

# LOWRY VISTA

## DESIGN GUIDELINES

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## ADDENDUM

To the **DESIGN GUIDELINES**  
of the **LOWRY COMMUNITY**  
September 4, 2009



# IRG Redevelopment I, LLC

## Applicability

These guidelines shall apply to all development within the parcel area as identified as Lowry Vista (the Site) on the revised Lowry Illustrative Master Plan, see *Illustration No 1*. The following amendments are meant to supplement the existing *Design Guidelines for the Lowry Community*. More specifically, Lowry Vista as a whole will be considered a Town Center; therefore this addendum modifies portions of the *Design Guidelines for the Lowry Community* specifically written to the *Town Center* sections within the existing guidelines.

This Lowry Vista Addendum will guide developers and architects through the process of creating buildings, streets and outdoor spaces.



LOWRY ILLUSTRATIVE MASTERPLAN

### **Illustration No 1 – Lowry Illustrative Master Plan –**

Lowry Vista (the “Site”) with the surrounding context - The site is approximately 80 acres. All property is located north of E. Alameda Avenue generally between Xenia and Dayton Streets, east of Mira Vista Golf Course and West of the AMLI Development.

## **Introduction**

### History:

This Site was formerly part of the Lowry Air Force Base. During the time the base was active, the area was used as a debris landfill. Following base closure, the landfill was environmentally “closed” under Colorado Department of Health and Environment (CDHPE) regulations through the placement of a clay cap.

### Vision:

The development and design intent proposed for the 80 acres that make up the Lowry Vista project is to create a new mixed-use neighborhood that welcomes people, ties to the surrounding community and encourages a variety of activities. The proposed development shall accommodate a mix of uses, such as retail, entertainment, hotel, office, and residential among other uses, integrated into a variety of outdoor plazas and landscapes. The environment may consist of walkable streets that link to active pedestrian spaces suitable for hosting a variety of events. The design concept shall encourage a vibrant place with a distinctive identity that embraces the idea of sustainability, strata, and recycling. Lowry Vista’s ultimate theme of the development is to tell the “story” of recycling disturbed land. The adjacency to a drainage area also is an inspiration to find ways to link Lowry Vista with this open space such that this area is accessible to pedestrians and is an asset to those who live, work and visit Lowry Vista. The environmental conditions and have led to the landscape, urban design and architectural approaches to the development.

Lowry Vista is designed to be a flexible, phased development that can evolve and change as market conditions dictate. The proposed streets will provide an infrastructure of developable parcels which can be conveyed as separate entities or developed comprehensively.

The development concept for Lowry Vista will be guided by the following;

- Create a neighborhood that incorporates multiple uses, including live work possibilities, public services and appropriate public spaces
- Plan a pedestrian friendly environment which incorporates bicycle, vehicle and pedestrians
- Provide streets of major image and character, creating walk-able streets that work together as a planned cohesive development hosting a variety of activities
- Create an environment that welcomes walking, strolling, shopping, stopping, sitting, watching, and conversing
- Accommodate a wide mix of uses, such as retail, entertainment, hotel, office, and residential
- Develop open spaces to serve multiple needs
- Create a park space for the surrounding neighborhoods
- Provide a broad mix of housing types, densities and price ranges

- Create a unique, distinctive and identifiable development that unites all characteristics of the existing site (landfill, sustainability, recycling)
- Develop the site to be creative in the use of storm detention, water quality, wildlife habitat and passive recreation
- Encourage neighborhood & regional public transportation

Development through Lowry Vista will be consistent with the principles set forth by the City and County of Denver. Development should encourage and foster the following:

- Land use that provides a variety of transportation alternatives (vehicular, pedestrian and bicycle)
- A variety of living and employment opportunities
- Land uses and designs that emphasize water conservation
- Parks and open space that embraces the existing vegetation and respect the natural surroundings

Design Intent:

Architectural Character: The dam that embraces the existing natural drainage area to the North and West, Alameda Avenue to the South, and the Mira Vista Golf Course to the East isolate the development property of Lowry Vista. While initially this seems an obstacle, the richness of the adjacencies offers tremendous and unique opportunities for the Lowry community separate from the influences of the historical Lowry Air Force Base.

The Lowry Vista development will draw its architectural and material influences from its immediate context of the Natural Area, the visual connection to the Rocky Mountains, and the influence of the landfill reclamation. When considering urban design strategies, a dedication to making the most of the land reclamation has led to a mixed-use strategy of concentrating a variety of uses along Main Street and adjacent side streets including; retail, commercial, hotel, office and residential. Environmentally sensitive materials that evoke the beauty of the natural surroundings in durability, texture, and color will be encouraged to ensure execution of the overall intent.

The West Parcel is envisioned as primarily residential similar to the development of the adjacent AMLI Lowry Development.

Street Character: All internal streets will be private except for the approach to the signalized intersections on Alameda which will be public streets and designed to Public Works standards and criteria. The primary focus of this development is to encourage pedestrian activity through the creation of an environment that offers a quality experience for people. The scale of buildings and their relationship to the streets combined with the scale and detail of paving, landscape and site elements, encourage walking and offer a variety of pedestrian experiences. A variety of amenities and elements that tell the "story" will be dispersed throughout the development to enhance the experience.

Buildings will be oriented toward the street or primary pedestrian circulation routes and ground-floor retail will reinforce the pedestrian level experiences. There will be identifiable pedestrian entry points to the buildings from the street. Some of the streets may feature parallel and/or diagonal parking on one or both sides providing close access to uses and a buffer between the pedestrians and moving traffic. Way-finding will be enhanced through clear pedestrian corridors.

A central Main Street District is intended to not only serve pedestrians and the automobile, but also to create the framework of internal organization. Retail mixed-use building fronts line the street to make the space village-like and scaled for the pedestrian, and connect the site access points to the natural amenity to the North. Walks, street trees, lighting, furniture, signs and the architecture will all combine to create a clear, consistent language that provides a cohesive and unique image to the development. The street will provide on-street parking for convenience and activity and the orientation of Main Street toward Long's Peak will center on the vista.

**Parks, Open Space and Trails:** Publicly accessible and usable open space will be integrated within the overall development. The open space system will consist of open space amenities to accommodate the public and connect to the surrounding uses.

Typical landscape development practices of expanses of irrigated turf and water-demanding plant life will not be appropriate for this reclamation effort and therefore alternative, more contextually sensitive plant material and landscape practices will be implemented with the desire of creating a unique and natural experience in the Denver area.

#### Introduction to Standards:

These Addenda help support the intent and the vision for Lowry Vista by amending only the sections necessary to tell “the story” of the Site. The following Addenda are meant to be flexible to create to encourage design creativity while respecting the original *Design Guidelines for the Lowry Community* and the rules and regulations of the City and County of Denver (CCD), or other agencies which have jurisdiction over the project.

## **Specific Addenda to the *Design Guidelines for the Lowry Community***

### **Section 2.0 – Definitions**

**Change to read as follows:**

#### ***Town Center***

*A sub-area of the Business Center and the development parcel know as Lowry Vista. The LDRC may modify the area included within the Town Center by adoption of an amendment to these Guidelines.*

### **3.0 Administration of Design Guidelines**

**In addition to Chapter 3.0 Administration of Design Guidelines, the following addendum will also be subject to the City and County of Denver.**

#### **4.0 Non-Residential Architecture**

##### **4.3.2 Town Center**

**Change to read as follows:**

Town Center areas are characterized by a pedestrian-scaled environment for services, convenience shopping, offices, and community activities. User convenience should be a principal concern. The locations of structures reflect consideration of neighboring developments, roadway visibility, and vehicular and pedestrian access and circulation. Town Center architecture should present a consistent architectural expression in style, color, material, and scale and be compatible with the surrounding context. Monotony of continuous, large expanses of façade shall be avoided. Architectural materials on all building faces of a structure shall be compatible.

