,450 daily boardings.

Beyond 2030, Keone'ae use likely will be considerably higher if long-term development plans for UH West Oahu, Ho'opili and 168 acres of nearby vacant state land are realized.

Initial pieces of the UH West Oahu campus were established before Ho'opili in 2012 with five buildings; today seven buildings exist. Student enrollment began at about 2,000 and has leveled off at about 3,000 since 2016, though closer to 1,500 students are typically on campus on any given day because some classes are online.

Most students commute by car to UH West Oahu, which has 723 parking stalls.

Longer term, UH West Oahu expects to serve 20,000 students with a 380-acre campus footprint, up from the present 80 acres and comparable to UH's flagship Manoa campus.

An adjacent community with homes, businesses, parks, schools and recreational facilities is envisioned on an additional 183 acres of UH land that includes a block between

the existing campus and rail station.

This community, referred to as "university village," is envisioned to turn the section of Hoomohala Avenue between the station and campus into a "vibrant college town main-street" lined with housing above shopping, dining and other service businesses, according to Bonnie Arakawa, director of planning and design at UH West Oahu.

"For our campus community and the future residents and employees of our University District Lands, rail transit will provide a convenient public transportation option for errands in Waipahu town, activities at Leeward CC, or for longer commutes in the future — making working and living near UH West Oahu more favorable and sustainable," she said in an email.

UH selected developers Hunt Cos. and Stanford Carr in 2017 to carry out the project, though work is stalled over funding issues.

In the interim, a 304-stall park-and-ride lot and a bus hub have been built next to the station on part of the university village site.

Sometime in 2025 or later, this facility is slated to be replaced by a 1,000-stall lot and bus area on the opposite side of Kualakai Parkway at Ho'opili fronting Hoomohala Avenue where a second entrance to the rail station would be added.

These additions won't be needed until rider demand increases with the opening of a second segment of the rail line, according to HART.

From the existing station entryway next to UH, it's a roughly six-minute walk down Hoomohala Avenue to an unmanicured edge of campus where the university put in a paved temporary walkway that one day will be replaced with a permanent pedestrian entry plaza.

Arakawa said the initial segment of rail will allow students and faculty to zip between UH

West Oahu and LCC, an 11-minute ride, and later also connect with Honolulu Community College in the Kalihi area in 2031.

ON THE Ho'opili side of Hoomohala Avenue, the pace of development has been stronger, with 2,500 homes built since the first one was delivered in 2017.

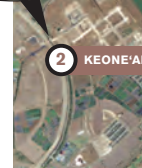
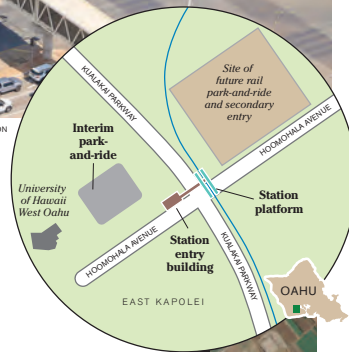
Existing homes near the station include a mainly market-priced, 318-unit rental apartment complex called The Element; a 120-unit, low-income rental housing complex called Kulai; and several phases of for-sale townhomes built with ground-floor commercial spaces topped by three residential levels.

Leo Konstantopoulos, a prospective buyer at Ho'opili in 2020, said at the time that the homes were more affordable than what was available in town and that rail offered an alternative to a two-hour commute by car.

"The rail station was a huge factor for me," he said. Alana Volk, who moved into The Element in late 2022 and works at the Local Joe Coffee Roasters cafe a block from the Keone'ae station, said recently that she doesn't anticipate riding rail unless the city fulfills its original plan to stop at Ala Moana Center, which could be part of a future phase after 2031.

Ho'opili developer D.R. Horton has been building about 400 homes per year on average, and many future homes will be closer to a second rail station, named Honouliuli, within the community closer to Farrington Highway.

In addition to future development around UH and at Ho'opili, the state Department of Land and Natural Resources



STATION FACTS

- >> Also known as University of Hawaii West Oahu station
- >> Single entry/exit
- >> Center platform boarding
- >> TheBus connections
- >> Temporary 304-stall park-and-ride lot
- >> 1,000-stall park-and-ride lot planned with second entry/exit
- >> 4-minute ride to next station (eastbound)
- >> 2-minute ride from previous station (westbound)

has a plan to produce 1,000 homes, a hotel, retail and office space, and warehouses on 168 acres of vacant land it owns close to the Keone'ae station.

An initial phase with 720 homes, a 180-room hotel, 50,000 to 64,000 square feet of retail space and 20,000 square feet of office space on 51 acres next to the station is projected for development through 2029.

Completing the entire DLNR plan, which is projected to create 2,300 long-term jobs and also include 1 million square feet of industrial buildings on 60 acres just mauka of UH, is expected to run beyond 2040.



HONOLULU'S SKYLINE: STATION 3

HONOLIULI

(Dark bay)

Honouliuli is the largest ahupuaa on the most southwest tip of the island of Oahu. In one tradition, Honouliuli is believed to be named after a chief of the same name, who was the husband of Kapalama. They were the parents of Lepeamoa and Kaulani, two heroes in ancient tradition.



JAMM AGUINO / JAGUINO@STARADVERTISER.COM

A rail station surrounded by farming is years away from major utilization

By Andrew Gomes
agomes@staradvertiser.com

If produce such as eggplant, green onions, corn and taro leaf could ride mass transportation, the city's Honouliuli rail station would have a nearby critical mass of potential riders.

