

ROCHESTER HILLS

GATEWAYS AND STREETSCAPES MASTER PLAN

DESIGN AND IMPLEMENTATION GUIDE
JULY 2023



ACKNOWLEDGMENTS

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INTRODUCTION



Overview

The purpose of the Rochester Hills 2023 Gateways and Streetscapes Master Plan is two-fold: to identify locations and design concepts for community gateway signs and to identify amenities to include in future streetscape improvements.

Gateways and intentional landscaping are meant to celebrate the sense of arrival into Rochester Hills and demarcate unique places or community assets. Some of the gateways may be considered destinations themselves. This concept is not new; the Gateways Master Plan draws upon the 2003 Gateways Master Plan and develops a new approach to appropriately locate the gateways in distinct locations and reflect the updated Rochester Hills' brand and identity. The Gateways Master Plan is a unique approach to explore ways for the City to reflect through signage and landscaping the quality of life, economic vitality, and abundant natural resources offered in Rochester Hills.

Rochester Hills continues to grow, but its street network is largely already built out. Presently, there are no streetscape guidelines or standards to direct the design and implementation of street construction projects in Rochester Hills. The Streetscapes Master Plan intends to support the goals of the 2021 Transportation Plan and the 2021 Master Plan, aligning transportation and land use to establish new, comprehensive street design standards for the entire City. These guidelines serve as a resource to advance citywide goals of establishing a process for developing street improvement projects. A menu of preferred materials and streetscape amenities is compiled in the Streetscape Master Plan to maintain consistency in street design throughout Rochester Hills.

In combination, the 2023 Gateways and Streetscapes Master Plan provides a framework to guide the City, partner agencies, and private developers through future investments in its streets.

Planning Process

The 2023 Gateways and Streetscapes Master Plan is the product of an inter-departmental and inter-council effort to develop visual themes using gateways and street furnishings along Rochester Hills' streets. An internal team and steering committee with representatives from the Planning Commission, City Council, Planning Department, Parks and Recreation Department, and Engineering Department was assembled to develop these guidelines. Together, these groups guided the gateway design process and the development of the Streetscape Master Plan. The planning process consisted of four tasks:

INVESTIGATE

- » Internal planning team project kick-off
- » Assemble steering committee
- » Review previous planning efforts
- » Establish project schedule and steering committee meetings
- » Collect study area data to evaluate existing streetscape characteristics

EVALUATE

- » Draft Master Plan goals with steering committee
- » Tour Rochester Hills to identify potential gateway locations
- » Develop maps and visual aids to advance the gateway planning process
- » Approve proposed gateway locations with steering committee

ENVISION

- » Develop gateway concepts and streetscape guidelines with steering committee feedback, including cost estimates and phasing and implementation strategies

FINALIZE

- » Incorporate steering committee input into the final Master Plan
- » Present to the Planning Commission and City Council for formal adoption

How to Use this Plan

The City of Rochester Hills developed the 2023 Gateways and Streetscapes Master Plan to provide design guidance to the City, partner agencies, and private developers. The document is organized into the following sections:

Introduction.

Existing Conditions. Describes the general characteristics of existing gateway features and streetscapes in Rochester Hills. Consult this section for strengths, weaknesses, opportunities, and challenges regarding the existing gateway and streetscape elements found in Rochester Hills.

Gateways Master Plan. Provides gateway design concepts with dimensions and materials call-outs, lighting, and elements that lend a sense of place to residents and visitors. Landscape treatments can be found in the Landscaping Design Guide. Plan view renderings can be found in Appendix A.

Streetscape Master Plan. Identifies two streetscape design families for streetscape furnishings and construction standards. New developments and capital improvement projects are recommended to apply the palette of streetscape elements outlined in this chapter. Specification sheets for these products are available in Appendix B.

Landscaping Design Guide. Covers strategies for targeted greening, including gateway planting palettes, median and roundabout landscaping, and right-of-way landscaping, such as street trees and stormwater management.

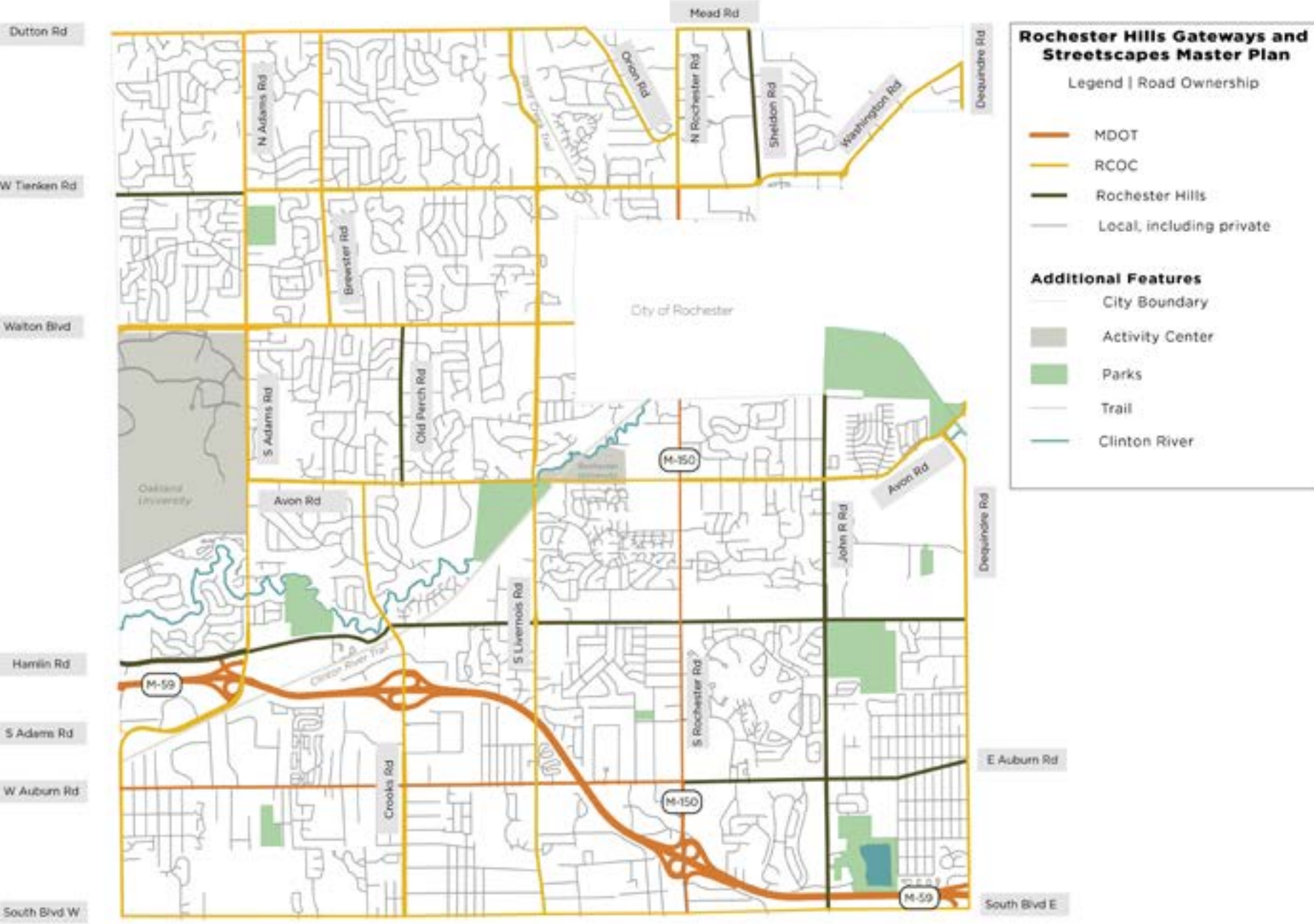
Implementation. Provides a phasing strategy to implement the Gateways Master Plan recommendations. The Streetscape Master Plan will be implemented on a case-by-case basis and does not require a coordinated timeline of implementation. Organizational roles and responsibilities related to streetscape projects are defined here.

Applicability

Gateways. The Gateways Master Plan provides a framework for the City to direct future projects that will implement unique and branded gateway elements and guide the streetscape design. The Guide is not a rigid requirement, but intended to clearly manage expectations. Gateway placement may be adjusted when implemented, but the materials and vision should reflect the concepts provided in this plan. The timing for each gateway will depend on various factors such as funding and ongoing development opportunities that may include gateway incentive considerations.

Streetscapes. The Streetscape Master Plan applies to projects along public rights-of-way in Rochester Hills, including those managed by the City of Rochester Hills, the Michigan Department of Transportation (MDOT) and the Road Commission for Oakland County (RCOC). MDOT, the RCOC, and the City of Rochester Hills are each responsible for the maintenance of several roads located in the City. Few, if any, streetscape design standards will apply to local roads. Private roads are exempt from the streetscape guidelines. This plan establishes a unified vision for all roads in Rochester Hills and is meant to be a guide for MDOT and RCOC to reference for their projects.

The Streetscape Master Plan will inform developer discussions for how the project can proceed to the site plan phase. Streetscape design proposals will be evaluated during the development site plan review process based on the surrounding land use context, site conditions, and ways in which the projects address applicable streetscape guidelines and goals. Alternative solutions will be considered, and developers are encouraged to incorporate gateway and streetscape elements as appropriate.



MAP 1: Road ownership.

Plan Goals

Gateways Master Plan

1. To strengthen the sense of place within the City of Rochester Hills through targeted and unique gateway features.
2. The Design features and standards must be realistic and achievable for implementation.
3. Provide a detailed and realistic framework for the City to initiate and implement, including:
 - A proposed order of implementation.
 - An action plan based upon available funding opportunities and/or City budgets.
 - Identification of what is achievable within the next 3 - 5 years.

Streetscape Master Plan

1. Maintain streetscape harmony across the City through consistent streetscape design elements.
2. Ensure that implemented street designs support adjacent land uses and simultaneously strengthen the safety and character of neighborhoods and business areas.
3. Provide realistic and achievable streetscape standards for implementation.

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EXISTING CONDITIONS



Overview

Rochester Hills is renowned for being a place where people want to live, work, shop, spend time at parks and on trails, and more. There are currently two signs considered existing gateways in Rochester Hills, one in the northeast corner at the intersection of Crooks Road and South Boulevard, and a smaller gateway treatment on Auburn Road to delineate the Brooklands district. There is ample opportunity to add more visual cues through a cohesive family of gateways, roadside city boundary signage, and park signage. Featuring the City's memorable brand throughout the community will aid in creating a sense of place and increase Rochester Hills' visibility.

Streets serve as economic drivers for a successful community. By accommodating walkability through a robust system of shared-use pathways, they can also increase connectivity between neighborhoods and commercial centers. Simultaneously, the streets are not always used to their full potential as public, shared-use places. Rochester Hills desires a unified streetscape character through consistent application of hardscape materials, street furniture, lighting, and more. There is a strong tree-planting program in Rochester Hills, but filling street tree gaps is dependent on road jurisdiction and the presence of utilities. To create cohesiveness between each unique street in Rochester Hills, streetscape improvements will share some common elements that tie the Streetscape Master Plan recommendations together. The Streetscape Master Plan process involves a dialogue about materials, design elements, and colors, which will inform the style of streetscape amenities.

Existing Gateways and Identity Elements

The following pages show examples of existing gateway and identity elements found in Rochester Hills. The City's brand presence is integrated into signage reflecting natural elements, recreation, institutions, and retail areas. Where these key elements exist, the proposed gateways will recognize and contribute to the context of the area without creating unnecessary visual pollution. The new gateways communicate the Rochester Hills brand and will update existing gateway features for consistency.



Left: Identity signage on Auburn Road entering the Brooklands district. Right: Existing gateway at Crooks Road and South Boulevard.

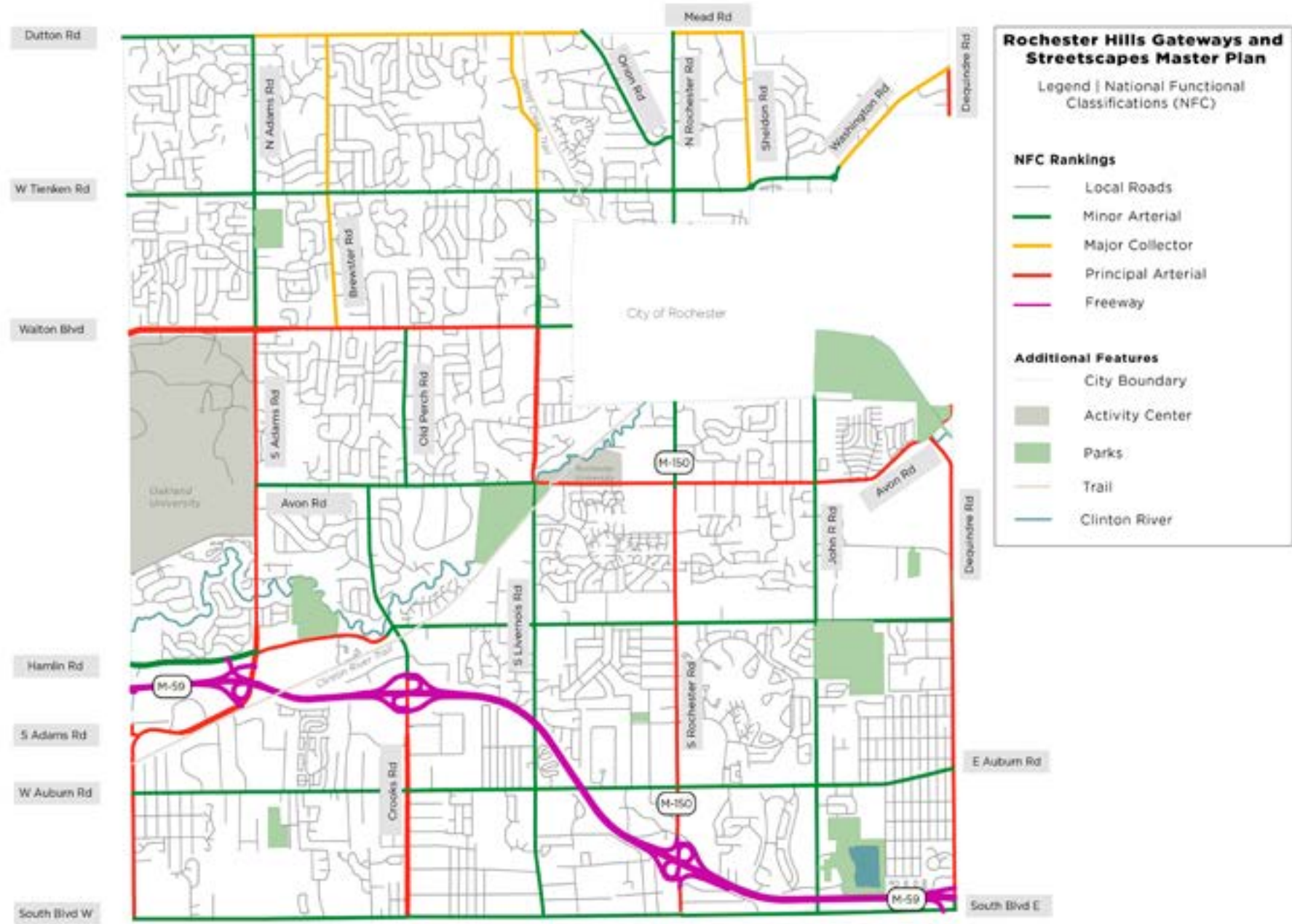


Median and roundabout structures act as gateway and identity elements in the Brooklands district.



The Bebb Oak on Livernois Road is an element of the Rochester Hills logo, appearing in lighting and concrete motifs throughout the community.





Existing Streetscape Features

Streets are typically categorized by daily traffic volume and access, following the framework of National Functional Class (NFC). This framework organizes streets into three primary categories: Arterials, Collectors, and Local Streets. This plan differs from the conventional approach and instead reflects the function of a street more holistically, considering land use, character, and pedestrian comfort. In Rochester Hills, the NFC categories are still used to guide decision-making about transportation projects, however, the context-based design families presented in the Streetscape Master Plan will serve as an overlay and supplement to the NFC classifications.

The following pages show the existing materials found along streetscapes in Rochester Hills.

MAP 2: Roads by National Functional Class (NFC).

Existing Streetscape Features



Aluminum Fencing



Vinyl Fencing and Retaining Wall



Steel Cable Railing

Existing Streetscape Features



Roundabout Landscaping and Hardscape Materials



Standard Median Landscaping



Median Landscaping and Hardscape Materials

There is opportunity to unify the varying landscaping and materials found in roundabouts and medians.



Traffic Light Configuration



Median Lighting



Trail Crossing



Crosswalks, mid-block crossings, abundant median and street landscaping



Pedestrian lighting complements street lighting; median gateway feature



Other street furnishings include benches, litter receptacles, and tree boxes

Fencing, lighting, intersections, and trail crossings in Rochester Hills.

The Auburn Road Corridor project in the Brooklands district is an example of a cohesive, identity-driven streetscape in Rochester Hills.

Strengths

- » Rochester Hills has demonstrated good streetscape design principles and an innovative vision for the community through its 2018 Master Plan update and 2021 Transportation Plan update.
- » All gateways are located in the public right-of-way. There is a \$300,000 budget already allocated to implement gateways over the next 3 years. Further, there is a \$450,000 budget available to implement new parks signage in 2024.
- » Most of Rochester Hills is connected by, at minimum, 5-foot-wide sidewalks, and 8-foot-wide shared-use paths which foster excellent pedestrian connectivity through the community. The materials are concrete or asphalt, which is easy to maintain and a low cost to implement. Existing design elements such as fencing, median landscaping, and hardscape can be standardized and distributed throughout the community.

Weaknesses

- » Existing gateway features are not very distinctive and few contribute to placemaking opportunities.
- » Block sizes and street widths present pedestrian challenges.
- » Trail crossings need improvement for pedestrian comfort, maintenance, and safety.
- » Inconsistent landscaping and tree canopy along roads.
- » Overhead utilities at intersections are unsightly.
- » Hardscape materials, lighting, and landscaping used in roundabouts and medians are inconsistent. The red pigmented stamped concrete fades to a muted pink color over time. Material durability and visual longevity should be considered in future hardscape projects.

Opportunities

- » The 2018 Master Plan proposes careful design of mixed-use places through redevelopment, infill, and re-imagining underutilized properties that will create vibrant places throughout Rochester Hills.
- » There are numerous opportunities to implement gateways through public-private partnerships.
- » There is abundant space for street furniture, landscaping, mid-block crossings, enhanced crosswalks, and other features to create a more comfortable pedestrian experience.
- » There is opportunity to coordinate streetscape design elements with residential and commercial land uses and seamlessly integrate street furnishings that suit the character of the area and promote the Rochester Hills brand.

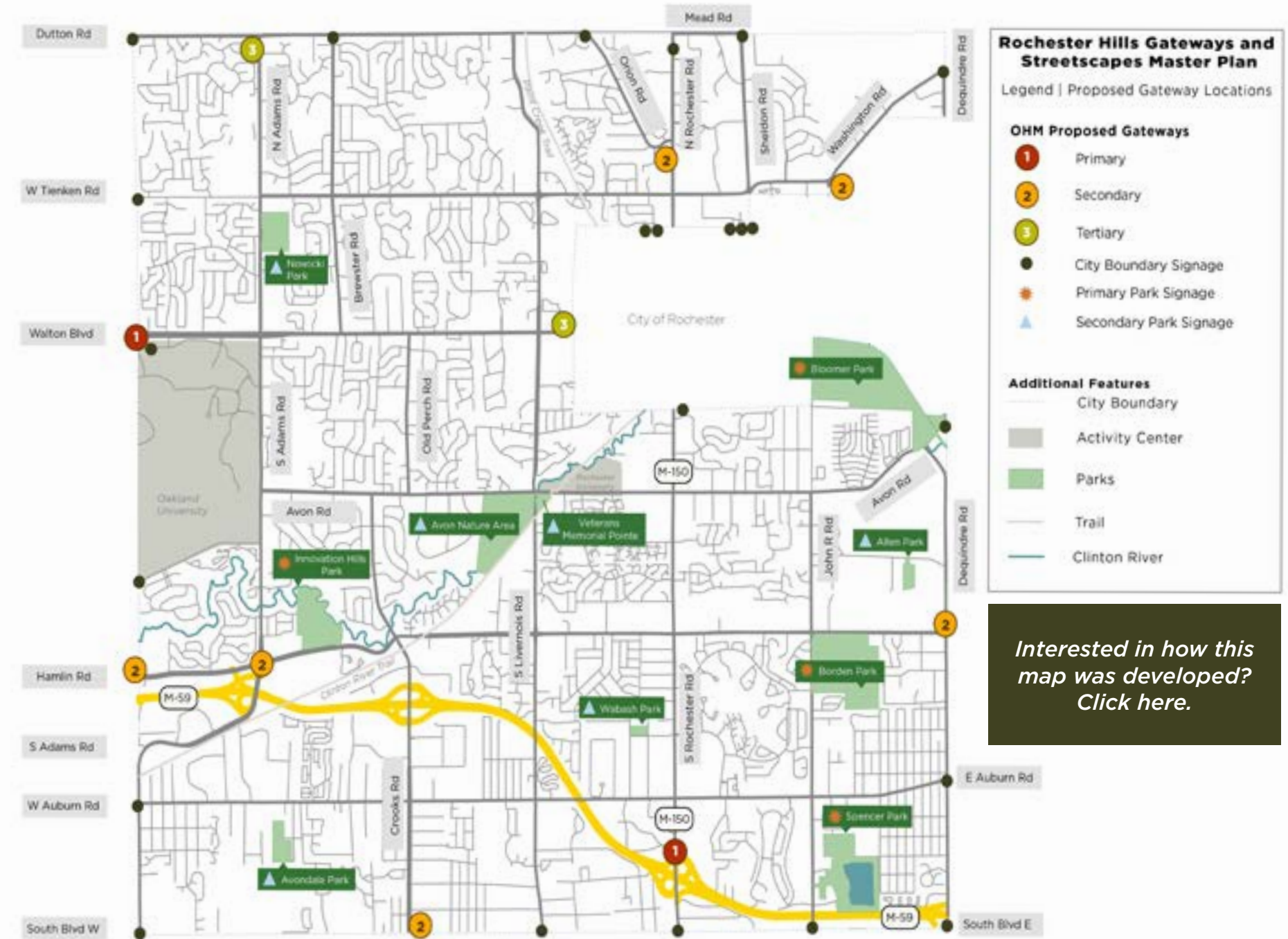
Challenges

- » Most principal arterial roads are under the jurisdiction of the Michigan Department of Transportation (MDOT) or the Road Commission for Oakland County (RCOC). Streetscape materials and gateway structures will require review and approval prior to implementation.
- » For the Streetscape Master Plan to be successful, dedicated annual funding is necessary.
- » Working within public right-of-way constraints to implement gateways of an appropriate size and scale.
- » Long-term maintenance of landscaping.

