

- 5.1 Gateway
- 5.2 Downtown/Waterfront
- 5.3 Ludlow Transit Village
- 5.4 Alexander Street
- 5.5 Nepperhan Valley





## 5.1 Gateway

The Conceptual Development Plan positions the Gateway district as a vibrant 24-hour downtown. A consolidated Government Center and an expanded market for office space will create busy street life during the days, while new residential development, retail and entertainment destinations – centered around River Park Center and a new ballpark – will keep the district alive into the evenings. Major features of the district will be the daylighting and landscaping of the Saw Mill River, and improving Nepperhan Avenue as the major vehicular entry into Southwest Yonkers.



View from Government Center Bridge looking West on Nepperhan Avenue to the Hudson River

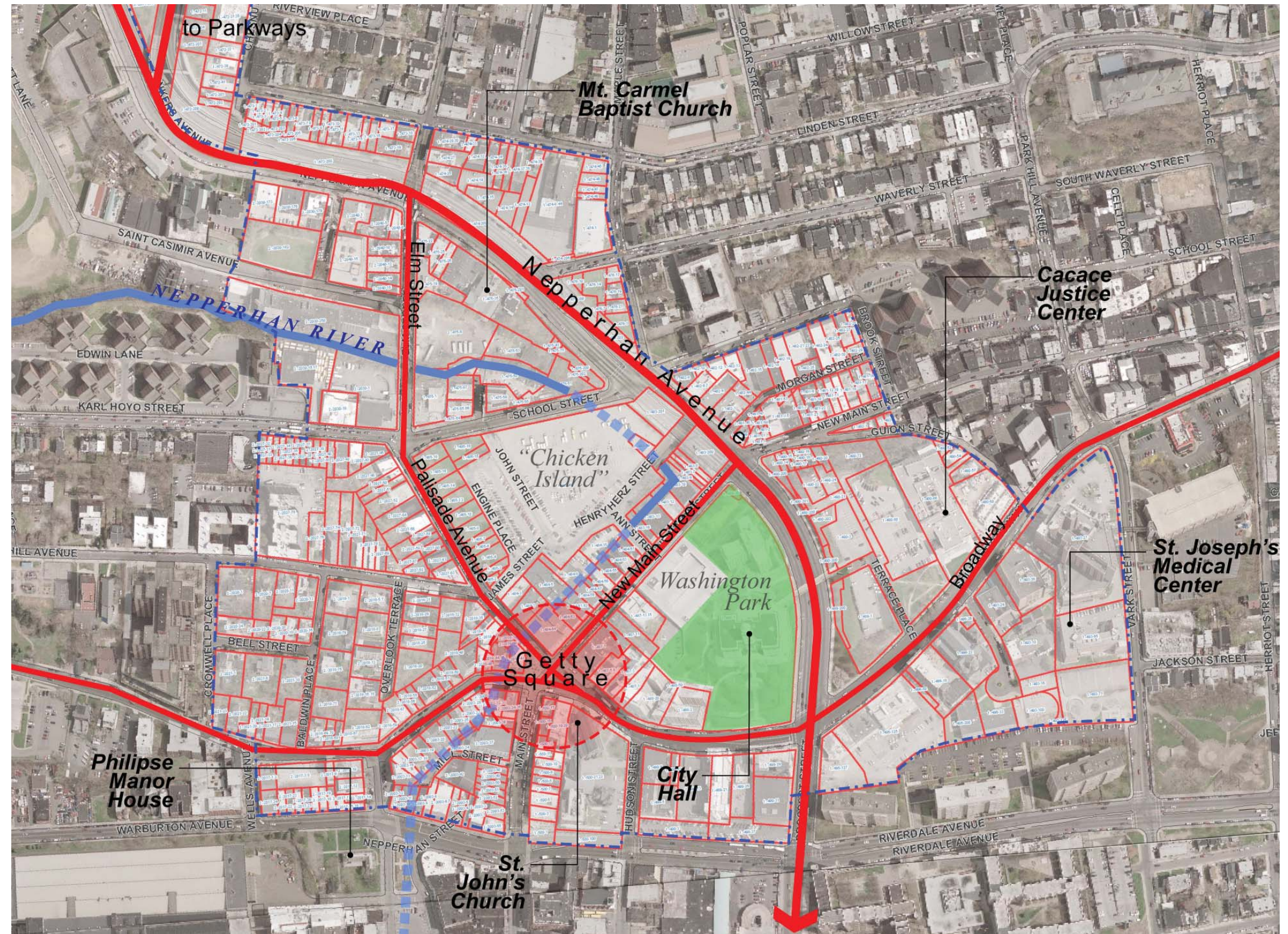


# District Plans | Gateway

## Existing

The Gateway district is comprised of the areas surrounding the primary entry thoroughfares to Yonkers Downtown (specifically, Yonkers Avenue and Nepperhan Avenue).

The district includes the primary municipal buildings that house city government, fire and police headquarters, and the justice center. Additionally, the major downtown medical center and a majority of the downtown's office buildings and core retail center is included in the district.





# District Plans | Gateway

## Existing (continued)

- Home to major civic uses of city: City Hall, Police Department, Justice Center, Fire Headquarters, and various city agency offices
- Home to major institutional use: St. Joseph's Medical Center, Bank of America, HSBC Bank, Bank of New York, Hudson Valley Bank, Wachovia Bank
- Yonkers Avenue/Nepperhan Avenue Corridor is main gateway to Downtown Yonkers from highways
- Getty Square currently main bus transfer station in downtown, and experiences problems with loitering and crime especially during the afternoon school-time transfer periods
- Public Parking lots currently are located on Chicken Island (surface lot), at the Cacace Justice Center (surface lot), Government Center Garage (garage), and at the corner of Riverdale and Nepperhan Avenues (surface lot)
- Public Parks in district are Washington Park, Waring Park, Stefanik Park and Doyle Park
- Saw Mill River is open in sections but is not publicly accessible



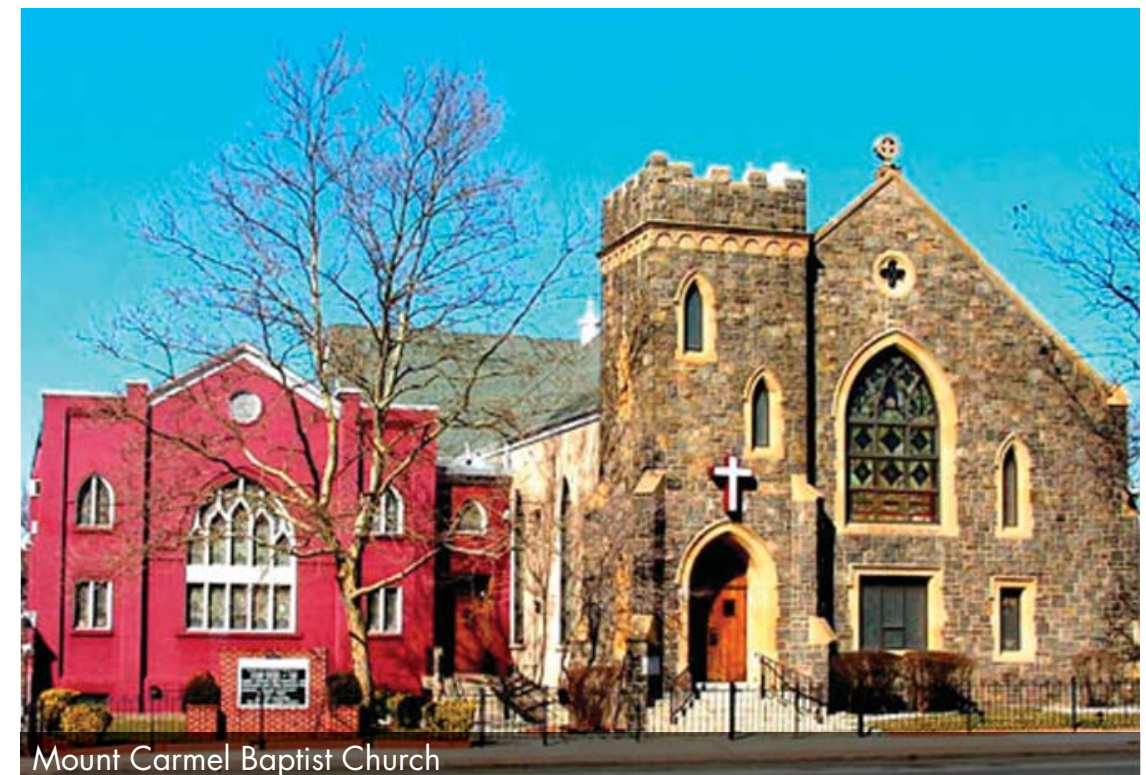
City Hall



Getty Square



Nepperhan Avenue



Mount Carmel Baptist Church



# District Plans | Gateway

## Design Principles

- Create a dense vertical mixed use district that is a true city center and a regional destination
- Reuse and enhance buildings where appropriate to maintain character of Historic Yonkers
- Enhance street experience and improve pedestrian scale
- New Public Spaces celebrate Yonkers' history and display present day culture and art around Saw Mill River
- Residential buildings increase 24-hour activity to support new retail and entertainment uses
- The Gateway District will be the highest density area of the city; building heights could exceed 50 stories in height as appropriate, creating the critical mass for a vibrant 24-hour downtown



New Roc City, White Plains, NY (Cappelli)



City Place, West Palm Beach, FL



Paseo Colorado, Pasadena, CA (EE&K)



