Village of Estero
Planning & Zoning Board
June 21, 2016

Via Coconut
PATTERN BOOK

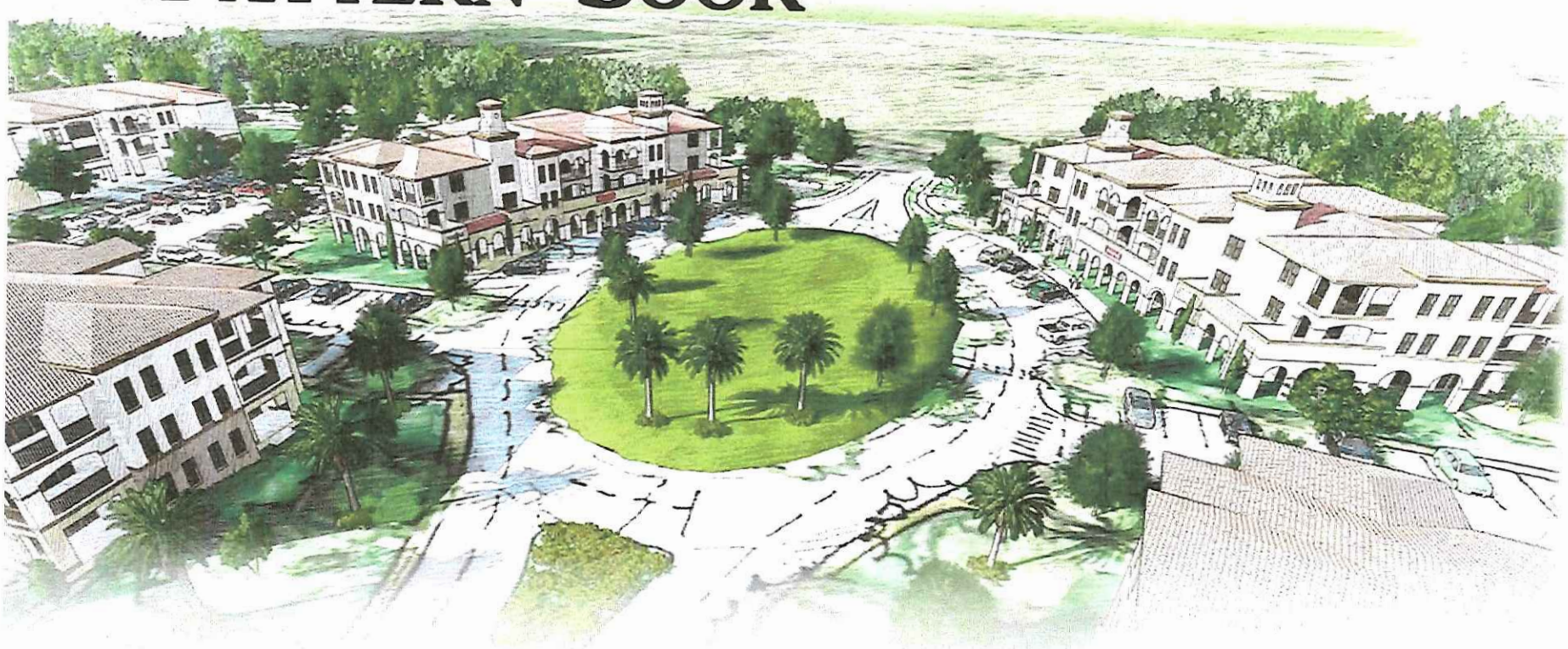


EXHIBIT D

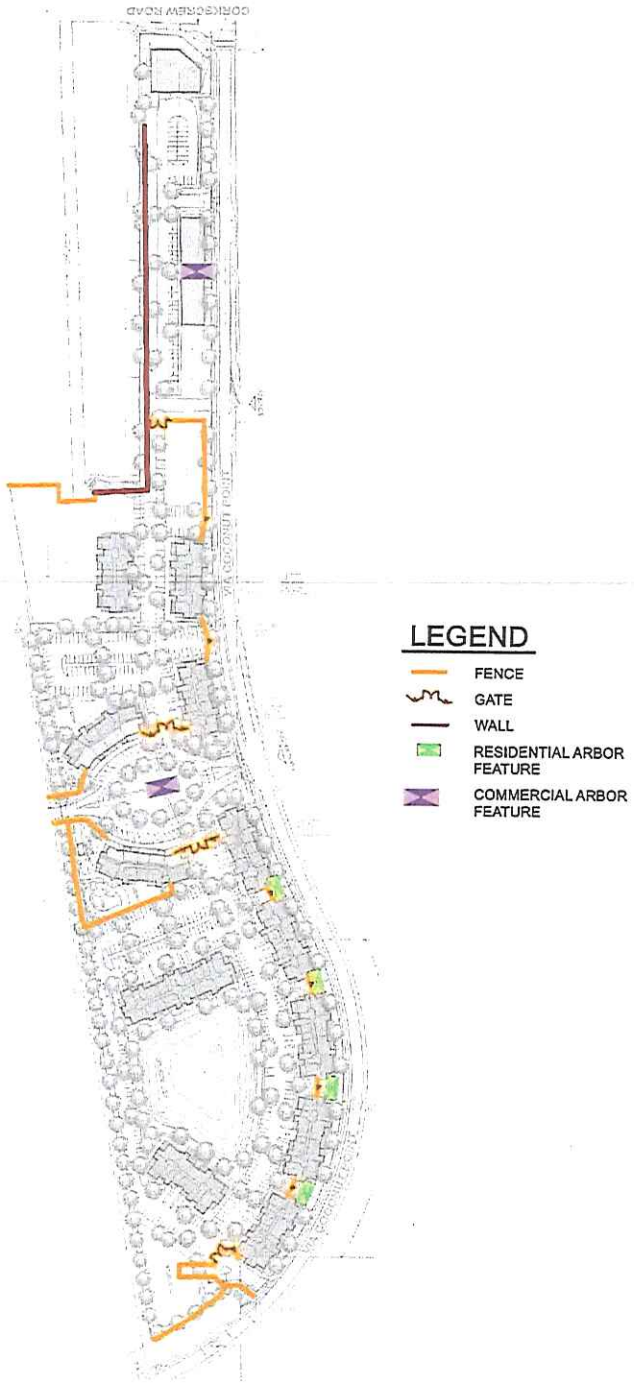
Table of Contents

Illustrative Site Plan with aerial	3
Access Control Diagram	4-5
Pedestrian/Bicycle Network	6
Utilities Diagram	7
Conceptual Architectural Elevations	
Residential buildings	8-9
Oval Park buildings	10-11
Commercial buildings	12
Signage Plan	13
Landscaping and Open Space	
Central Oval Concept Plan	14-15
Streetscape along Via Coconut Point	16
Buffers	17
Accessway street section	18
Incentive Offers	19-20

Illustrative Site Plan with aerial

TOTAL SITE = 19.3 AC.

