

MW-3 PUD Criteria

Category	PUD Criteria	Plan's Adherence to PUD Criteria
Residential density	Maximum 20 units to the acre	Current plan has a residential density of up to 20 units to the acre
Building heights	Building heights shall not exceed the treetop elevation of the ridgeline of the Garvies Point Preserve	All building heights are within the established PUD criteria
Public open space	25% of the overall PUD site shall be public open space	Current site plan contains in excess of 25% public open space
View corridors	To create view corridors to Glen Cove Creek, Hempstead Harbor & Garvies Point Preserve	View simulations show the creation of multiple view corridors throughout the PUD site area
Vistas	To create varied & interesting vistas to include an appropriate variety & range of building scales & heights & transitions between scales	View simulations show the creation of varied & interesting vistas with an appropriate variety & range of building scale & heights & transitions between scales
Balancing building scale & density for public open space	To balance building scale & density with the maximization of the required 25% publicly accessible open space	View simulations show the balancing of building scale & density while maximizing the required % of publicly accessible open space
Landscaping mitigation	To use landscaping to mitigate & balance the visual impact of building size & concealed parking facilities	View simulations show ground landscaping, building facade landscaping & rooftop landscaping throughout
Architectural treatment of buildings	To create stepping bays & recesses, balconies, terraces, porches, steps, planters, awnings & a variety of facade materials to create a sense of scale & visual relief & to maximize the quality of the pedestrian experience	View simulations show adherence to the architectural treatment and details specified
Balancing of building scale & density for concealed parking	To balance building scale & density with the maximization of required concealed parking facilities	View simulations show the balancing of building scale & density while maximizing the use of required concealed parking facilities
Pedestrian & bicycle access	To have a connected network of pedestrian & bicycle access to promote the safe & comfortable movement of pedestrians & cyclists	The site plan shows continuous pedestrian & bicycle access throughout the entire PUD site area
Inter-modal transportation	To have an inter-modal transportation system which may include trolleys, jitneys, street cars, water taxis, buses & other forms of transportation in order to connect the waterfront with downtown & other areas & reduce automobile dependency	The transportation plan proposes an elaborate inter-modal transportation system which will greatly reduce automobile dependency