Conclusion

Implementation of gateways that reflect the Rochester Hills' brand will provide visual aids that connect residents and visitors with the community, contributing to an unforgettable experience. Gateways and gateway elements located at community boundaries and near key destinations will distinguish Rochester Hills from its neighbors. There is a strong desire for harmonious and thematic streetscape treatments in Rochester Hills. Currently there is some uniformity across site furnishings, lighting, and signage, but there is a need to complete the package with cohesive components. In combination, the Gateways and Streetscapes Master Plan will consistently implement the Rochester Hills brand and unify the look and feel of streetscapes.

Gateways Master Plan



Interested in how this map was developed? [Click here.](#)

MAP 3: Proposed gateway locations, updated City boundary signage, and updated park signage.

Overview

What people see, whether they're walking, biking, or driving, has a big impact on how they feel about a place. The central goal of the 2023 Gateways and Streetscapes Master Plan is developing a palette of design elements that will be used to create a sense of place and apply a unique, complementary style across the City. Gateways go beyond enhancing the visual experience by announcing the arrival to the community border or demarcating a special place with the City brand.

The process to identify the gateway locations shown in Map 3 took into account City boundaries, surrounding land use, traffic volume, and available right-of-way. The City boundary signage reflects an inventory of existing signage, with the exception of signs to be removed due to their proximity to proposed gateways. Regional parks and sports parks were assigned primary park signage, and secondary signage was developed to maintain the character of neighborhood parks and mini parks.

Overall Design Theme

A well-executed gateway design will provide a positive first impression for the community and convey the overall attitude of the City it represents. The following family of gateway designs embraces the forms and colors of the City of Rochester Hills logo, while also introducing a materials palette that show consideration to the City's "Innovative by Nature" tag line. The gateway family is designed to complement existing signage that will remain, such as the Brooklands District sign and municipal signage.

Comprised primarily of textured concrete and vibrant aluminum paneling, this gateway signage family successfully blends flowing lines, repeated logo features, and a recognizable color palette to create multiple features of varying sizes. By maintaining similar elements across all of the features, they will create a unifying harmony and community familiarity across the City.

Gateway Family Package

Rochester Road Primary Gateway



Walton Boulevard Primary Gateway



Secondary Gateway



Tertiary Gateway

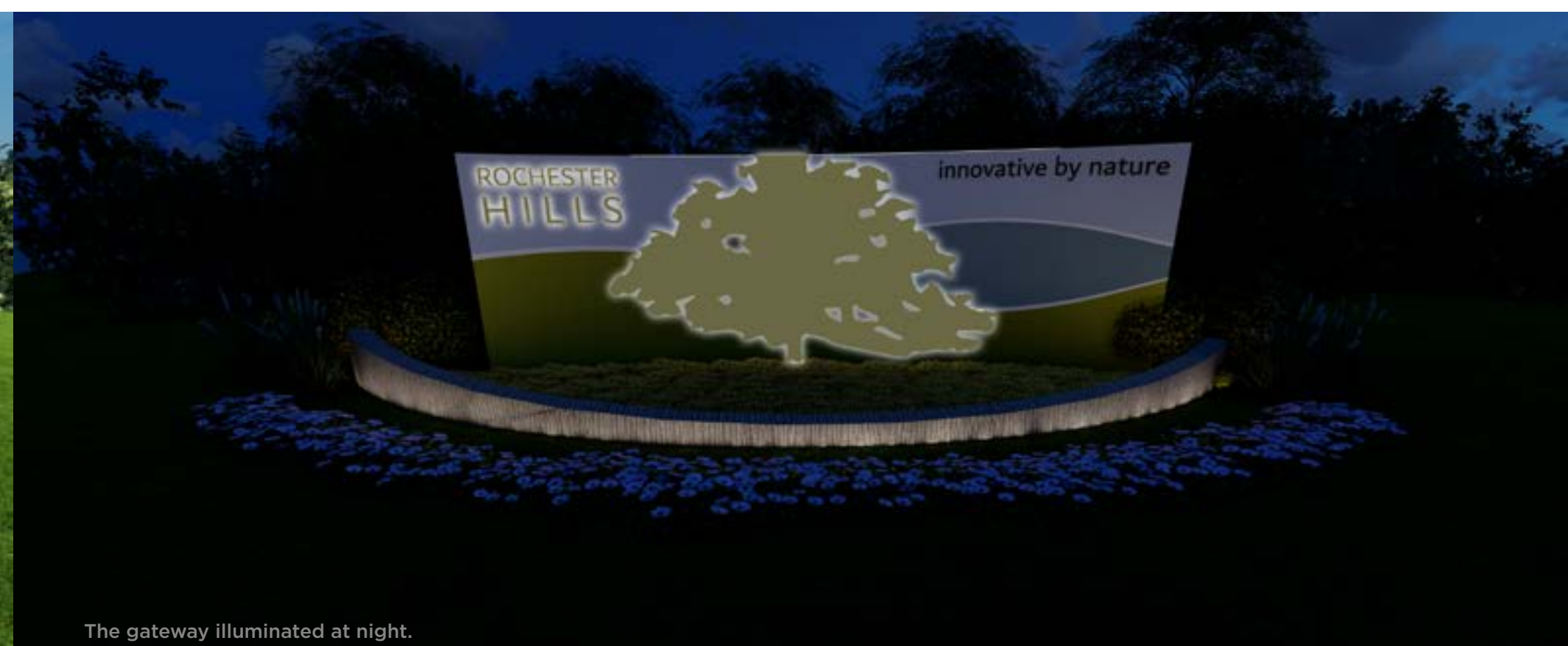


City Boundary Sign



Park Signage





The gateway illuminated at night.

1 Rochester Road Primary Gateway Features

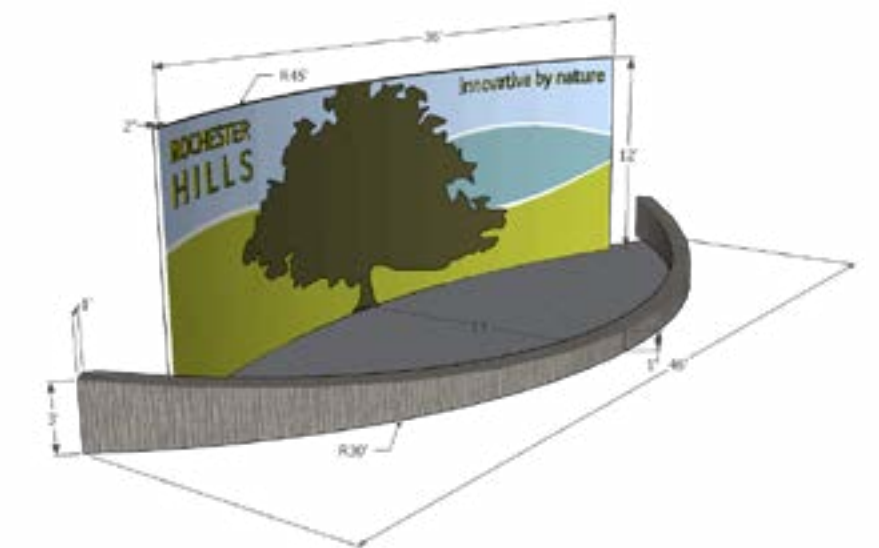
The Primary Gateway features are to be placed at the City's most traveled entry points. This gateway is meant to be the largest within the gateway family, located on the north side of the Rochester Road (M-150) and M-59 interchange.

Features:

- Colored acrylic aluminum panels utilize negative space to creatively reflect the Bebb oak and Rochester Hills brand.
- Interior lighting elements makes the gateway stand out, day and night.
- Larger decorative concrete walls with exposed textures and rolling surfaces are utilized to help anchor the features to the ground plane.
- Robust and intentional landscaping will complement the gateway with seasonal interest.



Wider perspective of the gateway in relation to motorists on Rochester Road (M-150).



Gateway dimensions.



Opposite side.



Above: Front side, illuminated. Below: Opposite side, illuminated.



Gateway dimensions.



1 Walton Boulevard Primary Gateway Features

A Primary Gateway feature is proposed at the City boundary by Oakland University, in the median on Walton Boulevard.

Features:

- Decorative concrete walls and aluminum paneling at a larger scale than the secondary and tertiary gateways.
- Internally-lit cabinet illuminates the text and logo reinforces the Rochester Hills brand, day and night.
- Robust landscaping to establish the arrival into Rochester Hills and enhance the median's appearance.



Front.



Opposite side.

2 Secondary Gateway Features

The Secondary Gateway features are smaller versions of the primary gateway features, meant to be located in areas where higher impact is desired, but traffic counts don't quite warrant a primary gateway experience.

Features:

- Decorative concrete walls and aluminum paneling at a smaller scale than their primary gateway counterparts.
- Lighting for these features is not likely to be internal, but rather back-lit to accentuate the features at night.
- Landscaping palette is consistent with the primary gateway landscaping, with a smaller footprint.

Locations:

- Rochester Road and Orion Road
- In the Hamlin Road median near Old Adams Road at the City boundary
- Hamlin Road and Adams Road
- Crooks Road and South Boulevard (to replace the existing gateway signage)
- Hamlin Road and Dequindre Road
- An alternate Secondary Gateway feature is proposed in the roundabout at Washington Road, Runyon Road, and Tienken Road. This design will maintain the decorative wall and sign panel, however the materials may need to be adjusted to accommodate the historic nature of the area.



Gateway dimensions.



Front side, illuminated.



Opposite side, illuminated.



Front.



Opposite side.

3 Tertiary Gateway Features

These gateway features are designed to fit boundary locations of importance, but without the space available for the larger features. A Tertiary Gateway feature is proposed at Dutton Road and Adams Road, and at eastern the City boundary on Walton Boulevard near the Great Oaks subdivision entrance.

Features:

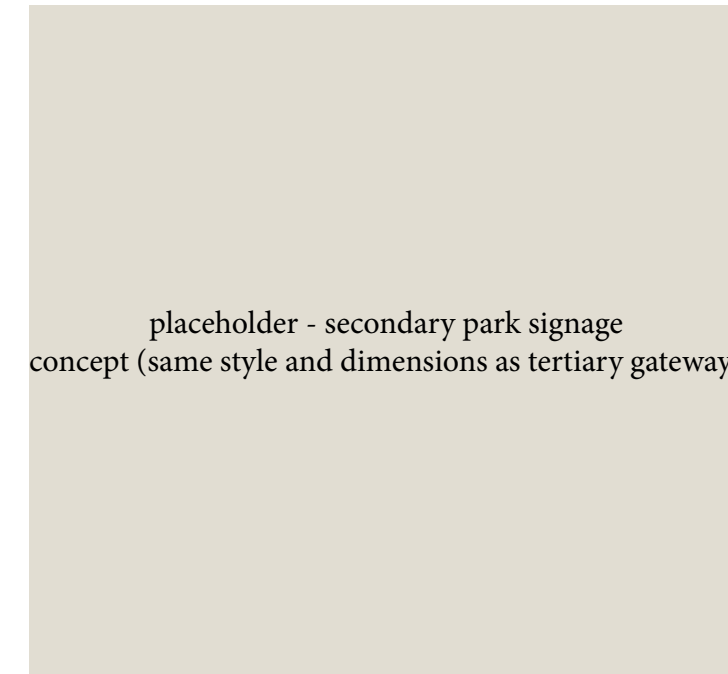
- These features will maintain the decorative aluminum paneling, however the decorative concrete wall was removed for this feature.
- Vertical presentation offers a smaller footprint.
- Lighting for night time viewing is not necessary, as these locations are lesser traveled than those proposed for Primary and Secondary gateways.



Gateway dimensions.



Park signage dimensions.



Park Signage

City Park signage is included in the proposed gateway family. The proposed park signs are meant to replace the existing signs at all parks. Two concepts were developed to distinguish regional and sports parks from neighborhood parks. The colored aluminum paneling on the signs may vary from sign to sign (park to park) using the Rochester Hills primary brand colors.



Primary park signage locations:

- Bloomer Park
- Borden Park (1 sign for each entrance)
- Spencer Park
- Innovation Hills Park

Primary park signage features:

- These signs will utilize the decorative concrete wall and aluminum sign panel, however the panel will be situated in a horizontal layout as opposed to the vertical format in the previously mentioned features.



Secondary park signage locations:

- Avon Nature Park
- Avondale Park
- Allen Park
- Nowicki Park
- Veterans Memorial Pointe
- Wabash Park

Secondary park signage features:

- These signs will utilize the vertical aluminum sign panel seen in the Tertiary gateway concepts.



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City Boundary Signage

The City Boundary signs are the smallest in stature. These signs are to be located at all City boundary locations where another gateway sign is not proposed. They are intended to provide increased appearance than the square aluminum logo signs that are currently in place. These signs will be made of aluminum typical of a road sign, however they are proposed to be sized and shaped differently, and will provide a vibrant welcome to the City.

Streetscape Master Plan

Overview

The Rochester Hills Streetscape Master Plan was developed to ensure that streetscape infrastructure is updated in a manner that creates a safe, comfortable, consistent, and attractive environment. Newer streetscape projects, such as the Auburn Road Corridor project, serve as an established benchmark for how a cohesive, identity-driven streetscape can be successfully designed and implemented. Further, there is sustained private investment in Rochester Hills operating without a set of guidelines to adhere to. The purpose of the Streetscape Guidelines planning process is to provide direction for future public and private projects and contribute to Rochester Hills' sense of place.



Amenities and paver design contribute to the character of this streetscape in Grand Rapids, MI.

Streetscape Design Families

The design families were derived from the Rochester Hills' tagline, "*Innovative by Nature*." The two options are meant to allow flexibility and avoid complete conformity to a single family of furnishings and emphasize compatibility between the area's character and the streetscape element design family. The impact of aesthetics, function, as well as practical concerns such as supply availability, cost, and maintenance were evaluated for each item. Project-level conditions and goals, as well as engineering judgment, should dictate which street design elements are most appropriate. Alternative site furnishings should reflect the forms of the development, be compatible with the design families mentioned in this plan, and be low-maintenance and durable.

Innovative

- » Land Use: A mix of local- and regional-serving commercial, office, civic, and industrial developments
- » Modern forms and materials emphasize functionality and longevity
- » Reflects a thriving economic and public realm
- » Opportunity to custom-powder coat furnishings with brand colors

Nature

- » Land Use: Predominantly residential and nature-focused
- » Composite wood accents are physically and visually warmer, and resistant to moisture, insects, fire, vandalism, and decay
- » Abundant low-maintenance native trees and landscaping to reflect Rochester Hills' extensive park and wildlife habitat systems

Streetscape Master Plan

The Streetscape Master Plan are organized into three categories: the pedestrian zone, the active zone, and future considerations. The pedestrian zone encompasses the street elements from the curb to the sidewalk that directly influence the walking element. The active zone consists of elements located within the roadway. Future considerations acknowledges transportation innovation such as electric vehicles, micromobility options such as bikeshare, and public transportation expansion. Specification sheets for furnishings like benches and trash containers can be found in the Appendix.

Pedestrian Zone Amenities | *Hardscape Materials*

It is recommended to continue use of asphalt and poured-in-place concrete as paving material in the pedestrian zone for its durability and maximum accessibility. Creativity in paving material and design are encouraged, if they are compatible with the character of the development and the unified character of the streetscape.

Innovative

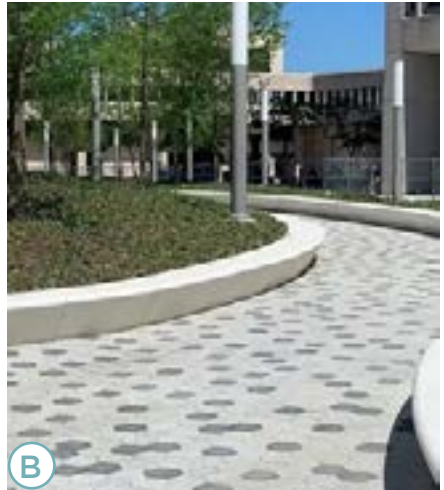
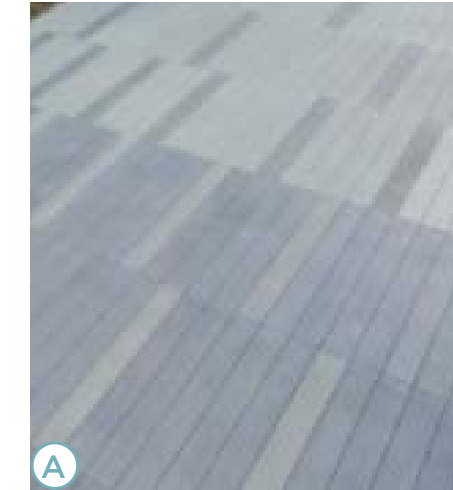
- » **Type A:** Stamped concrete planks
- » **Type B:** Stamped concrete hexagonal

Scoring pattern: Perpendicular to curb

Pigment: Flexible, but grey, dark grey, and charcoal are preferred over brown or red pigments.

Nature

- » **Type C:** Exposed aggregate concrete, poured in place



Pedestrian Zone Amenities | *Public Seating*

Providing areas for seating along sidewalks and throughout developments is important to make Rochester Hills an inviting place to walk and visit. While there is flexibility in seating specifics, furniture should be backed, low-maintenance, and durable. Further, providing shade or selecting material finishes that don't become excessively heated when exposed to sunlight is a priority. Rochester Hills' logo and brand colors may be incorporated into custom benches where appropriate.

Innovative

- » **Type A:** Rest bench as manufactured by Landscape Forms, or equal.

Material and finish: Powder-coated metal, flexible finish

Size and configuration: Backed, 26"x80"x33"



Nature

- » **Type B:** Rest bench as manufactured by Landscape Forms, or equal.

Material and finish: Jarrah woodgrain with powder-coated metal, flexible finish

Size and configuration: Backed, 26"x80"x33"

[See Appendix B \(p. 9\) for spec sheets.](#)



Pedestrian Zone Amenities | *Litter Receptacle*

Consider placing litter and recycling receptacles near high-volume pedestrian locations. The receptacle should not obstruct any pedestrian paths and should have at least a 5 foot clearance zone surrounding it. Another criterion for location is that the receptacle can be easily accessed, emptied, or serviced for maintenance.

Innovative

- » **Type A:** Tonyo receptacle as manufactured by Forms+Surfaces, or equal.

Material and finish: Powder-coated stainless steel, bright silver gloss or custom brand color

Size and configuration: 36- or 60-gallon capacity with rain hat, single-stream preferred. Split-stream receptacles for recycling are dependent on the City's recycling policy and may be implemented should recycling in public places become more prevalent.



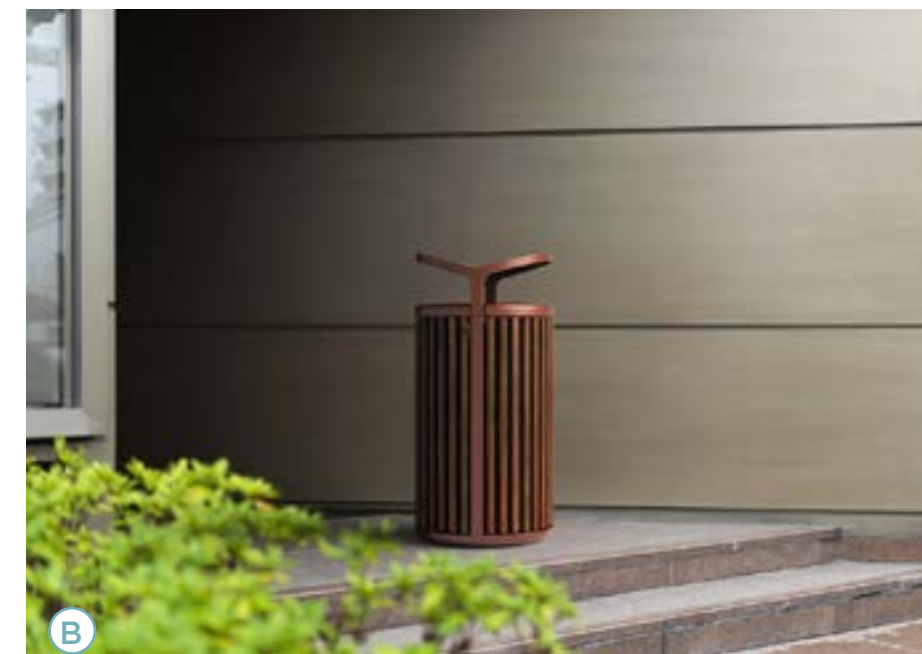
Nature

- » **Type B:** Tonyo receptacle as manufactured by Forms+Surfaces, or equal.

Material and finish: Wood-paneled, multiple stains available, with powder-coated stainless steel or custom brand color

Size and configuration: 36- or 60-gallon capacity with rain hat, single-stream preferred. Split-stream receptacles for recycling are dependent on the City's recycling policy and may be implemented should recycling in public places become more prevalent.

[See Appendix B \(p. 99\) for spec sheets.](#)



Pedestrian Zone Amenities | *Bicycle Parking*

The standard bicycle rack is an inverted U-shape that provides contact with the bicycle at two points. Bicycle parking should not obstruct pedestrian traffic or interfere with use of a pedestrian area. Lighting and visibility should also be considered when selecting areas for bicycle parking.

