

EXHIBIT A

Deviation Approved by Resolution Z-13-020

- **Deviation #5:** seeks relief from the LDC Section 10-291(3) (Required Street access), required to provide, where practical, two (2) or more means of ingress and egress to residential development of at least 5 acres in size, to allow only one means of ingress and egress for those development parcels that are surrounded by golf course, water body or conservation areas or any combination of thereof. This deviation is approved SUBJECT TO the condition that the developer must install a full-size cul-de-sac at the dead end, and the Emergency Services District approves, in writing, the ingress and egress of each development parcel in conjunction with the application for final plan approval.

The proposed internal roadway ends with a temporary cul-de-sac at the edge of Future Development Parcel FD1.

- **Deviation #7:** seeks relief from the LDC Section 10-296 ("Street Design and Construction Standard"), requirement to provide that wearing surfaces for local and access roads for Class A development must be 1.5 inches asphaltic concrete of Florida Department of Transportation Type S-1, to allow for cement concrete or decorative pavers within private local roadways with Miromar Lakes. This deviation is APPROVED SUBJECT TO the condition that the structural number of the proposed alternate cross-section will equal or exceed the structural number of a "standard" Class A local road flexible pavement cross-section.
- **Deviation #9:** seeks relief from the LDC Section 10-296(r)(4)(a), requirement that allows privately maintained access ways that meet criteria as outlined in item 4(a) to be exempt from minimum right-of-way widths as specified in LDC Section 10-296(b), to permit access ways providing access up to 100 residential units to be exempt from the minimum roadway widths as specified in LDC Section 10-296(b). This deviation was approved subject to the following conditions:
 - The design and posted speed will be 20 mph or less;
 - This deviation will apply to private access ways only; and
 - Where determined to be practical by the design engineer, the developer will provide traffic calming devices identified in the ITE Residential Street Design and Traffic Control book.

The proposed private accessway along Block 'G' Lots 2-5 is 320' long and 30' wide and provides access to four single-family residential lots. A 10' public utility easement has been provided along one side of the accessway.

Deviation Approved by Resolution ADD2021-00066

1. Deviation from LDC 34-1954(b)(2) to allow dry models.
2. Deviation from LDC 10-256(2)(c) requiring a pedestrian way along one side of all streets internal to a residential development, extending from intersection to intersection, where applicable.