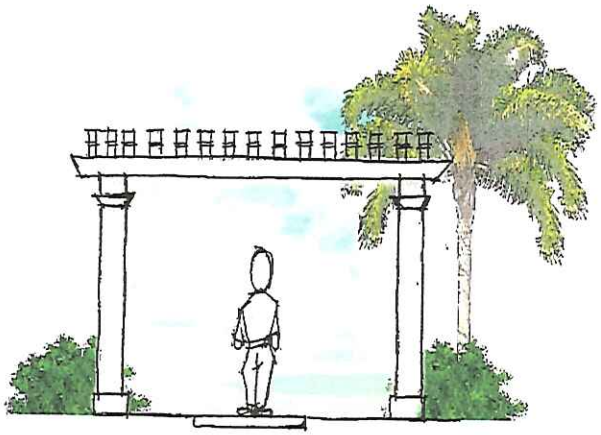
Access Control Diagram



Vehicular gate – Character image

Pedestrian gate – Character image

Access Control Diagram – Arbor concepts



Commercial Arbor

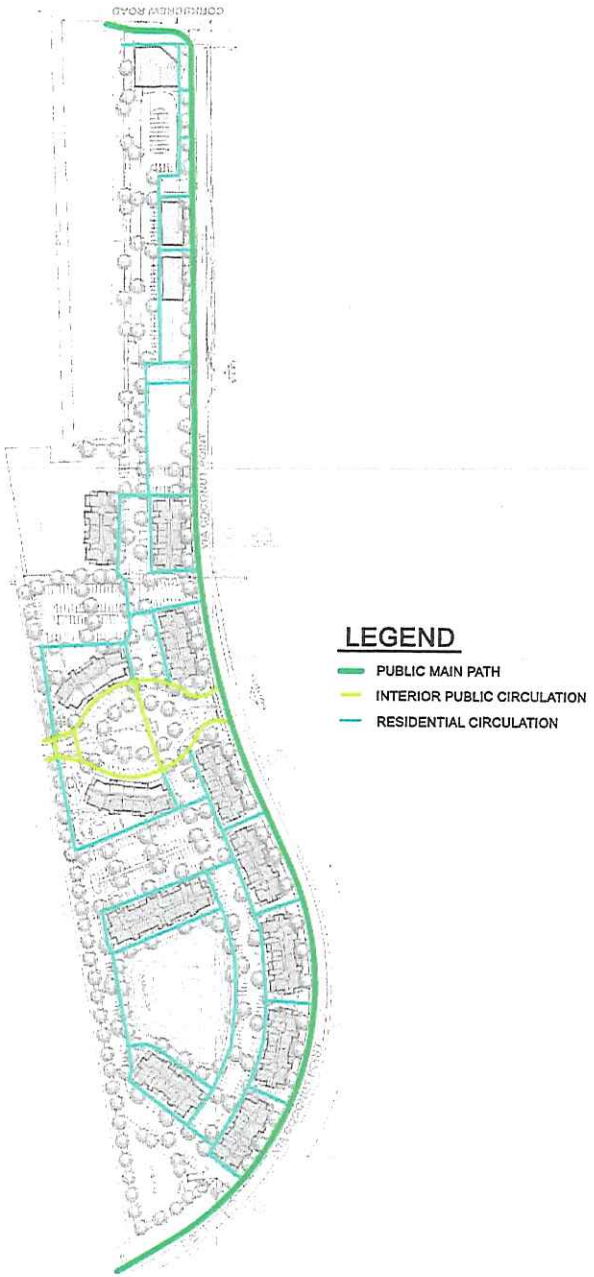
LEGEND

- FENCE
- GATE
- WALL
- RESIDENTIAL ARBOR FEATURE
- COMMERCIAL ARBOR FEATURE

Residential Arbor

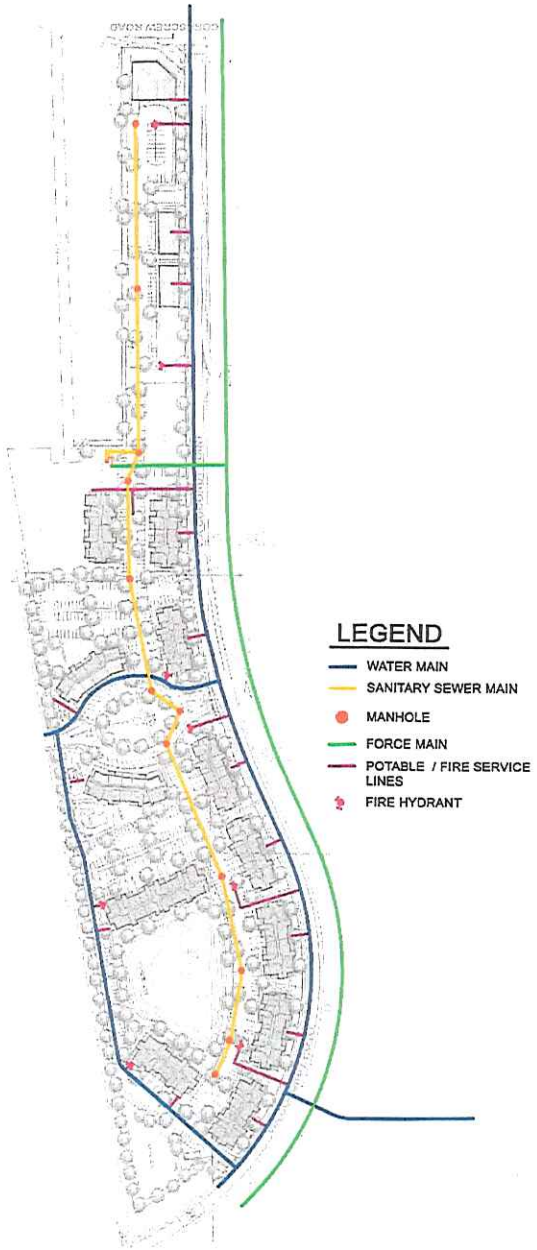
Pedestrian/Bicycle Network

The pedestrian/bicycle network includes sidewalks that connect throughout the project, sidewalks along the east-west connecting street, and sidewalk connections to the external pedestrian facilities along Via Coconut Point.



Utilities Diagram

The conceptual utility plan shows the general locations proposed for utility lines and connections. Utility main extensions are required by LCU to be located within the Via Coconut Point Right of Way. Exact alignments will be determined during final design.



Conceptual architectural elevations – Residential Buildings

These elevations depict generalized architectural theme or themes that will be characteristic of the primary façade of residential buildings, including proposed color palette.

Views along Via Coconut Point

Conceptual elevations – Residential Buildings

View along Via Coconut Point

Residential street view – Character image

Conceptual architectural elevations – Buildings around the Oval Park

These elevations depict generalized architectural theme or themes that will be characteristic of the primary façade of buildings around the central Oval Park, including proposed color palette.

