

PROPOSED AMENDMENT TO THE YONKERS DOWNTOWN WATERFRONT PLAN, SEPTEMBER 1997, MAY 1998

The Yonkers Downtown Waterfront Master Plan (“Plan”) includes development proposals and design guidelines for a Study Area that encompasses eight waterfront parcels in downtown Yonkers, extending south from the Beczak Environmental Center to Palisades Point. It also includes three parcels to the east of the Metro-North tracks, including the Trolley Barn.

The Plan generally identifies Palisades Point as Parcels H and I. Parcel J is the area along the Hudson River to the west of Parcels H and I, and extending north throughout the balance of the Study Area.

The Plan is proposed to be amended to be consistent with the Applicant’s proposals for Palisades Point. All figures will be amended to show the proposed street pattern. The amendments are summarized below.

Chapter I, Introduction

Page 1, list of principles, the first two items are amended as follows:

- Establish an urban residential atmosphere
- Promote a balance between building coverage and open space

Chapter III, The Master Plan

A. The Streets

At the end of the first paragraph on Page 8 add: “In addition, a new access road is proposed to serve Parcels H and I, and the balance of the waterfront. This road is an extension of Prospect Street, with a bridge provided across the Metro North tracks. The Prospect Street Bridge will provide enhanced vehicular and pedestrian access to the waterfront and will provide a direct connection with Prospect Street, Buena Vista Avenue, Nepperhan Avenue, Yonkers Avenue and the redevelopment planned at River Park Center.”

C. The Waterfront

On Page 8, paragraph 1, after the third sentence, add: “At the southern end of the Study Area facilities for direct access to the Hudson River for activities, such as canoeing and kayaking, will be provided as part of the publicly accessible open space on Parcel I.

E. The Buildings

Replace the current paragraph on page 9 with the following:

“Proposed buildings should be sited to preserve view corridors and leave ample land area for publicly accessible open space. The maximum building height shall be 250 feet.”

Chapter IV, Infrastructure

A. Streets

The first paragraph under Circulation on page 14 is amended to add, “The proposed Prospect Street Bridge will provide additional access.” Similarly the third paragraph under Circulation is amended to add, “Pedestrian access will also be available via the Prospect Street Bridge.”

The first paragraph under On-Site Parking on page 14 is amended to delete the reference to “one deck” for structured parking. The reference in the next paragraph to Parcel H being “programmed for senior housing” is deleted.

Chapter V, Open Space Guidelines

This Plan will be amended to reflect the proposals for Palisades Point.

Chapter VI, Building Design Guidelines

B. Building Height

Second sentence of the first paragraph on Page 33 is amended to read: “Building heights will vary, but can reach a height of 25 stories if view corridors are maintained and publicly accessible open space is provided. See Figure 21.”

The second paragraph is eliminated.

Figure 21 is amended to reflect 25-story buildings proposed at Palisades Point.

Program Summary

The Program Summary in the Appendix will be amended to reflect the proposed development for Palisades Point with 436 dwelling units, approximately 8,700 s.f. of non-residential space, approximately 136,000 s.f of publicly accessible open space, and 669 parking spaces, including the 184 spaces for the City of Yonkers for Schrimshaw House, which is incorporated into the Palisades Point Parking garage.

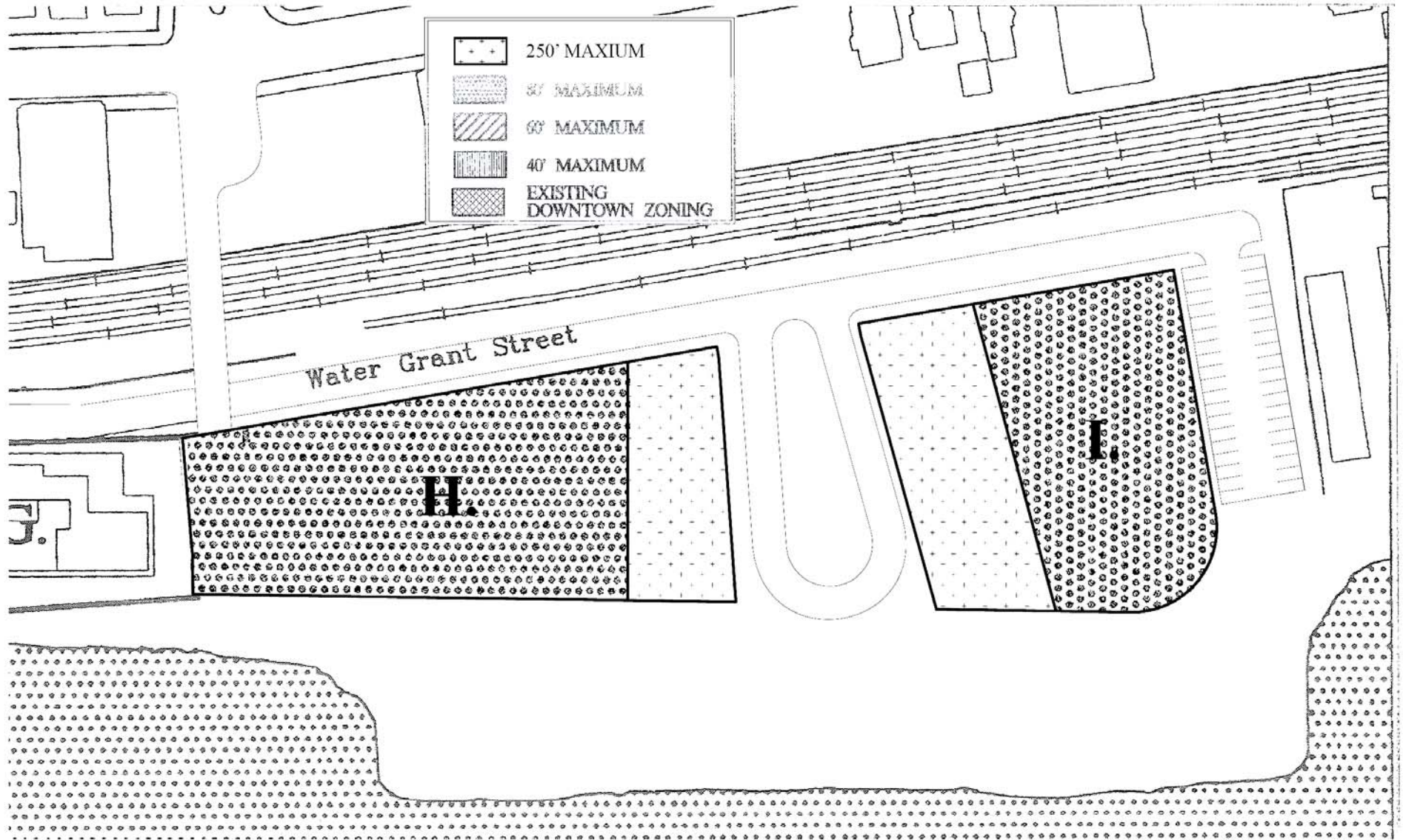


FIGURE 21: MAXIMUM BUILDING HEIGHTS



JULY 2007 PROPOSED AMMENDED
SEPTEMBER 1997 EHRENKRANTZ ECKSTUT & KUHN ARCHITECTS