But crops don't commute on trains, so it could be years for this station to draw high use.

The Honouliuli station, between the University of Hawaii West Oahu and the western edge of Waipahu, is envisioned to one day be surrounded by high-density housing and commercial buildings within a 10-minute, half-mile walk as the main station for the Ho'opili community master-planned for 11,750 homes mixed with businesses.

However, most development adjacent to the station, which could rise up to a dozen stories or so, is a ways off because building Ho'opili on verdant agricultural fields began at the southern and western ends where infrastructure arteries already existed and also tie into the first two of nine Skyline stations being readied for inaugural rail service scheduled to start Friday.

In the interim, the Honolulu Authority for Rapid Transportation persuaded Ho'opili's developer, D.R. Horton, to build a 344-stall park-and-ride lot next to the Honouliuli station otherwise still surrounded by farmland to make some initial use of the station.

The lot is at the end of Kamahe Mua Street on an expanding eastern front of Ho'opili. HART has said an additional 400 stalls could be added to the site "if ridership warrants."

Eventually, a dozen blocks surrounding the station are to become Ho'opili's town center with a high-density mix of businesses and residences.

"The Honouliuli rail transit station will service a brand new town with an integrated mix of uses for residences and employment," states a city transit-oriented development plan.



CINDY ELLEN RUSSELL / CRUSSELL@STARADVERTISER.COM

A 344-stall park-and-ride lot was built next to the Honouliuli Ho'opili station, which is currently surrounded by farmland. Pictured is the westbound view approaching the station.

D.R. Horton began planning Ho'opili more than a decade ago on 1,554 acres of prime agricultural land where Alouin Farms began growing crops after the demise of the Oahu Sugar Co. plantation in 1995.

In addition to 11,750 homes and numerous businesses, Ho'opili is slated for five public schools, including an elementary school two blocks from the Honouliuli station and a high school for 3,200 students four blocks away.

The Texas-based development firm delivered its first Ho'opili home in 2017 and to date has built about 2,500 homes, or roughly 400 per year on average.

Meanwhile, Alouin continues to farm portions of the Ho'opili site until D.R. Horton is ready to start subsequent phases of development.

Jon Nouchi, deputy director of the city Department of Transportation Services, said it may be hard for many Skyline riders and the general public to imagine a dense town center surrounding Honouliuli station in the not-too-distant future. However, he said, the groundwork has been laid with the grid for future Ho'opili streets spaced to accommodate rail's existing

guideway support columns. "It is literally a community designed around the premise of rail," Nouchi said.

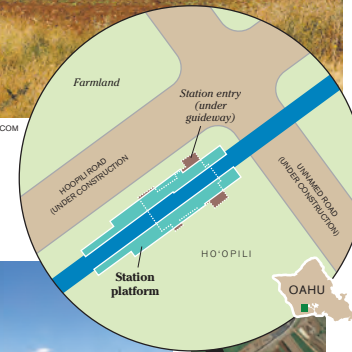
Currently, the closest Ho'opili homes to the Honouliuli station are about two blocks away. Brandon Moncrief moved into one of these homes, a unit in the five-story Nabele condominium complex, earlier this month and plans to make regular use of rail as a way to get to work and visit his wife's family in Waipahu.

"It'll be easy for Grandma to come and visit us, and it'll be easy for the grandkids to visit Grandma," he said.

Moncrief also plans to buy an electric bike he can take on the train to the last of the initial nine stations at Halawa and then use it to cover about 2.5 miles to his job at Camp Smith in a traffic-free commute.

Many Ho'opili residents seeking to ride rail's interim service segment might find it more convenient to use the UH West Oahu station called Keone'ae, which is closer to most existing homes and also has a park-and-ride lot with 300 stalls along with a multibay hub for city buses.

There will be no service by TheBus at the Honouliuli



STATION FACTS

- >> Also known as Ho'opili station
- >> Single entry/exit
- >> Side platform boarding
- >> No bus connections initially
- >> Temporary 344-stall park-and-ride lot
- >> 2-minute ride to next station (eastbound)
- >> 4-minute ride from previous station (westbound)

projected station use for its initial phase of service. According to a 2021 estimate for ridership in 2030, when HART previously assumed the full line would be done, the Honouliuli station was projected to have 3,110 passenger boardings a day, or 14th-most among 19 stations.

HART also estimated in 2020 that 80% of riders using the Honouliuli station in 2030 will get to or from the station by walking.

Full completion of Ho'opili isn't likely before 2035, or four years after the full rail line is now expected to be running.

"We are extremely excited for Oahu, the families who live in Ho'opili today and the many more families who will call it home in the future," she said in a statement.

The rail authority has not





HONOLULU'S SKYLINE: STATION 4

HO'AE'AE

(To make soft or fine)

Ho'ae'ae is an ahupuaa situated between Honouliuli and Waikēle. This ahupuaa had a moderate-size area of terraces watered by springs inland of West Loch and Pearl Harbor. A landmark of the area is Huliwai Gulch.



COURTESY HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Station near West Loch offers alternative to Ewa Beach nightmare traffic

By Andrew Gomes
agomes@staradvertiser.com

Greater Ewa Beach residents have one of Oahu's most hellish commutes to and from town, but there is a light at the end of the figurative congested traffic tunnel near the mauka end of Fort Weaver Road.

