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Yonkers: The Class and Race Dynamic of Waterfront Revitalization

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**Yonkers: The Class and Race Dynamics of
Waterfront Revitalization**
By: Roisin Grzegorzewski

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The History of Yonkers

Long before the area that is now known as Yonkers was discovered by Henry Hudson in 1609, the land was already inhabited with Native Americans. The Indian village that was discovered after the Half Moon sailed down the Hudson River was known as Nappeckamack. "When the Manhattan Indians built their capital village of Nappeckamack, they selected what to them was the choicest sit along the full length of the Hudson River. It was easily accessible not only to the great rive but to the smaller river which offered a harbor for their canoes."¹ Ethnologists linked the Native Americans in this area to the Algonquin through classification by language. "The Hudson River Indians spoke the Algonquin. This was the language of the red villagers in the rapid water settlement. The Indians on the banks for the Neperah were confederated with the Mohicans and with them constituted one tribe or nation."² It is important to begin with the history of the inhabitants before the white man settled in the area of Yonkers because the interactions between the crew of the Half Moon and the villagers of Nappeckamack marks the beginning of trade and commerce in this area that soon became an industrial powerhouse.

"When the cargo of the Half Moon was unloaded on her return to Holland, fur merchants began to realize that a trade with the red men of the banks of the 'Great River of the Mountains' would yield much profits, for they were informed that fur bearing animals abounded in the new

¹ Walton, Frank Ledyard. *Pillars of Yonkers*. (New York: Stratford House, 1951) 31.

² Allison, Charles Elmer. *The History of Yonkers*. (New York: Wilber B. Ketcham, 1896) 18.

Country.”³ This realization by Dutch merchants spurred the attraction for the immigration to the new country, largely for profit. This concept itself was the catalyst for development along the Hudson River after the 1609 journey of the Half Moon. Present day Yonkers became a prime location for trade and commerce. Adriaen van der Donck was granted a patroonship from the Dutch West India Company and settled into the land that would eventually become Yonkers. After his death the land was divided into three parts and sold in 1672. Frederick Philipse was the purchaser of part of the Van der Donck land in 1672 and it was kept in the family for over a hundred years. These two families had incredible influence over the land of present day Yonkers, yet the populations of the communities stayed very small.

A turning point in the history of Yonkers was when in 1788 it was transformed into the Town of Yonkers.

“Until 1787, when the government of the United States formed by the Convention of 1787 became operative, New York was an independent sovereign state... As such, the state legislature on March 7, 1788, divided it into sixteen counties, one of which was Westchester. On the same date, Westchester was divided into twenty-one towns. One of these was Yonkers.”⁴

The population of Yonkers at this time did not exceed one thousand residents, which included slaves. The increase of population really began when transportation was incorporated into the town. The Hudson River was central to the development of Yonkers at this time. In 1823 a sloop began leaving Yonkers dock on Monday and Wednesdays of each week. “Those ‘sloop days’ were great business days for the town. Farmers brought produce from every quarter to their

³ Allison 39.

⁴ Walton 147.

boats; the store in the square did a rushing business.”⁵ Construction of the Hudson River Railroad began in 1847 and the railroad began to operate in 1849, with a single track line, which transformed the town. The state of the Town of Yonkers before the construction of the Hudson River Railroad can be seen in this map “showing Manor Hall and the lower part of the Saw Mill River, with all buildings and other improvements: as they stood in the summer of 1847 immediately before the construction of the Hudson River Rail Road. See Appendix A to view map. This ended the stagecoach era that once dominated Yonkers. In 1854 the Yonkers Gas Light Company brought the gas illumination to the Town of Yonkers. “Yonkersonians will find it difficult to believe that it was only ninety-six years ago, after the coming of two railroads to Yonkers, that gas-lights began to brighten the community that then entered upon a new era in its progress, and this it was only sixty four years ago that the first electric light appeared here.”⁶

After the implementation of the Yonkers Gas Light Company lighting plans and the growth that it brought, it was decided to organize the Village of Yonkers to be incorporated within the Town of Yonkers. This area encompassed about 900 acres, and the population of the town was 7554, a large increase from the less than 1,000 that was found when the Town of Yonkers was first incorporated in 1788. “By 1865 the Town of Yonkers had a population of 12,756, about 9,000 of which was in the Village of Yonkers.”⁷ The road systems in Yonkers began to improve as well. Over forty streets were added in the 17 years between the incorporation of the Village of Yonkers until it was then incorporated into the City of Yonkers in 1872. By 1880, the population of the City of Yonkers had reached 18,891 and in 1890 the population of the city increased even further to 32,033. From the year 1900 to 1950 the

⁵ Allison 139.

⁶ Walton 150.

⁷ Walton 154.

population increased from 47,931 residents to 152,533 residents. It is stated by Walton in 1951 that

“Yonkers has become an important city on the fringe of a great metropolitan area. Surrounding it is Westchester County, with its many villages towns and cities forming a cohesive community of about 625,000 people actively interested in the whole county... it is not surprising that the city of Yonkers has prospered and continued to expand as people have sought its home-loving atmosphere.”⁸

One of the most important parts of the history of Yonkers is that much of community was formed and expanded as a result of industry. The Hudson River and regional railroad system acted as the first major forms of transportation for the community. The 1823 sloop, followed by Robert Fulton’s Clermont steamboat, created access that was needed for the demand for expanding commerce. It wasn’t until the mid-1800s that there was even a dock in Yonkers for the steamboat to stop.

“With the advent of the railroads in 1844 and 1848, industrial development was accelerated and progress was rapid... The Waring Hat Company became, in Yonkers, the largest manufacturer in the nation, Habirshaw Electric Wire and Cable Company is one of the world’s most important producers of wire and cable. The area actually is rich in deeds of industrial compliments, ingenuity and development; many great ideas have been born and nurtured in Yonkers.”⁹

It is evident that the City of Yonkers was based on industry when observing that there were over 50 different industries present in the community by 1895. To reference the chronological list of industries see Appendix B. The industrial development and expansion that was so predominant in the City of Yonkers could not have been done without a large and growing local labor force. The rapid development that was seen in the City of Yonkers was accomplished not only because of the location of the city but also the individuals who worked in the industrial fields, “the backbone of this great industrial development has been a cross section of a population ready and

⁸ Walton 158.

⁹ Walton 175.

eager to learn."¹⁰ One vital factor that helped Yonkers create such a large workforce was the constant immigration of individuals ready to work from Europe during the major industrial boom. The location of Yonkers on the Hudson River made it an easily accessible spot for immigrants to get to. Yonkers is in close proximity to New York City and the Hudson River connects the land up north to the entrance of the immigrants into Manhattan.

Although industry boomed in The City of Yonkers before the mid 1950s, the city began to see a slow but steady decrease in industrialization as one factory after another began to shut down.

“Some scholars have treated capital migration as a relatively recent phenomenon situating its origins in the 1970s and 1980s, when U.S corporations first faced serious competitive pressure from overseas. Recently historians have begun to trace the earlier origins of the process examining a range of industries and time periods, they have shown how domestic capital flight intersected with labor activism, unions response to ongoing plant closings...and industrial policy debates.”¹¹

For the City of Yonkers, the major turning point in its economic fortunes and its reputation as an industrial powerhouse was when the Alexander Smith Carpet Company announced in 1954 that it would close down and move to more efficient facilities in Mississippi. The closing of the Alexander Smith Carpet Company came with hugely detrimental impacts on the City of Yonkers. There were over 2,000 residents of Yonkers thrown out of a job, which did not help the already unstable unemployment rates present at the time. “In April 1954, some 4,200 people- or more than 6 percent of the city’s labor force- were registered with the State Employment Service,

¹⁰ Walton 186.

¹¹ Friedman, Tami J. "Exploiting the North-South Differential: Corporate Power, Southern Politics, and the Decline of Organized Labor after World War II." *The Journal of American History*, Sept (2008) 325.

as compared to just 1,900 a year before."¹² The numbers of unemployed were jumping up all throughout New York State; businesses were either closing down or laying people off. The General Motors Plant in Tarrytown had laid off 500 employees in 1953, and the trend was seen in many different areas. "The closing of the carpet mills was probably inevitable as the metropolitan region and the whole American economy moved from old smokehouse industries to largely service economy."¹³ Many of the industries that were planted along the Hudson River in the North East region of America were fleeing to communities that promised lower operating costs and more space. Sternwild Knitting relocated upstate, Nepera Chemical moved to New Jersey and in 1959 the head of Tetrad, the largest producer of diamond phonograph needles, announced that they too would shut their doors in Yonkers. The Otis Elevator Company threatened to move out of Yonkers, but payroll reductions and tax cuts persuaded management to stay in Yonkers. The impact of losing the revenue and employment opportunities for the working class in Yonkers during this time was extremely catastrophic. Thousands of workers became jobless, many who had worked in the factories for over 20 years. Politicians and policy makers desperately tried to promote solid commercial growth in the City of Yonkers; however, the numbers were getting worse. "In the absence of significant industrial or commercial expansion, the city reported budget deficits totaling some \$9.3 million for the years 1967 and 1968."¹⁴ The industrial and commercial sector in the city continued to worsen and it is documented that by the mid 1970s the deficit in the City of Yonkers was \$11.8 million.

¹² Friedman, Tami. *Communities in Competition: Capital Migration and Plant Relocation in the U.S. Carpet Industry, 1929-1975*. New York, NY: Columbia University, 2001. Print.

¹³ Shelley, Thomas J. *Slovaks on the Hudson: Most Holy Trinity Church, Yonkers, and the Slovak Catholics of the Archdiocese of New York, 1894-2000*. (Washington, D.C.: Catholic University of America, 2002) 219.

¹⁴ Friedman, *Communities*. 334.

