

RESOLUTION NUMBER 92-114

RESOLUTION OF THE  
BOARD OF COUNTY COMMISSIONERS  
OF ST. JOHNS COUNTY, FLORIDA  
APPROVING A MAJOR MODIFICATION  
FOR VILLAGES OF VILANO  
PLANNED UNIT DEVELOPMENT  
PURSUANT TO ORDINANCE 85-26

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA:

SECTION 1: Pursuant to the request for approval made by Vilano Ventures, Inc., in accordance with the St. Johns County Zoning Ordinance, and subsequent review and approval by the St. Johns County Planning and Zoning Agency, the modification to allow for a reduction to the right-of-way for the portion of Village Drive within Phase III and the elimination of the condition to resurface Carcaba Road, for the lands described by the attached Exhibit A, is hereby approved in reliance upon and in accordance with the representations and statements made in the written submission statement attached hereto as Exhibit B. These modifications being so described as follows:

- A. The right-of way for Village Drive, beyond its intersection with itself, shall be a minimum of forty (40) feet. All roadway construction shall meet County Standards as detailed in the St. Johns County Paving and Drainage Ordinance, with a pavement width of twenty-four (24) feet from the above stated intersection to the marina access.
- B. Single family driveways shall be allowed to access Village Drive directly within the boundaries of Phase III.
- C. The requirement for resurfacing Carcaba Road shall be eliminated.

SECTION 2. All building code, zoning ordinance, and other land use and development regulations of St. Johns County as may be amended from time to time shall be applicable to this development except those permitting variances and special exceptions, except to the extent that they conflict with specific provisions of the approved development plan or Planned Unit Development Ordinance. Modifications to approved development plans by variance or special exception shall be prohibited.

PASSED AND ADOPTED THIS 14th DAY OF July, 1992.

BOARD OF COUNTY COMMISSIONERS  
OF ST. JOHNS COUNTY, FLORIDA

BY: J. J. B. [Signature]  
Its chairman

ATTEST: Carl "Bud" Markel, Clerk

BY: [Signature]  
Deputy Clerk

*Robert H. [unclear]*

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L A N D • P L A N N E R

*Exhibit A*

May 7, 1992

St. Johns County  
Board of County Commissioners  
Post Office Drawer 349  
St. Augustine, FL 32085-0349

RE: Major Modification for Villages of  
Vilano Planned Unit Development

Dear Commissioners:

On behalf of Vilano Ventures, Inc., the following major modifications are requested to the approved Villages of Vilano Planned Unit Development (PUD). Due to a change in the overall character and intensity of the development, the applicant wishes to modify two requirements of the original PUD, approved by Ordinance 85-26 (Attached as Exhibit 1). These modifications would allow for changes to Village Drive, the main roadway serving the development and for a change in the requirement to resurface Carcaba Road.

As information for those Board Members not on the County Commission in 1985, initial development plans called for multifamily units, consisting of condominium buildings and townhouses. The adopting ordinance, Ordinance 85-26, required significant improvements to the area including the dedication of 2.4 acres of beachfront property to St. Johns County, construction of a beach access Walkover for the County, construction of a parking area for the beach area, and dedication of additional right-of-way at the corner of State Road A-1-A and Carcaba Road. These conditions were completed by the developer. In addition, modifications to the project "concept" were approved over the years including a modification which allowed for the addition of single family patio homes. As a result of this modification, the nature of the overall development changed to a primarily single family development coupled with multifamily homes. The overall size of the development decreased from 294 units to 255 units.

Village Drive was originally planned to serve as a collector for the multifamily areas running from the entrance at State Road A-1-A to the Marina. The PUD contained self-imposed

Major Modification  
May 7, 1992  
Page 2

restrictions requiring a sixty (60) foot right-of-way for the main boulevard, which is now Village Drive, and allowing for secondary road right-of-ways to vary (Page 19 of the Application - attached as Exhibit 2). In addition, the developer limited direct access from the single family lots to the main boulevard (Village Drive). Phases I and II were developed in this manner, which is shown by the overall development map (included as Exhibit 3).

