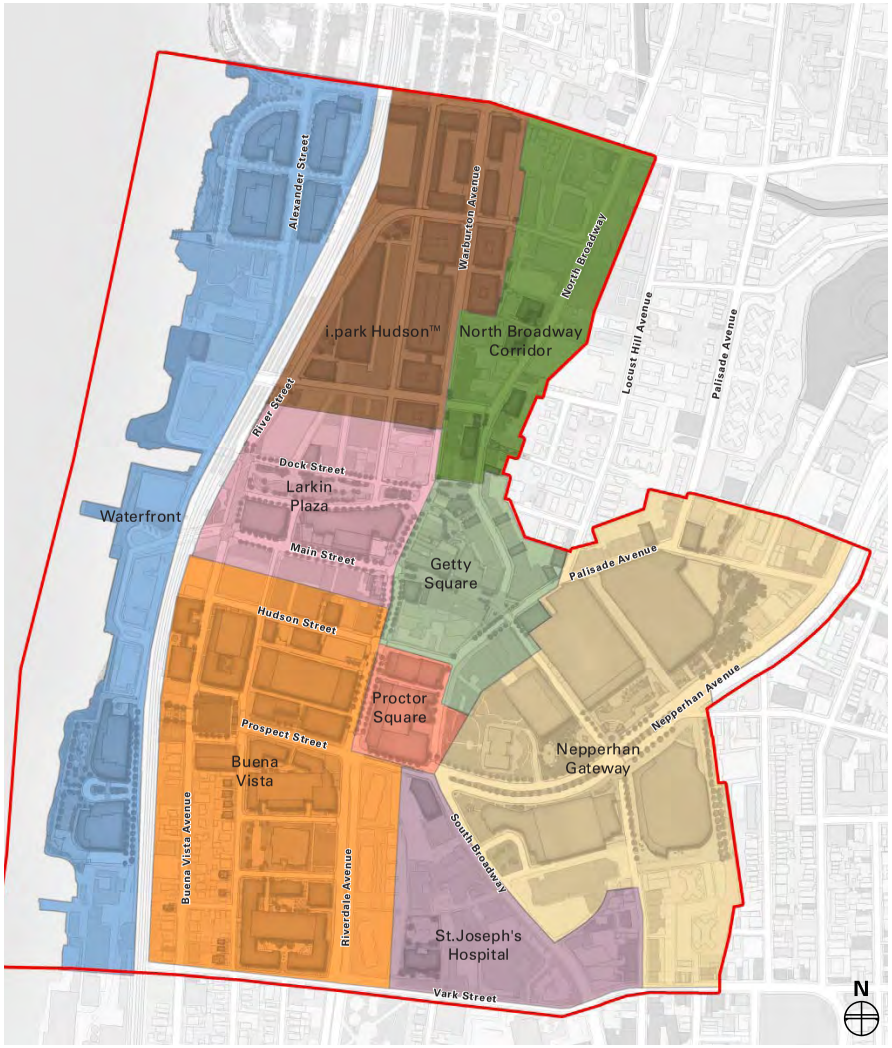
DISTRICT PLANS

The master plan is divided into a series of districts, each with unique character, uses, and opportunities for future development. Identifying these unique character areas results in a downtown comprised of a series of experiences that are unique yet interconnected by a walkable network. The following pages identify the essential characteristics of the below districts and the recommended initiatives. The districts described include:

- Getty Square
- Larkin Plaza
- Waterfront
- Buena Vista
- Proctor Square
- Nepperhan Gateway
- i.park Hudson™



District Diagram

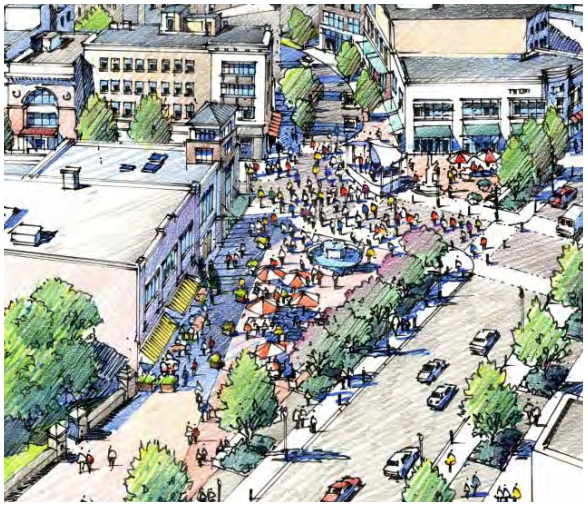
Getty Square

Getty Square has long been recognized as the center of town. The square is very busy for parts of the day, however many participants in the process complained that it was not functional and was dominated by transit vehicles. It is widely regarded as not pedestrian friendly and has not supported the civic functions that it should.

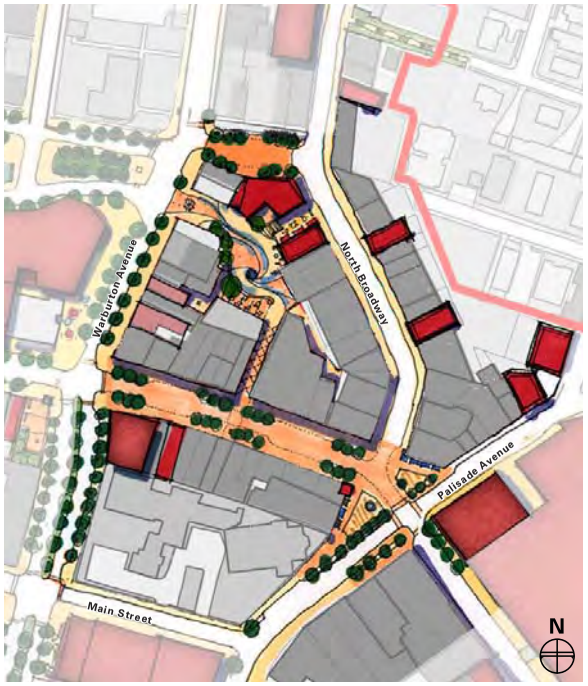
The master plan recommends the removal of a portion of Broadway to create permanent landscaped plaza space. This is made possible by changes to the flow of traffic and transit. Removal of this street segment allows for the most operational flexibility for public events and permits alternative traffic flows. The city will then achieve a proper balance of pedestrian and vehicular space in the square. The square and portions of Main Street can be closed off to vehicles for special events, greatly expanding pedestrian areas for booths, performances, and other festival activities. The design of the streets and sidewalks can reflect this flexibility with the use of curbless streets, bollards, special paving and special lighting.

ESSENTIALS

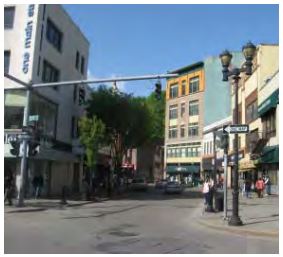
- Relocate bus transfers to Riverdale Avenue
- Change Main and Broadway to two way streets
- Improve pedestrian areas in Getty Square
- Renovate the Wheeler Block and create an interior courtyard



(left) Perspective view of
(top) Photograph of existing alley



Getty Square Plan



Main Street with "curbless design" for festival events.

Broadway redesigned for two way traffic.

WHEELER BLOCK

The Wheeler Block is a block of well preserved and architecturally distinguished mercantile buildings from the late 19th and early 20th centuries. Passages connect the center of the block, an alley space of generous proportion, to Getty Square and Larkin Plaza. The master plan recommends continued restoration and reuse of the buildings in the block, and use of the ground floors for retail and restaurants. The central alley area can be transformed into a landscaped courtyard with dining areas and shop fronts opening into the space. With this transformation, Yonkers can expand the pedestrian passage network in the downtown and create a unique and distinguished public space.

(left) Perspective view of
(top) Photograph of existing alley

(above) Perspective view of proposed interior plaza within the Wheeler Block
(bottom right) Existing photograph of Wheeler Block interior

Larkin Plaza

Larkin Plaza is an interesting public space that connects the waterfront and railroad station to the Getty Square shopping area. This space, for years a parking lot, will be transformed into a landscaped plaza with the restoration of the Mill Creek watercourse as a central feature. The Mill Creek figured prominently in the creation of Yonkers but was gradually piped and covered over with intense urban development. The new park space will celebrate this historic watercourse by naturalizing the last segment of the Creek as it enters the Hudson River. The park will accommodate small outdoor events along the edges of the water course. Investment in this important space will create an attractive address for redevelopment in the adjacent blocks.

ESSENTIALS

- Build Larkin Plaza as a major new public space
- Build new office buildings around the plaza
- Activate the street level with cafes, restaurants and shops
- Restore historic buildings in the district

Larkin Plaza Potential Build-out

Larkin Plaza

A substantial redevelopment of the block between Larkin Plaza and Main Street is possible with selective preservation and demolition. To minimize shadows in the newly renovated Larkin Plaza, new buildings on the south face of the plaza (north side of the block) should be limited to 65 feet. Taller buildings can be developed in the block along Main Street. We recommend a 5' setback at 65' for towers. They should be designed to avoid creating additional shadows in Larkin Plaza. Parking for new development should be concealed from view and located in the center of the block. Retail, restaurant and entertainment uses should be located on the ground floor of the block. Ground floor office uses should be permitted only on Larkin Plaza.

Larkin Plaza

Waterfront

The Hudson riverfront is Yonker's primary attraction. Over the past several years, the city has begun transforming the riverfront from industrial uses to mixed uses. A new riverfront promenade has been developed in parallel with new housing, a marina, pier, restaurants and park spaces. The Alexander Street Master Plan will extend the promenade north along the Hudson River, greatly expanding park space and public access to the riverfront. A new development, Palisades Point, south of the central riverfront area will anchor the south end of the public waterfront. This residential development will include two towers and ground related residential units.

For any future waterfront initiative, the city should continue to seek ways to strengthen access to the riverfront from the downtown area. To do so will involve overcoming two major barriers, the rail corridor and topography. Pedestrian access to the riverfront from the downtown should be user friendly. Sidewalks should be lined with amenities and activities where possible.

ESSENTIALS

- » Extend waterfront promenade
- » Palisades Point

Waterfront Potential Build-out

Waterfront

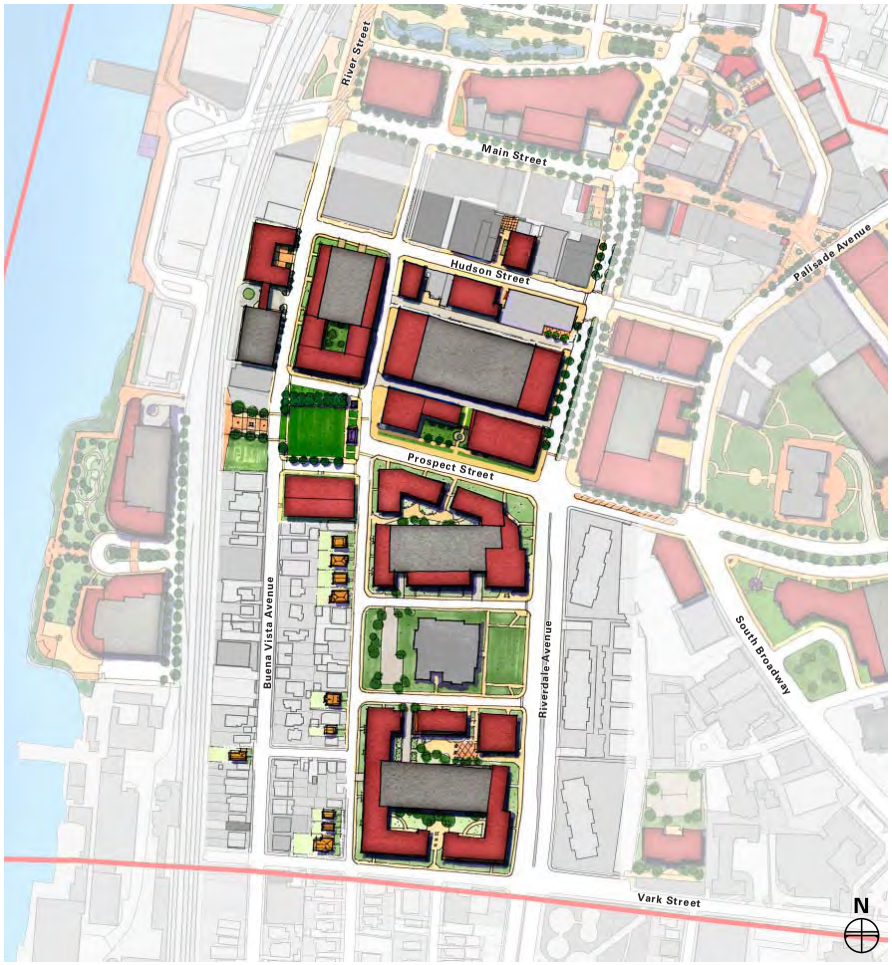
Buena Vista

Buena Vista is aptly named, a neighborhood on the bluff overlooking the Hudson River just south of the downtown. The blocks located between Hudson and Prospect are prime redevelopment opportunities. With a few exceptions, the buildings in these blocks have outlived their economic usefulness and should be replaced with more intense forms of development to increase the amount of commercial and residential development in close proximity to the rail station and downtown amenities. Prospect, an extension of Nepperhan, is a residential street and should be designed to discourage through traffic. Prospect will terminate in a new neighborhood park located between Buena Vista and Hawthorne Avenue that will serve as a beautiful setting for new residential development and will create new view corridors of the Hudson River. Streets around the park will effectively distribute traffic bound for downtown. The two blocks between Hudson and Prospect, Buena Vista and Riverdale can accommodate substantial new residential and commercial development with structured parking. Buildings up to 20 stories are possible in these blocks. Commercial buildings will be concentrated along Riverdale.

ESSENTIALS

- New neighborhood park at Buena Vista and Prospect
- Teutonia development
- Redevelop the Shoprite block into a mixed-use street oriented development
- Long term redevelopment of Riverview into new housing

Buena Vista Potential Build-out



Buena Vista

RIVERVIEW

Riverview was developed in the 1970s as low-income housing. Long considered an eye sore and problem spot, recent investment in the property by new owners will extend the life of the development for a number of years. Ultimately, these inefficient and ugly buildings can be replaced by new housing at a higher density. The school parcel is planned to remain as a public school. The two flanking blocks can be redeveloped as a mix of apartments and townhouses arranged to face streets and form courtyards. Above grade parking garages will accommodate the required parking for each block and can be naturally ventilated to reduce construction and operation costs. A mix of building types and heights is illustrated to respond to differing conditions along each street frontage.

Riverview

Left: Existing Conditions
Below: Potential Build-out

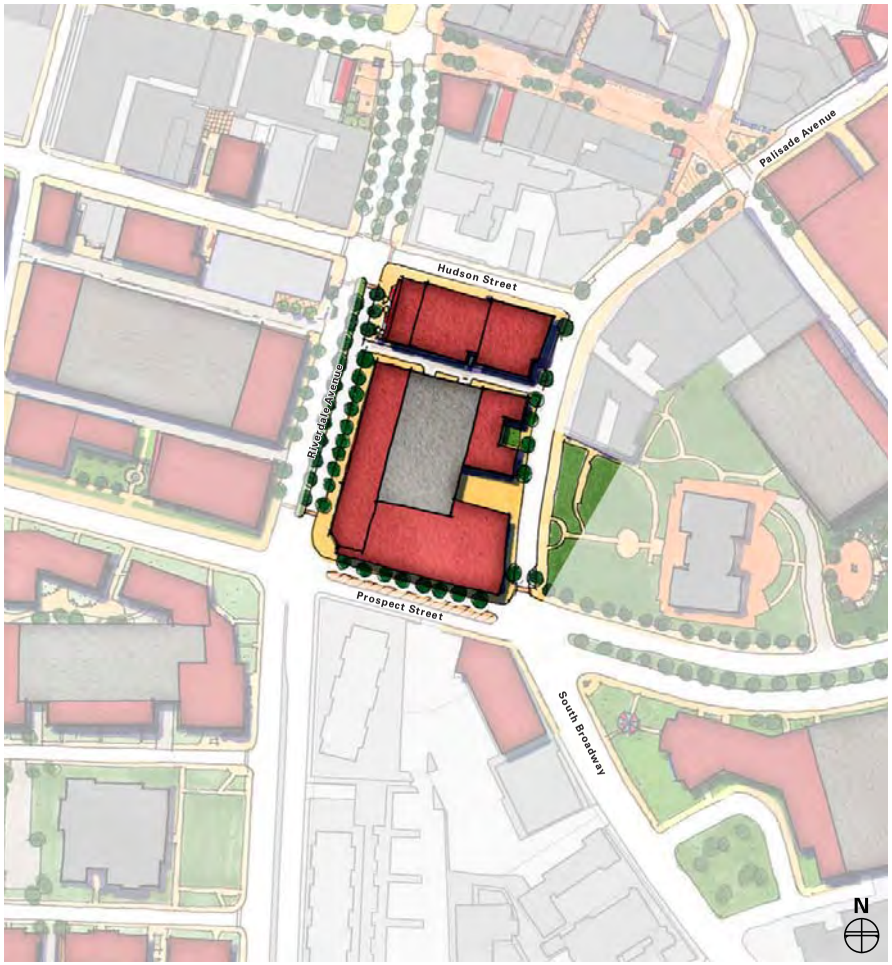
Proctor Square

The Proctor Theater, once a major cultural destination in the region has been vacant for many years. This theater should be restored as a new performance venue and major draw for the downtown. Parking lots along Riverdale Avenue provide valuable space to expand the back stage and support areas of the theater. Street level uses along Riverdale can include galleries and restaurants. With selective demolition, additional space can be provided for offices and parking in the block. Efforts should continue to reuse the historic Roosevelt Ballroom in Philipsburgh Hall. Reuse of this historic room and the entire building will be a valuable component of a comprehensive redevelopment vision for the whole block. A new mixed use tower can be built along Broadway, similar in height to the historic office buildings across the street.