The growing Latino and Black population in Yonkers was the hardest hit by the loss of industry and jobs in the community. Although it was uncommon in previous years for factories to hire non-white workers, an increasing number of black and Puerto Rican workers began to get jobs in leading companies in the 1960s. This was at the same time that many factories were laying people off, so being the most recently hired, the black and Latino workers were the first to lose their jobs. At the same time that minorities were targeted for unemployment, all other minimum wage job opportunities were secured for the white workers who were also laid off. "By 1970, clerical positions- which tended to pay poorly- represented the largest occupational category in Yonkers. Next came professional, technical, craft and supervisory positions, which few black or Latino workers had the chance to fill."¹⁵ By the 1970s these black and Latino populations settled into the southwest section of the City of Yonkers, which in turn became one of the poorest parts of the community. The decline of manufacturing in Yonkers was to blame for much of the social discrimination that took place in the community. The buildings where the once booming manufacturers stood were now abandoned and in a state of decay. There was no sudden deindustrialization in Yonkers but a gradual and steady fall from an industrial powerhouse to a community with immense fiscal problems. Yonkers was just one city that suffered economically post World War II, many other waterfront communities experienced the same shift.

"To some, Westchester remains a world perceived through rose-colored glasses. Yet, the reality of urban problems has intruded on this suburban paradise, harshly in some areas, such as Yonkers... few if any, of the stereotyped upper middle-class communities are insulated, unaware or unaffected by them. While Westchester in many respects is a

¹⁵ Friedman, *Communities*. 337.

vibrant, self-sustained community, it is also a part of and aware of a world that has been shrinking at an accelerating pace since World War II.”¹⁶

As exemplified by the chronology of the fall of industry in the City of Yonkers and in other Westchester County communities, deindustrialization began a long time before the competition from overseas in the 1970s and 1980s. It is also extremely evident that although communities as a whole suffered from the effects of the loss of industry, the impacts on minorities were most severe.

The history of the City of Yonkers is an important part of the present day urban renewal that is taking place in the community. One must fully understand the rise of the city to its highest peak, and the fall of its industry leaving hundreds of once bustling acres abandoned and in state of decay. In the years following the economic catastrophe that hit Yonkers and other waterfront communities there has been a public outcry for urban renewal.

“In the last twenty years, communities in the Hudson Valley have been moving away from waterfront industry, toward a more diversified economy with higher-value economic uses. Increasingly, river communities rely upon the area’s high quality of life, enhanced by the visual appeal of the landscape, its historic fabric and texture, its pastoral setting, and attractions as the basis for continued economic growth.”¹⁷

The new movement of conservation and preservation on the Hudson River that took off in the 1960s and 1970s has increased the value in waterfront development along the water’s edge. One waterfront community after another is revitalizing their abandoned industrial waterfront properties and have turned them into vibrant residential hotspots.

¹⁶ Weigold, Marilyn E. *Westchester County: the past hundred years, 1883—1983*. (Valhalla, NY: Westchester Cty. Historical Society, 1984) 230.

¹⁷ Dunwell, Frances. *The Hudson: America’s River*. (Columbia University Press, 2008) 307.

The purpose of this paper is to understand the history of the people of Yonkers, especially those minorities that have been discriminated against historically and in present day Yonkers. The call for urban renewal has spurred great interest in building up waterfronts for the purpose of economic gain. The community of Yonkers has historically and is still today been comprised of a workforce class with a high concentration of minorities. The urban revitalization that is to take place in the downtown and waterfront district of the City of Yonkers does not cater to this kind of community. It is seen even in the history of the City of Yonkers that many decisions are made solely on the expectation of economic gain. The citizens of the community should be the first priority in planning and development projects in any city. The purpose of this paper is to uncover the real discrimination that is still taking place in the City of Yonkers and many other post industrial waterfront communities that are planning on revitalizing their waterfronts. This paper will take an in-depth look at the real people living in the City of Yonkers, the current projects that will be implemented along the waterfront and who actually will benefit from this redevelopment.

Present Day Demographics in the City of Yonkers

The City of Yonkers is the fourth most populous city in the state of New York and the most populous city in Westchester County. The city encompasses about 18 square miles of land and is bordered on the north by the Town of Greenburgh, on the south by New York City, and on the west by the Hudson River. The east side is bordered by five municipalities including, Eastchester, Tuckahoe, Bronxville, Mount Vernon and New York City. This chapter will first concentrate on the social and economic demographics of the City of Yonkers as a whole and then dissect the demographics of the Alexander Street Master Plan area specifically.

The population in Yonkers in 1990 was 188,082 which grew by 8,004 by the year 2000 to 196,086. The number of households present in the city in 2000 was 74,351 with an average household size of about 2.5. There was 42,747 one- and two- person households present in the city in the year 2000. The median house hold income in 1999 was \$51,678, which decreased from 57,043 in 1989. The City of Yonkers is a racially diverse community composing of White, Black, American Indian, Asian/ Pacific Islander and Hispanic/ Latino populations. The 2000 census conducted by the U.S Census Bureau found that 60.2 percent of the population was White, 16.6 percent was Black, 0.4 percent was American Indian, 4.9 percent was Asian/ Pacific Islander, 25.9 percent was Hispanic/ Latino and 17.9 percent was other. In 1999 30,089 persons were living below the poverty line in Yonkers, this constitutes 15.5 percent of the total population. From 1989 to 1999 this number jumped 47.2 percent, or 9,653 persons.

When comparing the City of Yonkers economic characteristics to Westchester County's economic characteristics as a whole we see there is quite a big difference. The median household income in Westchester County is \$61,861 while in the City of Yonkers it was 51,678. 22.9

percent of households in Yonkers had a household income less than \$20,000 while it was only 15.7 percent in Westchester County.

An important aspect in understanding how the Alexander Street Master Plan will affect the residents of the City of Yonkers is to analyze the demographics in the specific area of development. The Alexander Street Master Plan Draft Generic Environmental Impact Statement (DGEIS) took into account the area within ¼ mile of the Master Plan Area and combined this area with census tract boundaries to create a study area that would break down the specific demographics of this area. This can be seen in Appendix C. The Alexander Street Master Plan DGEIS breaks down the characteristics and trends in population in the specific areas that will be affected by the waterfront revitalization.

According to the Alexander Street Master Plan DGEIS, based on the United States Bureau of the Census in 1990 and 200, the population in the study area was 13,977 in 2000. Most of the residents that fall in the study area were located just outside the Master Plan Area boundary. This is because the Alexander Street Master Plan is redeveloping land that was historically utilized for industrial and commercial development. There was never a large amount of residential development along the waterfront in the City of Yonkers. The population in the study area is very small compared to the population of the City of Yonkers as a whole, the difference between the two groups is 182,109 residents.

“According to the 2000 census figures, the study area population contains a much larger proportion of minorities than the City of Yonkers as a whole (78.8 percent compared to 49.3

percent).¹⁸ It is important to understand the exact comparisons between race and household income of the population that lives near and inside of the Master Plan Area. These are the residents that will be the most affected by the waterfront development as a whole. As stated earlier the percentage of minorities drastically increases in the Study Area in comparison to the City of Yonkers as a whole. This is primarily prominent in the White and Black residents in the community. In the Study Area the White population declines by 31.7 percent, from 60.2 percent in the City of Yonkers to 28.5 percent in the Study Area. The Black population increases by 34 percent from 16.6 percent in the City of Yonkers to 50.6 percent in the Study Area. The other races do not show any significant change in population size between the City of Yonkers and the specific Study Area. It is an important detail in the revitalization of the downtown and waterfront district to realize the race of the community that you are building around. A community that is going to revitalize part of their district must take into account the demographic of people that will be most likely affected by the construction and what is actually built in the community.

This ties into the economic status of the people that are surrounding the development as well. The Alexander Street Master Plan DGEIS calculates that the percentage of the population that is below the poverty level in the Study Area is 15.7 percent, compared to the 11.0 percent that is present in the City of Yonkers as a whole. The median household income is also lower in the Study Area as compared to the City of Yonkers. In the Study Area the population has a median household income of 46,129 in 1999, while the rest of Yonkers was 51,678. This should be taken into account when the redevelopment of the area begins. It is clear that there are more low-income minorities residing in the area that is to be redeveloped. The revitalization of the community should cater to this population and take into account the communities racial

¹⁸ Draft Generic Environmental Impact Statement. Alexander Street Master Plan. (City of Yonkers, 2007) 7-2.

composition and economic class. There should be elements of the waterfront development that cater to this population of people, not development that is designed to push this community away from the Master Plan Area.

The City of Yonkers has certain neighborhoods that are more affluent than others, but even when analyzing the numbers of the population in the City of Yonkers as a whole, we realize that the majority of the population is of the working class. This can be seen when comparing the demographics of Yonkers to the rest of Westchester County, as previously stated. The development that is to take place in this community should cater to the community as a whole and not just the tiny sections of the white upper middle class.

Waterfront Revitalization of the City of Yonkers' Waterfront

The City of Yonkers implemented a Master Plan for the revitalization of the downtown and waterfront area in 1995. This plan inspired substantial redevelopment and renewal with many projects that are already completed. The 1998 adopted Master Plan was the first large scale renewal plan meant to revitalize the Yonkers waterfront area. The Office of Downtown and Waterfront Development created and oversaw the implementation of the 1998 Master Plan. The plan was created with the goal of revitalization of the downtown and waterfront area with the hope that it would create a more productive utilization of the waterfront area that has not been taken advantage of. Between 1998 and 2005 the Master Plan completed many projects, including a renovated train station, new public library, 2 residential apartment buildings on the Hudson River, restaurants, a waterfront esplanade, parks and public arts.

The area of the 1998 Master Plan lies directly south of the Alexander Street Master Plan Area. One of the main components of the 1998 Master Plan was the rehabilitation of the Yonkers Metro-North Train Station. The private and public sector helped fund this project while state and federal grants were used to create roads and infrastructure that made private construction possible. The Metropolitan Transportation Agency (MTA) has invested an estimated \$43 million dollars to rehabilitate all four of Yonkers train stations. The main branch of the Yonkers Public Library was also added as part of the 1995 Master Plan. This 200,000- square-foot building is located in Larkin Center in the downtown area of the City of Yonkers and is also the location of the Yonkers Board of Education. The library provides the community with a full range of modern public library services and collections. The Master Plan of 1998 also created the The

Hudson River Esplanade Park. This park contains a sculpture meadow, September 11th memorial garden and amphitheater. The esplanade gives the public access to the river by providing a boardwalk type walkway that lies along the river's edge. Yonkers is also home to the only Victorian Pier still in existence on the Hudson River, which has been fully restored. The pier is now the location for an upscale restaurant, X2O and also hosts free jazz concerts that the whole community of Yonkers can enjoy. Next to the pier the two luxury apartment buildings were developed under Collins Enterprises. This is a mixed-use project comprised of 266 residential units, parking garages, a fitness center, retail space, office space and restaurants. The average rent for these apartment buildings named Hudson Park is \$2,255 a month. This is a high price to pay to live on the waterfront where the redevelopment is occurring. The pricing of these luxury apartments make it impossible for the work force class to live in the waterfront district.