Innovative

- » **Type A:** Twist bike rack as manufactured by Forms+Surfaces, or equal.

Material and finish: Powder-coated metal, flexible finish



Nature

- » **Type B:** Multiplicity bike rack as manufactured by Landscape Forms, or equal.

Material and finish: Powder-coated metal, flexible finish with Jarrah woodgrain

[See Appendix B \(pgs. 100 - 101\) for spec sheets.](#)



Pedestrian Zone Amenities | *Bollard Lighting*

Lighting is a critical streetscape element to provide a sense of safety and illuminate pedestrians and cyclists to motorists. While Rochester Hills values dark sky preservation, the installation of new light fixtures will emphasize new gateway features and illuminate trail crossings, mid-block crossings, access ramps, crosswalks, seating, and transit stops, development pathways, and building entrances. Bollard lighting can be used alone or in combination with pedestrian lighting or street lighting in high-activity areas to encourage pedestrian use at night. Lighting should be located in such a way that reduces the overall number of poles along the street.

Innovative

- » **Type A:** Light Column Bollard with Scale shield design as manufactured by Forms+Surfaces, or equal.

Material and finish: Stainless steel



Nature

- » **Type B:** Radia Bollard as manufactured by Forms+Surfaces, or equal.

Material and finish: Powder-coated aluminum, TBD, solar-powered and Dark Sky Approved 3000K LEDs

[See Appendix B \(pgs. 102 - 105\) for spec sheets.](#)



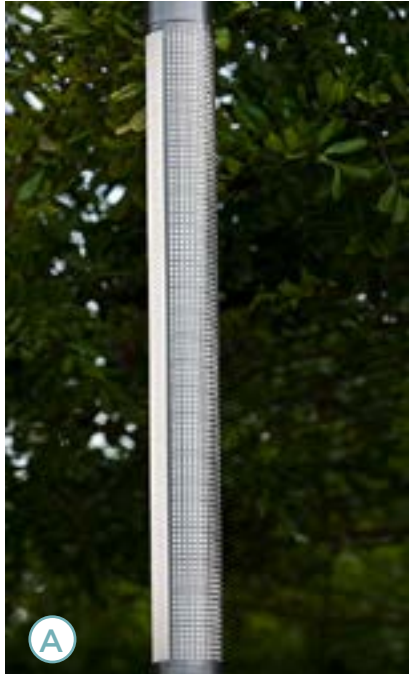
Pedestrian Zone Amenities | Pedestrian Lighting

The pedestrian-height lighting was selected to be cohesive with the bollard lighting and provide an alternative to replace existing pedestrian lighting, such as the traditional luminaries seen at the Avon and Livernois intersection.

Innovative

- » **Type A:** Light Column Pedestrian Light with Scale shield as manufactured by Forms+Surfaces, or equal.

Material and finish: Stainless steel



Nature

- » **Type B:** Cordia Pedestrian Light as manufactured by Forms + Surfaces, or equal.

Material and finish: Powder-coated metal, flexible finish

[See Appendix B \(pgs. 106 - 109\) for spec sheets.](#)



Pedestrian Zone Amenities | Planters

The use of planting containers is encouraged in the pedestrian zone and new developments that affect the streetscape. Planting containers should be placed near building frontages and seating areas to add color and vibrancy to streetscapes and intersections. The presentation of the planters seen in the imagery to the right is not meant to be standardized but to serve as inspiration of how planters may be composed.

Innovative

- » **Type A:** Square or rectangle 1500 planter as manufactured by Maglin, or equal.

Material and finish: Formed steel with matte finish



Nature

- » **Type B:** Square Plaza planter as manufactured by Landscape Forms, or equal.

Material and finish: Steel frame with wood infill panels

[See Appendix B \(pgs. 110 - 111\) for spec sheets.](#)



Pedestrian Zone Amenities | *Fencing*

There are several different types of fencing seen throughout Rochester Hills as a safety measure, to protect natural resources, and to provide screening. Certain developments abutting streets require aesthetically pleasing screening to minimize visual pollution and separate space. The stainless steel cable railing and black aluminum railing both currently exist in streetscape treatments. Fencing is context-sensitive but should be functionally appropriate and comply with the requirements of Ordinance Article 12 - Landscaping and Screening.

Innovative

- » **Type A:** Stainless steel cable railing
- » **Type B:** Black aluminum railing



Nature

- » **Type C:** Composite wood fencing to replace vinyl over time
- » **Type D:** Densely planted evergreen landscaping to form a living green wall (minimum height: six feet), where appropriate



Pedestrian Zone Amenities | *Retaining Walls*

Retaining walls are seen throughout Rochester Hills to delineate steep slope areas along streetscapes. While there is flexibility in the retaining wall composition to complement the character of the development, these options can be employed in public streetscape projects. The concrete option can reflect the treatment found in gateway features, or a form liner can be used to create a relief of the Rochester Hills logo. The stone option can utilize the black aluminum railing already used in streetscape projects.

Innovative

- » **Type A:** Sand-blasted concrete and brushed concrete treatment, with optional form liner relief



Nature

- » **Type B:** Pre-cast or stamped concrete options to create a natural stone texture with black aluminum railing, if applicable.



Active Zone Amenities | Crosswalks

Crosswalks and curb ramps should provide a safe and functional transition for pedestrians from one sidewalk to another. Where there is opportunity and resources, themes such as civic elements or school colors can be incorporated into the crosswalks. The options to the right are meant to be inspiration for more creative crosswalk treatments.

» **Type A:** Standard striped crosswalk

Innovative

» **Type B:** Artistic crosswalk, where applicable

Nature

» **Type C:** Artistic crosswalk with natural resource themes, where applicable



Active Zone Amenities | Mid-block Crossings, Pedestrian Refuge Islands, and Trail Crossings

The development of updated streetscape environments in Rochester Hills provide an opportunity to incorporate safety and walkability through mid-block crossings, pedestrian refuge islands, and enhanced trail crossings. These improvements will make crossing streets easier and safer for users, with numerous co-benefits, including traffic calming and greening opportunities. It is recommended to utilize the National Association of City Transportation Officials (NACTO) standards, where applicable.



Active Zone Amenities | *Street Lighting*

There is inconsistency across street lights in Rochester Hills. Lights may be located at intersections or in medians where required by safety and engineering standards. Ideally, wood post lamp posts will be replaced by metal poles. Mast arm poles at intersections will help to manage overhead wires and visual pollution. Black is the preferred wrap treatment or powdercoat option for light posts at intersections and along streetscapes. The black fluted single- and double-pronged streetlights in the image below reflect the DTE standard for outdoor municipal street lighting, which should become Rochester Hills' standards for street lighting where necessary.



Active Zone Amenities | *Barrier Elements*

Guard rails present another opportunity to implement consistent materials and promote the Rochester Hills brand. When applicable, a concrete form liner of the Rochester Hills' logo, Bebb oak, or other identity elements can be applied to the concrete wall to create a relief.



Active Zone Amenities | Roundabout and Median Materials Standards

Roundabouts have been effectively implemented on Rochester Hills' busiest streets, and several more roundabout construction projects are identified in the 2021 Transportation Master Plan. Roundabout dimensions are context-dependent based on turning radius requirements, but materials used in the roundabouts should be consistent throughout Rochester Hills. Roundabouts also provide opportunities for plantings, gateway features, or public art. The palette of materials is applicable to both roundabouts and medians.

- (A) Striped Crosswalk**
- (B) Splitter Island**
No pigment or gray stamped concrete
- (C) Truck Apron**
No pigment or gray stamped concrete
- (D) Street Lights**
- (E) Landscaping/Art**
Landscaping Guide defines appropriate plants



Future Considerations | Banner Arm and Street Signage

Street sign posts could also receive treatments to create cohesiveness with street lights and further reflect the Rochester Hills brand. There are several developments in Rochester Hills that have customized the appearance of their street sign posts with fluted wraps and logos on the street signs themselves. This level of customization is encouraged for new developments.

Outside of the development realm, galvanized steel street sign posts should receive a black plastic wrap treatment. Street signs and banner arm signage bearing the Rochester Hills logo as demonstrated below can be phased in high-traffic areas, where desired.



Future Considerations

There are transportation innovations for which this plan can't identify the construction standards, details, and specifications. Based on recent transportation trends, standards for the future considerations mentioned below should be included as a future task of the Streetscape Master Plan.

Electric Vehicle (EV) Charging Stations

- » There is currently a movement by Michigan policymakers to expand the charging infrastructure available for EV owners. Developers may be interested in adding a number of EV charging stations to their parking areas for an incentive and utility rebates.

Micromobility

- » There may be opportunity to expand bikeshare services to Rochester Hills. The locations that could serve as a pilot project are Oakland University and Rochester University, where there is enough density to generate a significant number of trips. Docked bikeshare stations are preferred to dockless stations. Electric scooter services are not preferred as a micromobility option.

Public Transit Stops

- » In anticipation of SMART bus services expanding into Rochester Hills, public transit stop standards are also a future consideration. Bus stops and shelters should incorporate SMART standards and be coordinated with Rochester Hills' Planning and Economic Development Department.



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Landscaping Guide



Overview

Landscaping in the right-of-way, including medians and roundabouts, adds greenery to the streetscape without affecting delineated space for pedestrians. The Gateways and Streetscapes Master Plan call for the selection, installation, and maintenance of landscaping to contribute to Rochester Hills' character. Where space and staff capacity for maintenance allow, street trees, median landscaping, and roundabout landscaping are encouraged. The Landscaping Guide was developed with a focus on low-maintenance perennial plants to provide visual interest, and trees defined as acceptable in the Rochester Hills Street Tree List.



Right-of-way landscaping along Auburn Road located in the roundabout, medians, and along sidewalks.

Gateway Planting Palettes

Overview

The Gateway Master Plan identifies locations and provides design concepts for gateway elements in Rochester Hills. The addition of decorative landscaping with year-round interest reinforces the Rochester Hills brand and emphasizes both the City's commitment to quality of life and preserving beautiful natural places.

Gateway landscaping plans can be found in [Appendix C](#).

TREES & SHRUBS



BLACK HILLS SPRUCE



SHADBLOW SERVICEBERRY



GLOBE ARBORVITAE



NEW JERSEY TEA



GOLD MOUND SPIREA

Gateway Planting Palettes

GRASSES



FEATHER REED GRASS



FOUNTAIN GRASS

PERENNIALS



SEDUM



BLACK-EYED SUSAN



DAYLILY



WOODS BLUE ASTER

Right-of-Way Landscaping

Median & Roundabout Landscaping

A median is the portion of the roadway separating traffic moving in opposite directions. Landscaping, lighting, and street furnishings should maintain a similar look and feel along the entire length of the road. Where applicable, median landscaping should utilize the planting palette from the recently completed Hamlin Road project. Plantings should be non-invasive, low-maintenance, and drought-resistant varieties and species. Location of utilities such as street lights, fire hydrants, stormwater culverts, power lines and transformers are also a consideration.

Roundabout plantings should be low-maintenance and not block sight lines for motorists or pedestrians. Artistic and cultural elements are encouraged where appropriate.

TREES



'URBAN PINNACLE' BUR OAK



'HERITAGE' OAK



'AMERICAN SENTRY' LINDEN



'BOULEVARD' LINDEN

FLOWERING SHRUBS



CORNELIAN CHERRY
DOGWOOD



ALLEGHANY
VIBURNUM



LITTLE QUICKFIRE
HYDRANGEA



KODIAK BUSH
HONEYSUCKLE

PERENNIALS



MILLENIUM
ORNAMENTAL ONION



DARK TOWERS
PENSTEMON

Right-of-Way Landscaping

Street Trees

Street trees play an important role in absorbing stormwater and cooling communities. Tree infill in the right-of-way is encouraged where trees are missing and utilities to not pose a conflict. The [Rochester Hills' Street Tree List](#) provides guidance on appropriate species for street tree planting. All new tree plantings should be a minimum of 2-inch caliper in diameter. A diversity of tree species is recommended throughout the project to decrease vulnerability to disease. Large trees not permitted near sidewalks per the street tree list should also not be planted where overhead utilities are present. Small flowering trees and medium-trees will be considered.



Curb extension GSI in Philadelphia, PA.

Green Stormwater Infrastructure

Green stormwater infrastructure (GSI) can also exist in the right-of-way in the form of curb extensions, tree box bioretention planters, and rain gardens. Curb extensions are a suitable landscaping treatment where right-of-way space is limited. They fit well at four-way intersections, reducing the distance to cross the street and collecting stormwater runoff, reducing the amount that enters the stormwater and sewer system. Tree box bioretention planters are best suited in wider areas that lack mature canopy trees. The planter boxes should be a minimum of 5' wide and can vary in length, depending on available space and utility constraints. Rain gardens are plantings in depressed areas that allow rainwater to infiltrate into the soil. Unpaved right-of-way open spaces, ditches, and areas opposite the sidewalk are potential locations for GSI.



Tree box bioretention planters in the Brooklands District.

Implementation



Overview

The Gateways and Streetscapes Master Plan provides a framework for implementation. Gateway Master Plan implementation requires coordination between departments to select a gateway fabricator, provide electrical sources where necessary, and install and maintain landscaping. Rochester Hills has available funding resources to implement gateways and enhanced park signage as early as possible. Plan view renderings and landscape plans to guide construction are available in the Appendix.

Implementation of the Streetscape Master Plan doesn't have an ambitious timeline for completion like the Gateway Master Plan. It is meant to serve as a guiding tool for public and private projects impacting streetscapes in the future. Implementation of these guidelines as the Rochester Hills standard should begin immediately after adoption. Projects already through the concept design phase may proceed but should attempt to include as many components from the Streetscape Master Plan as feasible.

Gateway Master Plan Goals

1. To strengthen the sense of place within the City of Rochester Hills through targeted and unique gateway features.

The gateway design concepts reflect the Rochester Hills' brand and increase the City's visibility to residents and visitors. Gateway features and city boundary signage enhance the arrival experience and serve as visual anchors.

2. The Design features and standards must be realistic and achievable for implementation.

Material selections reflect the natural resources and vibrant character of Rochester Hills. Landscape treatments at the gateway locations are implemented with sustainability at front of mind, including low-water use plant materials and low-maintenance planting patterns.

3. Provide a detailed and realistic framework for the City to initiate and implement, including:

- A proposed order of implementation.

Gateways being installed in close succession will have a positive impact over incremental progress and promote the Rochester Hills brand at high-traffic areas throughout the City. With the available resources to bring these concepts into built forms, the proposed order of implementation is dependent on the capacity of the fabricator.

- An action plan based upon available funding opportunities and/or City budgets.

There is a \$300,000 budget available to implement gateways and a \$450,000 budget available to implement enhanced park signage.

- Identification of what is achievable within the next 3 - 5 years.

This plan assumes implementation of the proposed gateways and park signage are achievable within the next 3 - 5 years. This is dependent on Rochester Hills staff capacity, selection of a fabricator, and assuming no major supply chain disruptions.

Streetscape Master Plan

1. Maintain streetscape harmony across the City through consistent streetscape design elements.

The plan establishes standards for key components of the streetscape, encompassing the pedestrian zone (from curb to sidewalk), the active zone (from curb to curb), and landscaping considerations. These standards will become Rochester Hills' policy to guide departmental projects and private development site plans.

2. Ensure that implemented street designs support adjacent land uses and simultaneously strengthen the safety and character of neighborhoods and business areas.

The plan develops two design element families, Innovative and Nature, to be implemented depending on area context. There is also flexibility for modifications, such as for historic areas. Safety standards are incorporated into components of the plan where applicable.

3. Provide realistic and achievable streetscape standards for implementation.

Ordinances changes are recommended to require the Streetscape Master Plan elements to be implemented as appropriate in private projects. Implementation is dependent on available funding to complete public projects. It is understood that implementing the Streetscape Master Plan requires investment and funding on behalf of the City to cover additional project costs.

Appendices



Appendix A: Gateway Details





Rochester Road & M-59 - "Super" Primary Gateway

Scale: 1" = 20'-0"

PRIMARY GATEWAY

Rochester Road (M-150) and M-59

Road Ownership	MDOT
Traffic Volume (Annual Average Daily Traffic)	39,800
Strengths	Highest traffic counts in the City Desirable development activity in the area
Constraints	
Segment Speed Limit	50 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates



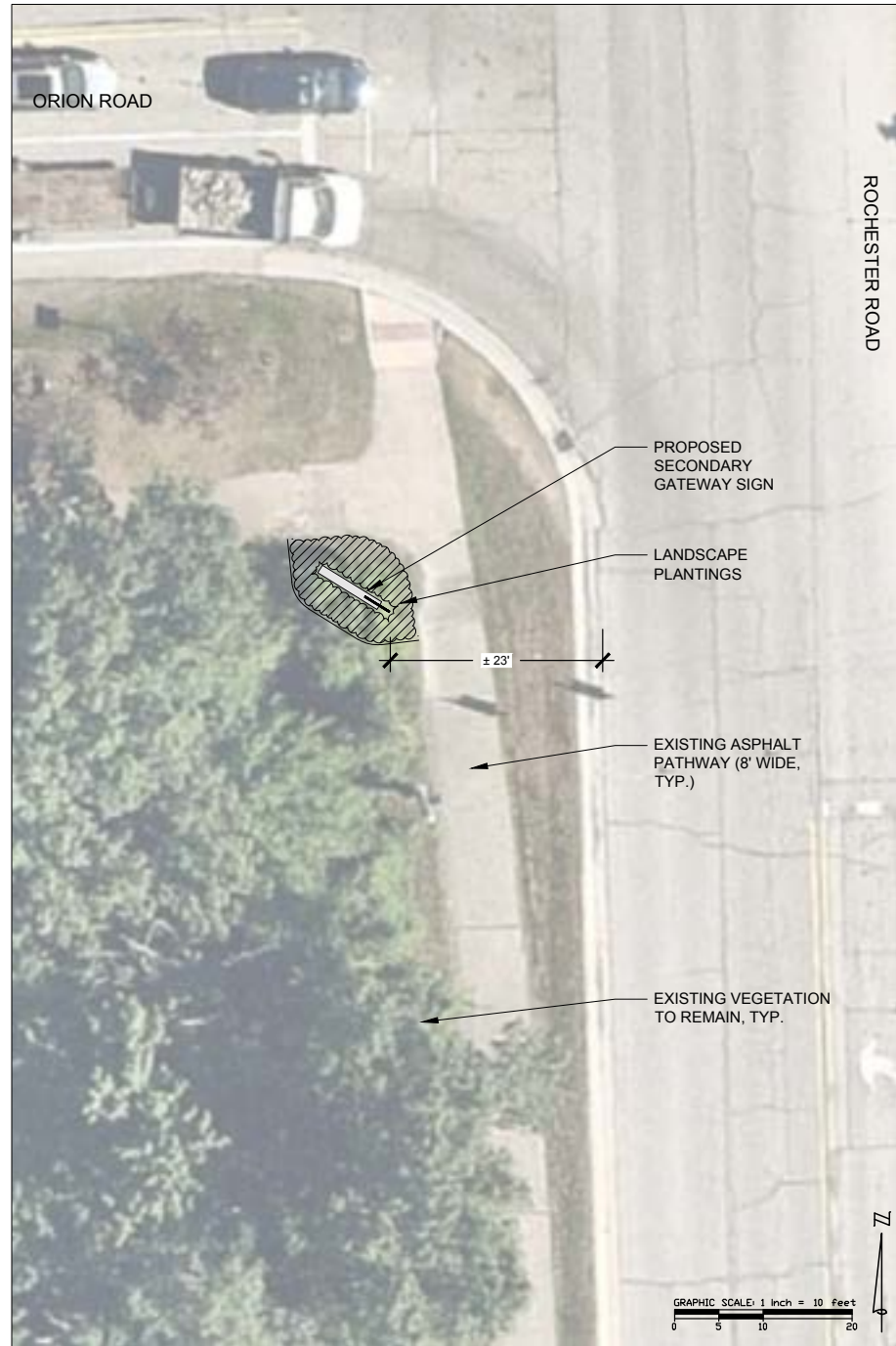
Walton Boulevard - Primary Gateway

Scale: 1" = 20'-0"