ESSENTIALS

- Reuse Proctor Theater as a new cultural venue
- Build new performance and support spaces for music and theater
- Cluster galleries and restaurants along Riverdale
- Reuse the Roosevelt Room for cultural uses

Proctor Square Potential Build-out



Proctor Square

RIVERDALE AVENUE

Riverdale Avenue has been regarded as hostile to pedestrians and a barrier between the waterfront area and Getty Square. New development on existing parking lots, new streetscapes, and safe crossings for pedestrians will better accommodate pedestrians and eliminate a barrier to growth in the downtown. New development should include ground level shops, restaurants and galleries with a mix of offices and residential uses above. Bus transfer stops will be moved from Getty Square to Riverdale Avenue, a wide street better suited for this activity and more central in the downtown. Bus layovers should be moved from Riverdale to a more suitable location that is less blighting to street life in the downtown.

The Nepperhan Gateway

Nepperhan/Yonkers Avenue is a major approach to downtown Yonkers from regional parkways to the east and has the potential to become a memorable urban gateway. The city's largest transformations can occur along this road with development of River Park Center on the northern side of Nepperhan and a new arena, fire station and hotel along the southern side. A major new linear green space can be created along the northern side of the avenue with the naturalizing of the Saw Mill River and development of River Park Center. If it is decided to eventually demolish the Medical Arts building, new vistas of City Hall will open up as motorists approach downtown. Development along Nepperhan should be setback from the boulevard to allow for landscaped frontages and plaza spaces. Crosswalks with island refuge points should be provided to improve pedestrian safety.

ESSENTIALS

- River Park Center – major entertainment and sports destination
- New linear park along Nepperhan
- 200 – 250 Residential Units
- New hotel and offices
- New fire station and garage
- Possible new arena

Nepperhan Gateway Potential Build-out

Nepperhan Gateway

RIVER PARK CENTER

River Park Center is the cornerstone development for downtown Yonkers. This development will consist of a major infusion of new retailers and entertainment uses that will draw people back to the downtown. The development will also consist of a major parking garage and new housing. The development also has the potential of accommodating a baseball park on top of the other uses that would draw additional patrons during the summer months. The current design stacks retail and entertainment uses on multiple levels along an interior arcade that feeds into Getty Square. New retail will animate Market Street, strengthening this critical street linkage to nearby neighborhoods. This new critical mass of retail and entertainment will be a game changer for the downtown and stimulate additional investment.

ARENA

The plan illustrates placement of a new arena across Nepperhan from River Park Center. Development of a new arena will require a feasibility study to identify potential users, project metrics, land acquisition, and financing. A parking strategy will need to be developed that does not threaten parking availability for adjacent users.

FIRE STATION, PARKING GARAGE, AND HOTEL

The city has identified a preferred location for a new fire station and parking facility across Nepperhan from City Hall. In addition, a major new 200+ room hotel can be located at the corner of Broadway and Nepperhan, on a highly visible and strategic site. The hotel should include conferencing capabilities to fill a need for meeting and event space that has been lacking in the downtown. Associating this space with a hotel operator will insure that the facility is well managed and catered. The conference facility may include a ballroom to provide flexibility for potential users.

Nepperhan Gateway

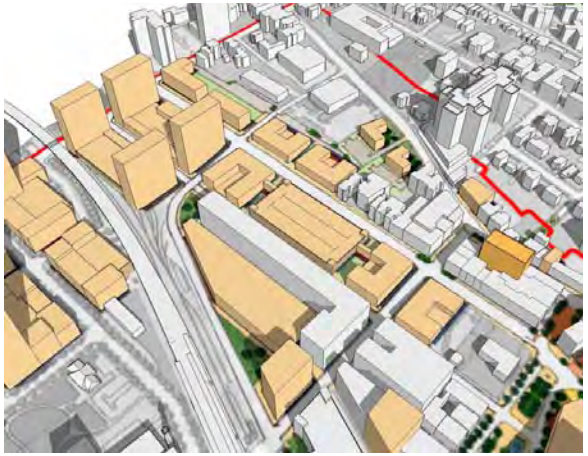
Below: The above options shows a hotel/conference facility close to the arena and a fire station off Guion Street.
Above: The below options shows a new fire station on New Main Street and hotel/conference facility to the north.

I.Park Hudson™

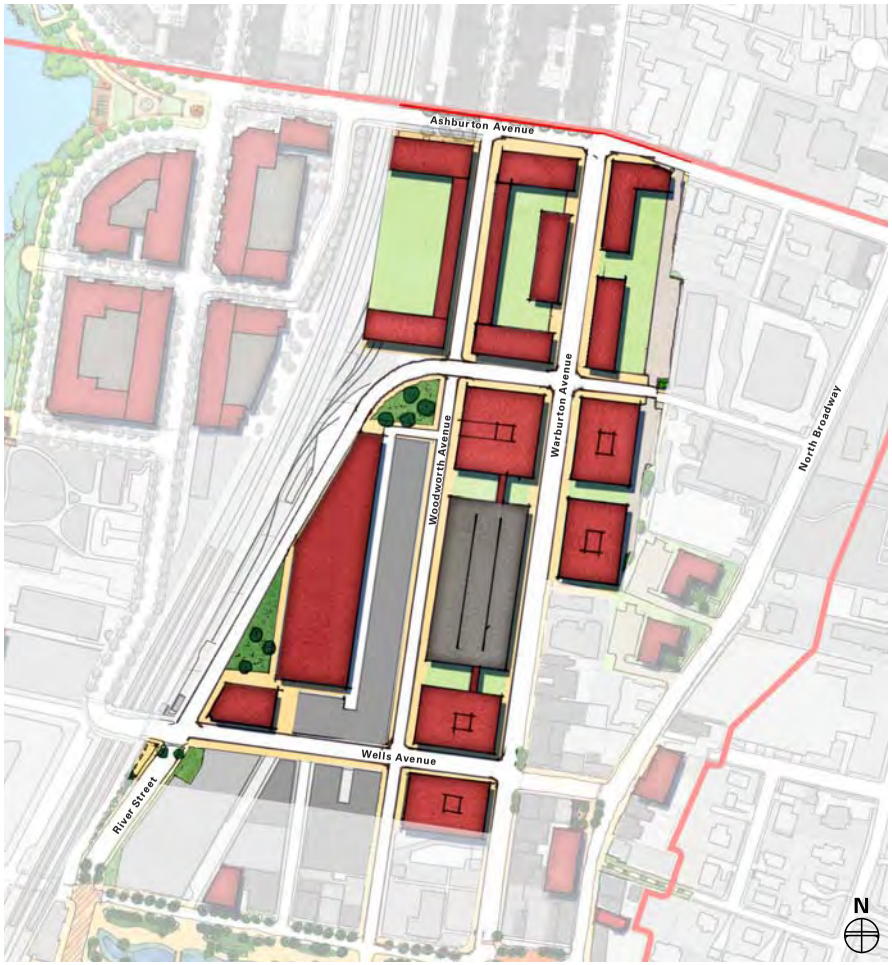
I.park Hudson™ is a major concentration of historic factory buildings built for Otis Elevator and other industrial concerns in the late 19th and early 20th centuries. Kawasaki is the major industrial tenant fabricating subway cars for the region. Firms in the medical and design fields are populating the old loft buildings as the area transitions from manufacturing to advanced design and research industries. This plan anticipates the eventual relocation of the rail car fabrication operations to a more advantageous location. If the existing machine shed and hybrid parking/office building is no longer useful, these buildings can be replaced with new office and research buildings and a major parking facility. Critical to future success is the extension of city streets into the site to create a street grid and block structure to provide multiple access locations and strong connections to the train station and major city arterials.

ESSENTIALS

- Demolition of Machine Sheds along Warburton
- Extension of Woodworth, Wells and Quincy Place into the site
- Create new mixed use development blocks
- Protect historic factory and loft buildings
- Conceal new electric utility building behind occupied buildings
- Create strong connections to the Railroad Station



I.Park Potential Build-out



I.Park

REGULATING PLANS

PREDOMINANT LAND USE

The study area is divided into five predominant land use categories. A partial list of permitted uses for each district is described below:

Mixed Use

- Day Care
- Indoor Recreation
- Medical
- Office
- Overnight Lodging
- Passenger Terminal
- Personal Service
- Restaurant/Bar
- Retail Sales
- Household Living

Residential

- Day care
- Household living
- Group living
- Social Service
- Restaurant/Bar
- Convenience Retail

Research and Development

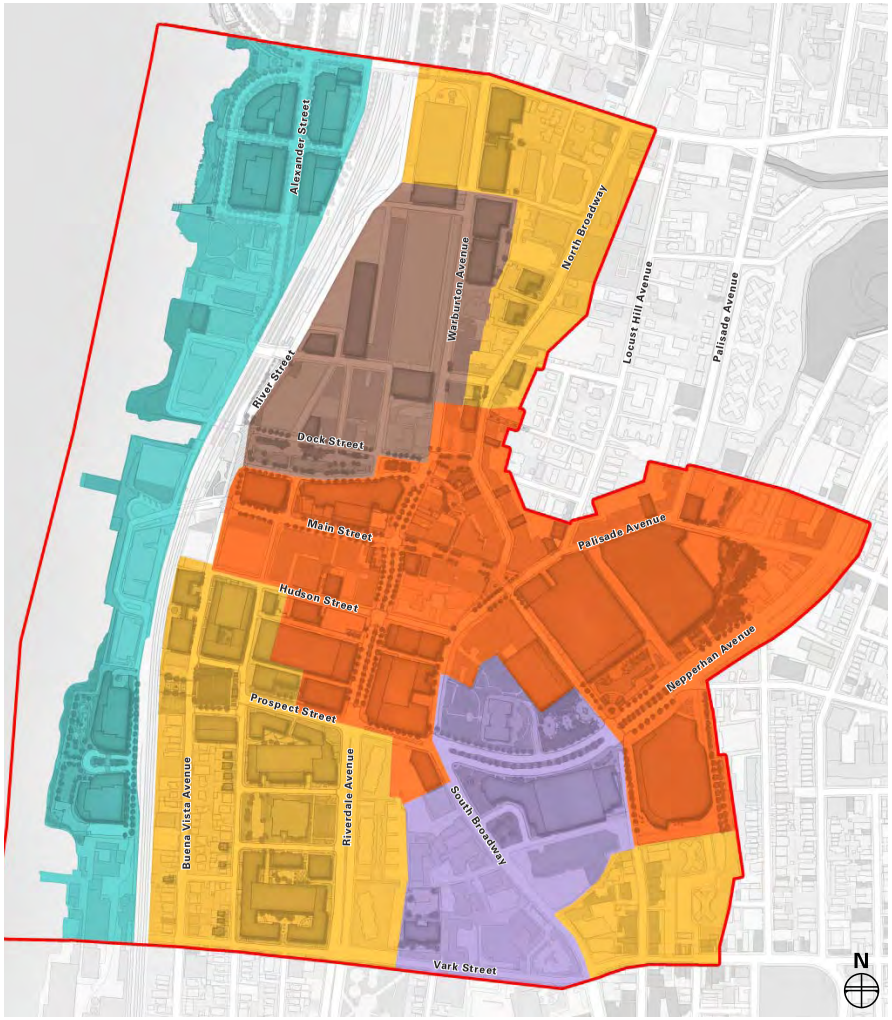
- Day Care
- Light Industrial
- Light Manufacturing
- Office
- Research and Development
- Utilities
- Warehouse and Distribution

Waterfront District

- Day Care
- Household living
- Overnight Lodging
- Restaurant/Bar
- Convenience Retail
- Entertainment
- Public Assembly
- Office

Institutional

- Day Care
- Government Offices
- Social Services
- Medical
- Public Assembly
- Stadiums and Arenas
- Entertainment
- Overnight Lodging
- Emergency Services
- Restaurant/Bar
- Retail Sales

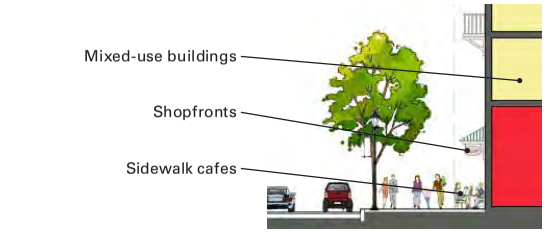


Predominant Land Use Diagram

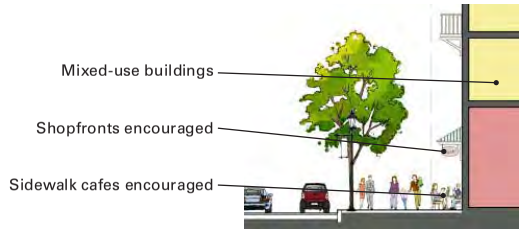
RESIDENTIAL | MIXED-USE | WATERFRONT DISTRICT | RESEARCH & DEVELOPMENT | INSTITUTIONAL

FRONTAGES

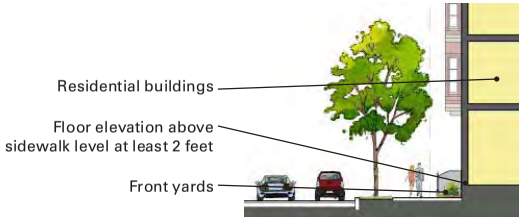
Shopping Frontage
The shopping frontage is intended for areas where the highest level of walkability and retail oriented activity is desired. The frontage requires shopfront building elements on all buildings.



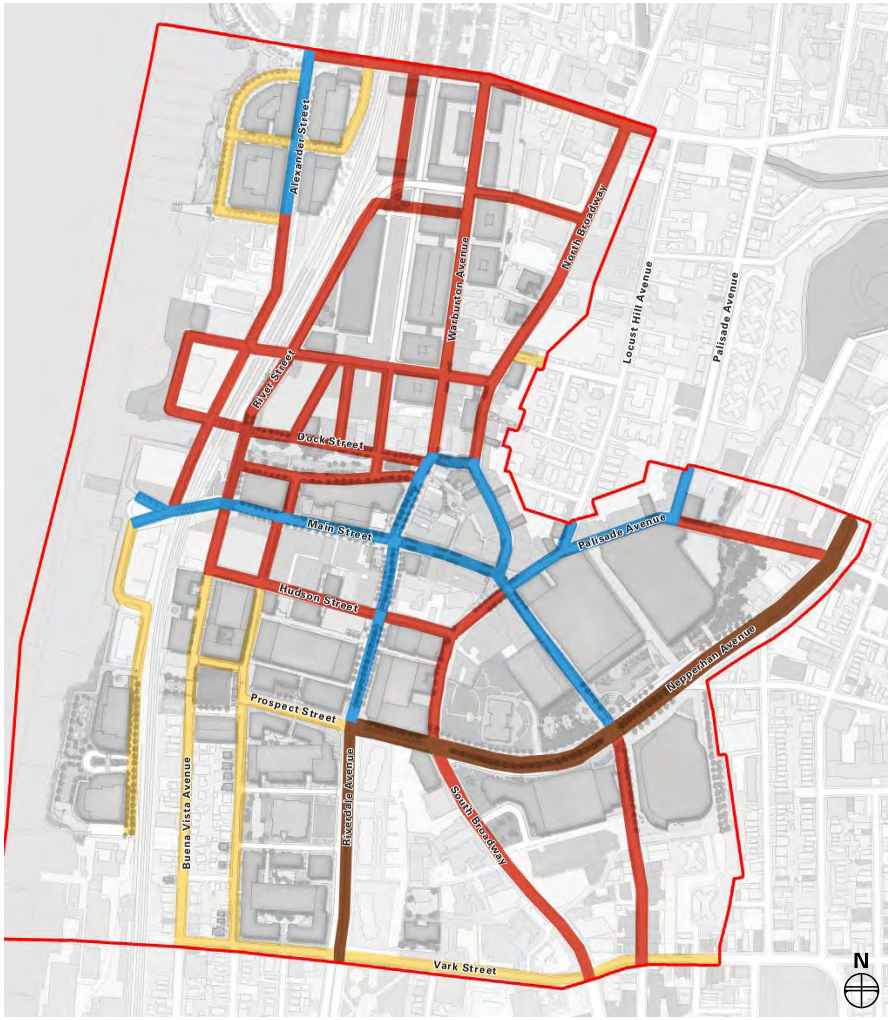
Mixed Use Frontage
Mixed use frontage can accommodate a mix of uses including retail, restaurants, lodging, entertainment, residential lobbies and offices. Shopfront building elements are encouraged but not required.