The streetscape within Town Center areas will have a high proportion of hardscape, including wide sidewalks, trees, and other landscaping to enliven the area and make it inviting to pedestrians. Making this area attractive to pedestrians shall be a major design consideration. Considerable planted areas within the hardscape areas, open plazas, pedestrian access and glass storefronts at street level, should be incorporated into designs. It is important to establish a simple, clear, spatial relationship between buildings to create a cohesive, unified Town Center. Consideration should also be given to shared parking.

*Any stand-alone retail structures shall be designed and sited to be harmonious architecturally with adjacent retail and other structures. Use of company logos, themes, and colors should be incorporated into the architectural design. Landscaping shall be used to minimize the views of parked cars.*

#### **4.4 General Architectural Style**

**Change to read as follows:**

*Architecture of new buildings should be consistent with the character of the existing neighboring context and the Community Vision of Lowry Vista.*

4.4.8 Not Applicable

#### **4.5 Building Siting and Mass**

It is the intent of this section to establish guidelines such that new buildings are located to reinforce the subareas of Lowry by aligning buildings along streets and linear *landscaped* spaces consistent with the prevailing street grid in each subarea. Guidelines attempt to reinforce an urban order of buildings along streets rather than promote the development of isolated buildings surrounded by lawns or single buildings surrounded by parking lots, characteristic of suburban approaches to non-residential development.

**Change to read as follows:**

4.5.3 Buildings shall be sited perpendicular and parallel to streets. *Provide façade and massing variations within the building plane hierarchy to create pedestrian areas of interest.*


4.5.4 Building fronts and entries shall be oriented toward streets, *associated parking areas*, and buildings should be arranged to create courtyards and other human-scaled spaces.

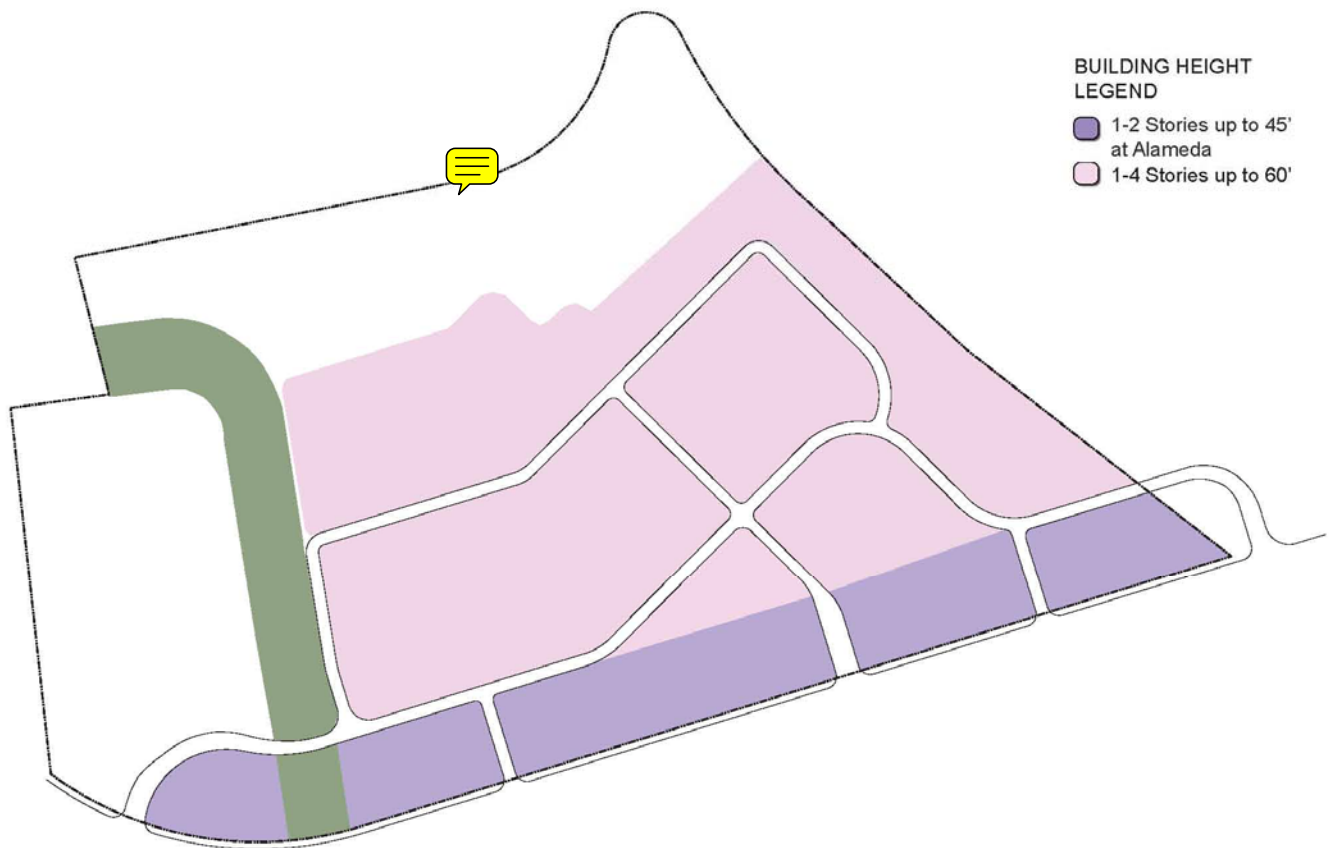
4.5.6 *Buildings and uses with "drive-up" or automobile service access shall not be adjacent to pedestrian ways and should attempt to separate vehicular and pedestrian circulation.*

**4.7 Building Height**  
**Change to read as follows:**

*It is the intent of this section to reinforce the identity of subareas by not exceeding the height, as proposed in 4.7.1*

**4.7.1 Maximum Building Heights**

<b>Location</b>	<b>Building Height</b>
<i>Business Center/ Town Center</i>	<i>1 to 4 Stories as indicated below. Intent is to increase height gradually from Alameda edges. Parking floors below main pedestrian entry levels are not included in height calculation.</i> 



**Height Diagram**  
**4.8 Building Materials**

**Change to read as follows:**

*The Lowry Vista development will draw its material influences from its immediate context of the Natural Area, the visual connection to the Rocky Mountains, and the influence of the landfill reclamation. Therefore environmentally sensitive materials that evoke the beauty of the natural surroundings in durability, texture, and color will be encouraged. Flexibility is provided by defining materials and color ranges that allow a flexible choice of materials that are complementary in color.*

**4.9 Recommended Building Colors**

**Change to read as follows:**

- 4.9.2 *Color schemes are to be evocative of the scenic natural beauty found in the Natural area and mountain vistas. Individual building colors shall work together to create a unified whole, i.e., the roof color, the trim and siding colors, as well as any accent colors shall work with the brick or primary building color so that no accent color dominates the exterior or causes the building to feel like it is built of separate pieces.*

**4.11 Floor Area Ratio Monitoring System**

**Change to read as follows:**

*Lowry Vista was not envisioned when the original “Business Center” FAR limits were created, however, Lowry Vista shall follow the Guidelines of the “Business Center.” Therefore while individual sites within the proposed development may exceed an FAR of 1:1, the overall development of Lowry Vista will not exceed a maximum FAR of 1:1.*

**4.12 Town Center Architecture**

*Additional guidelines regarding architectural standards for the Town Center may be developed when deemed appropriate by the LDRC. Refer to revisions above.*