PRIMARY GATEWAY

Walton Boulevard, at City boundary east of Squirrel Road

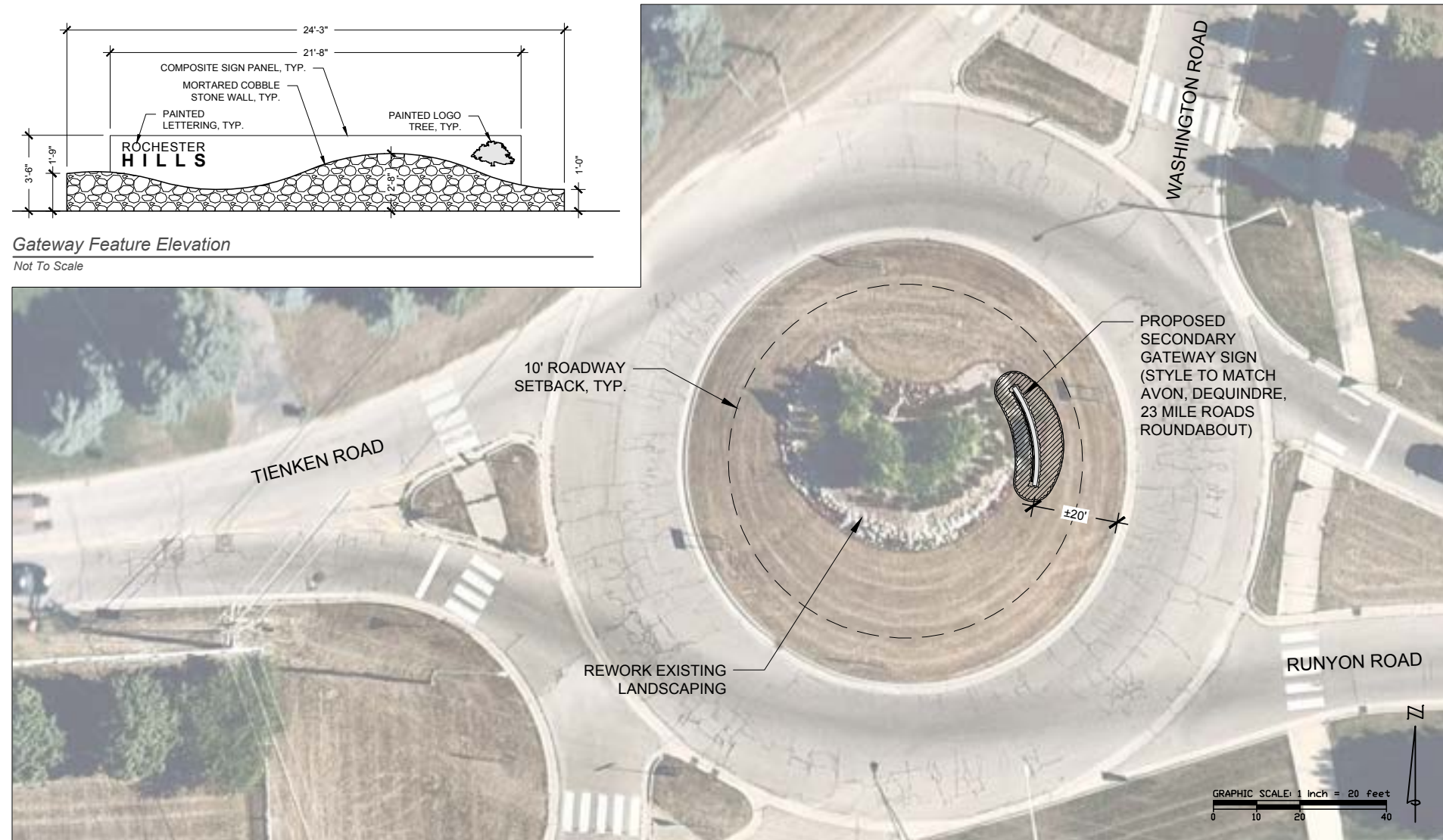
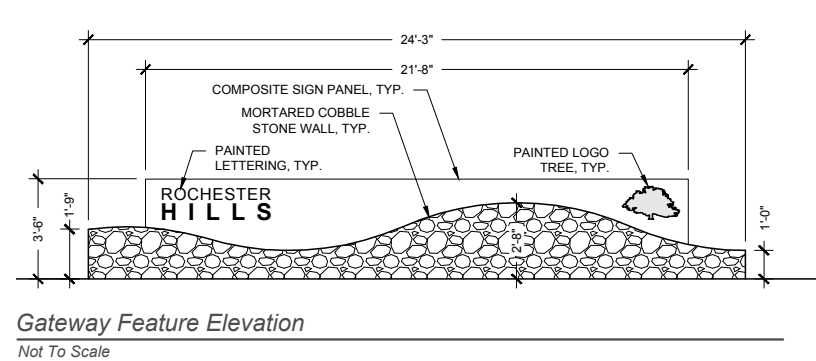
Road Ownership	RCOC
Traffic Volume (Annual Average Daily Traffic)	30,300
Strengths	Catches eastbound traffic from Auburn Hills, Pontiac, and those visiting Meadowbrook Amphitheater Busy and economic hub (The Village of Rochester Hills and Busch's shopping centers)
Constraints	Culverts and trees located in the median
Segment Speed Limit	45 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates



Rochester Road & Orion Road - Primary Gateway
Scale: 1" = 10'-0"

SECONDARY GATEWAY *Rochester Road and Orion Road*

Road Ownership	MDOT
Traffic Volume (Annual Average Daily Traffic)	34,000
Strengths	Catches traffic from the busiest northern City entrance Desirable development activity in the area
Constraints	Limited area for larger feature/signage
Segment Speed Limit	50 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates

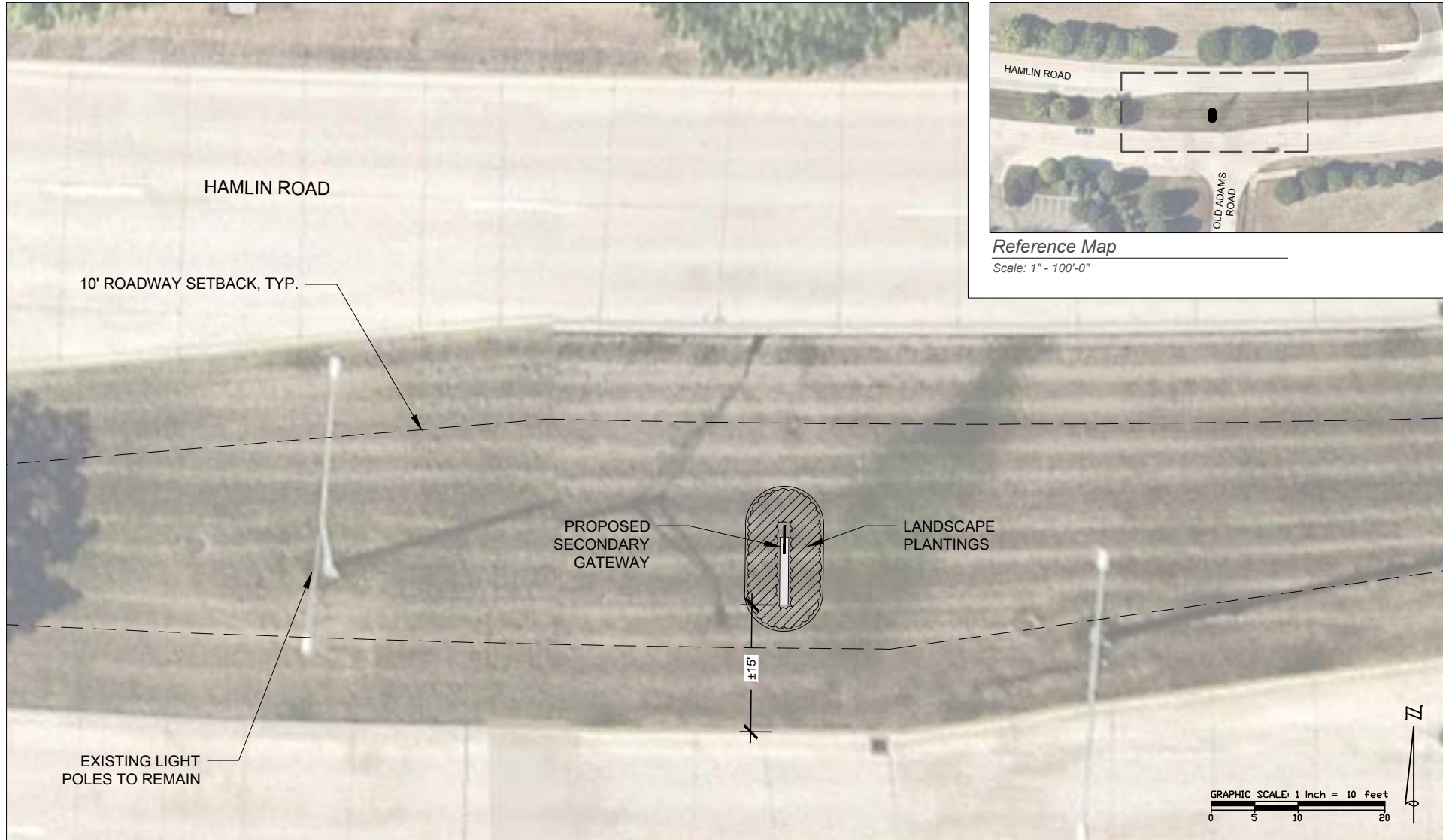


Tienken Road, Washington Road, Runyon Road Roundabout - Custom Secondary Gateway

Scale: 1" = 20'-0"

SECONDARY GATEWAY *Tienken Road and Runyon Road Roundabout (Stony Creek Historic District)*

Road Ownership	RCOC
Traffic Volume (Annual Average Daily Traffic)	21,600
Strengths	<p>Busy thoroughfare into northern Rochester Hills, near boundaries of Rochester Hills, Rochester, and Shelby Twp, as well as Oakland and Macomb Counties</p> <p>Room in the center of the roundabout for gateway, mirroring design from Avon-Dequindre-23 Mile roundabout (open to modifications to maintain historic character of the area)</p> <p>Appears that utilities are already present in the roundabout</p>
Constraints	Just outside of the Rochester Hills city limit - will require a formal maintenance agreement with Rochester
Segment Speed Limit	40 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates



Hamlin Road - Secondary Gateway Option

Scale: 1" - 10'-0"

SECONDARY GATEWAY *Hamlin Road, east of Squirrel Road (at City boundary)*

Road Ownership	City of Rochester Hills
Traffic Volume (Annual Average Daily Traffic)	9,100
Strengths	Announces arrival to Rochester Hills, with opportunity to highlight the Innovation Corridor, FANUC headquarters, and other development
Constraints	
Segment Speed Limit	45 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates

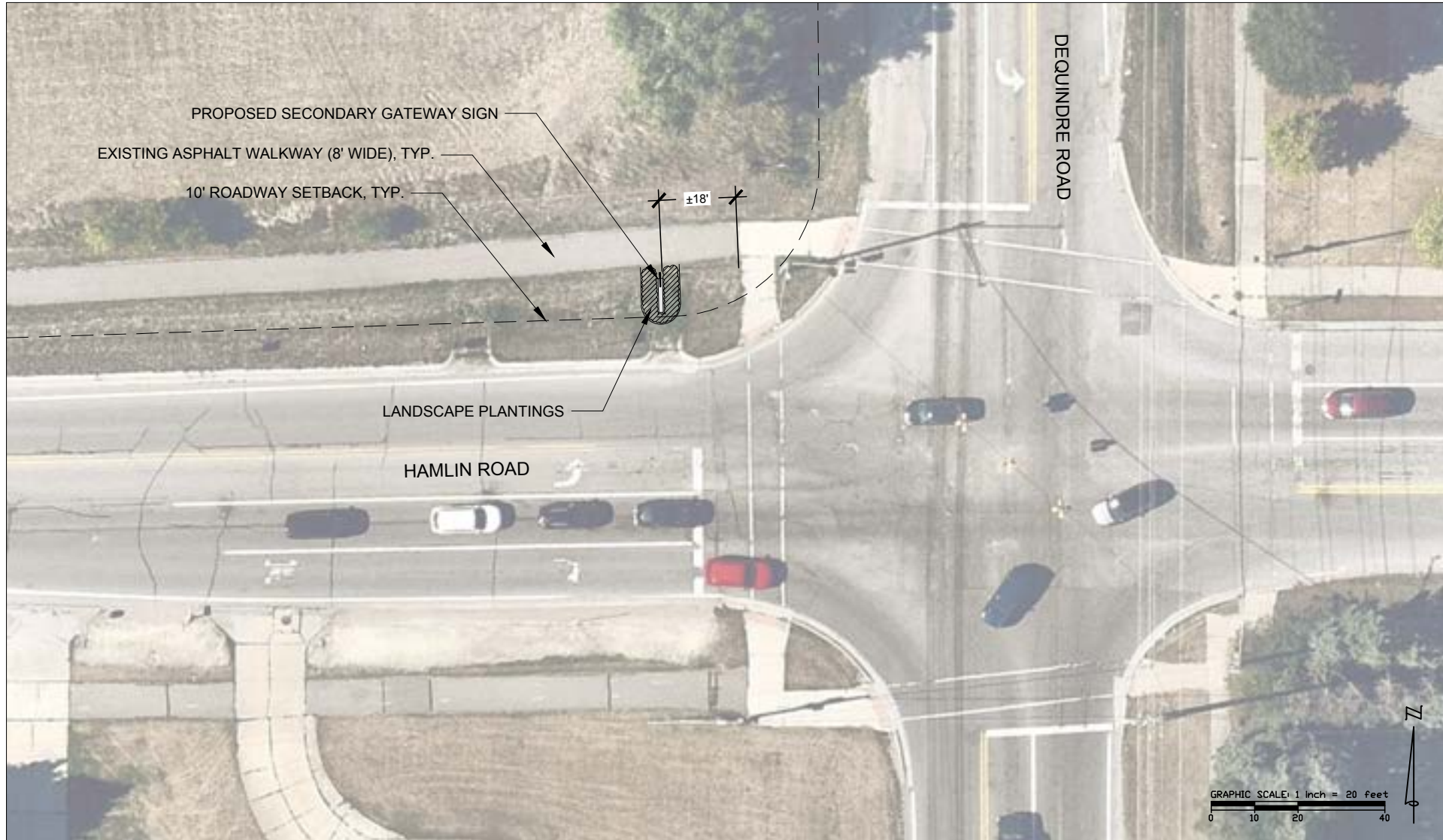


Adams Road & Hamlin Road - Secondary Gateway

Scale: 1" = 20'-0"

SECONDARY GATEWAY *Adams Road and Hamlin Road, north of M-59*

Road Ownership	RCOC
Traffic Volume (Annual Average Daily Traffic)	15,800
Strengths	Catches highway traffic and northbound traffic from Auburn Hills and Bloomfield Hills Large median area with existing utilities
Constraints	Does not reach westbound traffic on Hamlin Road
Segment Speed Limit	45 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates



Hamlin Road & Dequindre Road - Secondary Gateway

Scale: 1" = 20'-0"

SECONDARY GATEWAY *Hamlin Road and Dequindre Road*

Road Ownership	City of Rochester Hills
Traffic Volume (Annual Average Daily Traffic)	10,400
Strengths	Replaces a standard City boundary sign with an enhanced gateway at a major eastern entry point into Rochester Hills
Constraints	Constrained right-of-way width to work in
Segment Speed Limit	45 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates

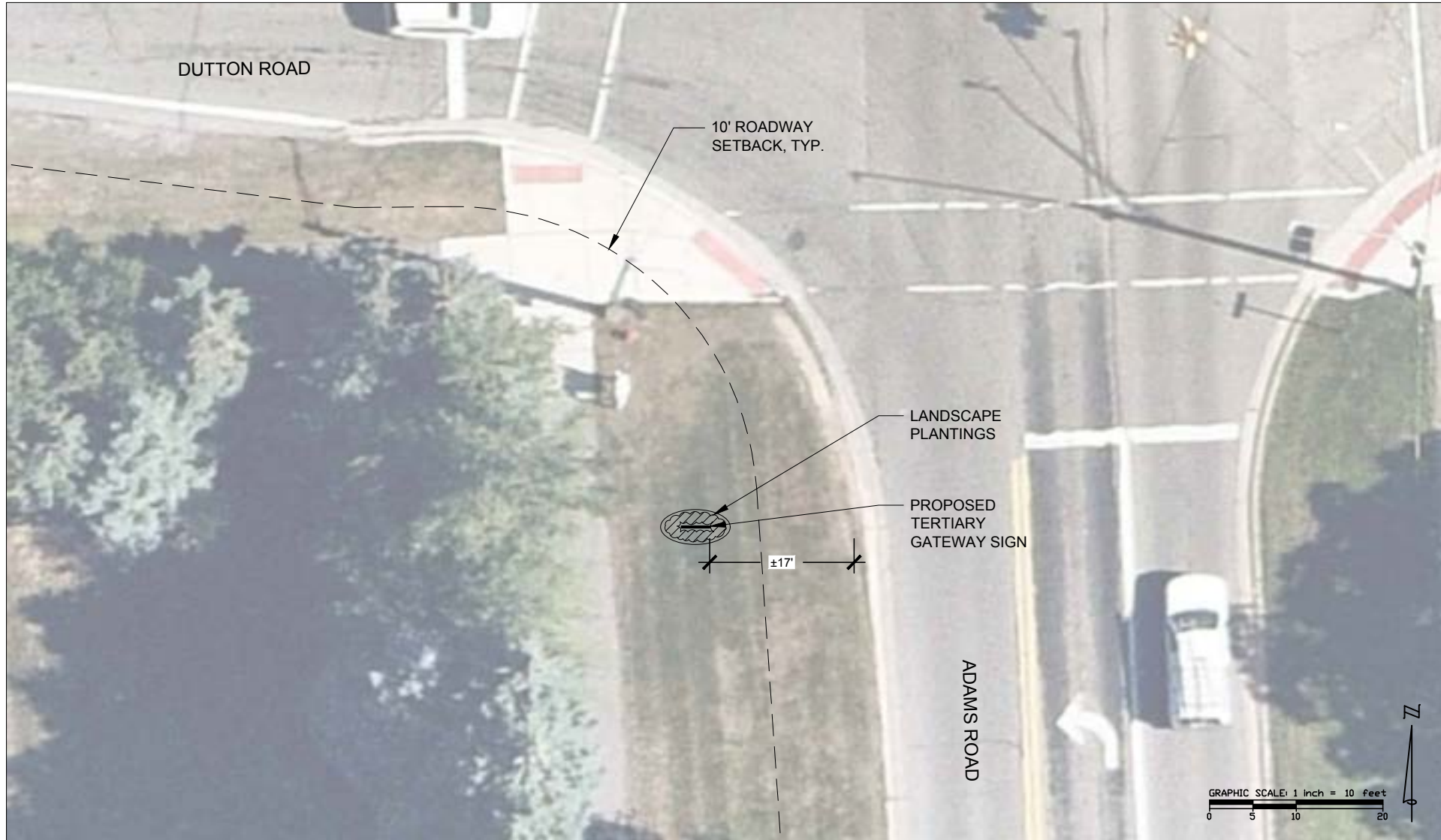


South Boulevard & Crooks Road (Chase Bank) - Secondary Gateway

Scale: 1" = 20'-0"

SECONDARY GATEWAY *South Boulevard and Crooks Road (replacing the existing gateway at Chase Bank)*

Road Ownership	RCOC
Traffic Volume (Annual Average Daily Traffic)	10,000
Strengths	Replaces existing gateway with a gateway cohesive with the City's current branding
Constraints	Requires agreement and coordination with Chase Bank
Segment Speed Limit	45 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates



Adams Road & Dutton Road - Tertiary

Scale: 1" = 20'-0"

TERTIARY GATEWAY

Adams Road and Dutton Road

Road Ownership	RCOC
Traffic Volume (Annual Average Daily Traffic)	20,700
Strengths	Second busiest northern City entry Adams Road has consistent decorative landscaping, the gateway and landscaping will increase the appeal of the area
Constraints	Constrained right-of-way width to work in requires vertical orientation
Segment Speed Limit	35 mph
Opinions of Cost Estimate	<i>See pages 95 - 96 for preliminary opinions of cost estimates</i>



Walton Boulevard at Great Oaks - Tertiary

Scale: 1" = 20'-0"

TERTIARY GATEWAY

Walton Boulevard east of Livernois Road, at City boundary

Road Ownership	RCOC
Traffic Volume (Annual Average Daily Traffic)	25,600
Strengths	Captures westbound traffic at the Rochester/Rochester Hills boundary Increases visibility of Rochester Hills at a busy commercial and institutional intersection
Constraints	Requires agreement with Great Oaks property
Segment Speed Limit	35 mph
Opinions of Cost Estimate	See pages 95 - 96 for preliminary opinions of cost estimates



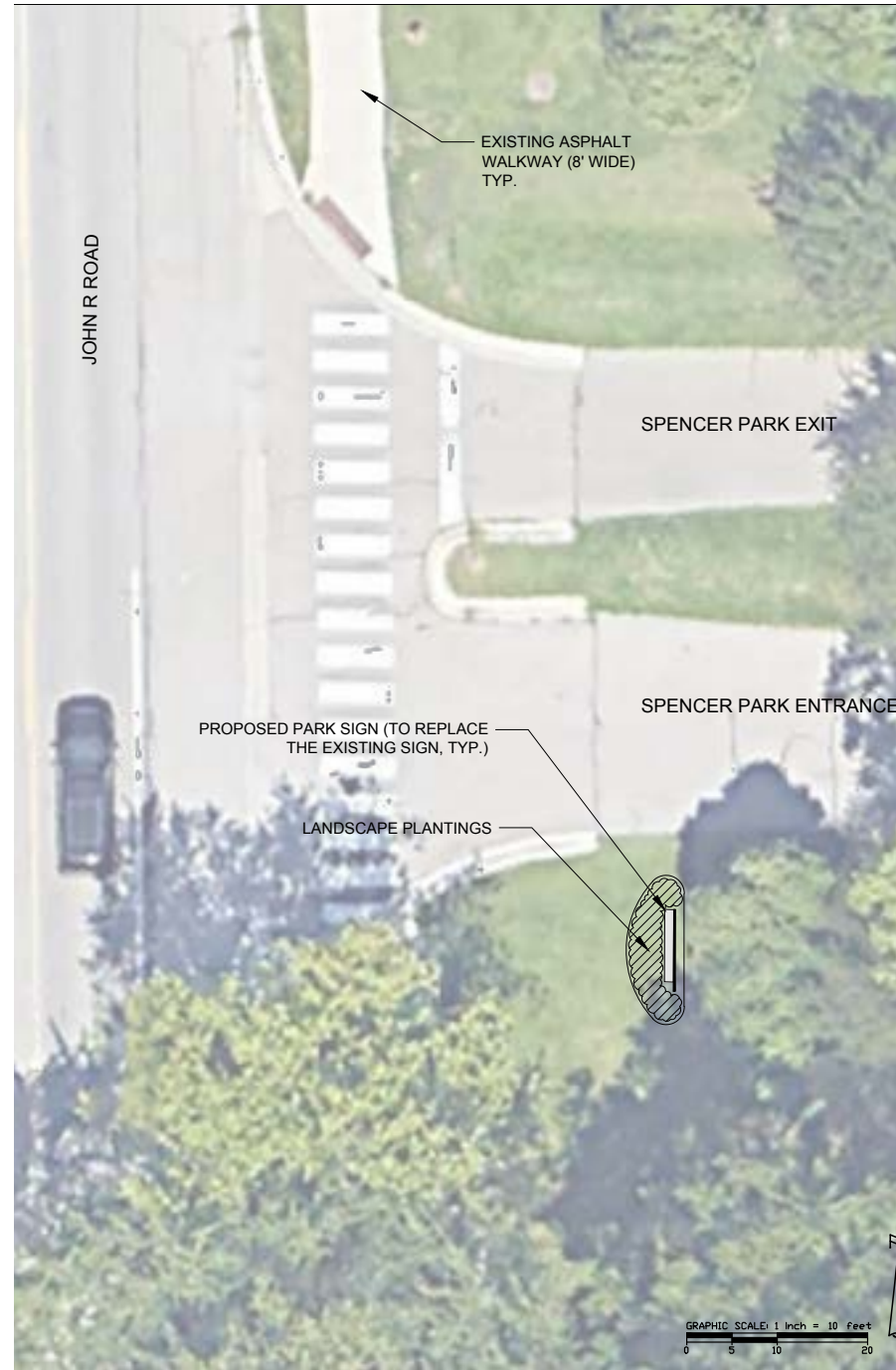
Primary Park Signage



Bloomer Park Sign
Scale: 1" - 10'-0"