There, less than a half-mile from Fort Weaver Road on Farrington Highway, lies the city's Ho'ae'ae rail station.

This station between Ho'opili and Waipahu is expected to serve most Ewa Beach residents largely through TheBus and drop-and-ride connections, according to the Honolulu Authority for Rapid Transportation.

Ho'ae'ae, also known as the West Loch station, sits near the top of Fort Weaver Road, a roughly 6-mile-long artery providing a main east-west thoroughfare for residents in communities that include West Loch Estates, Ewa Villages, Ewa by Gentry, Ocean Pointe, Hoakalei, Ewa Beach and Iroquois Point.

For those hopping on the Skyline train, a ride from Ho'ae'ae station will take 30 minutes to get downtown, the next-to-last station, or 31 minutes to the last station in Kaaka'o if those stations are built and open as planned in 2031.

Initial interim service will run only between East Kapolei and Aloha Stadium, severely limiting the usefulness of the system for Ewa Beach-area residents.

Noah Berk, an Ewa by Gentry resident, contemplated riding rail about three years ago when the initial segment had been expected to start running. But he said at the time that he didn't envision using the system because he was used to his hour-long morning commute to Sand Island, which typically began at 5:45 a.m.

Royal Kunia resident Rogge Cuarisma said in mid-June that he would probably use the initial Skyline segment occasionally to



PHOTOS BY JAMM AQUINO / JACQUINO STARADVERTISER.COM

The Ho'ae'ae (West Loch) station is on Farrington Highway, near the mauka end of Fort Weaver Road. Nearby businesses include Don Quijote and The Shops at West Loch Station.

visit Pearlridge Center, a four-stop ride taking 10 minutes, but it wouldn't be useful for him to get to work in town.

HART has not projected station use for the initial service segment. The agency projected in 2021 that the Ho'ae'ae station will see about 4,690 daily boardings, the fourth-highest use among 19 stations, when the full 19-mile rail line is operating.

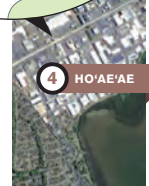
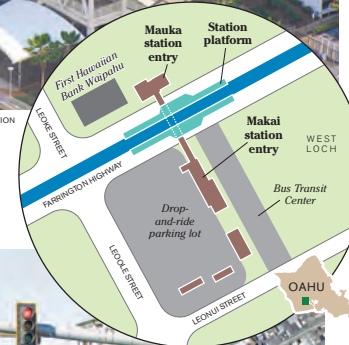
The Ho'ae'ae station features a 21-stall park-and-ride lot and a four-bay bus depot next to one of the station's entrances. City officials expect TheBus service to the station will largely draw commuters from the greater Ewa Beach community and other places including Royal Kunia and Village Park.

A second entrance on the mauka side of Farrington Highway is more situated for pedestrians and connects to a Don Quijote store parking lot.

Generally, the Ho'ae'ae station borders strip-center retail complexes on the mauka side and a more than 50-acre industrial neighborhood on the makai side stretching to Pearl Harbor.

City planners envision both areas being converted in the coming decades to medium- and high-density residential communities mixed with businesses and a new pedestrian-oriented "main street" running to the edge of the harbor from the station.

Sam Carraggio, a rail industry veteran who was HART project director for several years, said rail promotes the transition of industrial areas to other uses.



STATION FACTS

- >> Also known as West Loch station
- >> Double entry/exit
- >> Side platform boarding
- >> TheBus connections
- >> 21-stall park-and-ride lot
- >> 3-minute ride to next station (eastbound)
- >> 2-minute ride from previous station (westbound)

At least a couple of tenants, Rainbow Drive-In and Manny's Bake Shop, ceased operating since the center's rebranding, and the large majority of tenants are still awaiting the promoted benefits of rail after Skyline service delays.

"I'm expecting more customer base," said Roger Rivera on a recent day at the center of snack shop Rajah Dat, which he opened in late 2021. The Shops at West Loch Station because of its proximity to the rail station.

The retail center's owner also owns the land under the Don Quijote store, which is slated to close in 2024, perhaps to make way for more redevelopment. A Robinson trust representative could not be reached for comment about future plans for the site.



HONOLULU'S SKYLINE: STATION 5

POUHALA

(Pandanus post or pillar)

Pouhala was a historically important fishpond of the area and land division near Pearl Harbor. Today it is known as a 70-acre marsh between Waipahu Depot Road and West Loch that is a wetland habitat for birds.



COURTESY HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

A rail stop in Waipahu stands out amid automobile businesses

By Andrew Gomes
agomes@staradvertiser.com

Reminders of automobile transportation dominance are hard to miss approaching the city's fifth Skyline rail station, Pouhala, in Waipahu.

The primary section of this station nestles up to a Goodyear Auto Service business not far from an AutoZone parts store, two gas stations, a car wash, two car dealerships and a Hertz car rental station inside a Midas repair shop.

Buses, however, are what the city largely intends to connect rail riders with at this station.

The main link to the Pouhala station is the Waipahu Transit Center, a bus transfer hub with five bays for close to 20 express and regular bus routes adjacent to the rail line.

It won't happen overnight, but rail is expected to drive away some of what the community-based Waipahu Town Action Plan describes as an "auto-oriented environment not conducive to pedestrians and bicyclists" that exists in the former sugar plantation town.