**5.0 Single Family or Duplex Residential Architecture**

**Not Applicable**

**6.0 Multifamily Residential Architecture**

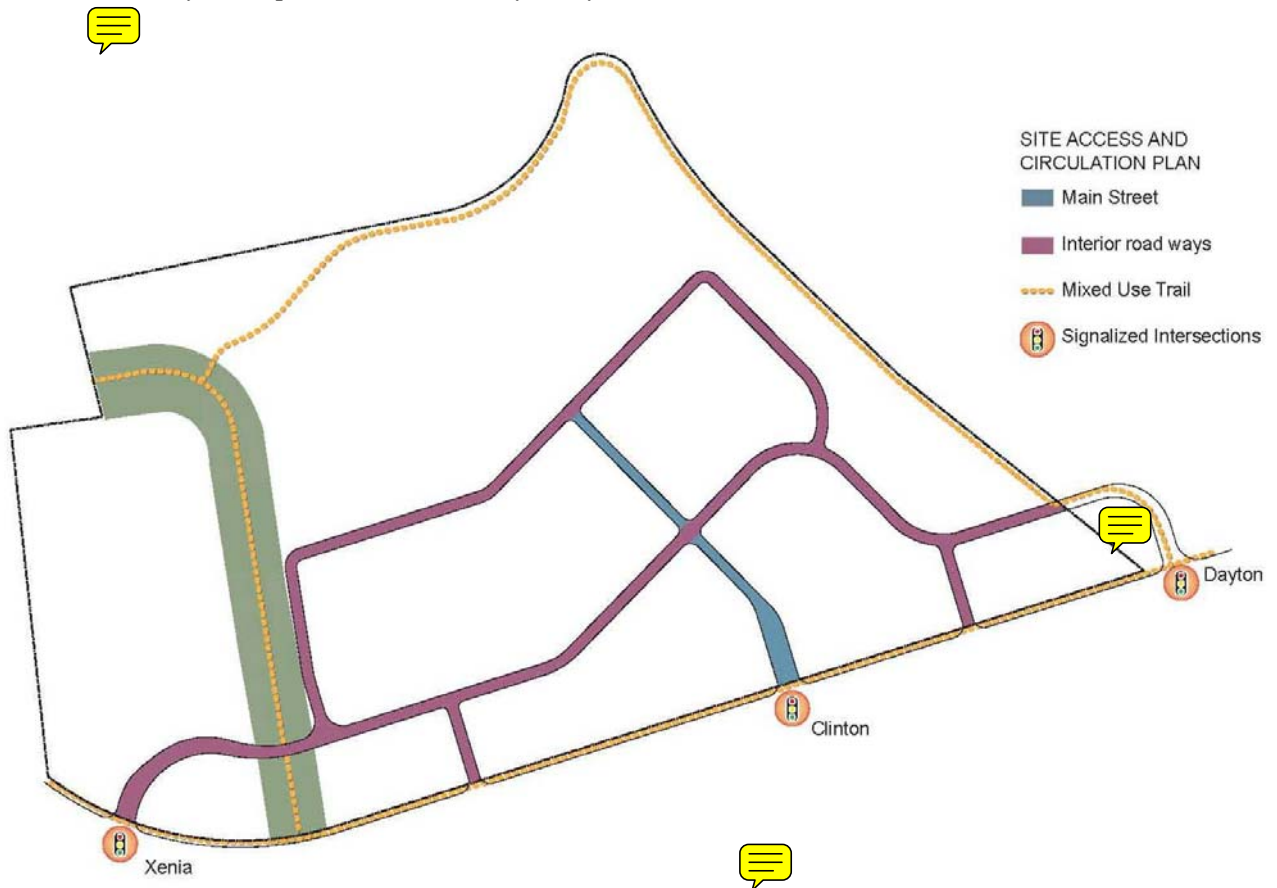
**No Change**

## 7.0 Site Circulation and Traffic Guidelines

### 7.5 Street Cross Sections

Change to read as follows:

*It is intended that access from Alameda Avenue will be through signalized intersections (Xenia Street, Clinton Street, Dayton Street) together with other proposed restricted accesses. The internal site circulation will be via private roadways and pedestrian and bicycle systems.*



### Site Access and Internal Road Circulation

*The following street cross sections shall be applicable to the design and construction within the Lowry Vista Community. Streetscape sections are preliminary and may vary based on detailed design.*

#### Section A Main Street

*Main Street* is the north-south street that runs through the center of the site with an eighty (80) foot typical building line and parallel parking on both sides.

**Section B Commercial Street**

*Section B* is the primary east-west street that consists of a ninety (90) foot typical building line with on-street parallel and/or diagonal in select locations close to Main Street.

**Section C Commercial Street**

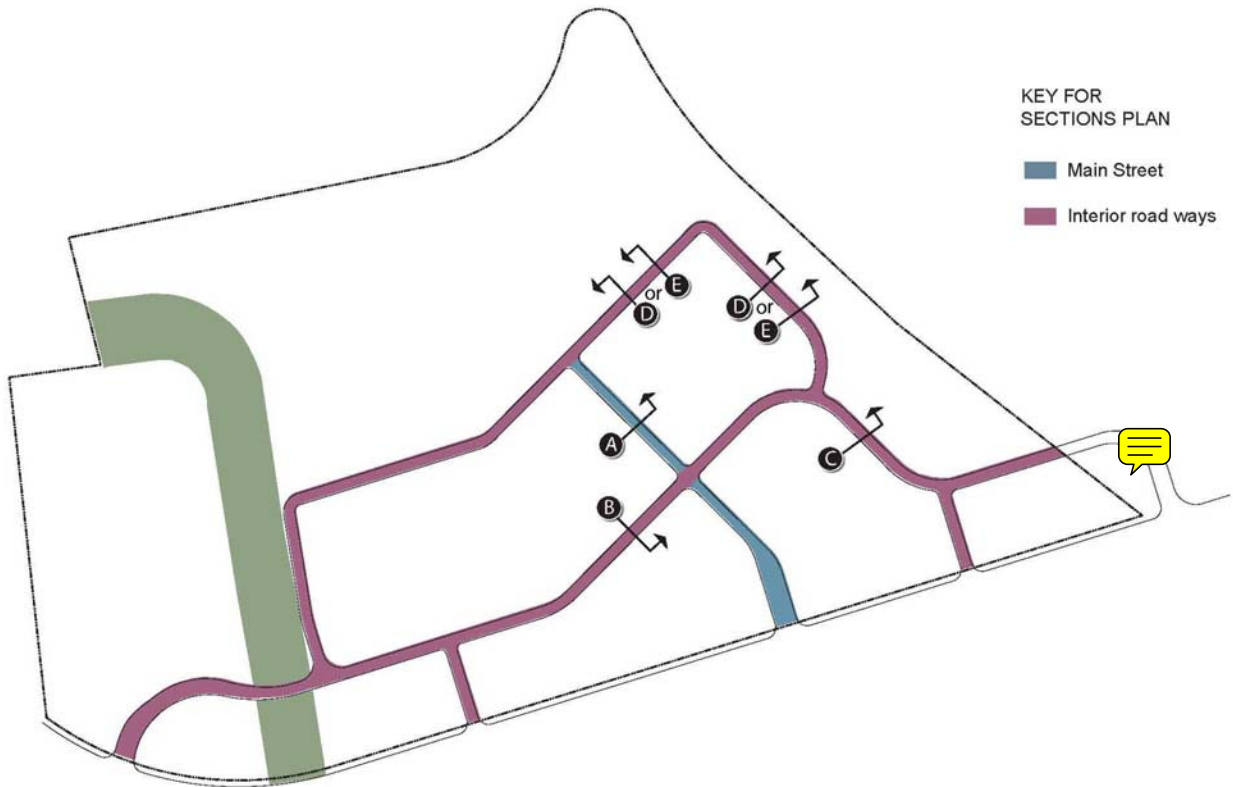
*Section C* is the primary east-west street where there is no on street parking. This section of street is further from Main Street and serves as a traffic/pedestrian mover. It is typically adjacent to parking lots or other commercial/residential use.