Borden Park Sign
Scale: 1" - 20'-0"



Spencer Park Sign
Scale: 1" - 10'-0"



Innovation Hills Park Sign

Scale: 1" = 20'-0"

GATEWAY SIGN ESTIMATES

<i>Item</i>	<i>Total</i>	<i>Notes</i>
ROCHESTER ROAD PRIMARY		
Sign Total	\$180,950	Incl. footings, electrical, lighting, & landscaping
Contingency	\$45,238	25% Contingency
	\$226,188	Total per sign
	1	Total Number of Signs
	\$226,188	TOTAL ROCHESTER ROAD PRIMARY
WALTON BLVD PRIMARY		
Sign Total	\$42,000	Incl. footings, electrical, lighting, & landscaping
Contingency	\$10,500	25% Contingency
	\$52,500	Total per sign
	1	Total Number of Signs
	\$52,500	TOTAL WALTON PRIMARY
SECONDARY		
Sign Total	\$31,200	Incl. footings, electrical, lighting, & landscaping
Contingency	\$7,800	25% Contingency
	\$39,000	Total per sign
	5	Total Number of Signs
	\$195,000	TOTAL ALL SECONDARY SIGNS
SECONDARY ALT (RUNYON, WASHINGTON, TIENKEN ROUNDABOUT)		
Sign Total	\$22,175	Incl. footings, electrical, lighting, & landscaping
Contingency	\$5,544	25% Contingency
	\$27,719	Total per sign
	1	Total Number of Signs
	\$27,719	TOTAL ALTERNATE SECONDARY SIGN

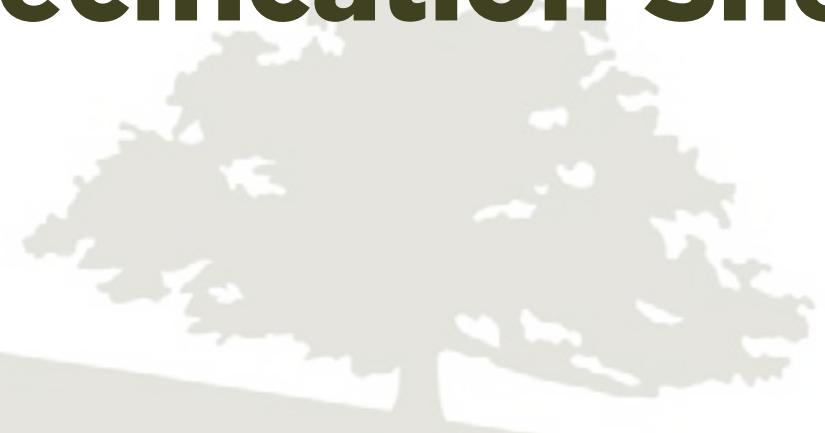
TERTIARY		
Sign Total	\$10,000	Incl. footings & landscaping
Contingency	\$2,500	25% Contingency
	\$12,500	Total per sign
	2	Total Number of Signs
	\$25,000	TOTAL ALL TERTIARY SIGNS

PARK PRIMARY		
Sign Total	\$25,600	Incl. footings & landscaping
Contingency	\$6,400	25% Contingency
	\$32,000	Total per sign
	4	Total Number of Signs
	\$128,000	TOTAL ALL PARK SIGNS

PARK SECONDARY		
Sign Total	\$10,000	Incl. footings & landscaping
Contingency	\$2,500	25% Contingency
	\$12,500	Total per sign
	6	Total Number of Signs
	\$75,000	TOTAL ALL SECONDARY PARK SIGNS

TOTAL ALL SIGNS	\$ 729,406	
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Appendix B: Streetscape Specification Sheets



Metro40 Collection

landscapeforms

Product Data Sheet



When Landscape Forms set out to develop the first comprehensive and integrated collection of site elements for the streetscape and transit core, it partnered with a world-leading expert. BMW Group Designworks brought to the challenge a deep understanding of the role of public transit in the life of the city, and unsurpassed mastery in form making and innovative use of materials. The Metro40 Collection, from benches and bollards to bus shelters and LED lighting, is a pioneering line of urban streetscape and transit elements with sophistication and global appeal for a world on the move. Used with Connect shelter or alone where space is at a premium, sitting and leaning rails provide a 'waiting room' amenity with minimal footprint.

Rest™ Bench

- Rest length is 80", longer than typical three-person benches.
- Rest seat height is 18" and seat depth is 16".
- Optional arms (available only on backed version)
- End frames are joined using concealed mortise and tenon connections.
- Available with one or two optional intermediate cast aluminum seat dividers/skateboard deterrents.
- Equipped with "anti-glides:" cushioned plastic pads on the underside of the frame that keep the bench from moving under seated loads and protect the powdercoat finish from becoming scratched by concrete or floor.

Materials

- End frame is cast aluminum.
- Seat and back slats are aluminum extrusions or wood.
- Cast aluminum frame and aluminum extrusion slats are powder-coated.
- Aluminum version can be two-toned: one color on the continuous ribbon end frame and another color on the slats.
- The wood for exterior applications is jarrah.
- The wood option for interior application is jarrah with LF 80 finish.

Installation

- Shipped fully assembled.
- Freestanding, surface mount or embedded.
- Surface mount and embedded versions are shipped with a mounting kit.

	Style	Depth	Width	Height	Product Weight
	backed w/ arm	26 3/4"	80"	33 1/4"	Jarrah: 135 lb Alum: 167 lb
	backed w/o armless	26 3/4"	80"	33 1/4"	Jarrah: 125 lb Alum: 157 lb
	backless	20 3/4"	80"	18"	Jarrah: 91 lb Alum: 106 lb

Note: The backless version is always armless. Seat dividers cannot be used at ends as a substitute for arms.



Metro40 Collection

Product Data Sheet

When Landscape Forms set out to develop the first comprehensive and integrated collection of site elements for the streetscape and transit core, it partnered with a world-leading expert. BMW Group Designworks brought to the challenge a deep understanding of the role of public transit in the life of the city, and unsurpassed mastery in form making and innovative use of materials. The Metro40 Collection, from benches and bollards to bus shelters and LED lighting, is a pioneering line of urban streetscape and transit elements with sophistication and global appeal for a world on the move. Used with Connect shelter or alone where space is at a premium, sitting and leaning rails provide a 'waiting room' amenity with minimal footprint.

Product	Material	Weight (lb)	Dimensions (L x W x H)
Bench (Backed w/ arm)	Aluminum	167	80 x 26.75 x 33.25
Bench (Backed w/o arm)	Aluminum	157	80 x 26.75 x 33.25
Bench (Backless)	Aluminum	106	80 x 20.75 x 18

Materials:
 • End frame is cast aluminum.
 • Seat and back slats are aluminum extrusions or wood.
 • Cast aluminum frame and aluminum extrusion slats are powder-coated.
 • Aluminum version can be two-toned: one color on the continuous ribbon end frame and another color on the slats.
 • The wood for exterior applications is jarrah.
 • The wood option for interior application is jarrah with LF 80 finish.

Installation:
 • Shipped fully assembled.
 • Freestanding, surface mount or embedded.
 • Surface mount and embedded versions are shipped with a mounting kit.

TOP VIEW
 Diameter: $\phi 23.07$

FRONT VIEW
 Total height: 47.07
 Slat height: 29.75 (DOOR HEIGHT)
 Slat width: 6.50
 Base height: 4.25
 Top offset: 8.57

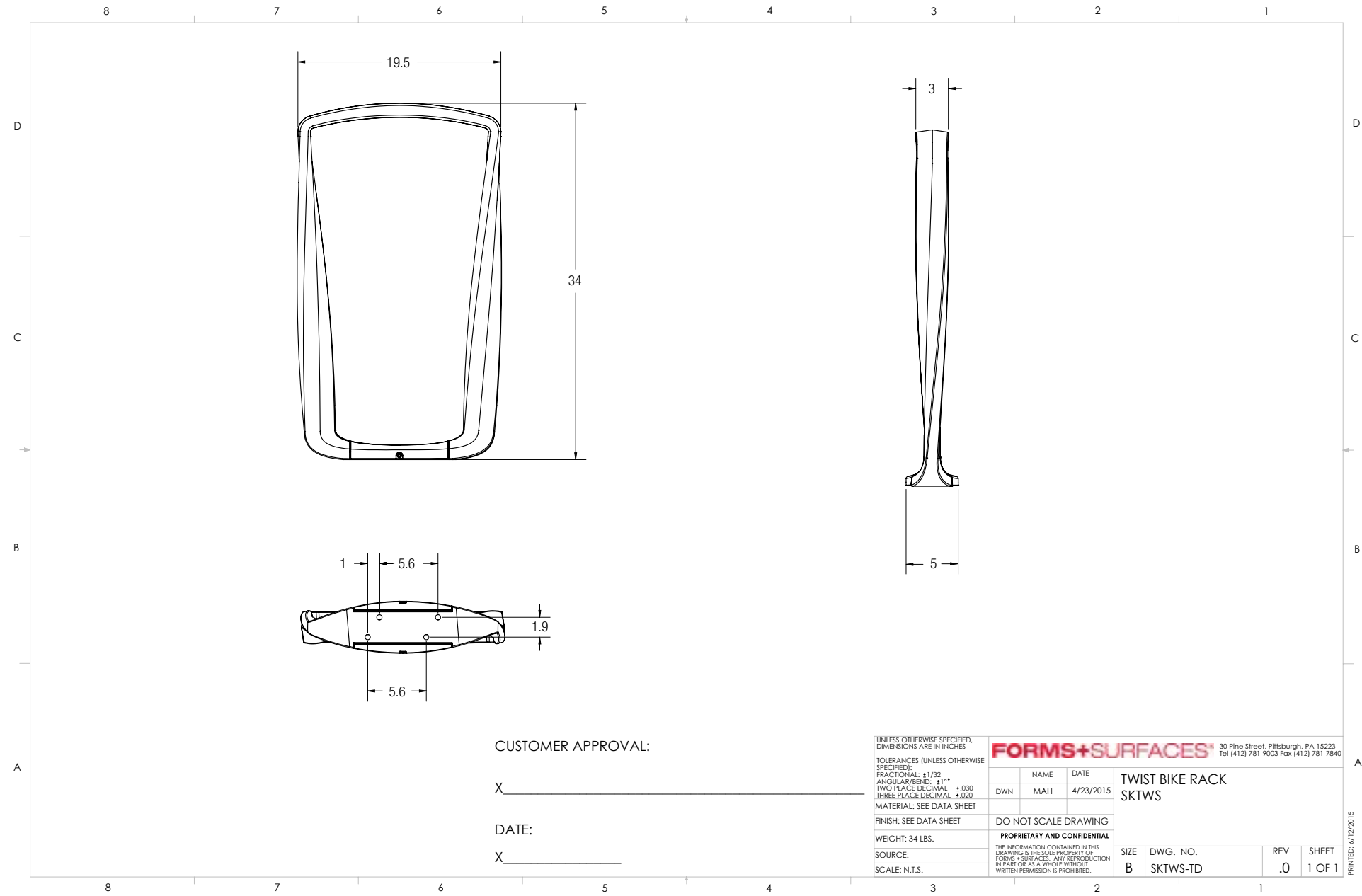
SIDE VIEW
 Total height: 47.07

ISO VIEW

CUSTOMER APPROVAL:
 X _____
 DATE:
 X _____

UNLESS OTHERWISE SPECIFIED:		FORMS+SURFACES		30 Pine Street, Pittsburgh, PA 15223 Tel: (412) 781-9033 Fax: (412) 385-4715	
1. PRIMARY DIM. ARE IN INCHES & SECONDARY (DIM) IN MM		NAME	DATE	DESCRIPTION:	
2. TOLERANCE		DWN	ABM	11-25-2020	
FRACTIONAL: ± 1/32" ANGULAR/BEND: ± 1°		CHK	MGJ	11-25-2020	
TWO PLACE DECIMAL: ± 0.00		THIRD ANGLE PROJECTION			
THREE PLACE DECIMAL: ± 0.00		DO NOT SCALE DRAWING			
3. REMOVE ALL BURRS AND SHARP EDGES		MATERIAL: SEE DATA SHEET			
FINISH: - SEE DATA SHEET		PROPRIETARY AND CONFIDENTIAL			
WEIGHT: - SEE DATA SHEET		THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF FORMS+SURFACES. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT WRITTEN PERMISSION IS PROHIBITED.			
SCALE: NOT TO SCALE		SLTNO-215C,HAT,CUMARU,POLE			
SIZE	DWG. NO.	REV	SHEET		
B	SLTNO-215C-POLE-CS	0	1 OF 1		

Bicycle Parking | Design Family: Innovative



Bicycle Parking | Design Family: Nature

MultipliCITY™ Product Data Sheet



Table

- The table is available in dining height only.
- Available with freestanding, surface mount, or embedded supports.
- The table supports come in prefinished anodized cast aluminum or powdercoat finish, and support wood table surface.
- The supports offer a "hidden" mounting system.
- The cast aluminum frame is bolted to wood slats in multiple locations to provide a sturdy, secure connection.
- Available in all standard exterior woods, except Redwood.
- The table can be paired with two backless benches to create a picnic style arrangement.

Table	Style	Depth	Width	Height	Weight
	table	35"	95"	29"	119 lb

Litter Receptacle

- Litter available in single or double units.
- The litter is available as a freestanding/surface mount (with base) or embedded.
- Freestanding unit ships assembled. Unit can be set in place. The base is filled with Meldstone at the manufacturing facility for added weight and stability.
- Single bin has approximately an 18 gallon capacity and is roto-molded with built in handles, a bag hanger, and optional lock.
- Double units are back to back, with a total capacity of 36 gallons.
- Plate options for the top of the bin include a standard waste opening, round recycling, and slotted recycling.
- The litter supports come in prefinished anodized cast aluminum or powdercoat finish.

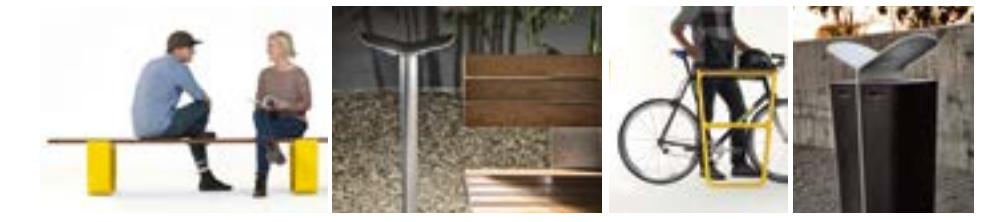
Litter Receptacle	Style	Depth	Width	Height	Weight
	single litter	13"	15"	47"	58 lb
	double litter	26"	15"	47"	85 lb

Bike Rack

- Capacity: 2 bikes
- Bike rack comes in prefinished anodized cast aluminum or powdercoat finish, with wood accent.
- Bike rack is available in surface mount or embedded.
- Available in all standard exterior woods, except Redwood.
- Bike racks must be placed 36" apart, and 36" from wall; see installation guide.
- Meets APBP guidelines.

Bike Rack	Style	Depth	Width	Height	Weight
	bike rack	6"	24"	36"	34 lb

MultipliCITY™ Product Data Sheet



Path Light

- Please refer to product data sheet on the more details page for technical information and specifications.

Finishes

- Exterior woods are unfinished and will weather to a soft pewter gray, requiring no future maintenance.
- Aluminum is a relatively soft, durable, lightweight, ductile and malleable metal with appearance ranging from silvery to dull gray, depending on the surface roughness.

Designed by Yves Behar and fuseproject

MultipliCITY Bench designs are protected by U.S. Patent No. D712,184; D713,190

MultipliCITY Bike Rack designs are protected by U.S. Patent No. D710,783

MultipliCITY Litter designs designs are protected by U.S. Patent No. D716,013; D717,511

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Bollard Lighting | Design Family: Innovative



LIGHT COLUMN BOLLARD

CERTIFICATIONS

- ETL and C-ETL listed for wet locations.

ENVIRONMENTAL CONSIDERATIONS

- Please refer to the Light Column Bollard Environmental Data Sheets for detailed environmental impact information.
- Light Column Bollard has high recycled content and is highly recyclable.
- Powdercoat finishes are no- or low-VOC, depending on color.
- Low maintenance.

MODEL NUMBERS AND DESCRIPTIONS

MODEL	DESCRIPTION
LCLCB-504	Light Column Bollard, Series 500, illuminated
LCLCB-604	Light Column Bollard, Series 600, illuminated
LCLCB-504-RGBW	Light Column Bollard, Series 500, illuminated, RGBW
LCLCB-604-RGBW	Light Column Bollard, Series 600, illuminated, RGBW
LCLCB-504-N	Light Column Bollard, Series 500, non-illuminated
LCLCB-604-N	Light Column Bollard, Series 600, non-illuminated

PRODUCT OPTIONS

The following options are available for an upcharge

Upgrade to embedded security core (available for Series 600)*	Add 360° custom shield (customer-supplied artwork)
Upgrade to removable base*	Add GFCI outlet (available for Series 600, illuminated, non-security bollards)*
Add stainless steel mounting hardware	Add powdercoat color from Forms+Surfaces Powdercoat Chart
Add 180° shield in standard designs	Custom RAL powdercoat color
Add 360° shield in standard designs	Custom fixture height
Add 180° custom shield (customer-supplied artwork)	

*Not available with RGBW LED option.

LEAD TIME: 6 to 8 weeks. Shorter lead times may be available upon request. Please contact us to discuss your specific timing requirements.

PRICING: Please contact us at [800.451.0410](tel:800.451.0410) or sales@forms-surfaces.com. At Forms+Surfaces, we design, manufacture and sell our products directly to you. Our sales team is available to assist you with questions about our products, requests for quotes, and orders. Territory Managers are located worldwide to assist with the front-end specification and quoting process, and our in-house Project Sales Coordinators follow your project through from the time you place an order to shipment.

TO ORDER SPECIFY: Quantity, model, finish, lamp, shield (if applicable), and mounting. Quote/Order Forms are available on our website to lead you through the specification process in a simple checkbox format.

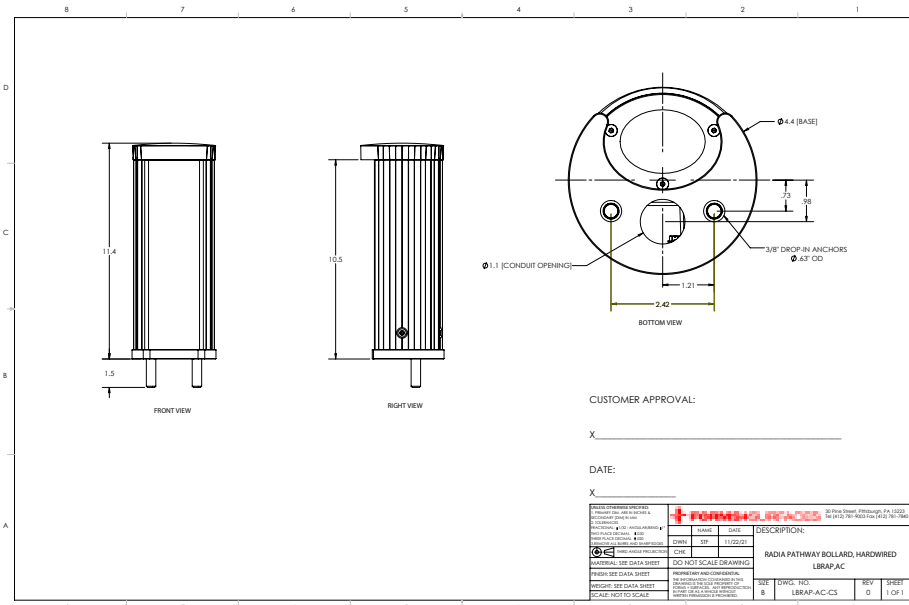
NOTE: Because different computers will render colors and textures differently, actual colors and finishes may vary slightly from those shown here.

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CUSTOMER APPROVAL:

X _____

DATE:

X _____

REVISION	DATE	DESCRIPTION
1	08/26/22	ISSUED FOR CONSTRUCTION
2	08/26/22	ISSUED FOR CONSTRUCTION



LIGHT COLUMN BOLLARD

ILLUMINATED BOLLARDS

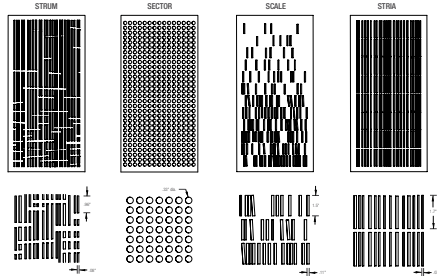
LAMP DESCRIPTIONS

LAMP	DESCRIPTION	WATT	LUMINAIRE LUMENS*	SKU	BULB RATING	LED STARTING TEMPERATURE °C
3000K LED	10W custom LED light engine	1000	990	80-123-01	-30	
4000K LED	10W custom LED light engine	1000	990	80-123-01	-30	
RGBW LED	79W custom LED light engine	varies	varies	varies	-30	

*Luminaire lumens represents the absolute photometry for the luminaire, and indicates the lumens out of the entire fixture.
NOTE: Polar candela and footcandle plots can be found on the Light Column Bollard product page on our website.