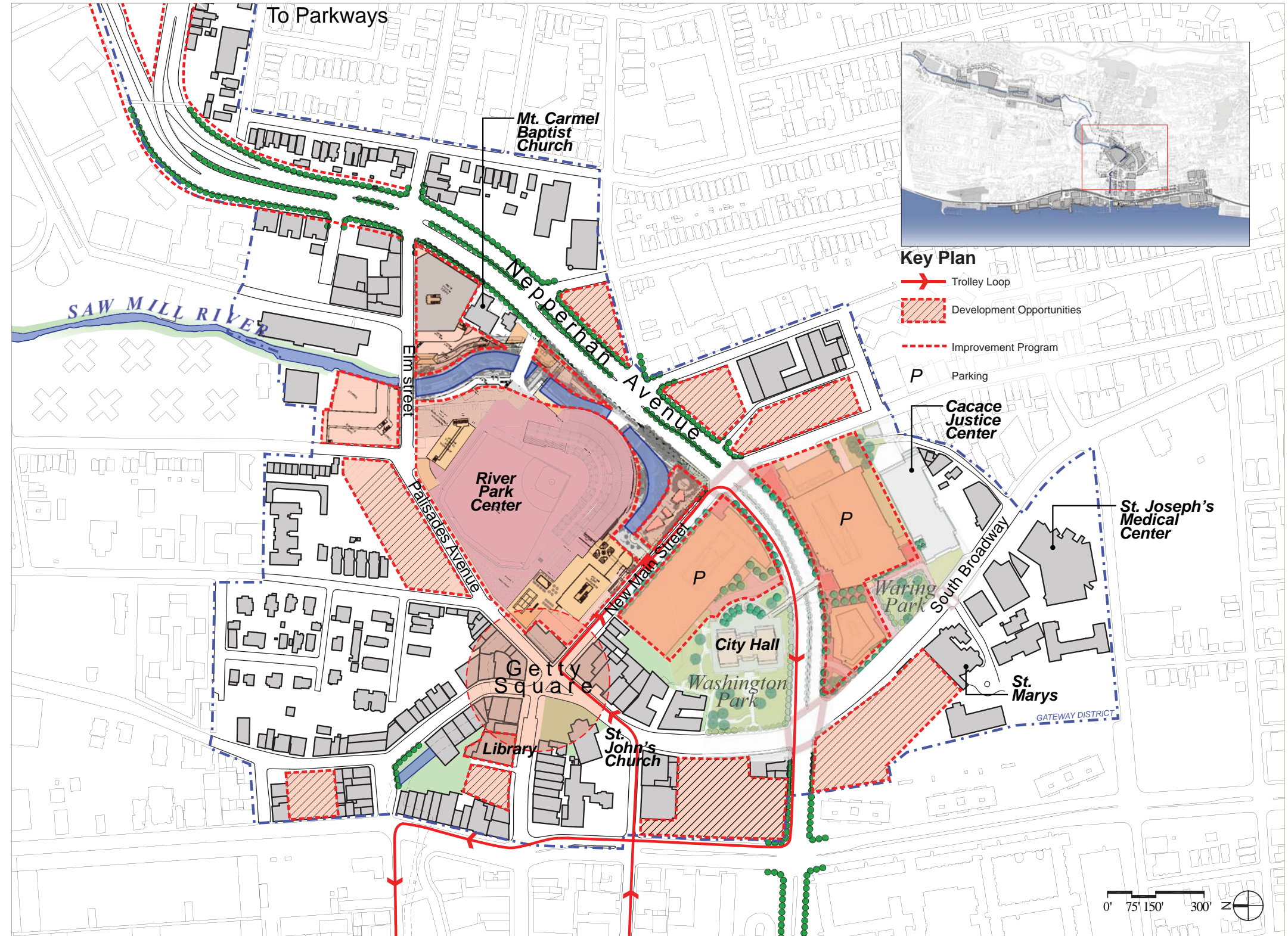
Newark Bears Stadium, Newark, NJ (Fidelco)



# District Plans | Gateway

## Development Opportunities

- Mixed use retail and entertainment center on former Chicken Island site fronting on opened and improved Saw Mill River
- Consolidated Government Center with relocated municipal offices and Fire Headquarters, existing City Hall and Cacace Justice Center, and new detention center
- New cultural block to west of City Hall offers community amenity and increased presence of arts and culture in Downtown; Opportunity exists with Philipsburg Hall and former Proctor's Theatre building
- Adaptive reuse of former Library on Main Street into new retail and/or residential
- New office spaces provide for relocated municipal uses, and offer adjacency to Government Center and institutions
- Improve Nepperhan Avenue to ease connections from the regional parkway system to Downtown and to the Waterfront
- Connect Downtown to Waterfront and Train Station with new Yonkers Trolley Loop (motorized)
- Relocate bus transfer activities from Getty Square to Riverdale Avenue
- Consolidate public parking into new structured parking that is convenient and does not dominate pedestrian experience
- Daylight and landscape Saw Mill River on Chicken Island to create new public park spaces, plazas and riverwalk
- Daylight Saw Mill River on former Library block to create new public park and continuation of riverwalk
- Improve and enhance Waring and Washington Parks as major arrival spaces to civic uses
- Improve Getty Square by adding additional open space to create a usable public space that highlights St. John's Church façade





# District Plans | Gateway

## Phase I—River Park Center

River Park Center will establish an activity level that has not been present in downtown Yonkers for years. As a regional retail and entertainment destination the development will provide the people of Yonkers with options and amenities, as well as a new ballpark that will serve as a venue for baseball games, concerts, and other events throughout the year.

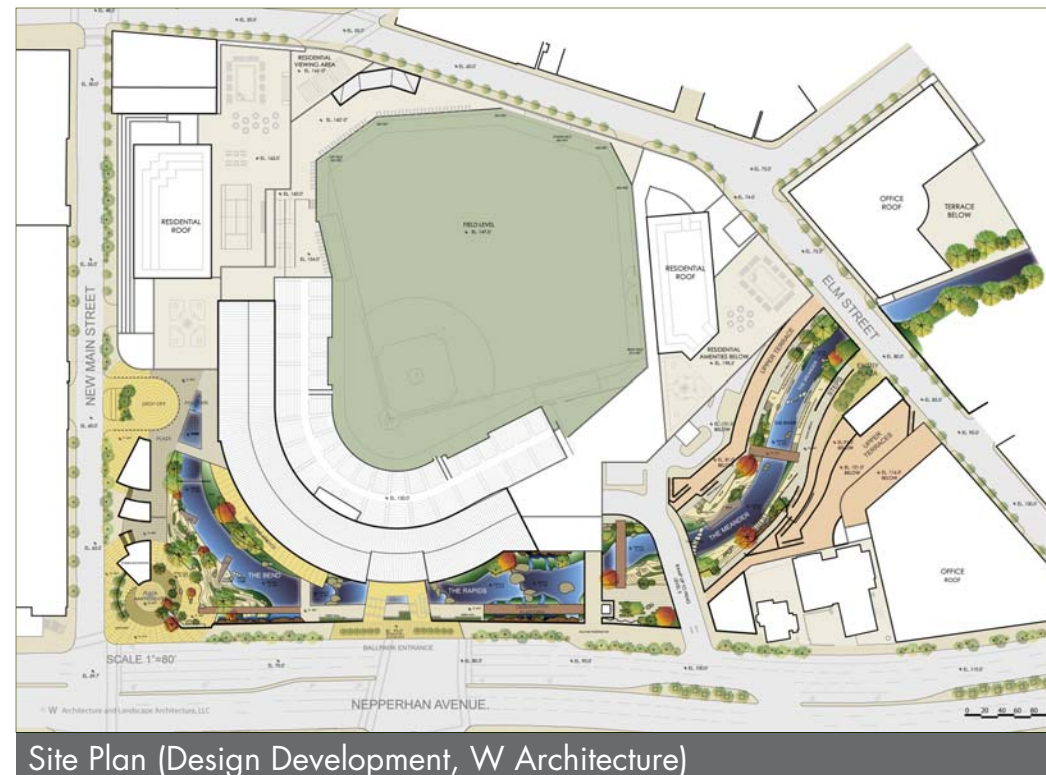
New residential towers will make the downtown a vibrant community beyond business hours and attract new residents to the city. The centerpiece of the design is a new public open space around the daylit and enhanced Saw Mill River, reviving one of Yonkers' most historic features.



Arrival View from Nepperhan Avenue (Design Development)



View of New Main Street Plaza (Design Development)



Site Plan (Design Development, W Architecture)



View of Riverwalk from Neptune Avenue (Design Development)



# District Plans | Gateway

## Phase I—Cacace Center

The Cacace Center includes a new municipal office building, hotel, and fire house on the site of the existing surface parking lot north of the Justice Center. The development will accomplish this with two buildings—a new Yonkers Fire Department Headquarters and the Carnegie Building—which will be built around a new public parking structure that will serve the civic center and new adjacent mixed use development (River Park Center).

A new municipal building will replace the dated offices that currently occupy 87 Nepperhan Avenue, positioning a new state of the art office building with a great address on the corner of Nepperhan Avenue and South Broadway. Atop the offices will be a new hotel which will offer a convenient option for out of town visitors to Yonkers to stay downtown.

A new Headquarters for the Yonkers Fire Department will replace the existing facility located on New School Street, consolidating the major public services and city government into a Civic Center. The enhanced proximity of these different functions of the public sector offers new and exciting opportunities for increased efficiency and convenience for citizens who need to visit multiple agencies and official offices.



Site Plan (EE&K, IQ Landscape, CCH)



View of New Fire Headquarters from Nepperhan Avenue (CCH)



View of New Development at Nepperhan Avenue (EE&K)



New Fire Headquarters from Nepperhan and New Main (CCH)



## 5.2 Downtown/Waterfront

The Conceptual Development Plan positions the Downtown/Waterfront District as the connection between the Gateway District to the Hudson River. The district will continue the current revitalization of the Hudson Waterfront, building new mixed use developments and public open spaces on the waters edge. The new waterfront development will establish an iconic image for Yonkers, while the continuous Esplanade gives the historically privately owned waterfront to the public. The district also serves as a major transit access point, and now will have a great arrival point in Larkin Plaza, which will be a new public park featuring the daylighting and landscaping of the Saw Mill River and mixed use development lining the park.



View from Larkin Plaza looking towards the Yonkers Train Station



## District Plans | Downtown/Waterfront

### Existing

The Downtown/Waterfront District is comprised of the areas along the Hudson Riverfront bounded by the Saw Mill River (north) to the American Sugar Refinery (south), as well as those areas east fronting on Buena Vista Avenue and bounded by Larkin Plaza, Riverdale Avenue, Prospect Street, and the Metro North tracks. The district is home to recent waterfront development and new open space, the main branch of the city's library and post office, as well as Downtown Yonkers' train station.