Phase two of revitalization in the City of Yonkers begins with the Alexander Street Master Plan. "The Alexander Street Master Plan is a conceptual land use plan that establishes a framework for the redevelopment of a critical segment of Yonkers' Hudson River Waterfront. The Master Plan lays out a new roadway system to create development blocks within which a mix of residential, retail, commercial, and open space uses are contemplated... Overall, the Master Plan reflects a vision of the Alexander Street waterfront area as a transit oriented development that is a vibrant mixed-use district of residences and parks, knit together and shaped by landscaped streets and boulevards."¹⁹ The main purpose for the City of Yonkers' Alexander Street Master Plan is to create a vibrant and active waterfront that the whole community can experience and enjoy. The Master Plan is not acting alone in guiding the redevelopment of the waterfront in Yonkers. The Urban Renewal Plan, the Brownfield Opportunity Area (BOA) Plan

¹⁹ Alexander Street Master Plan. (City of Yonkers, 2009). 1-1.

and the Alexander Street Design Guidelines also accompany the Master Plan. "Mutual success, will best result from a waterfront which is safe and comfortable, pedestrian friendly, and composed of mixed-use, human-scaled buildings. It will also need to include the TOD methodology to achieve a critical mass of population."²⁰ The redevelopment and renewal that the Alexander Street Master Plan will create will bring a vibrant waterfront to the City of Yonkers. The Master Plan states multiple times that the waterfront will create a comfortable, pedestrian friendly public area, however, will all of the citizens in Yonkers feel comfortable in an upscale public waterfront?

A vital part of understanding the Alexander Street Master Plan is to become familiar with the existing conditions of the area. The area of the Master Plan encompasses 153 acres of land in the western portion of the City of Yonkers, along the Hudson River in southern Westchester County. Of these 153 acres, 112 acres are land, while 41 acres are comprised of water. The majority of the acres lie west of the Metro-North railroad tracks, stretching from Wells Avenue to JFK Memorial Park. See Appendix D to view the boundary area. The proposed site of redevelopment can be divided into three different areas: the JFK Marina/ Trevor Park area, the Alexander Street Waterfront area, and the small areas lying east of the Metro-North railroad tracks. Redevelopment will mainly be taking place in the 53 acre Alexander Street Waterfront area. The land itself is mostly comprised of landfill. The fill was deposited into the Hudson River as the City of Yonkers expanded out to accommodate growing industrial and commercial demands. The shoreline that lies inside the Master Plan area is primarily made up by bulkheads, most in decaying conditions.

²⁰ ASMP 4-2.

The Alexander Street Waterfront Area is in large part privately owned. The only public lands, owned by the City of Yonkers, are the jail and the public park lands. Westchester County also owns Habirstraw Park, which provides open public access to the Hudson River. Another issue that has prevented investment in the City of Yonkers is the deteriorated state of many of the old residential buildings and abandoned industrial lots. The buildings that are found in the Master Plan Area are mid to low rise, and many are in a state of disrepair. Not only is the area of the Master Plan Area aesthetically problematic, it is also environmentally contaminated. The Master Plan Area has historically been primarily used for industrial and commercial purposes. There are a number of sites within the redevelopment area that are potentially contaminated by petroleum from above or underground tanks. "The presence of contaminated sites contributes to the overall conclusion the area is blighted and in need of comprehensive redevelopment activity."²¹

The Master Plan encompassed 33 acres of public parkland with public access to the Hudson River from only two of the three public parks. The parks that are included in the Master Plan Area are the City of Yonkers' Trevor and JFK Marina Parks; and the Westchester County's Habirshaw Park. JFK Marina Park and Habirshaw Park are the two public parks that hold public access routes to the Hudson River. The 2- acre shoreline at Habirshaw Park has recently been restored into a demonstration tidal marshland area. These 10,000 square feet of tidal marshland habitat is used for educational purposes by Beczak Environmental Education Center. Currently, 20 acres of the area to be redeveloped are used for industrial and commercial purposes, while 27 acres are used solely for transportation purposes. About 5 acres of the Master Plan area are used for public service space and 28 acres are cleared vacant land, or land used for vehicle storage.

²¹ DGEIS 1-9.

Only about .5 acres of the Alexander Street Master Plan is currently used for residential purposes, while the remaining 41 acres are not comprised of land, but of the water of the Hudson River. See Appendix E to view the existing land use. Not only is the access to the Hudson River limited, but the access into the Alexander Street Master Plan area is also limited to only 4 public roads. These are Wells Avenue, Babcock Place, Ashburton Avenue and the JFK Memorial Drive.

The Alexander Street Master Plan has outlined some of its redevelopment goals along with its land use goals. The four main land use goals that have been detailed in the Alexander Street Master Plan are to clean up contaminated sites, create a new transit oriented residential neighborhood, ensure commercial retail and office uses, and create new public open space and parks, as well as public access, both physical and visual, to the Hudson River. The Alexander Street Master Plan will be used to guide the redevelopment to achieve these goals. The Master Plan will also create additional parking, improved access to public transportation, preserve and adapt historical buildings, increase pedestrian access and link upland neighborhoods to the rest of Yonkers, and provide a esplanade stretching along the entire Yonkers' shoreline of the Hudson River. The Alexander Street Master Plan describes in detail what actions will be taken to achieve the four main land use goals and the additional goals for the revitalization of the downtown and waterfront area in Yonkers.

The environmental contamination of the proposed area is one of the first issues that must be tackled before redevelopment goes into full swing. The cleaning up of contaminated sites goes along with the Brownfields Opportunity Area (BOA) Plan. The BOA Plan will analyze sites that are known or suspected of contamination in the Master Plan Area. It will work to remediate

the contaminated sites and establish priorities for the projected future land use of the contaminated area. Proposed redevelopment will unlikely add to the contamination of the land, however, demolition and excavation could expose sub-surface contaminated land. Before any construction would take place the site would be investigated and analyzed to determine the presence of hazardous materials. If hazardous materials are present the proper steps to remediate the site would be taken and proper health and safety measures would be taken. Due to the fact that the City of Yonkers was an industrial city, the likelihood of soil contamination is high. Industrial activities often use, store and generate hazardous materials that can potentially contaminate the area. The Yonkers Alexander Street Master Plan's Draft Generic Environmental Impact Statement (DGEIS) explains the different sites and their potential contamination that are included in the Master Plan Area. The DGEIS reviewed databases from the Environmental Protection Agency (EPA) and the New York State Department of Environmental Conservation (NYSDEC) to help identify the use, generation, storage, treatment and disposal of the potential contaminated soils in the City of Yonkers. The proposed action for redevelopment in the Master Plan Area could expose the community to the suspected hazardous materials held in the soil on the sites. "In order to prevent such exposure pathways, and doses, the proposed project would include appropriate health and safety and investigative/remedial measures that would precede of govern both demolition and soil disturbance activities."²² The measures that would be included in the proposed project to clean up contaminated sites are 1). Procedures for pre-demolition removal of asbestos and appropriate management of LBP and PCB-containing equipment. 2). Additional subsurface investigation. 3). Development of a Construction Health and Safety Plan (CHASP) for site remediation and excavation that would include detailed procedures for

²² DGEIS 10-9.

managing contamination issues.²³ Environmental Site Assessments (ESA) will be conducted on sites that are proposed for development, and the program will take the necessary steps to clean up the contaminated sites found in the Master Plan Area.

The Alexander Street Master Plan's goal to create a more transit oriented residential neighborhood will be achieved through different actions. The main action to be taken will be to concentrate residential development around the areas of the two Metro-North train stations that have already been rehabilitated in the City of Yonkers. This action will locate the new residential housing development in close proximity to the train stations, promoting public modes of transportation for the families that need to commute to and from Yonkers. The Master Plan will create the most residential units in the Alexander Street area, making it a primarily residential community. There will be about 3,752 residential units built in various building types. This will be a mix of rental units and the opportunity to own homes. If the price range is in the same area as the already developed Hudson Park residential building, the rent for these units would average around \$2,225 per month. It is left up to the personal choice of the developer if there is to be any low-income housing implemented in his project. The projected development is for more luxury type residential buildings; this does not include work force housing opportunities. The only new building that will incorporate any work force housing is the 66 Main Street project. The developer decided to incorporate the 80/20 system in his project to receive some funding from the government. This project will include about 1,000 residential units, meaning that 200 units out of the 3,752 new residential units in the redevelopment of the Yonkers Waterfront will be deemed low income housing. The development will be created through private development companies over a period of time. The Appendix F along with Figure-1 from

²³ DGEIS 10-9.

Appendix G to view the distribution of the housing units into development parcels as well as what type of building will be developed in the area. The design on the Master Plan will keep the pedestrian in top priority, designing walkways and roadways that make it easy to use bicycles, scooters and rollerblades as modes of daily transportation around the waterfront and downtown area of Yonkers. Another improvement to the designated redevelopment area is to make sure that adequate infrastructure support will be implemented into the design scheme. This will include access to parking and increasing roadway capacity.

The road system will also be improved in different areas encompassed in the Master Plan area. An important aspect of the Alexander Street Master Plan is extend the existing roadway network. The plan will align new roads with existing ones. Gold Street, Union Place and Lamartine Avenue will be the roads in which new roadways are aligned. This will provide a connection between the upland neighborhoods in the city to the redeveloped waterfront district. Alexander Street itself will be extended to connect with a extension that will be built onto Point Street. *This extension will be redirected to improve traffic flow in the area.* Another transportation improvement to take place by the actions of the Alexander Street Master plan is making the private bridge that currently access the Alexander Street Waterfront area at Point Street into a public pedestrian and vehicle bridge. Most importantly the Master Plan will implement a new "causeway" that runs next to the Hudson River and will link Alexander Street with the Glenwood Power Station site and JFK Memorial Park. This will make it possible for the public esplanade to make the connection between the north and south sections of the waterfront area. The JFK Memorial Drive has been experiencing traffic congestion, roadway improvements will have to be made to alleviate the congestion on this roadway. The improvements in the

roadway network system will make the waterfront district easier to access and create a more transit oriented community in Yonkers. To see the roadway network improvements refer to Appendix H.

