



Village of Bronxville
Comprehensive Plan



FEBRUARY 2020

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Bronxville Comprehensive Plan

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BFJ PLANNING

Village of Bronxville
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Bronxville Comprehensive Plan

February 2020

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Chapter 1: Introduction, Vision Statement and Planning Goals

Introduction and Purpose

The Board of Trustees of the Village of Bronxville is pleased to present this 2020 Comprehensive Plan, which was adopted on February 10, 2020. This plan is an update of the 2009 Community Plan and will serve as a policy guide for the Village's future development. It is the sixth community plan for Bronxville; the Village's first overall plan was adopted in 1971, and subsequently reviewed in 1980, 1992, 1997, 2002 and 2009.

A Comprehensive Master Plan states where a community has been, where it is now, and where it wants to go, setting goals and recommended actions to ensure orderly growth in line with the preservation of historic and natural resources. The Plan fulfills the Village's statutory obligation to prepare and adopt a comprehensive plan for land use and development. Section 310-45 of the Village of Bronxville Code provides that "The Village Board has the authority to adopt and amend a Comprehensive Plan from time to time, and the Village Board may, in its discretion, refer issues regarding the Comprehensive Plan to the Planning Board for its advice."

The Village is undertaking a Comprehensive Plan update today in order to reflect regional demographic and economic conditions, which have evolved since the time of the Village's last Comprehensive Plan update in 2009. In 2019, Bronxville's Comprehensive Plan is a reflection of the importance of the Village's intent to conserve natural areas, promote connectivity and commercial vitality downtown, preserve neighborhoods, and protect the Village's attractive historic setting.

After adoption of the 2009 Community Plan, the Village took a series of further actions to implement recommendations of the Plan:

- Villa BXV on Kensington Road, a 53-unit luxury condominium project with approximately 300 spaces of commuter parking, was developed on the 1.63-acre site. The proposal went through the Village's approvals process, including the State Environmental Quality Review Act (SEQRA) in 2005 and 2006, and was eventually developed in 2017.
- Concordia College has developed plans to reorganize the entrance and parking on their campus.
- The Village has studied possible improvements to the intersection of Pondfield Road and Midland Avenue, including a proposed roundabout.
- The Village has undergone a downtown parking utilization study.

Process and Community Involvement

The Comprehensive Plan incorporated a public outreach process designed to identify and understand the community's vision for the future development and preservation of Bronxville. The public engagement process included two Comprehensive Plan public workshops/hearings in addition to regular meetings with Trustees and stakeholder interviews. A public survey served as a guide for understanding specific issues related to the plan and redefining the community's vision and goals. The objective was to reach residents, business owners and other stakeholders in order to create a vision for Bronxville's future. A description of events and meetings related to the community involvement efforts follows.

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Work session with Planning Board and Zoning Board of Appeals

In August 2018 the Board of Trustees held a joint work session with the Planning Board and Zoning Board of Appeals to discuss the comprehensive planning process. The purpose of this initial joint work session was to discuss the start-up of the Bronxville Comprehensive Plan. Together, members of these boards discussed an outline of existing demographic characteristics, and an overview of land use, zoning, and environmental issues and opportunities in Bronxville.

Stakeholder Meetings

Between July 2018 and June 2019 the consultant team held numerous stakeholder meetings in order to gain feedback from Village staff and members of the community. The following stakeholders provided details on the existing conditions, issues, opportunities and potential recommendations that shaped the direction of the plan throughout the process:

- Chamber of Commerce
- Bronxville Historical Conservancy
- Chief of Police
- Village Assessor
- Bronxville School District
- New York-Presbyterian Lawrence Hospital
- Concordia College
- Bronxville Public Library

Public Survey – March – April 2019

The Village of Bronxville conducted a public survey as part of the Comprehensive Planning process from March 24, 2019 to April 30, 2019. The survey was available online at SurveyMonkey.com, and hardcopies were made available at Village Hall and the Library. The purpose of this survey was to gather input from a range of people who live, work or own property in Bronxville on the key issues facing the Village and how they envision its future.

The survey included 70 questions related to the Comprehensive Plan. The first 13 questions covered the vision and goals established in the 2009 Comprehensive Plan, asking that members of the public provide feedback to the existing Plan's objectives. The following section of the survey (questions 14 – 61) asked specific questions related to issues and opportunities in Bronxville today. The final section (questions 62-70) were demographic questions. All questions were optional.

Over five and a half weeks, the survey received 695 online responses and 10 hard copy responses. The Village advertised the survey with posters, a Village-wide mailer and text message alerts. The total response represents nearly 30% of total households in the Village.¹

Public workshop/hearing #1 - June 4, 2019

The purpose of this public workshop was to inform members of the public, the Planning Board, Zoning Board of Appeals, Design Review Committee, and Board of Trustees of the progress on the Bronxville

¹ According to the 2017 American Community Survey there are 2,196 households in Bronxville. The total population in 2017 was 6,428.

Comprehensive Plan and receive comments prior to crafting recommendations with the Board of Trustees. Susan Favate, Principal and Ariana Branchini, Planner, of BFJ Planning gave a presentation on the status of the plan, existing conditions, issues and opportunities, and the results of the recent survey. Following the presentation, members of Village boards, committees and the public provided comments.

Public Hearing # 2 – October - November 2019

The second public hearing on the Comprehensive Plan was held in two sessions. The first was on October 15th, 2019 and the second was on November 12th, 2019. The hearing was closed on November 12th and the Trustees made a negative declaration; finding no significant adverse impacts to adopting the plan. This completed the Village compliance with the State Environmental Quality Review Act (SEQR).

Vision Statement

Many of the goals and objectives that are listed below were identified in the previous Community Plan prepared in 2009. Given that there have been few land use or demographic changes in the Village over the past ten years, many of the 2009 goals and objectives are relevant today. The sections below highlight the overall goals for the Village, followed by a list of major objectives grouped under six selected topics.

The overall purpose of this Comprehensive Plan is to maintain Bronxville as a small scale, attractive community and to continuously improve the quality of life for residents, businesses, institutions and other stakeholders within the Village. The Plan seeks to preserve the historical character and enhance the walkable, vibrant nature of the Village to ensure Bronxville remains a healthy and sustainable place to live, grow, learn, visit and do business.

To achieve this overall goal, the community must:

- Preserve and promote the special architectural character and appearance of existing buildings and neighborhoods.
- Maintain the natural landscape of the Village.
- Retain the pedestrian scale of buildings, streets and open spaces that currently exist.
- Encourage land uses that are appropriate to the existing pattern of development and which will help ensure the economic stability of the whole community.
- Mitigate the impacts of flooding on residential and commercial properties within the Village.

Planning Goals

Residential Areas

- Preserve the quality and character of existing single-family residential zones.
- Retain the roughly even balance between single-family and multi-family units.
- Achieve the balance in regulation to ensure new construction and large renovations maintain an appropriate scale in relation to lot size.

Commercial Uses

- Maintain the "village" character of the Central Business District (CBD) through careful control of land uses, storefronts and signage; adequate building maintenance; and on-going streetscape improvements.
- Maintain and improve the mix of retail stores, services and other commercial uses that are geared to the needs of local residents and those in the nearby communities.
- Ensure that any new development is related in scale and character to the existing buildings within the CBD.

Transportation and Parking

- Promote policies to help ensure convenient and safe traffic flow on the Village street network.
- Ensure adequate public transportation services, particularly for residents without access to private automobiles.
- Enhance pedestrian safety throughout the Village and create opportunities for alternative vehicles where possible.
- Ensure an adequate supply of parking for commuters, shoppers, merchants and other visitors to the CBD consistent with the residential character of the Village.

Open Space and Recreation

- Preserve and enhance existing public open space areas with special attention to seating and landscape improvements, including along Village streets, parking lots, and Station Plaza area.
- Encourage continued use of natural landscape elements within existing development.
- Ensure high quality maintenance of existing recreation facilities.

Community Facilities

- Maintain high quality services and facilities for Village residents.
- Ensure efficient use and maintenance of public services provided by the Police and Fire Departments and the Department of Public Works.

Tax Base

- Achieve fiscal savings without sacrificing existing high quality Village services.
- Maintain balance between user fees and the costs of providing services.
- Preserve the commercial property tax base in the CBD.
- Conduct regular revaluation updates as needed to ensure that assessed property values are consistent with real estate values and other conditions.
- Enforce regular assessment updates of individual properties to reflect any improvements that may change their assessed value.

Chapter 2: Regional Context and History

Regional Context and History

The Village of Bronxville is an incorporated Village within the Town of Eastchester in lower Westchester County, approximately 16 miles from midtown Manhattan and two-and-a-half miles from the border with the Bronx. The Village covers an area of just over one square mile (666 acres). Adjacent communities are the Village of Tuckahoe to the north, the Town of Eastchester on the east and the cities of Mount Vernon and Yonkers on the south and west respectively. Bronxville is located within the 10708 postal zip code zone, which it shares with the western portion of Yonkers, including Lawrence Park West and Cedar Knolls and an unincorporated portion of the Town of Eastchester, including Chester Heights and the Union Corners/California Road area.

The Village is one of the most attractive and accessible communities located within the New York metropolitan area. It has retained its small-town scale and sense of history and is almost fully developed. In contrast, southern Westchester County has experienced significant new urban growth in recent years, involving new retail centers and a variety of major new housing developments.

The community is well served by major highways. The Bronx River and Sprain Brook Parkways are located immediately to the west of the Village and the Cross County and Hutchinson River Parkways are both within a mile of the Village borders. These parkways provide connections to I-287 to the north and the New York State Thruway/I-87 and Saw Mill River Parkway to the west.

Bronxville is also conveniently located to major public transportation services. The Metro-North Harlem Line runs through the center of the business district, providing an approximately 40-minute commute to New York City. Westchester County Airport is located about 12 miles to the north; LaGuardia Airport is located approximately 15 miles to the south; and John F. Kennedy Airport is located about 25 miles to the southeast.

Figure 1 illustrates the regional context and major highways in southern Westchester and the northern Bronx region. The local context and surrounding communities are indicated in Figure 2.