Residential Frontage
Residential streets are fronted with houses and neighborhood serving retail and services. Residential frontages are usually set back from sidewalks with landscaped front yards. Ground floors are elevated a minimum of 2 feet above sidewalk level.

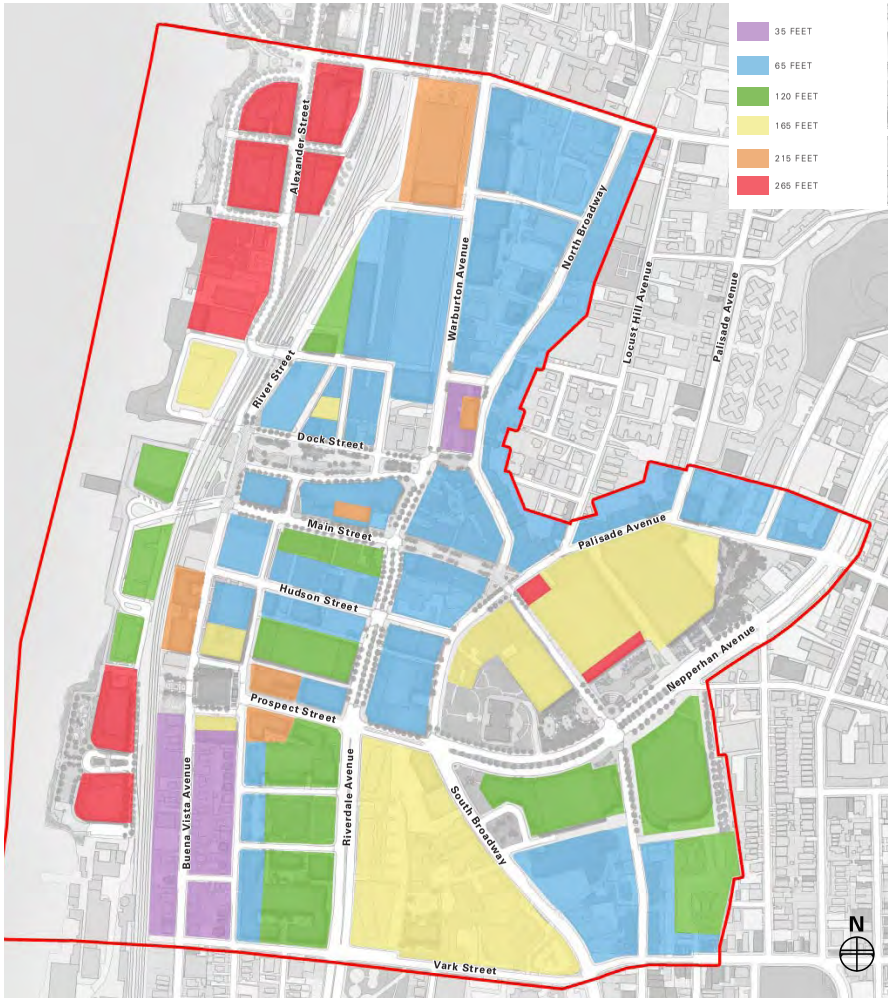


Civic Frontage
These frontages are located along major boulevards and gateways into the downtown. Mixed uses are permitted frontages but are set back from the sidewalk area with landscaped front yards and urban plazas.



Frontage Diagram

RESIDENTIAL FRONTAGE MIXED-USE FRONTAGE SHOPPING FRONTAGE CIVIC FRONTAGE



Height Diagram: The proposed height diagram was created through a design process and several modeling sessions. The three essential principles behind the set heights are the view corridors, shadow, and access to light and air.

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APPENDIX

REPORTS

Draft Yonkers Market Overview
RCLCO
September 2010

Mobility Framework for Downtown Yonkers
Fuss & O'Neill
June 2010

BOOKS

Published for City of Yonkers, New York

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APPENDIX F

SHADOW DIAGRAMS

City of Yonkers
Downtown Rezoning

Draft Generic EIS

Proposed Action Build-out:

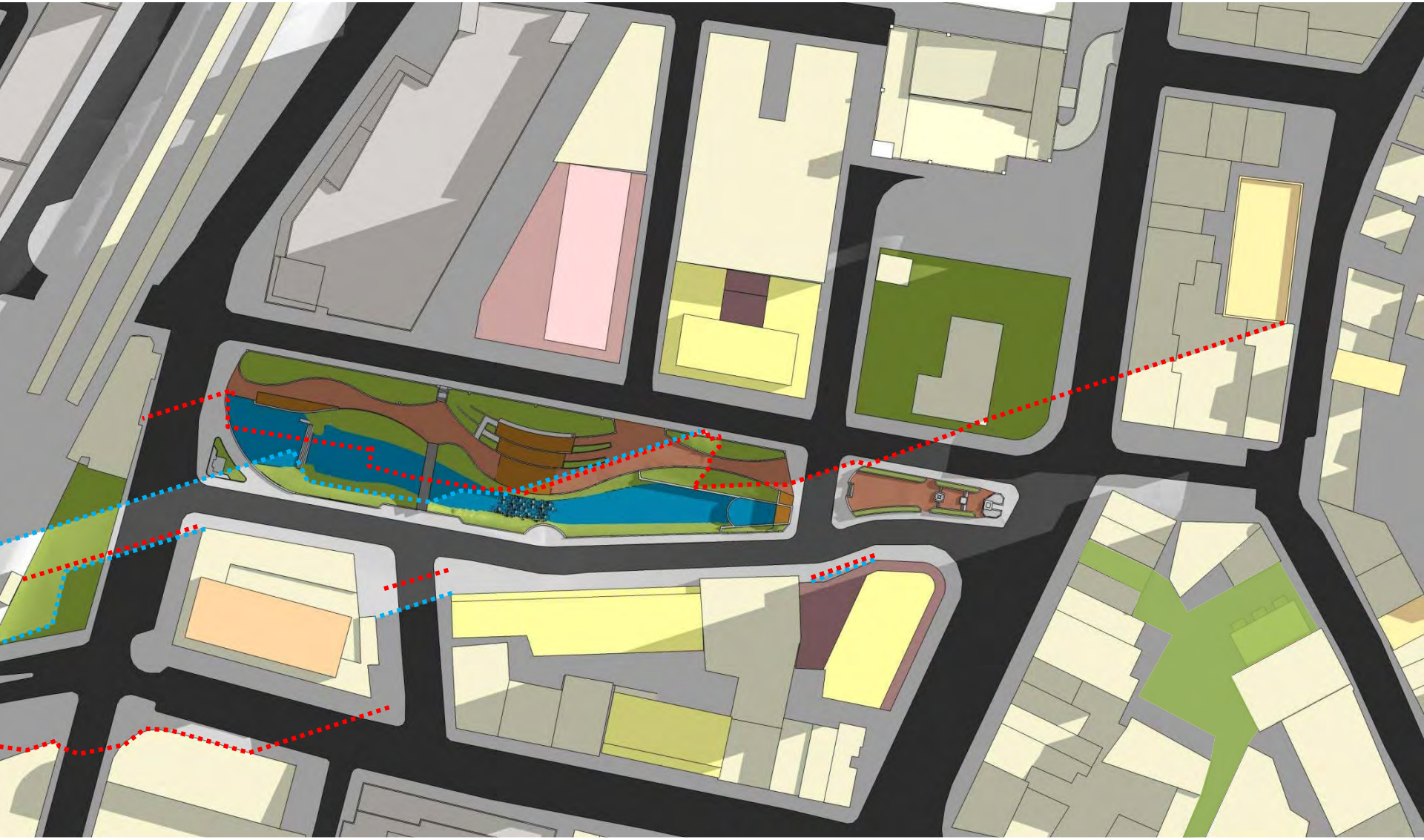
Summer Solstice

(June 20th)

6:00AM – 6:00PM

(Not adjusted for Daylight Saving Time)

Proposed Action Build-out



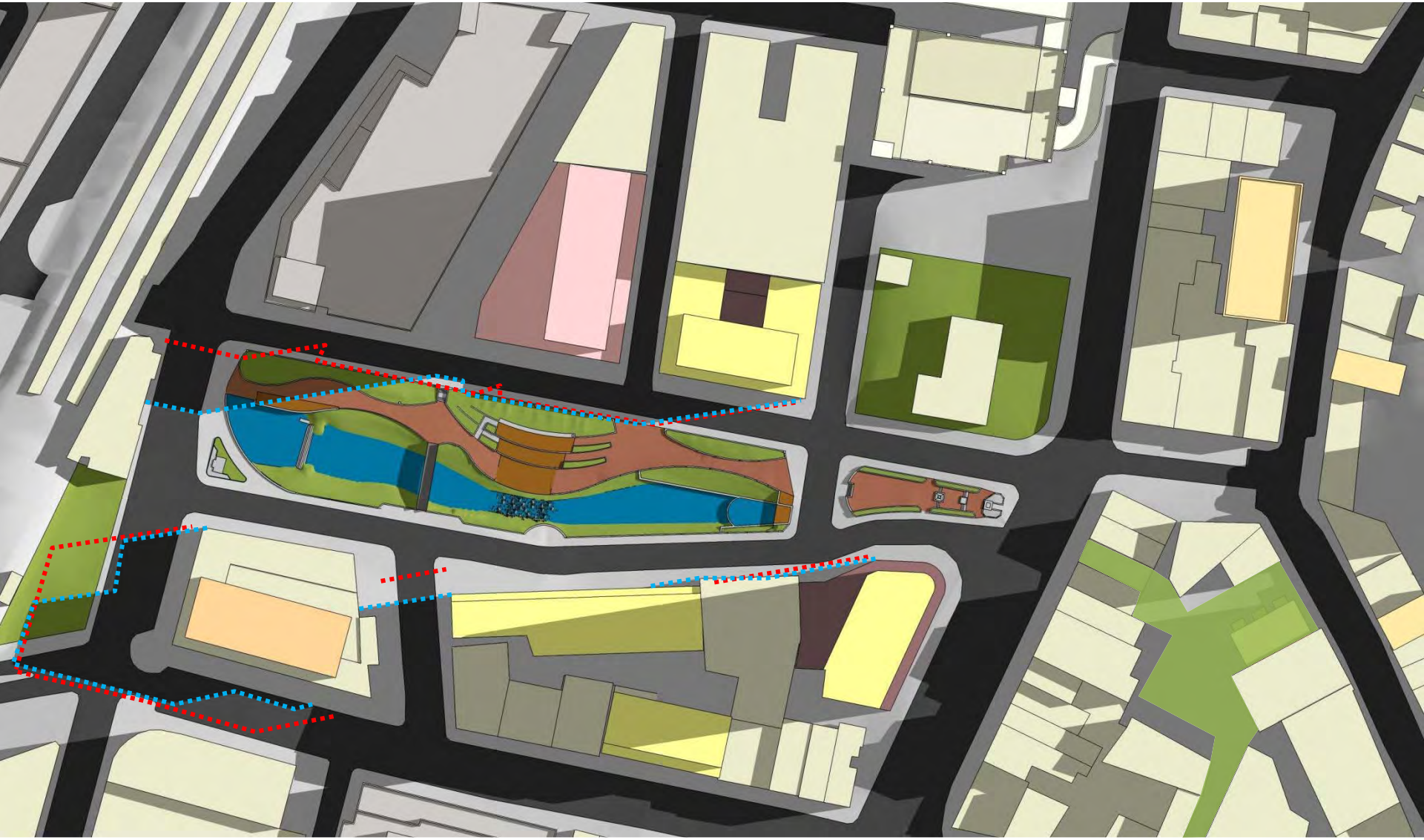
June 20th

6:00AM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



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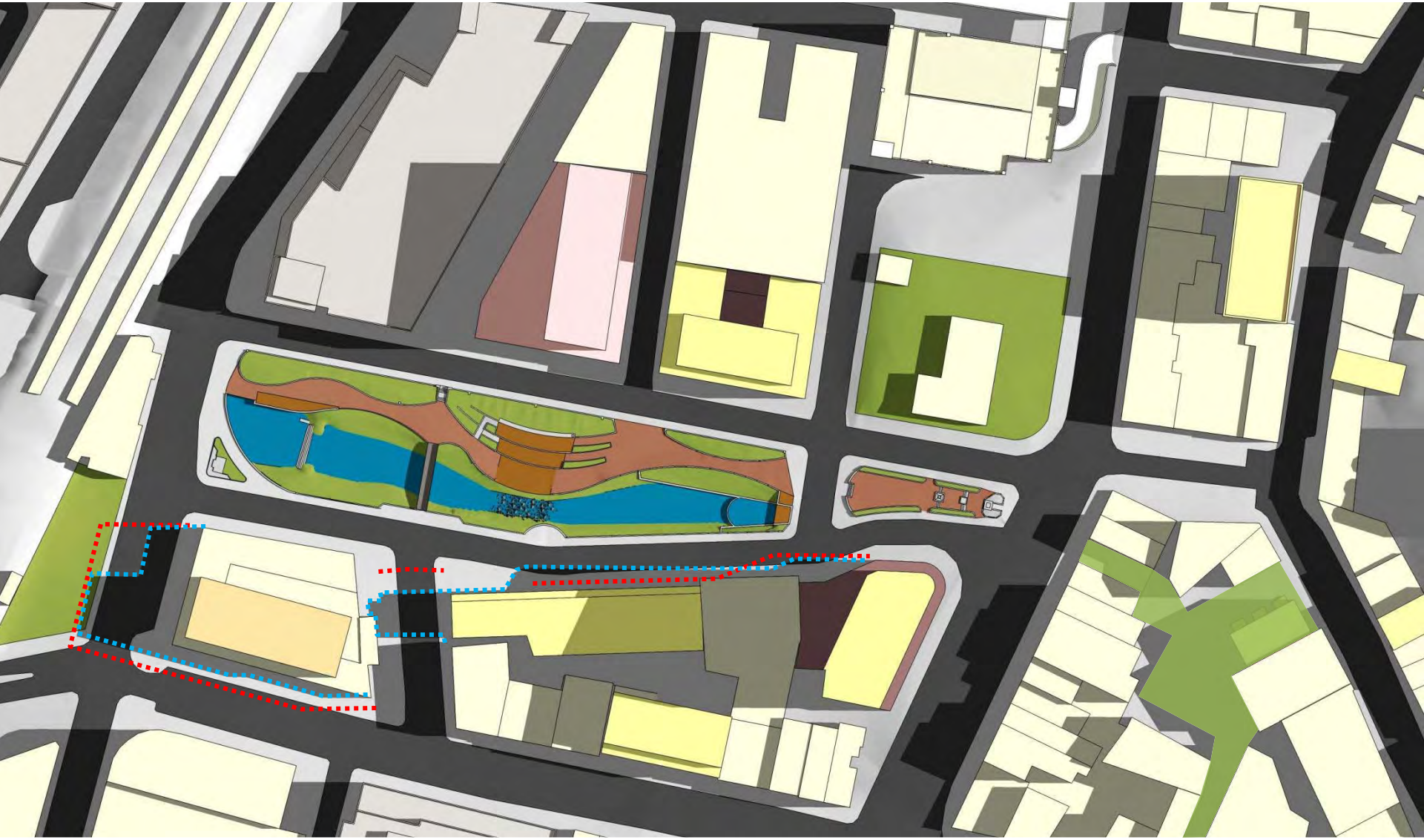