STANDARD SHIELD DESIGNS

Shields are available in 180° or 360° configurations with standard or custom designs. Solid 180° shields are also available.



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Bollard Lighting | Design Family: Innovative

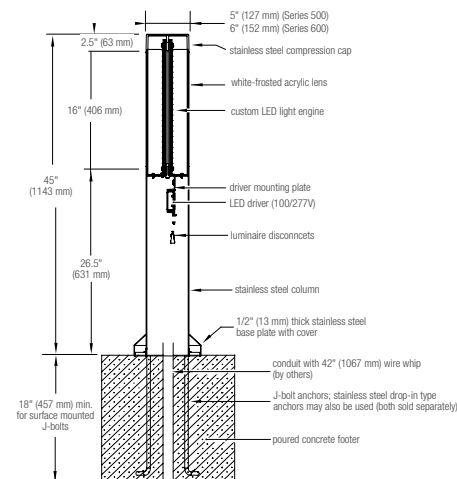


LIGHT COLUMN BOLLARD

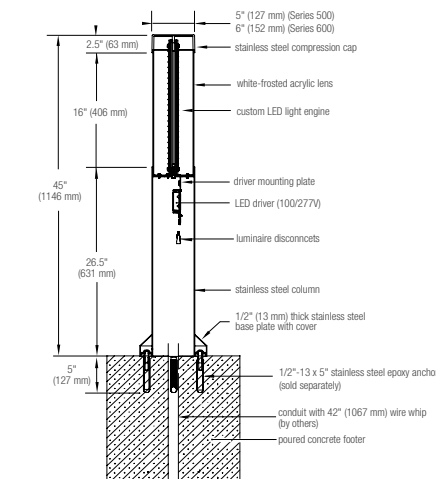
ILLUMINATED BOLLARDS - CONTINUED

NOMINAL DIMENSIONS

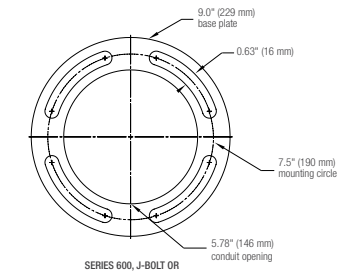
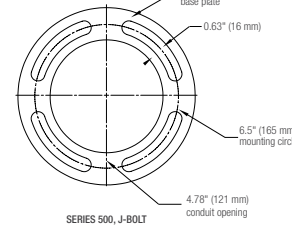
SURFACE MOUNT WITH J-BOLTS



SURFACE MOUNT WITH REMOVABLE BASE*



BASE PLATE MOUNTING DETAILS



* Not Available with RGBW LED option.

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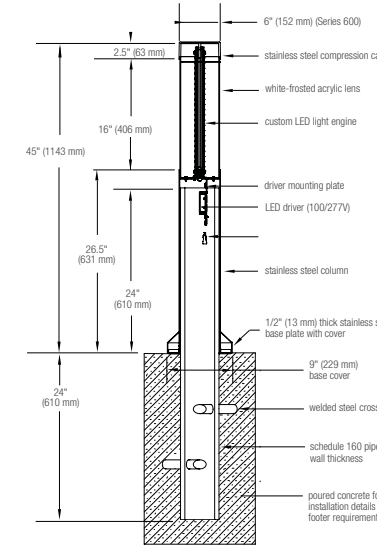
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LIGHT COLUMN BOLLARD

ILLUMINATED BOLLARDS - CONTINUED

NOMINAL DIMENSIONS - EMBEDDED SECURITY CORE*



* Not Available with RGBW LED option.

OPTIONAL SECURITY CORE

Site security is a major concern in today's unpredictable world. Public and private buildings, government facilities, campuses and public parks are all susceptible to accidental, as well as deliberate, vehicle infringement. Design professionals, city planners, facilities managers and engineers must now be increasingly sensitive to the safety and security requirements of public and private spaces. Security bollards placed at ingress points are an excellent way to guard against vehicle infringement while allowing pedestrian access.

Most security bollards have taken the form of generic pipes and cylinders that offered little in the way of design or lighting functionality. An integral security solution is available as an optional enhancement to Forms+Surfaces' Light Column lighting bollards. By adding a pre-engineered and fully-tested security core to the existing Light Column design, we can offer a beautiful and efficient lighting bollard that also meets the stringent hi-impact crash requirements normally attained only with unattractive pipe barriers.

Light Column S10-P1 security bollards have been tested using a Finite Element Analysis (FEA) by a professional engineering consultant. FEA is a software-based tool commonly used in the automotive industry and used extensively for crash test simulations. Tests were performed using our bollard set in permanent concrete footings and struck by a vehicle at a 90 degree impact. The impact simulation found the bollards to be successful in stopping a 5,000 lb. small passenger vehicle going 10 mph with less than one meter penetration.

Our permanently embedded security cores are available for both illuminated and non-illuminated bollards. Please contact us to discuss design and installation considerations for Light Column bollards with security cores.

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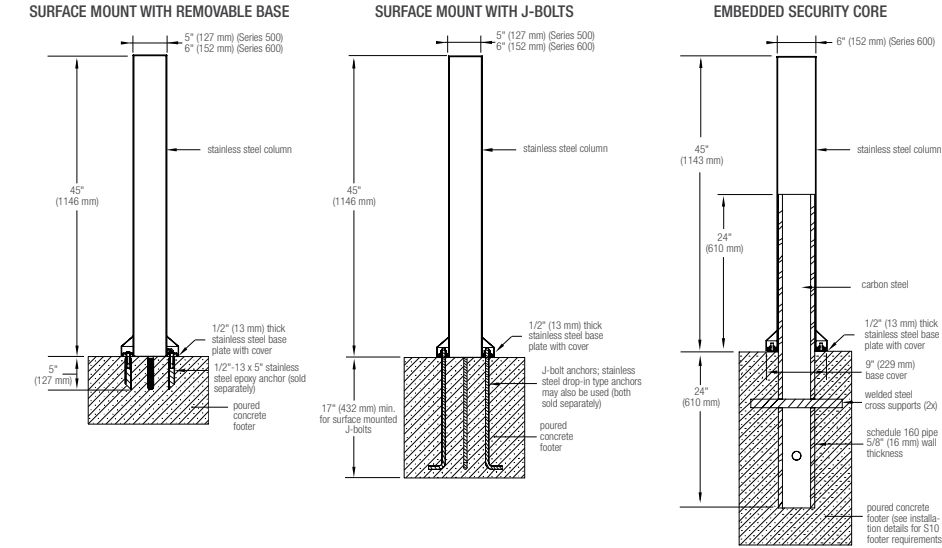
Bollard Lighting | Design Family: Innovative



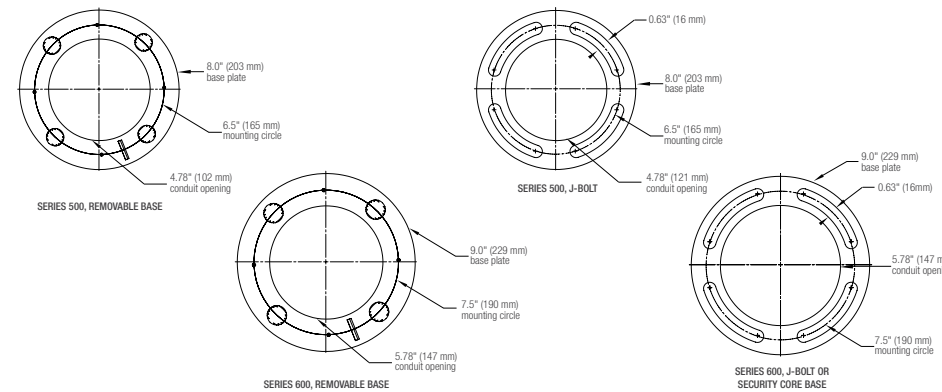
LIGHT COLUMN BOLLARD

NON-ILLUMINATED BOLLARDS

NOMINAL DIMENSIONS



BASE PLATE MOUNTING DETAILS



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LIGHT COLUMN BOLLARD

CERTIFICATIONS

- ETL and C-ETL listed for wet locations.

ENVIRONMENTAL CONSIDERATIONS

- Please refer to the Light Column Bollard Environmental Data Sheets for detailed environmental impact information.
- Light Column Bollard has high recycled content and is highly recyclable.
- Powdercoat finishes are no- or low-VOC, depending on color.
- Low maintenance.

MODEL NUMBERS AND DESCRIPTIONS

MODEL	DESCRIPTION
LBLCB-504	Light Column Bollard, Series 500, illuminated
LBLCB-604	Light Column Bollard, Series 600, illuminated
LBLCB-504-RGBW	Light Column Bollard, Series 500, illuminated, RGBW
LBLCB-604-RGBW	Light Column Bollard, Series 600, illuminated, RGBW
LBLCB-504-N	Light Column Bollard, Series 500, non-illuminated
LBLCB-604-N	Light Column Bollard, Series 600, non-illuminated

PRODUCT OPTIONS

The following options are available for an upcharge

Upgrade to embedded security core (available for Series 600)*	Add 360° custom shield (customer-supplied artwork)
Upgrade to removable base*	Add GFCI outlet (available for Series 600, illuminated, non-security bollards)*
Add stainless steel mounting hardware	Add powdercoat color from Forms+Surfaces Powdercoat Chart
Add 180° shield in standard designs	Custom RAL powdercoat color
Add 360° shield in standard designs	Custom fixture height
Add 180° custom shield (customer-supplied artwork)	

*Not available with RGBW LED option.

LEAD TIME: 6 to 8 weeks. Shorter lead times may be available upon request. Please contact us to discuss your specific timing requirements.

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TO ORDER SPECIFY: Quantity, model, finish, lamp, shield (if applicable), and mounting. Quote/Order Forms are available on our website to lead you through the specification process in a simple checkbox format.

NOTE: Because different computers will render colors and textures differently, actual colors and finishes may vary slightly from those shown here.

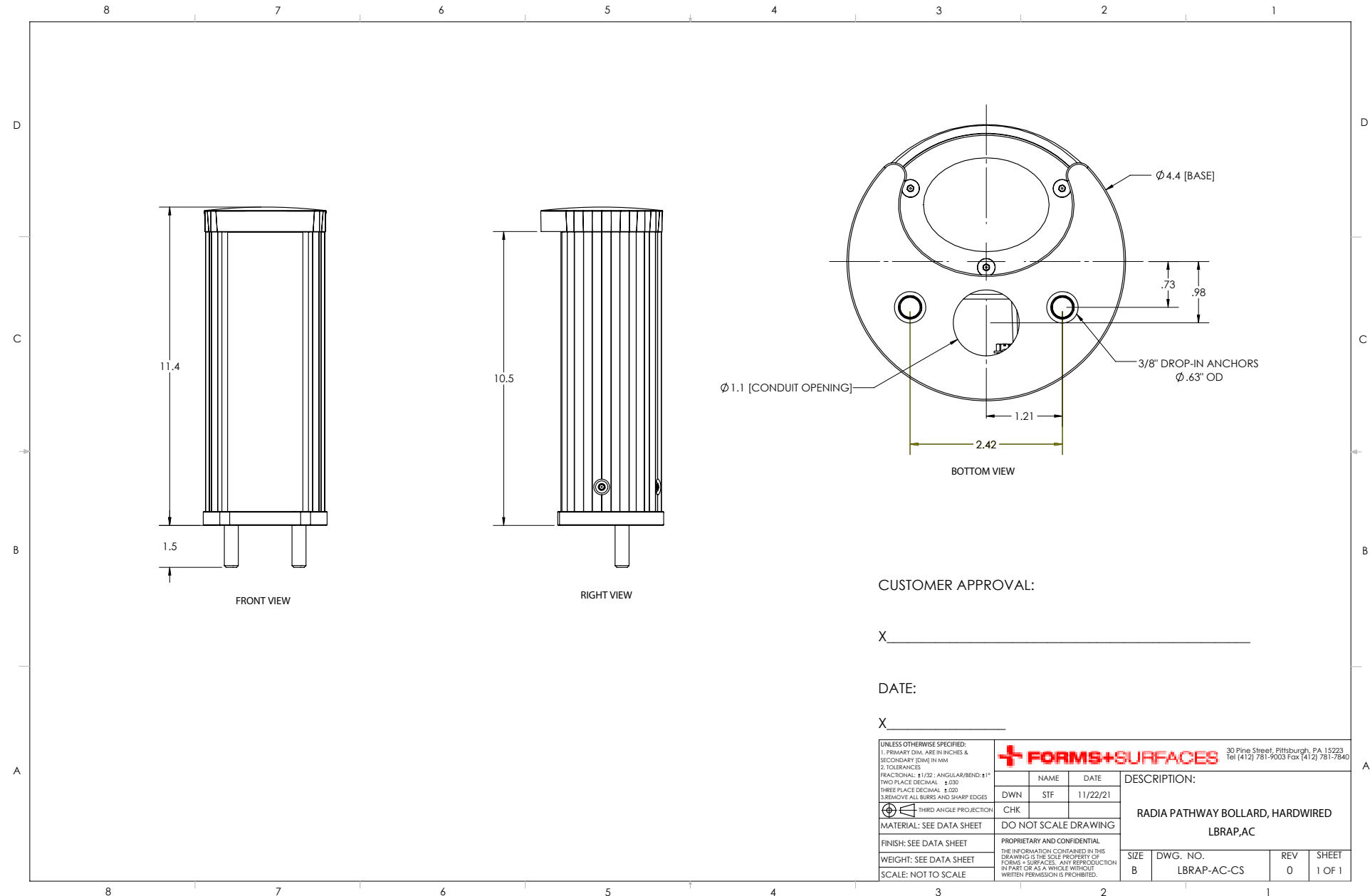
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Bollard Lighting | Design Family: Nature



Pedestrian Lighting | Design Family: Innovative



LIGHT COLUMN PEDESTRIAN

PRODUCT DATA

Sleek in stainless steel, **Light Column Pedestrian Lighting** integrates into a wide range of settings and offers numerous design possibilities. Fixtures are available in 5" or 6" diameters. Illumination options include LED lamping and multiple ways to direct light: no shield for symmetrical lighting, or 180° and 360° shields in standard or custom designs. Coordinating Light Column Pathway Bollards and Light Column Bollards in illuminated, RGBW, non-illuminated, and security core variations make it easy to create a cohesive look across functionalities.

MATERIAL & CONSTRUCTION DETAILS		
CONFIGURATIONS	MATERIALS & FINISHES	LED LAMPS & DRIVERS
<ul style="list-style-type: none"> Light Column Pedestrians are available in two sizes. Series 500 columns use 5" (127 mm) diameter tubular stainless steel. Series 600 columns use 6" (152 mm) diameter tubular stainless steel. Heads consist of a white-frosted acrylic lens and stainless steel head cap. Weather resistant GFCI outlet for maintenance access is available for Series 600 pedestrians. See drawings on our website for details. Door for optional GFCI outlet is accessed using a flathead screwdriver. 	<ul style="list-style-type: none"> Standard stainless steel finish is Satin with Ceramiloc treatment. See below for details. For optional powdercoat colors see the Forms+Surfaces Powdercoat Chart. Custom RAL colors are available for an upcharge. 	<ul style="list-style-type: none"> Custom LED light engine with Cree® LEDs. Features advanced LED technology with 32W, 3000K warm white and 4000K natural white LEDs. LED driver input power is 90-305V. Driver has 0-10V dimming capabilities. LED driver certifications include: IP67 (waterproof) enclosure, and Class 2 rated output.
WEIGHT	SHIELD OPTIONS	
<ul style="list-style-type: none"> Series 500: 65 lbs (29 kg) Series 600: 75 lbs (34 kg) 	<ul style="list-style-type: none"> Six standard shield designs are available for an upcharge. Refer to pages 3 and 4 for details. Custom shield designs with either 180° or 360° coverage are also available. 	

CERAMILOC TREATMENT
Ceramiloc is an invisible surface treatment that offers significantly enhanced protection from weather and graffiti and increases the maintenance ease of stainless steel. Ceramiloc combines ceramic durability with an unparalleled ability to lock out water spots, fingerprints, graffiti and more. Patented technology bonds nano-silica particles to the surface of the stainless steel. The treatment minimally alters the surface appearance of the stainless and offers numerous benefits:

- Easily Cleaned:** The Ceramiloc treatment creates a surface that simultaneously resists fingerprints and is easy to clean. Water spots, grease marks and more can be quickly wiped away. It also creates an "anti-graffiti" surface – even permanent marker is easily removed with a clean microfiber towel and water.
- Durable:** Ceramiloc-treated materials are abrasion- and scratch-resistant. The treatment is permanent, UV stable, and will not degrade or discolor over time.
- Environmentally Sound:** The Ceramiloc treatment is a no-VOC, water-based process. Because Ceramiloc surfaces are so easily maintained, cleaning solutions and maintenance are kept to a minimum.

INSTALLATION & MAINTENANCE	
INSTALLATION	MAINTENANCE
<ul style="list-style-type: none"> Standard mounting is 1/2" stainless steel base plate with cover. Base plate is slotted for rotational capability. Installation of a surge protector as part of each units wiring is recommended. Stainless steel mounting hardware sold separately. Template is available upon request. 	<ul style="list-style-type: none"> Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.

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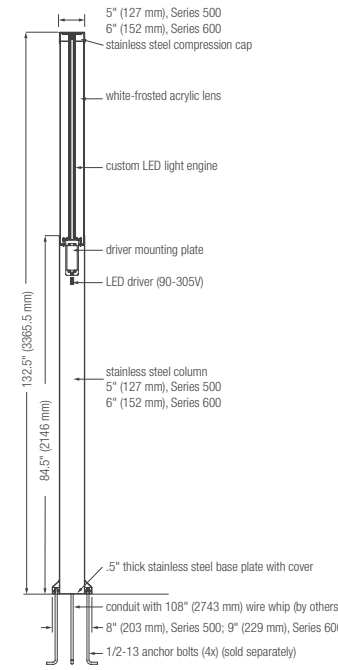
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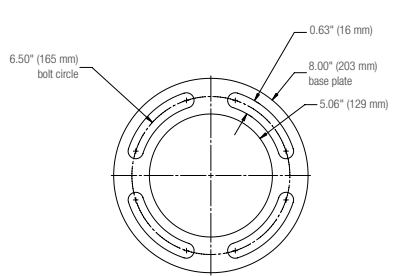
LIGHT COLUMN PEDESTRIAN

PRODUCT DATA

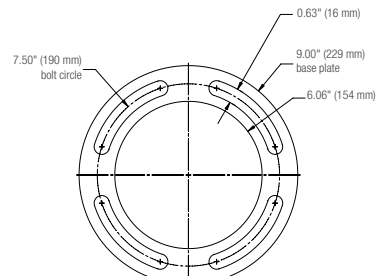
NOMINAL DIMENSIONS



BASE PLATE MOUNTING DETAIL (SERIES 500)



BASE PLATE MOUNTING DETAIL (SERIES 600)



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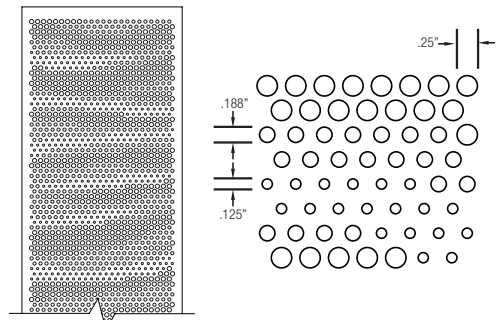
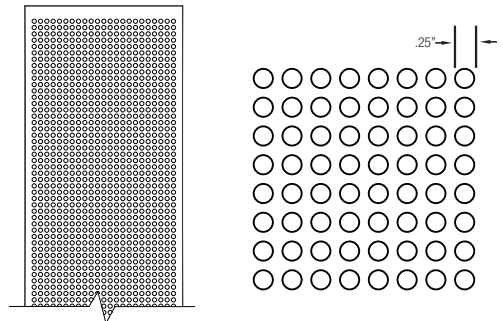
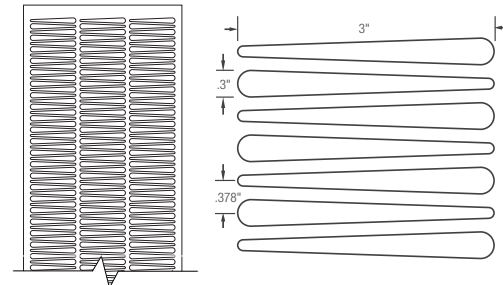
Pedestrian Lighting | Design Family: Innovative



LIGHT COLUMN PEDESTRIAN

PRODUCT DATA

STANDARD SHIELD DESIGNS



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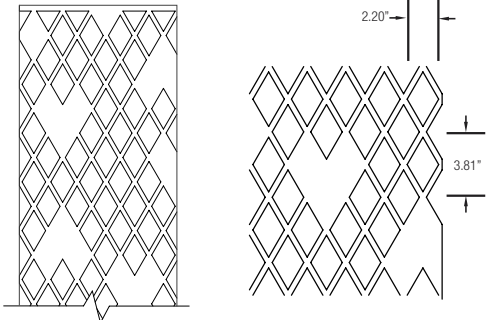
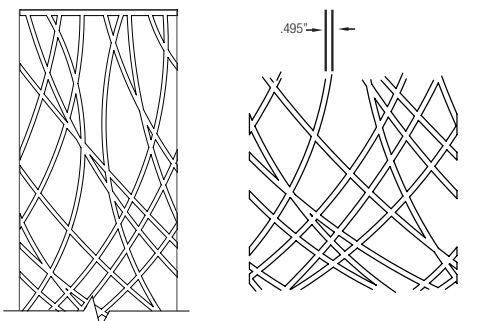
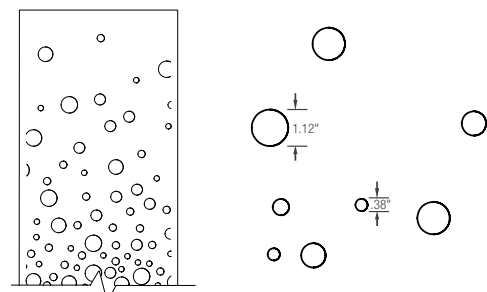
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LIGHT COLUMN PEDESTRIAN

PRODUCT DATA

STANDARD SHIELD DESIGNS (CONTINUED)



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KENTE	Series 500	Series 600
180 Pedestrian	N/A	•
360 Pedestrian	N/A	N/A
180 Bollard	N/A	•
360 Bollard	N/A	N/A

PERFORATED	Series 500	Series 600
180 Pedestrian	•	•
360 Pedestrian	•	•
180 Bollard	•	•
360 Bollard	•	•

SCAPE	Series 500	Series 600
180 Pedestrian	•	•
360 Pedestrian	•	•
180 Bollard	•	•
360 Bollard	•	•

NOTE: "•" indicates that the shield design is available in the selected series and size combination

BUBBLES	Series 500	Series 600
180 Pedestrian	•	•
360 Pedestrian	•	•
180 Bollard	•	•
360 Bollard	•	•

RIBBON	Series 500	Series 600
180 Pedestrian	N/A	N/A
360 Pedestrian	•	•
180 Bollard	N/A	N/A
360 Bollard	N/A	N/A

ARGYLE	Series 500	Series 600
180 Pedestrian	N/A	N/A
360 Pedestrian	•	•
180 Bollard	N/A	N/A
360 Bollard	N/A	N/A

NOTE: "•" indicates that the shield design is available in the selected series and size combination

Pedestrian Lighting | Design Family: Innovative



LIGHT COLUMN PEDESTRIAN

PRODUCT DATA

LAMP DESCRIPTIONS

LAMP	DESCRIPTION	LUMINAIRE LUMENS*		B.U.G. RATING	STARTING TEMPERATURE °C
		500	600		
3000K LED	32W custom LED light engine	3783	3790	B1-U5-G2	-30
4000K LED	32W custom LED light engine	3783	3790	B1-U5-G2	-30

*Luminaire lumens represents the absolute photometry for the luminaire, and indicates the lumens out of the entire fixture.