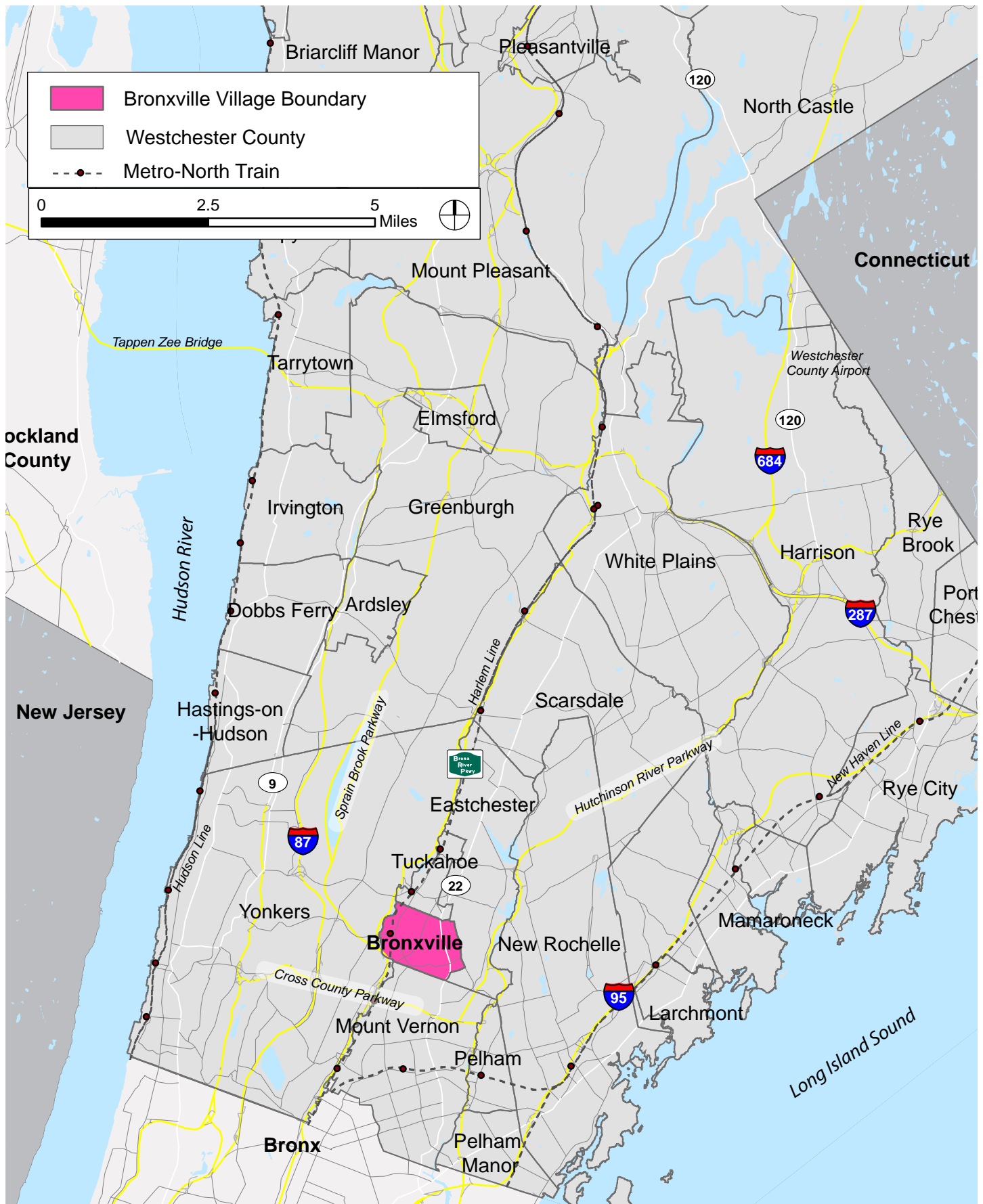


Figure 1: Regional Context

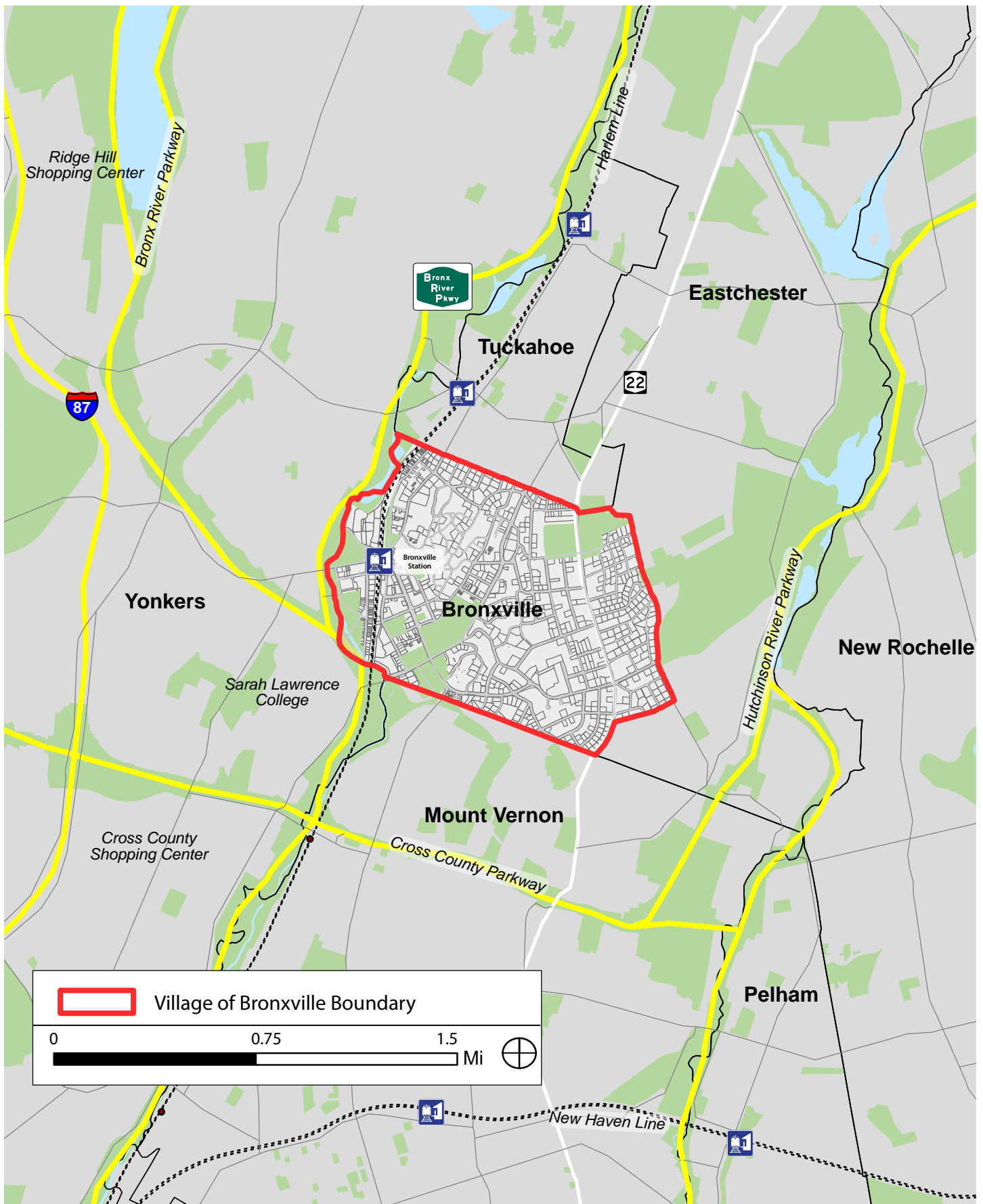


Figure 2: Bronxville and Neighboring Municipalities

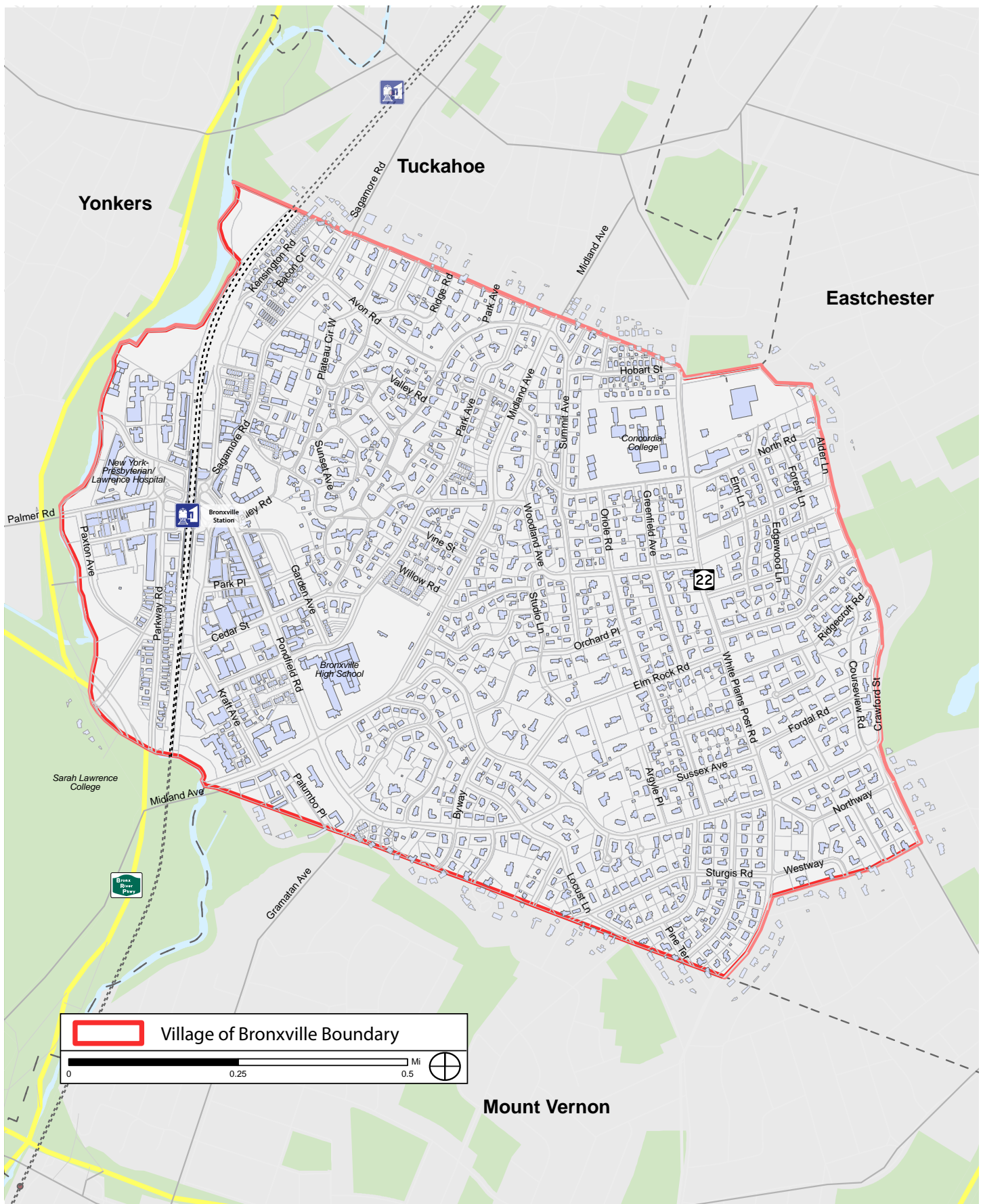
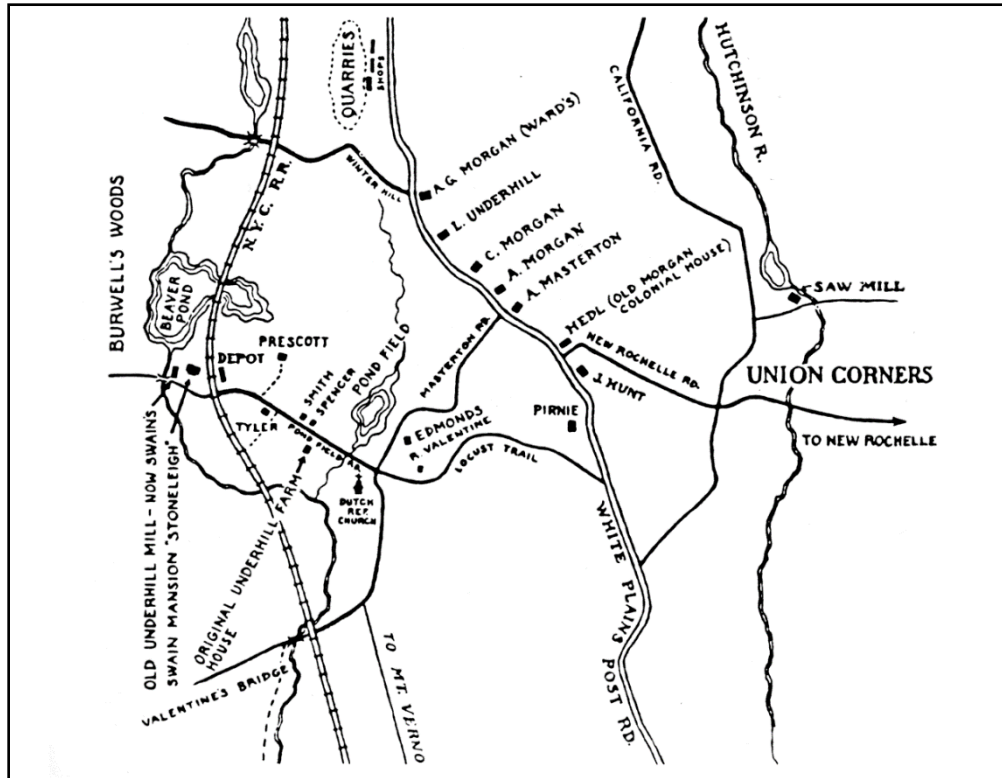


Figure 3: Bronxville Base Map

History

Bronxville's first European settlers can be traced to the early 1700s with the construction of a saw mill on the Bronx River by John Underhill and the subsequent development of a village initially known as Underhill's Crossing. Other early settlers, including the Ward and Morgan families, moved to the area and helped establish the Village as a prosperous farming community during the 18th Century.

Figure 4: Bronxville in the mid-1880s



Source: *Bronxville, Views and Vignettes, 1898 - 1973*

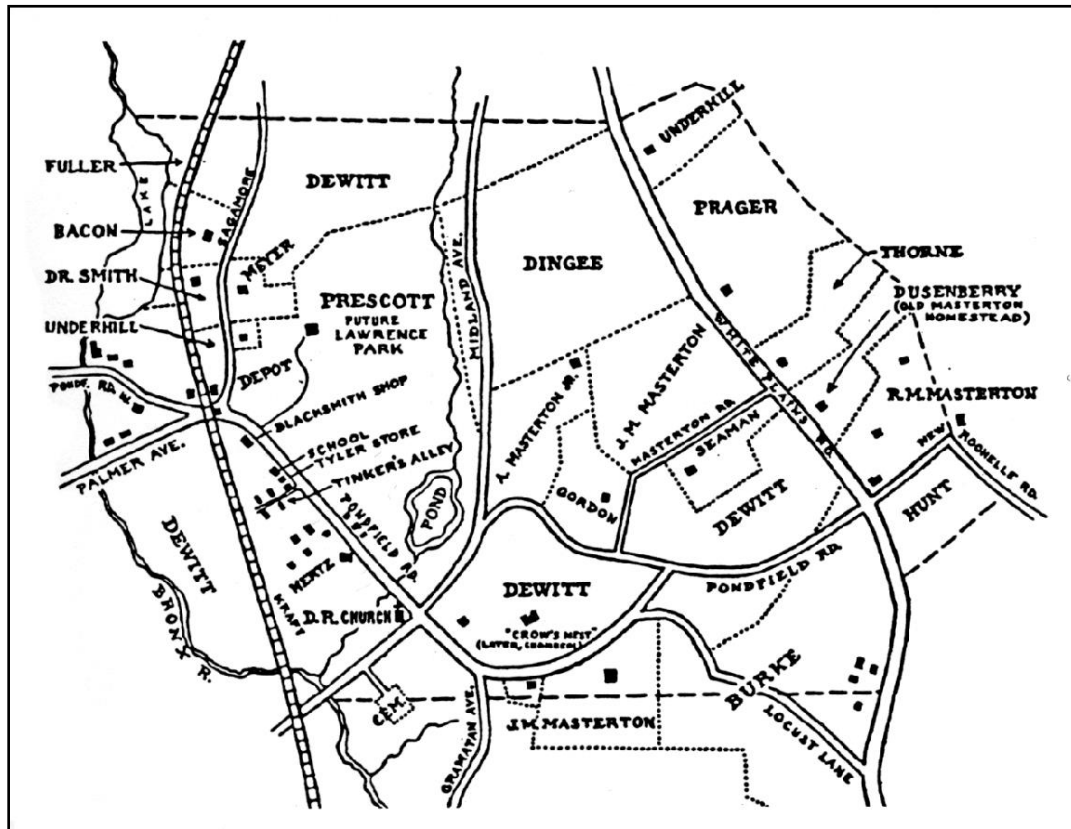
Around 1850, the name Bronxville began to be used and the early 19th Century saw the Village become an important rural community in the region. The name was derived from Jonas Bronck, who acquired much of the land between the Harlem and Aquahung (later Bronx) Rivers in 1639. A prominent resident was Alexander Masterton who owned the nearby marble quarry in Tuckahoe which helped bring prosperity to the area. The coming of the railroad in the 1840s began to change the rural character of the Village. Settlement concentrated around the railroad depot and additional commercial and industrial sites sprang up along Pondfield Road and along the Bronx River. James Swain established a water-powered factory in the 1840s with his father-in-law, James Minot Prescott. Around 1860, it began to make cutlery. The Ward Leonard Electric Co. took over the site in the 1890s. Other factories were built along the river including Frederick Kraft's leather tannery in 1882.

In 1852, Bronxville was awarded its own post office and in 1850 the Reformed Church constructed its first building at the northwest corner of Pondfield Road and Midland Avenue. Twenty years later, the first public school was constructed on a site within the current commercial area of the Village. Figure 5

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below illustrates Bronxville during the period 1880-1885 and shows the prominent estates belonging to Masterton and DeWitt as well as the Prescott Farm, part of which is now Lawrence Park.

Figure 5: Bronxville, 1880-1885



Source: Bronxville Views and Vignettes, 1898 - 1973

In 1890, William Van Duzer Lawrence purchased the 86-acre Prescott Farm. He subdivided the land and commissioned architect William A. Bates to design a number of speculative houses. Bates' designs drew on a variety of historic European and English precedents but also included the Shingle and Colonial Revival architectural styles. The architecture, set in a series of highly individual narrow roads along with the steep topography, gave the area a unique and attractive image which has been retained to this day.

The former Prescott Farm became known as Lawrence Park, a desirable residential area for artists and writers, with its popularity further confirmed by the building of the Gramatan Inn in 1897 and later the Lawrence Arcade. Both buildings were close to the railroad station and were the cornerstone of Bronxville's growing commercial center. Figure 7 illustrates the Village layout in 1898 and shows the Lawrence Park subdivision and nearby development proximate to the railroad station.

In 1898, Bronxville became incorporated as a Village in the Town of Eastchester. After the Gramatan Inn was destroyed by fire in 1900, Lawrence erected the grand Hotel Gramatan, which opened in 1905. The first Village Hall, located at Kraft Avenue and Pondfield Road opposite the railroad station, was completed in 1906. Other notable buildings followed, including Lawrence Hospital in 1909 and Concordia College in 1910. The railroad underpass was completed in 1916.

Figure 6: Hotel Gamatan, circa 1925



Source: Bronxville, Views and Vignettes, 1898 - 1973

After World War I, a building boom occurred which quickly transformed the rest of the Village into a suburban community. The opening of the Bronx River Parkway in 1925 made automobile traffic more accessible. By the end of the 1920s, most of the available land within Bronxville had been developed. Several large-scale tracts were designed and developed as planned unit developments, with individual houses often designed by well-known architects in a variety of traditional styles.

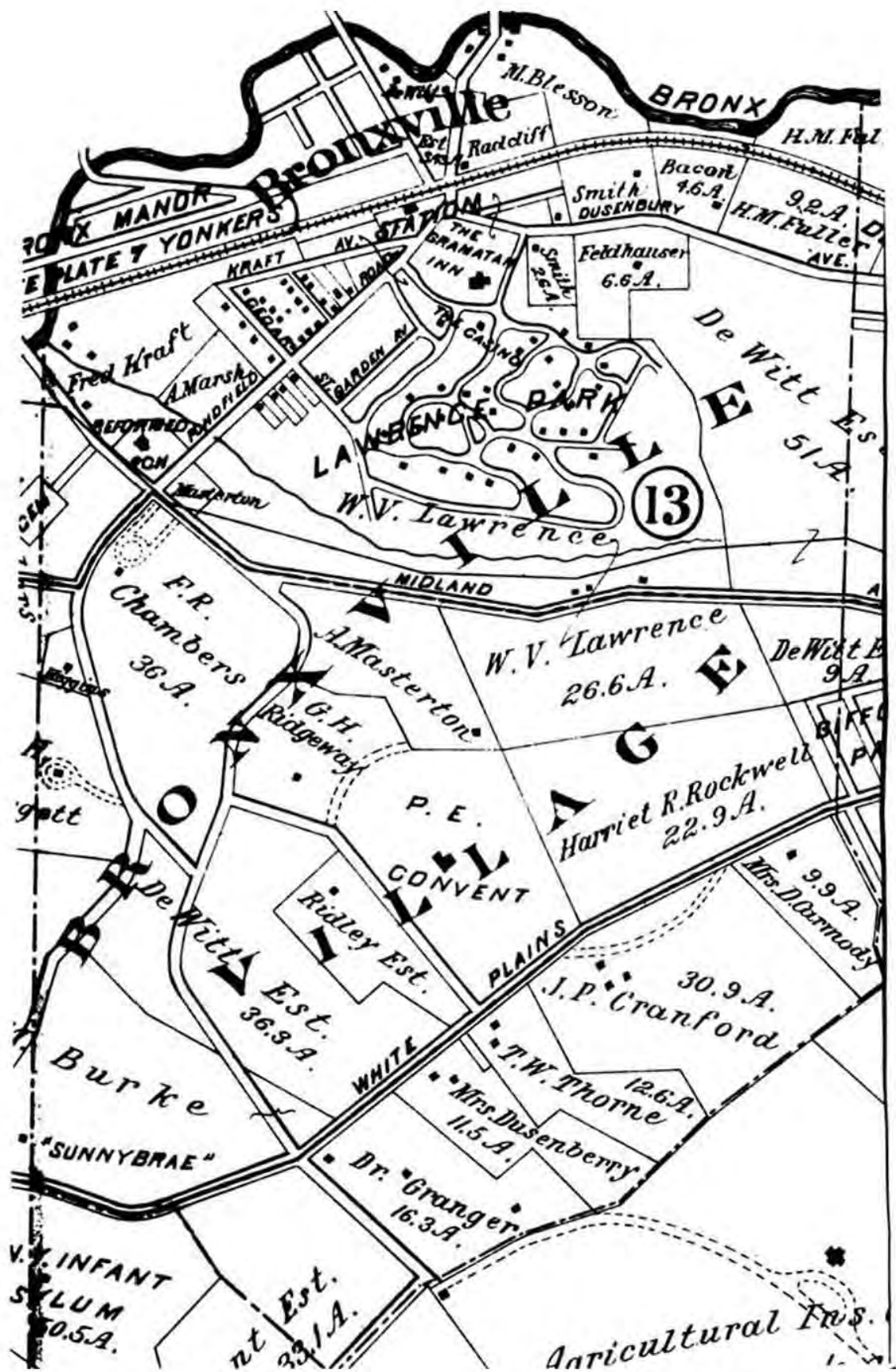
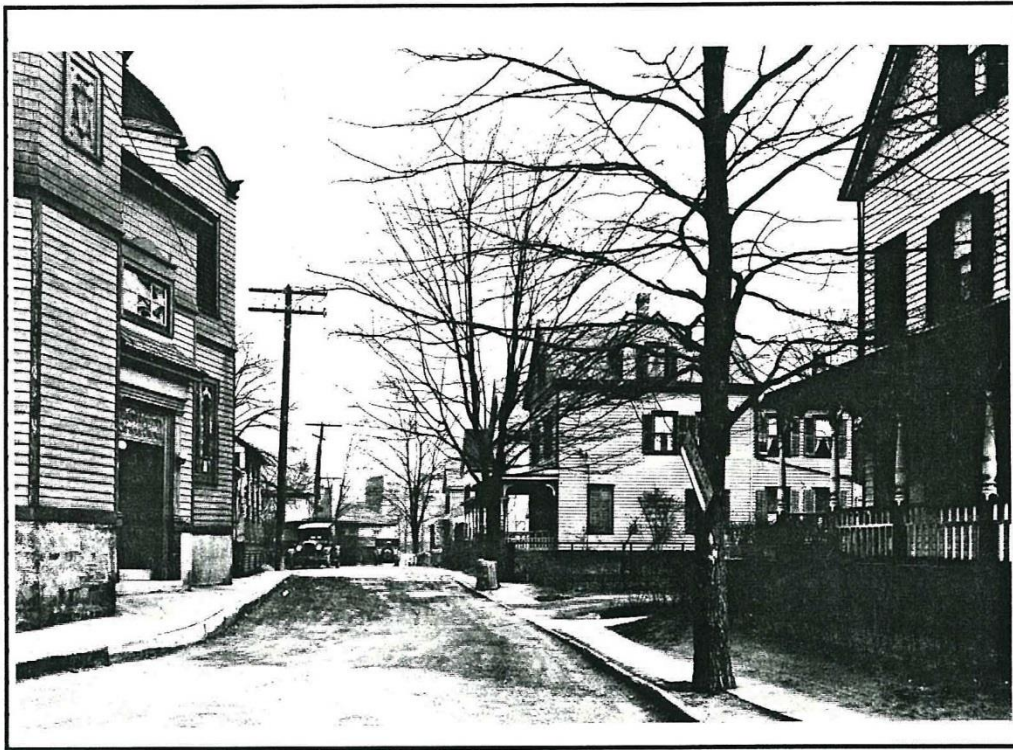


Figure 7: Bronxville in 1898

Figure 8: Park Place looking toward Pondfield Road, 1920-25



Source: Bronxville, Views and Vignettes, 1898 - 1973

Sagamore Road, north of Lawrence Park, was developed from 1910 through the 1920s. (Figure 9). Tracts of land on the east side of town in Masterton Woods, the former Burke estate, and parts of the Crow's Nest property were developed. In 1925, a new public school was built, utilizing an open field and pond fronting Pondfield Road and Midland Avenue. In 1926-27, new edifices were constructed for the Reformed Church, St. Joseph's Roman Catholic Church, and Christ Episcopal Church. The Bronxville Women's Club, and the Christian Science Church were completed in 1929. Later buildings include the Village Hall and Library, built in 1942, and the Village Lutheran Church in 1947.