The Alexander Street Master Plan makes ensuring commercial retail and office space a major component in the revitalization of the waterfront area. There are 423,000 square feet of additional commercial space to be implemented in the Master Plan area. This will be divided throughout the development parcels that can be seen in Appendix F along with Figure-2 in Appendix G. This will be comprised of delis, commercial services and small retail stores. There will also be cafes and restaurants for the residents of Yonkers and new residents brought to the revitalized city. The restaurants and cafes that will be included in the Alexander Street Master Plan project will presumably be upscale. When referencing the first phase of the revitalization of the Yonkers waterfront the restaurants that have developed along the esplanade are extremely pricey. The City of Yonkers wants to promote privately owned, small businesses and restaurants which will inevitably much pricier than a chain restaurant. The majority of the population that lives in Yonkers cannot afford this type of dining. This does not create a welcoming feeling for the community and will not attract the original residents of the city to the waterfront. The main objective is to form a waterfront shopping area that does not compete with the Yonkers' downtown central business district. This will be street-level retail space that will be comprised of small-scale neighborhood retail and café/restaurant uses. These retail spaces, cafes and restaurants will be approximately 2,500 to 7,500 square-feet in size.

The creation of commercial space in the Master Plan is a huge component of the Master Plan, but the development of office space will also play a vital role in the revitalization of

Yonkers. The offices that will be developed are meant to hold offices for lawyers, dentists, accountants, and other small businesses that can create a job base for the current residents of the City of Yonkers as well as the incoming residents that will be residing in the new residential units. The I.Park development parcel K, See Appendix F, will be comprised of an estimated 100,000 square feet of office space that will also hold 20,000 square feet of street level retail and restaurant use. This is expected to create a connection to the Alexander Street district by bringing the community to the area. The guidelines of the Master Plan also provides more office space on the second floor of the street level retail development. The Yonkers City Jail building will also be reused to create a connection between the district and downtown Yonkers. This lies across the street from Habirshaw Park and Beczak Environmental Education Center, and “ will create a vibrant set of uses.”²⁴ The Master Plan holds the creation of commercial retail and office space as a vital part of the revitalization of the waterfront and the downtown of the City of Yonkers.

The Alexander Street Master Plan is meant to create new public open space and parks, as well as public access, both physical and visual, to the Hudson River. To help create this new open space and parkland there will be a new public esplanade that will connect to the original esplanade to the south. This will stretch along the entire Alexander Street waterfront area. To the north, the new esplanade will be connected to the Glenwood Power Station/ JFK Memorial park by a 15-foot wide walkway that is parallel to the new causeway that is described in the transportation improvements. Along the esplanade the Master Plan envisions a variety of landscaped parklands and recreational areas. “An important goal of the plan is to foster a public realm that serves all of Yonkers residents and creates an environment that encourages walking to nearby train stations, commercial districts and public amenities. These public spaces and parks

²⁴ ASMP 4-10.

will be designed so that all Yonkers residents will be welcomed.”²⁵ However, if the public/ open space is concentrated in the waterfront area, where upscale restaurants and luxury apartments are springing up everywhere, will the whole community of Yonkers really feel comfortable using these public spaces? If there are no chain restaurants, bodegas and affordable delis incorporated into this plan the majority of the community of Yonkers will not be attracted to these areas. The free, public open space is a positive aspect of the Alexander Street Master Plan, however, the public must feel comfortable frequenting these areas. If the design of public space is meant to make all residents of Yonkers feel welcome, there must be adequate shops and restaurants that cater to ALL of the residents of Yonkers. The Master Plan also includes Trevor and JFK Marina park improvements in its guidelines; the improvements will make the parks more attractive to the public. Public plazas, open spaces and streetscapes are also included in the improvements to open space that the Master Plan will implement in the Downtown and Waterfront District. The majority of redevelopment will take place in the Alexander Street waterfront area, which consists of 53 acres. The Master Plan will introduce plans into this area that will bring the total acreage of open space and parkland to 17.5 acres, or 35% of the new area. In addition to the acreage that already exists in Trevor Park and JFK Marina Park the Master Plan area will now consist of 49 acres of parkland total.

The Master Plan makes it a priority to increase public access to the Hudson River physically and visually. The Master Plan envisions new marina locations and promotes access opportunities for kayaks, canoes, and other small boats to launch into the river. JFK Marina Park will be the site of one marina development, while other marina sites will be situated along the Alexander Street waterfront. The marina development that will be introduced to the Alexander

²⁵ ASMP 4-4.

Street waterfront will need to be approved through proposals which should show adequate facilities such as parking, launching, boat storage and service areas. Marina placement may at some point create residential or commercial displacement, but will not be allowed to create open space displacement. The Master Plan guidelines also state that automobile access to these riverfront marinas will have to be set as close as possible to the launching point. In addition to marina access, the Yonkers Canoe Club will be improved with an extension of their deck to accommodate the public esplanade. This segment of the esplanade will act at the connection between the Alexander Street waterfront esplanade and the existing esplanade to the south.

Not only does the Master Plan work to create access physically to the Hudson River, it also holds visual access as a vital point in the revitalization of the waterfront district in Yonkers. The goals of the Master plan will help to maintain the visual connections from the upland community through buildings constructed and protect major views of the Hudson River. These views will be protected by creating viewing corridors through to the River. The buildings that will be developed along the Hudson Rivers edge will be placed in a way that the views of the river will not be completely obstructed and the community can still benefit from the views of the Hudson River and the Palisades. The integrity of the views will be protected by using high quality design concepts and solutions for buildings as well as the landscaping that comes with the development.

The Alexander Street Master Plan outlines design and environmental sustainability guidelines that must be followed by individual developers who propose projects inside the Master Plan Area. The City of Yonkers created these guidelines to ensure that redevelopment is sensitive to design, community and environmental concerns. The design guidelines of the

Alexander Street Master Plan “describe the location and height of street walls, density, massing, parking, building use, open space, esplanade and greenway systems, street level functions, sidewalk safety, the preservation and creation of quality building stock and view corridors.”²⁶

The Master Plan area will have a density of 3,752 residential units that will be situation in several multi-story buildings. The design guidelines that are proposed by the Alexander Street Master Plan will create development that will maintain scenic vistas from the street and in upland neighborhoods. The maximum height of the building will be 30 stories, with specific placement that will provide view corridors and concentrate residents in key locations. The design guidelines propose that residential buildings will hold commercial uses on the street level, and there will be a mix of rental and home ownership opportunities at various price levels to accommodate diverse household income levels. However, judging by the pricing of the Hudson Park luxury apartments and the implementation of only 200 low income housing units, this plan will not accommodate diverse household income levels. The residents in the upland communities in Yonkers will not be able to purchase or rent any of the new residential units, separating them as a whole from the waterfront district. Another purpose of these guidelines is to establish a residential neighborhood that will connect with existing neighborhoods such as the waterfront and Yonkers’ commercial district. The Master Plan design guidelines will achieve a high level of quality for the buildings and landscaping, and will consider adaptive reuse of buildings with historic significance or unique features. Open space is given high propriety in the redevelopment guidelines for the Master Plan area. The Master Plan envisions a mix of public and private space that would include parks, plazas and safe pedestrian environments.

²⁶ ASMP 5-1.

The City of Yonkers created the Master Plan to incorporate sustainable development practices in the construction of all residential, commercial and open space elements. It is intended that all buildings be designed using sustainable development practices as suggested by the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED). The Master Plan focuses on site sustainability, water efficiency, materials, energy conservation, and indoor air quality. Individual developers that propose projects in the Master Plan Area will have to follow the guidelines implemented by the Master Plan. The construction materials used for the proposed projects should be salvaged, refurbished or reused. The guidelines also call for the building materials to be rapidly renewable and the wood should be certified in accordance with the Forest Stewardship Council's Principles and Criteria for wood building components. For 30% of the sites non-roof impervious surface the developer must provide shaded and/or light-colored and/or open grid pavement, this includes parking, walkways and plazas. The residential and office parking spaces should be places in parking garages within building masses to mitigate the heat island effect. The parking garage roofs will have to be landscaped, and no cars will be allowed access to the roofs of parking garages. The roofing for all development will have to be at least 75% Energy Star-compliant and LEED standard high-emissivity, and 50% of the roof area must be vegetated.

The environmental sustainability guidelines that will be followed to reduce water consumption will incorporate water-efficient landscaping that uses high-efficiency irrigation programs including the capture of rain or recycled site water. The vegetated roofs would help reduce storm water runoff, while porous paving will be used to minimize impervious surfaces also helping to mitigate storm water runoff. The landscaping of the buildings will be done with

native plants to minimize the need for irrigation. To help minimize energy consumption developers will have to follow guidelines that will optimize lighting. Some features that could be used to achieve this goal would be occupancy sensors, fiber-optic lighting, internal/external shading devices, shading with vegetation, fluorescent fixtures, light pipes, day lighting controls, indirect lighting and heat-efficiency appliances. The City of Yonkers also encourages the use of solar water heating, passive solar heating and geothermal heating.

Socioeconomic Impacts of the Alexander Street Master Plan

The Alexander Street Master Plan Draft Generic Environmental Impact Statement breaks down and analyzes the economic impacts that would take place with the implementation of the Alexander Street Master Plan. The implementation of this revitalization project on the City of Yonkers' waterfront district estimates that there will be economic gain in many different sectors including construction related benefit, employment, retail sales and property tax benefits.

Bringing construction into any community brings temporary jobs that the citizens can be employed in. The implementation of the Alexander Street Master Plan will consist of many different construction practices that would occur over an estimated 10 year period. "Site clearance, demolition, environmental remediation, infrastructure construction, and building construction and finishing would all be required, and a wide variety of trades would be employed."²⁷ The two types of economic effects that construction projects usually bring to a community are direct benefits and induced benefits. Direct benefits are related to the specific construction related expenditures while induced benefits represent the expenditures made by suppliers, workers and other employees. The induced benefits that come from construction projects tend to generate employment in the region in the future. At this time, however, the cost of the project cannot be calculated due to insufficient information of size, types and materials that will be included in construction.