View along Oval Park

Conceptual architectural elevations – Buildings around the Oval Park

View along Central Oval

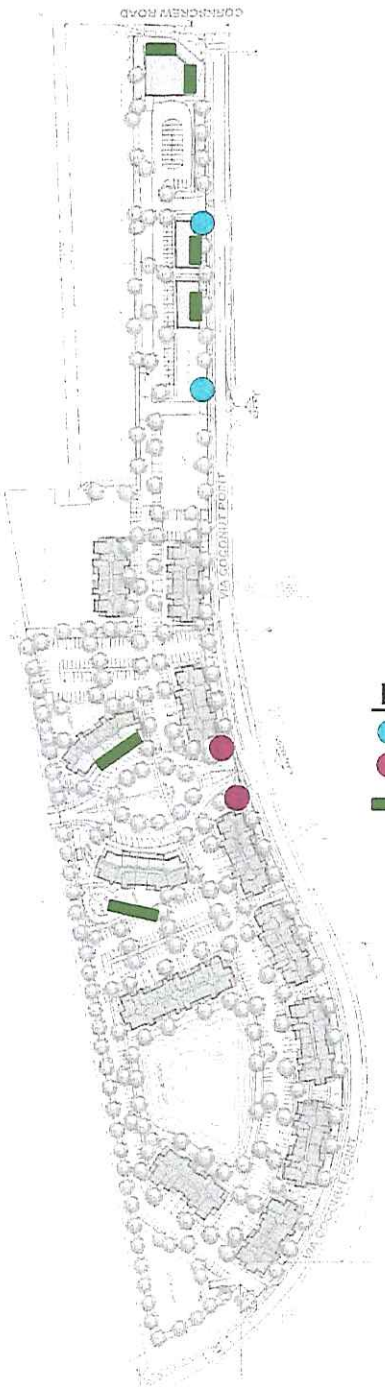
Street view of Oval Park Building Frontage - Typical

Conceptual architectural elevations – Commercial Buildings

These elevations depict generalized architectural themes that will be characteristic of the primary façade of commercial buildings at the corner of Corkscrew Road and Via Coconut Point, including proposed color palette.

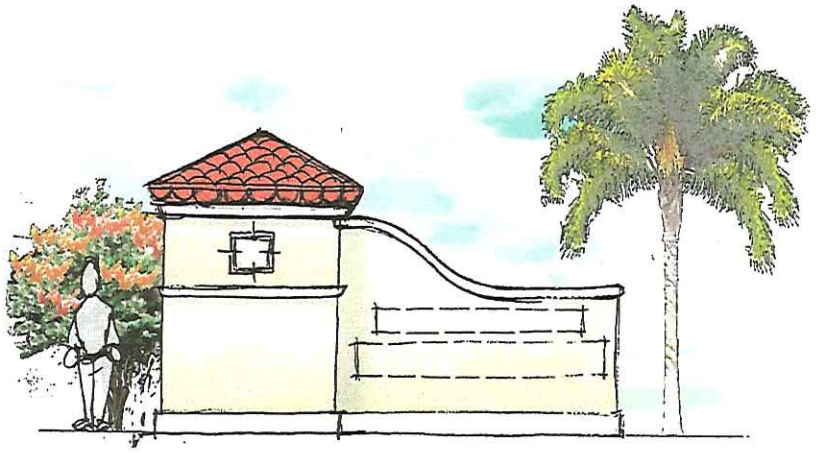
View along Via Coconut Point looking south