## District Plans | Downtown/Waterfront

### Existing (continued)

- Recent Development: Public Library, Buena Vista Garage, Main Street Lofts Development, Hudson Park South, Station Plaza
- Currently Planned Projects: Buena Vista Development, Hudson Park North, City Pier
- Buena Vista Street corridor has mix of residential housing in need of physical improvement
- Existing Shop Rite site is in need of redevelopment
- Metro North trains runs along waterfront with Yonkers Station anchoring the district
- The Dock Street Bridge connects streets and Esplanade across Saw Mill River inlet
- Waterfront Esplanade offers public access to water, is part of City of Yonkers' plan for a continuous riverfront Esplanade, and provides public open space for cultural programming and recreational opportunities
- Open spaces include Larkin Park, Esplanade, Sculpture Meadow, Yonkers Station entry plaza, Buena Vista Park
- Art installations include Gateway to the Waterfront murals, Yonkers Civil War Soldiers' and Sailors' Memorial, Spiderman bike rack, Muheekantuck sculpture, and various works in the Yonkers Sculpture Meadow on the Hudson
- Cultural institutions include Philipse Manor House, Yonkers Library



Main Street Storefronts



Philipse Manor Hall



Yonkers Train Station



Waterfront



# District Plans | Downtown/Waterfront

## Design Principles

- Waterfront development allows increased open spaces and security, and replaces previous environmentally harmful uses
- Dense Mixed Use Vertical Development that capitalizes on transit
- Mixed use development around Saw Mill River creates activity core from downtown to train station and waterfront
- Homeowner/Business Façade Improvement Program for private homes and businesses to improves physical condition of area
- Increase access points to the waterfront for pedestrians and vehicles
- Transit connections between downtown and waterfront
- Create continuous waterfront roadway system
- Enhance street experience by maintaining scale of street grid
- Provide areas for cultural programming in open spaces
- Daylight Saw Mill River linking Waterfront to Downtown/Government Center and celebrating its significance in Yonkers' history
- Increase public access to the Hudson River front
- The Downtown/Waterfront District will be an extension of the Gateway District, extending the density to the Yonkers Train Station and Hudson Waterfront; new building heights should be between 15-30 stories in height as appropriate



Inner Harbor East, Baltimore, MD (SBER, EE&K)



Cheonggyecheon, Seoul, South Korea



Rainbow Harbor Esplanade, Long Beach, CA (EE&K)



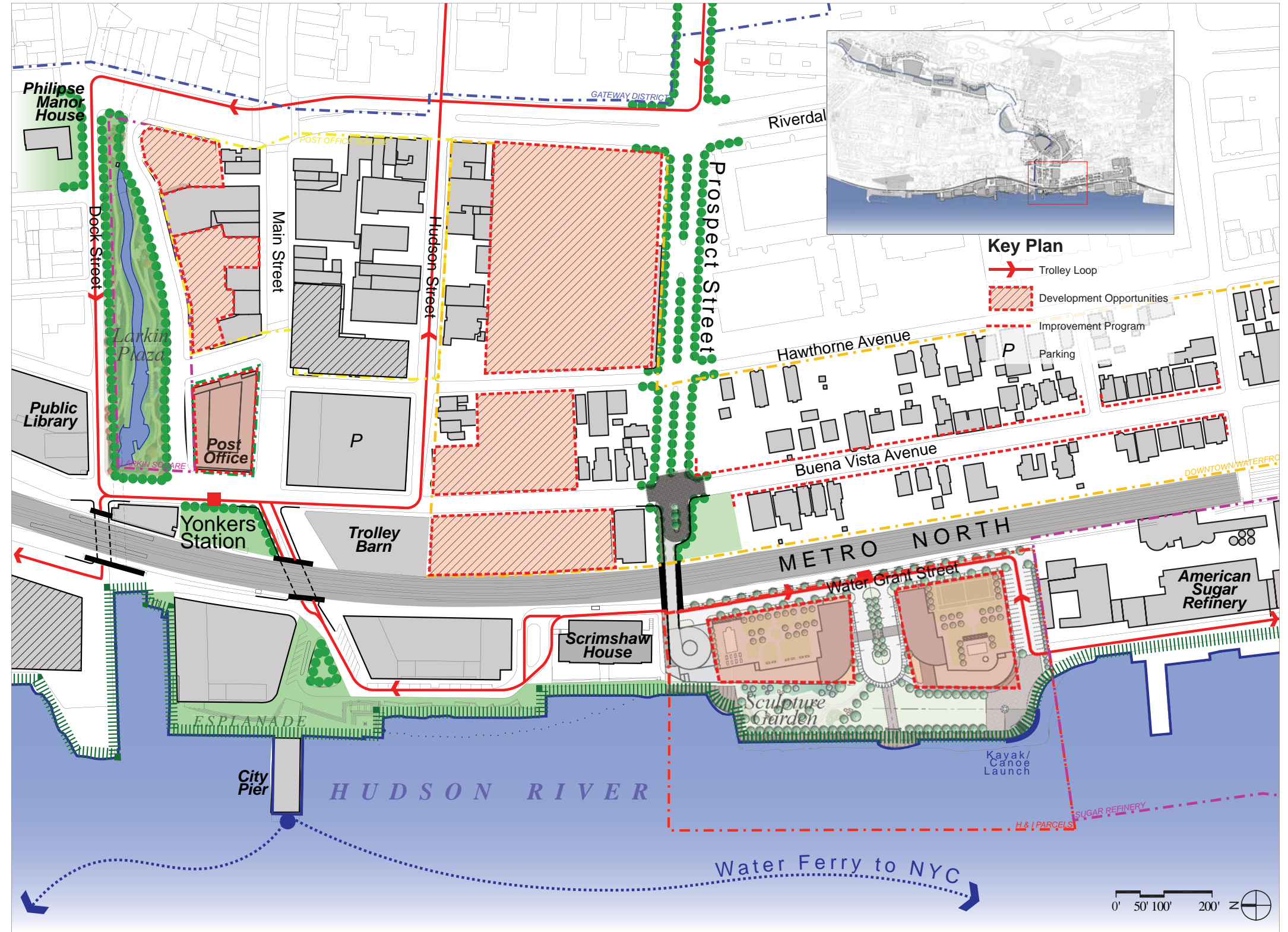
City Center, White Plains, NY (Cappelli)



# District Plans | Downtown/Waterfront

## Development Opportunities

- Mixed Use Retail and Residential fronting on Larkin Plaza and new public park
- Improved retail along Riverdale Avenue to support existing and new residential development
- Adaptive reuse of Post Office building, preserving existing postal retail operations and relocating trucking facility
- New residential development to provide strong link between existing community to south and new development around Larkin Plaza
- Appropriate uses along waterfront: Residential density increases activity and safety along river
- Prospect Street Bridge creates new vehicular/pedestrian access point to waterfront, and further opens view corridor
- New shuttle bus loop connects Yonkers train station and waterfront to downtown
- Daylight Saw Mill River in Larkin Plaza creating new public park and river walk
- Continue Esplanade north and south as continuous waterfront esplanade, to include public recreation areas and cultural spaces; vehicular access points for increased access and security





## District Plans | Downtown/Waterfront

### Phase I—Palisades Point

Palisades Point will be the latest evolution in the renaissance of the Yonkers Waterfront, establishing itself as the premiere residence in Yonkers with unparalleled views of the Hudson River, the Palisades and the beautiful landscape of the city. The towers will serve as new icons for the city, replacing the industrial image of Yonkers' past, and repositioning it as a city on the rise, just beginning to realize its potential.

Palisades Point will extend Yonkers' River Esplanade south, building on the vision of a continuous greenway along the city's edge, and enhancing the much loved Sculpture Meadow. The project will include 436 residential units within a comfortable walking distance of the Yonkers Train Station, allowing residents great access to the Metro North line and ferry service for a quick commute into midtown and downtown Manhattan.

The project will also feature waterfront retail space, and increased public open space, with the goal of creating a place that all of Yonkers residents' will use and enjoy. Parking will be provided for all residential units, for the adjacent Scrimshaw House, and for the retail space, as well as for the public via new on-street parking.

To accommodate for increased vehicular traffic to the development and the waterfront a new bridge will be constructed offering access from Prospect Street to the east and further enriching the existing view corridor.



Site Plan (EE&K Residential, IQ Landscape)



Public Entry Plaza (EE&K Residential)



View East from the Palisades (EE&K Residential)



View West from Sutherland Park (EE&K Residential)



## District Plans | Downtown/Waterfront

### Phase I—Larkin Plaza

Larkin Plaza will be one in a series of great new public open spaces in Yonkers. Centered around the daylighting of the Saw Mill River, the space will transform what currently exists as a sea of asphalt, into a world class “front door” to the Yonkers Train Station.

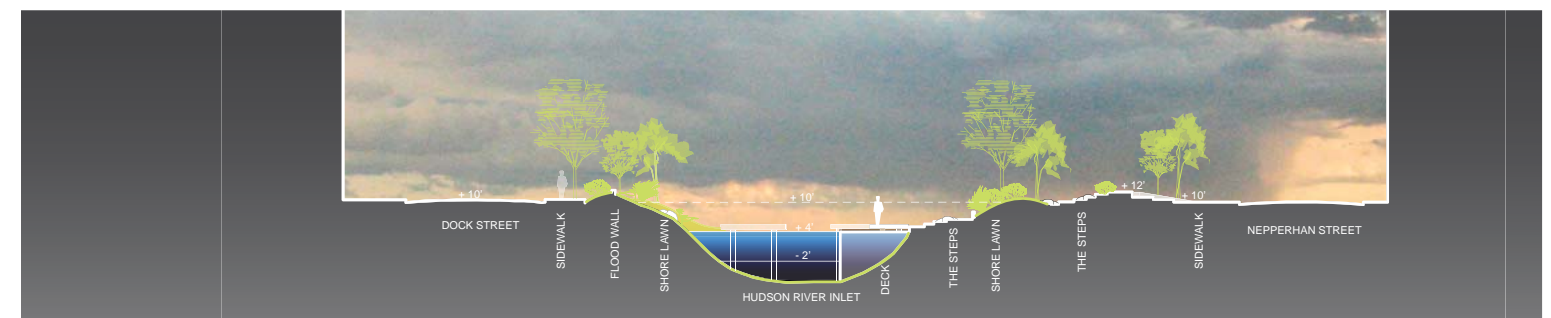
Larkin Plaza will be a space that connects the waterfront to Downtown Yonkers, providing a convenient and beautiful pedestrian link to Getty Square, City Hall and the newly planned mixed use development at River Park Center. The new park will offer great opportunity for future mixed use development that can further activate the space and increase amenities in the Downtown Waterfront District.



Site Plan (W Architecture)



View along Nepperhan Street (W Architecture)



Illustrative Section (W Architecture)



## 5.3 Ludlow Transit Village

The Conceptual Development Plan positions the Ludlow Transit Village as a high density mixed use area centered around the Ludlow Train Station. Ludlow Street will be the new “Main Street” for the surrounding neighborhoods, and will connect Riverdale Avenue to the Waterfront. The district will extend the public waterfront south and create a new public park on the waterfront. A vibrant waterfront with retail pavilions and a new marina will create an intimate “neighborhood” feel.