As described in chapter 3 there will be a large amount of retail, commercial and residential space implemented with the Alexander Street Master Plan. The Draft Generic Environmental Impact Statement has stated that an estimated 853 jobs would be gained by the

²⁷ DGEIS 7-22.

commercial office space, 600 jobs would be gained from the retail space, and about 150 jobs would be gained through the development of the residential units. This would total an equivalent of 1,603 full time jobs that would be generated by the project as a whole. The Master Plan Area without the implementation of the Alexander Street project currently offers about 1,025 jobs. In addition to these jobs that are estimated to be generated, maintenance jobs would also be created by the 15 acres of open space that will be added to the Master Plan Area. The proposed jobs would employ residents and encourage spending within the area, circulating funds through the local and regional economy.

With the addition of 209,850 square feet of neighborhood retail space would come about \$440 of sales per square foot. This estimation was calculated in the Alexander Street Master Plan DGEIS by using statistics from the 2006 Dollar and Cents of Shopping Centers by the urban Land Institute. These retail spaces would be occupied with delis, small shops, cafes and restaurants. "Assuming \$440 per square foot retail sales and full occupancy, sales for the Plan's retail space are projected to be approximately \$92 million annually of which approximately \$64 million would be expected to come from within a 3-mile primary trade area."²⁸ The demand for the estimated retail is expected to come from the new residents, the current residents of Yonkers and the daytime workers that will be located in the new office space. It is proposed that 70 percent of the demand for retail will come from the new residents brought to the community. It can be assumed that this is such a high number because the current residents of Yonkers will not be able to afford to shop in upscale boutiques, cafes and restaurants, judging by the demographics that were seen in Chapter 2. This projection that new residents will make up 70 percent of the estimated \$65 million that will be brought in annually also depends on the

²⁸ DGEIS 7-24.

presence of new residents in the neighborhood. This fact is estimated based on the fact that there will be 3,760 new households with "income levels high enough to afford market-rate housing."²⁹ There is no way to predict that all of the residential units will be occupied and this estimation further upholds the fact that Yonkers residents will not be able to afford to come and shop in this retail space. As seen in Chapter 2, the majority of the community cannot afford the market-rate housing that is being offered in this area.

Currently the Alexander Street Master Plan area generates about \$1.2 million in real property tax, as stated in the DGEIS. The property tax of the Master Plan Area is held artificially low due to the condition of the buildings and the land that are currently occupying the space. With the additional 3,752 residential units that will be on available for high market-rate pricing the general property tax of the area is estimated to increase dramatically. "The potential estimated real property taxes generated by the full build-out of the residential, retail, and office components of the Proposed Action could be approximately \$32 million per year."³⁰ The increase of property values are expected to increase greatly with the implementation of the Alexander Street Master Plan, this is expected to generate a good deal of new property tax revenues for the City and the County. This increase of property tax is what the City of Yonkers and Westchester County are after. The development of the community is based on increasing property tax and revenue and ignores the current community that would be negatively affected by such a large increase in property value and will eventually be at risk of being financially pushed out of Yonkers completely.

²⁹ DGEIS 7-24.

³⁰ DGEIS 7-27.

The Alexander Street Master Plan DGEIS illustrates the economics behind the proposed project, which has shown that the current residents that live in the City of Yonkers will not be able to afford to rent or buy the residential units that will be developed. Although the Proposed Action states that "The residential units anticipated to be built in the Master Plan Area are expected to be a mix of rental and for-sale and would be available at a variety of price points"³¹, the variety of price points are still anticipated to be at market rate. The retail units that are already present in Yonkers are priced at \$2,225 per month, which will eliminate the chance of most citizens of Yonkers to rent the units based on the demographics listed in Chapter 2. Statements also concluded that the retail demand will come from new residents that will be able to afford the market-rate residential units. The DGEIS states that the market for this type of residential housing exists in Westchester County, by using data of the Ritz Carlton which sold 96% of its units within 10 months. The target population for these residential units are the New York City families that are flowing to the outskirts of the City. This clearly discriminates against the current population of the City of Yonkers. There will clearly be negative social impacts on the citizens of Yonkers who are classified as low-income or working class. There will be no aspect of development along the waterfront that will cater to this part of society, it will cater to the White Middle to Upper class, intentionally. This is an intentional decision that will alienate the original community of Yonkers from the waterfront that is supposed to be welcoming and pedestrian friendly.

The proposed Alexander Street Master Plan is estimated to bring in approximately 9,453 new residents to the City of Yonkers, and other development plans in the surrounding areas are said to bring in approximately 7,366 new residents. The total increase of residents in the City of

³¹ DGEIS 7-16.

Yonkers is estimated to be 16,819. As previously stated the target population to rent the new residential units would need to have an average income of about \$85,000. The median income in the study area is \$46,129, making it evident that population that is in closest range to the redevelopment would not be able to live in the newly redeveloped area. The Alexander Street Master Plan then states that the increase in population and the median income in the Study Area, which currently has a much higher percentage of low income minorities, the overall income profile of the study area would increase. This is an attempt by the City of Yonkers to decrease the poverty rate in the waterfront district, but increasing the population and the median income of the residents living in the area does not fix the poverty level of the city. This would merely displace the percentage of the community that is living near, at or below the poverty level in the Alexander Street waterfront district. Currently there is 15.7 percent of residents living below the poverty level in the study area, while there is only 11.0 percent of residents living below the poverty level in the City of Yonkers as a whole. The increase of population and median income in this area would not come without negative social impacts to the residents that are in a vulnerable economic state in this area. Even Yonkers residents that are above the poverty line but nowhere near an income of \$85,000 will be at risk of being displaced due to increases property values and property taxes.

“These anticipated changes to the demographic profile resulting from the introduction of the Proposed Action’s new residences would be expected to include increases in property values in adjacent neighborhoods...to the extent that these increases result in increased rental rates for residential units, it can be further anticipated that some households at or below the poverty level may be indirectly displaced over time as rental costs increase.”³²

It is accurate to assume that 15.7 percent of the community that currently resides in the Study Area will be displaced because this is the percent living under the poverty level. However, there

³² DGEIS 7-21.

is no way to know how many other residents will be displaced that are currently at or right above the poverty level. The majority of the original residents in the community of the study area are at risk of being displaced and the increase of property values in surrounding neighborhoods would affect even more economically vulnerable families.

It is clear that the decision to build luxury residential units in the Study Area was an intentional way to gentrify the neighborhoods that are located inside of the Study Area. The implementation of units that would target populations with higher median incomes to drive out the residents with low incomes was clearly thought out. This can be seen by the decision that about \$65 million in revenues is estimated to be brought in by retail purchase, not from the residents of Yonkers, but the new residents with higher median incomes. The residential units, stores, cafes and restaurants that are being implemented in the Alexander Street Master Plan rely on a new upscale population to bring revenue to the City of Yonkers. Nowhere in the Alexander Street Master Plan were the original residents of the City of Yonkers given priority. The decisions that are mapped out in the Master Plan are purely economic with a clear disregard for the race and class structure that is currently making up the majority of the City of Yonkers.

Alternative Plans for the City of Yonkers

The Alexander Street Master Plan, approved in 2009, for a major section of the waterfront in the City of Yonkers, focuses on the previously discussed four main land use goals. These goals include the cleaning of contaminated sites, creating a new transit oriented residential neighborhood, ensuring commercial retail and office use and creating new public open space and parks along with public access and visual access to the Hudson River. Nowhere in the plans or research that was conducted for this paper was the impact on the original residents of the City of Yonkers discussed. Based on the findings from the earlier chapters of this paper it is concluded that many of the citizens of Yonkers will not benefit from the proposed action plan. The purpose of this chapter is to discuss some opinions that were found through talking to different organizations that have been involved with the development in Yonkers and to describe my own opinion on how waterfront revitalization could be made more democratic.

The attitude toward the waterfront revitalization in the City of Yonkers from the eyes of Jim Pinto, the director of the Office of Yonkers' Downtown and Waterfront Development Department, is that the development of private land makes it difficult to implement low income housing or chain restaurants. Due to the fact that property value along the waterfront is high, it is expensive to purchase and develop on. It isn't seen as possible to develop in any other way when spending premium rent for a waterfront property. When asked if there is a upscale trend along the waterfront in regard to the development of restaurants Pinto said, "its hard to say that there's a trend, you have to understand that in order to build anything today, between leasing the space or buying the land, depending what you are doing, it's at a premium when you are on the

waterfront no matter where you are. So because of the premium rents and/or premium development costs if someone builds their own place, plus the costs of outfitting a place especially for a restaurant in particular which is very costly, the restaurateurs have to put in a sellable service that helps them pay back or pay that rent. So inherently in an economic formula is a need to have a menu or a price point that is more of a premium."³³ This eliminates many of the options for chain or family restaurants to develop along the waterfront. The economics behind waterfront development in general all follows this type of formula.

The main alternative plans that I have discussed with different organizations such as Scenic Hudson and Beczak Environmental Education center focus mainly on the lack of parkland that will be implemented with the new Alexander Street Master Plan. Jeffrey Anzevino, Assistant Director of Land Use Advocacy at Scenic Hudson, stated that most of the revitalization that has taken place in the City of Yonkers is very good and that the development should happen. He believes that the development of the Hudson Park residential units was beneficial because it cleaned up and revitalized a land plot that otherwise would have stayed litter strewn and in decay. However, he stated that there should be more open space and parkland implemented within the project. Scenic Hudson would have liked to see park land every half mile that would connect upland to the people in the community. Anzevino would have liked to see the community more involved in the decision making process for the revitalization. The community of Yonkers did not want to have such high story buildings developed along the water's edge. Although 6- 12 story buildings are not viewed as a problem, Anzevino states that the 30 story buildings are too large for a community that is comprised of lower rise development. The views of the upland neighborhood are still restricted even with the visual corridors that were also

³³ Pinto, Jim. Personal Interview. March 24th 2010.

implemented in the Alexander Street Master Plan. Clifford Schneider, Executive Director at Beczak Environmental Education Center has some of the same feelings that are held by Scenic Hudson. Schneider believes that a 120 acre park along the waterfront would make more sense for the community and the land development in the area. He believes that a park would bring in economic benefits to the community and would be a good alternative to the residential and commercial development that is proposed. In the current economy, it has been hard for the City of Yonkers to fill the residential units that already exist in the area, and a large park would bring in tourism and business to the local community. Cliff Schneider believes that creating public access to the Hudson River should be a vital part in the revitalization of the waterfront district, and that a large public park would do just that.