Signage Plan

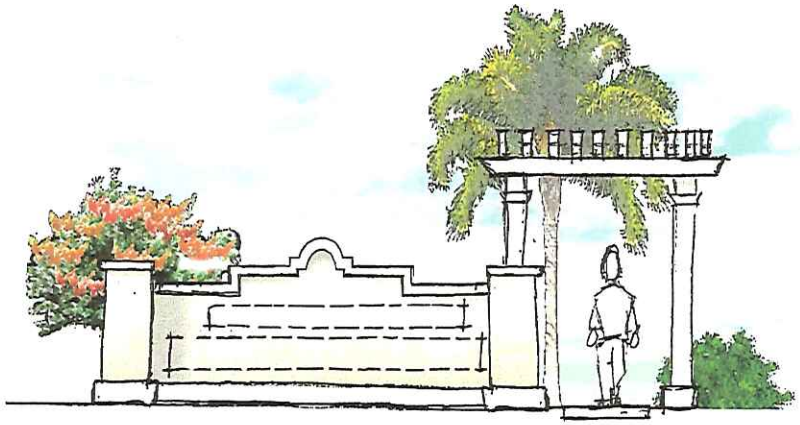


LEGEND

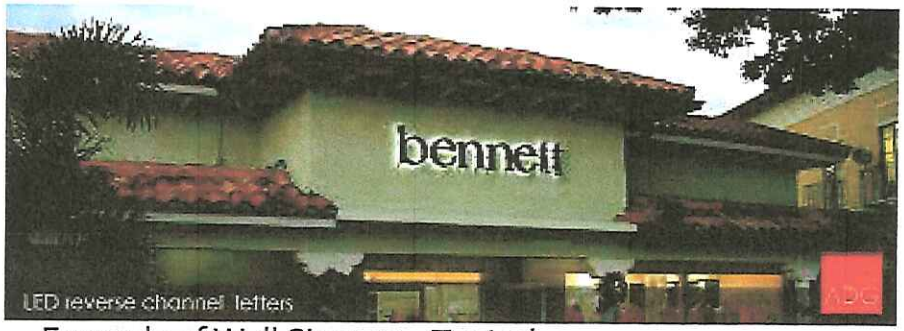
- COMMERCIAL ENTRY SIGN
- RESIDENTIAL ENTRY SIGN / ARBOR
- WALL SIGN



Commercial Entry Sign



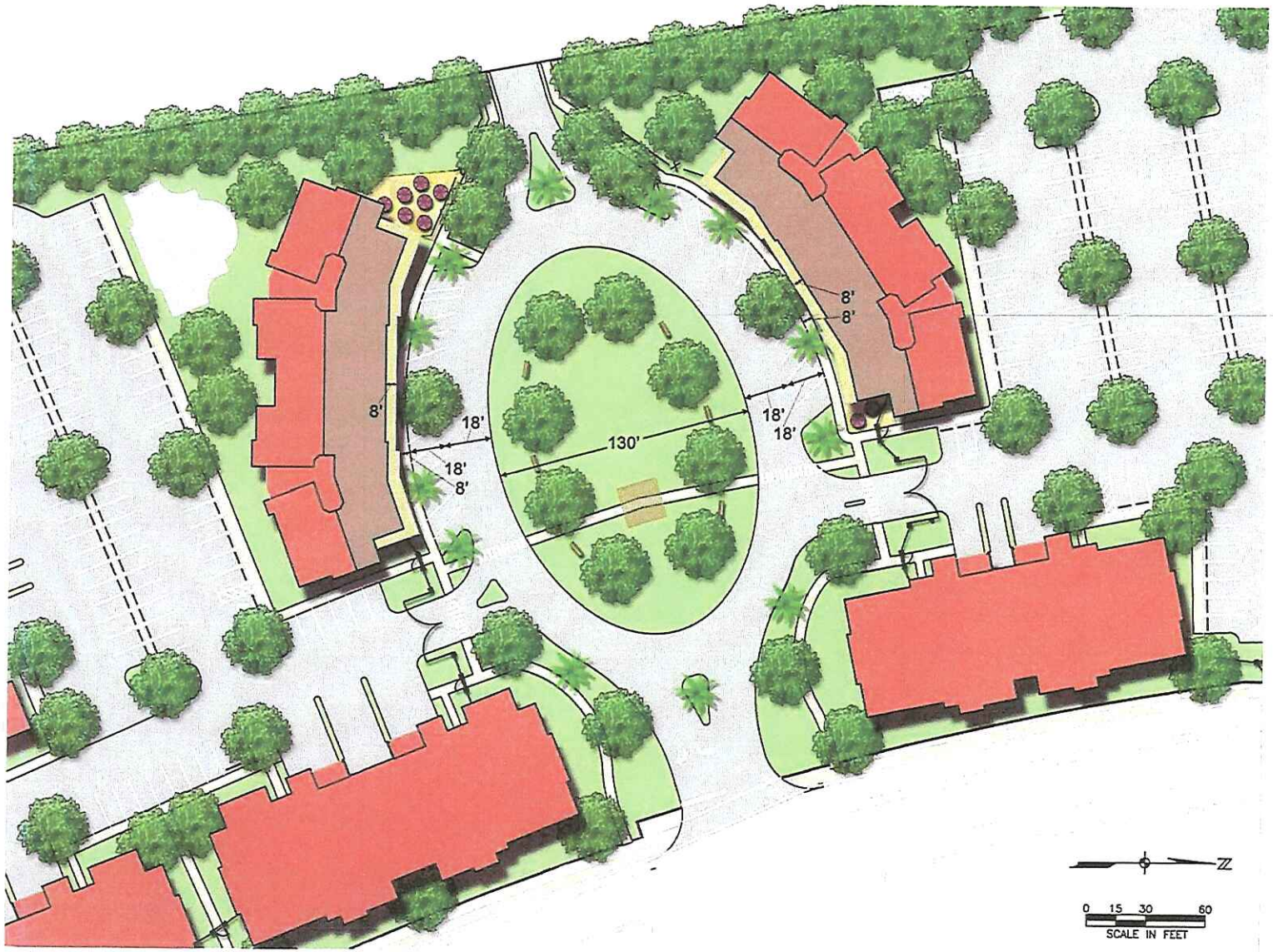
Residential Entry Sign/Arbor



Example of Wall Signage - Typical

Landscaping and open space - Oval Park Concept Plan

The Connecting Street surrounds the Oval Park. Angled on street parking along the Connecting Street (Deviation 1) allows for easy public access to storefronts and calms traffic for a safer and more comfortable pedestrian realm.