Russell Ryan expects such long-term transformation along with a more immediate boost in pedestrian traffic to the 75-year-old kamaaina family business he runs near the station with his wife, Monica Toguchi Ryan. The couple operates Highway Inn, a restaurant that got its name from being prominently located along Farrington Highway.

As a former resident of London, where an extensive rail network exists, Russell Ryan is a big believer in such systems. So about seven years ago when he began searching to move Highway Inn from another site in Waipahu fronting the highway before an impending property lease expiration, Ryan was set on being close to a rail station.

"It's a very good thing for a



CINDY ELLEN RUSSELL / CRUSSELL@STARADVERTISER.COM

The Pouhala (Waipahu Transit Center) station is next to several businesses, including a Goodyear tire shop and popular restaurant Highway Inn. Pictured is the westbound view of the station from inside Skyline.

business to be situated close to the rail if your business involves foot traffic like ours does," he said. "I think it'll bring economic activity all along the line."

The relocated Highway Inn opened in 2020 just steps from the Pouhala station, taking the place of a NAPA Auto Parts store next to Goodyear.

Besides more pedestrian traffic, Ryan said the elevated rail line in front of Highway Inn is an advertising conduit for the restaurant's marquee sign visible to Skyline riders. Perhaps, he even hopes, the Pouhala station might become informally known one day as the Highway Inn station.

"Our restaurant is incredibly visible from the train and the station platform," he said.

Ryan also expects employment benefits that include some employees riding rail to work, and creating an expanded pool of potential new hires who don't have a car or don't want

to deal with parking. Many years from now Ryan expects additional synergies with more people riding rail and development of new housing and businesses around stations.

"People got to realize that we're not building this for us," he said. "We're building it for future generations."

City officials project that transit-oriented development zones within a half-mile radius around the Pouhala station and another station on the Ewa edge of Waipahu a little over a mile away will serve as a long-term magnet for 2,370 new homes.

Contemplated projects include redeveloping 326 senior housing units at two Hawaii Public Housing Authority properties in the area with up to 1,000 new affordable homes. Kamehameha Schools, which owns 3.5 acres near the Pouhala station including land under a Times Supermarket, is

advancing a plan to develop about 530 affordable-housing units on the site along with about 50,000 square feet of commercial space.

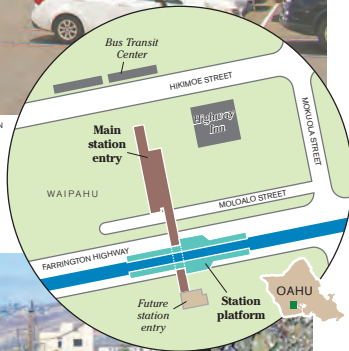
"This is truly transit-oriented development," said trust spokesperson Aron Dote. "We're expecting people to use rail and the bus line."

Construction of the two-tower project named Keawalau at Waipahu is projected to begin in 2025.

The city has encouraged more dense development in the area by rezoning 114 acres around the Pouhala station mainly for mixed use in place of zoning that had been restricted largely to either business, industrial or residential use.

To make TheBus connections with rail more convenient, the city upgraded the more than 20-year-old Waipahu Transit Center on Hikimo Street about three years ago.

The city also has partially built a second entry and exit



STATION FACTS

- >> Also known as Waipahu Transit Center station
- >> Double entry/exit
- >> Side platform boarding
- >> TheBus connections
- >> No parking
- >> 2-minute ride to next station (eastbound)
- >> 3-minute ride from previous station (westbound)

for the Pouhala station on the makai side of Farrington Highway after plans for the additional access were cut in 2013 to save money. A timetable for finishing this part of the station is uncertain.

Use of the Pouhala station when the full span of Skyline is running to Kakaako is projected by the Honolulu Authority for Rapid Transportation to be 10th-most out of 19 stations, with 3,520 daily passenger boardings. HART is not projecting station use for the introductory service segment set to start Friday.





HONOLULU'S SKYLINE: STATION 6

HALAULANI

(Heavenly halau, chief's house, name of a star)

Halaulani is an ili situated between the ponds of Hanaloa, Eo and Hanapouli, and the government road. There was situated in the land of Halaulani the heiau called Ahu'ena or Ha'ena, which was used in the time of Kamehameha I and last cared for by John Papa 'I'i, who was granted fee-simple interest in the land during the Mahele.



COURTESY HONOLULU AUTHORITY FOR RAPID TRANSPORTATION



Rail station at Leeward Community College is unique and isolated

By Andrew Gomes
agomes@staradvertiser.com

The city's rail station next to Leeward Community College is close to the middle of an initial 11-mile operating segment, but it's also the most isolated.

This station, named after a historical place in the area called Halaulani between three ponds and an old government road, is expected to be the least used when the full transit line is running with 19 stations between East Kapolei and Kakaako.

Average daily passenger boardings are estimated to be 1,450 at Halaulani in 2030, according to the most recent Honolulu Authority for Rapid Transportation projection made in 2021, before the full system completion was pushed back to 2031.

By comparison, the busiest station was previously expected to be at Ala Moana Center with 17,330 daily boardings, but that station was cut from the project in 2022 due to funding limitations.

Among the other eight stations in the initial rail segment, HART's projected 2030 boarding volume ranges from 2,440 at the University of Hawaii West Oahu to 9,680 at Pearl Highlands, the latter of which is a one-minute ride from LCC on the line.

The expected light use at Halaulani reflects the station's location at a community college with relatively low enrollment and not much of a surrounding population.