I believe that revitalization, including waterfront development, does not have to cater solely to the white upper class. There are many ways of making citizens from every class feel welcome and comfortable in a revitalized area. I believe that the large quantities of residential units that are to be implemented into the Alexander Street Master Plan are not necessary. With the current economy it is hard enough to fill the luxury apartments that already exist in the area. There should be a larger focus on additional public and park space that creates access to the Hudson River for all of the residents in a waterfront community. As Cliff Schneider stated earlier, there has not been studies that have proved that a large central park like area would not bring just as much economic revenue to the City of Yonkers. Having free open park space that brings a community to the waterfront can also bring an aspect of tourism to the community. Replacing the proposed residential towers with public park space would answer the communities call for a more

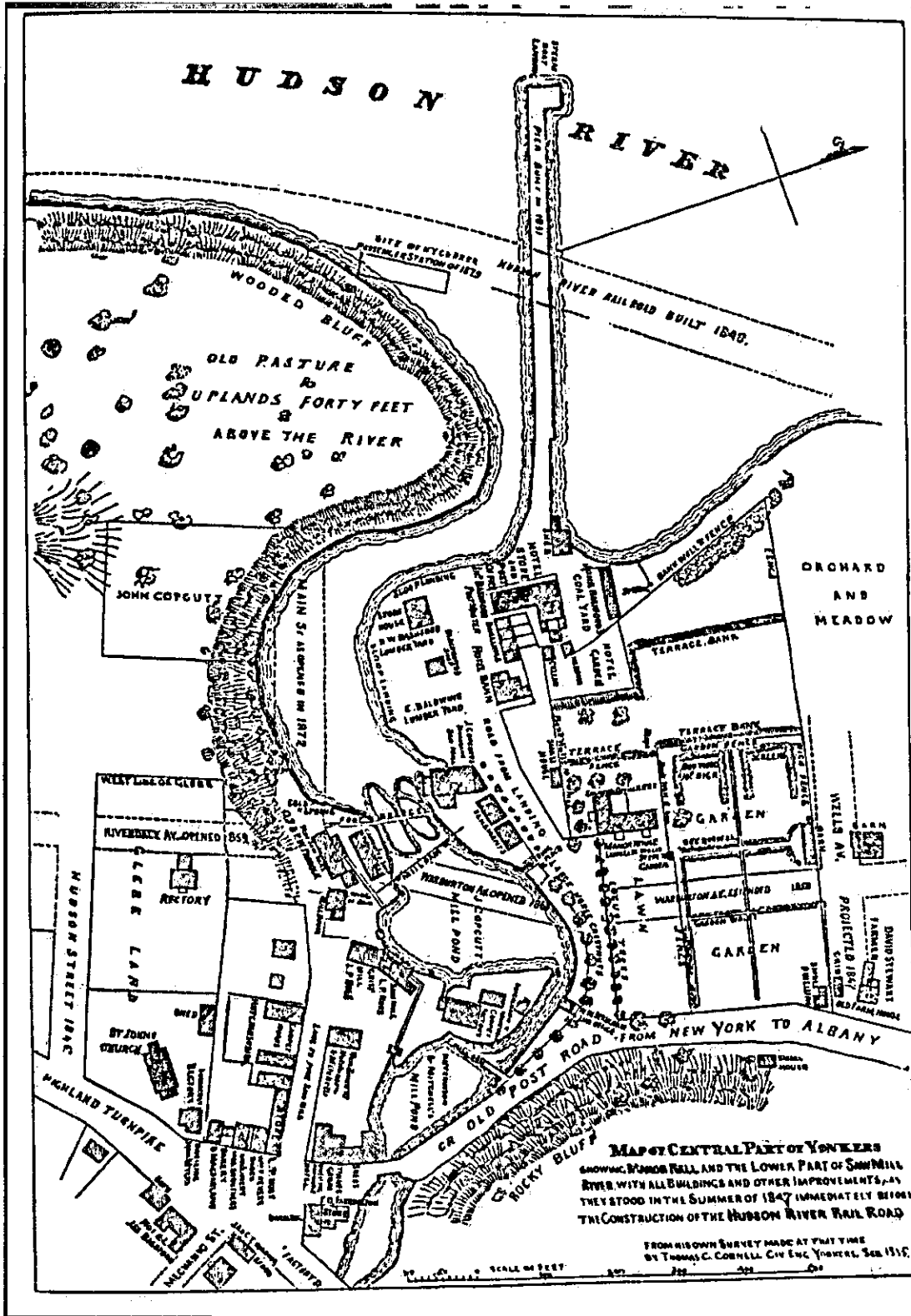
accessible waterfront while solving the public's outcry against the tall story buildings that will ultimately ruin the view for many of the upland neighborhoods in the community.

Currently the residential development that is proposed to be implemented in the Alexander Street Master Plan will contain 3,752 residential units. Excluding the 200 units set aside for low income housing in one building, the rest will be sold at market value, with the hopes that residents with a high median income will be pulled to the area. The residential development that would be built in the community should not solely be luxury apartment buildings that alienate many of the citizens of Yonkers from being able to live there. The goal of the Alexander Street Master Plan is to bring in new residents from the New York City area to fill these residential units. However, the revitalization of a neighborhood should cater to the residents that currently live in the area. The development of residential units should include various price points, including low-income options that would cater to the current demographics of the city. The thought that rising property value will solve the community's poverty problems through trickle-down economics discriminates against many people in the community. The residents living near or at the poverty level will only be displaced from the community and not be able to be a part of the newly revitalized waterfront area. There should be an adequate amount of residential housing provided for the citizens of Yonkers that currently reside there to avoid the breaking up of a community solely for economic purposes.

The commercial development that is proposed to be implemented through the Alexander Street Master Plan will also cater to upper class residents. As stated in Chapter 4, the plan is estimating that 70 percent of the purchases made in the new retail sector will be from the new residents that have a higher median income than the current residents of Yonkers. This shows

that the commercial development of small cafes, upscale restaurant and private boutiques will cater to a community that can afford the prices. The Alexander Street Master Plan clearly states that development will not include any "big box" stores or restaurants. The elimination of chain restaurants and stores will alienate the current citizens of Yonkers from the waterfront. If a family cannot afford the amenities that are provided in an area they will not feel comfortable in the area and will not frequent the waterfront. The development in the City of Yonkers should develop restaurants and stores that cater to the current community. Chain restaurants can be built in an aesthetically pleasing way and would attract many more people to the waterfront district, because they will be able to afford to be there. I believe that the different ethnicities that are part of the community should be recognized through the implementation of different ethnically-based delis and bodegas.

The development policies that are found in the City of Yonkers are found in almost every waterfront community that is going through revitalization. Through my research I was not able to find a developer or organization that has innovative policies to develop a more democratic waterfront. Although not all aspects of the Alexander Street Master Plan are flawed, they clearly do not promote a waterfront district that caters to the citizens of Yonkers. The discrimination of the lower income class in this community is clear. I hope that in the future, through policy change, the revitalization of communities will become more democratic and waterfront districts really can be welcoming and pedestrian friendly.



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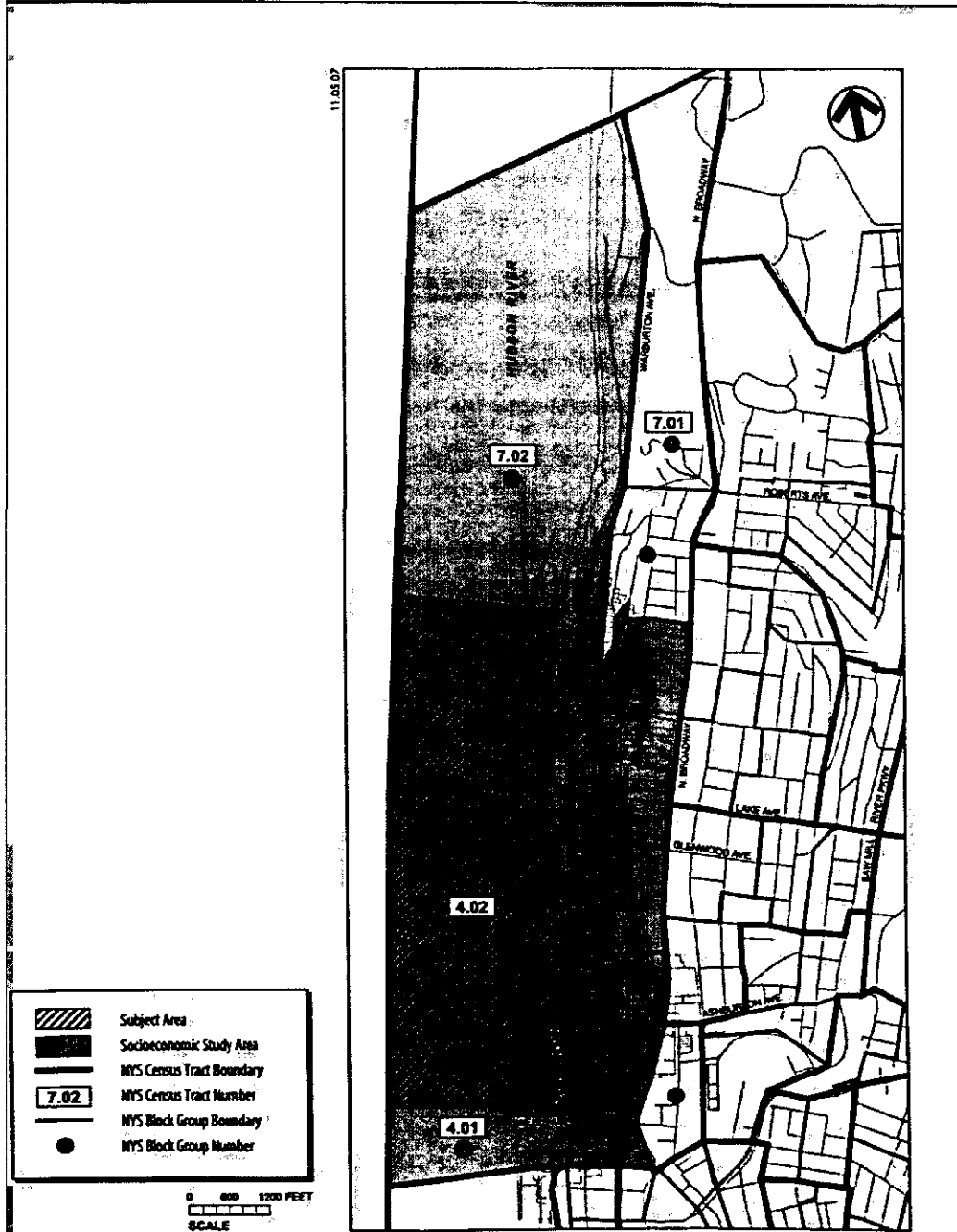
APPENDIX B: Industry In Yonkers