**Section D / Section E Residential Street**

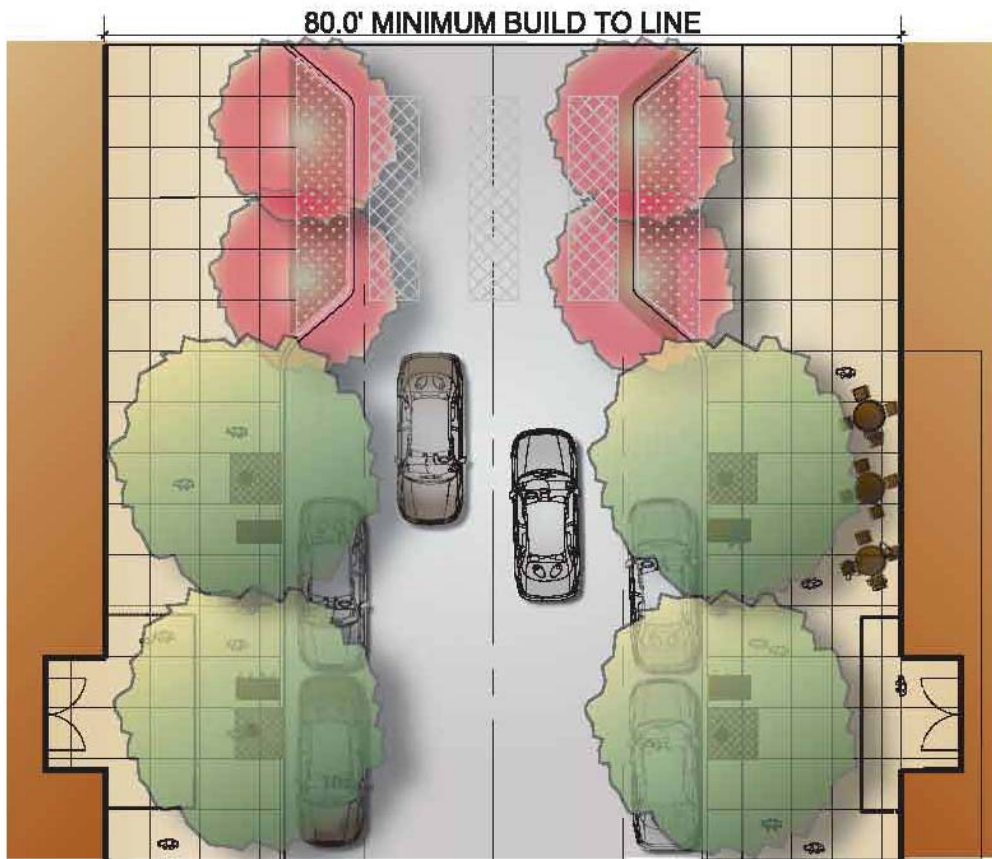
*East and North Residential Streets* are all residential, with an eighty-two (82) foot typical building line including parallel parking on both sides and a six (6) foot detached walk, .

**Alternate Section D / Section E Residential Street**

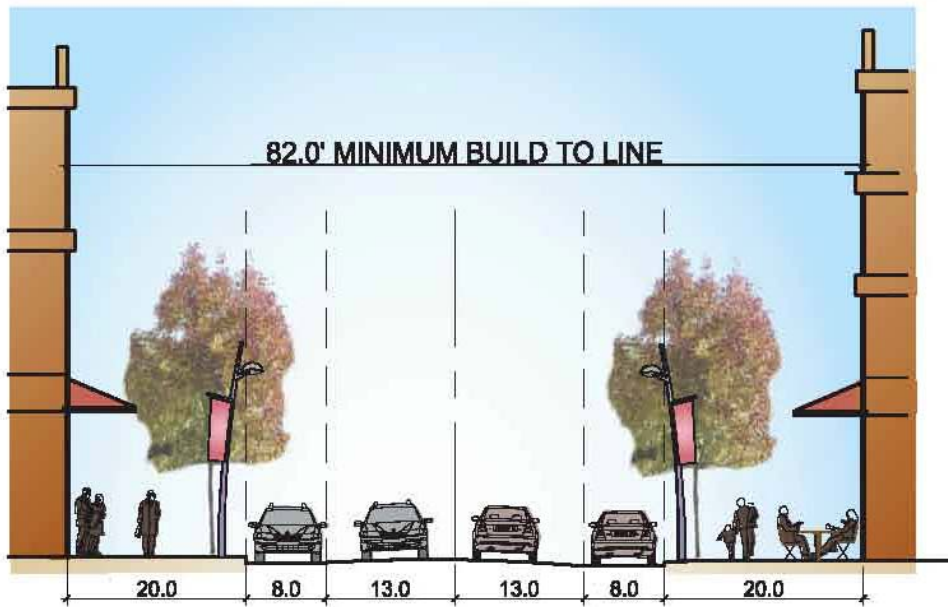
*East and North Residential Streets* are all residential, with an eighty-two (82) foot typical building line including parallel parking and a detached six (6) foot walk on one side, and an attached walk on the other side. The *Alternate Sections* will be used in the event of a required waterline easement.



