

This plan represents the major roadway segments, mix of land uses, and interconnectivity via trails. The local road and residential lot layout as depicted is conceptual and non-binding.



[Symbol]	Single Family Detached
[Symbol]	Single Family Attached
[Symbol]	Alley Loaded Homes
[Symbol]	Northeast Village
[Symbol]	Village Center

[Symbol]	MPUD Boundary
[Symbol]	Wetland Conservation Area
[Symbol]	Pond
[Symbol]	Greenway/Park
[Symbol]	Vision Road 'U': West of Village Center
[Symbol]	Vision Road 'U': Through Village Center
[Symbol]	Local Road 'U': East of Village Center
[Symbol]	Plathe Extension Road A
[Symbol]	Dusty Lane-Little Road to Plathe Plathe: Dusty Lane to N Boundary
[Symbol]	Local Street
[Symbol]	Local Road B
[Symbol]	Alley
[Symbol]	Right-of-Way Reservation
[Symbol]	Riverside Trail (8' Min.)
[Symbol]	Nature Trail (4' Min.)
[Symbol]	Neighborhood Trail (5' Min.)
[Symbol]	Greenway Trail (8' Min.)
[Symbol]	Multi-Use Trail (12' Min.)
[Symbol]	Existing or Planned County Trail/Greenway
[Symbol]	Primary Park
[Symbol]	Gated Entry or Gated Exit
[Symbol]	Wayfinding Feature
[Symbol]	Enhanced Pedestrian Crossing
[Symbol]	Future Transit
[Symbol]	T-Wow Intersection
[Symbol]	Village Center Enhanced Frontage
[Symbol]	Local Road B

- CONNECTIVITY PLAN NOTES:**
- Information provided on this master plan is conceptual in nature and subject to final site plan, engineering and review at the time of PSP/PDP/CP.
  - This entire plan may be modified/consolidated or the applicant's request with approval from the Planning & Development Director or Designer without BOC approval and/or public hearings.
  - Residential mixes and types shown are conceptual and subject to change in final design. Changes that do not substantially impact the walkability and vehicular mobility of this plan shall not constitute plan modification.
  - Vehicular and pedestrian routes are graphically depicted for illustrative purposes to show pedestrian and vehicular network. Specific alignment will be determined with final design.
  - All proposed trails and roads will allow public access, except for gated streets noted on the connectivity plan.
  - Existing and/or planned County trails are shown for reference only to illustrate a County designated location in close proximity to the project boundary.
  - All access points are conceptual as optional access points and subject to review at the time of PSP/PDP/CP.
  - Drive cuts to Village Center will be allowed based on spacing in LDC. Locations to be determined with final design.
  - Transit locations are conceptual. Planned locations within Little Road right-of-way to be coordinated with Transit Authority (SOFA/SCC). Walkways connecting Transit to Vision Road U will be provided in conjunction with transit improvement.
  - Signified intersections on Little Road to be provided if warranted. Where signals is warranted, enhanced pedestrian crossings will be provided in conjunction with design and construction of signalization on Little Road.
  - Right of way reservation for following to be provided.
    - Vision Road U, segment between west MPUD boundary and most western neighborhood access, 80' minimum.
    - Orleans, segment between Vision Road U and Existing Plathe Road, 80' minimum.

- STREET SECTION NOTES:**
- Detailed information provided on typical roadway sections is conceptual in nature and subject to final site plan, engineering, and review at the time of PSP/PDP/CP.
  - Additional alternatives to any street section may be approved by Planning & Development Director or Designer.
  - These sections represent proposed typical roadways within the New Port Corners MPUD.
  - Utility easements shall be located adjacent to all roadways (as needed) and coordinated at the time of design/permitting.
  - Design speeds and posted roadway speeds TBD.
  - A reduced section may be allowed as a wetland avoidance option. However, it must be approved by the Planning & Development Director or Designer.
  - Cuts types for each street type will vary based on conditions and drainage present in final design.
  - Tapered sections of roadway not shown in typical sections. Details regarding the tapering down of right-of-way widths will be provided in final design at time of PSP/PDP/CP.
  - Turn lanes to Little Road supercede conditions shown in sections.
  - Street sections may not represent final conditions where turn-lanes are required. Required turn-lanes may be accommodated within provided right-of-way or additional right-of-way may be added as needed.
  - Street trees allowed in any right-of-way. Locations of trees may be adjusted to avoid conflicts with utilities, driveways and sight visibility.
  - Plan graphics symbols shown for clarity only and do not represent pavement marking and striping. All pavement marking and striping to be provided on construction plan.
  - Landscape median width may vary with final design. 16' typical where used on vision roadways.
  - Local streets may include expanded rights of way to accommodate landscape medians and enhance entrances into neighborhoods, provide traffic calming, or provide other features at select locations. Medians serving these type of features in local streets shall be 10' wide minimum.
  - Turn lanes where required may encroach on minimum median width.
  - To reduce pedestrian crossing width and to provide traffic calming at intersections, reduced curb radii will be allowed. TBD at time of Construction Plan.
  - Designated on-street parking may be added to any location provided that the right-of-way required to accommodate parking is either included or added to the section. Parking may be parallel, angled, or perpendicular, provided that the section accommodates type of proposed parking or can be modified to accommodate it.
  - Parking locations to be determined at Construction Plan.
  - Should parking between uses will be allowed.
  - On-street parking may be counted toward parking requirement and may be included in shared parking among uses.
  - This plan is intended to show primary connections only. Walks adjacent to streets will be included in conformance with Pasco County LDC where not graphically shown or designated on this plan.
  - Locations and quality of pedestrian connections from Northeast Neighborhood General to Village Center are conceptual and subject to change with final design. A minimum of one (1) connection to be provided from the Northeast Neighborhood General.
  - Trails shown parallel to streets on this plan may be located on either side of street. Location and alignment to be determined with final design.
  - Walkway, Trails, and Multi-Use Trails may encroach within right-of-way. Where common space is adjacent to right-of-way, the pathways may encroach outside the right-of-way.
  - Walkways on typical streets to be a minimum 5' width unless stated otherwise in these sections. Where walkway is directly adjacent to on-street parking, walkway to be a minimum of 6' width.
  - Where on-street parking is present, walkways may be directly adjacent to curb or divided by a landscape strip or landscape feature (such as pavers, planters, landscaping, etc.).
  - The 12' median and 8' greenway trail through the Village Center to be located and aligned with final design. It may be located in any part of right-of-way or any part of the greenway, including directly at back of curb, offset from curb at any distance, and directly adjacent to Village Center boundary.
  - Medium to large trees to be a hard surface material such as concrete or asphalt. Other materials may be acceptable and may be reviewed and approved by the Planning and Development Director or Designer at time of construction plan.
  - Alleys may be designated as crowned or laneway crowned. TBD with final design.
  - Utilities may be located in alleys where feasible.
  - Alley may be designed without parking or with parking on a single side.
  - One (1) four ribbon curb may be used in any alley cross section, provided pavement width including curb meets fire/safety requirement.
  - Alley rights of way may be increased up to 50' to accommodate utilities in situations where there are 80' without street access to the front yard. (See: Access Easement)

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**NEW PORT CORNERS CONNECTIVITY PLAN**  
 STREET NETWORK PLAN  
 PASCO COUNTY, FLORIDA

Scale: 1" = 400'

DESIGNED BY:	DATE:
CHECKED BY:	DATE:
DATE:	DATE:
DATE:	DATE:

DATE: 06/01/2020  
 JOB NO.: 18161-R217  
 SHEET 1 OF 5