June 20th

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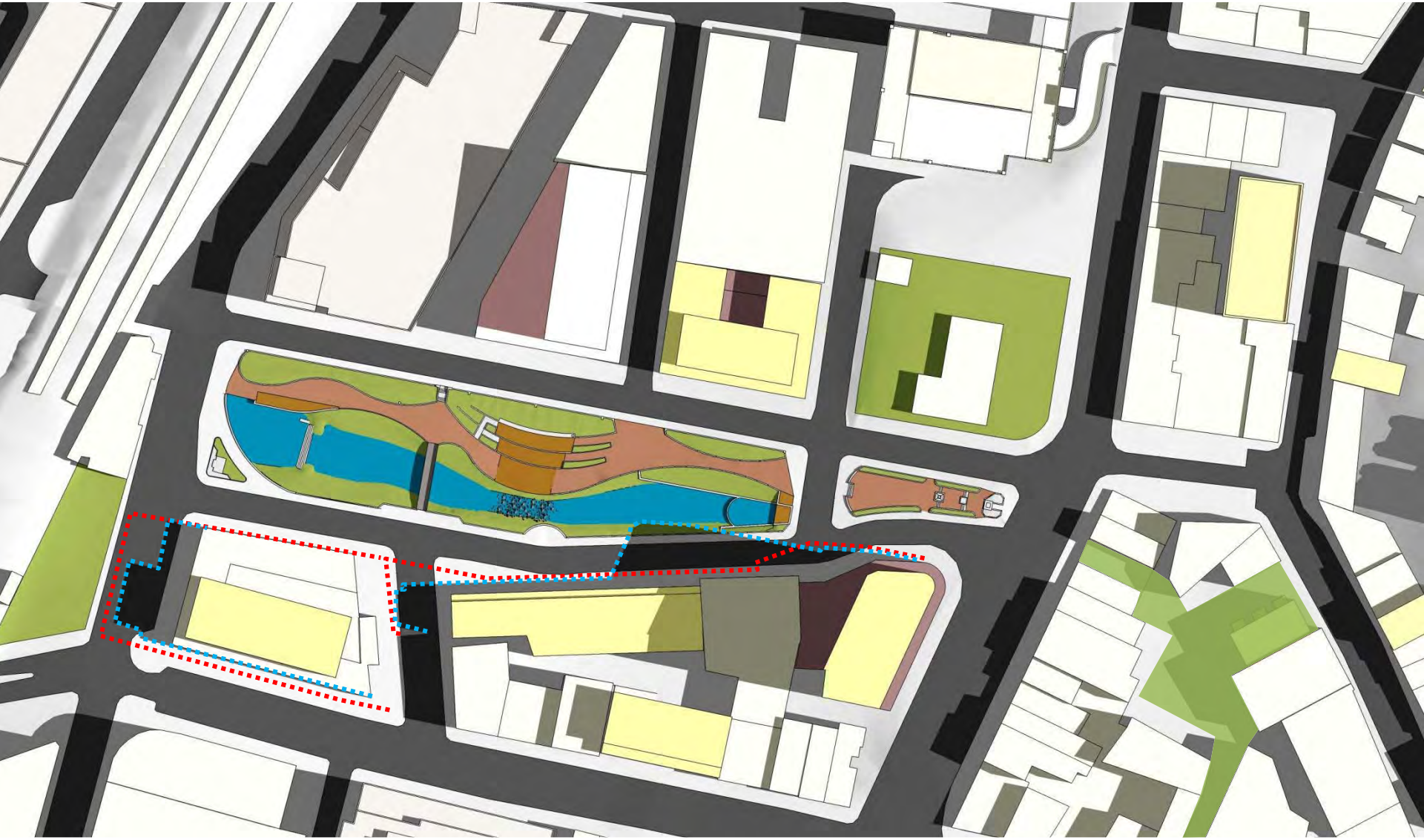
Proposed Action Shadow Lines

Proposed Action Build-out



June 20th

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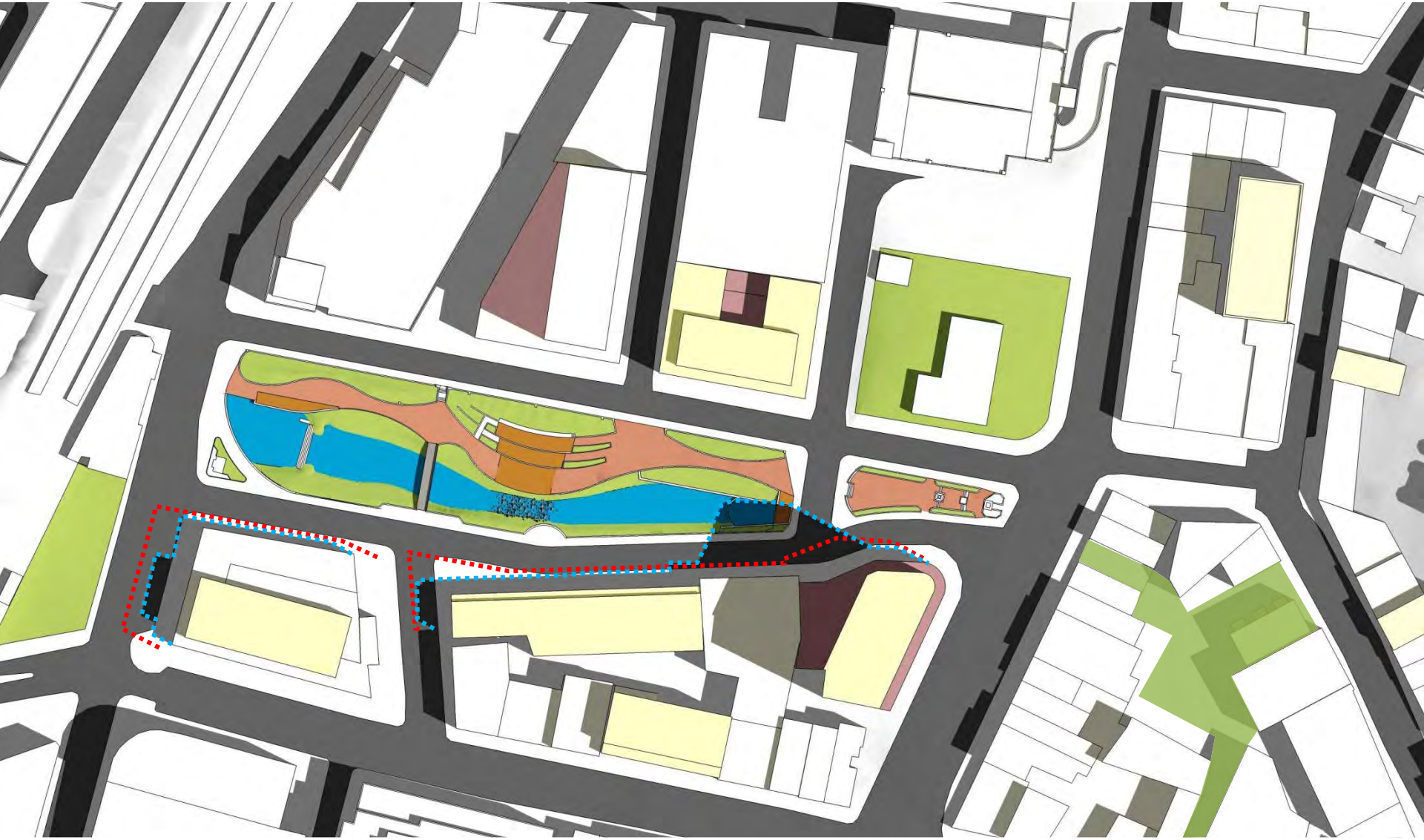
Proposed Action Build-out



June 20th

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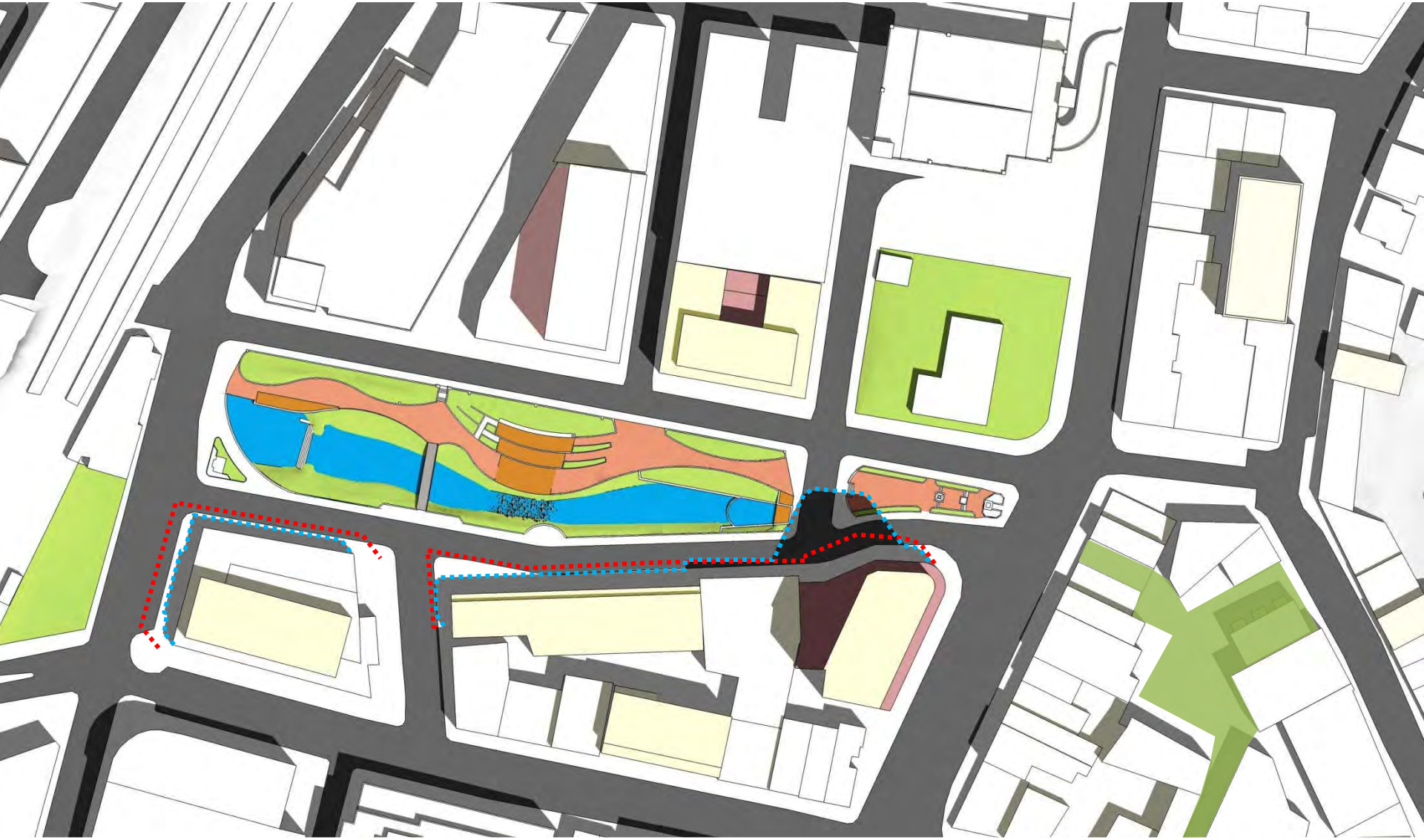

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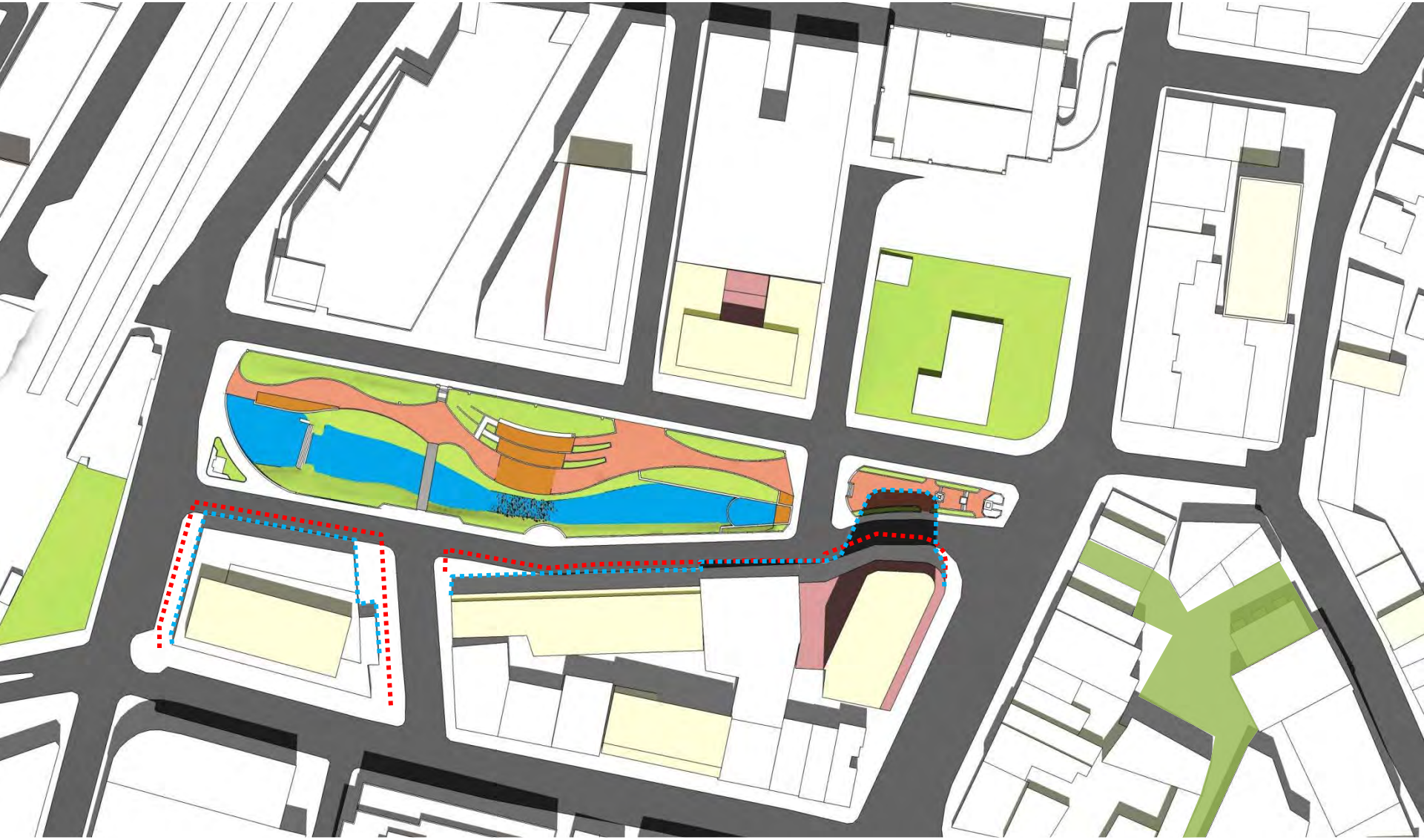

June 20th

12:00PM

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Proposed Action Build-out

June 20th

1:00PM

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June 20th

2:00PM

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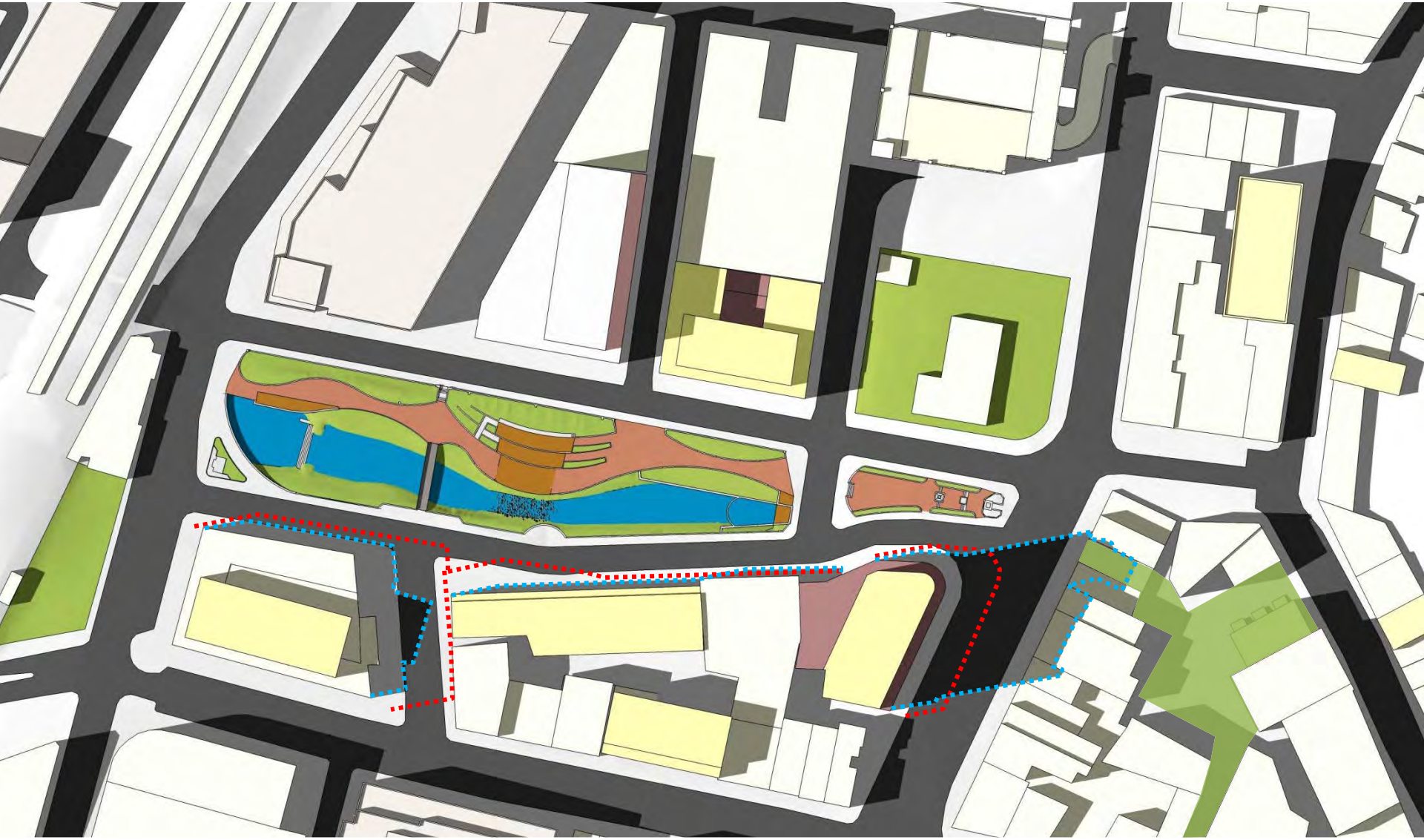
Proposed Action Build-out