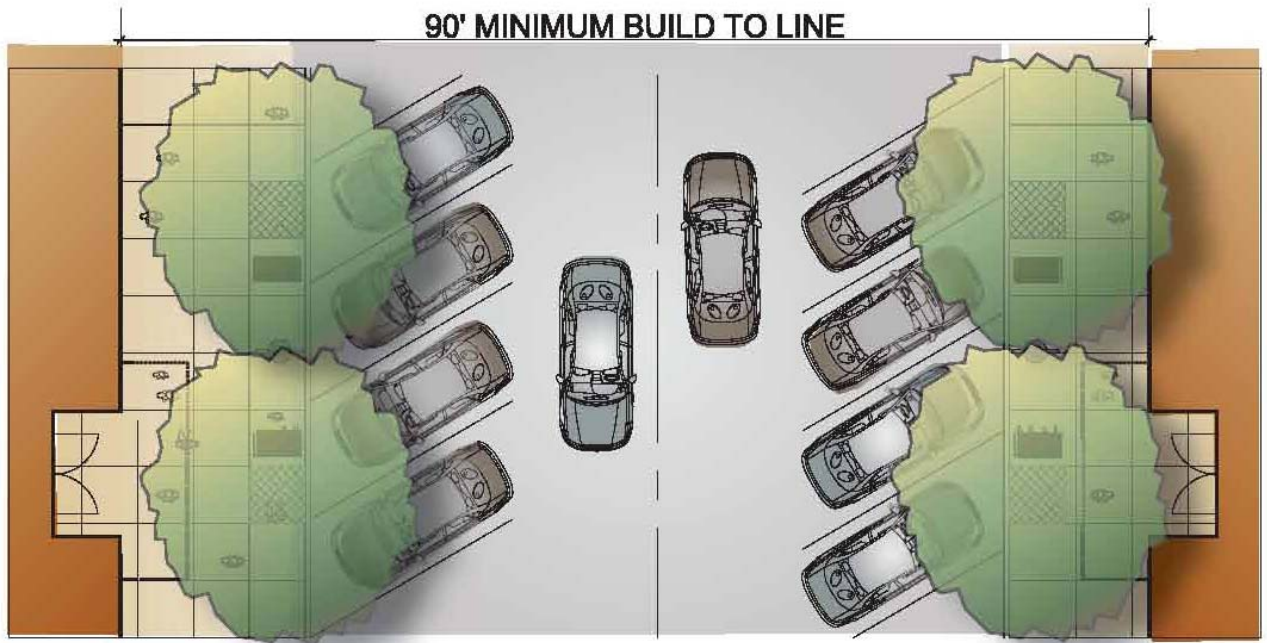
**Key Map for Cross Section**



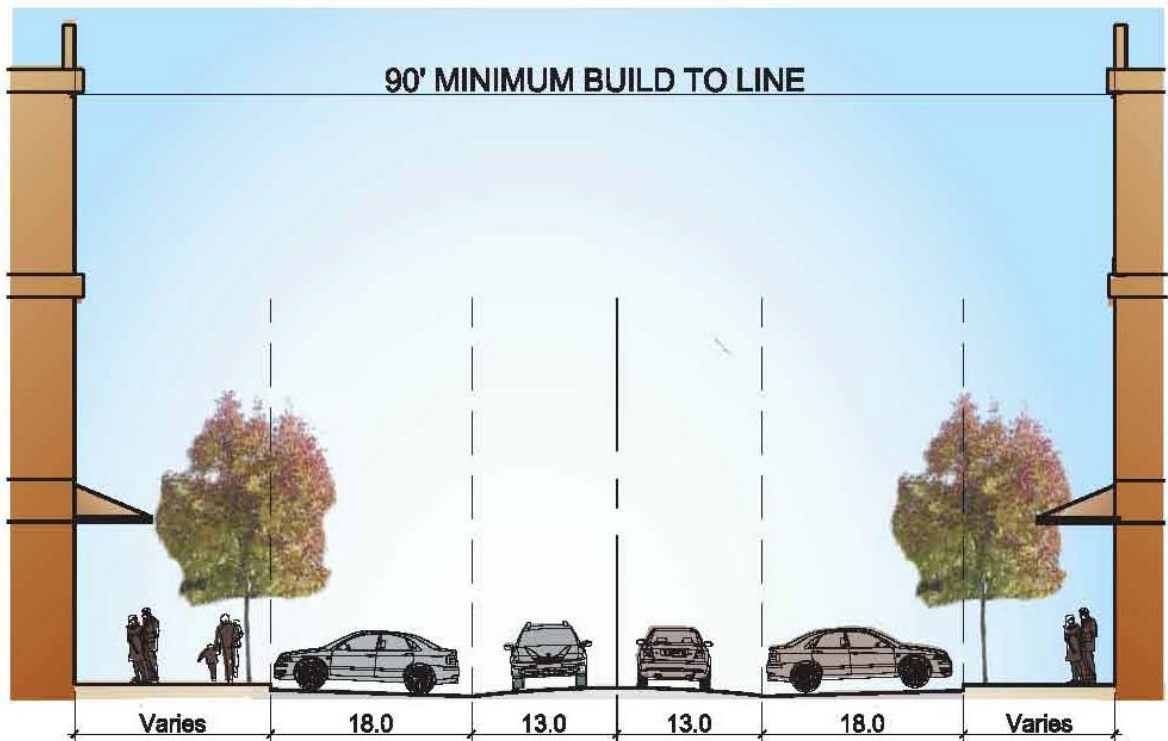
TYPICAL MAIN STREET PLAN



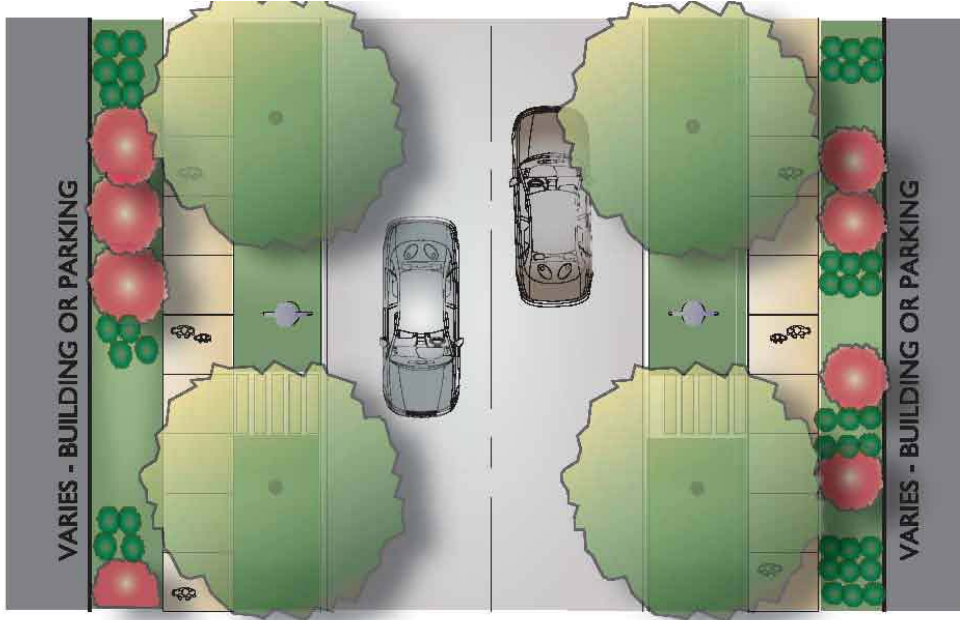
SECTION A - TYPICAL MAIN STREET SECTION  
NOT TO SCALE



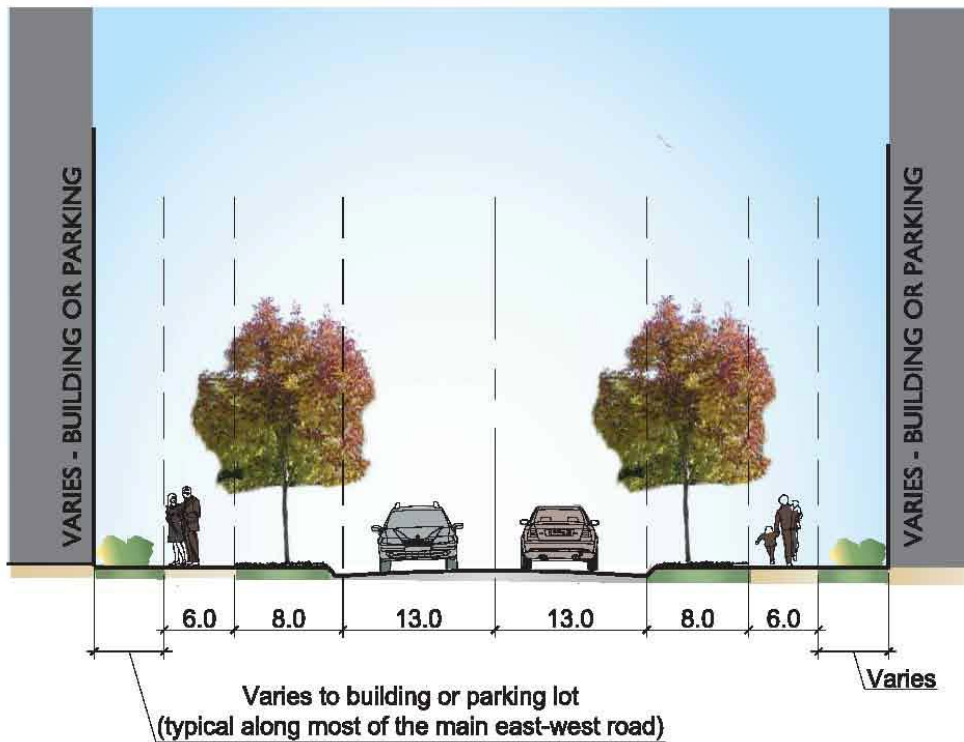
**TYPICAL STREET WITH DIAGONAL PARKING**