Landscaping and open space - Oval Park Character images

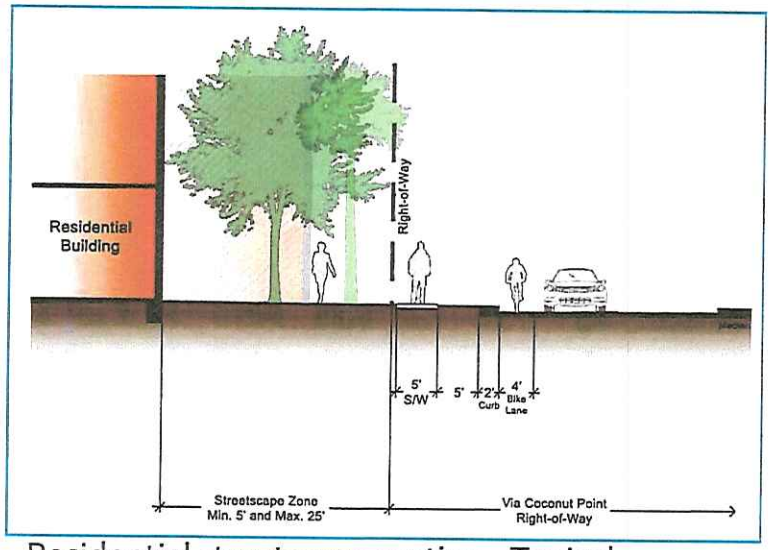
Typical look and feel of the public realm and gathering places around the Oval Park

Paver and crosswalk treatment options – Character image

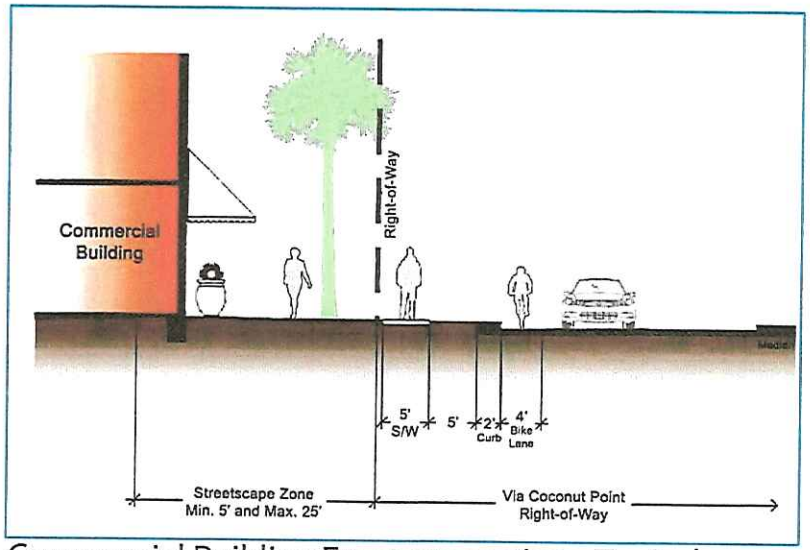
Patio seating for nonresidential uses – Character image

Oval Park open space & benches – Character image

Landscaping and open space – Streetscape along Via Coconut Point



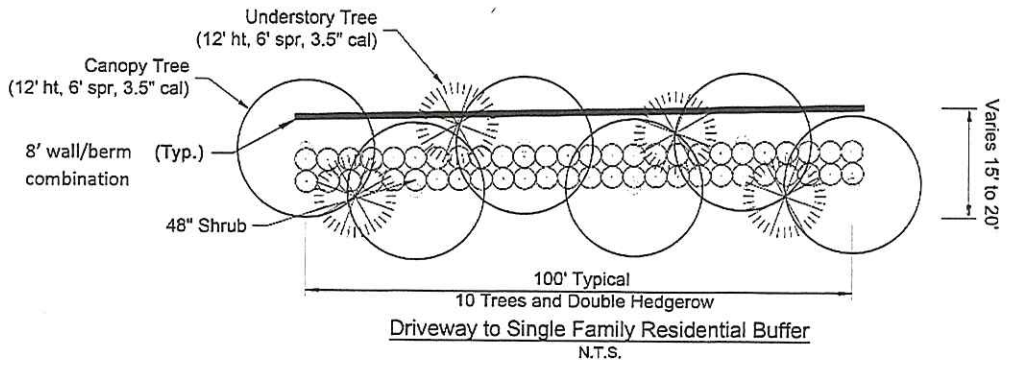
Residential streetscape section - Typical