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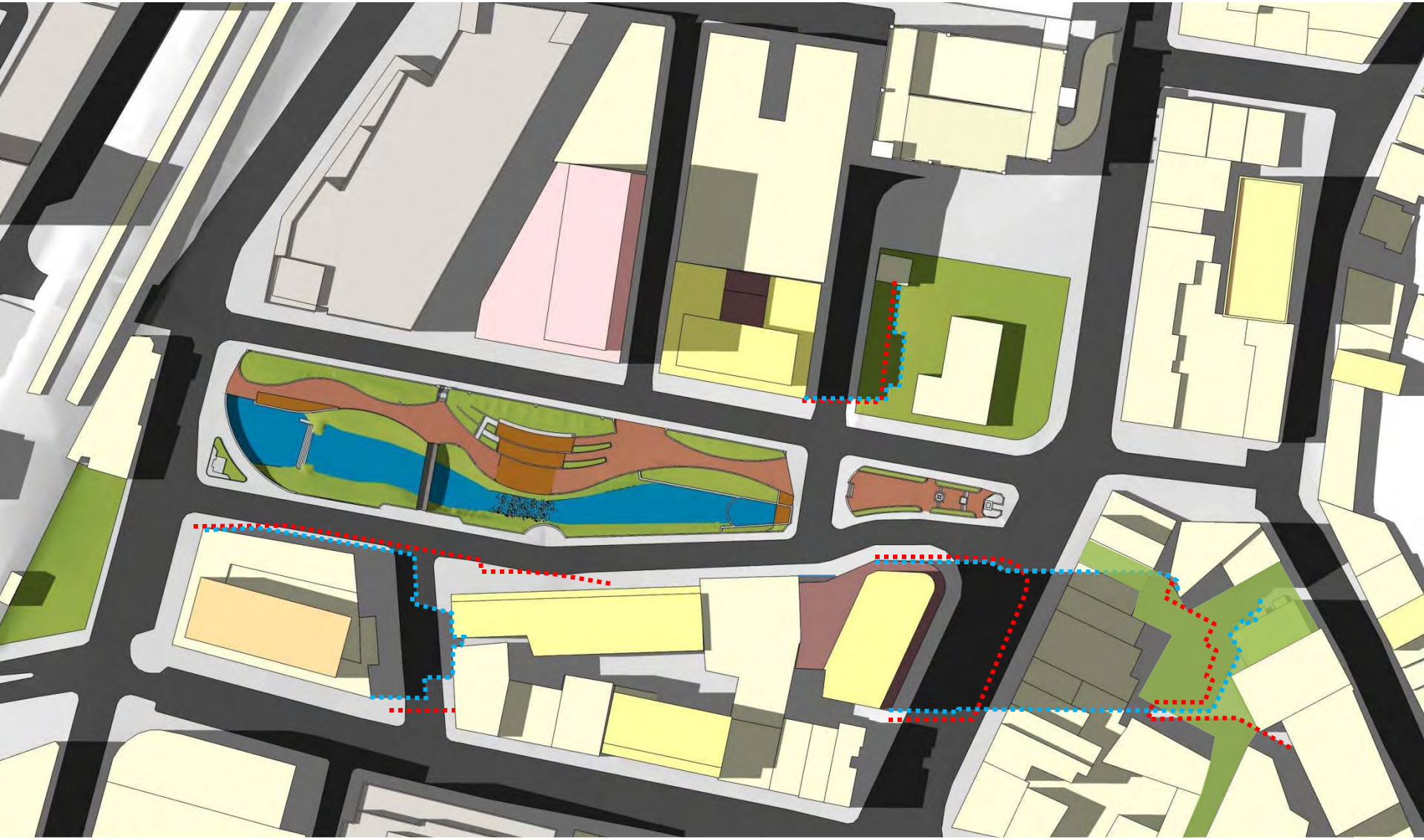

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Proposed Action Shadow Lines

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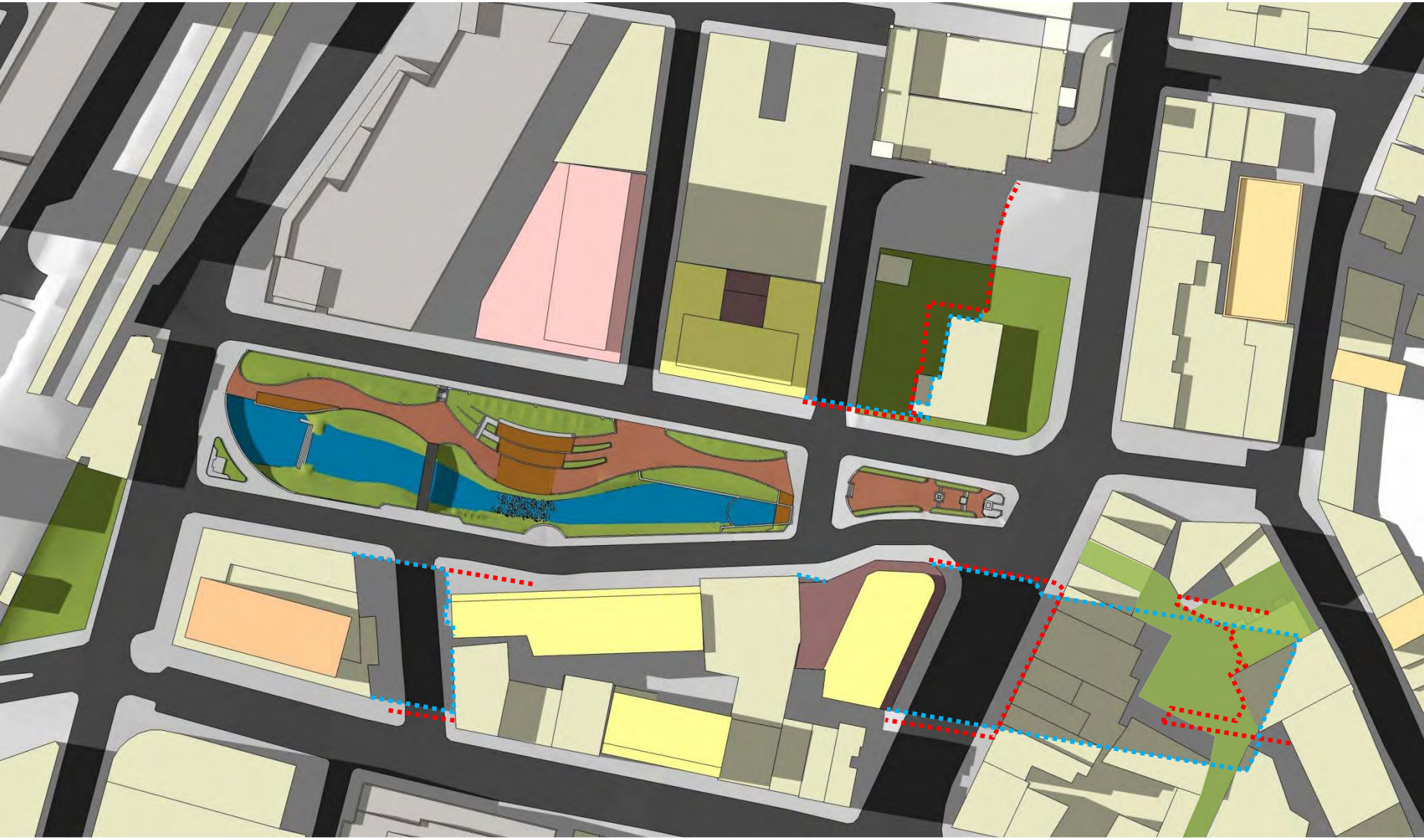

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Proposed Action Shadow Lines

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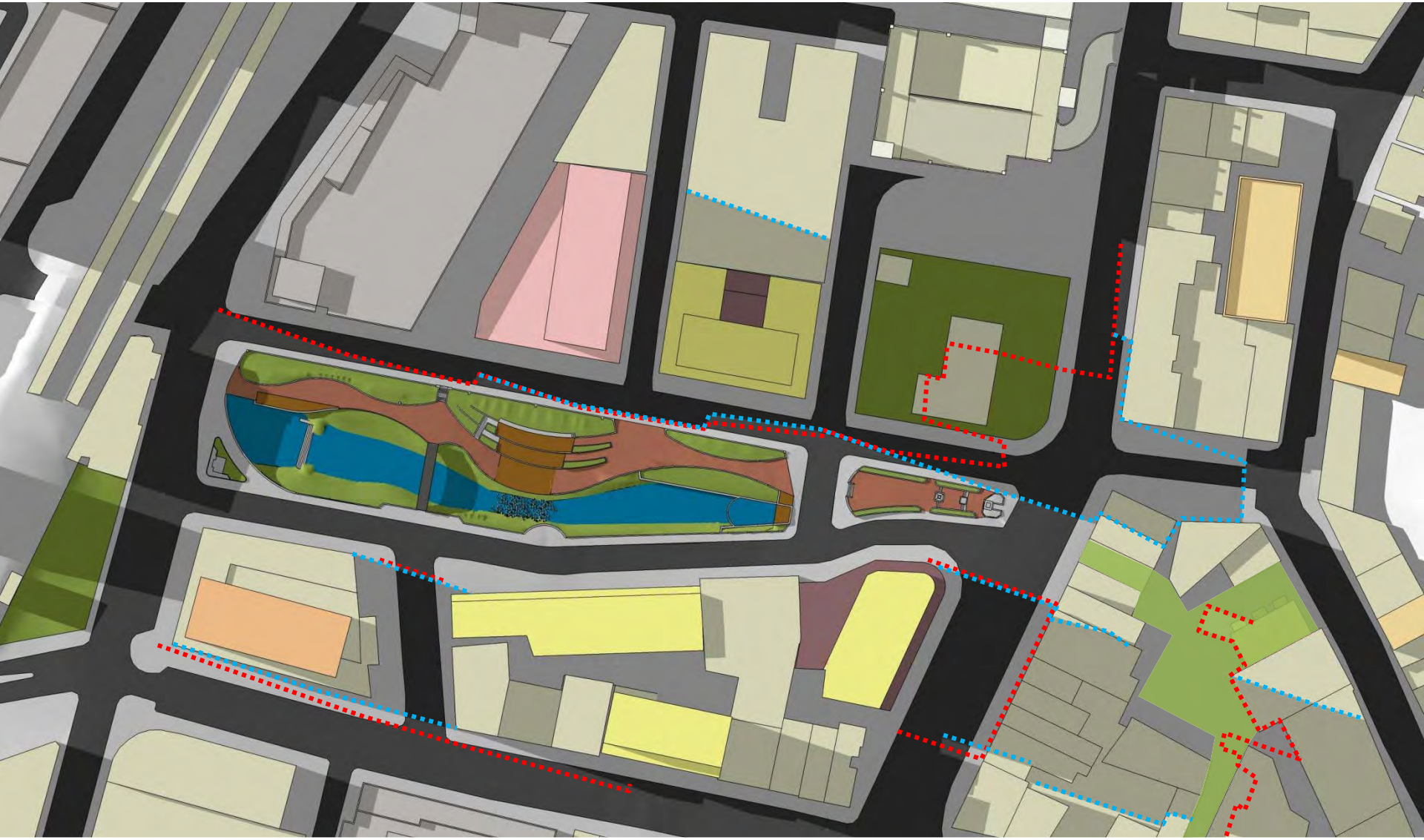


June 20th

6:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out:

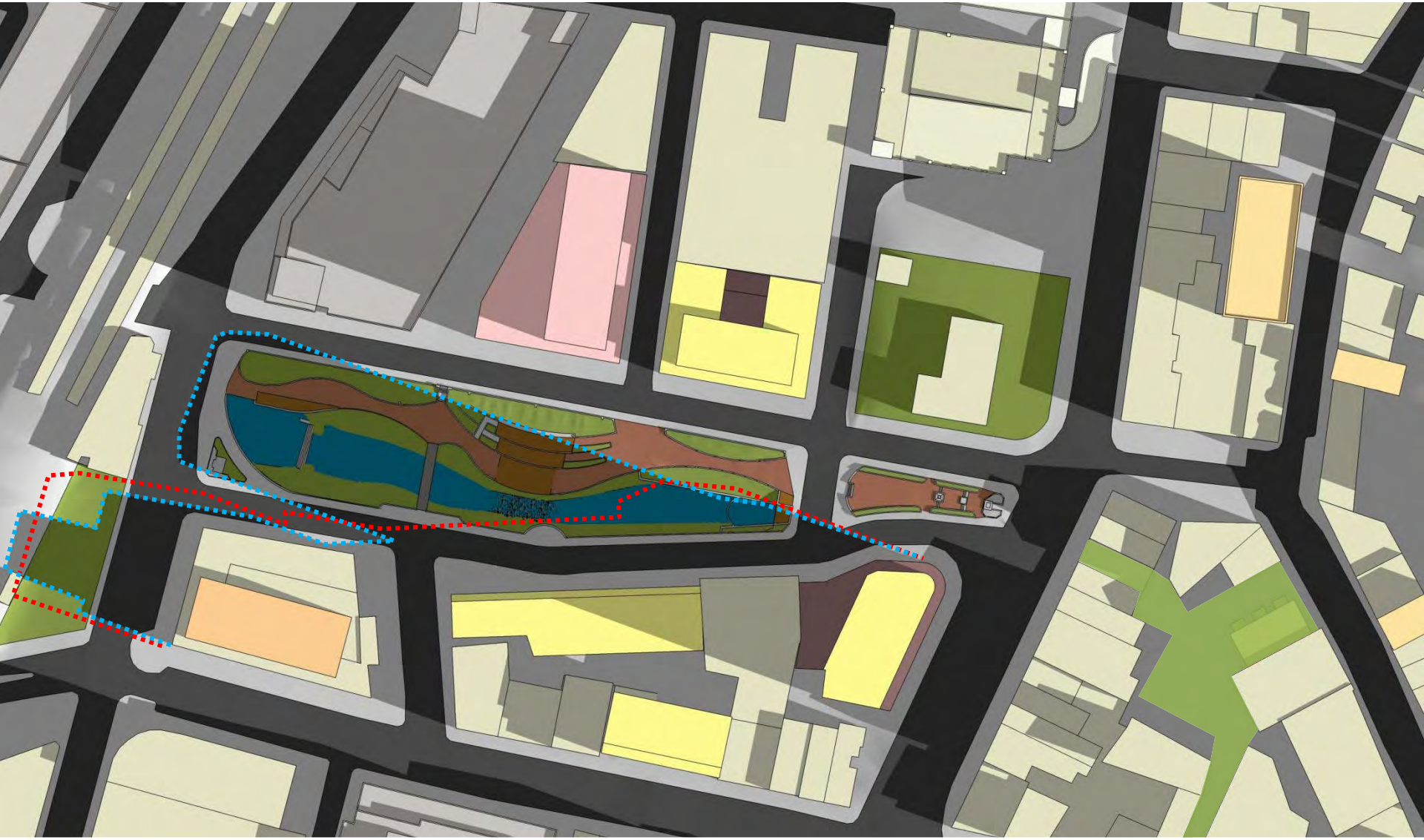
Spring and Fall Equinoxes

(March 20th and September 22nd)