"The Leeward Community College station is not expected to have the high passenger access demands of other station locations because it is physically isolated and will have neither a park-and-ride lot nor a bus transit center nearby," a city transit-oriented development plan states.

"The city will not have bus service to or from Halaulani, and a 1,200-stall parking lot next to the station is for LCC



CINDY ELLEN RUSSELL / CRUSSELL@STARADVERTISER.COM

Halaulani, the city's rail station next to Leeward Community College, is the only station at-grade in the otherwise elevated Skyline system. The station is accessed through a short tunnel under Ala Ika Street that connects the station entryway next to LCC's main parking lot to the station platform.

use only. Halaulani is also unique in a couple of other ways.

For one, it's the only station at-grade in the city's otherwise elevated system, recently named Skyline. Halaulani also is accessed through a short tunnel under Ala Ika Street that connects the station entryway next to LCC's main parking lot to the station platform.

To be sure, Halaulani will benefit some LCC students and faculty as well as perhaps some nearby residents in the 119-unit College Gardens townhome complex adjacent to campus and a smattering of nearby single-family homes.

LCC's student body is generally over 6,000 students, though enrollment has slid over the past seven years from about 8,000 in the early 2010s. About 450 staff work at the community college.

"We here at Leeward are looking forward to the rail service beginning," said LCC Chancellor Carlos Penalosa. "It will

provide another transportation option for many of our students, making higher education even more accessible to them, strengthening cross-campus collaboration and efforts.

Not the potential for broader rail use at Halaulani is tied to significant community growth around the station, and this is pretty hemmed in by geographical barriers.

Halaulani is bordered on the mauka side by a twisted mess of roads making up the H-1/H-2 freeway interchange. Just makai are a few farms and the Pearl Harbor National Wildlife Refuge. On the Ewa side of the station is HART's rail yard and operations center. Toward Diamond Head beyond H-1 lies Pearl City, served by other rail stations.

The city's transit-oriented development plan for the area envisions redeveloping portions of LCC's campus, mainly large surface parking lots, into a small college-oriented neighborhood with perhaps 820 homes.

However, UH has no plan to pursue community development at LCC, though it would be open to discussions that could include potentially selling land for development, according to university spokesperson Dan Meisenzaahl.

"The university will be open to any ideas regarding the property and its campus to better serve the community," he said. Elements in the city's conceptual plan illustrating potential redevelopment at the 27-acre campus include additions of primarily low-density housing on the site of an overflow parking lot on the Diamond Head side of LCC, and a medium-density mix of residences, offices, restaurants and convenience-oriented retail served by two new parking structures where the main parking lot exists today.

Other pieces include a central park, some new surface parking on the mauka side of the station platform now



STATION FACTS

- >> Also known as Leeward Community College station
- >> Single entry/exit
- >> Center platform boarding
- >> No bus connections
- >> No parking
- >> One-minute ride to next station (eastbound)
- >> Two-minute ride from previous station (westbound)

partly occupied by a Hawaiian Electric substation, and a pedestrian plaza fronting the station entry plaza between LCC and the envisioned mixed-use development.

"Creating a strong connection between transit and the college will make riding the train an attractive alternative to driving to LCC, potentially freeing up a portion of the current surface parking area for higher and better uses," the city's plan states.





HONOLULU'S SKYLINE: STATION 7

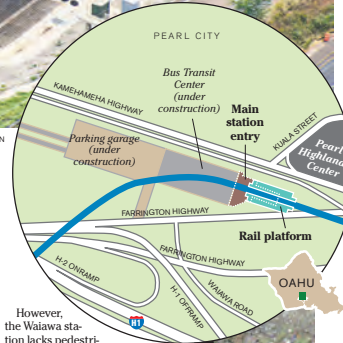
WAIAWA

(Milkfish water)

Waiawa is an ahupuaa known to have the largest watershed on Oahu. Among the noted places were the fishponds of Kuhialoko, Kuhiawaho; the salt beds of Ninualele; the coconut grove of Hape; the kalo patches of Mokaalika; the spring of Kaaimalu; and the awa patch of Kalahikiola. A noted wahi pana of the area is Haupuu.



COURTESY HONOLULU AUTHORITY FOR RAPID TRANSPORTATION



Skyline station link diminished for Central Oahu and North Shore

By Andrew Gomes
agomes@staradvertiser.com

The city's Waiawa rail station near Pearl Highlands Center is largely thought of as the mass transit line's arterial connection to Skyline riders from Central Oahu and the North Shore.

But a key feature of this artery — two sets of on- and offramps connecting the H-2 freeway and Kamehameha Highway directly with a 1,600-stall parking garage and bus depot attached to the station — has been indefinitely deferred, leaving a more disconnected station for use.

What had been the biggest park-and-ride facility in the city's entire 19-station rail line was intended to give residents in places including Waipio, Mililani, Wahiawa and Haleiwa a convenient alternative to fighting traffic congestion on the H-1 freeway to and from town.

The Honolulu Authority for Rapid Transportation initially expected to have the ramps and garage added in 2026, but high construction costs partly to do with soil stability led the city in 2022 to cancel the additions.

The garage was to cost \$330 million based on two construction bids, or \$206,000 per stall. HART contends that the Waiawa station, even without the garage, will still be highly used, due to expanded bus connections, over a longer term after an initial segment of Skyline service starts Friday.