Commercial Building Frontage section - Typical

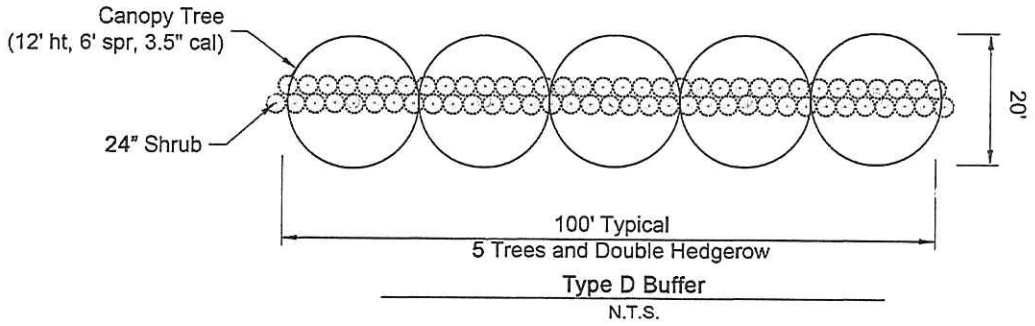
Proposed Buffers

Typical driveway to Single Family Residential Buffer (Deviation 2)

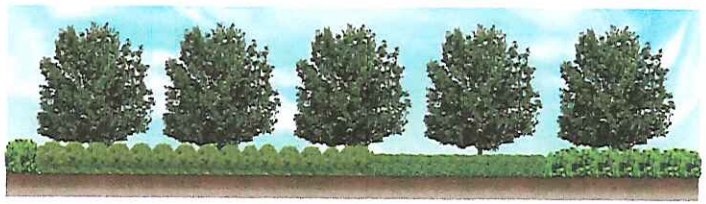


Driveway to Single Family Residential Buffer
N.T.S.

Typical buffer conditions proposed along the railroad right-of-way

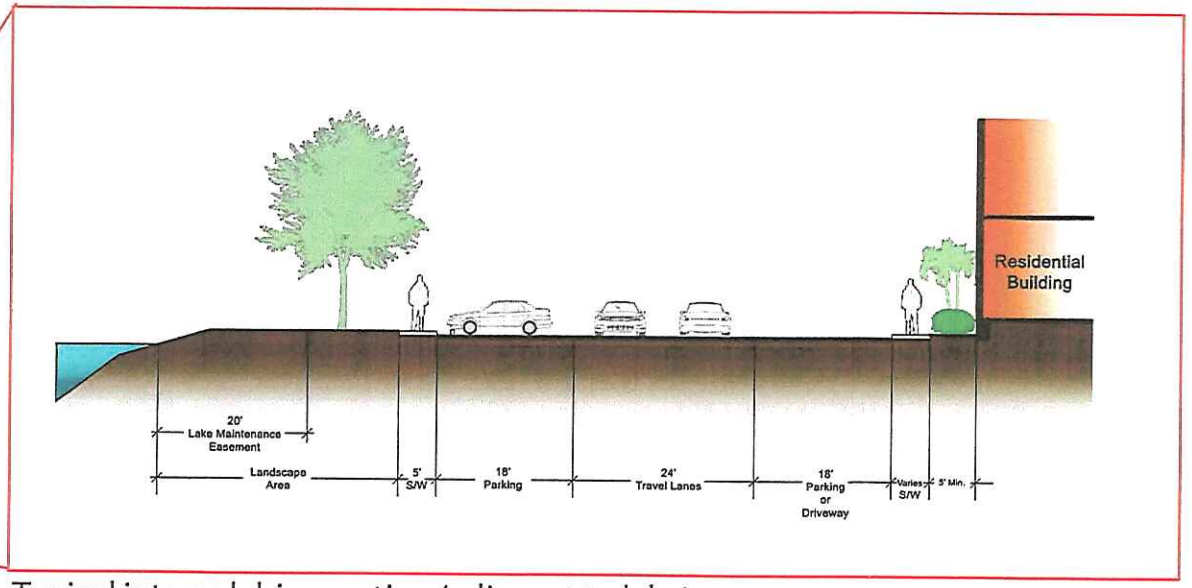


Type D Buffer
N.T.S.



Internal accessways

Internal drives will serve the comfort and convenience of residents and businesses. Speeds will be posted at 25 mph or less. Accessways will provide access to perpendicular parking and driveways. Sidewalks are provided on both sides of accessways.



Typical internal drive section (adjacent to lake)

Incentive Offerings

- **Enhanced landscape and streetscape**

Commercial and residential building facades and entrances oriented to the public street (Via Coconut Point) and the proposed east-west connector road. Interface of the public/private realm is addressed through transitional courtyards along Via Coconut Point. Pedestrian comfort and scale is provided by trees along Via Coconut Point.

- **Gathering places (outdoor cafes, etc.)**

Commercial areas and first floor non-residential areas are designed to accommodate outdoor seating areas.

- **Public civic spaces**

The central oval park is a ±0.5 acre public green space that serves as a focal point for the project and community-at-large. This is proposed as publicly accessible green space in a formal urban setting.