As Phase III designs were developed, it was felt that the main boulevard, serving as a collector, could basically be ended at the main entrance to Phase III, as it continued only to serve a minimal number of residential units and the private marina. However, due to the configuration of the road within Phase III, and its characteristics as a "loop" road, the 911 Emergency Management System requested that the designation of Village Drive continue to the marina and on around the "loop" to serve the single family patio homes as well as the two small multifamily areas. Visually, the road would then still run from State Road A-1-A to the marina as originally planned, but the right-of-way would be reduced (in conformance with County standards) and the roadway would appear to continue around to serve the whole Phase III development area. The northernmost portion of the roadway would still have no single driveways accessing it. It would serve the thirty (30) unit multifamily areas, the recreation area and the marina. A forty (40) foot right-of-way would conform to the standards contained within the St. Johns County Paving and Drainage Ordinance (which was not in effect at the time the development was approved) as the road would still be considered a minor roadway and would not serve over 200 residences (Ordinance 86-4, Section 7, Exhibit 4). Therefore, this initial request is to allow for the reduction in the right-of-way width for Village Drive (the pavement widths would remain the same and construction would be in accordance with County standards) and to allow for single family driveway access to the roadway.

Secondly, Ordinance 85-26, Section 6b (Exhibit 1), required the developer to resurface Carcaba Road. The original intent for this resurfacing was to compensate for its use as a construction access for development of the site. During initial construction of Phase IA (28 patio home sites) Carcaba Road was used minimally by Villages of Vilano construction traffic. The main entrance, directly on State Road A-1-A (Village Drive), was used for the majority of the

Major Modification  
May 7, 1992  
Page 3

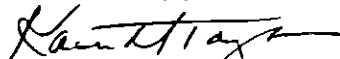
construction traffic. However, as soon as development commenced for Phase II, the temporary construction office was moved and Carcaba Road was no longer used. It seems prudent to note, that prior to any development on the part of Villages of Vilano, the road was used by Fitzgerald Excavating. In addition, other development took place along Carcaba Road with the construction of eleven (11) homes, eight (8) townhouses and three (3) single family. which used the road for their construction traffic. The road now serves the four (4) original homes and the eleven (11) new ones, for a total of fifteen (15) residences. In addition, the portion to be resurfaced would directly serve only six (6) homes which are not a part of Villages of Vilano. In fact, Villages of Vilano has no access to Carcaba Road (except for an emergency exit), does not physically use the road, and was a minor contributor to the condition of the road. The other improvements made by the developer, construction of the beach parking area, the walkover, and dedication of 2.4 acres of beachfront property (at a cost of approximately \$700,000.00) have been of benefit to the entire community. Paving of Carcaba Road would benefit only a limited number of area residents. Therefore, the developer feels that this situation is unequitable and hereby requests that this condition be eliminated.

Based upon the aforementioned information and criteria for adjustments and modifications made to a Planned Unit Development, we hereby request that Ordinance 85-26 be modified accordingly by the attached Resolution.

Should you have any questions or require any additional information, please do not hesitate to contact me.

Thank you for your time and consideration.

Sincerely,

  
Karen M. Taylor

Attachments

# Exhibit B

## PUBLIC WORKS DEPARTMENT COMMENTS

PROJECT: VILLAGES OF VILANO  
DATE: May 22, 1992  
TYPE OF REVIEW: Major Modification to PUD - Submitted May 7, 1992

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1) Based on Section 7 of Ordinance 86-4, with revisions, the required right-of-way width for a curb and gutter typical section is 40 feet for between 26 and 200 dwelling units, and 60 feet for 201 and 500 dwelling units. For non-residential properties, one required parking space is defined as equivalent to two dwelling units. According to the construction drawings submitted for the Final Development Plan for this phase, the estimate of units served is as follows:

Single Family Dwelling Units	44		
Multi-Family Dwelling Units	30		
Parking Spaces RV/Boat Storage Area	18	equiv.	36
Parking Spaces Pool Area	18	equiv.	36
Marina	??	equiv.	??

In order for this proposal to be evaluated with respect to the ordinance, additional information pertaining to the required number of spaces to serve the multi-family area, marina, pool and boat storage area must be determined. If the total required spaces for these four areas exceeds 77, then the ordinance will require a 60 ft. right-of-way for this road all the way to the marina.

2) The paving of Carcaba Road was required by Ordinance 85-26, Section 6(b). The required paving was to have been completed within one year of the approval of the Phase I Final Development Plan. In addition, Section 9 requires that during Phase III of the development, the applicant construct for emergency ingress/egress only a second access exiting onto Carcaba Road. This construction is to be to St. Johns County standards. This condition alone is enough to require that the developer bring Carcaba Road up to current standards under the present Paving and Drainage Ordinance.

The Public Works Department requests a cover letter with your resubmission indicating project name and purpose of resubmission as well as addressing any comments that may need a narrative explanation. This will reduce the amount of time required to review the resubmission and lessen the likelihood of confusion. Your cooperation is greatly appreciated.

  
Danielle E. Slatepryce