Since 2010, HART has projected that the Waiawa station will be second- or third-most used in 2030, which was a prior expected date for full rail line operations that has since been pushed back to 2031.

A HART analysis made in 2021 with the garage estimated there would be 9,685 daily boardings on average at the Waiawa station, or third most after a station at Ala Moana Center (17,330 daily boardings) and a downtown Honolulu station (9,780 daily boardings) in 2030.



JAMM AQUINO / AQUINO@STARADVERTISER.COM

The Waiawa (Pearl Highlands) station is near Pearl Highlands Center, which is anchored by a Sam's Club store. Pedestrians have to walk along Kamehameha Highway and use a crosswalk to get across the divided highway to or from the station.

The Ala Moana station and one at Ward Village were cut from the project in 2022 due to funding constraints, trimming the line to 19 stations from 21. City officials in 2022 said eliminating the Waiawa station garage won't significantly affect rail ridership.

HART said in its report that it expects about 60% of passengers using the Waiawa station to arrive via TheBus, in part due to revised and more frequent routes to and from Central Oahu and North Shore communities and greater use of bus park-and-ride lots in Royal Kunia and Mililani Mauka.

The agency also said that some rail riders from Central Oahu and North Shore communities are expected to drive and park at two other rail stations containing park-and-ride lots, one at the University of Hawaii West Oahu in East Kapolei and one in Halawa next to Aloha Stadium. Waiawa station also has an area for riders to get dropped off by car. City officials intend to study future parking and connection options for the Waiawa station, which was built at the Ewa edge of Pearl City on a site once known as the Banana Patch and isn't well connected to the immediately surrounding community. The closest existing critical mass of potential riders near the station are residents of the twin 47-story Century Park Plaza condominium towers just Ewa of Pearl Highlands, a 411,000-square-foot shopping center anchored by a Sam's Club store and Regal Cinemas 12-plex. A Home Depot, Walmart and homes in Manana are also within walking distance of the station.

However, the Waiawa station lacks pedestrian-friendly access. Pedestrians will have to walk along Kamehameha Highway and use a crosswalk to get across the divided highway to or from the station.

At one time, HART planned to build a pedestrian bridge from the station over Kamehameha Highway to Pearl Highlands. But that feature is no longer planned.

In the coming decades, the city envisions the area around Waiawa station to become more developed with residential and commercial uses. Building on top of the parking garage was even part of the plan when the garage was still slated for construction.

"Over time, the Pearl Highlands station area could transition from a suburban commercial center to a thriving pedestrian-friendly district complete with a mixture of commercial, residential and community uses," the city's transit-oriented development plan for the area said.

This plan anticipates that 1,500 homes and 1.1 million square feet of retail, office and industrial business space can be developed within a half-mile of the station.

One such contemplated project is redevelopment of the state-owned Hale Laulima affordable-housing complex. Hale Laulima has just 36 rental homes spread among nine two-story buildings on 4 acres near the station. The Hawaii Public Housing Authority plans to add 700 homes on the site it owns.

A much bigger envisioned project is planned by Kamehameha Schools, which intends to develop, with a partner, about 2,000 acres of former agricultural fields between Pearl City and Waipio into a community with 11,109 homes, five public schools and more than



STATION FACTS

- >> Also known as Pearl Highlands station
- >> Single entry/exit
- >> Side platform boarding
- >> TheBus connections
- >> No parking
- >> Future 1,600-stall parking garage undetermined
- >> Four-minute ride to next station (eastbound)
- >> One-minute ride from previous station (westbound)

a half-million square feet of commercial space over nearly 50 years.

The trust envisions that its plan would concentrate 2,000 to 3,000 of the homes more densely near the makai end of the site, which is a little over a half-mile from the Waiawa station.

"We believe transit-focused communities serve as catalysts for creating vibrancy and resiliency," Serge Krivatsy, senior director of commercial real estate planning and development for Kamehameha Schools, said in a statement.

Construction, however, is likely 10 to 15 years away from the Kamehameha Schools Waiawa project.



HONOLULU'S SKYLINE: STATION 8

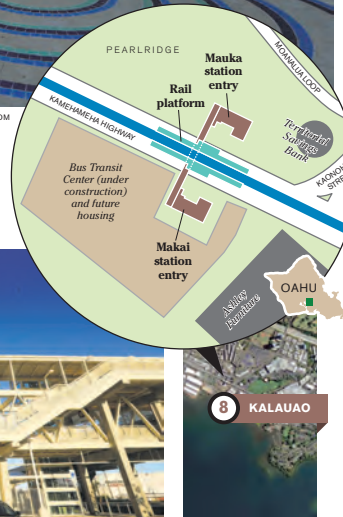
KALAUAO

(The multitude of clouds)

Kalauao is an ahupuaa with the famed wahi pana, Kukiiahu. Kukiiahu was once the house site of Kalaimanua, a chiefess of Oahu who resided there most of her life. This is also the site of a battle fought in late 1794 between the warriors of Kaekulani and Kalanikupule in which Kaekulani and his followers were killed.



PHOTOS BY JAMM AQUINO / JAQUINO@STARADVERTISER.COM



Skyline stops close to, but not at, Hawaii's second-largest shopping center

By Andrew Gomes
agomes@staradvertiser.com

Perhaps the biggest public attraction along the city's 11-mile initial operating rail segment is Oahu's second-largest shopping mall, Pearlridge Center.