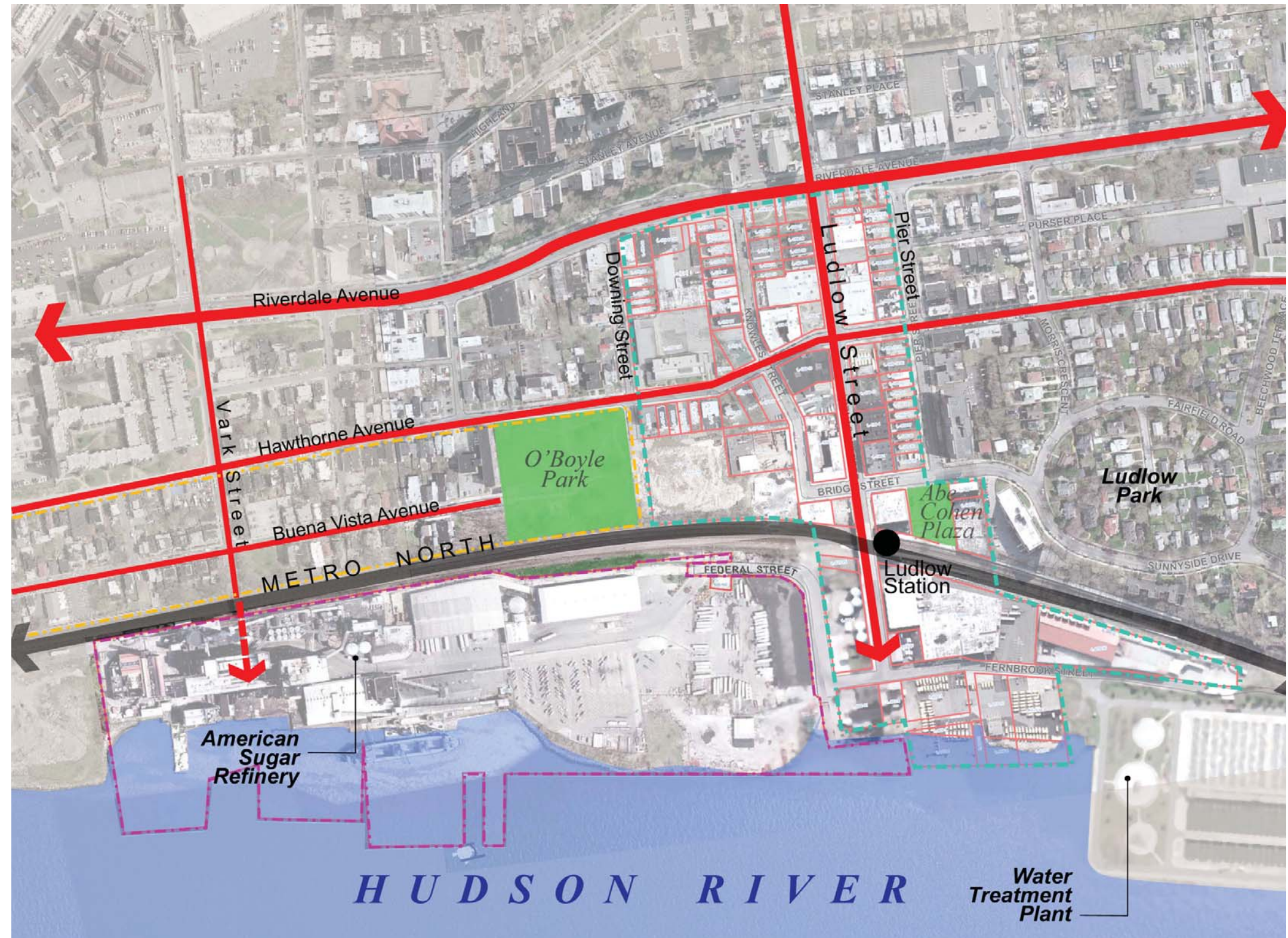
View from Ludlow Street looking towards the Riverfront



## District Plans | Ludlow Transit Village

### Existing

The Ludlow Transit Village District is comprised of the blocks to the north and south of Ludlow Street from Riverdale Avenue west to the Hudson River, as well as the area along the Hudson River. The district includes a mix of industrial uses including the American Refined Sugar Plant, as well as varying housing types, and the Ludlow Train Station. There are no points of public access to the waterfront.





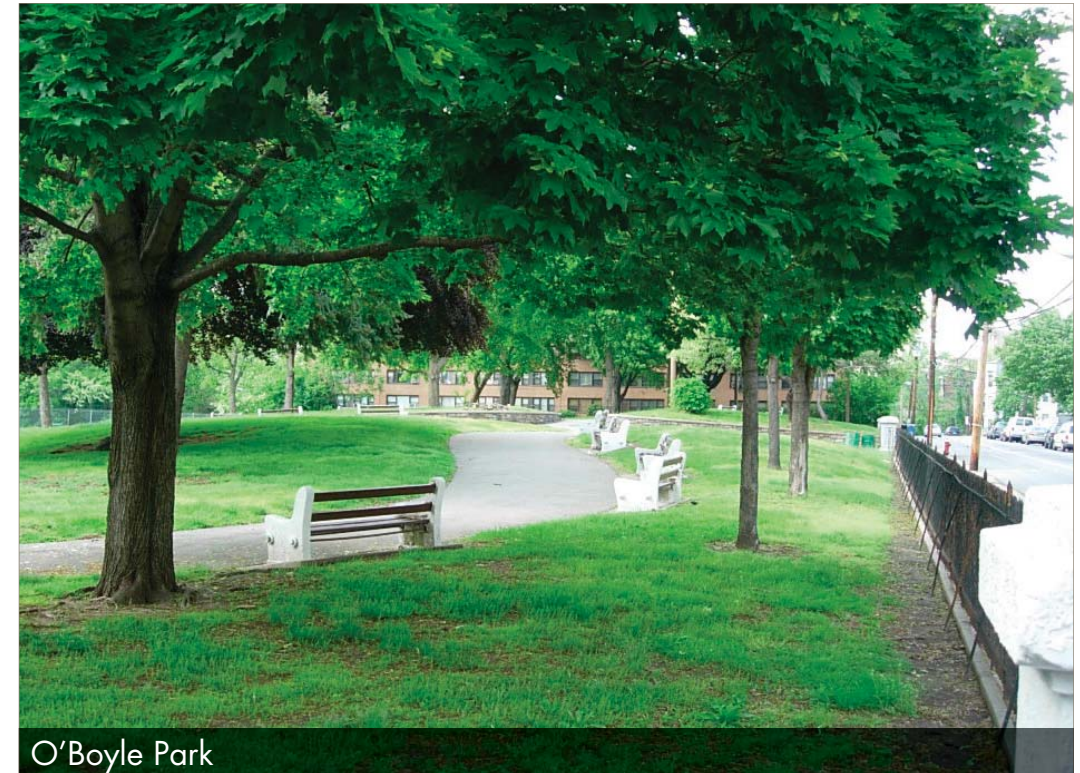
## District Plans | Ludlow Transit Village

### Existing (continued)

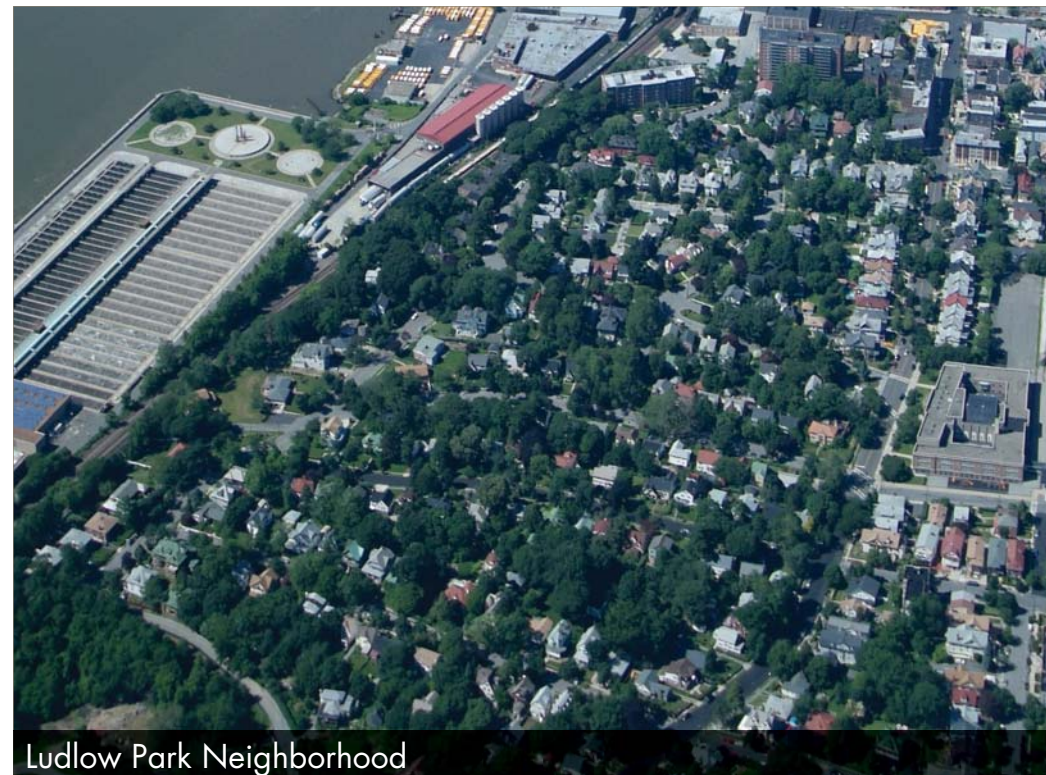
- Mostly Industrial and Commercial Uses along Hudson Riverfront and Ludlow Street
- Strong residential community (Ludlow Park) exists to South of Ludlow Street
- Residential community north of Ludlow Street has mixed conditions of housing
- American Refined Sugar Plant still operating on waterfront and is prominent landowner and employer
- Riverdale Avenue is main vehicular connection to Downtown Yonkers and also connects to the Bronx and points south
- Ludlow Street only point of Public access to waterfront; Vark Street Bridge is private and non-vehicular
- Ludlow Train Station offers commuter connection to Manhattan and points north
- O'Boyle Park serves as large open space and community amenity



American Sugar Refinery



O'Boyle Park



Ludlow Park Neighborhood



Ludlow Street Looking West to Palisades



# District Plans | Ludlow Transit Village

## Design Principles

- Ludlow Street becomes new local “main street” for surrounding neighborhoods
- Mixed-use development with high density residential in blocks around Ludlow Train Station
- Waterfront Mixed Use to replace industrial uses
- Continue Esplanade south from Downtown/ Waterfront District to the City Water Treatment Plant
- The Ludlow Transit Village District will create a “main street” environment along Ludlow Street while increasing density around the Ludlow Train Station; buildings fronting on the Ludlow Street corridor could be 4-6 stories in height, while other building in the district could be 6-12 stories in height, as appropriate, similar to existing building in the district



Bethesda Row, Bethesda, MD



Waterfront Park, Charleston, SC



Tide Point, Baltimore, MD (SBER)