8:00AM – 4:00PM

(Not adjusted for Daylight Saving Time)

Proposed Action Build-out



March 20th & September 22nd

8:00AM

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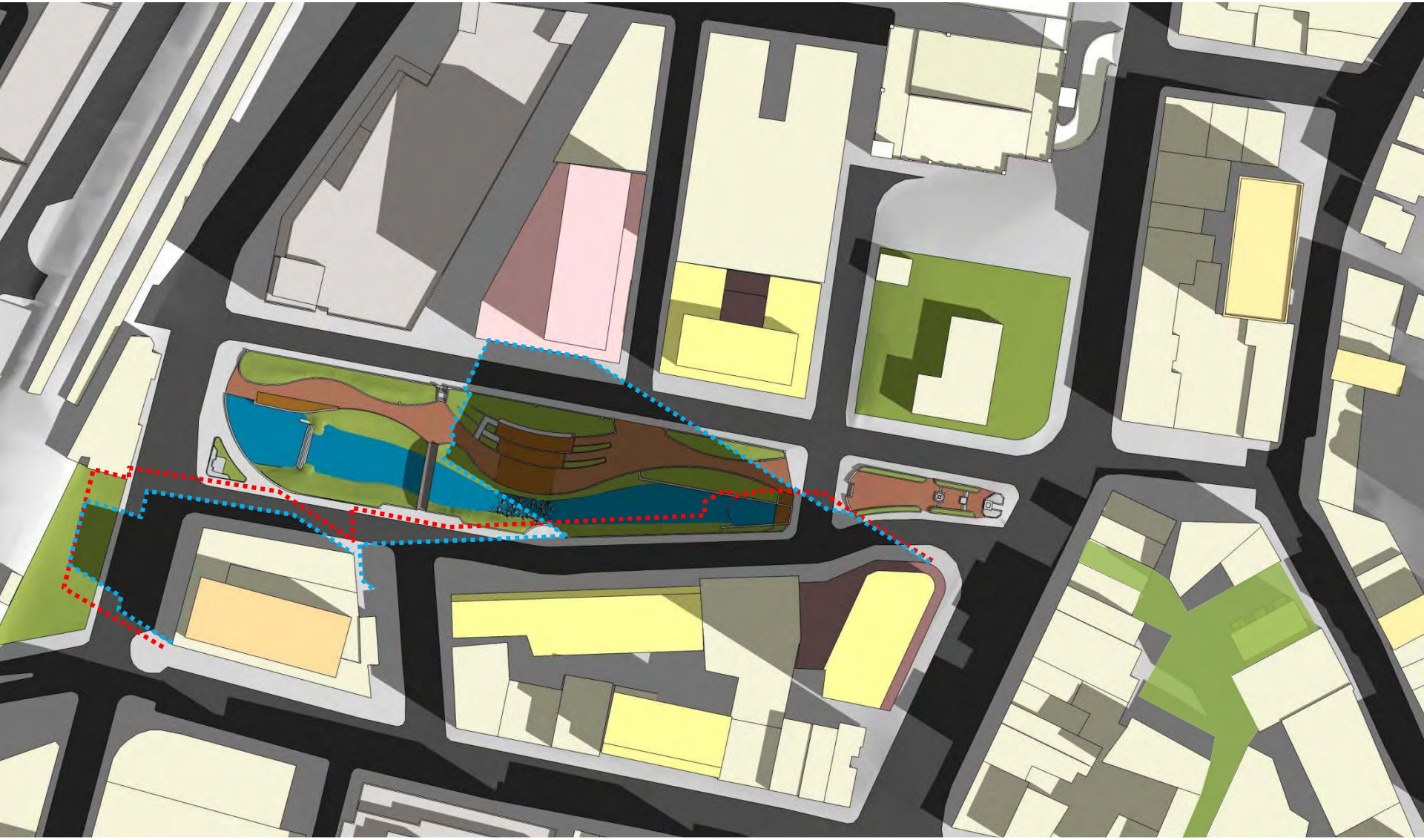
Proposed Action Shadow Lines

Proposed Action Build-out



March 20th & September 22nd

9:00AM

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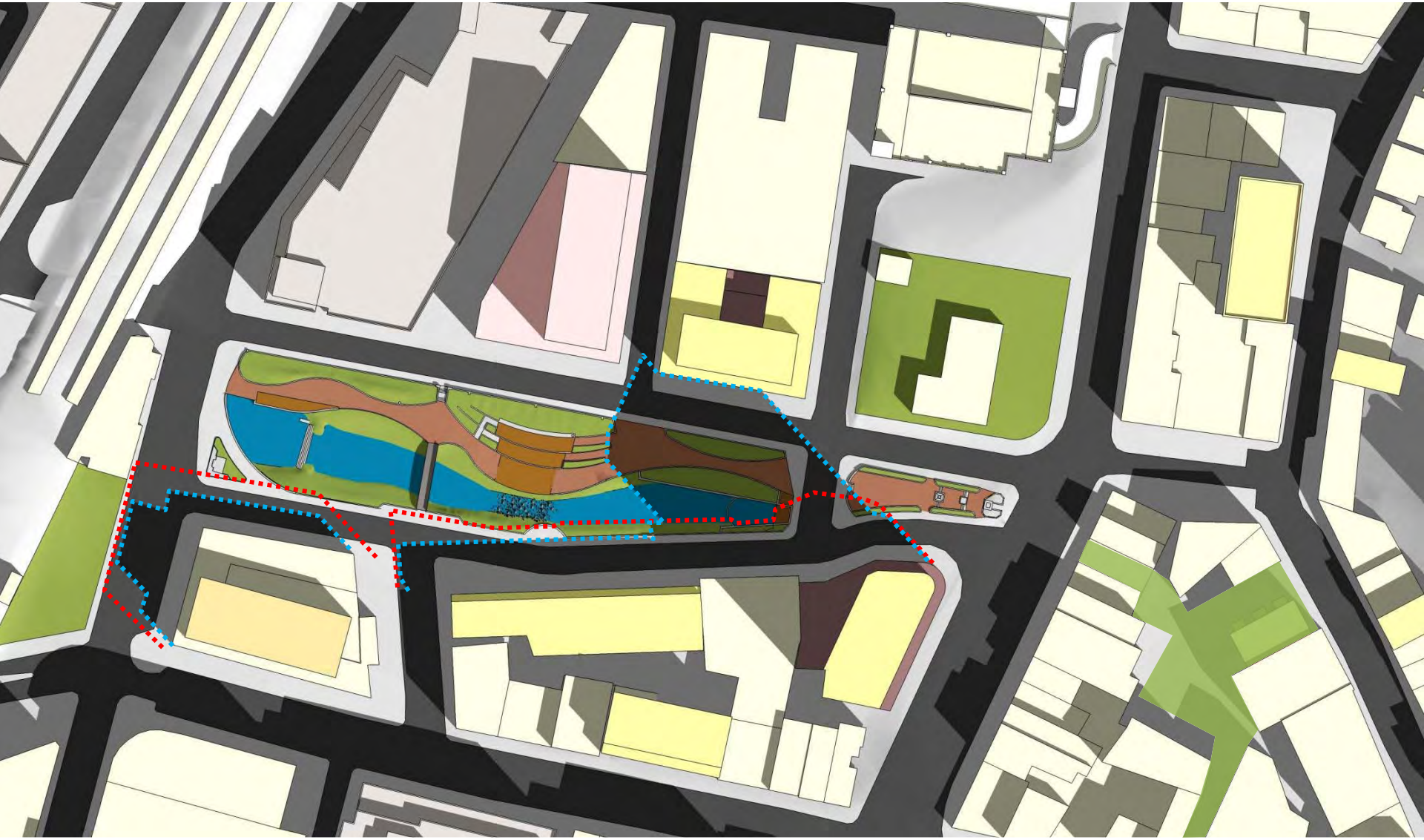
Proposed Action Shadow Lines

Proposed Action Build-out



March 20th & September 22nd

10:00AM

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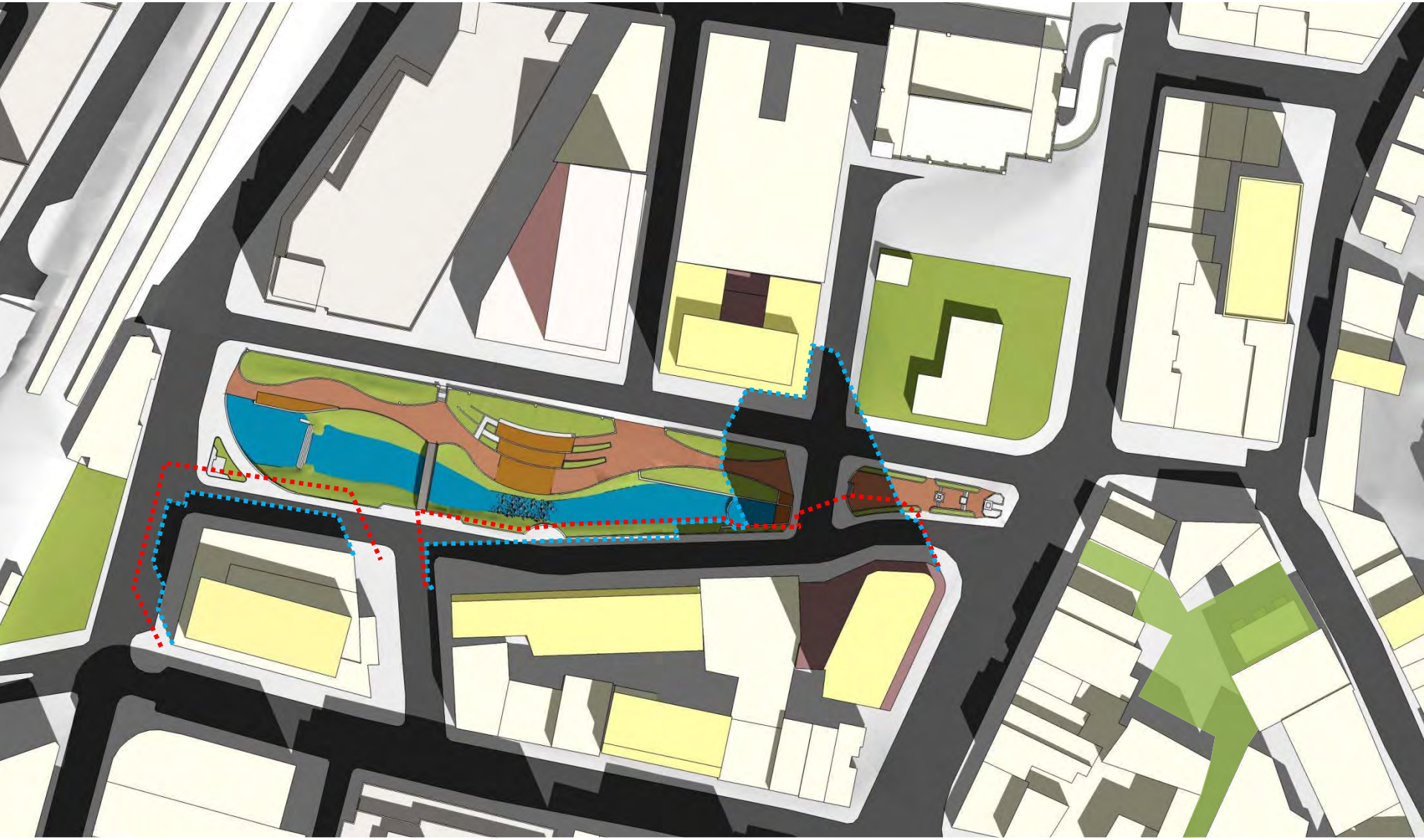
Proposed Action Shadow Lines