Sagamore Development Company

Gramatan Bank Building, Bronxville
Westchester County, New York

Telephone: Bronxville 387

OFFICERS

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LEONARD KEBLER

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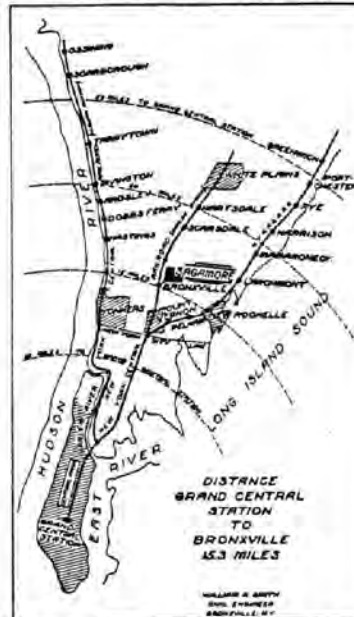
E. A. MORANGE

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Treasurer:

DR. JOHN W. SMITH

Detailed information about Sagamore will be gladly furnished
by the Company Officers, Bronxville Real Estate
Brokers or your own Broker



MAP OF SAGAMORE BRONXVILLE

WESTCHESTER CO., N.Y.
SHOWING PLOTS OWNED BY
SAGAMORE DEVELOPMENT CO.
AND ITS STOCK HOLDERS
MARCH, 1921

LEONARD KEBLER, PRESIDENT
TEL. WOODLAWN 1806

E. A. MORANGE, SECRETARY
TEL. LONGACRE 3712

William A. Smith
Civil Engineer
Bronxville, N.Y.
Tuckahoe, N.Y.



NOTE:
Areas do not include the one foot reserve
strip in plots abutting on adjoining properties.

■ Denotes Monument Point.

Figure 9: Sagamore - 1921

Construction in the years since World War II has been limited by the lack of available land for large-scale development. While many split-level style and a few modern homes were constructed on remaining land parcels scattered throughout the Village, the most recent large-scale development involved the residential complex built on Kensington Road, known as Villa BXV. Other projects in the years since 1980 include the construction and expansion of the New York-Presbyterian-Lawrence Hospital parking garage; conversion of two service stations in the CBD to retail stores; the construction of the Avalon residential development on the west side of the CBD; acquisition by the Village of the Kensington Road garage and former power plant site; the development of the Avalon Parkway Road lot as an expanded Village parking lot; and, the ongoing refurbishment of the Village's parks and recreation areas.

Altogether, the Village today is similar in appearance to the image it presented in the 1930s. As noted by the author Kenneth Jackson in 1985, Bronxville has earned a reputation as a "suburb endlessly copied and never matched."²

² Jackson, Kenneth T. Crabgrass Frontier, the Suburbanization of the United States. Oxford University Press 1985.

Chapter 3: Land Use, Zoning and Development Patterns

The built environment in Bronxville—the residential neighborhoods, traditional downtown, parks and other land uses—helps to define the character of the Village. The type, location, and intensity of different kinds of land uses have changed over time in Bronxville. To understand how the Village should control or promote future land use changes, it is important to know where and how much land is presently developed for residential, commercial, recreation and other uses. Examining these developed areas helps residents visualize desirable and undesirable aspects of land use patterns and provides a foundation for the planning policies guiding future development of vacant or under-developed parcels. A municipality’s zoning and subdivision regulations are the major regulatory tools with which it can control land uses and influence future development patterns and practices. Below is a summary of the existing land use, development patterns, and zoning in the Village of Bronxville.

Land Use

Bronxville is substantially developed, with only a few scattered vacant lots. The pattern of development in the Village is that of a built-out or “mature” residential suburb. As noted in Village History, (Chapter 2), initial development in Bronxville centered around the railroad station. Higher density housing and the Village’s commercial center are found around the railroad station area today, with lower-density single-family housing radiating out from the core.

Land uses within Bronxville fall within four broad categories, as described below. These uses are illustrated in Figure 310 and discussed in more detail in later sections of this plan.

Residential

More than half of the Village land area involves residential uses. Most of the Village’s housing stock consists of single-family development, with parcels varying in size from less than one-quarter acre (10,000 square feet) to a half-acre (20,000 square feet) or more. Rental apartments, cooperatives and condominium complexes, as well as attached houses or townhouses, are for the most part concentrated near the railroad station and the CBD.

Commercial and Retail Uses

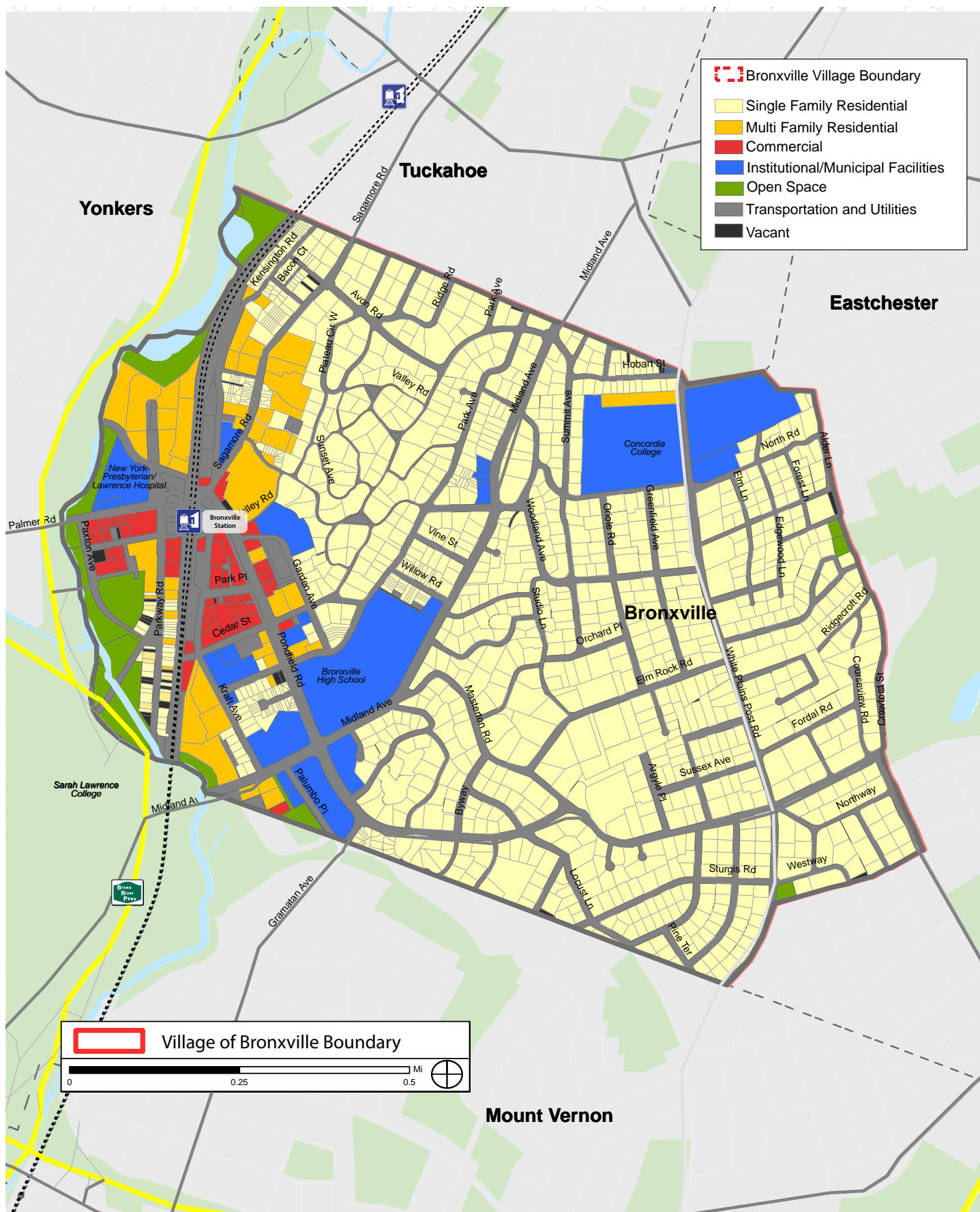
Commercial and retail uses are located on either side of the railroad.

Institutional and Government Uses

These include the Bronxville School, New York-Presbyterian-Lawrence Hospital, municipal buildings such as the Village Hall and Library, the Reformed Church, St. Joseph's Church and School, the Lutheran Church and Chapel School, and other institutional uses. The Village Hall and Library, Bronxville School and the Reformed Church are perceived as the center of the Village. To the northeast, the Concordia College campus is located on either side of White Plains Road.

Open Space and Recreation Areas:

Open space and recreation areas include the tennis complex off Garden Avenue, paddle courts on Maltby, Sagamore playground, a number of parks and playground areas, and the Bronxville Lake Park, owned by Westchester County, which extends along the western edge of the Village.



Zoning

In 1997, the Village of Bronxville adopted a new zoning code. The Village's Zoning Ordinance and Zoning Map relate to and regulate the land uses within Bronxville in order to provide for orderly development, encourage a mix of appropriate uses within the Central Business District (CBD), and protect property values. (The CBD is described further in Chapter 7.) The district regulations are the heart of the zoning code. These regulations cover specific permitted land uses and densities in each of the nine different zoning districts of the Village. These districts are summarized in Table 1 and 2 below, and illustrated in Figure 11.

With respect to permitted uses, Bronxville's zoning code is a "cumulative" code. The permitted uses in each district include all uses allowed in the less intensive districts. For example, the two-story multiple residence "B" district permits all uses allowed in the "A" district, plus multi-family housing and municipal parking.

In general, land uses permitted by the zoning code are permitted "as-of-right," meaning that any property owner whose proposed land use or development complies with the provisions of the zoning code is automatically granted the right to that use. However, the revised zoning code also provides for a series of "special permit" uses which require additional review by the Planning Board prior to a grant of approval. Information on any aspect of the special permits or other zoning regulations can be obtained through the Village Department of Buildings and the Planning Board.

Residential

There are six residential zoning districts in Bronxville, three single family districts and three multifamily districts. Single family districts are mapped over the majority of land area in Bronxville and vary in minimum lot area from 30,000 sf (**Residence AAA**) to 12,000 sf (**Residence A**). The largest residential lots in the Village are located in Residence AAA district, which is mapped in the neighborhood surrounding Elm Rock Road. **Residence AA** requires a 15,000 sf minimum lot area, and is mapped in various locations in the eastern portion of the Village. Residence A district covers the most land area in Bronxville. Multi-family zoning districts include Residence B, Residence C, and Residence D, all mapped in the western portion of the Village. **Residence B** is a two-story multiple residence district, allowing a building height of 2.5 stories or 35 feet and 2,750 sf of lot area per dwelling unit minimum. **Residence C** allows a building height of 3.5 stories or 42 feet, and a minimum lot area per dwelling unit of 1,750 sf. The Residence C district is mapped around Sagamore Road near the train station, and along Cedar Street between Pondfield Road and Kraft Avenue. **Residence D** allows construction up to six stories or 72 feet, and a 1,500 sf lot area per dwelling unit. This district is mapped in several areas close to the train station and central business district.

During the course of the comprehensive planning process, the Village Board of Trustees adopted Local Law 1-2019 to amend Chapter 112, building construction regarding demolition permits in response to concerns over "teardowns" of vulnerable historic homes. Through stakeholder engagement, members of Village boards, committees, and the public indicated that there was a need to address the issue of homes being torn down with larger homes, out of context with the neighborhood, being built on site.

Local Law 1-2019 places additional constraints on demolitions as a "circuit breaker" that provides the Village with tools to encourage construction that is historically contextual, and proportional to lot size.

Short term rental of residential properties is currently prohibited. The prohibition should remain unless further study on this is undertaken by the Village, and the Village decides to change this policy. The prohibition should be reviewed to ensure that it addresses current terminology and practices.

Commercial

There are two mapped commercial zoning districts in Bronxville, the Commercial Business A district (**BA**) and the Service Business B district (**BB**). The BA district covers the majority of the Village's traditional downtown area, including the western end of Pondfield Road on either side of the Metro North station. This district allows for low scale retail, service, office, and mixed commercial-residential uses. The Planning Board may allow a number of uses by special permit, including theater, supermarket, indoor recreation, and hotel. The BB district is mapped along Milburn Street and Stone Place, to the west of the Metro North right-of-way. All uses allowed in BA are permitted in BB as well as storage and self-service laundromats. In addition, the BB zone allows special permits that include, but are not limited to, automotive related and manufacturing uses.

The Village also has two districts that are not presently mapped: the Controlled Development district (**CD**) and Commercial Business A Transition district (**CBAT**). The CD was established to provide flexibility for developments that may require special consideration and treatment by the Village as a result of their scale, size, complexity or unique building sites. The district permits all uses permitted within Residence C, D, Business A, or Business B districts, irrespective of the location of the CD district. The minimum lot area for the CD is two acres, and may be located only west of the Metro North Railroad right-of-way. The CBAT district provides a graduated transition between commercial and residential properties. Properties with this designation require specialized consideration and treatment by Village authorities. This district may be located only where each lot within the CBAT immediately abuts the BA district. Uses permitted in this district may only include those non-special permit uses permitted in the BA district. Bulk regulations and off street parking requirements will be set on a case by case basis.

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Table 1. Summary of Existing Zoning Districts: Residential

	District	Minimum Lot Area	Required Yards			Building Height	Minimum Open Space	Maximum Building Coverage
			Front	Side (one)	Rear			
Single-Family	<i>Residence AAA</i> One Family Residence	30,000 sf	25 ft	15 ft	45 ft	2.5 stories or 35 ft	50%	25%
	<i>Residence AA</i> One Family Residence	15,000 sf	25 ft	15 ft	30 ft	2.5 stories or 35 ft	50%	25%
	<i>Residence A</i> One Family Residence	12,000 sf	25 ft	15 ft	30 ft	2.5 stories or 35 ft	50%	25%
Multi-family	<i>Residence B</i> Two-Story Multiple Residence	12,000 sf, 2,750 sf per DU	20 ft	12 ft	30 ft	2.5 stories or 35 ft	400 sf per DU	25%
	<i>Residence C</i> Three-Story Multiple Residence	12,000 sf, 1,750 sf per DU	20 ft	12 ft	30 ft	3.5 stories or 42 ft	400 sf per DU	25%
	<i>Residence D</i> Six-Story Multiple Residence	12,000 sf, 1,500 sf per DU	20 ft	25 ft (plus 1/6 of the height in excess of 36 ft)	30 ft	6 stories or 72 ft	300 sf per DU	25% principal, 55% accessory

Table 2. Summary of Existing Zoning Districts: Commercial (Mapped)

District	Principal Uses	Floor Area Ratio	Floor Area	Maximum Street Frontage	Building Height
<i>Central Business A</i> Central Business A	Retail excluding supermarket or vehicle dealership, service, personal service, office, dry cleaner counter service, place of worship and related educational facility, dwelling units above street level*, carry out food, health professional office, financial office or bank, real estate office or agency	1.0 or discretion of Planning Board for lots under 2,500 sf	3,500 gross sf on principal street level.-	35 linear ft	2 stories or 32 ft
<i>Business B</i> Service Business B	Any principal permitted use permitted in a Central Business A District, storage, self-service laundromat	1.6	-		3 stories or 42 ft

Source: Village of Bronxville Code, Chapter 310, Zoning



Figure 11: Zoning

Issues and Opportunities

The following describes a number of issues and opportunities identified by the Planning Board and Zoning Board of Appeals (ZBA) through a joint workshop during the comprehensive planning process.

- Floor Area Ratio (FAR)
 - The definitions of Floor Area Ratio components need to be examined. These include how basements and attics are included in FAR calculations.
 - There is interest in amending the zoning code so that there are tools to better maintain proportionate ratio between homes and lot size, without infringing on residents' ability to make reasonable modifications.
- Construction and Renovations
 - Home renovation projects can last for long stretches, negatively impacting neighborhoods. In some cases, contractors parked on streets narrow the traffic lanes and cause visibility issues.

Recommendations

1. The Village could include hotel as a special permit use in the CBD district. The two zoning districts (Business A and Business B) within the CBD both have properties that are within a comfortable walking distance of the Metro North train station as shown on Fig. 11. A hotel in this area would also be proximate to New York-Presbyterian Lawrence Hospital.
2. Examine opportunities to tighten Floor Area Ratio (FAR) regulations, including how basements and attics are included in FAR calculations.
3. The Village could consider potential measures to reduce the impact of home renovations on neighborhoods, including requiring that one project be completed before the same home receives approvals for another project. Additionally, the Village could require construction management plans to help mitigate the impact of construction on the neighborhood.

Chapter 4: Population and Housing

Demographics

Growth Patterns and Projections

In 2016, the Village had a population of 6,395 residents, an increase of 72 persons, or 1.1%, since 2010. Historically, Bronxville's greatest period of growth occurred during the 1920's. By 1930, the Village's population had more than doubled to 6,387 residents (Chart 1). This was relatively consistent with the County wide growth spurt during the 1920's when population grew by 51.2 percent to 520,947. Bronxville's population peaked in 1940 at 6,888 and since then has declined by 1 to 6 percent each decade. The only exception was in 2000 when the population increased from 1990 by 515 to 6,543. It is reasonable to assume that this was largely due to the construction and occupancy of the 110 - unit Avalon apartment complex in 1999. Bronxville is largely developed and has maintained a relatively steady population since 2000. Conversely, Westchester County has continued upward growth since 2000 (Chart 2).