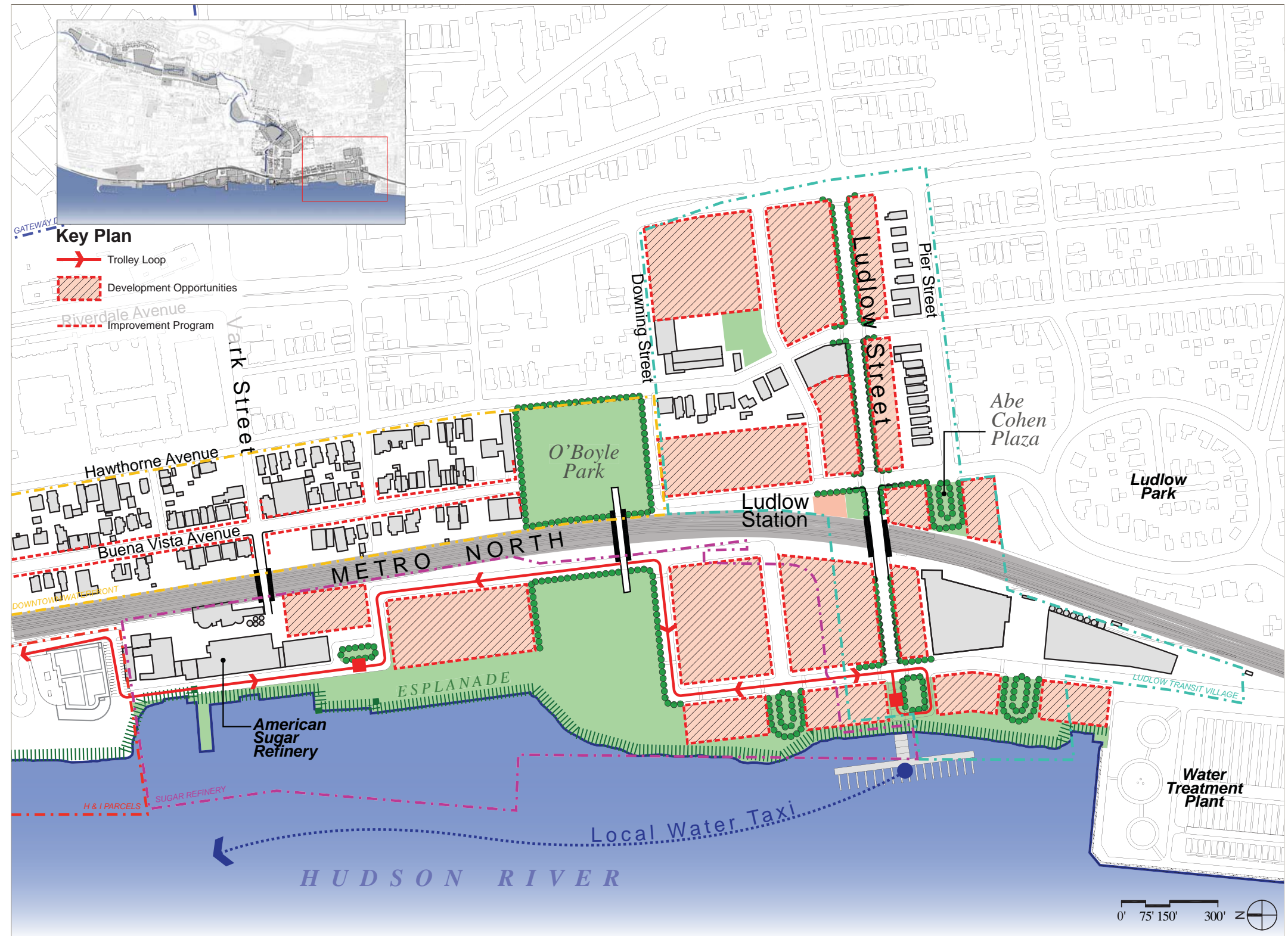
Granville Island, Vancouver, Canada (EE&K)



# District Plans | Ludlow Transit Village

## Development Opportunities

- Transform industrial waterfront into mixed-use residential, preserving historic industrial structures where appropriate and providing public access to Waterfront
- Develop dense mixed use development along Ludlow Street to connect to waterfront
- Vark Street Bridge – Opportunity to create a second point of vehicular access at Vark Street where existing private bridge to Sugar Refinery exists
- Link waterfront roadway system from North extending Alexander Street all the way south to Ludlow Street
- Provide a pedestrian connection from O’Boyle Park over train tracks to a new waterfront park with public recreation spaces
- Abe Cohen Plaza Enhancement – Opportunity to create a “front door” for Ludlow Train Station
- Reuse of American Sugar Refinery (if operations were ever to cease or be moved) as a residential development and public park on the Hudson Waterfront





## 5.4 Alexander Street

The Conceptual Development Plan positions the Alexander Street District as a new neighborhood in the city with mixed use development within walking distance to the Yonkers and Glenwood Train Stations. Alexander Street expands the public waterfront Esplanade north to the JFK Marina, and establishes a continuous waterfront roadway system that links over two miles of the Hudson Riverfront for vehicular traffic. High density development along the waterfront is positioned around public open spaces that have different characters, and are inviting to the public.



View from Esplanade looking towards Village Square and up Ashburton Avenue



## District Plans | Alexander Street

### Existing

The Alexander Street District is comprised of the areas west of the Metro North rail lines, from the JFK Marina south to Dock Street. The district includes a mix of industrial uses and businesses, including the Greyston Bakery, the Department of Social Services, and a storage facility for the MTA. The district also includes the Glenwood Station on the Metro North rail line and the southern portion is within walking distance to the Yonkers Station and downtown Yonkers. The northerly section of the district, which includes the JFK Marina and the former Glenwood Power Station is separated from the southern portion by water, creating a noncontiguous roadway system that limits access to the entire district.

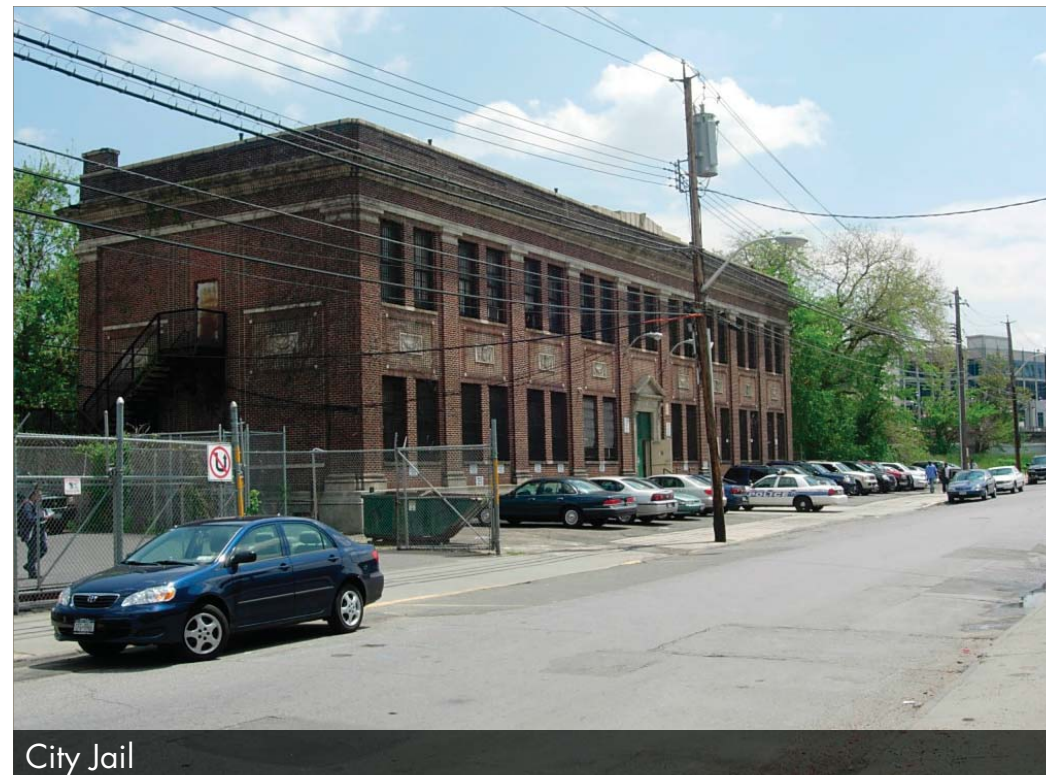
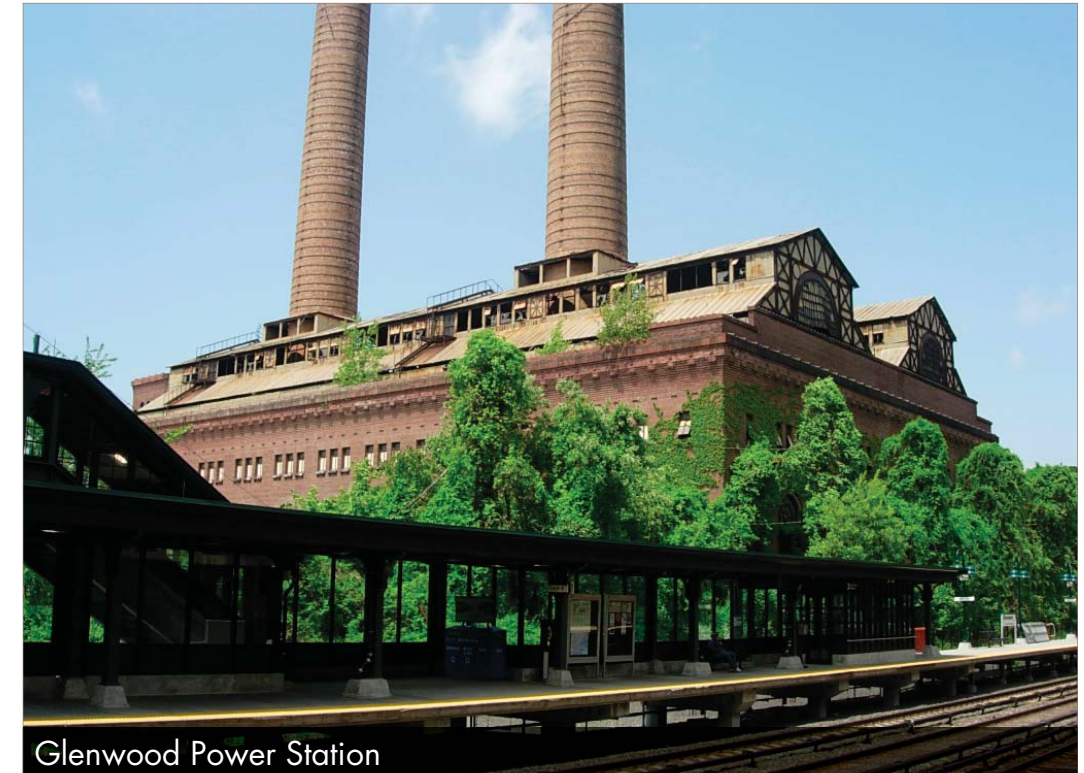