Yet riders of the Skyline train going to shop or work at the 1.1 million-square-foot mall won't be exiting Kalauao station near the doors of Macy's or the old Sears location, or any other stores.

The closest station exit is nestled up against a low-rise condominium and the parking deck of a Territorial Savings Bank building separated from the mall by Kaonohe Street.

Most of Pearlridge Center, which covers 45 acres, is a five- to 10-minute walk from the station along Kamehameha Highway and Kaonohe.

Previously, city planners envisioned a pedestrian bridge making a convenient connection between the station and the adjacent retail center, but this feature got eliminated as station designs advanced.

The mall is expected to support rail ridership to some degree, providing a new transportation option for shoppers and workers.

David Cianelli, the mall's general manager, is not forecasting any amount of symbiotic benefits but said tenants are generally optimistic about rail positively affecting business with higher foot traffic.

"On the eve of the opening of the rail line, we are very hopeful about its positive impacts for our customers, tenants and the hundreds and hundreds of people who work at Pearlridge Center," he said in a statement. "We feel, like the rest of the community, that the multimodal transportation options that will be available with rail are going to be great because it will give people more choices."

The Honolulu Authority for Rapid Transportation hasn't estimated station use before the full 19-station line opens. The agency's most recent



The Kalauao station in Pearlridge is positioned near Oahu's second-largest shopping mall, Pearlridge Center. The city will open Skyline on Friday, offering free rides to the public from East Kapolei to Aloha Stadium.

estimate made in 2021 projected the Kalauao station would have 6,290 average daily passenger boardings, or third most, in 2030, which was when the full line was expected to open before getting pushed back to 2031.

Much of this relatively high projected use is expected from TheBus riders transferring to and from rail at the station, along with a rise in the nearby population and workforce produced by dense residential and commercial property development plans within a half-mile of the station.

Development plans near the station include a long-stalled project with 1,500 homes, a hotel and retail space at the former Kamehameha Drive-In theater site, another possibly 1,500 homes on nearby land owned by Kamehameha Schools, and the addition of housing, more retail and perhaps a hotel at Pearlridge.

None of these major redevelopment projects have publicly forecast start dates. As for improved bus service, the city in conjunction with the initial segment of rail operations starting Friday plans a new TheBus route running from the Kalauao and Halawa rail

stations to Ala Moana Center with stops along the way at places including Middle Street, Chinatown and downtown Honolulu.

A bus depot adjacent to the makai side of Kalauao station is planned as a future addition to accommodate six buses at the same time with covered passenger-waiting areas and benches. When service begins, the station will include a temporary park-and-ride lot with 16 stalls.

Chastity Ferrer, who was shopping at Pearlridge earlier this month, said it would be hard for her to make use of rail because she lives in Hawaii Kai. "I wish I could," she said, noting that about eight years ago she lived in Waipahu and could have envisioned riding the system regularly.

HART expects to open two more segments of rail over the next several years, with four stations between Pearl Harbor and Middle Street in 2025, followed by six stations from Kalihi to Kakaako in 2031.

During this time, considerable transit-oriented development could arise within a half-mile, or 10-minute walk, of the Kalauao station that increases rail use. City planners estimate that

3,400 homes can be developed around Kalauao station, adding 8,874 more residents based on an average household size of 2.61 people.

The biggest and most detailed project planned for the area had 1,500 homes, a 150-room hotel and 143,000 square feet of retail space on 14 acres once home to the Kam Drive-In.

However, this project by California-based Robertson Properties Group that was dubbed Live Work Play 'Aiea never broke ground in 2014 as forecast. Local developer Stanford Carr several years ago arranged to take over and revamp the project into one with 1,401 homes, a grocery store and a few other retailers, but backed out in 2022 because of more risky economic and financing outlooks.

Another major landowner in the area, Kamehameha Schools, owns 17.5 acres makai of Pearlridge with tenant ground leases expiring over the next five to 10 years. The trust preliminarily envisioned 1,200 to 1,500 homes and 50,000 to 60,000 square feet of commercial/retail space on the property, though more evaluation is pending.

The owner of Pearlridge, Washington Prime Group, indicated in 2019 that it was exploring redevelopment at parts of the mall, with more retail as well as potential high-rise residential and hotel use, though no updated plans or potential timetables have been shared.

Under enhanced city zoning for land near the station, building height limits for some mauka portions of the mall property rise as high as 350 feet, up from 60 feet, while makai portions of the mall remain at 60 feet.

Any future redevelopment at Pearlridge, Cianelli said, would be independent of city rail line phases opening. He also said extending the mall's monorail, which transports riders between the mauka and makai phases of the shopping center, to the city rail station is not under consideration.

STATION FACTS

- >> Also known as Pearlridge station
- >> Double entry/exit
- >> Side platform boarding
- >> TheBus connections
- >> Temporary 16-stall park-and-ride lot
- >> Three-minute ride to next station (eastbound)
- >> Four-minute ride from previous station (westbound)



HONOLULU'S SKYLINE: STATION 9

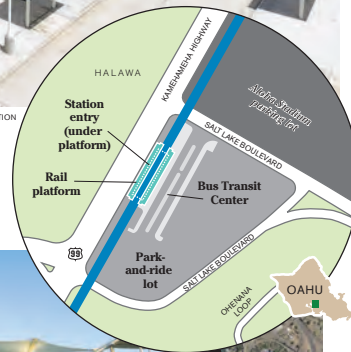
HALAWA

(Curve)

Halawa is the last ahupuaa of the Ewa district before traversing into Moanalua, the first ahupuaa of the Kona district. Here you will find the wahi pana, Kapuukapu (the forbidden hill), which by name implies the area once held religious and ceremonial significance.