Chart 1. Bronxville Population
1920- 2016

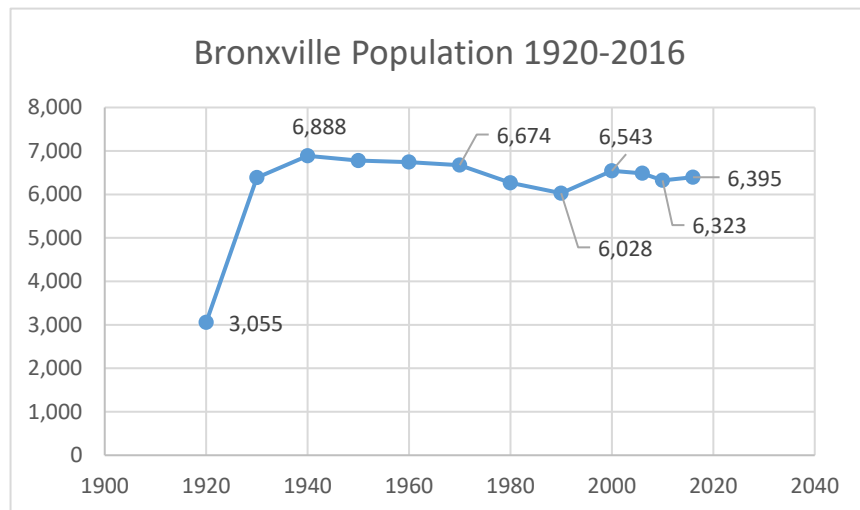
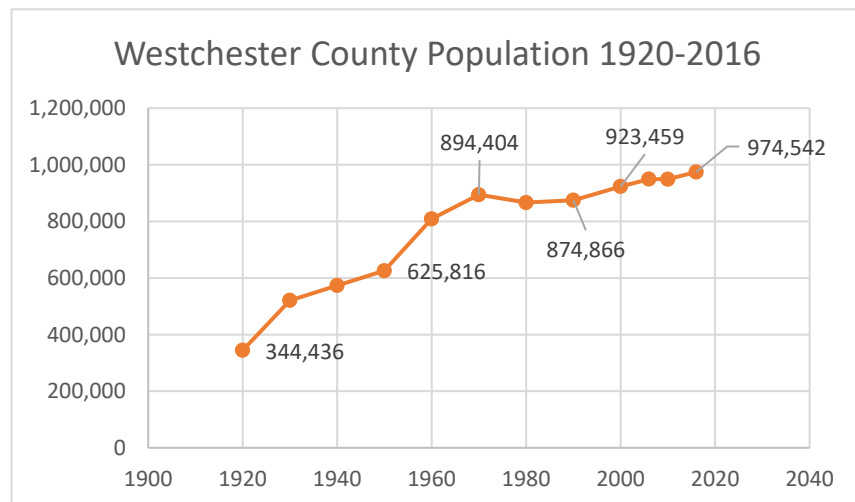


Chart 2: Westchester
Population 1920-2016



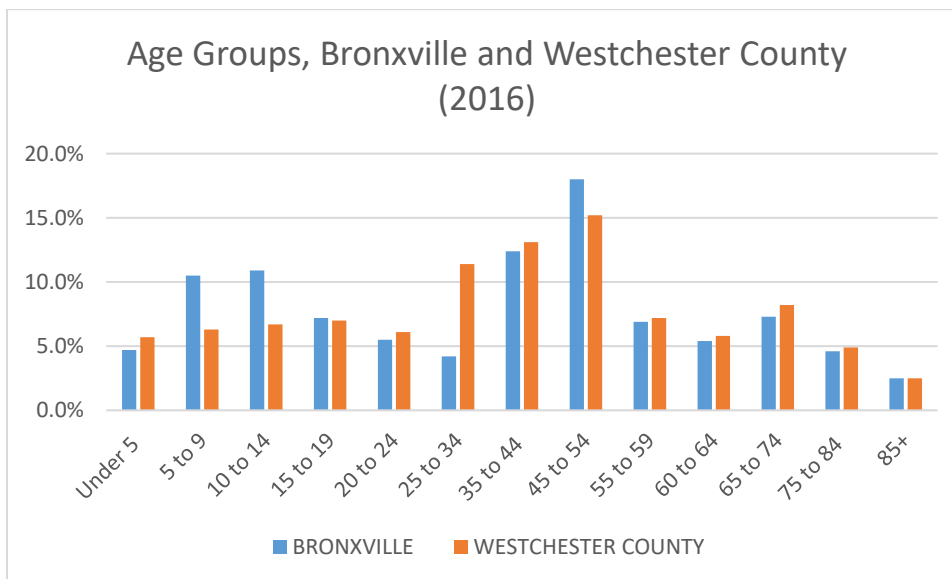
Age Groups

As is the case with many affluent suburban communities, Bronxville's median age has gone up since 1990. In 2016, the median age in Bronxville was 41.5, higher than in both 2000 and 2010. In all cases, the Bronxville median age was about one year older than the Westchester County median age. In Bronxville, the 35 to 44 year and 45 to 54 year age ranges have consistently been the largest since 1990.

However, the percentage of 35 to 44 year olds dropped from 16.6 percent in 2000 to 13.2 percent in 2010 and to 12.4 percent in 2016. In Westchester County the percentage of 35 to 44 year olds dropped from 17 percent in 2000 to 14 percent in 2010 then to 13.1 percent in 2016 (Table 3).

While there has been a somewhat larger proportion of 5 to 9 year old and 10 to 14 year old children since 1990, the number and proportion of those under 5 years has decreased from 6.3 percent in 2000 to 4.6 percent in 2016. These percentages are fairly consistent with the County-wide proportions for those age groups (Chart 3).

Chart 3. Age Groups in Bronxville and Westchester County, 2016



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Table 3. Comparative Age Distribution, Bronxville and Westchester County 1990 - 2016

BRONXVILLE	1990 Number	Percent	2000 Number	Percent	2010 Number	Percent	2016 Number	Percent
Under 5	381	6.3%	458	7.0%	372	5.9%	299	4.7%
5 to 9	314	5.2%	612	9.4%	564	8.9%	670	10.5%
10 to 14	374	6.2%	585	8.9%	623	9.9%	698	10.9%
15 to 19	468	7.8%	428	6.5%	558	8.8%	461	7.2%
20 to 24	473	7.8%	294	4.5%	278	4.4%	350	5.5%
25 to 34	675	11.2%	611	9.3%	311	4.9%	268	4.2%
35 to 44	882	14.6%	1,086	16.6%	834	13.2%	794	12.4%
45 to 54	860	14.3%	1,048	16.0%	1,145	18.1%	1,150	18.0%
55 to 59	335	5.6%	345	5.3%	459	7.3%	439	6.9%
60 to 64	312	5.2%	280	4.3%	298	4.7%	344	5.4%
65 to 74	467	7.7%	407	6.2%	451	7.1%	468	7.3%
75 to 84	351	5.8%	260	4.0%	316	5.0%	291	4.6%
85+	136	2.3%	129	2.0%	114	1.8%	163	2.5%
Total	6,028		6,543		6,323		6,395	
Median Age	38.8		38.3		41.3		41.5	

WESTCHESTER COUNTY	1990 Number	Percent	2000 Number	Percent	2010 Number	Percent	2016 Number	Percent
Under 5	57,718	6.60%	64,242	7.00%	57,199	6.00%	55,321	5.7%
5 to 9	51,397	5.87%	67,993	7.40%	63,212	6.70%	61,004	6.3%
10 to 14	50,188	5.74%	63,757	6.90%	65,680	6.90%	65,025	6.7%
15 to 19	53,160	6.07%	54,363	5.90%	65,316	6.90%	67,596	7.0%
20 to 24	61,793	7.06%	46,962	5.10%	53,580	5.60%	59,000	6.1%
25 to 34	146,259	16.71%	123,467	13.40%	108,013	11.30%	110,065	11.4%
35 to 44	135,791	15.52%	157,033	17.00%	132,984	14.00%	126,878	13.1%
45 to 54	102,784	11.75%	129,998	14.10%	149,032	15.70%	147,222	15.2%
55 to 59	44,805	5.12%	48,310	5.20%	61,788	6.50%	69,513	7.2%
60 to 64	44,945	5.14%	38,370	4.20%	53,187	5.60%	55,951	5.8%
65 to 74	69,853	7.99%	66,785	7.20%	68,766	7.20%	79,448	8.2%
75 to 84	41,979	4.80%	44,520	4.80%	47,629	5.00%	47,627	4.9%
85+	14,194	1.62%	17,659	1.90%	22,727	2.40%	24,579	2.5%
Total	874,866		923,459		949,113		969,229	
Median Age			37.6		40		40.5	

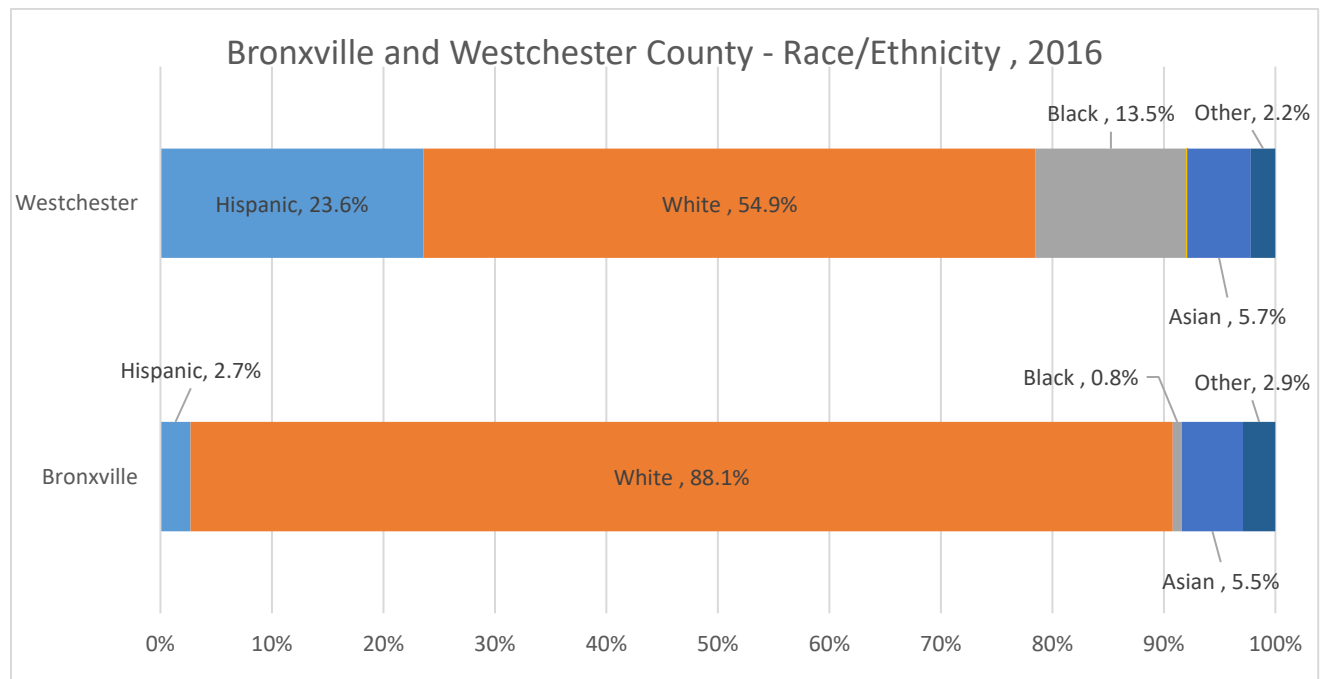
Source: US Census Bureau, American Fact Finder

Race/Ethnicity

While Bronxville's population remains predominantly White, the Asian and Pacific Islander proportion has grown from 4.9 percent in 2000 to 8.3 percent in 2016. While the proportion of Asian and Pacific Islanders in Bronxville was somewhat less than the Westchester County percentages in 2000 and 2010, the 2016 percentage is slightly higher than the County – wide proportion of 6.83 percent.

The proportion of Black and Hispanic residents has consistently been less than 3 percent of the population, however, the proportion of residents who identify as another race or more than one race has increased slightly to 3.6 percent in 2016. With the exception of Asian and Pacific Islanders, all other minority population proportions remain significantly less than the County – wide percentages (Chart 4).

Chart 4. Race/Ethnicity in Bronxville and Westchester County 2016



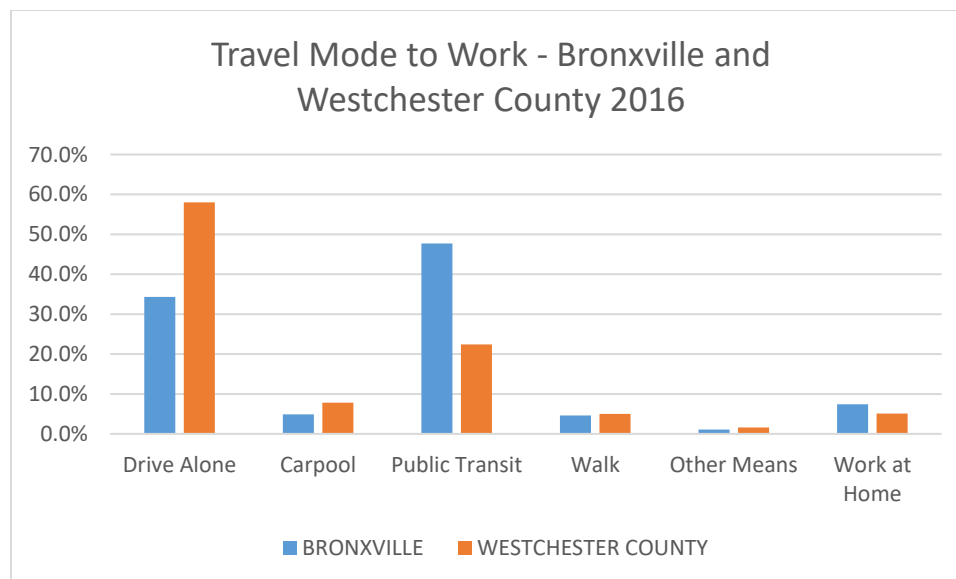
Employment

The New York State Department of Labor’s official unemployment counts for Eastchester, the larger area containing Bronxville, indicated that the annual average unemployment rate was 3.7% in 2016. New York State’s Local Area Unemployment Statistics Program reports local area unemployment for municipalities with a population of at least 25,000. As of July 2018, the Westchester County unemployment rate was under 4.1% according to the New York State Department of Labor.

Due to Bronxville’s proximity to New York City and the Metro North Railroad Harlem line, nearly half of its employed people commute to work via public transit. This proportion was 46.2 percent in 2000, 46.3 percent in 2010 and 47.7 percent in 2016. The proportion of Westchester County commuters using public transit was 20.4 percent in 2000, 20.8 percent in 2010 and 22.4 percent in 2016.

In Bronxville, the number of commuters driving alone grew from 937 in 2000 to 1,093 in 2010 and dropped again in 2016 to 903. These numbers represented 31.8 percent of commuters in 2000, 39 percent in 2010 and 34.3 percent in 2016. In contrast, Westchester County commuters that drive alone to work were higher at 61.6 percent in 2000, 59.9 percent in 2010 and 58 percent in 2016. Mean travel time to work for Westchester commuters was about 30 minutes (Chart 5).

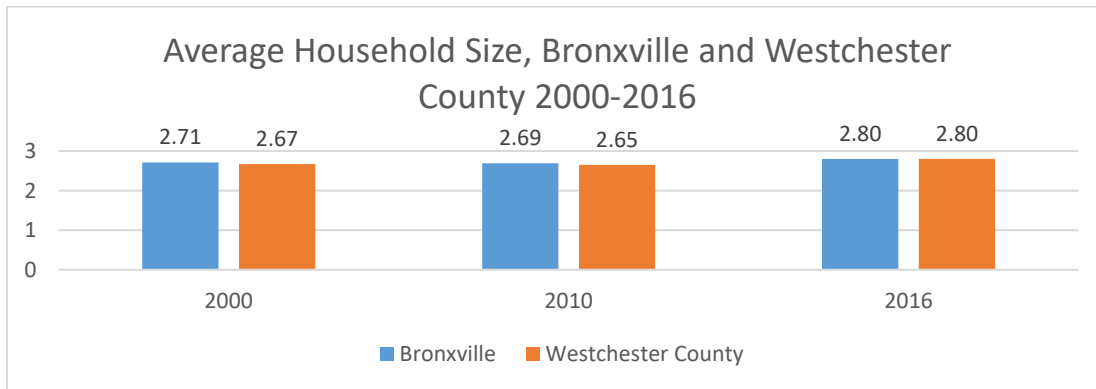
Chart 5. Travel Mode to Work, Bronxville and Westchester County 2016



Household Characteristics

In 2016, Bronxville had a total of 2,193 households, nearly three-quarters of which were categorized as family households (72.4%). The number of households has slightly decreased since its recent peak in 2000 (2,312). Westchester County similarly is made up of a large majority of family households. In 2016, 69.2% of households were family households at the County level and the total number of households in the County decreased by 1.6% from 2010. The average household size in Bronxville and Westchester County was the same in 2016 at 2.8. Family size in Bronxville (3.45) was slightly larger than the County's (3.40). In both the County and the Village, household and family size has been on the rise since 2000 (Chart 6).

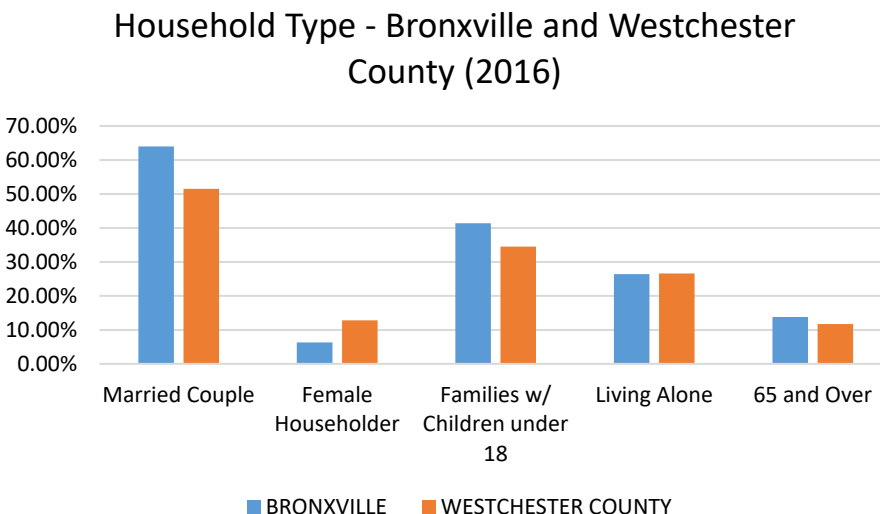
Chart 6. Average Household Size, Bronxville and Westchester County 2000-2016



The non-family category includes those living alone and those 65 and over. In 2010, single person non-families comprised 26.10 percent of Bronxville households and 26.4 percent in 2016.

The proportion of non-family households with person(s) over age 65 increased to 13.8 percent in 2016. While the proportion of single person households was essentially the same as that of Westchester County, the percentage of households with person(s) over age 65 was about 2 percent higher in Bronxville than that portion County-wide (Chart 7).