- **Mixed use**

The site features both vertical and horizontal mixed use.

Buildings fronting the central Oval Park are vertically mixed use buildings. Each building has approximately 4,000 square feet of nonresidential ground floor area. Residential units are on portions of the ground floors and on the 2nd and 3rd floors.

Three commercial buildings totaling approximately 22,000 square feet are at the corner of Corkscrew Road & Via Coconut Point. Open spaces around these buildings are provided for human scale seating and furnishing for comfort. These spaces are interconnected to the residential buildings with vehicular, pedestrian and bike connections that direct people through the site in a safe and convenient manner.

- **Pedestrian/Bicycle Connectivity**

Bicycle and pedestrian connection is achieved with five foot wide (minimum) sidewalks throughout the site. These sidewalks include paths that connect to every commercial and residential building entry. The paths connect to continuous internal sidewalks along both sides of the residential area drive aisles, providing for convenient connection from one building to another and from one area of the site to another. The sidewalk network also connects to surrounding external sidewalks along Via Coconut Point and Corkscrew Road. Those pedestrian oriented interconnections also provide for the opportunity to increase access of the residents to the Estero Community Park recreational area. Proposed sidewalks are wider (8 feet wide within arcade and 8 feet wide outside the arcade) along the buildings that face the central Oval Park, given the importance of these buildings for public use and enjoyment.

Incentive Offerings

- **On-street Parking**

On-street parking is a feature of the central oval area, contributing to the urban character of this node that centralizes the site and serves as a focal point for the community at large. The connecting street around the oval is designed to carry one-way traffic in one 18-foot wide lane (required for 60-degree angled parking per Land Development Code §34-216). The parking spaces are 60-degree angled spaces. The traffic calming characteristic of the oval's geometry will slow traffic. The one-way, one-lane system reduces the complexity for drivers compared to a two-way street. On-street parking is an urban concept that makes for convenient public access to buildings and contributes to traffic calming because drivers must be observant of the parking movements, unlike moving through a thoroughfare with no on-street parking. On-street parking also improves the pedestrian quality of this central node, because the cars parked in the angled spaces serve as a buffer between the travelway and the pedestrians walking along the building fronts.

- **Reduced Off-Street Parking**

Reduction from the standard 2 parking spaces per unit to allow 1.5 spaces per one-bedroom dwelling unit is meant to control the proliferation of parking the site. Reduced parking in more urban contexts is responsive to the decrease in parking demand that results from smaller dwelling units located within walkable environments. Leasing provisions will address parking assignments, and property managers ensure that parking is properly assigned and accommodated in the residential parking areas.

Commercial parking ratios are not reduced, and commercial area parking will be open and available to the public.

- **Construct Civic Improvements**

Construction of the central Oval Park as publicly accessible open space/green space within a publicly accessible connecting street corridor is a substantial civic improvement.

The cost for design and construction of the roadway, on-street parking, sidewalks, and green space is estimated at $200,000-300,000. This does not include the cost of the land, the cost to treat and attenuate stormwater associated with the roadway, or the cost to maintain the facilities over time.

Construction of the landscaping in the Via Coconut Point median subject to Village review and approval will also be provided. This is a substantial contribution to improve appearance of the corridor and help achieve the goal of a continuous landscaped condition for Via Coconut Point.

- **Removal of Billboard**

There is an existing, income-producing billboard on the subject site, positioned along Corkscrew Road. In consideration of the Village Center objectives to maintain an attractive community character and appearance, the applicant agrees to remove this asset prior to the start of any construction.

Incentive Offerings

- **Enhanced landscape and streetscape**

Commercial and residential building facades and entrances oriented to the public street (Via Coconut Point) and the proposed east-west connector road. Interface of the public/private realm is addressed through transitional courtyards along Via Coconut Point. Pedestrian comfort and scale is provided by trees along Via Coconut Point. (See Frontage Diagrams in Pattern Book)

- **Gathering places (outdoor cafes, etc.)**

Commercial areas and first floor non-residential areas are designed to accommodate outdoor seating areas. (See Streetscape Perspectives in Pattern Book)

- **Public civic spaces**

The central oval park is a ±0.5 acre public green space that serves as a focal point for the project and community-at-large. This is proposed as publicly accessible green space in a formal urban setting. (See 3D image in Pattern Book)

- **Mixed use**

The site features both vertical and horizontal mixed use.

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Construction of the central oval area as publicly accessible open space/green space within a publicly accessible roadway corridor is a substantial civic improvement.

The cost for design and construction of the roadway, on-street parking, sidewalks, and green space is estimated at $200,000-300,000. This does not include the cost of the land, the cost to treat and attenuate stormwater associated with the roadway, or the cost to maintain the facilities over time.

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