NOTE: Polar candela and isofootcandle plots can be found on the Light Column Pedestrian product page on our website.

CERTIFICATION

- ETL and C-ETL listed for wet locations

ENVIRONMENTAL CONSIDERATIONS

- Please refer to the Light Column Pedestrian Environmental Data Sheet for detailed environmental impact information.
- Light Column Pedestrian has high recycled content and is highly recyclable.
- Powdercoat finishes are no- or low-VOC, depending on color.
- Low maintenance.

MODEL NUMBERS AND DESCRIPTIONS

MODEL	DESCRIPTION
LPLCO-512	Light Column Pedestrian, Series 500
LPLCO-612	Light Column Pedestrian, Series 600

PRODUCT OPTIONS

The following options are available for an upcharge

Add 180° perforated shield in standard designs	GFCI outlet (available for Series 600 pedestrian)
Add 360° perforated shield in standard designs	Add powdercoat color from Forms+Surfaces Powdercoat Chart
Add 180° custom shield (customer supplied artwork)	Custom RAL powdercoat color
Add 360° custom shield (customer supplied artwork)	Custom fixture height
Add stainless steel mounting hardware	

LEAD TIME: 6 to 8 weeks. Shorter lead times may be available upon request. Please contact us to discuss your specific timing requirements.

PRICING: Please contact us at **800.451.0410** or **sales@forms-surfaces.com**. At Forms+Surfaces, we design, manufacture and sell our products directly to you. Our sales team is available to assist you with questions about our products, requests for quotes, and orders. Territory Managers are located worldwide to assist with the front-end specification and quoting process, and our in-house Project Sales Coordinators follow your project through from the time you place an order to shipment.

TO ORDER SPECIFY: Quantity, model, finish, lamp, shield (if applicable). Quote/Order Forms are available on our website to lead you through the specification process in a simple checkbox format.

NOTE: Because different computers will render colors and textures differently, actual colors and finishes may vary slightly from those shown here.

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Pedestrian Lighting | Design Family: Nature



CORDIA™ PEDESTRIAN

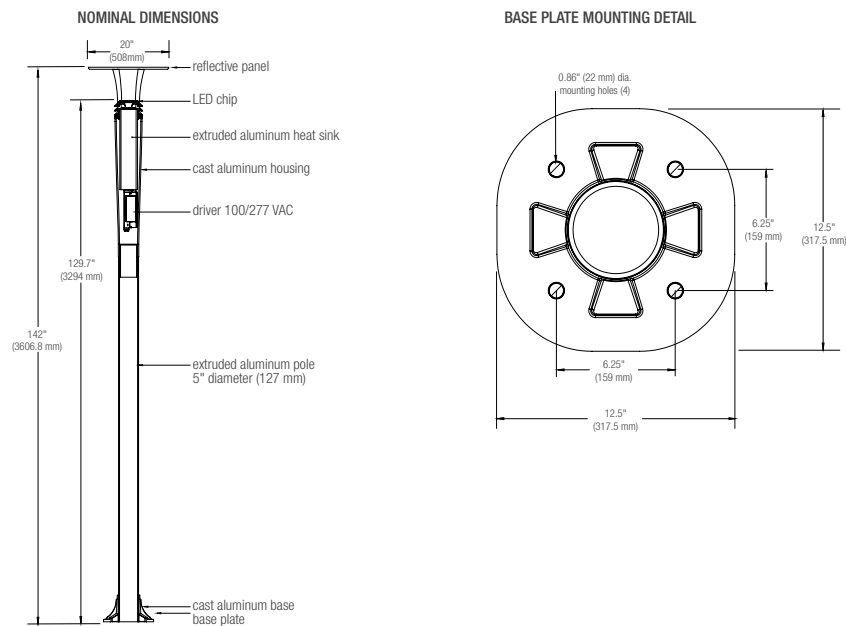
PRODUCT DATA

Cordia Pedestrian Lighting has a graceful design that blends a unique sense of style with optimal light output and LED performance. Fixture body and base are durable aluminum with a powdercoat finish; lens is tempered glass. Cordia Pedestrian Lighting coordinates with Cordia Bollards and the rest of the Cordia line and can be used to bring a contemporary twist to even the most traditional landscape settings

MATERIAL & CONSTRUCTION DETAILS

CONSTRUCTION	LED & DRIVER	INSTALLATION
<ul style="list-style-type: none"> Head consists of corrosion-resistant cast aluminum and a tempered glass lens. Body is made from corrosion-resistant cast aluminum with a powdercoat finish. Base is made from corrosion-resistant aluminum with a powdercoat finish. 110 lbs. 	<ul style="list-style-type: none"> Features advanced LED technology with 75W, 3000K warm white or 4000K neutral white LED. LED chip is mounted to an extruded aluminum heat sink. LED driver input power is 100 - 277 VAC. Driver has 0-10V dimming capabilities. 	<ul style="list-style-type: none"> 0.75" thick structural aluminum base plate with cast aluminum base cover and 3/4"-10x24" J-bolt anchors. Installation of a surge protector as part of each units wiring is recommended. Stainless steel mounting hardware sold separately. Templates available upon request.
FINISH	LENS, VISIBILITY & SHIELD OPTIONS	MAINTENANCE
<ul style="list-style-type: none"> See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge. Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components. 	<ul style="list-style-type: none"> Includes a tempered glass lens. Pedestrian emits light with a 360° visibility. 	<ul style="list-style-type: none"> Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.

INSTALLATION & MAINTENANCE



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CORDIA™ PEDESTRIAN

PRODUCT DATA

LIGHT ENGINE DESCRIPTION

LAMPS	DRIVER	LUMINAIRE LUMENS*	B.U.G. RATING	CLASSIFICATION
3000K LED	75W	5323	B1-U2-G1	TYPE V
4000K LED	75W	5323	B1-U2-G1	TYPE V

*LED lumens represents the absolute photometry for the luminaire, and indicates the lumens out of the entire fixture.

NOTE: Polar candela and isofootcandle plots can be found on the Cordia Pedestrian product page on our website.

CERTIFICATION

- ETL and C-ETL listed for wet locations.

ENVIRONMENTAL CONSIDERATIONS

- Please refer to the Cordia Pedestrian Lighting Environmental Data Sheets for detailed environmental impact information.
- Metal components have a long life cycle and are 100% recyclable.
- Standard powdercoat finishes are no-VOC; non-standard powdercoat finishes are no- or low-VOC, depending on color.
- Low maintenance; easy to disassemble.

MODEL NUMBERS AND DESCRIPTIONS

MODEL	DESCRIPTION
LPDOR-LED	Cordia Pedestrian, LED

PRODUCT OPTIONS

The following options are available for an upcharge

Custom RAL powdercoat color	Add stainless steel mounting hardware
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LEAD TIME: 6 to 8 weeks. Shorter lead times may be available upon request. Please contact us to discuss your specific timing requirements.

PRICING: Please contact us at **800.451.0410** or **sales@forms-surfaces.com**. At Forms+Surfaces, we design, manufacture and sell our products directly to you. Our sales team is available to assist you with questions about our products, requests for quotes, and orders. Territory Managers are located worldwide to assist with the front-end specification and quoting process, and our in-house Project Sales Coordinators follow your project through from the time you place an order to shipment.

TO ORDER SPECIFY: Quantity, powdercoat color and color temperature. Quote/Order Forms are available on our website to lead you through the specification process in a simple checkbox format.

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LEXICON

MPL-1500-00002
Legacy #LXM1500-MPR-R3



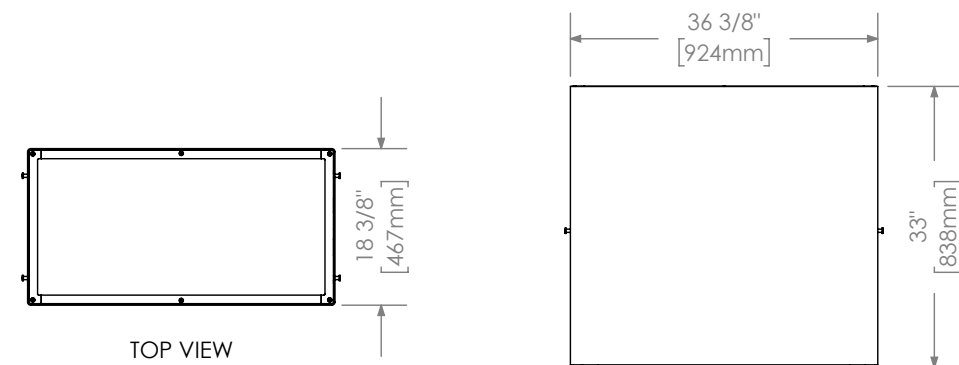
MATERIALS: The planter's outer structure is made from formed steel. Liner is made from galvanized steel.

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: Individual components come pre-assembled. If installed as a standalone planter end caps are required. Hole can be drilled into liner if drainage is required. If planter is to be installed with other Lexicon components please reference the document: INSTALL_LEXICON.pdf

TO SPECIFY: Select MPL-1500-00002
Choose:
- Powdercoat color

HEIGHT: 33" (83.8cm) LENGTH: 36.4" (92.4cm) DEPTH: 18.4" (46.7cm) WEIGHT: 185.92lbs (84.3kg)



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- Details and specifications may vary due to continuing improvements of our products.

Plaza Planter

Product Data Sheet



These giant square planters in three sizes bring green to urban streetscapes and plazas where conventional planting is not feasible. Plaza's rugged painted steel structure is complemented with infill panels in a choice of wood or steel. A fiberglass inner basin and strong metal mesh bottom make these planters highly functional as well as visually striking.

Planter

• Planter is available in three sizes—28", 36", or 48"

• Capacity:

- 28" = 27 Gallon
- 36" = 74 Gallon
- 48" = 159 Gallon

- Planter is available only freestanding
- Glides are made of cast stainless steel
- Planter is available in wood or carbon steel
- Available in exterior unfinished Jarrah, Ipe, or Domestically Sourced Thermally Modified Ash (DSTMA)
- Corners for planter are steel
- Corners for planter are always powdercoated Matte Black
- Liner for planter is made of fiberglass

Finishes

- Pangard II Powdercoat Finish
- Unfinished Exterior Wood

Plaza is designed by Urbidermis

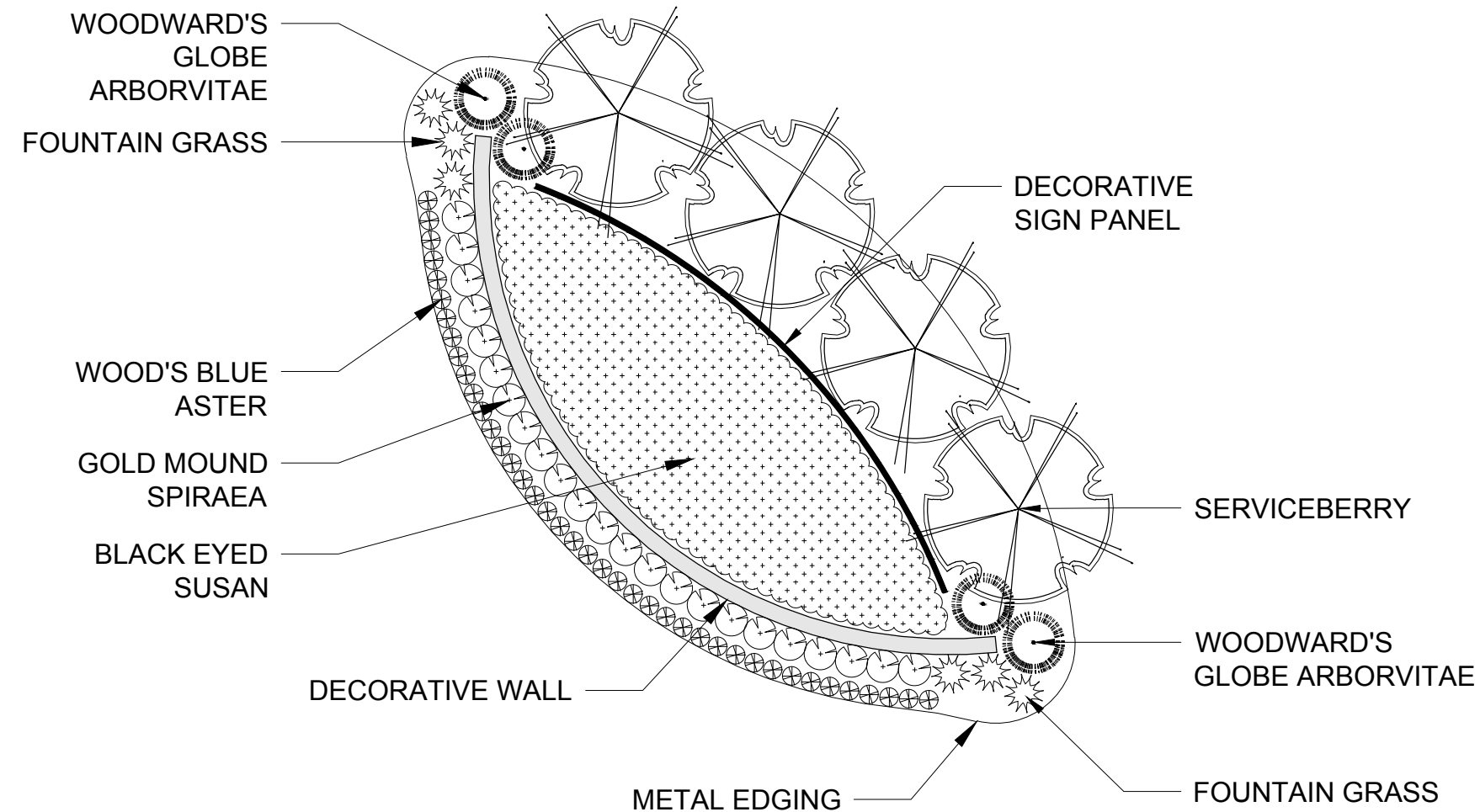
[Click here](#) for patent information related to this product.

	Style	Depth	Width	Height	Product Weight
	28" Wood	28"	28"	17"	110 lb
	28" Steel	28"	28"	17"	139 lb
	36" Wood	36"	36"	30.5"	232 lb
	36" Steel	36"	36"	30.5"	288 lb
	48" Wood	47.5"	47.5"	30.5"	318 lb
	48" Steel	47.5"	47.5"	30.5"	393 lb

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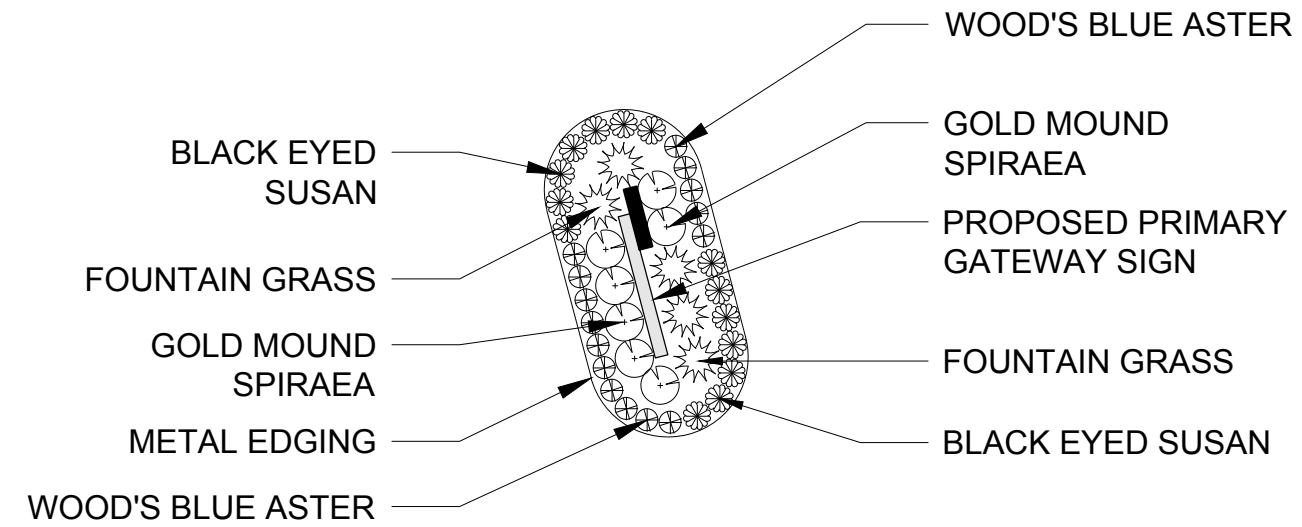
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Appendix C: Gateway Landscaping Plans



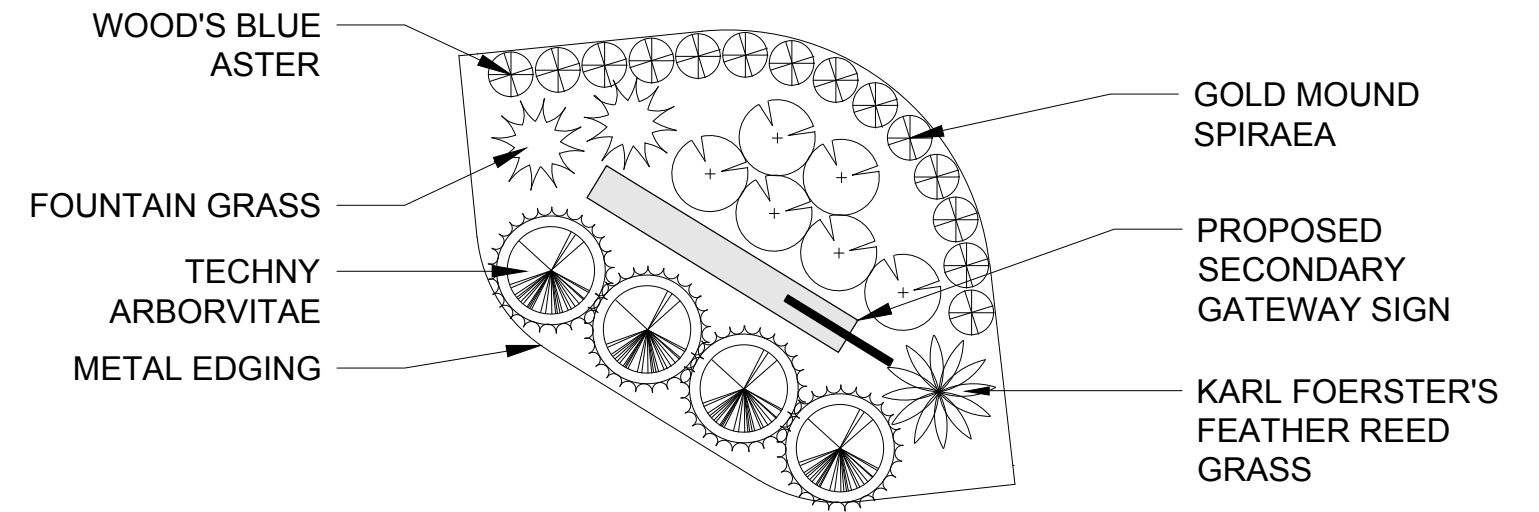
Rochester Road & M-59 - "Super" Primary Gateway Landscape Plan