CHRONOLOGICAL LIST OF INDUSTRIES.			
INDUSTRIES.	ESTABLISHED.	INDUSTRIES.	ESTABLISHED.
Fur Trading with the Indians,	1610	Carpets (Fern Brook Co.),	1881
Purchasing Land,	1626	Medicine Factory,	1881
Saw Mill,	previous to 1649	Paper and Wooden Box Factory,	1881
Grist Mill,	—	Sanitary Plumbing (Washburn & Moore),	1882
Glue Factory,	previous to 1824	Sugar Machinery,	1883
Hat Body Manufacturing,	1828	District Telegraph,	1884
Veneer Mill,	1845	Gear Cutting, etc., (American Co.),	1885
Carpet Factory (Messrs. H. & M.),	about 1846	India Rubber and Gutta Percha Insulation,	1886
Morocco Factory,	1850-69	Electric Lights,	1886
Rubber Manufactory,	1852	Steam Laundry,	1888
Elevator Works,	1854	Wire Picket Fence Factory,	1891
Hat Manufacturing Machinery,	1854	National Sugar Refinery,	1892
Illuminating Gas Manufactory,	1854	Bag Manufactory,	1892
The Silk Works,	1855	Carpet Factory (Yonkers Co.),	1892
Special Machinery,	1857	Electric Motors and Dynamos (Otis Electric	
Brewery,	1858	Co.),	1893
Sugar Refinery (Howell's),	1862	Hat Bands and Ribbons,	1893
Arms and Mowing Machines,	1862-63	Crown Smyrna Rug Co.,	1894
Carpet Factory (Alexander Smith),	1865	Nickel, Silver and Gold plating,	1895
Soda Water Factory (D. H. Smith),	1866	Elevator and Mill (Deyo),	1895
Cigar Factory,	1871	Postal Telegraph Cable,	1895
Gas, Light, Fuel and Power,	1875-84	Steam Heating (Barr, Reynolds & Co.),	
Wool Extract,	1876	Boat Building (Fearon),	
Plow Factory,	1878	American Laundry,	
Telephone Exchange (Westchester Co.),	1880	Carpet Factory (Skinner),	

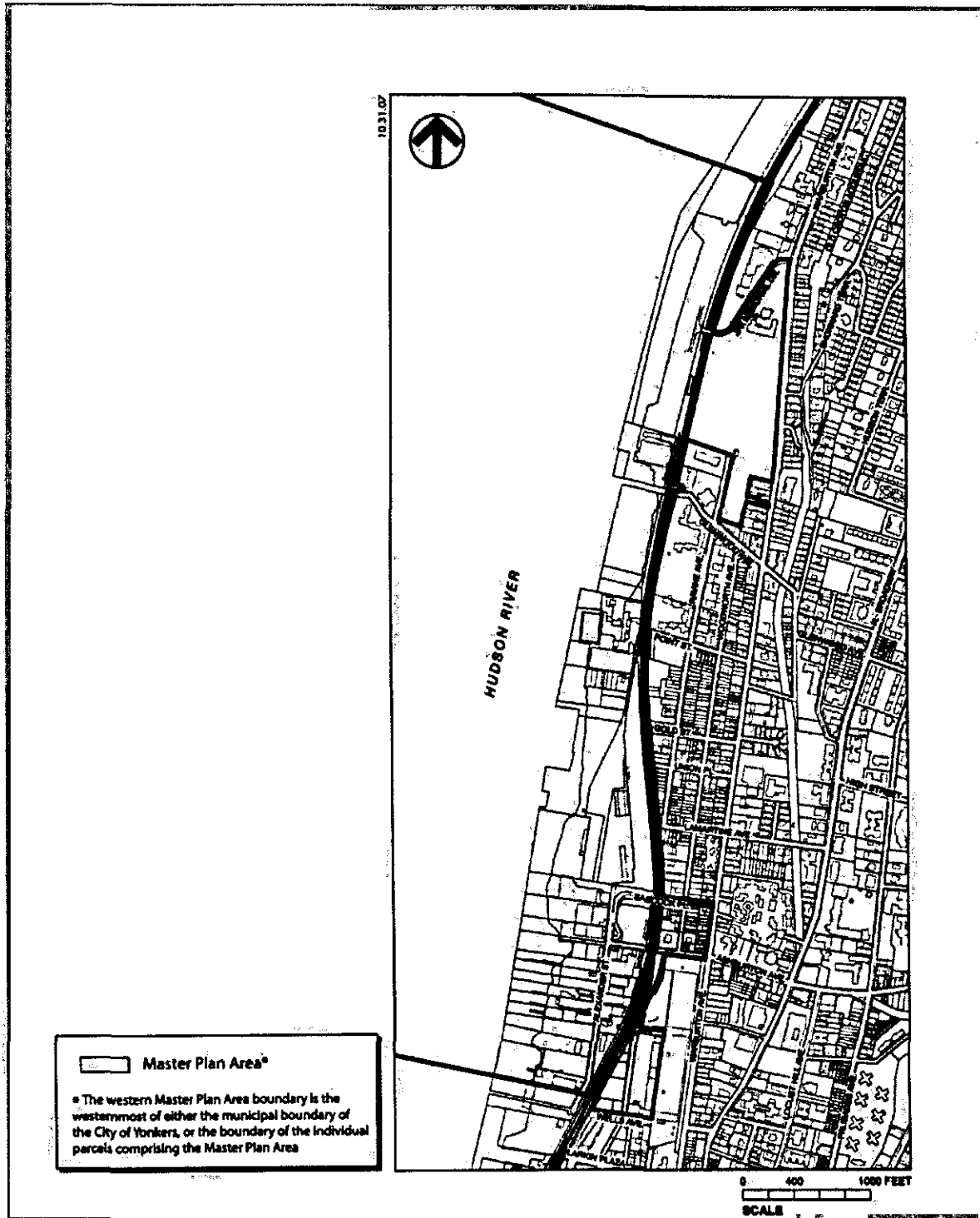
* On Sunday afternoon, November 17, 1895, the old saleratus factory of Charles Harriman, at Spring Hill Grove, burned. It had been built some years ago on the ruins of the old pickle factory. It was three stories high, about 50 feet by 100 feet in dimensions. It was in use as a barn and stable when it caught fire.

Allison, Charles Elmer. *The History of Yonkers*. New York: Wilber B. Ketcham, 1896. Since Reprinted.

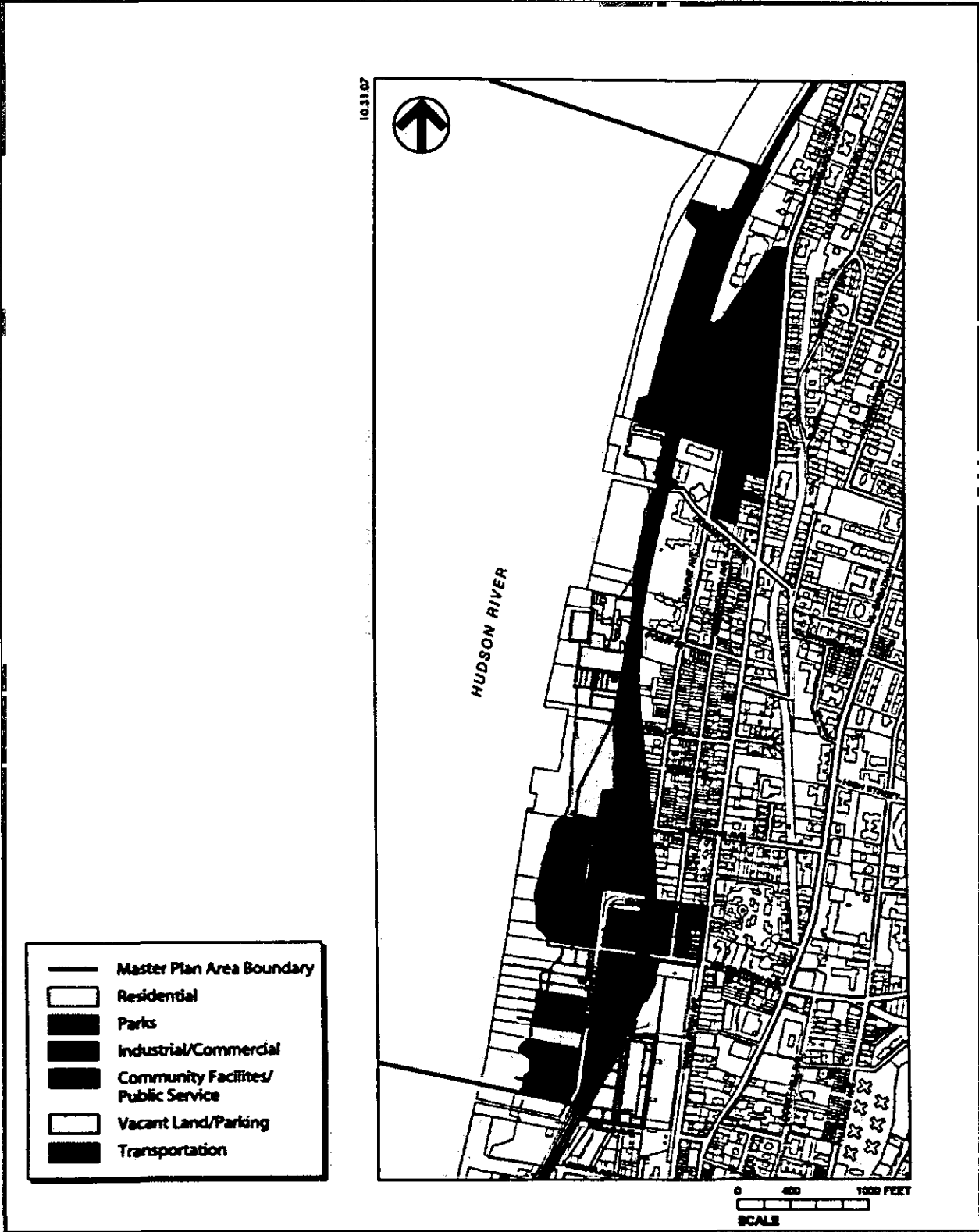
APPENDIX C: Demographics Study Area



APPENDIX D: ASMP Boundary



Alexander Street Master Plan. City of Yonkers. May 2009.