COURTESY HONOLULU AUTHORITY FOR RAPID TRANSPORTATION



End of Oahu's rail line, initially, stops next to condemned stadium

By Andrew Gomes
agomes@staradvertiser.com

When city Skyline trains start carrying public passengers Friday, the last station at the town-bound end of the initial service line will lack what was supposed to be a gleaming new ridership magnet.

A replacement of Hawaii's largest outdoor sports and entertainment venue, Aloha Stadium, was previously expected to open this year. Yet construction remains a ways off, and the current facility long nicknamed "Rust Palace" is condemned for spectator events.

Such events, including high school and University of Hawaii football games, music concerts and monster-truck rallies, were a considerable factor in the Honolulu Authority for Rapid Transportation projecting that the Halawa rail station would be the sixth-busiest among 19 stations from East Kapolei to Kakaako operating by 2030.

Now, it's still questionable whether a new stadium, to be developed under a private partnership with the state, and the city's 19th rail station in Kakaako, will be done by their latest estimated completion dates in 2028 and 2031, respectively.

The Halawa station built on part of a former stadium overflow parking lot also is expected to be integrated with new housing, retail businesses, restaurants, a hotel and other uses in an envisioned mixed-use community anchored by a replacement stadium under the state's delayed redevelopment project called the New Aloha Stadium Entertainment District.

Lori Kahiikina, HART executive director and CEO, would not say whether the stadium redevelopment plan delays are a disappointment.

"HART cannot take a position on the plans for the stadium," she said in a statement. "However, HART does look forward to all of the rail stations being further integrated into their communities."



JAMM AGUIÑO / JACQUIVO@STARADVERTISER.COM

The Aloha Stadium station in Halawa will be the last stop in the partially opened rail line. The second batch of stations — between Pearl Harbor and Middle Street in Kalihi — will open in 2025.

In the interim, the Halawa rail station with a 590-stall automobile park-and-ride lot has been positioned as more of a transportation node for catching TheBus into town or riding rail into westward communities including Pearl City, Waipahu and East Kapolei.

City officials are expanding bus service to and from the station to serve rail riders until a second batch of four stations between Pearl Harbor and Middle Street open in 2025, followed by six stations from Kalihi to Kakaako in 2031.

Some riders also are expected to come from a few existing neighborhoods in the vicinity of the Halawa station, while swap meets and other events in the stadium parking lot are continuing and should draw some rail passenger traffic.

Still, the absence of an operating stadium for the next five years, or possibly longer, is a lost opportunity to help make better early use of rail.

Up to 300 events annually were held at the 50,000-seat stadium, with the biggest ones in recent years before the facility's 2020 closure drawing tens

of thousands of fans.

Hawaii native Bruno Mars set an Aloha Stadium record in November 2018 with three consecutive sellouts, surpassing U2 and Michael Jackson's previous two-night sellouts. A concert by rapper Eminem in February 2019 drew 28,216 fans, and a pair of monster truck rallies and a motorcycle dirt track race drew 77,371 fans over three days in May 2019.

Attendance at UH football games was often around 20,000. The stadium also hosted dozens of smaller events, including high school football, flag football, other youth and professional sports, high school graduation ceremonies, marching band festivals and more.

Rail officials even created a storage track at Halawa station to deploy extra trains for handling large events.

More frequent or regular rail riders using the station are expected to come from neighborhoods within a half-mile radius, which is considered a convenient walking distance, as well as some residents living a little farther in Aiea, Halawa Heights, Aieamanu, Foster Village, Salt

Lake and other places where it may be convenient to use the station's park-and-ride lot.

A bus transit center adjacent to Halawa station also has been built and will be used in part for a new express route with buses every 10 minutes at peak and midday service periods running to and from downtown Honolulu, Waikiki and UH Manoa.

The city also plans a peak-period bus service into and out of Joint Base Pearl Harbor-Hickam, where a rail station is expected to open with three other stations in 2026 as part of the second of three segments.

HART has not estimated station use for the initial nine-station segment. The agency's most recent estimate was for all 19 stations operating in 2030, and the Halawa station was expected to have 4,500 daily boardings on average, or sixth-most among 19 stations, trailing only downtown Honolulu, Waialua near Pearl Highlands, Kaluaao near Pearlridge Center, Ho'ae'ae at West Loch, and a station in Iwilei.

If the state's plan for redeveloping the 98-acre Aloha Stadium site with a private partner



STATION FACTS

- >> Also known as Aloha Stadium station
- >> Single entry/exit
- >> Side platform boarding
- >> TheBus connections
- >> 590-stall park-and-ride lot
- >> Three-minute ride from previous station (westbound)

is realized, the Halawa rail station stands to be more heavily used over the next couple of decades.

The stadium redevelopment plan envisions 1,810 homes, 620 hotel rooms, 641,000 square feet of retail and 192,000 square feet of office space developed over 20 years.

More development could occur on nearby sites that include Aiea Elementary School, Stadium Mall, Stadium Marketplace and the Puuwaia Momi public housing complex, according to a city transit-oriented development plan adopted in 2020 that envisions higher-density redevelopment near the rail station.