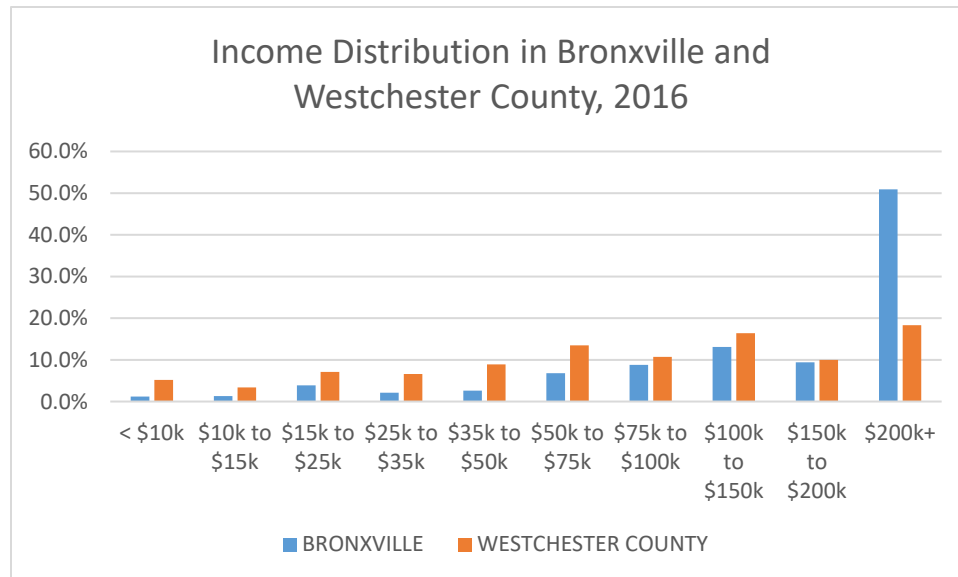
Chart 7. Household Type - Bronxville and Westchester County (2016)



Income

Bronxville is among the most affluent communities in the nation with 44.9 percent of the households in 2010 and 50.9 percent in 2016 earning \$200,000 or more. Likely as a result of the 2008 economic crisis, median household income decreased from \$202,012 in 2000 to \$196,430 in 2010. In 2016, income was up to \$203,036, higher than prior to the 2008 recession. Although Westchester County is among the wealthiest in the Country, median household income in the County is just over half that of Bronxville. County-wide median household income was \$69,928 in 2000; in 2010 it was \$87,633 and \$86,226 in 2016. Another strong indicator of Bronxville's affluence in relation to Westchester County is the proportion of households with incomes over \$200,000. In 2000, 40 percent of Bronxville households earned over \$200,000, in 2010 the portion was 44.9 percent and in 2016 it was 50.9 percent (Table 4). Westchester County portions were 10.4 percent in 2000, 15.8 percent in 2010 and 18.3 percent in 2016 (Chart 8).

Chart 8. Income Distribution in Bronxville and Westchester County, 2016



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Table 4. Median Household Income Distribution in Bronxville and Westchester County 2000 - 2016

BRONXVILLE Income Range	2000 Number of Households	Percent of Households	2010 Number of Households	Percent of Households	2016 Number of Households	Percent of Households
	2,315		2260		2,193	
Less than \$10,000	56	2.4%	27	1.2%	26	1.2%
\$10,000 to \$14,999	43	1.9%	16	0.7%	28	1.3%
\$15,000 to \$24,999	110	4.8%	69	3.1%	86	3.9%
\$25,000 to \$34,999	86	3.7%	87	3.8%	46	2.1%
\$35,000 to \$49,999	129	5.6%	124	5.5%	56	2.6%
\$50,000 to \$74,999	193	8.3%	209	9.2%	150	6.8%
\$75,000 to \$99,999	170	7.3%	154	6.8%	192	8.8%
\$100,000 to \$149,999	392	16.9%	211	9.3%	287	13.1%
\$150,000 to \$199,999	210	9.1%	349	15.4%	206	9.4%
\$200,000 +	926	40.0%	1014	44.9%	1,116	50.9%
Median HH Income (2016 inflation adjusted dollars)	\$202,012		\$196,430		\$203,036	
WESTCHESTER COUNTY Income Range	2000 Number of Households	Percent of Households	2010 Number of Households	Percent of Households	2016 Number of Households	Percent of Households
	337,488		345,795	345,795	341,762	
Less than \$10,000	24,492	7.30%	15,892	4.60%	17,716	5.20%
\$10,000 to \$14,999	14,518	4.30%	12,054	3.50%	11,493	3.40%
\$15,000 to \$24,999	27,654	8.20%	24,567	7.10%	24,197	7.10%
\$25,000 to \$34,999	28,000	8.30%	25,085	7.30%	22,509	6.60%
\$35,000 to \$49,999	39,970	11.80%	34,964	10.10%	30,410	8.90%
\$50,000 to \$74,999	56,607	16.80%	51,765	15.00%	46,088	13.50%
\$75,000 to \$99,999	41,497	12.30%	41,221	11.90%	36,537	10.70%
\$100,000 to \$149,999	48,193	14.30%	55,141	15.90%	56,108	16.40%
\$150,000 to \$199,999	21,507	6.40%	30,354	8.80%	34,062	10.00%
\$200,000 +	35,048	10.40%	54,752	15.80%	62,642	18.30%
Median HH Income (2016 inflation adjusted dollars)	\$69,982		\$87,633		\$86,226	

Source: US Census Bureau, American Fact Finder, 2009 Bronxville Community Plan

Housing

Housing in Bronxville consists of a mix of dwelling types, styles and scales. The Village contains attached and detached single-family homes in pairs, small two- and three-story units on narrow lots, multiple unit clusters and apartment units in three- to six-story buildings.

Bronxville is home to several historic residential neighborhoods, including Lawrence Park, which was placed on the National Register of Historic Places in 1980. The 200-acre area contains more than 90 houses designed in a variety of styles, including Tudor, Mediterranean and Shingle, many dating from before the turn of the century. Other large-scale developments followed at the end of World War I, and by 1930 most of the available land in the Village had been developed for single-family houses or (around the train station) for apartment buildings.

The Village's housing stock is diverse in type, mirroring Westchester County's distribution of primarily single family detached units with the second largest percentage of units in large multi-family apartment buildings. Bronxville has a high home value, with high median monthly expenditure for owners and renters alike.

The Village currently is home to condominiums, cooperatives, and rental apartment buildings. Single family homes are prevalent throughout the majority of the Village, but vary by neighborhood in style, size, and number of bedrooms. A number of Bronxville's homes are historic and add to the overall character of the Village. Maintaining consistency with Bronxville's existing character and ensuring the continued diversity of housing typology are two major objectives of this Plan.

The following section describes the existing conditions of housing in Bronxville as compared to Westchester County, including the number of housing units, and a description of tenure, type, and affordability.

Housing Supply and Tenure

- Bronxville's housing supply, tenure patterns and housing values reflect the Village's development in the early part of the 20th Century as a high-quality residential suburb. The overwhelming majority of the Village's housing units (72%) were built before 1939 (Table 6). New construction has included apartment buildings near the train station, The Avalon (110 units) in 2000, and Villa BXV (53 units) in 2017.
- As of 2016, Bronxville had a total of 2,421 housing units and a vacancy rate of 9.4%. The vast majority (83.9%) of units are owner-occupied. Renter-occupied housing units have decreased from 23.2% in 2000 to 16.1% in 2016. Household size for renter-occupied units (2.89) is slightly larger than owner-occupied units (2.79) (Table 5).
- Bronxville has a higher percentage of owner-occupied units than the County as a whole. In 2016, 61.4% of housing units in Westchester County were owner-occupied, while 38.6% were renter occupied (Chart 9).
- In 2016, the vacancy rate in Westchester County (7.6%) was slightly lower than in Bronxville (9.9%).

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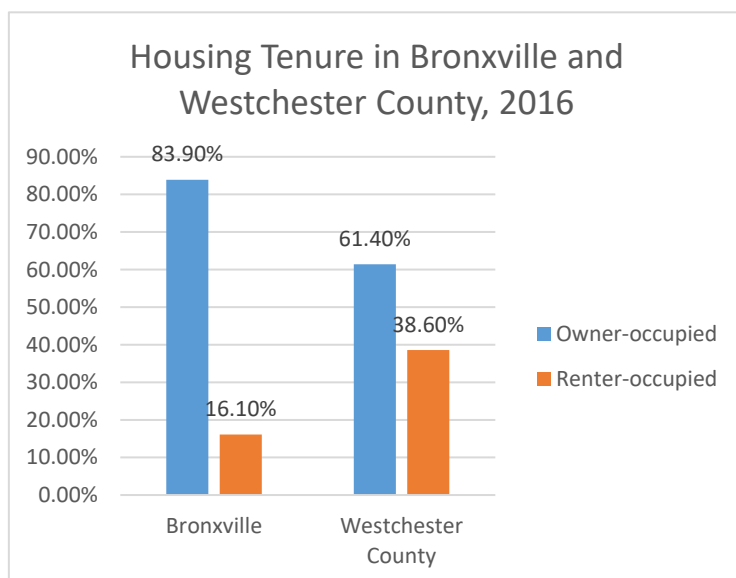
Table 5. Housing Tenure in Bronxville 2000 – 2016

	2000		2010		2016	
HOUSING TENURE	Number	Percent	Number	Percent	Number	Percent
Total housing units	2,387		2,507		2,421	
Occupied housing units	2,312		2,260		2,193	
Owner-occupied housing units	1,775	76.8%	1,784	78.9%	1,839	83.9%
Renter-occupied housing units	537	23.2%	476	21.1%	354	16.1%
Average household size of owner-occupied unit	2.84		2.66		2.79	
Average household size of renter-occupied unit	2.28		2.77		2.89	

Table 6. Bronxville Housing by Year Built (2016)

YEAR STRUCTURE BUILT	Number	Percent
Total housing units	2,421	2,421
Built 2014 or later	0	0.00%
Built 2010 to 2013	0	0.00%
Built 2000 to 2009	12	0.50%
Built 1990 to 1999	43	1.80%
Built 1980 to 1989	82	3.40%
Built 1970 to 1979	64	2.60%
Built 1960 to 1969	65	2.70%
Built 1950 to 1959	270	11.20%
Built 1940 to 1949	126	5.20%
Built 1939 or earlier	1,759	72.70%

Chart 9. Housing Tenure in Bronxville and Westchester County, 2016



Housing Type

- There are a variety of housing types in Bronxville. Single family homes and apartments in multifamily structures with 20 units or more are the two most common housing types. In 2016, over 40% of Bronxville's housing units were 1-unit detached structures, and nearly 30% are in multifamily buildings with 20 or more units. (Chart 10)
- Westchester County has a similar diversity of housing type. Like Bronxville, Westchester County has a majority single family detached units, and the second largest group is multifamily housing in structures with 20 units or more (23.6%) (Table 7).

Chart 10. Bronxville Housing Units in Structure

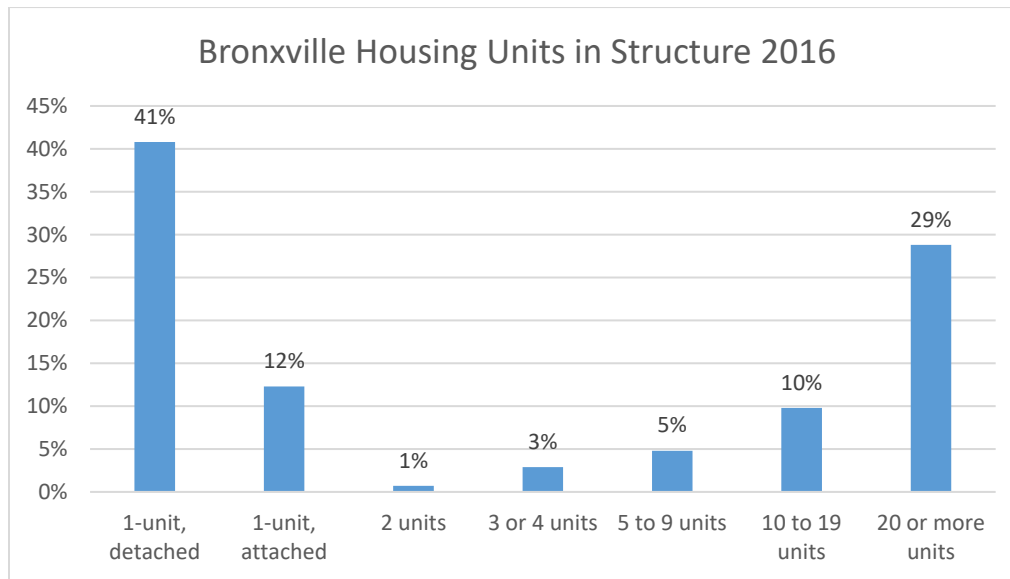


Table 7. Housing Units in Structure, Bronxville and Westchester County (2016)

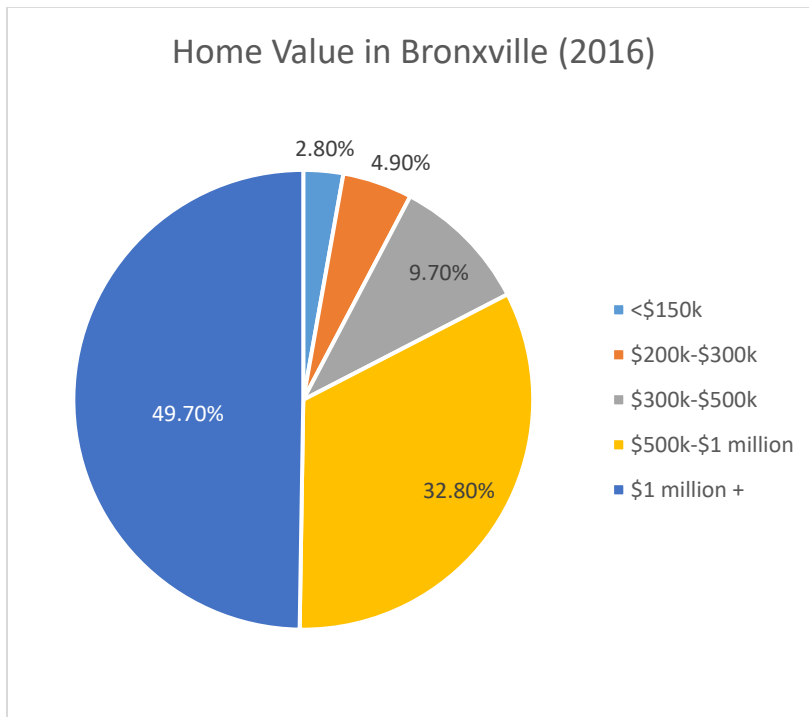
	Bronxville	Westchester County
1-unit, detached	40.8%	44.5%
1-unit, attached	12.3%	5.6%
2 units	0.7%	8.7%
3 or 4 units	2.9%	8.3%
5 to 9 units	4.8%	5.0%
10 to 19 units	9.8%	4.2%
20 or more units	28.8%	23.6%

Home Value and Affordability

Housing values in Bronxville reflect the Village's high household income levels and its status as a high-quality residential community. Even by the standards of Westchester County, Bronxville's housing values are very high. Over 82% of homes were valued in excess of \$500,000 in 2016 and over 65% of them have three or more bedrooms; only about 2.8% of the entire owner-occupied housing stock was valued at under \$200,000 in 2016.

- The median home value in 2016 was estimated to be just under \$1 million, significantly higher than the County as a whole (\$507,300).
- Median owner costs for housing units with a mortgage were estimated to be over \$4,000 per month, and more than \$1,500 for housing units without a mortgage.
- Median rent in Bronxville was \$2,648 in 2016. Rent as a percentage of household income varied, with approximately one-third (31.1%) paying over 35% of their household income in rent. However, the second largest percentage (29.8%) paid less than 15% of household income in rent (Table 8).
- The majority of owner-occupied units have a low housing cost burden. The majority of owners with a mortgage pay less than 20% of their household income toward housing costs (61.7%). The percentage of those paying under 20% of household income is even higher for those without a mortgage (66.8%) (Table 8).

Chart 11. Home Value in Bronxville (2016)



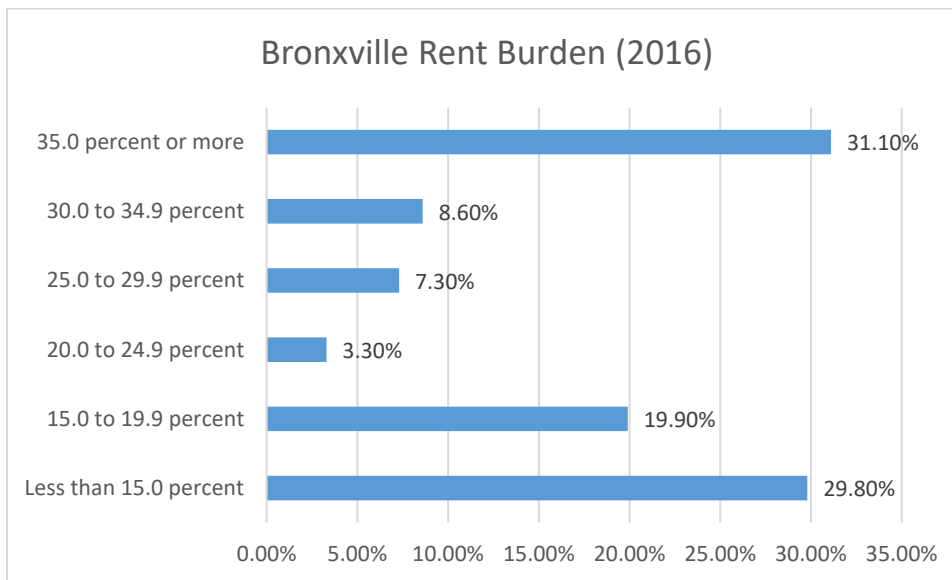
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Table 8. Bronxville Housing Burden (2016)

Housing cost as % of Household Income	Renter-Occupied Units		Owner-Occupied Units (with a mortgage)		Owner-Occupied Units (without a mortgage)	
	Number	Percent	Number	Percent	Number	Percent
Less than 15.0%	90	29.80%	647	--	473	60.30%
15.0 to 19.9%	60	19.90%	117	61.70%*	51	6.50%
20.0 to 24.9%	10	3.30%	43	11.20%	93	11.80%
25.0 to 29.9%	22	7.30%	39	4.10%	25	3.20%
30.0 to 34.9%	26	8.60%	202	3.70%	33	4.20%
35.0% or more	94	31.10%	647	19.30%	110	14.00%

*Percentage paying less than 20%

Chart 12. Bronxville Rent Burden



Chapter 5: Natural Environment and Sustainability

This chapter discusses Bronxville's environmental setting and ways to protect and enhance its sensitive natural features. These assets contribute significantly to residential quality of life and attractions for locals and visitors alike. The protection and enhancement of these resources are essential to the preservation of the Village's character. This chapter concludes with recommendations for ensuring a sustainable future for the Village by preserving resources and encouraging thoughtful planning for long-term economic resiliency, energy conservation and efficiency, and community health and wellness.