## District Plans | Alexander Street

### Existing (continued)

- Industrial uses dominate the district and have left many contaminated brownfield sites in need of remediation
- Recent Development: Hudson Park North (under construction and adjacent to district)
- Warburton Avenue corridor and area to its west has mix of residential housing in need of physical improvement
- Remnants of piers exist along waterfront
- Cultural institutions include Beczak Environmental Center and Hudson River Museum (adjacent to district)
- Public Parks include JFK Marina, Trevor Park (adjacent to district boundary)
- JFK Marina is the main public open space in district and offers public access to waterfront as well as maritime recreational activities
- Metro North rail runs along waterfront with Yonkers Station and Glenwood Station offering commuter rail access
- JFK Memorial Drive offers only vehicular access to northern part of district; Babcock, Ashburton, Wells Avenue, and Dock Street offer access to the southern part





# District Plans | Alexander Street

## Design Principles

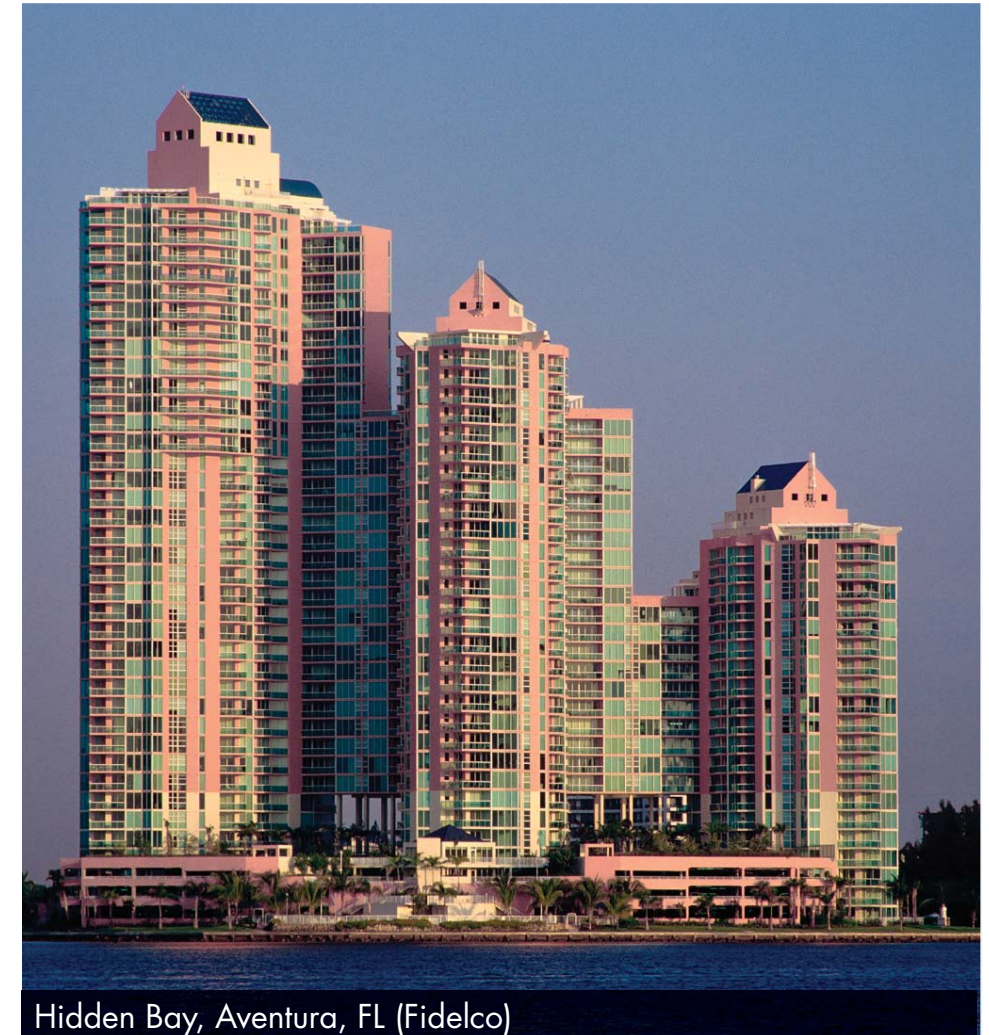
- Development is centered around new public open spaces
- Waterfront development allows increased open spaces and security, and replaces previous environmentally harmful uses
- Dense Mixed Use Vertical Development that capitalizes on transit
- Increase access points to the waterfront for vehicular traffic
- Transit connections between downtown and waterfront
- Improve access by dividing traffic from Ashburton Avenue to utilize both Ashburton and Babcock access points
- Create continuous waterfront roadway system
- Continue public access to the waterfront
- Improve existing piers and create new maritime recreational opportunities
- Create new public park spaces
- The Alexander Street District will create a new transit-oriented neighborhood, building high density mixed-use development around a series of public spaces; building heights could be 15-30 stories in height as appropriate



Wills Pier, Harbor Point, Baltimore, MD (SBER, EE&K)



Reston Town Center Square, Reston, VA (EE&K)



Hidden Bay, Aventura, FL (Fidelco)



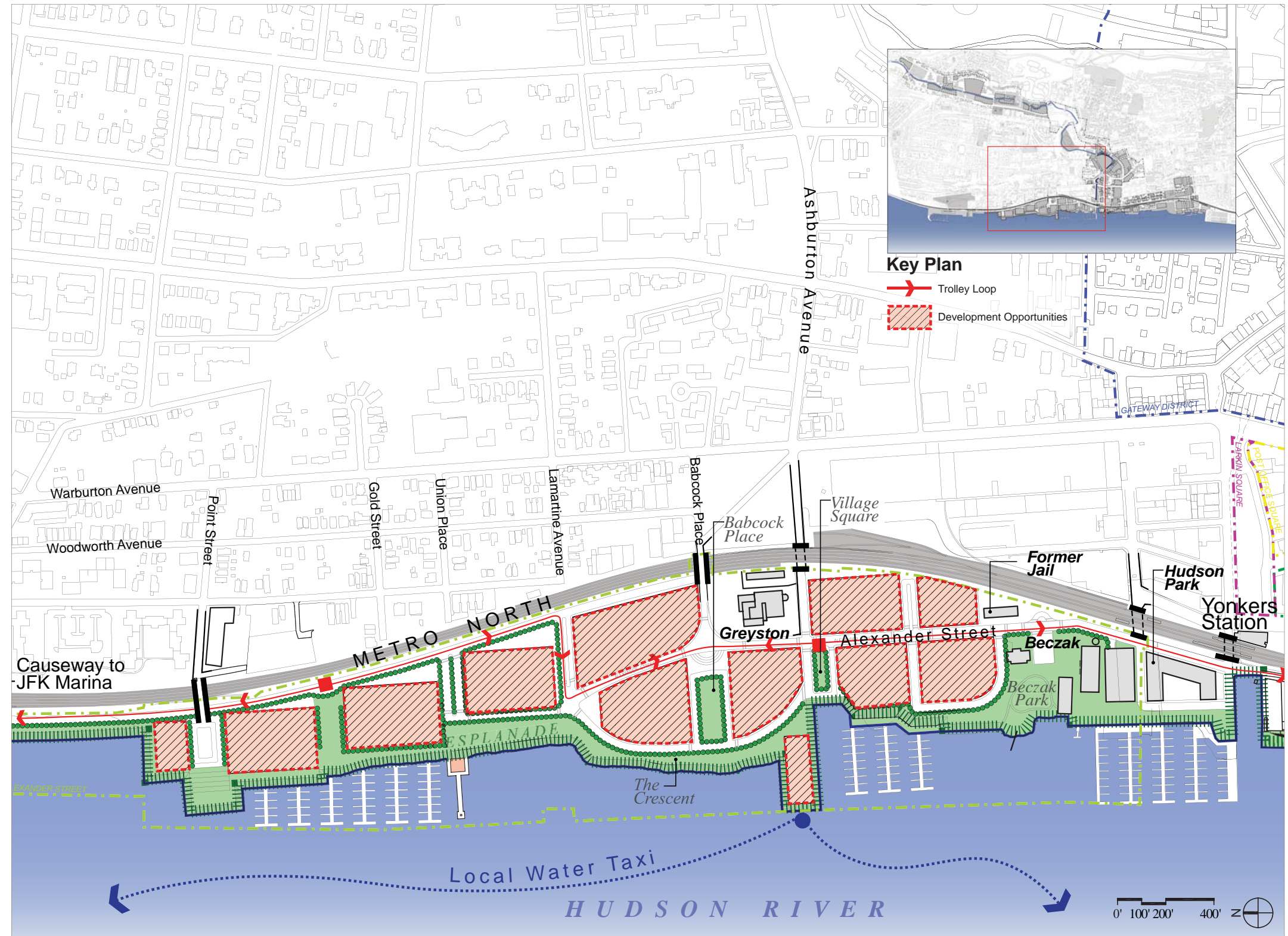
Battery Park City, New York, NY (EE&K)



# District Plans | Alexander Street

## Development Opportunities

- Alexander Street Transit Village – Opportunity to create a high density community within walking distance of the Yonkers and Glenwood Train stations, with mix of residential, retail and cultural uses
- Focus Development around new public spaces: “The Crescent”, “Babcock Place”, and “Village Square” create addresses for development while balancing public amenities
- Remediate large areas of industrial brownfields to be safe and usable
- Provide public access to entire waterfront, most which is currently inaccessible
- Improve JFK Marina into a first rate recreational maritime center, which can host community and cultural events
- Continue Esplanade north as continuous waterfront esplanade, to include public recreation areas and cultural spaces; vehicular access points for increased access and security
- New Causeway – Opportunity to connect waterfront development to south to JFK Marina to north and complete the continuous public waterfront access for over 2 miles
- Glenwood Station Connections – Opportunity to make the currently underutilized station into a busy commuter transit station, that improves connections for visitors to Yonkers to the JFK Marina and Hudson River Museum