Alexander Street Master Plan. City of Yonkers. May 2009.

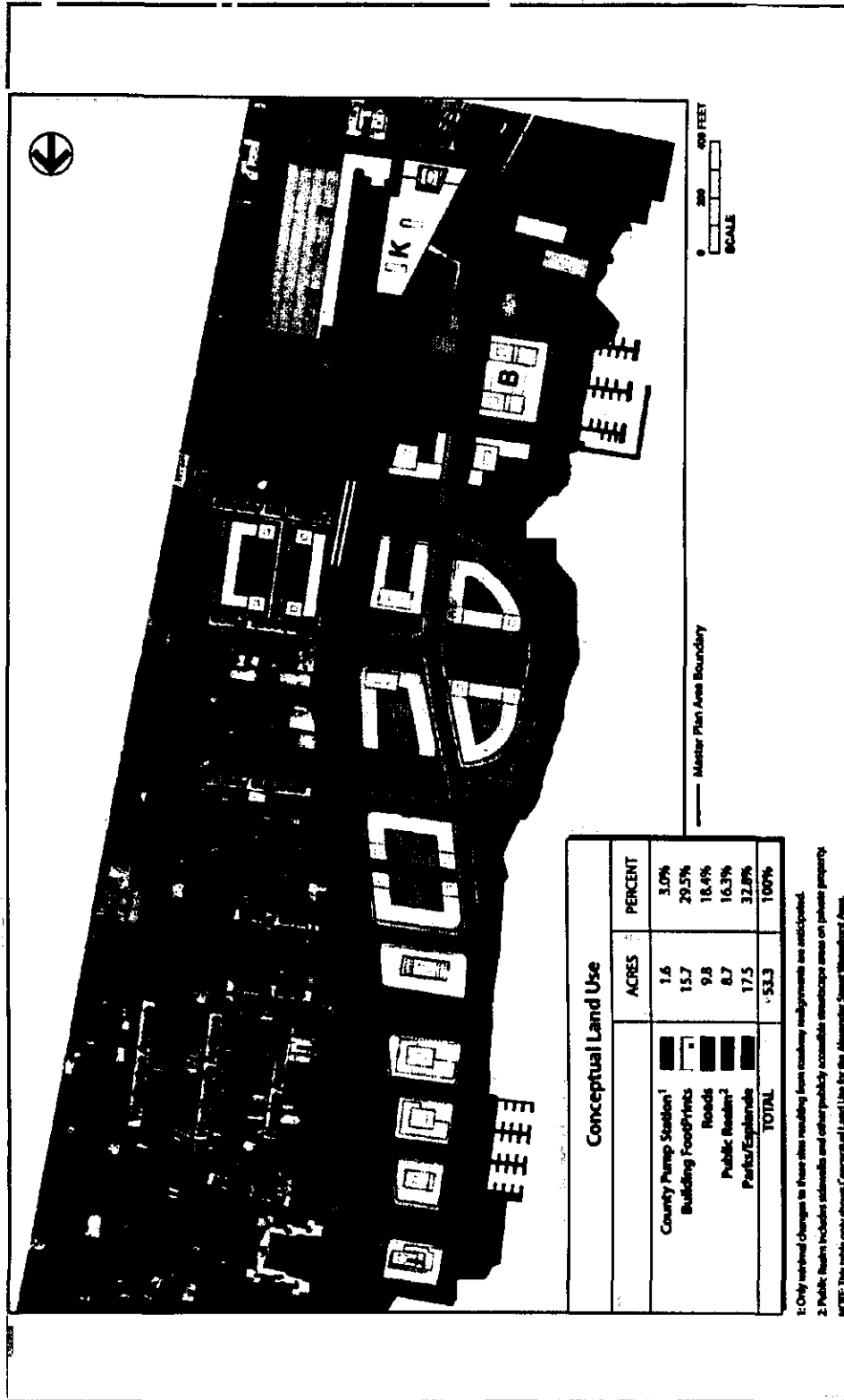


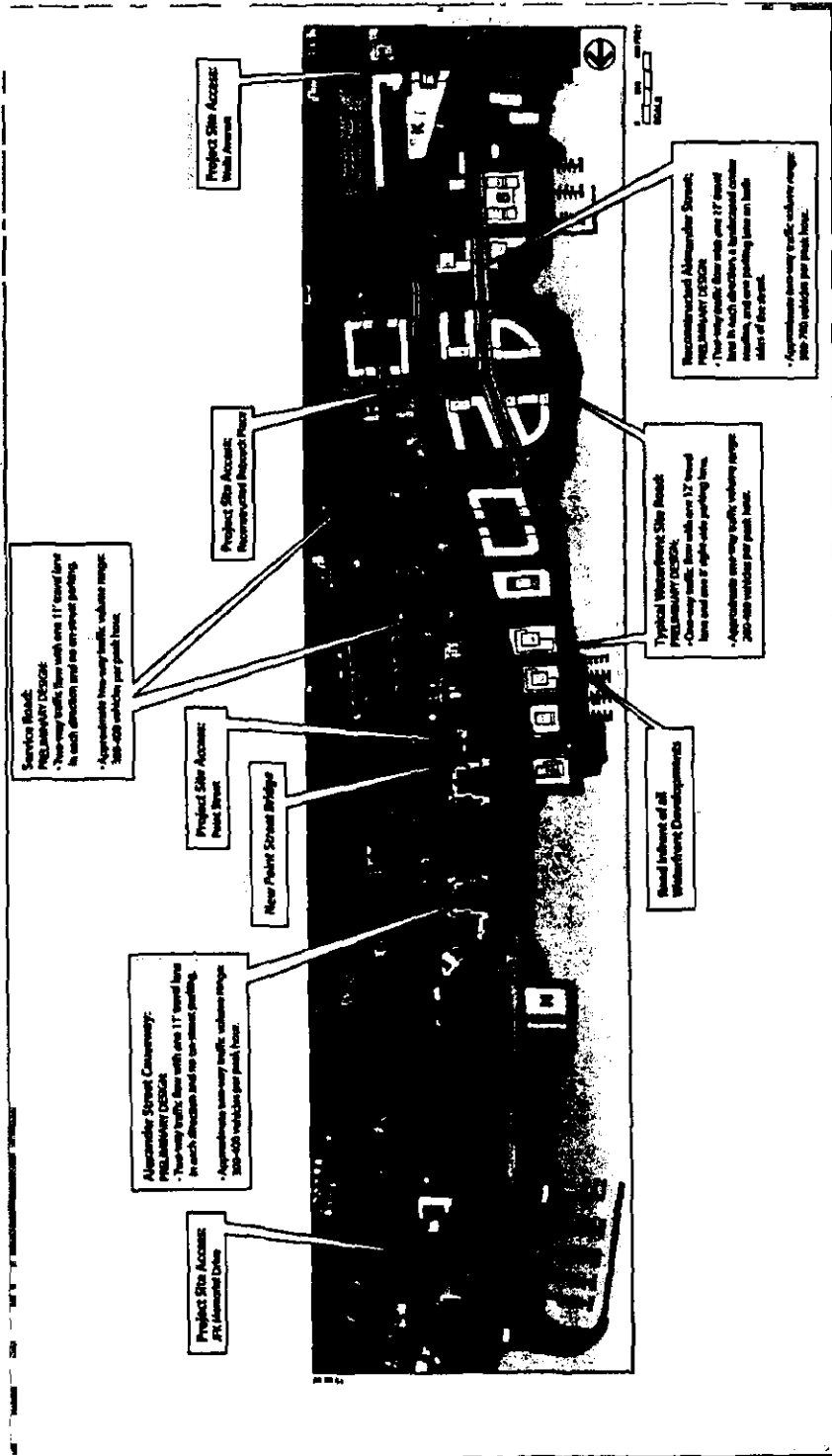
FIGURE 1:

FIGURE 1		RESIDENTIAL DEVELOPMENT		Alexander Street Master Plan. City of Yonkers. May 2009.
Development parcel	Number of Towers and Bases	Maximum Residential Building Height (Stories)	Total Units	
A	1/1	30	350	
B	1/2	30	430	
C	1/1	25	310	
D	1/2	6-12	180	
E	1/2	6-12	205	
F	1/1	30	337	
G	2/4	6-10	350	
H	2/2	16/20	340	
I	2/2	22/26	280	
J	1/1	30	220	
K	1/2	25/25	250	
L	1/2	6-8	100	
M	1/2	8-10	125	
N	Existing	Existing	50	
O	1/1	30	225	
Total Units			3,752	

FIGURE 2:

FIGURE 2	COMMERCIAL DEVELOPMENT
Development Parcel	Total Commercial Space
A	20,000
B	25,000
C	20,000
D	40,000
E	40,000
F	30,000
G	0
H	0
I	12,500
J	12,500
K (I. Park)	120,000
L	0
M	25,000
N	25,000
O	25,000
Jail House	23,000
JFK Marina	5,000
Total	423,000

APPENDIX H: Roadway Improvements



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