The most significant features of Bronxville's natural environment are its irregular topography, ranging from nearly flat areas to steeply sloped grades and the Bronx River, which flows southward into Bronxville from Tuckahoe. Two valleys form major features of the Village's environment: the Bronx River Valley on the west and the valley running along Midland Avenue in the central portion of the Village which runs north-south. White Plains Road runs along the ridgeline between the two valleys, separating the Bronx River and Hutchinson River drainage basins (see Figures 12 and 13).

The Bronx River is a tributary of the East River and rises in New Castle in northern Westchester County. The river's original channel had formed the entire western boundary of the Village, separating it from the City of Yonkers. Due to channel relocations that occurred during the construction of the Bronx River Parkway, the existing river channel today wanders across the Bronxville/Yonkers boundary several times before flowing into Mount Vernon to the south.

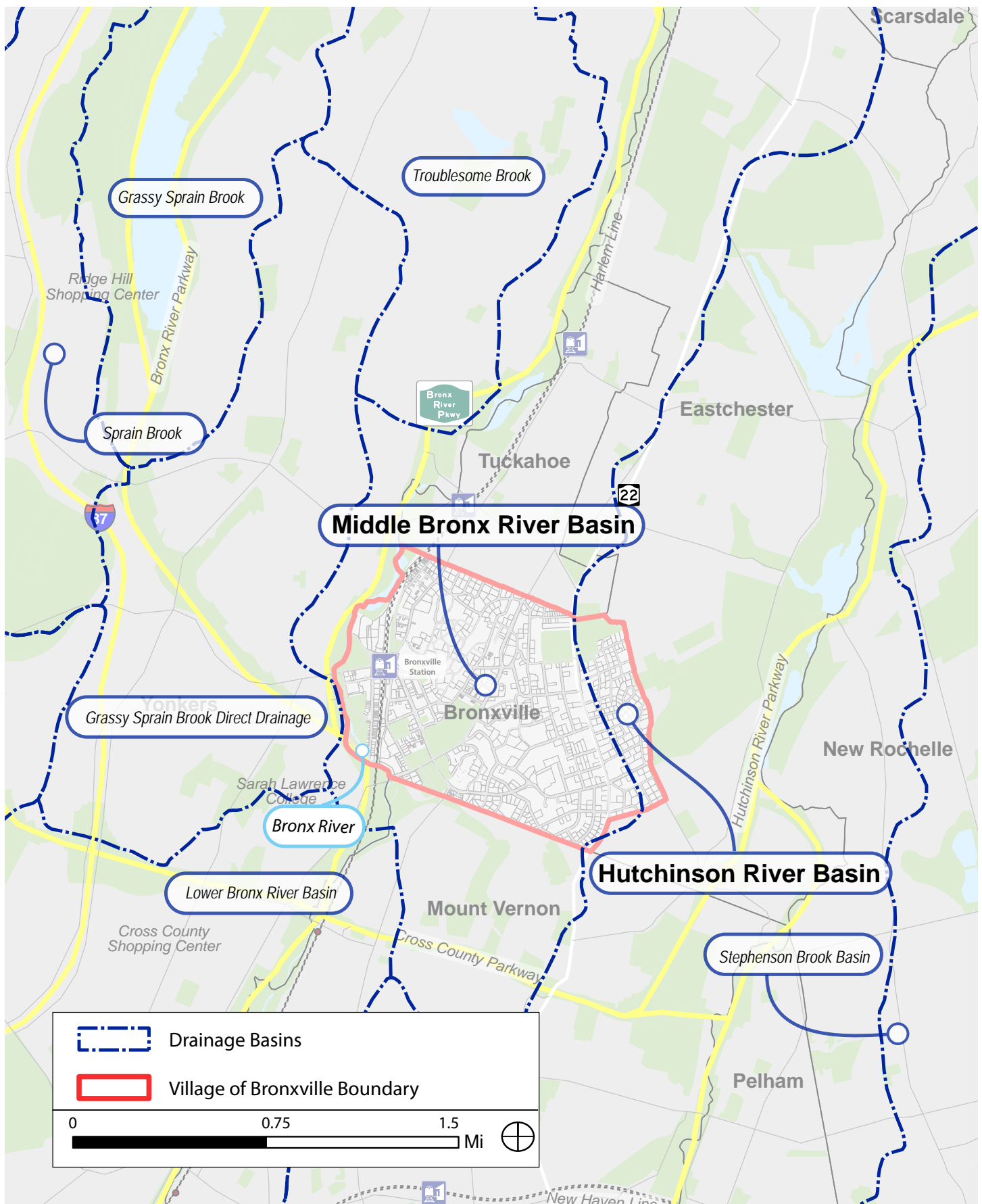


Figure 12: Drainage Basins

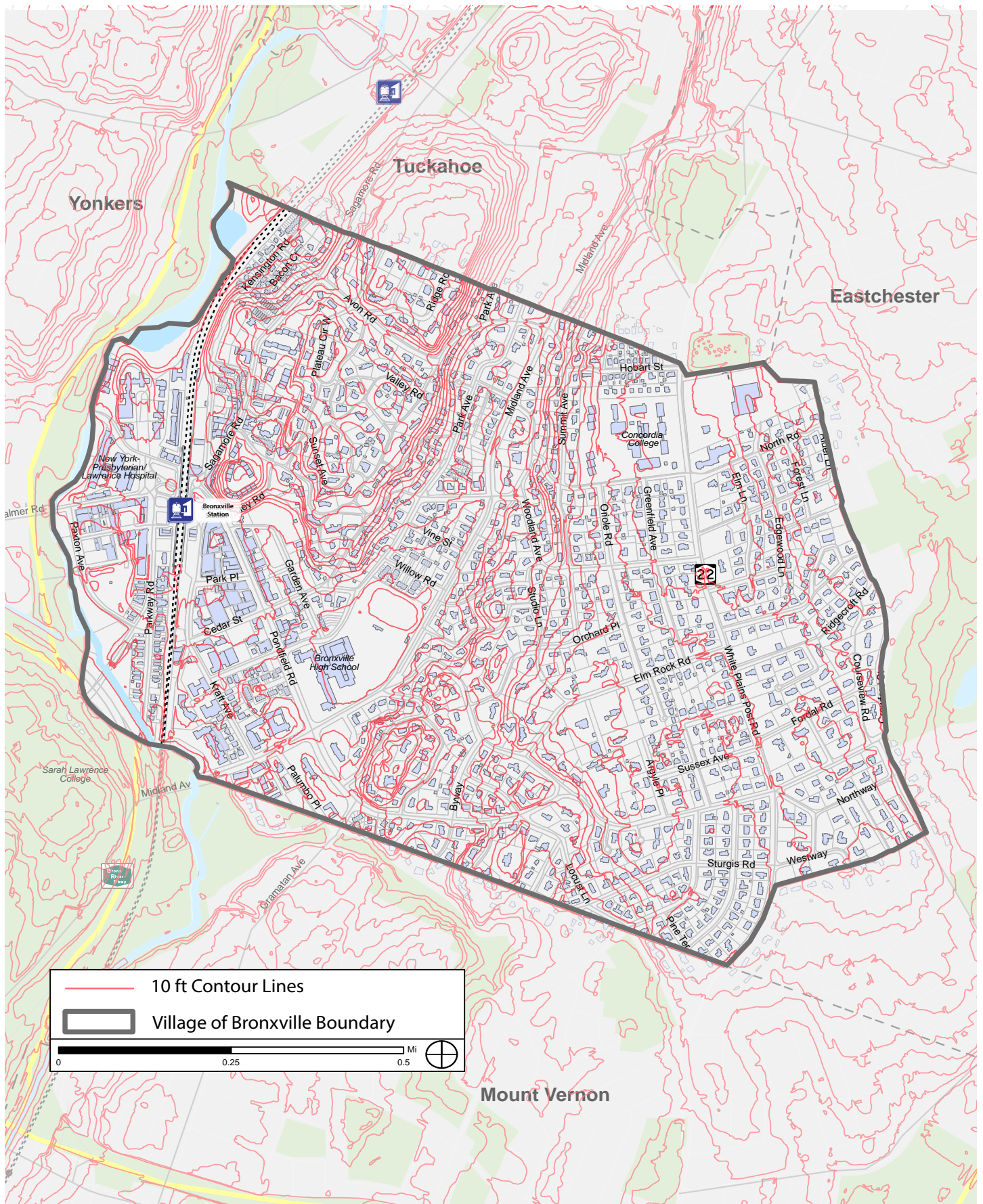


Figure 13: Topography

Flooding and Stormwater Management

For land use planning purposes, the regulatory floodplain is typically viewed as all lands within reach of a 100-year flood, or a flood with 1% chance of occurring in any given year. The Federal Emergency Management Agency (FEMA) produces floodplain maps defining which land falls within the 100-year floodplain in order to implement the National Flood Insurance Program (NFIP). Figure 14 shows both the 100-year and 500-year FEMA floodplains within Bronxville.

The Bronx River has caused flooding in the areas adjacent to its banks during severe storms. Areas especially prone to inundation are Paxton Avenue between Palmer Avenue and Stone Place, and the lower portions of Milburn Street and Stone Place. For the most part, the floodplain of the Bronx River is occupied by Westchester County parkland and the Bronx River Parkway. In the vicinity of Parkway Road, a few residential buildings are in the floodplain and at Paxton Avenue several commercial buildings are located in the floodplain. The properties along the southern section of Parkway Road adjacent to the Bronx River have suffered repeated flooding, heightened somewhat at this location by the restrictive effects of the arched openings in the railroad embankment crossing the river. In 2018, the County undertook embankment stabilization and sediment removal work where the Sprain Brook meets the Bronx River to address this issue. The Bronxville School District property has also had a significant flooding problem due to its location within the valley running along Midland Avenue. Because the school is located in a relatively low-lying area, the building and fields experience flooding and occasionally backflow from the Bronx River during severe storms. After significant flooding that caused substantial damage and forced a temporary closure in 2007 and again in 2011, the school installed a pump system to mitigate future flooding. When flooding occurred again in 2011, the Village applied for and received a FEMA grant in excess of \$5 million toward flood improvements. The Village and School jointly undertook the improvements in 2016, which included a new dedicated stormwater force main and pumping system. The system became operational in 2017 and additional enhancements were completed in early 2019.

The Village is a member of the Bronx River Watershed Coalition, formed in 2003 as a partnership among Westchester County municipalities and agencies and nonprofit organizations seeking to improve the river's water quality. The Coalition has developed a comprehensive management plan with a strategy for limiting the amount of pollution entering the river and its tributaries via stormwater runoff.

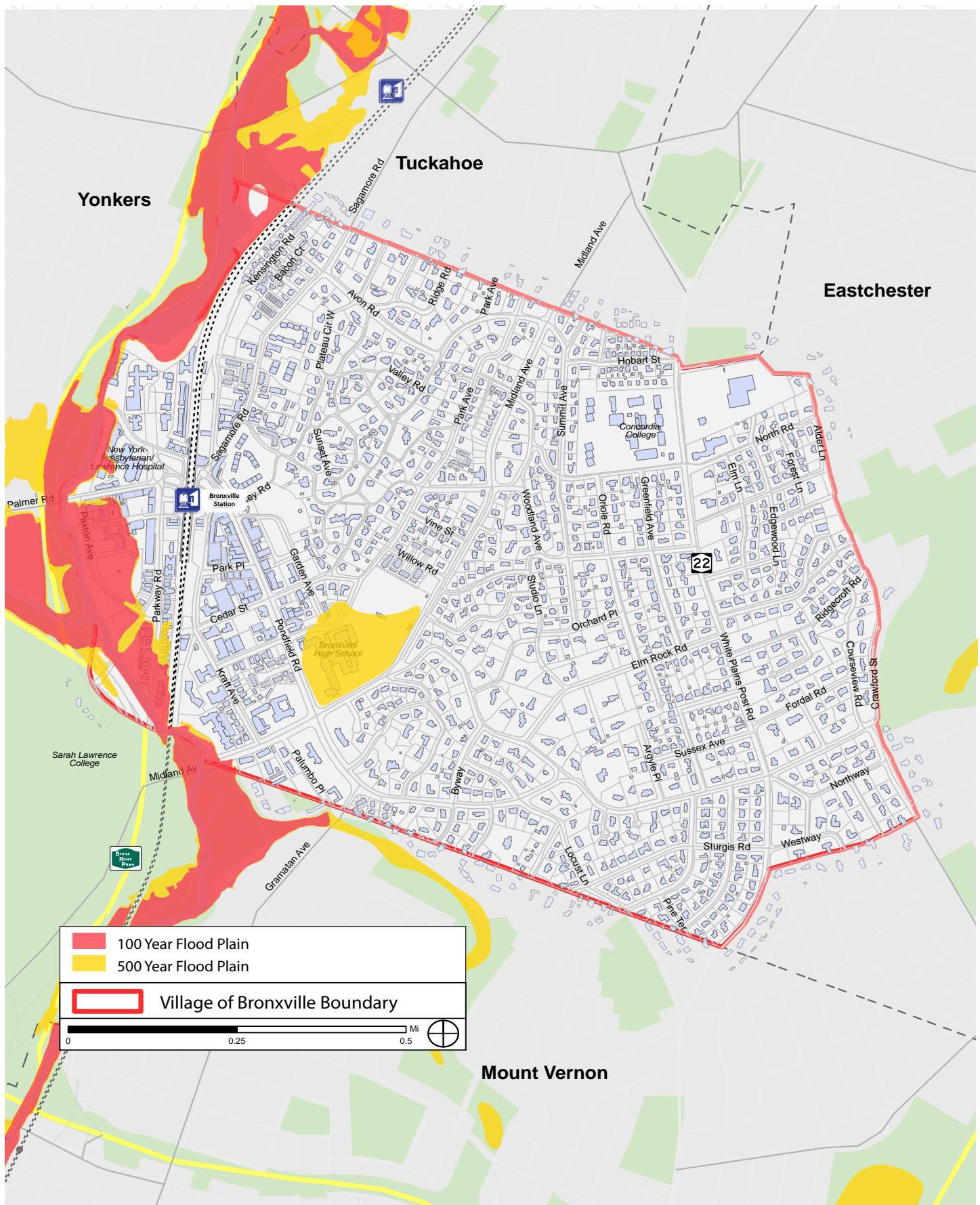


Figure 14: Flood Plains

Watercourses and Wetlands

Bronxville is located adjacent to the Bronx River, a 24 mile fresh water river flowing from the Kensico Reservoir in North Castle to the Bronx, emptying into the East River, a tidal strait connected to the Long Island Sound. Bronxville Lake, a siltation pond located at the northwest border of the Village, was created during the construction of the Bronx River Parkway to enhance the areas scenic and recreational amenities.

The Village's water courses also function as part of the Middle Bronx River drainage basin for the Bronx River Watershed. The watershed contains wetlands that act as a natural storage basin for floodwaters and aid in groundwater recharge (Figure 15). Wetlands provide wildlife habitat and contribute to natural and scenic beauty. Section 257-2 defines a jurisdictional wetland as, "An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as 'hydrophytic vegetation.'" The Village's site plan regulations (Section 310-26) require Planning Board approval for diverting, dredging, or filling floodplain or wetlands.

New York State requires urbanized communities, including Bronxville, to establish Phase II stormwater management programs to control stormwater on developed sites. This requirement means that the quantity, rate, and quality of runoff should not change significantly between pre- and post-development. The State's Phase II regulations are limited to areas over one acre but the Village has enacted a more stringent regulation requiring a Stormwater Pollution Prevention Plan (SWPPP) for "land development activities" as this term is defined in section 257 of the Village Code. These activities are subject to review and approval by the Planning Board under subdivision, site plan, and/or special permit regulations.

Trees

Mature trees are an important part of Bronxville's community character, providing habitat areas for a variety of wildlife and playing a critical role in stormwater management. In many ways, they can be considered natural green infrastructure.

Chapter 282 of the Village Code addresses trees, shrubs and plants on public and private land. These regulations require prior approval by the Village Superintendent of Public Works for the removal, cut, trim, or injury of trees. Tree removal without a permit when required can result in fees and other penalties. The code also addresses the need to maintain the health of trees, shrubs and plants on both private and public land.

Climate

Bronxville's climate is moderate without long periods of excessively warm or cold weather. The average temperature ranges from approximately 39°F in January to 86°F in July. Precipitation averages 46 inches annually and is evenly distributed over the months of the year with slightly higher than average amounts in the spring and summer months.

Soil cover is generally thin within the Village and exhibits high runoff properties even where vegetated with the exception of the extreme northeast and northwest corners of the Village which have deep and well-draining soils and yield very little runoff volumes when vegetated. Vegetation throughout the Village is generally of the urban variety consisting of shrubs, lawns and ornamental and shade trees.



Figure 15: Wetlands

Issues and Opportunities

Flooding and Stormwater Management

The Village is participating in a grant to map the directional flows of its stormwater systems following the digital mapping of all catch basins in 2015. The Village continues to actively remove sedimentation in the basins. In addition, the Village Board will continue to further review stormwater retention requirements for residential and commercial development given the extent of rainfall in recent years.

Sustainability

A sustainable community is one where the needs and concerns of the present are met without compromising the ability of future generations to address their own needs and concerns. An important component of sustainability is protecting the environment and natural resources for the long-term. Sustainability should also address economic resiliency, the promotion of healthy communities, and coordination with the goals and programs within the region to ensure the community's ongoing livability and resilience.

Environmentally sensitive practices and thoughtful planning can enhance the Village's existing sustainable design. As a small Village with an excellent pedestrian network, Bronxville is a walkable community where residents have access to open space, natural resources, a range in housing types, and safe neighborhoods. The Village can enhance these assets and ensure their long term viability by continuing to maintain its current density, which supports healthy living and a high quality of life. Bronxville should continue to promote walkable neighborhoods, clear land use policies, access to multi-modal transportation systems, and a variety of housing types. New considerations for the Village could include energy conservation and efficiency, and community health and wellness.

Efforts to make Bronxville a more sustainable community should employ environmental inventories and analyses to adopt sustainability standards and incorporate best practice approaches to reducing the Village's carbon footprint, managing development, and maintaining the health of the natural environment.