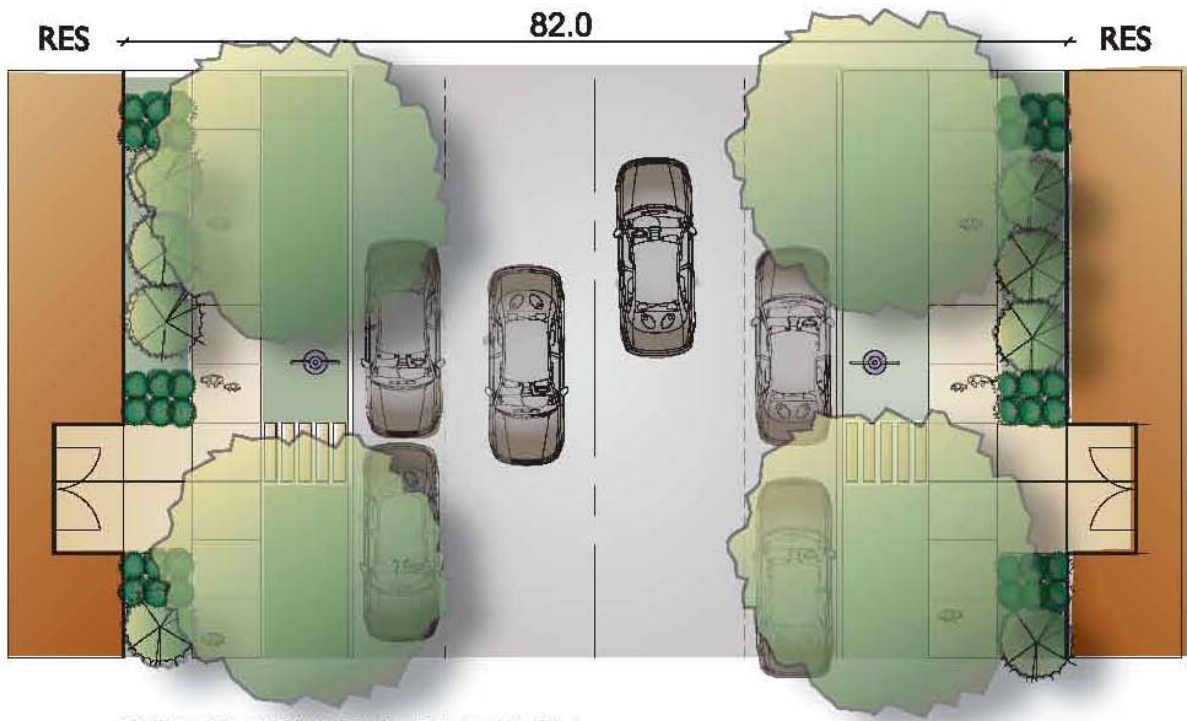
**SECTION B - (Main east-west street where diagonal parking occurs)**  
 NOT TO SCALE - NOT TYPICAL OF ENTIRE STREET SECTION (REFERENCE SECTION C)



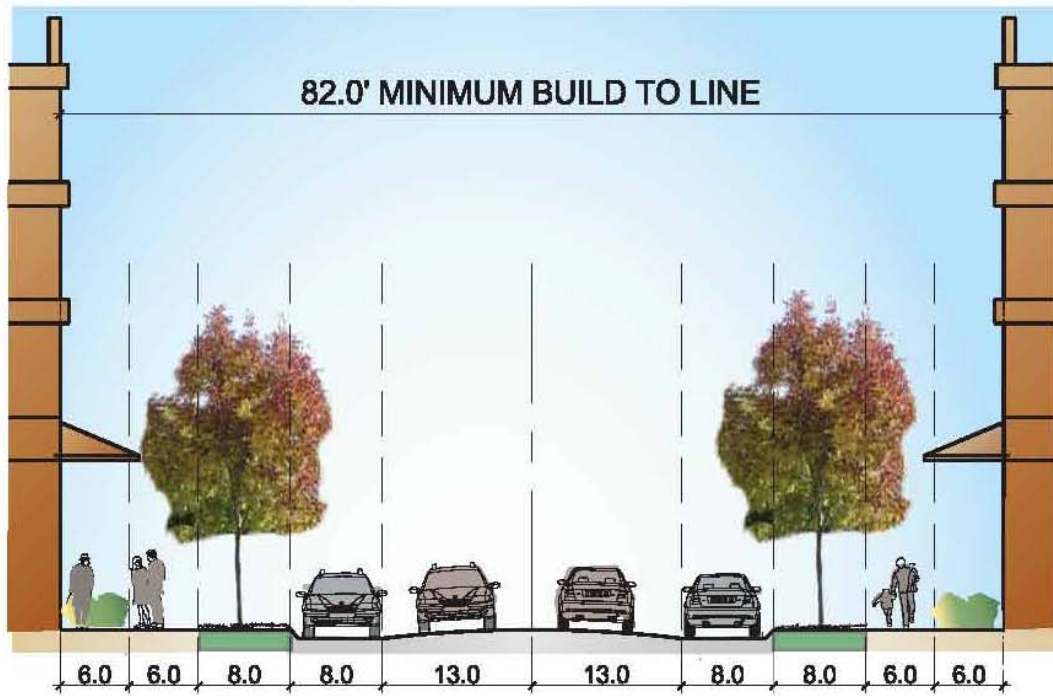
TYPICAL STREET WITH NO PARKING



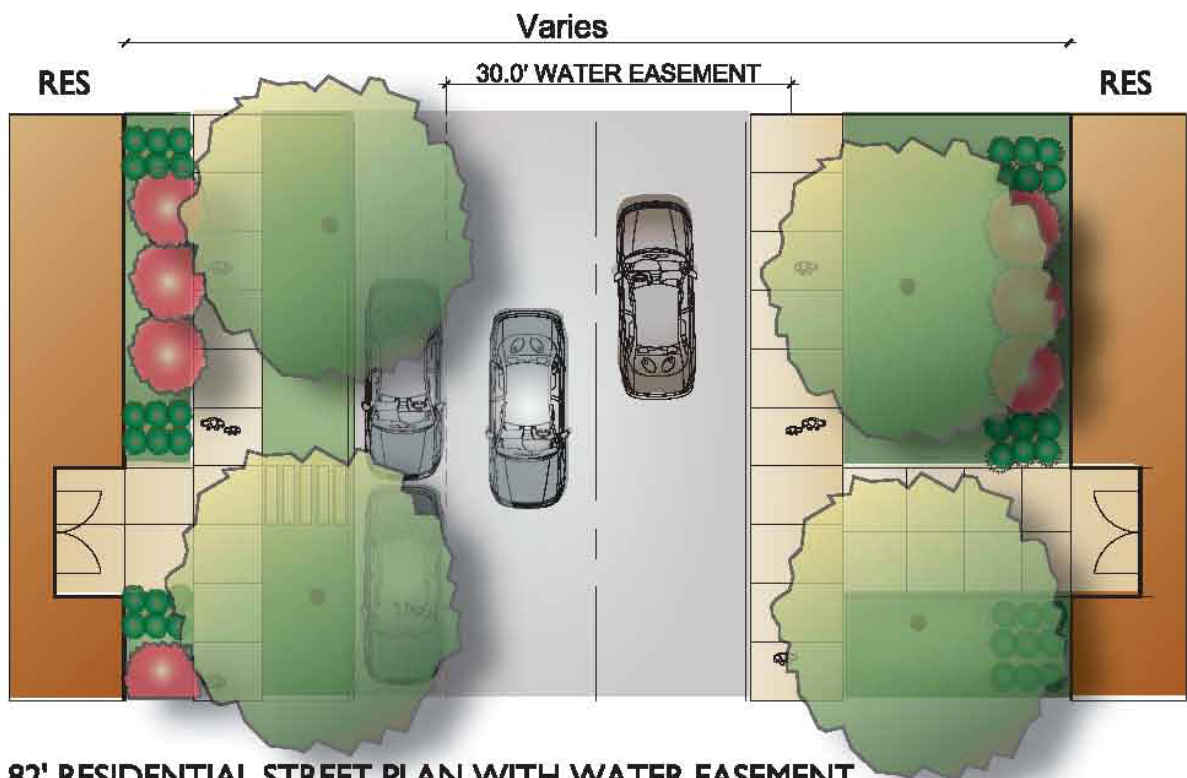
SECTION C - (Main east-west street where no parking occurs)  
NOT TO SCALE - NOT TYPICAL OF ENTIRE STREET SECTION (REFERENCE SECTION B)



