

# 5. MAP DESIGN AND STANDARDS

The TOD neighborhood map is not only a key component of the TOD wayfinding system but is also intended as a “base map” that can allow other transit and destination partners to apply their own specific content as an overlay. TOD welcomes the opportunity for increased connectivity between all forms of mobility and each neighborhood’s unique destinations and offerings. Third parties are encouraged to utilize existing base maps and can incorporate their own use-specific content layers. In this way, visitors can quickly understand and find each neighborhood’s unique offerings. However, third parties will need to adhere to the map design standards. The use of these materials should also be accompanied by an agreement to ensure compatibility with the City’s wayfinding system.


Each element, color, and style has been coordinated with the overall system information hierarchy. These styles are documented in the Map Design Guidelines document for use by anyone updating maps or creating base maps. Base maps have been drawn for more than half of the station neighborhoods, which allowed for testing styles across a wide variety of neighborhood typologies. These maps are now the established precedent for the graphic design of the remaining maps.

The artwork originates from a Geographic Information System (GIS) background map, and is accurate in terms of relative distances. However, the TOD neighborhood maps are not intended to be cartographically precise. Features such as land masses, waterways, roadways, and building footprints are simplified and made uniform to be easier to read and allow important destinations to stand out. All maps in the exterior environment are installed “heads-up” and also include mauka and makai references for orientation. Since “heads-up” mapping requires the map to be rotated to face the direction of the viewer, each rotation requires unique representation of the artwork so that the labels are always reading right-side-up. Four orientations have been drawn for each of the completed base maps — Mauka-Up, Makai-Up, Mauka-Left, and Mauka-Right.

More information about the map design and standards is available in a separate document titled **Transit-Oriented Development Wayfinding System Map Design Guidelines**.

TRANSIT-ORIENTED DEVELOPMENT WAYFINDING SYSTEM

MAP DESIGN GUIDELINES



City and County of Honolulu  
Department of Planning and Permitting  
December 13, 2021

01 OCTOBER 2021


ELEMENT	COLOR	APPEARANCE
<b>Park Land</b>	Blue 1	0.25 in round corners
<b>Private Land</b>	Green 3	0.25 in round corners
<b>Park Details</b>	Blue 2	0.02 in round corners and 0.01 in weight lines
<b>Swimming Pools</b>	Blue 2	

SYMBOL / LABEL	APPEARANCE	DIAMETER
	Available in TOD Symbol Library Do Not Alter	Tree (Large) 0.8 in Tree (Medium) 0.58 in Tree (Small) 0.3 in
<b>Label</b>	17 pt Medium Italic, 18 pt heading, track 50 Title Case, White or Black as required for legibility	


**DESTINATION PARK**  
District, Community, or Neighborhood Park that is a Destination according to the TOD Criteria for Destination Inclusion  
Include simplified outlines of key details such as buildings and amenities




**Park Details**  
Swimming Pool  
Athletic Field

**PUBLIC PARK LAND**  
City owned or managed park space that does not meet the TOD Criteria for Destination Inclusion  
No label, and minimal detail



**PRIVATE LAND**  
Privately owned or managed or green spaces  
Labels are only included if the space is also a Wayfinding Destination



**3 | MAP GRAPHIC STANDARDS**

**SYMBOLS**

Symbols for map artwork have been specifically developed to coordinate with symbols on signage. Artwork for symbols is available as an Adobe Illustrator Symbol Library file. Symbols in the library should not be altered or scaled. Only the symbols in this library should be applied to the Base Map for the uses specified.

TRANSPORTATION	USE	SIZE	TREES	USE	SIZE
	Bus Station	0.6 in		Tree (Large)	0.9 in
	Bus Transit Center	0.6 in		Tree (Medium)	0.58 in
	Park and Ride	0.6 in		Tree (Small)	0.3 in
	Comer Terminal	0.6 in			
	Future Bus Station	0.3 in			
	Future Bus Transit Center	0.3 in			
DESTINATIONS		USE	SIZE		
	Public Building	0.3 in			
	Post Office	0.3 in			
	Hospital	0.3 in			
	Multi-modal Recreational Trail	0.3 in			
	Pedestrianized Commercial Street of 3 blocks or more	0.3 in			

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