The Village has made strides by introducing sustainable practices into Village operations. Currently, Bronxville is participating in a grant received by Sustainable Westchester to implement an automated, paperless system to inform residents when to put out refuse and recycling for collection. Bronxville has received funding for improvements to parking areas that have introduced additional sustainable measures. In 2014, the Village received a National Fish and Wildlife grant for improvements to its Garden Avenue parking lot. The grant funded the installation of porous concrete above a new underground water storage chamber designed to collect stormwater and mitigate flooding. In 2019, the Village received a NYSERDA grant for electric vehicle charging stations that will be installed in the renovated municipal parking lot on Parkway Road. The lot will also feature dedicated scooter and bike parking areas. These efforts enhance the quality of life for residents and reduce waste and costs for the Village.

In addition, the Village, with the assistance of the Green Committee, has constructed a Community Giving Garden to produce vegetables that are donated to local food kitchens. These measures build a sense of community and wellbeing in the Village, while providing a benefit to the bordering communities as well.

Recommendations

1. Continue efforts to reduce the Village's carbon footprint, reduce waste, and promote energy conservation in both public and private sectors. International and US studies relating to climate change all point to the critical need to reduce the use of fossil fuels for energy creation and transportation. For this to be achieved, it is incumbent on all governments at every level to promote the use of alternative energy sources. As part of Bronxville's initiative to improve sustainability and reduce dependence on fossil fuels, the Village could consider developing a coordinated "Green Plan" for the Village. The Green Plan could be designed to include the following initiatives:
 - a. Allow the installation of solar panels and/or arrays in the Village where it is not likely to disrupt neighborhoods, including roof tops, parking lot canopies, car ports and other structures, within the limits and constraints of zoning requirements. Bronxville currently has supplementary regulations in its zoning code (section 310-22 F+G) regarding solar/renewable energy systems. These regulations should be periodically reviewed to determine their appropriateness to current conditions.
 - b. Institute green building codes, following USGBC LEED standards or equivalent, for new buildings and significant improvements to existing buildings.
 - c. Update site plan design standards for parking lots. These could include landscaping, lighting, and drainage.
 - d. Encourage passive house construction, where energy savings are achieved by using especially energy efficient building components and a quality ventilation system.
 - e. Consider transitioning Village fossil-fuel based landscaping equipment to electricity-driven equipment.
 - f. Transition Village fuel-based vehicles to electricity-driven vehicles where economically justifiable.
2. Encourage 'green' roofs on new and existing buildings.
3. Ensure that construction projects in the floodplain areas are designed to minimize flood damage.
4. Encourage alternative modes of transportation, including bicycles, electric bikes and scooters, and low speed vehicles (LSVs) to promote health, wellness, and accessibility. Additional supportive infrastructure could include additional bike racks at strategic locations in the CBD including the train station.

Chapter 6: Transportation

Bronxville is especially well situated with respect to the region's transportation networks. The Village developed around a railroad station and, as a result of the planning by its major developer, William Van Duzer Lawrence, its multi-family housing stock is generally clustered around the Village center. Consequently, almost half of the Village's housing units are within a few blocks of the railroad, bus stops, shops and civic buildings. The rest of the Village's homes are all within a mile of the station and Central Business District (CBD). Transportation networks in the Village are shown in Figure 16. This chapter addresses the existing transportation network and potential improvements to lessen congestion and lower speeds within the Village. These objectives will contribute to the ongoing preservation of the Village's character.

Functional Classification of Roadways

Transportation planners and engineers have devised standard categories for roadways so that roads can be designed based on their function. Certain roadways are intended to carry high volumes of through traffic, while others are primarily for local traffic and providing access to adjacent lands. The functional classification of Bronxville's road system is shown in Figure 16.

Limited Access Highways

Highways are generally limited access roads where interchanges with the arterial system are grade separated. Bronxville is well served by major highways. The Bronx River and Sprain Brook Parkways run to the west of the Village, and the Cross County and Hutchinson River Parkways are both within a mile of the Village borders. These four parkways provide direct connections to I-95 to the east and the New York State Thruway and Saw Mill River Parkway to the West.

Arterials

Arterials are designed to carry traffic through and between Bronxville and the surrounding municipalities. Arterials are generally State roads but other major roadways may also function as arterials. White Plains Road (NYS Route 22) is the only arterial located within Bronxville.

Collector Roads

Collector roads carry and circulate traffic within neighborhoods and connect local roads to arterial roads, balancing access and mobility. The Village has five collector roads which serve as access routes for through traffic. On the north-south axis, these routes are Midland Avenue and Sagamore Road/Kraft Avenue. Major east-west movement is provided by the combination of Palmer Avenue and Pondfield Road. These five collector roads in turn connect to the nearby system of parkways and interstates. These roads are typically somewhat wider than local roads to permit the passage of one lane of traffic in each direction without interference from parked or standing vehicles.

Local Roadways

Bronxville's network of local roads are meant to provide good access to individual properties throughout the Village. Local roads are not designed to carry through traffic. They have limited mobility and a high degree of accessibility.

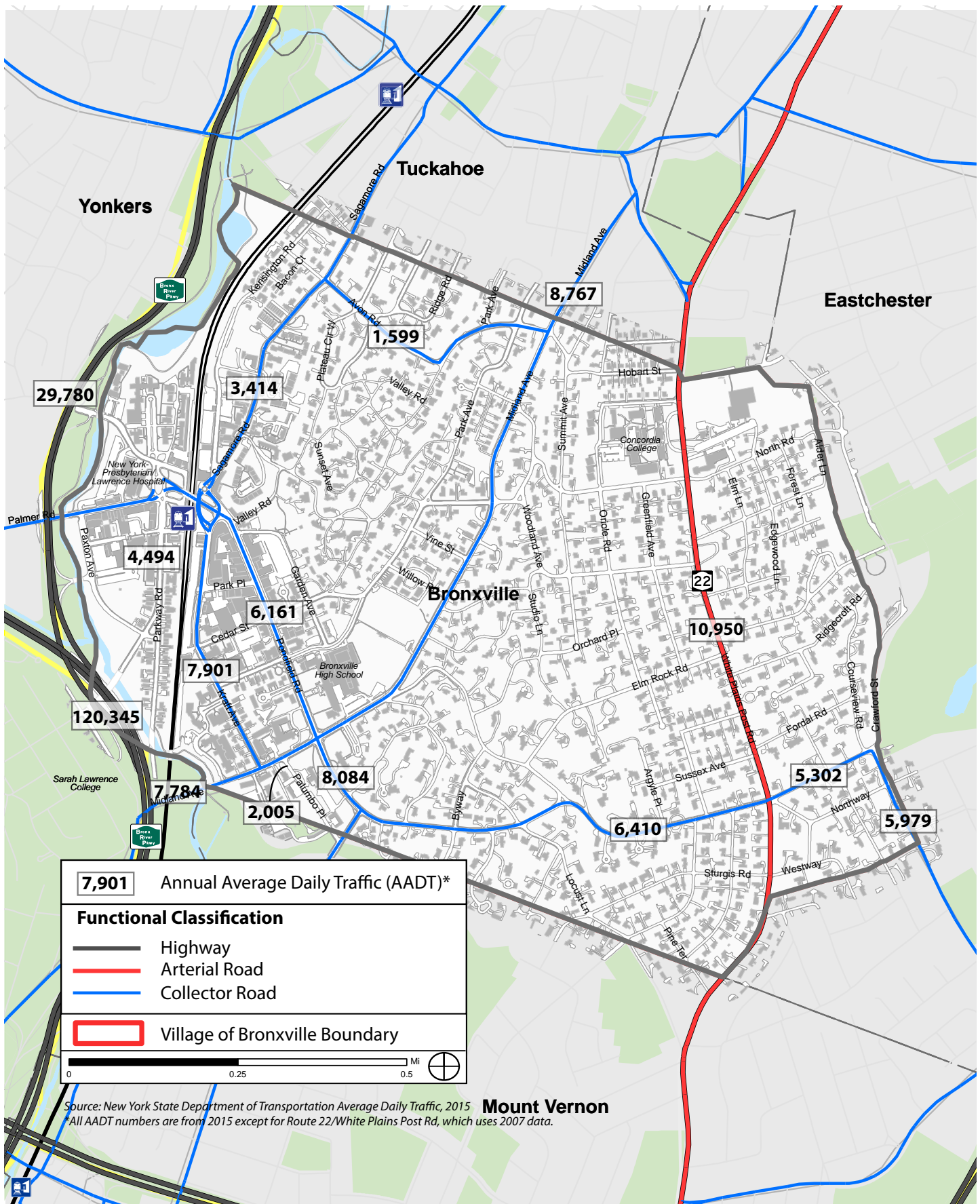


Figure 16: Bronxville Roadway Functional Classifications

Public Ownership

There is one State controlled road in Bronxville. This is Route 22, which connects south to Mount Vernon and north through White Plains and into Putnam and Dutchess Counties. All other roads are locally owned.

Traffic Volumes

Traffic conditions within the Village are generally good. Limited congestion occurs at peak travel periods around the CBD, railroad station, the traffic circle in front of New York-Presbyterian Lawrence Hospital and the intersection of Midland and Pondfield. The annual average daily traffic (AADT) gives a measurement of traffic for a 24-hour period). Figure 16 gives the AADT figures for major roads in Bronxville in 2015. Traffic volume can be an indicator of potential congestion issues. For example, Midland Avenue just north of the Village had the greatest AADT volume at 8,767 followed by Pondfield Road south of Midland Avenue with 8,084 trips. This confirms the importance of the Pondfield/Midland Avenue intersection.

White Plains Road/Route 22, the Village's only arterial road, had an AADT volume of 10,950³. Bronxville's collector roads also have high traffic volumes in the Village. Kraft Avenue was the fourth busiest road in Bronxville with traffic volumes of 7,901 (Figure 16).

Accident Data

Data on vehicle accidents were obtained from NYSDOT for the most recent three-year period, January 2015 – December 2017 (Figure 17). In this period, 19 motor-vehicle accidents resulting in injuries and 61 non-injury motor vehicle accidents were recorded. There were six collisions with pedestrians, and 1 collision with a bicyclist. The intersections with the largest clusters of accidents are the following:

1. Cedar Street & Pondfield Road – 9 accidents total: 1 ped injury, 1 motor vehicle injury, 7 non-injury
2. Midland & Pondfield Road – 5 accidents total: 1 injury, 4 non-injury
3. Meadow Avenue & Pondfield – 3 accidents total: 1 injury, 2 non-injury

The Police Chief reports that recent pedestrian accidents have occurred on Kraft Avenue, near the intersection of Park Place. Additional vehicle accidents have occurred at the Midland and Pondfield intersection, which is identified as a site of accident clusters based on data from the previous three years. Five of the six pedestrian accidents occurred at intersections in the Central Business District, and the majority of accidents occurred on streets with the highest AADT volumes. This information provides additional context when considering improvements for intersections, roadways, and pedestrian/bicycle infrastructure.

³ Utilized available 2007 figure.

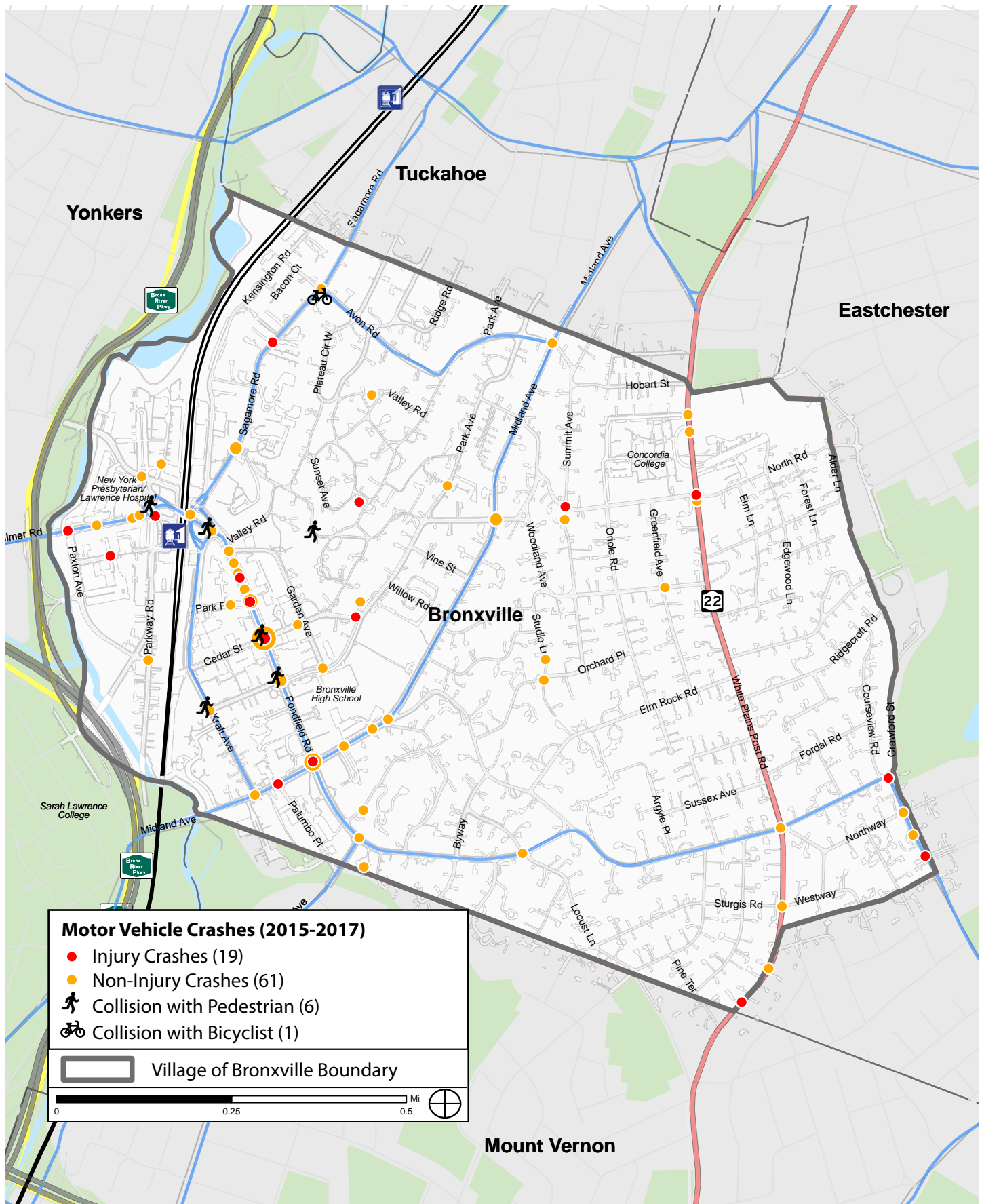


Figure 17: Accident Data (2015 - 2017)

Rail Transportation

Bronxville is also conveniently located to the Harlem line of the Metro North Railroad (see Figure 18). The Village is a 31- to 42-minute ride to Grand Central Station. The train station is located in the center of the CBD, accessible on foot and by car and bus. Train connections are also excellent to White Plains and northern Westchester County.

Bus Routes

The Westchester County Bee-Line Bus system is a public-private partnership, with day-to-day operations and maintenance handled by 16 privately-owned companies while planning, budgeting, capital improvements and marketing are done on a centralized basis by the County. Four of the County's 60 bus routes go through Bronxville and link it to other Westchester communities. As illustrated in Figure 18, the four bus lines serving Bronxville are:

- The #30, providing local service Monday through Saturday between Yonkers and New Rochelle with stops at the Yonkers, Bronxville and New Rochelle train stations.
- The #26 line providing local service Monday through Saturday between the Bronxville railroad station, Yonkers and the Bronx. The #26 bus connects in the Bronx to the Number 2 and Number 5 lines of the New York City subway.
- The #40 route, providing local service Monday through Saturday between White Plains, Mount Vernon and the Westchester Medical Center via White Plains Road.
- The #52 bus line originates in the Bronx passing through Mount Vernon and circling Bronxville's CBD. This route stops at the train station and makes stops along Pondfield, Kraft, and Midland Avenues.

Two bus lines that pass through the Village but do not directly serve Bronxville are:

- The #41 provides express service from Mount Vernon to White Plains and Westchester Medical Center. It passes through Bronxville along Route 22, but does not stop in the Village.
- The #43 express route passes through the southwest corner of Bronxville along the Bronx River Parkway, providing service between Mount Vernon and White Plains.

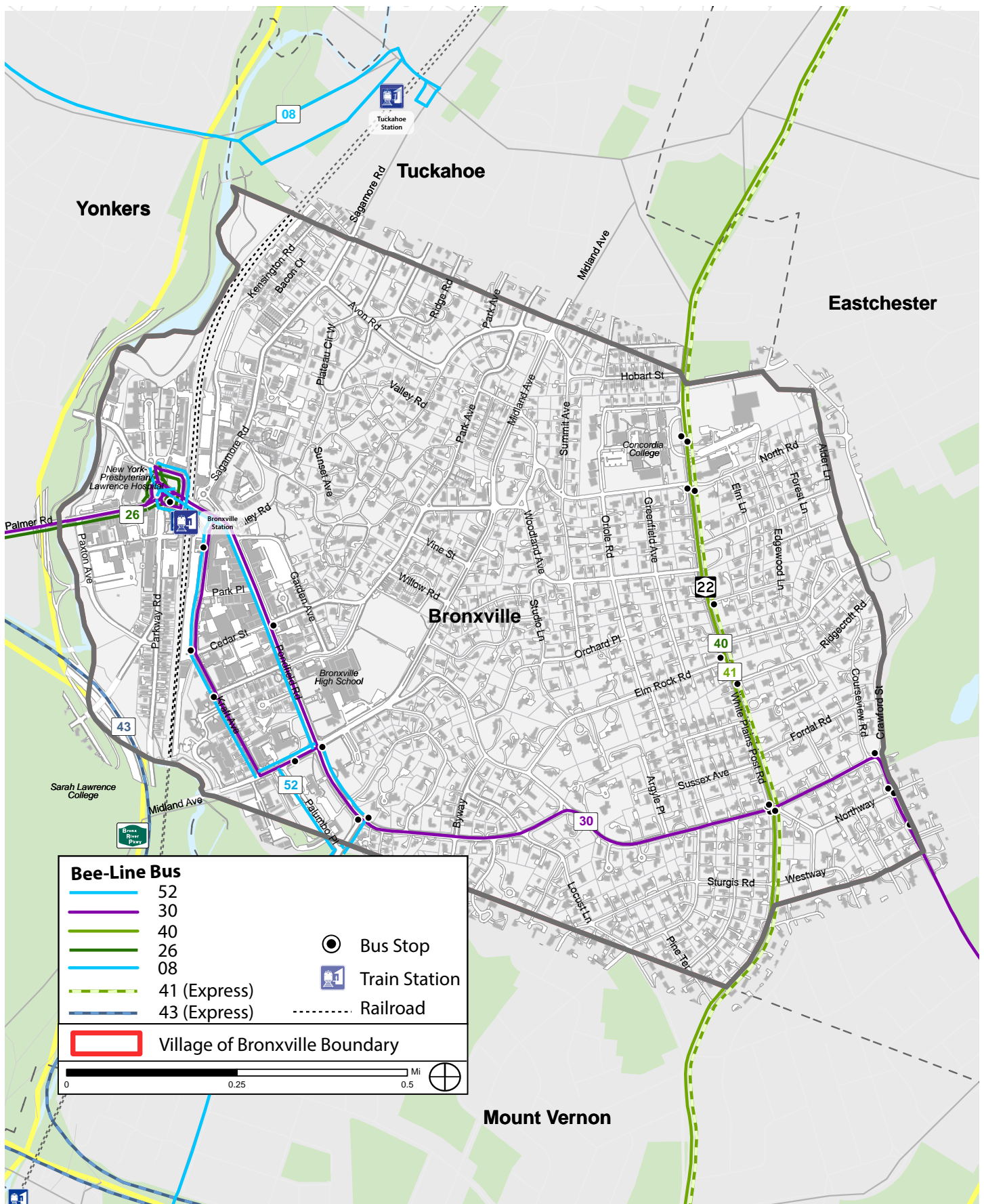


Figure 18: Public Transportation

Pedestrian Infrastructure and Bicycle Access

Bronxville is a compact and walkable Village with a network of sidewalks that make the CBD easily accessible for pedestrians. Improving pedestrian and bike networks can help connect Village residents with opportunities for recreation improving quality of life. It can also help to bring more visitors into the CBD and encourage sustainable practices in transportation.