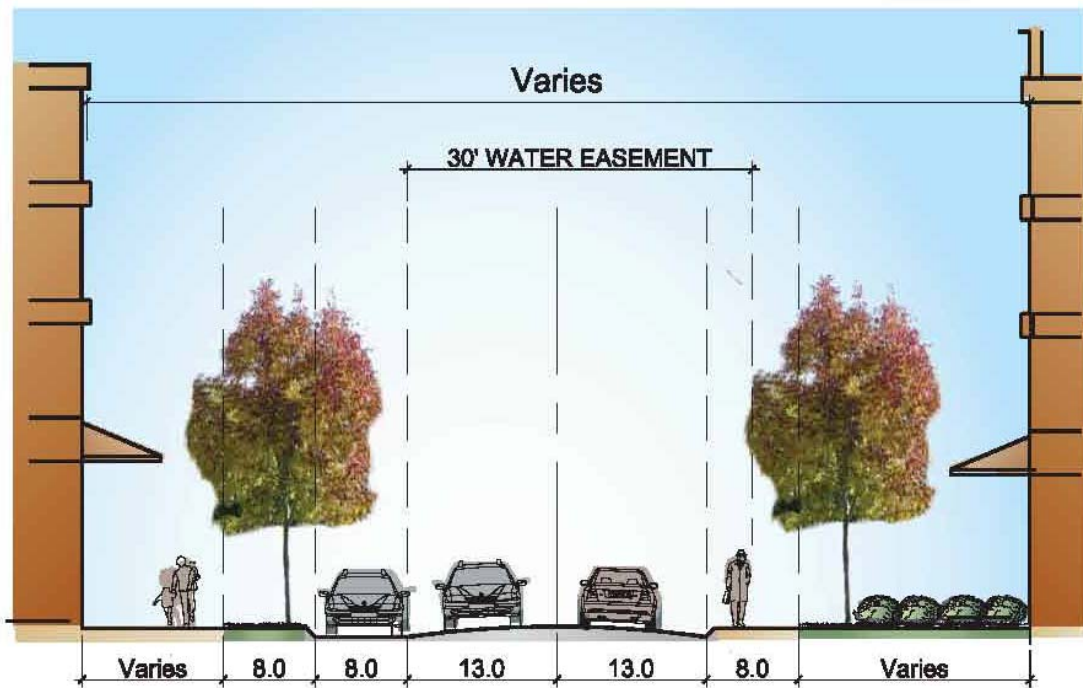
**82' RESIDENTIAL STREET PLAN**



**SECTION D / E - 82' RESIDENTIAL STREET**  
NOT TO SCALE



**82' RESIDENTIAL STREET PLAN WITH WATER EASEMENT**



**ALTERNATE SECTION D / E**  
 \* MAY BE USED TO ACCOMMODATE WATER EASEMENT  
 NOT TO SCALE

## **8.0 Parking Guidelines**

### **8.4 Surface Parking**

**Change to read as follows:**

8.4.10 *In general the maximum number of parking spaces between any two landscaped islands should not exceed 20 spaces where bio swales are used. The locations must offer visual relief and enhanced pedestrian walks, while implementing sustainable storm water management practices. Lots that do not include bio swales, a maximum number of parking spaces between any two landscaped islands shall be nine (9).*

### **8.5 Parking Structures**

**Change to read as follows:**

8.5.3 *Parking structures should be designed so that the first level of parking does not detract from the pedestrian experience.*

## **9.0 Landscape Standards**

### **Section 9.8 Berms**

**Add paragraph to read as follows:**

*Excluded in this section is anything within the existing Urban Drainage Easement.*

### **Section 9.13 Parking Area Landscape**

#### **Paragraph 9.13.2 Internal Area within Surface Parking Areas**

**Change to read as follows:**

Surface parking areas shall be designed to incorporate the use of landscaped islands, divider islands, berms, trees, and shrubs within the internal parking area to reduce the visual impact of parked cars. With the exception of enhanced parking areas within the Business Center, a minimum of one (1) canopy tree with a minimum three (3) inch caliper trunk shall be planted within parking areas for every nine (9) surface parking spaces. *In the event of restricted root depth over the landfill, an alternative plant species maybe used to provide equivalent landscaping.*

*Due to the unique nature of the site, grouping the required island counts to provide larger parking islands that become water collectors or bio swales are encouraged. These islands shall be planted with water tolerant trees, shrubs and boulders to reduce the visual impact of parked cars while demonstrating sustainable landscapes. Sod will not be allowed within parking islands. Center islands that are not grouped together to collect water should be eliminated while end islands should remain as landscaped.*

The location of such trees shall be approved by the LDRC as part of the approval of the landscape plan required by section 9.3. All trees shall be located so as to avoid damage from vehicular circulation, maneuvering, parking, and snow plowing.

**Paragraph 9.13.3 Business Center Parking Area Landscaping**  
**Change to read as follows:**

*Business Center Parking Area Landscaping shall follow the Internal Area within Surface Parking Areas 9.13.2.*

**Division 9 Landscape Standards**

**Section 9.14 Parks and Open Space**  
**Change to read as follows:**

It is the intent of this section to recommended general landscaping goals for public parks and public open spaces within the Lowry Community. The existing open character of the Lowry Community should be maintained in the landscape treatment of the parks and open space in contrast with the more heavily planted approach required in the developed areas. In addition to reflecting the characteristics of the natural landscape, this approach will attempt to ensure that views to the Front Range and downtown Denver will be preserved and enhanced.

*Due to the nature of the landfill, the landscape treatment of the parks will be in contrast to the streetscape with its introduction of more informal plant material within formal park areas. Highly manicured lawn areas will be discouraged. Shrub Beds and a variety of shade, evergreen and accent trees will be used in a water conserving, innovative ways. Natural trails, natural plant material low water grasses or synthetic grasses and drip irrigated beds will be encouraged. Natural parks and less “recreational” parks will be encouraged.*

*The open space area within the Development that interfaces with the 100-acre natural off-site area should include circulator trails closer to the development connecting to the overall trail system. This trail should be highlighted with minimal light levels and low growing native grasses, transitioning down to more naturalized trails and plantings closer to the 100-acre natural off- site area.*

The more natural portions of the park system should be landscaped in a character reminiscent of the indigenous High Plains prairie and associated riparian landscapes. This should be accomplished through the development of the landscape framework that includes native prairie grasses and trees.

The golf course should remain relatively open, with selective planting of tree masses to focus views and/or screen adjacent uses.

Riparian plantings should be provided along creeks and drainage swales to provide contrast to the openness of the adjacent open space.