Not To Scale



Walton Boulevard - Primary Gateway Landscape Plan

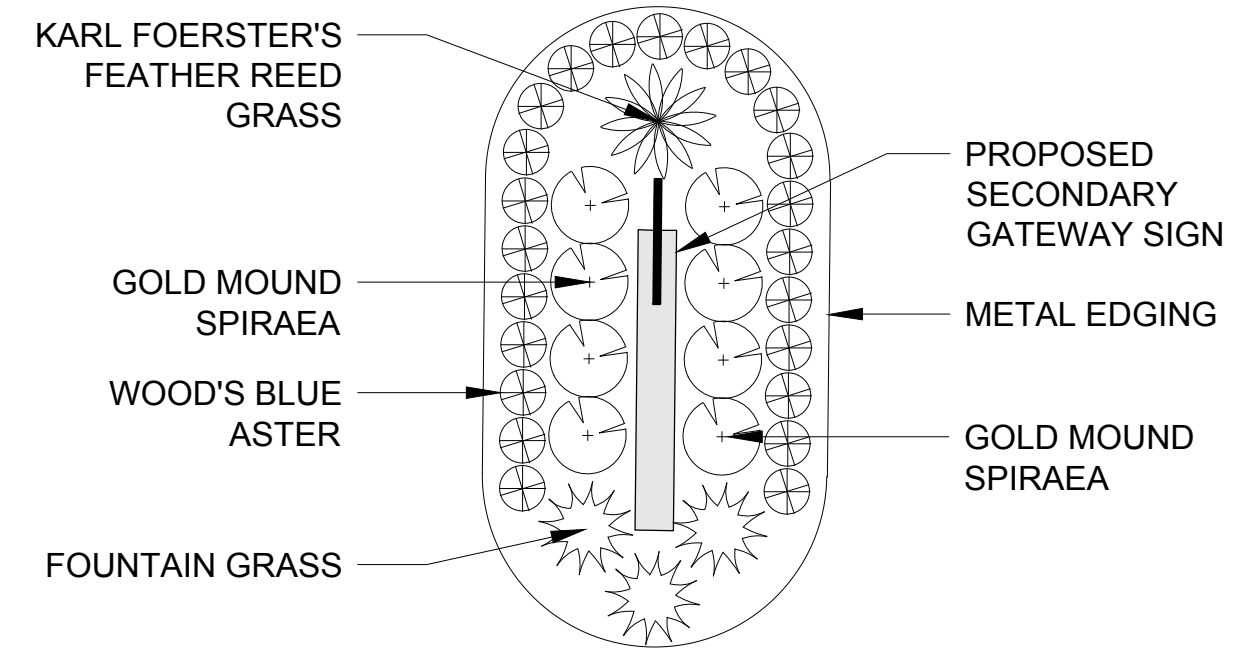
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Rochester Road & Orion Road - Primary Gateway Landscape Plan

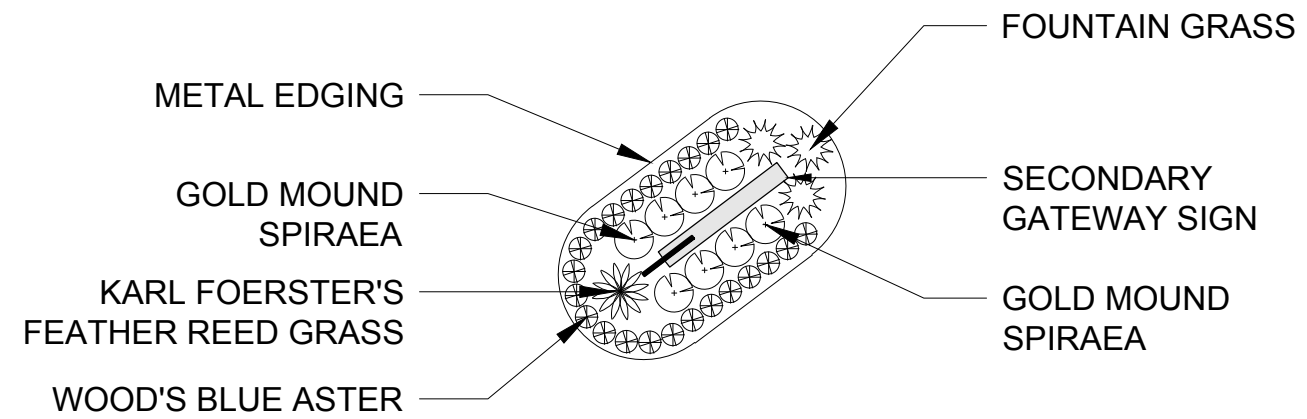
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Runyon/Tienken Roundabout - forthcoming



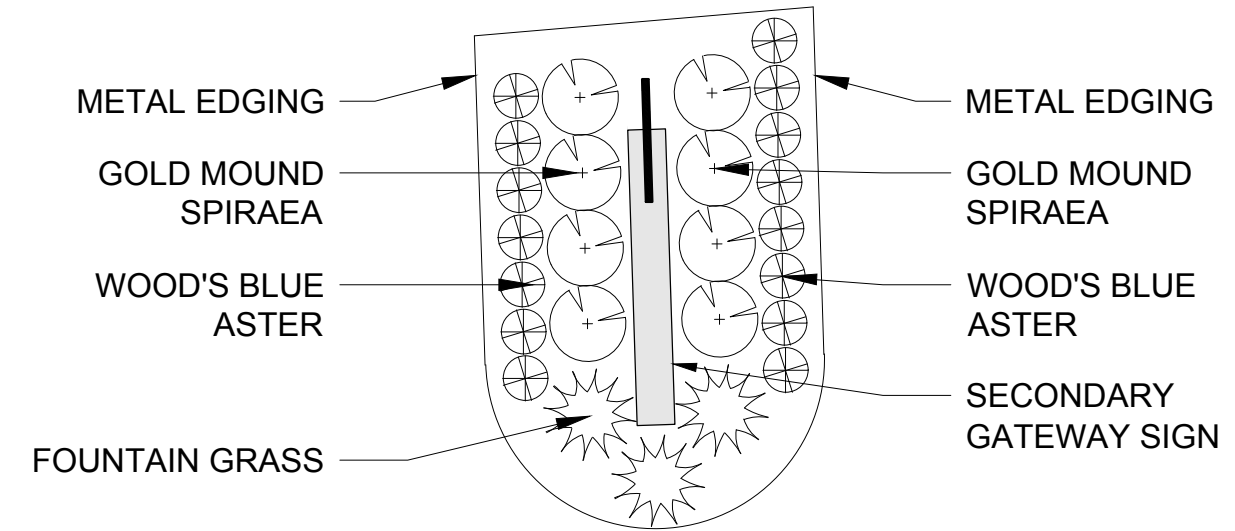
Hamlin Road - Secondary Gateway Landscape Plan

Scale: 1" - 10'-0"



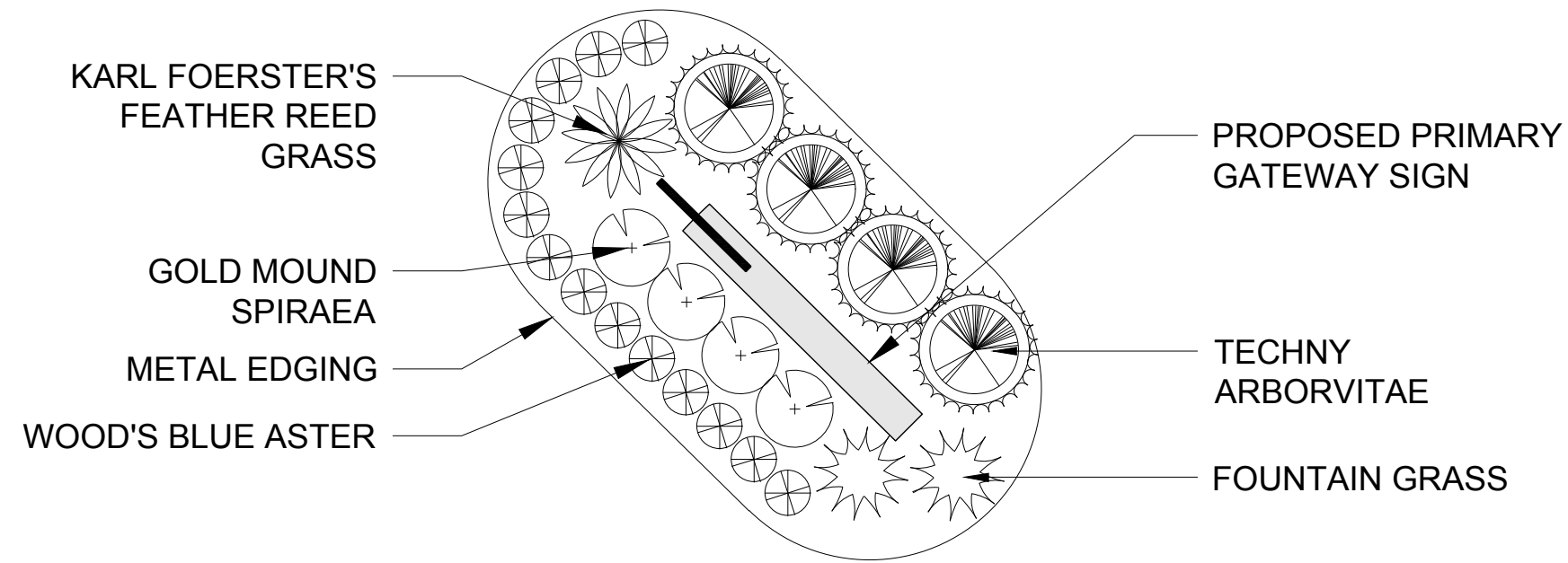
Adams Road & Hamlin Road - Secondary Gateway Landscape Plan

Not To Scale



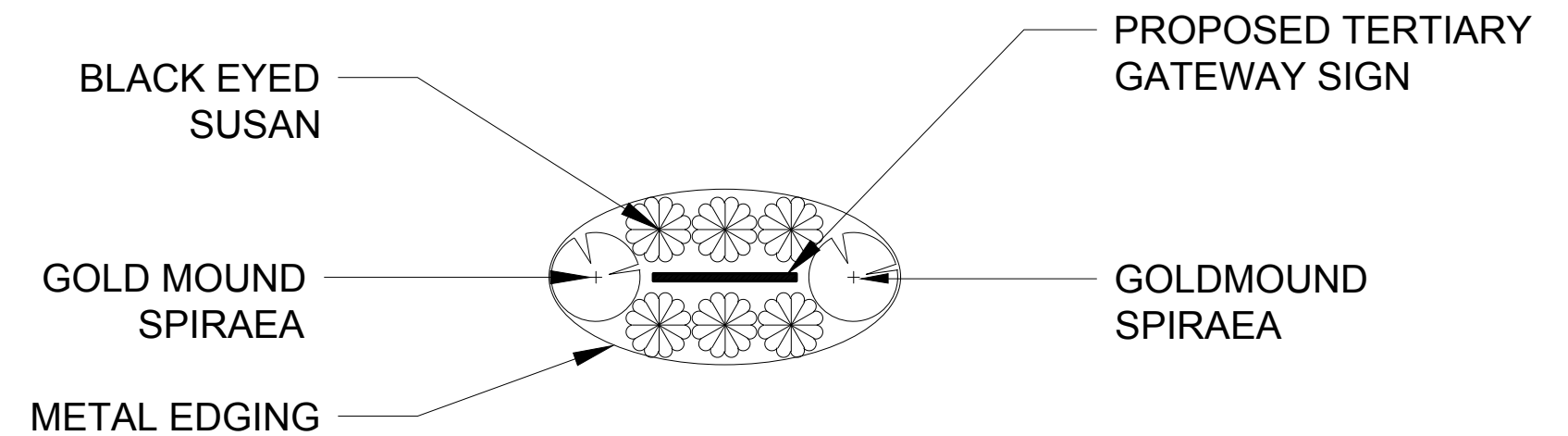
Hamlin Road & Dequindre Road - Secondary Gateway Landscape Plan

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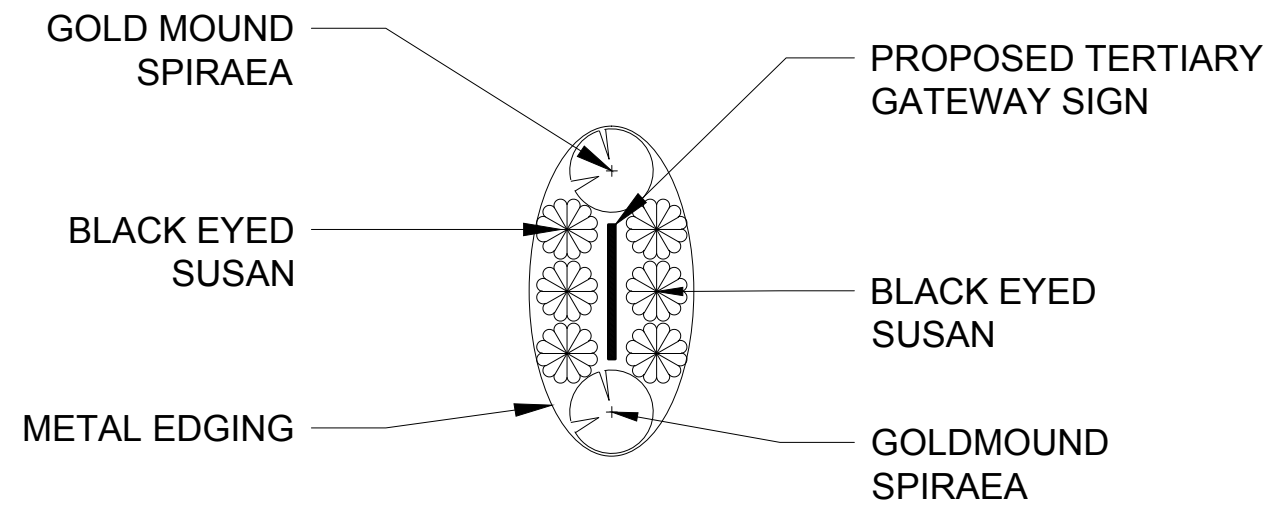
*South Boulevard & Crooks Road (Chase Bank)
 Secondary Gateway Landscape Plan*

Not To Scale



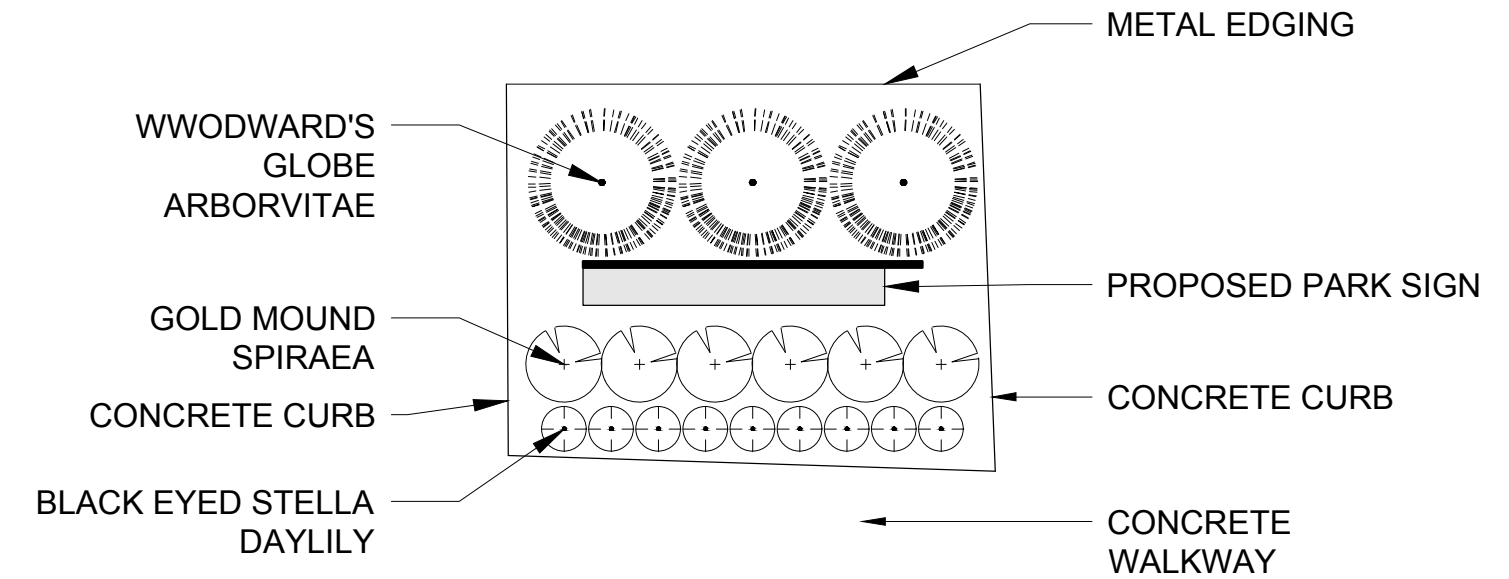
Adams Road & Dutton Road - Tertiary Landscape Plan

Not To Scale



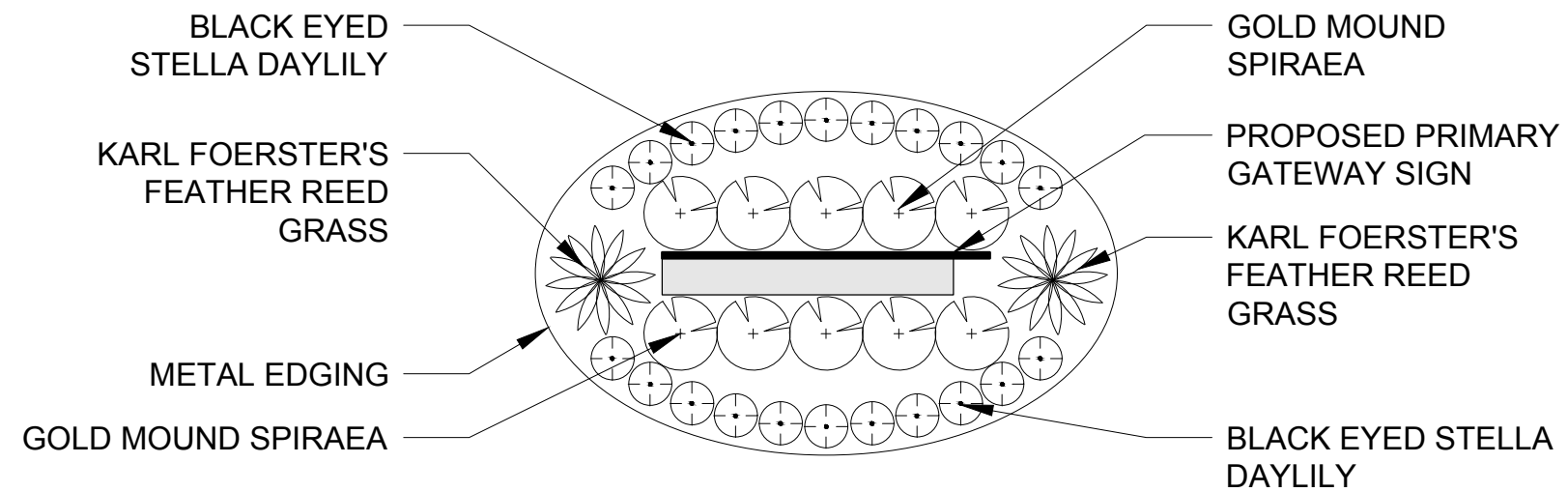
Walton Boulevard at Great Oaks - Tertiary Landscape Plan

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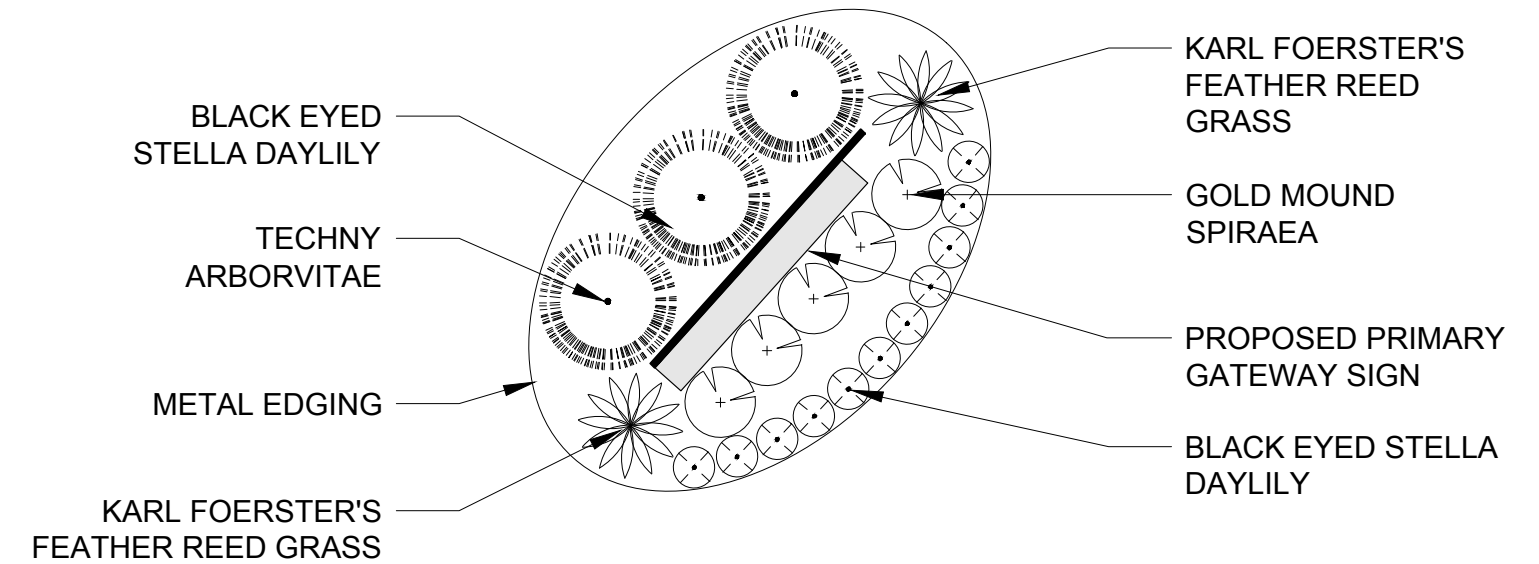
Bloomer Park Sign Landscape Plan

Not To Scale



Borden Park Sign Landscape Plan

Not To Scale



Innovation Hills Park Sign Landscape Plan

Scale: 1" - 20'-0"