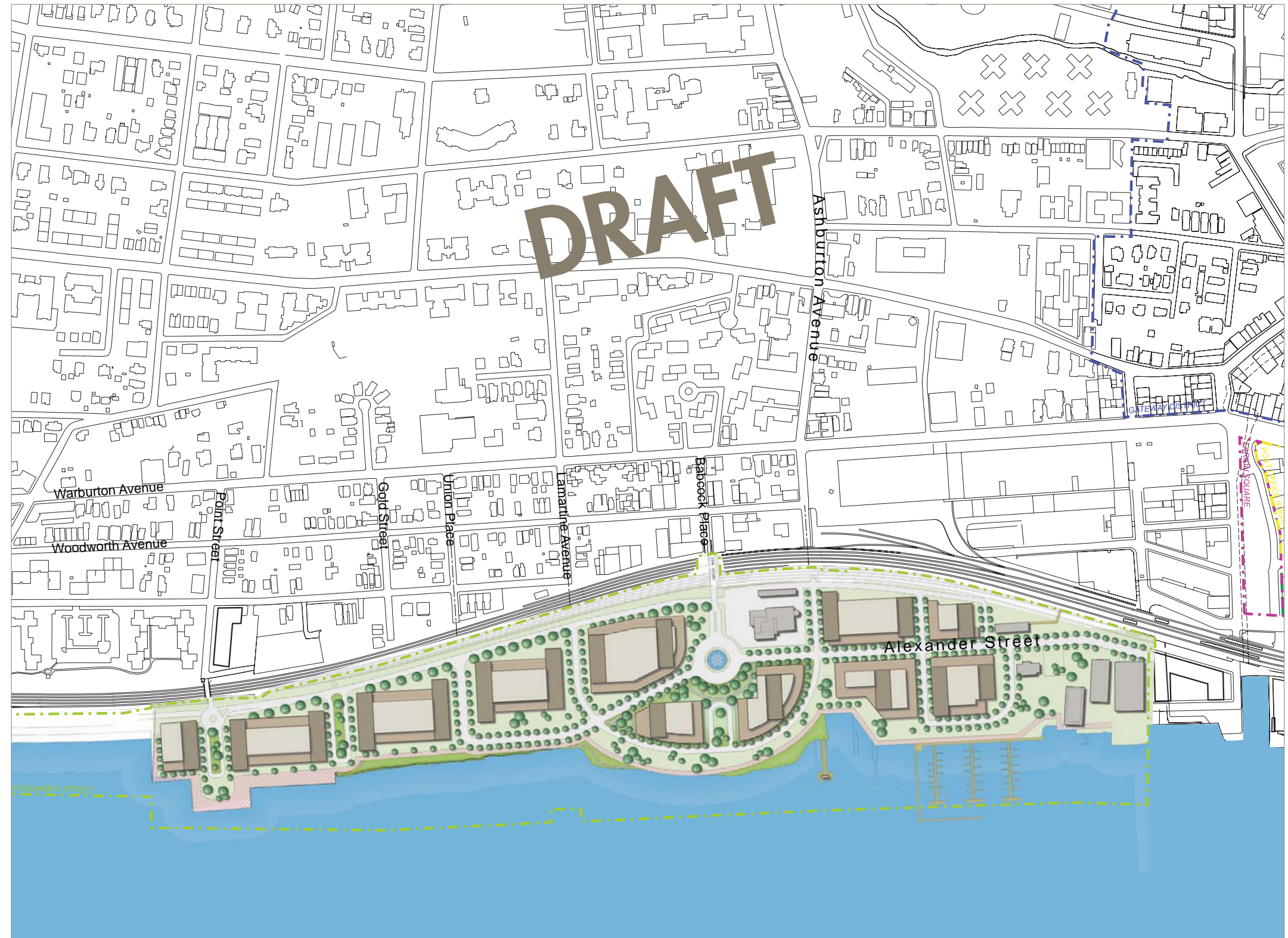




# District Plans | Alexander Street

## City of Yonkers Master Plan

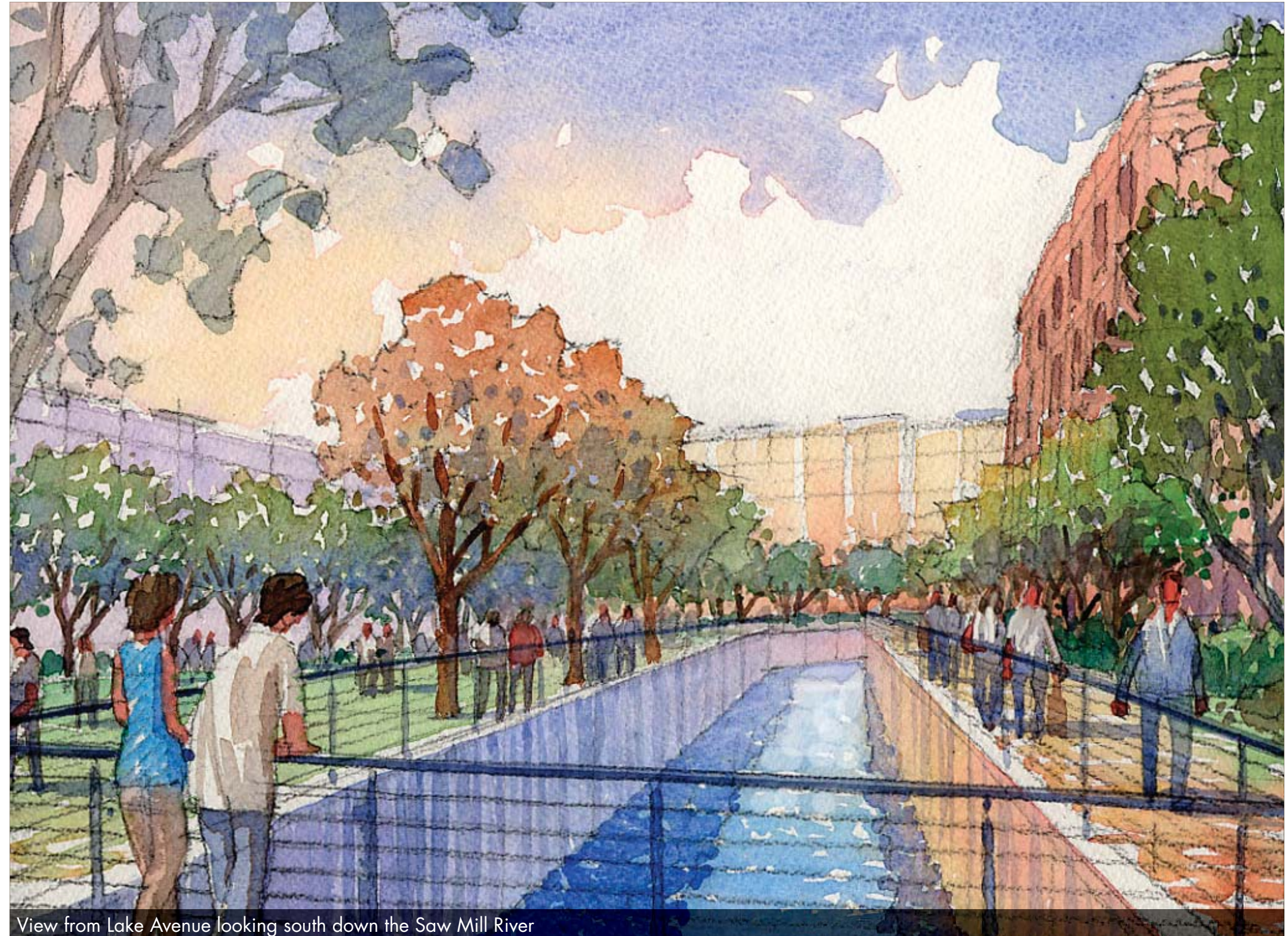
- City of Yonkers engaged the planning firm of AKRF to complete a Master Plan and Urban Renewal Plan for Alexander Street
- Like many others, SFC has participated in the planning process as a community stakeholder
- The SFC Conceptual Development Plan utilizes the preliminary AKRF plan for the Alexander Street District





## 5.5 Nepperhan Valley

The Conceptual Development Plan positions the Nepperhan Valley district to capitalize on its industrial heritage and proximity to area highways. The district will have three distinct areas: North, Central and South. North Nepperhan area will offer opportunities for relocating industry from the waterfront and elsewhere; Central Nepperhan will adaptively reuse the former Alexander Smith Carpet Mills into a live/work loft environment; South Nepperhan will build upon the Valley Technology Center to offer development opportunities for office space close to downtown. Landscaping and improving the Saw Mill River, where possible, will link the district to the other districts, maintaining connections to water and open space as a defining feature of the entire city.



View from Lake Avenue looking south down the Saw Mill River



## District Plans | Nepperhan Valley

### Existing

The Nepperhan Valley District is comprised of areas bounded by Nepperhan Avenue, Saw Mill River Road, and Ashburton Avenue. The district includes a mix of industrial uses, as well as the former Alexander Smith Carpet Mills, the Valley Technology Center office building and the Westchester County Bus Depot.





# District Plans | Nepperhan Valley

## Existing (continued)

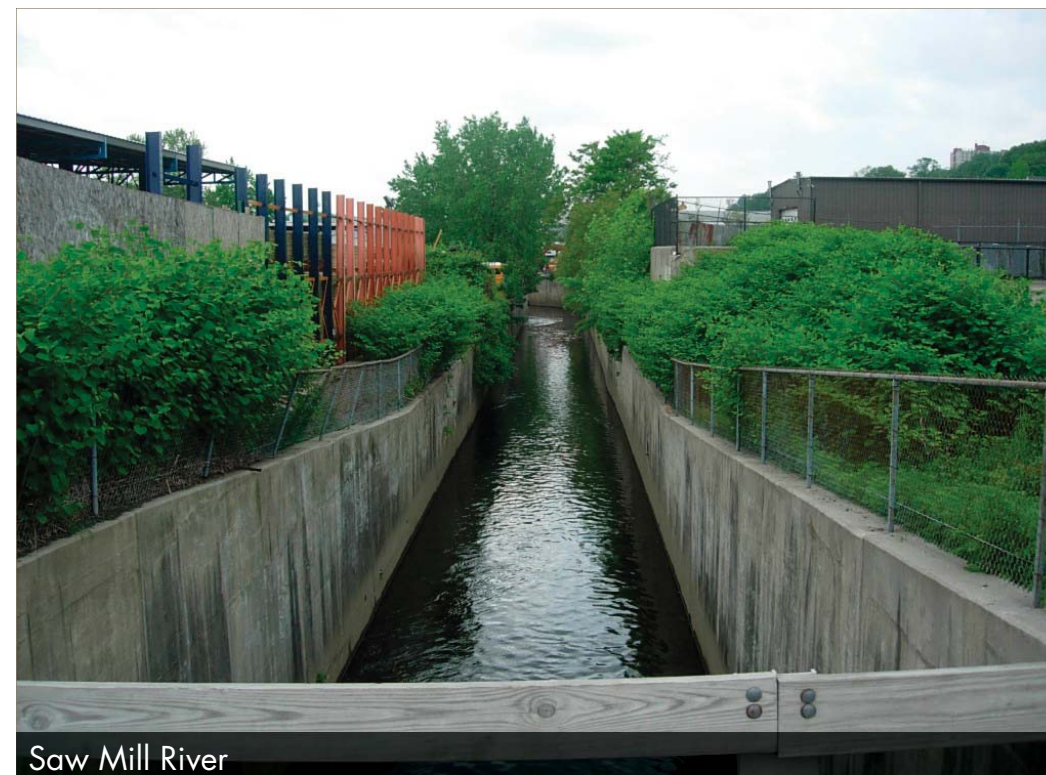
- Mostly mix of industrial uses occupying large properties and industrial buildings
- Continues to be a major employment center in Yonkers and Westchester County
- Former Alexander Smith Carpet Mills site has large industrial building appropriate for many types of uses
- nValley Technology Center is recently renovated industrial building offering new office space with convenient access to highways
- Nepperhan Avenue and Saw Mill River Road are major thoroughfares which define the district boundaries and connect it to the Downtown, regional parkways, and the rest of the city
- Close proximity to regional Parkway system and the New York State Thruway offers great access for regional traffic and trucks
- Home to Westchester County Bus Depot
- Saw Mill River runs through center of district, mostly uncovered, but landlocked between industrial properties and in poor aesthetic condition
- Lack of open space within district boundaries, Smith Park adjacent
- Nepperhan Valley currently is within a US Federal Empowerment Zone offering incentives to attract businesses and employers