Mass plantings of coniferous groves should be provided to relieve the open character of the site and to direct views. Conifers should also be used on medians reminiscent of the parkways of Denver or as accent planting in lawns adjacent to buildings. The stark simplicity of the dams should remain the same, thereby accentuating the contrast, of the landform with the adjacent open space.

## **10.0 Streetscape Standards**

### **Section 10.3.4 Dayton Street**

#### **Change to read as follows:**

Dayton Street shall be landscaped similar to Uinta Way as a tree-lined road with linear formality created by regular plantings of large shade trees in an eleven (11) foot wide tree lawn and a twelve (12) foot-wide bike path/sidewalk along the western side of the roadway only. Final sidewalk alignment and location of trees may, however, be adjusted to respond to existing conditions.

*This section does not refer to the main street in the Lowry Vista development which shares an intersection across Dayton Street, but will have its own name and unique identity addressed in 10.3.7 Other Roadways.*

### **Section 10.3.7 Other Roadways**

#### **Change to read as follows:**

Other roads within Lowry Vista shall be landscaped with a single row of, large shade trees on both sides of the roadway. A minimum of five (5) foot wide sidewalks shall be provided along both sides of the residential roadways and a six (6) foot sidewalk shall be provided within the Business Center. Sidewalks shall be separated from the roadway with an eight (8) foot wide *buffer* unless adjacent to a right of way that contains an existing sidewalk or other areas with limitations. Five (5) foot wide bicycle lanes will be provided along both sides of 8<sup>Th</sup> Avenue; bicycle lanes associated with residential collector streets will vary.

As appropriate, median boulevards or parkways have been proposed for the Business Center and within residential neighborhoods. Where possible, five (5) to six (6) foot wide sidewalks shall be provided on either side of the roadway, separated by a minimum eight (8) foot *buffer*. A single row of street trees will be provided on either side of the roadway, with a single or double row planted within the median.

*Irrigated sod shall be limited along the eight (8) foot wide buffer zone unless a low water turf is used, but more encouraged would be the use of a combination of any approved low water turf, low water shrubs, crusher fines paving, stone paving, or other combination in the buffer.*

**Add following Section:**

**Section 10.3.9 Alameda Avenue**

*Alameda Avenue where it abuts the Lowry Vista Development will be maintained as a tree-lined roadway with linear formality created by regular plantings of large shade trees in an existing tree lawn. The existing 8' sidewalk separated from the roadway by the tree lawn will remain, and will be extended as needed.*

**10.4 Additional Streetscape Standards**

**Change to read as follows:**

10.4.1 Street trees in tree lawns shall be uniformly spaced along all new and existing streets and shall be spaced not more than fifty (50) feet apart on center at street lights; elsewhere a spacing of thirty (30) feet to thirty-five (35) feet minimum is recommended *but will ultimately be determined by the restrictions of planting over the landfill*. Final spacing should be determined by street light location, tree species, size at maturity, and lot sizes. To the extent that adjustments in the spacing of trees is required due to the location of driveways, streets, alleys, signs, lights, *and the restriction from the existing site conditions/restrictions* or other similar obstacles, such adjustment shall give due consideration to maintaining a uniform spacing along the thoroughfare.

**Section 10.6 Sidewalks**

**Add to existing paragraphs**

10.6.2 Sidewalks shall be constructed of concrete, brick, or concrete unit pavers. If concrete color is used, it shall *preferably* be subdued earth tones, *but can have accent colors approved by the LDRC*. Only concrete unit pavers and paving bricks specifically designed for sidewalk paving according to industry standards shall be used.

10.6.3 Stamped concrete, seeded concrete, and glazed or smooth, slippery surfaces are prohibited. *Concrete impressions may be allowed as long as they do not cause a slippery surface, and must be approved by LDRC.*

**11.0 Site Improvements**

**No change**

## **12.0 External Illumination**

### **Section 12.4 Street Lighting**

#### **Replace Section:**

##### Section 12.4.4

*Residential street lights will be direct-buried thirty (30) feet poles and incorporate the use of sustainable luminaries where possible. Fixtures, lenses and pole examples are provided in Appendix 4 and discussed in Appendix 3.*

#### **Replace section:**

##### Section 12.4.5

*Streetlights shall incorporate the use of sustainable luminaries where possible.*

### **Section 12.5 Pedestrian Lighting**

#### **Replace Section:**

##### Section 12.5.1

*Pedestrian street lights will be on poles a maximum of fourteen (14) feet in height and spaced at least thirty (30) feet apart. Sustainable luminaries shall be incorporated where possible. Pedestrian trail lighting shall minimize light pollution near the 100-acre natural area that is off site and should be focused on the trails closer to the Development. Pedestrian trail lighting should minimize brightness and turn off at typical park closure times. Fixtures, lenses and pole examples are provided in Appendix 4 and discussed in Appendix 3.*

#### **Replace section:**

##### **Section 12.5.2**

*Poles and luminaries shall be the color specified in Appendix 3.*

**Replace Section:**

**Section 12.5.4**

*Pedestrian scale lighting shall incorporate the use of sustainable lighting where possible.*

**Section 12.7 Accent Lighting**

12.7.2 Primary use buildings shall employ accent lighting of their entrances and façades facing any street *or associated parking area*.

**Replace section:**

Section 12.7.3

*Architectural lighting shall incorporate the use of sustainable lighting where possible.*

**13.0 Signs**

Section 13.9 Town Center Signage

*Lowry Vista anticipates creating a comprehensive signage district program to ensure quality, consistency with the character prescribed in section 4.3.2 of this document (Town Center) tailored the specifics of the site and market conditions. The plan's purpose will be to create the policy for a comprehensive and balanced system of signs and street graphics to facilitate the enhancement and improvement of the Lowry Vista Sign Plan. The encouragement of innovative signs and street graphics will aid in the creation of a unique shopping, commercial, and residential areas, facilitate an easy and pleasant communication between people and their environment and avoid the visual clutter that is potentially harmful to traffic and pedestrian safety, property values, business opportunities, and community appearance. At this time it is anticipated that the signage plan will include the districts found in the plan below.*




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## Signage District Plan

### 14.0 Utilities

No Change

### 15.0 Construction Activities

No Change

### 16.0 Maintenance

No Change

## **Appendix 1: Approved Façade Materials**

**Change to read as follows:**

**Non-Residential**

*Not Applicable*

**Brick**

Shall be at least 3,000 psi face brick, type FSB, grade SW

Color ranges shall complement the *scenic natural Beauty found in the Natural area and mountain vistas*.

Manufacturers to be approved by LDRC.

**Roofing**

Provide roofing inspection. All run-off is to be piped to storm sewer or drainage facilities.

### **Appendix 3: Approved Street Furniture**

The following site furniture list has been modified as noted below for the Lowry Vista project.

#### **Street Lights**

Street lights to be determined

#### **Pedestrian Lights**

Pedestrian lights to be determined

#### **Benches**

Arcata Bench with Polysite Seat, Backed Bench with or without arms, or backless model, by Landscape Forms or other recycled content bench approved equal. Color Metal.



## **Trash Receptacles**

Scarborough Litter Receptacle, vertical stripe with removable liner, by Landscapeforms, or other recycled content receptacle approved equal. Color Metal.



## **Bicycle Racks**

Bola Bike Rack, by Landscapeforms, or other recycled content rack approved equal. Color Metal.



## Landscape Bollards

Annapolis Bollard, by Landscapeforms, or other smart bollard with solar powered recycled content bollard approved equal. Color Metal.



## **Appendix 4: Approved Fixture, Lens, and Pole**

Use the pedestrian lights in Appendix 3.

All light fixtures, included public service fixtures are encouraged to be sustainable, environmentally friendly lights were possible.