Proposed Action Build-out



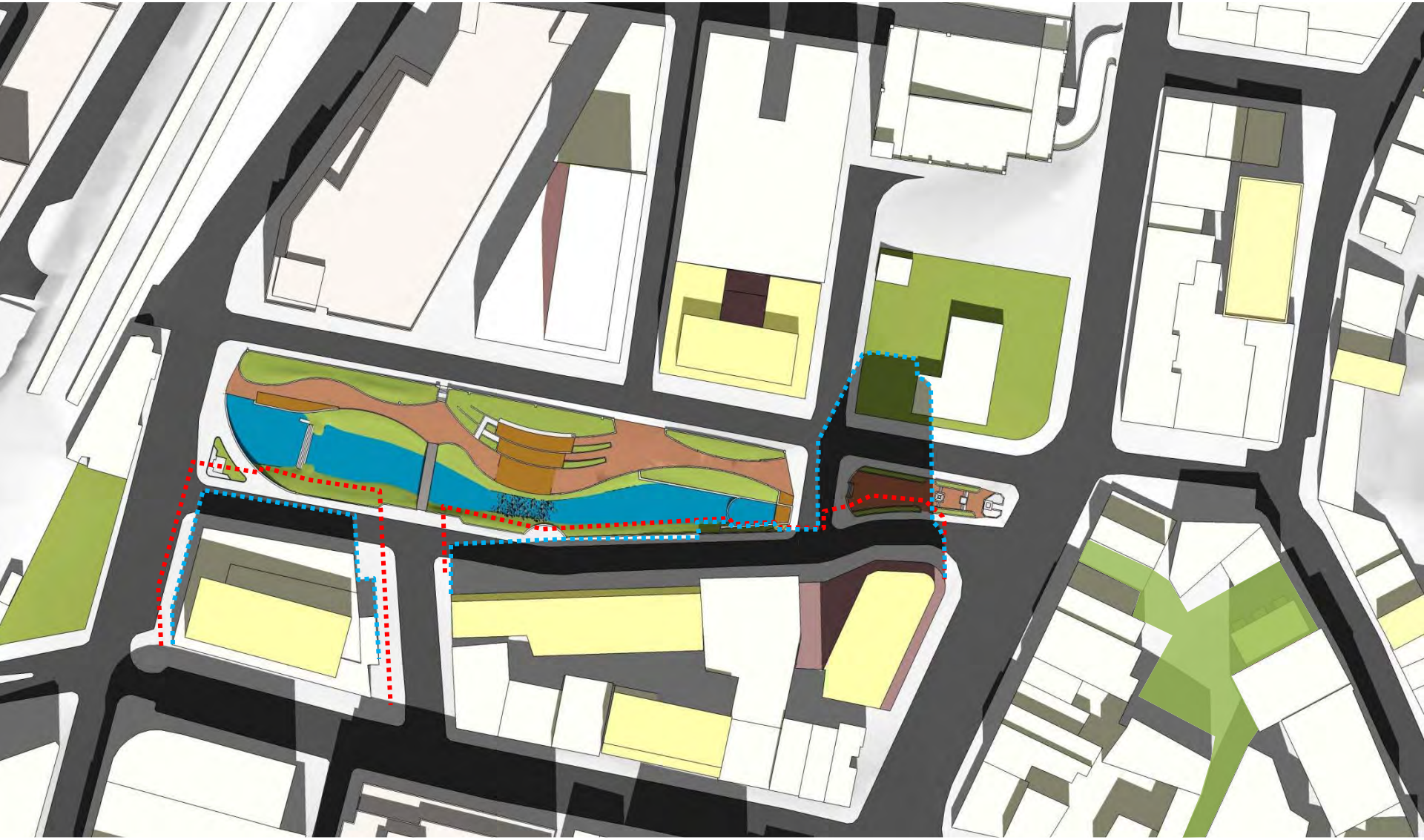
March 20th & September 22nd

11:00AM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



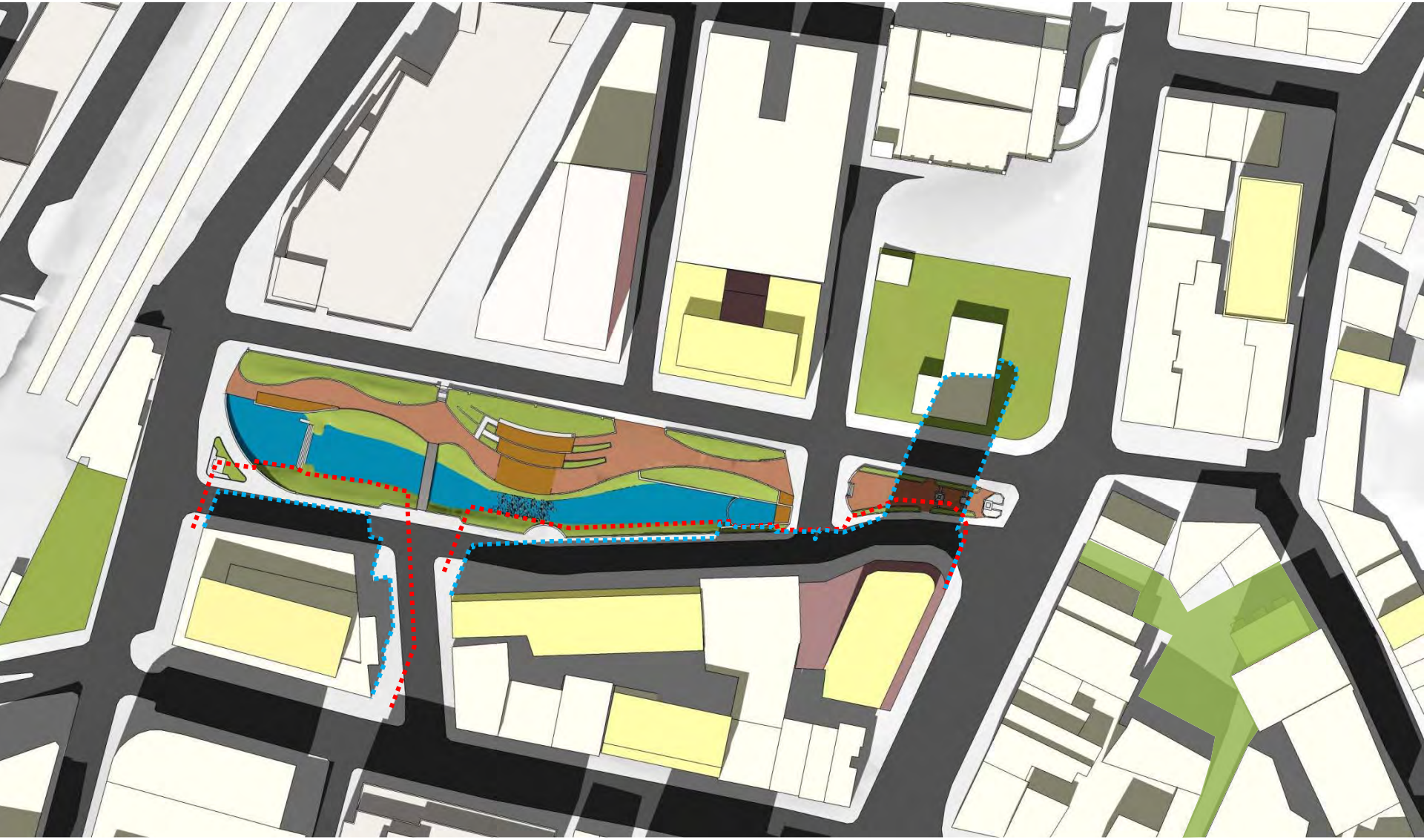
March 20th & September 22nd

12:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



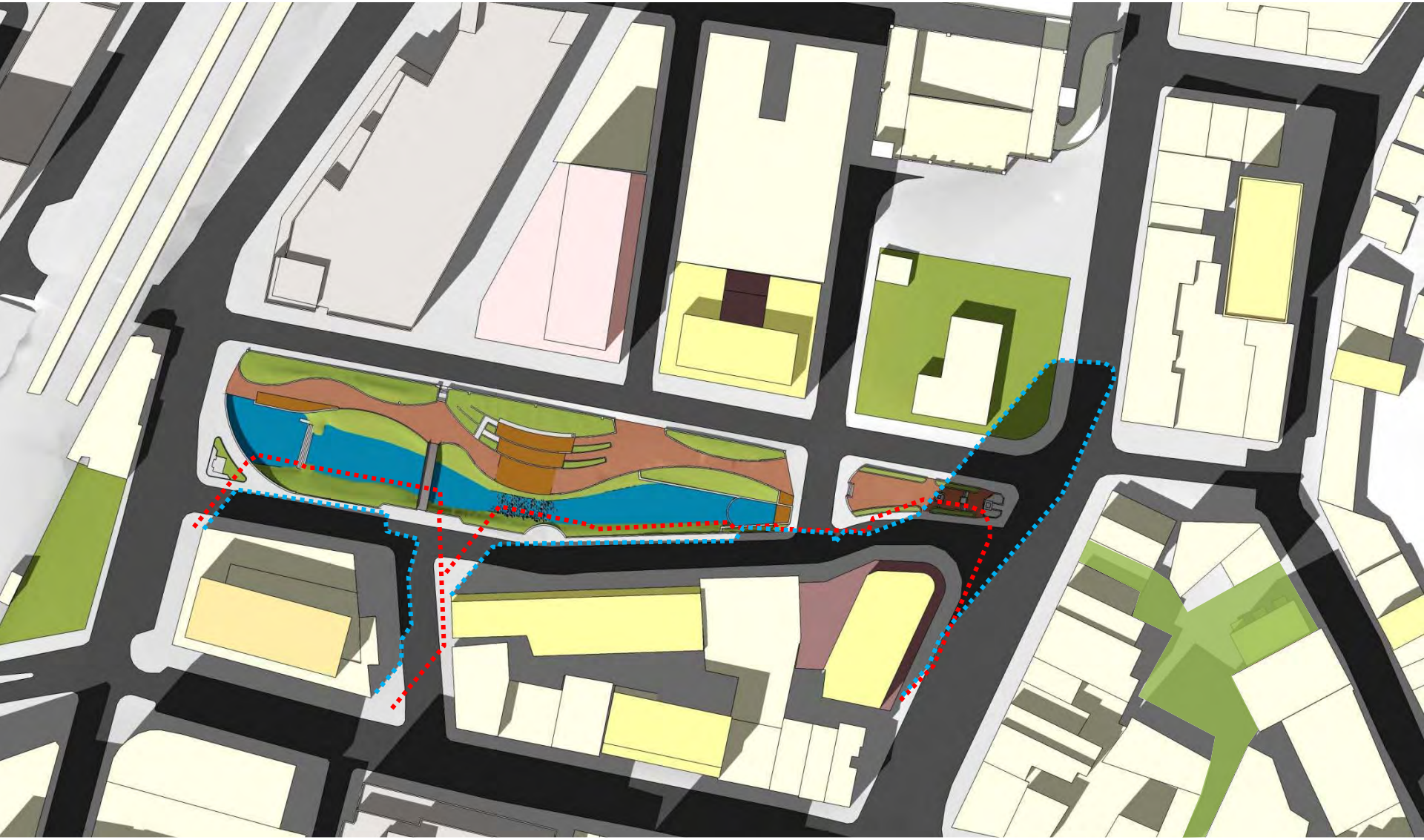
March 20th & September 22nd

1:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



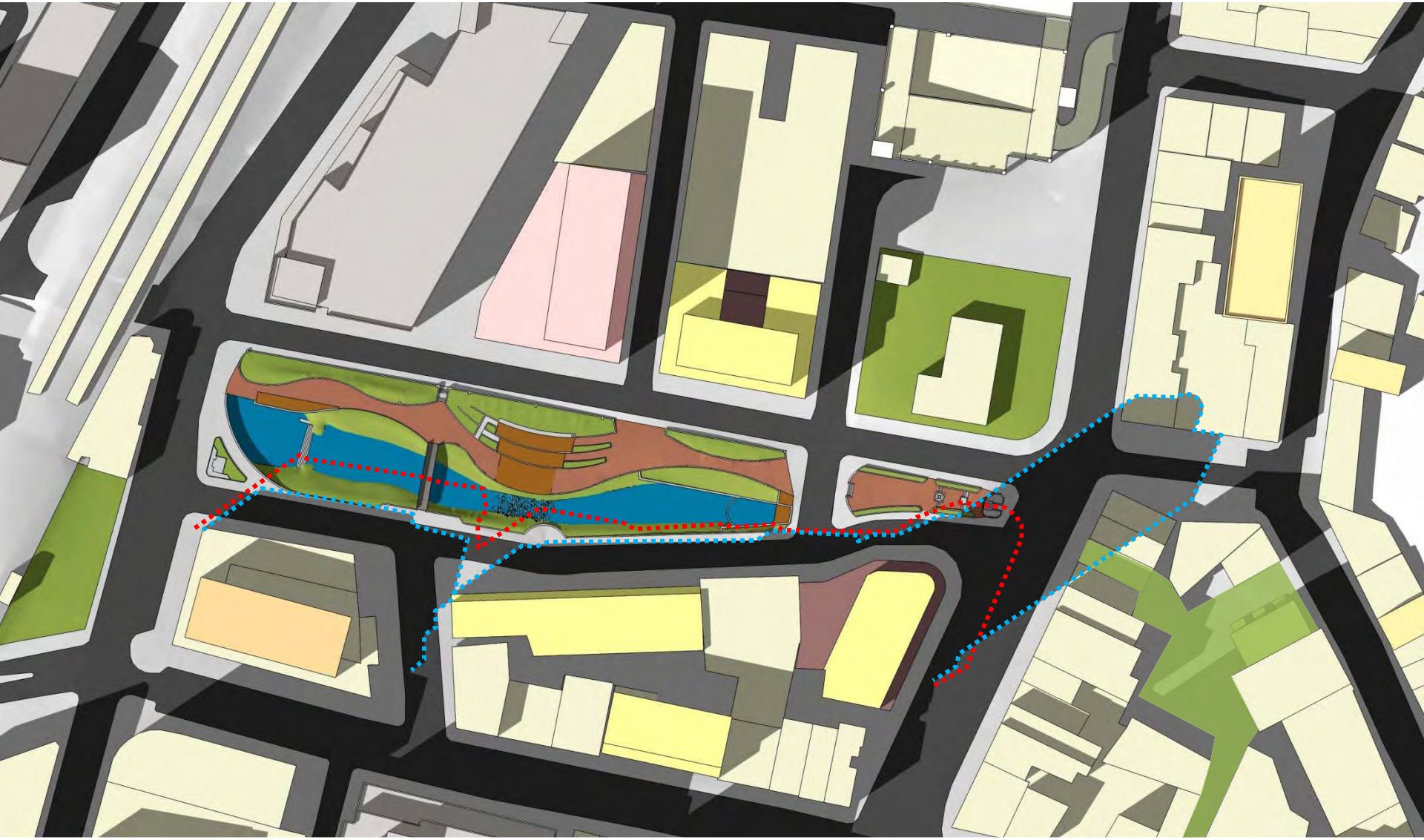
March 20th & September 22nd

2:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



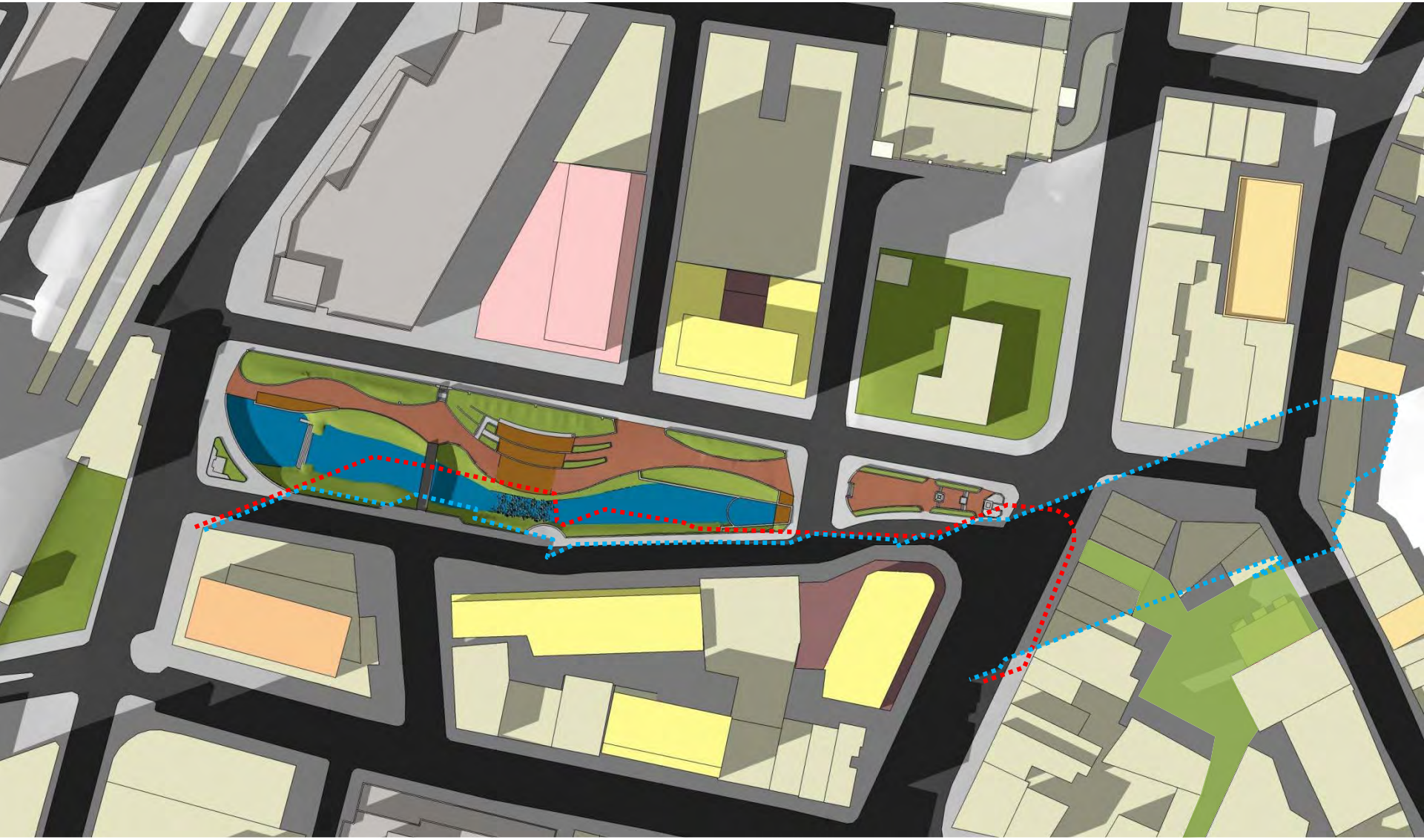
March 20th & September 22nd

3:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



March 20th & September 22nd

4:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

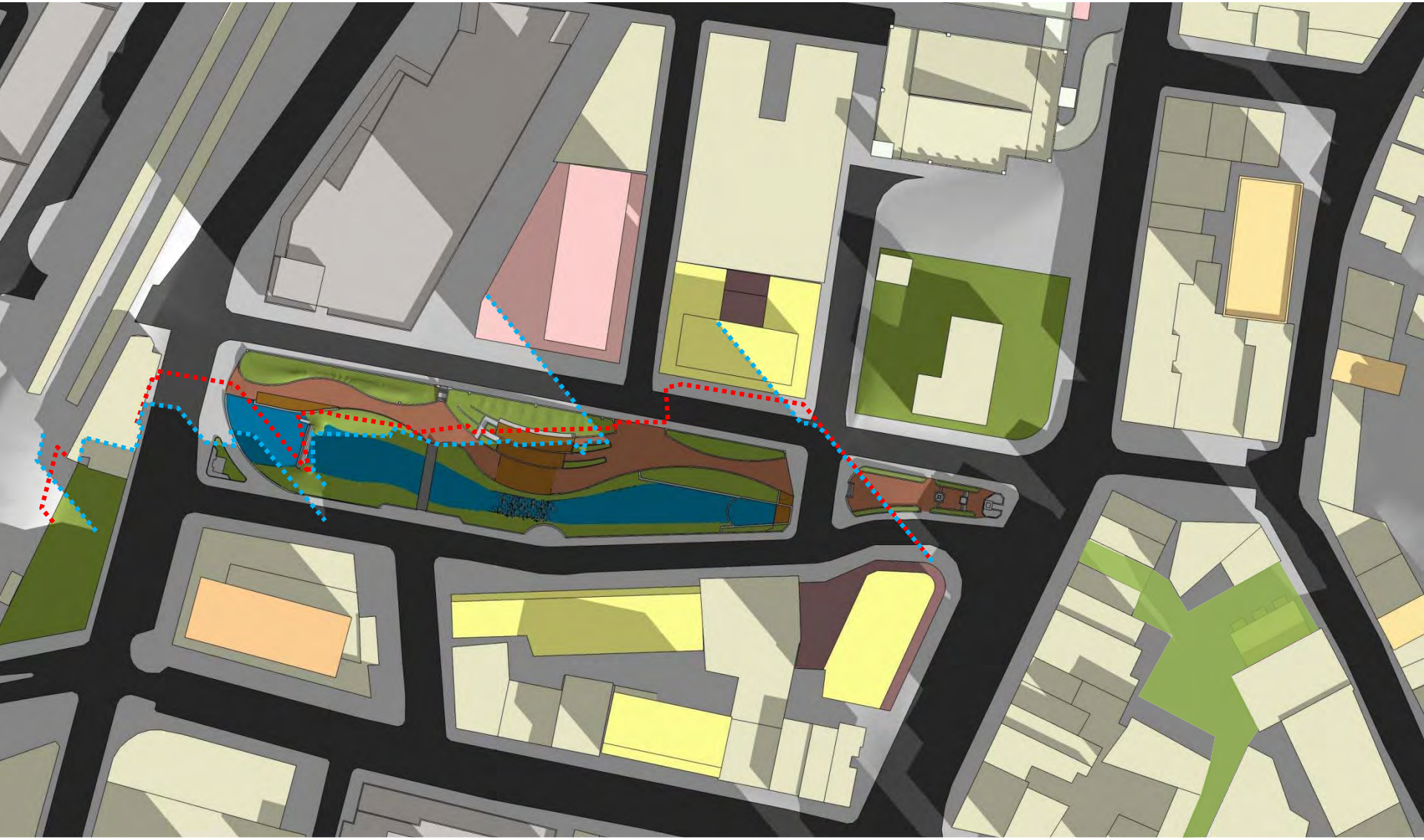
Proposed Action Build-out:

Cold Weather Condition

November 21st

9:00AM – 3:00PM

Proposed Action Build-out



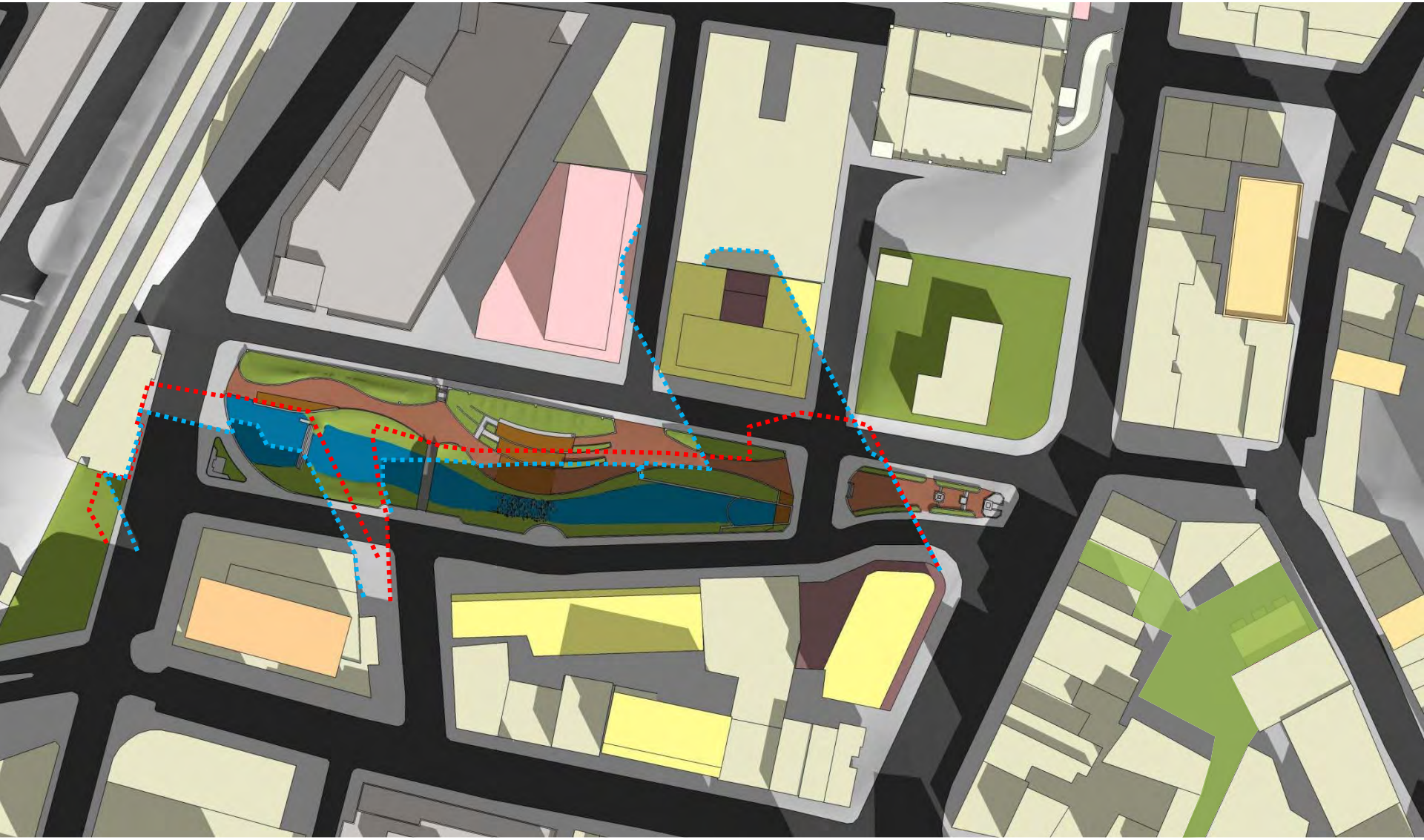
November 21

9:00AM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



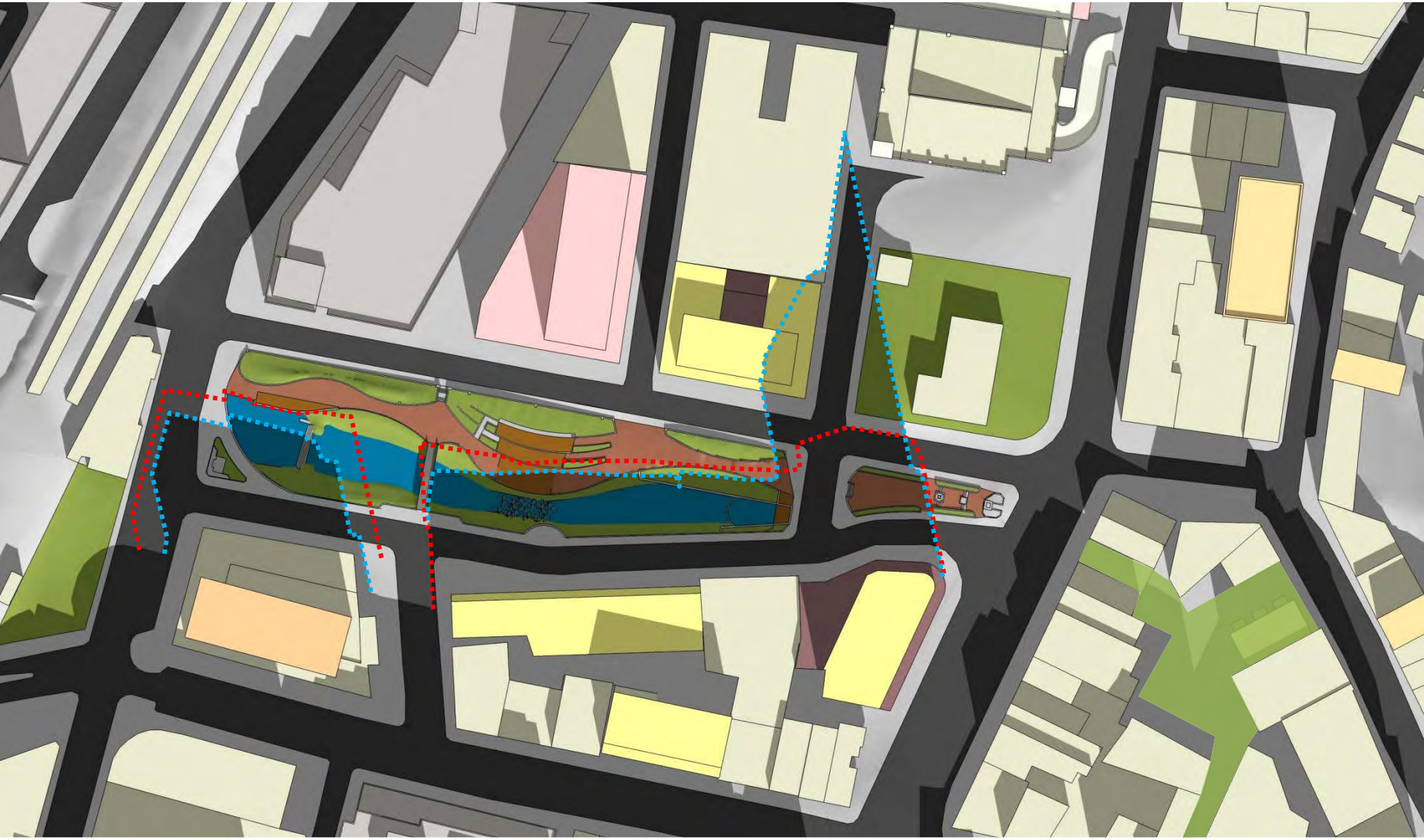
November 21

10:00AM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



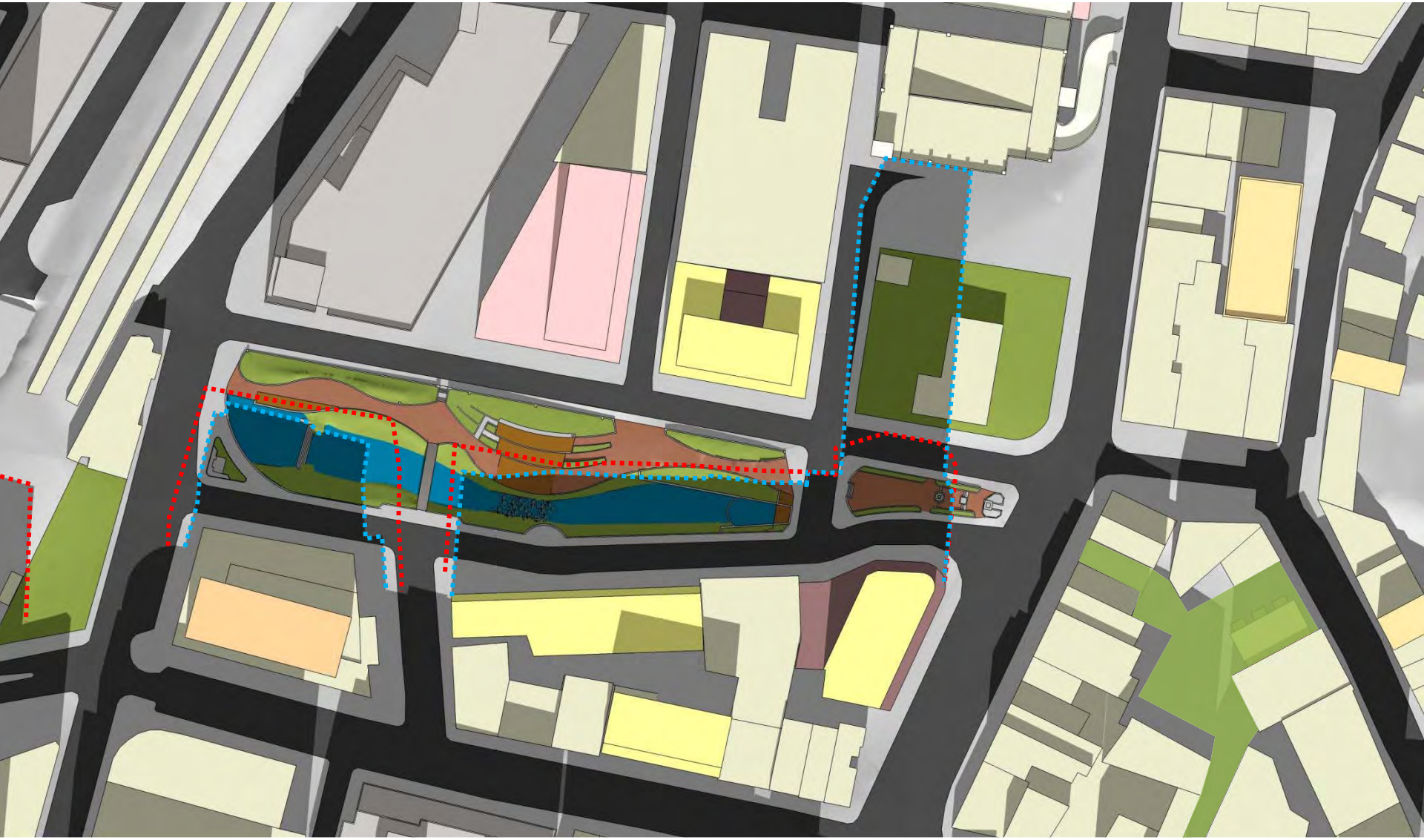
November 21

11:00AM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



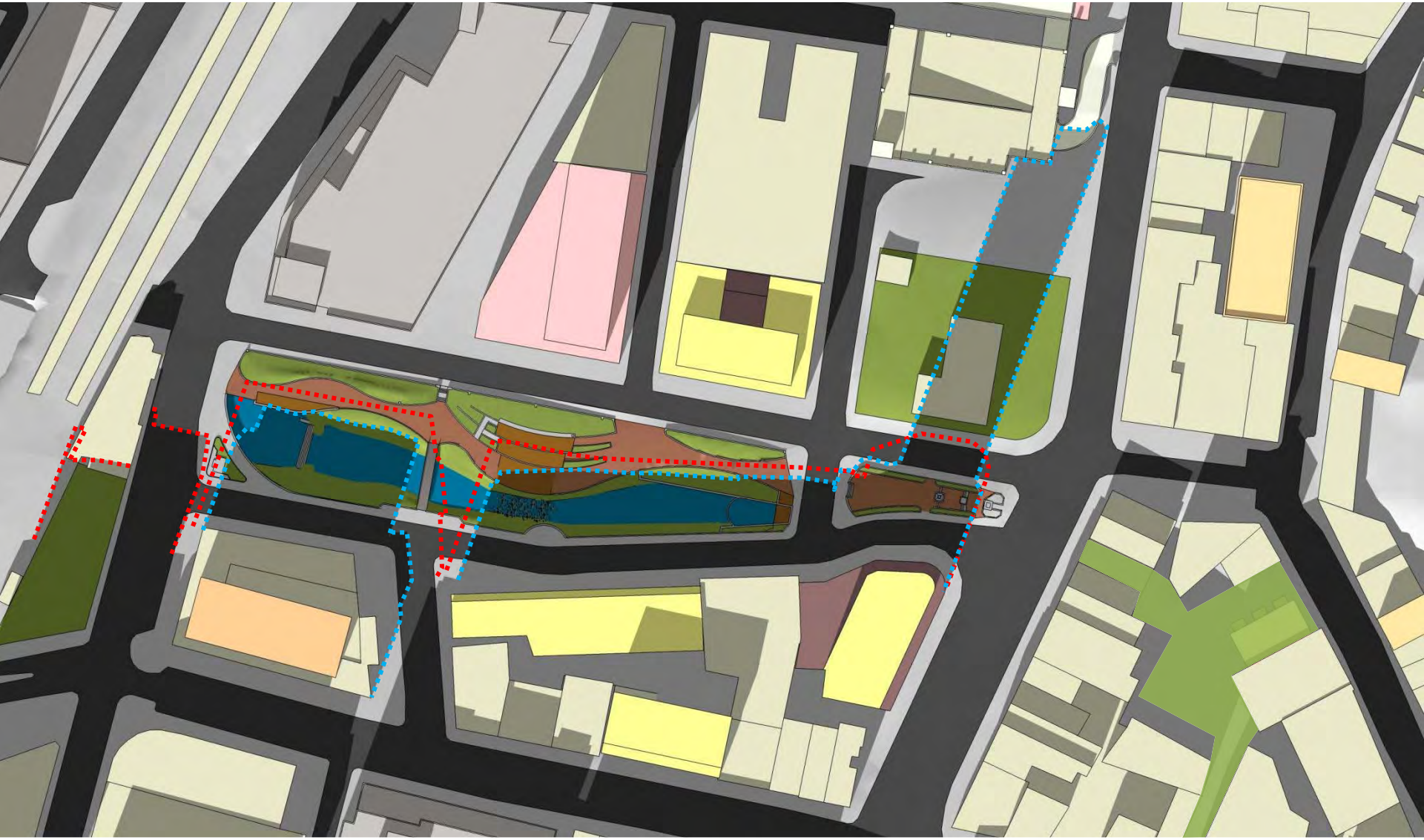
November 21

12:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out



November 21

1:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out

November 21

2:00PM

No Action Shadow Lines

Proposed Action Shadow Lines

Proposed Action Build-out

November 21

3:00PM

No Action Shadow Lines

Proposed Action Shadow Lines