Former Alexander Smith Carpet Mills



nValley Tech Center (Axminster Street)



Saw Mill River



Westchester County Bus Depot



# District Plans | Nepperhan Valley

## Design Principles

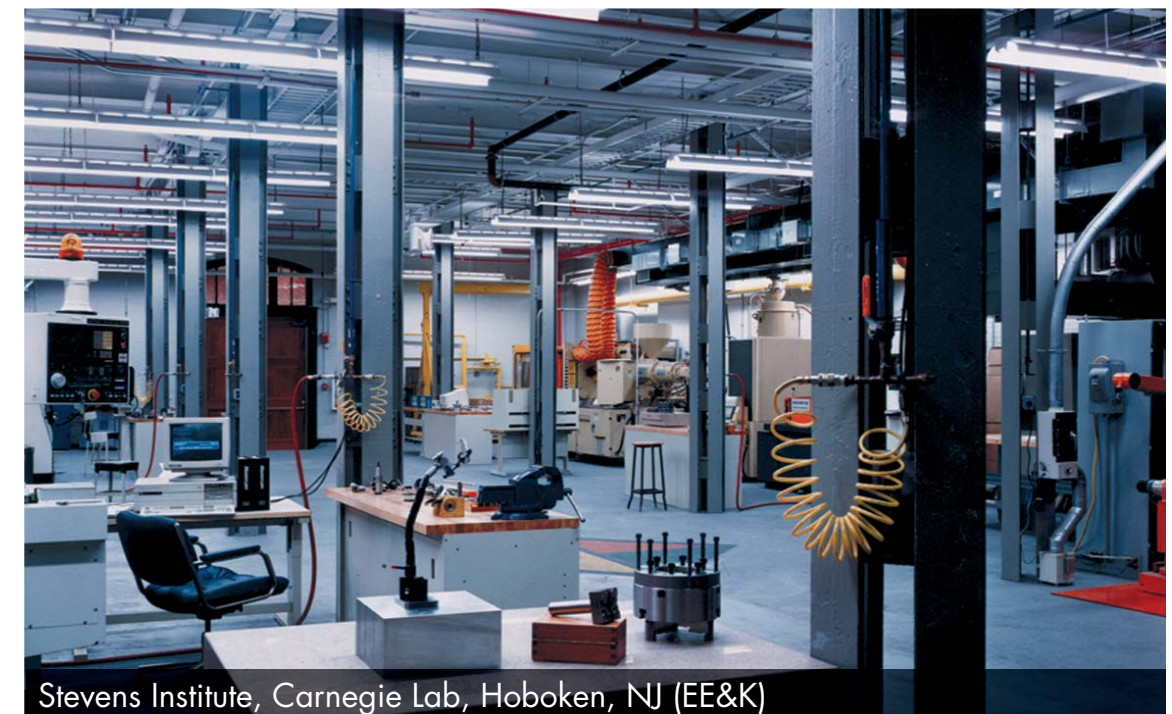
- Reuse Industrial Buildings where appropriate
- Celebrate Yonkers' industrial history and continued prominence as regional industrial center
- Consolidate and promote industry in district to ensure there is a place for industry to thrive in Yonkers
- Improve parkway exit/entry systems and routes to ensure easy and convenient access to district
- Enhance Saw Mill River creating amenity, celebrating history of industry and connecting Nepperhan Valley to public open space system
- The Nepperhan Valley District will be an industrial and live/work center; building heights should vary as appropriate to uses



Mass MOCA, Adams, MA



American Tobacco Historic District, Durham, NC (SBER)



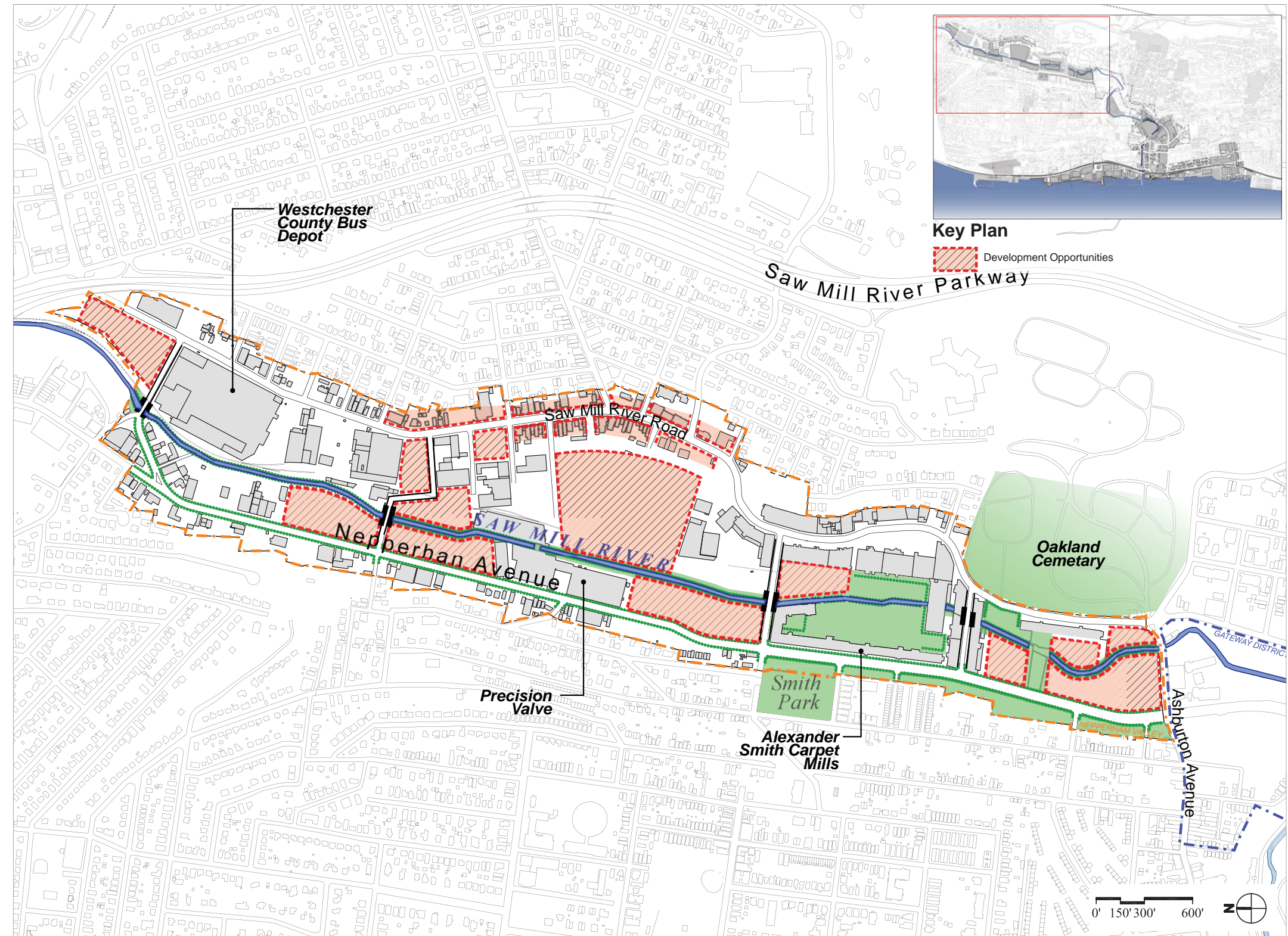
Stevens Institute, Carnegie Lab, Hoboken, NJ (EE&K)



# District Plans | Nepperhan Valley

## Development Opportunities

- Promote Northern section of Nepperhan Valley as industrial center where existing and new skilled worker jobs will be concentrated
- Old Alexander Smith Carpet Mills
  - Opportunity to convert large industrial buildings into loft spaces offering opportunities for live/work environment for businesses, artists, craftsmen, etc. celebrating a critical piece of Yonkers' past while making it an important part of its new identity; integrate open space amenities with Saw Mill River enhancement
- Increase office space on south end of district, creating a business incubator, with great access to highways and downtown, and open space amenities with Saw Mill River enhancement
- Enhance Saw Mill River creating amenity, celebrating history of industry and connecting Nepperhan Valley to public open space system







Nepperhan Valley



Downtown/Waterfront



Alexander Street



Gateway District



Ludlow Transit Village





# Acknowledgments

The research and writing of this Yonkers Conceptual Development Plan relied on the help and expertise of many individuals and organizations. The process of completing the plan incorporated interviews and advice from a variety of people with institutional knowledge of Yonkers history. Additionally, these individuals provided resources otherwise unavailable or that would have required a burdensome amount of effort to gather.

Specifically, we would like to acknowledge the help of those below and apologize for the omissions of persons that provided invaluable assistance but have been left off.

- Mayor Philip Amicone, Deputy Mayor William Regan and the Administration's Staff.
- The City Council of Yonkers and their staffs.
- County Executive Andrew Spano and his staff
- The Westchester County Planning Board and Department of Transportation
- The Yonkers Police Department
- Commission Mitch Tutoni and Deputy Commissioner Auggie Cambria of the Yonkers Parks Department
- Commissioner Anthony Pagano and Chief William Fitzpatrick of the Yonkers Fire Department.
- Raphael DeForest and Mike Holsburg of the Yonkers Office of Community Services Commissioner
- Commissioner Mike Dalton and Maritza Forero of the Yonkers Parking Authority
- Lee Ellman and the rest of the Yonkers Planning Department
- Jim Pinto and the rest of the Yonkers Office of Downtown and Waterfront Development.
- Helen Tvedt and Mary-Alice Brady of the Yonkers Office Economic Development.
- The library staff at the Larkin and Will Branches that hosted the Community Meetings
- Alan Portanova in the Yonkers Department of Public Works for his GIS/Mapping assistance.
- Ron Law and Joan Jennings of the Yonkers Downtown/Waterfront Business Improvement District.
- Barbara Segal and Jodi Moise for their assistance on the Public Art aspects of the plan
- The firm of Thompson & Bender who coordinated the community meeting process.

A special thanks to the residents of Yonkers who attended our Community Meetings. The ideas and insight these individuals provided is an important contribution to the future of Yonkers.



# Bibliography

The following documents were reviewed, extracted from, and incorporated in the analysis, design and product of the Yonkers Conceptual Development Plan. Many additional sources, groups and individuals not listed were utilized in creating the plan.

## Past Reports

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