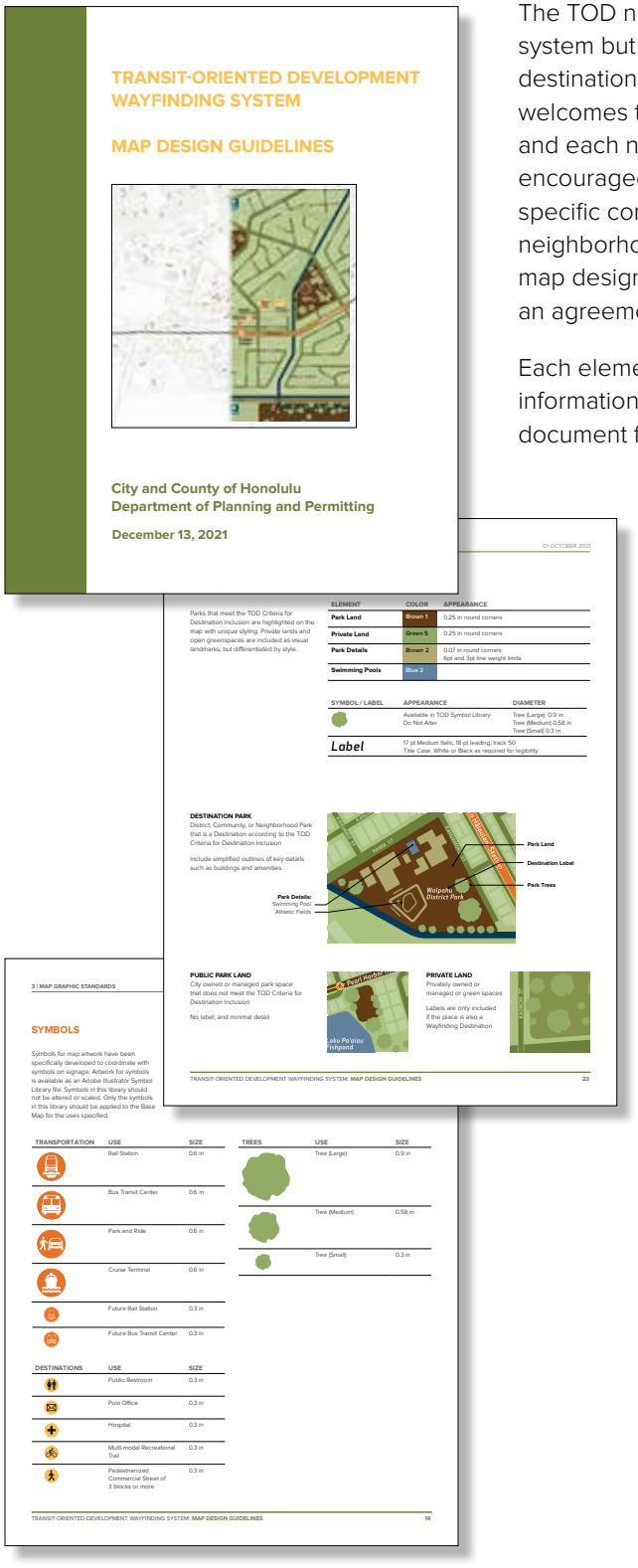
5. MAP DESIGN AND STANDARDS



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**.