Bronxville is located off of the Bronx River Pathway (BRP), a nine mile paved trail adjacent to the Bronx River Parkway. The trail spans from Kensico Dam Plaza in North Castle to Yonkers in three sections (see Figure 19). Connectivity to the CBD from the pathway could facilitate recreation and bring additional people to downtown shops. Currently the Bronx River Pathway comes into the Village of Bronxville from Tuckahoe to the north, ending at Palmer Avenue before picking back up to the south in Mount Vernon. The County indicates that a connection can be made between these sections of the BRP by continuing an on-street route along Paxton Avenue to the south, and heading west on Dewitt Avenue into Yonkers and continuing south (see Figure 20). The pathway is accessible on the far western side of Bronxville and makes connections to the street network at West Pondfield Road and Palmer Avenue.

There is an opportunity for the Village to facilitate connections to the street network at West Pondfield Road (see Figure 20). This roadway is wide enough to support a bike lane on either side of the street which would provide a safe connection for bikers coming off the Bronx River Pathway into downtown Bronxville. Signage along this road could indicate to bikers that the train station, shops, restaurants, and other attractions within the CBD are within a short distance of the Bronx River Pathway.

The connection to the BRP could bring cyclists into downtown Bronxville, where bike racks or bike shelters could be provided at the train station. As cyclists come off the BRP into the central business district, they will arrive first at the western side of the Metro-North station near the southbound tracks. Bike racks with additional wayfinding signage will encourage cyclists to leave their bikes at the station and shop, dine, and visit the CBD. Additional bike racks could be located at Village Hall and the Library.

Another way the Village may consider expanding pedestrian and bicycle infrastructure is by expanding the existing Bronx River Pathway to the south of Palmer Avenue. There is an opportunity to create a path running parallel to Paxton Avenue. Figure 20 shows where a potential expansion of the BRP could continue south, ending in a loop just north of the Dewitt Avenue Bronx River Parkway overpass. The Westchester County Department of Parks, Recreation and Conservation is exploring a trail extension south to Scout Field. Bronxville is interested in discussing this possible connection with the County.

BR Bronx River Pathway

The 807-acre Bronx River Reservation is a picturesque backdrop along this paved trail located immediately adjacent to the Bronx River Parkway. The trek spans central Westchester in three sections, totaling nine miles from Valhalla to Yonkers.

SITES OF INTEREST ALONG THE BRONX RIVER PATHWAY

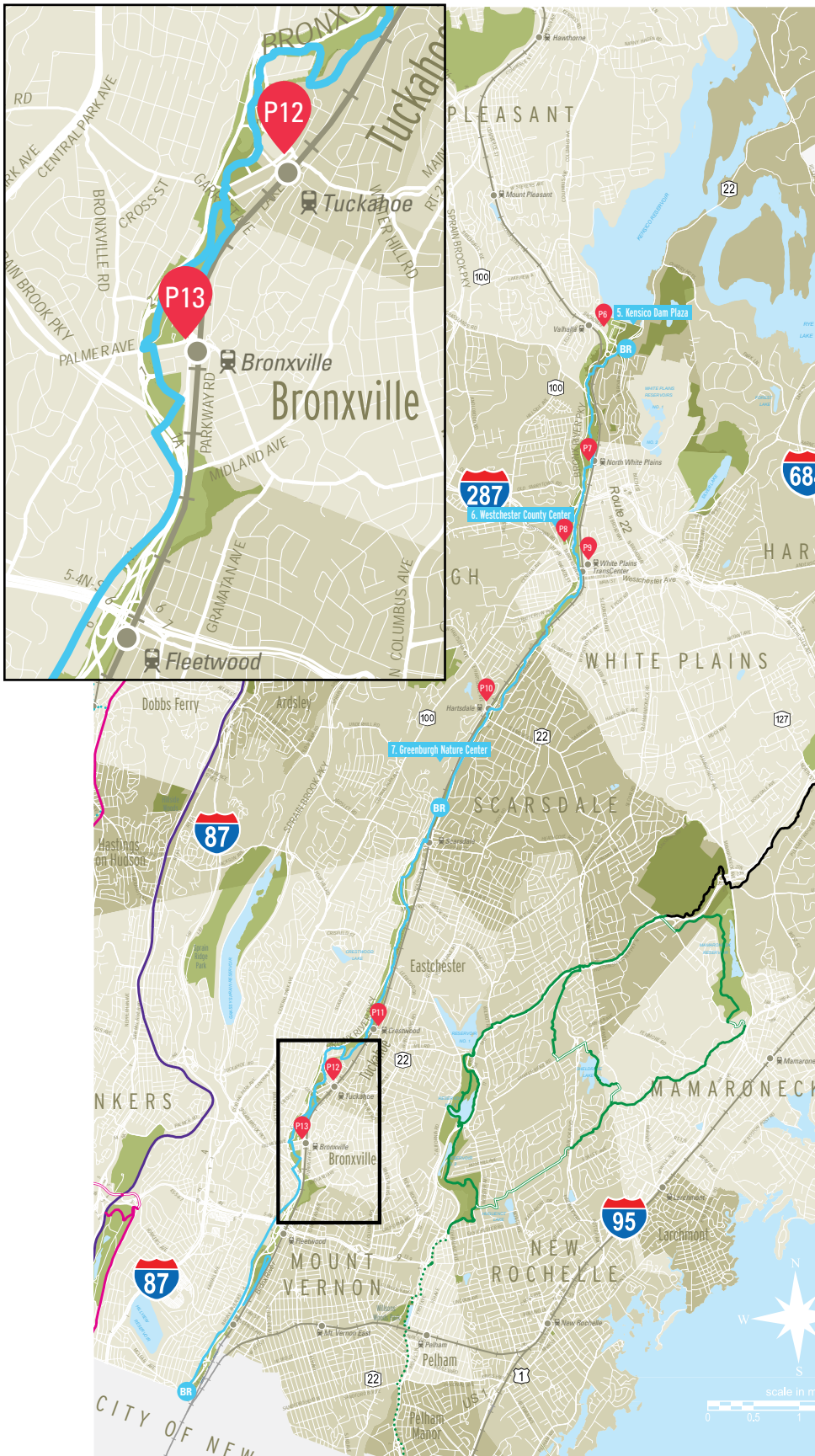
5. Kensico Dam Plaza
6. Westchester County Center
7. Greenburgh Nature Center

PARKING & MAJOR POINTS OF ACCESS

- P6. Valhalla: Kensico Dam Plaza
- P7. North White Plains: Metro-North Railroad Station, Fisher Lane Exit east of Bronx River Parkway
- P8. White Plains: Westchester County Center East Parking Lot, Central Ave. at Bronx River Parkway
- P9. White Plains: Metro-North Railroad Station, Hamilton Ave. TransCenter
- P10. Hartsdale: Greenacres Ave., behind Hitchcock Presbyterian Church
- P11. Crestwood: Metro-North Railroad Station, 1 Columbus Ave.
- P12. Tuckahoe: Metro-North Railroad Station, Elm St.
- P13. Bronxville: Metro-North Railroad Station, Depot Plaza Northbound, take Palmer or Pondfield Road west from station

MAP KEY

- Trail or Bike Path
- Planned Trail
- Trail on Road or Sidewalk
- Briarcliff-Peekskill Trailway
- Bronx River Pathway
- Colonial Greenway
- North-South County Trail
- Old Croton Aqueduct State Historic Trail
- Westchester RiverWalk
- Trail Parking
- Railroad/Stations
- County Parks
- State Parks



Source: Westchester County

Figure 19: Bronx River Pathway

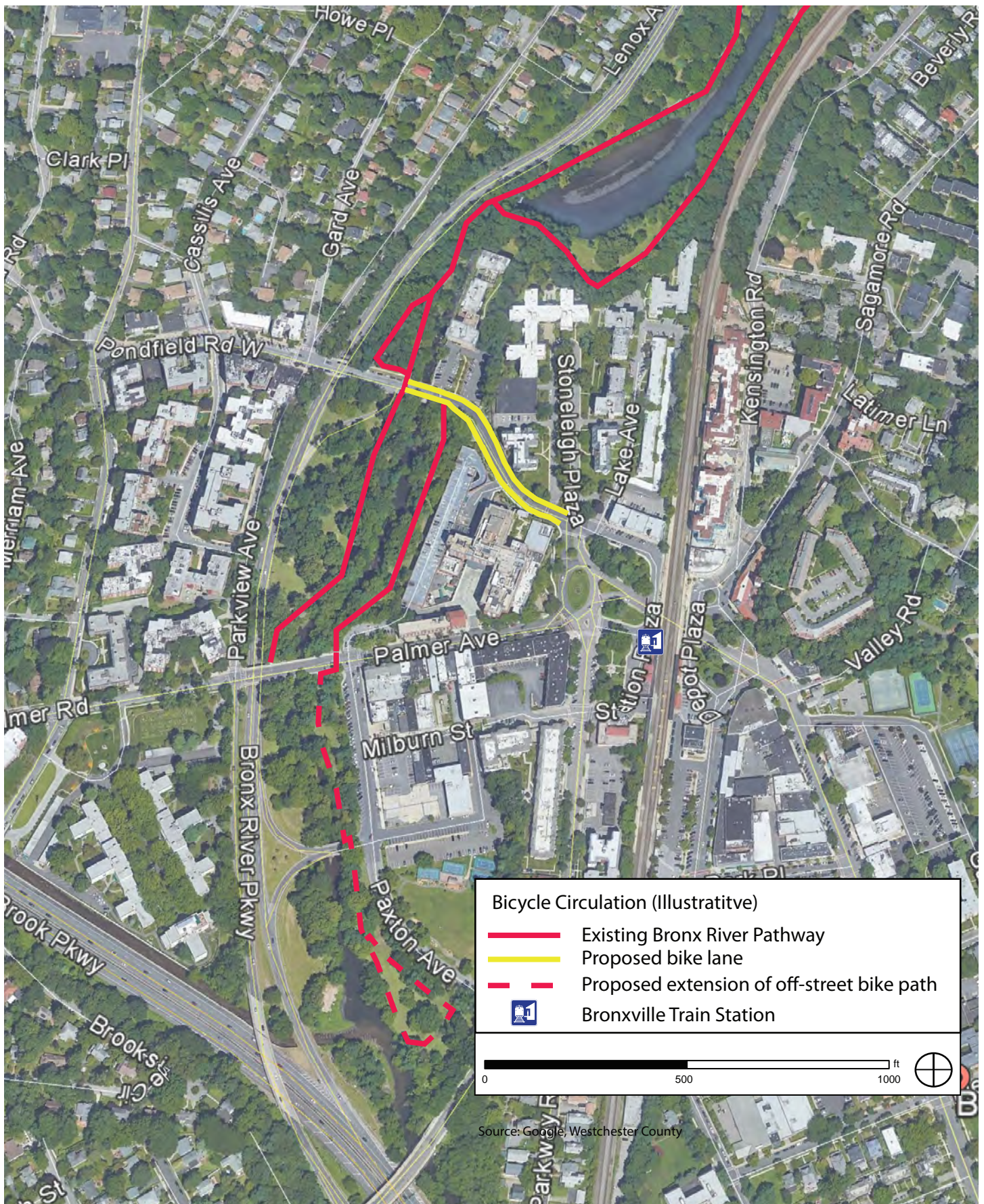


Figure 20: Bicycle Circulation

Taxi Service

There is one taxi company, Bronxville Taxi, located at Depot Plaza by the railroad station, which mainly provides taxi service within the Village, but also from the Bronxville railroad station to the airports and to New York City. Ride share services such as Uber and Lyft are now available throughout Westchester County.

Airports

Westchester County Airport, which offers direct service to major cities throughout the nation, is 12 miles north of the Village. This airport in particular also gives Westchester's airlines and corporate jets convenient connections with regional and branch services throughout the country. LaGuardia Airport is located approximately 15 miles to the south with access via the Hutchinson River Parkway and the Whitestone Bridge. John F. Kennedy Airport, approximately 25 miles to the southeast, is also easily accessible due to the network of major roads serving Bronxville and its environs.

Car Parking

Public parking areas are concentrated in the CBD area and serve commuters utilizing the railroad as well as shoppers and workers in the area and residents. Approximately 2,400 spaces are located within the CBD, including on-street meters and off-street public parking lots. This figure excludes privately owned parking spaces such as those associated with residential complexes and commercial buildings. The recently completed Villa BXV development has an underground garage on two levels. Part of the garage is for residents of the building and the other part provides replacement parking for the 179 spaces that were previously on a surface lot and served commuters, merchants and the public.

In addition, the Village purchased the Parkway Road lot, which previously provided parking for 68 spaces. The Village has recently razed the existing structure on this site and now provides a total of 80 parking spaces. Longer term, this site could potentially include a mixed use development.

In 2016, the Village worked with Walker Parking Consultants to produce a parking demand and operations report. The study found that there is a reasonable balance between parking supply and demand. While it found a technical surplus of 43 parking spaces, it noted that this surplus was in lots at the periphery of the downtown area. The main core of the downtown shopping area is effectively at capacity. The study recommended developing some additional parking convenient for the Pondfield Road shopping district.

Table 9. Bronxville Public Parking Spaces

Revenue Producing Parking Spaces	East Side of CBD	West Side of CBD	Total
24-hour Reserved	191	35	226
Lot Meters	556	40	596
Street Meters	390	195	585
Sub-Total	1,137	270	1,407
Non-Revenue Producing Spaces			
Non-metered Public Streets (time-restricted)	312	27	339
Privately-Owned Commercial Lots			
Palmer Garage		140	140
Lawrence Hospital		480	480
Parkway Road Lot		68 (80)*	68 (80)*
Total Parking Spaces in Village	1,449	917	2,434

Source: Village of Bronxville (2019) * Completion of Parkway Road Lot will increase this number by 80 spaces. Excludes private parking.

Table 9 provides a summary of parking in Bronxville as of 2019. The total of 2,434 spaces represents a gradual increase from approximately 2,000 spaces cited in the 1992 plan and 2,383 in the 2009 plan. Over time, the Village has been able to add some parking through acquisition and/or redesign/redevelopment. The purchase of the old BAMS auto repair/gas station at Kraft Avenue and Cedar Street allowed for an expansion of the Kraft lot by approximately 40 parking spots. The newly completed Villa BXV has slightly increased the public parking that was on the old Kensington Road commuter lot and the 2019 acquisition of the Parkway Road Lot will allow the Village to slightly expand parking in that location.

Issues and Opportunities

This section discusses opportunities for improvements to traffic circulation, parking, and bike and pedestrian infrastructure. This list of issues was developed by BFJ Planning in consultation with the Police Chief, the Village Administrator and Trustees.

Traffic and Intersections:

Midland/Pondfield Intersection

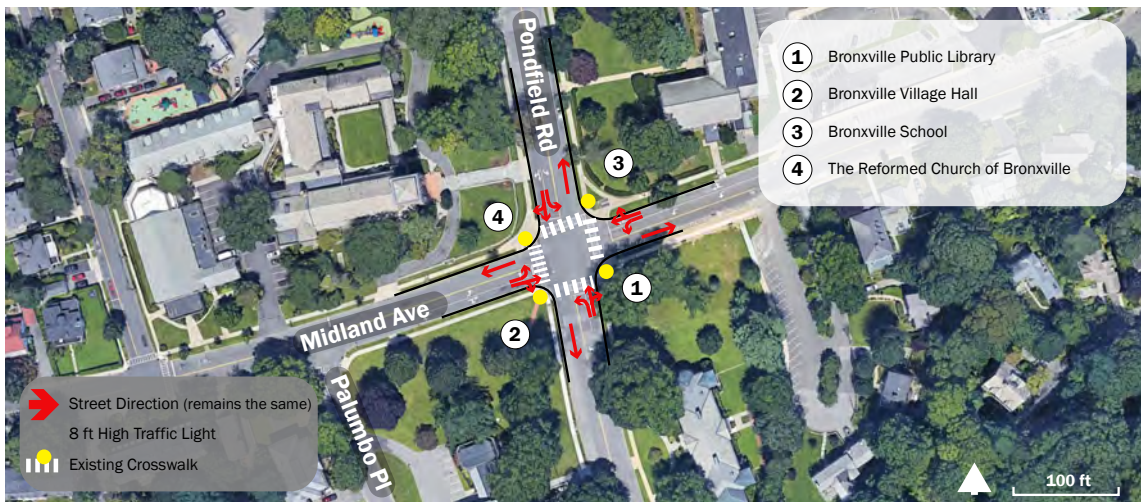
The most significant traffic volumes in the Village are centered around the intersection of Midland and Pondfield. The intersection is surrounded by important municipal facilities including the library on the southeast corner, the Bronxville School on the northeast corner, the Reformed Church on the northwest corner and Village Hall on the southwest corner. The intersection becomes particularly congested during school pick up and drop off times.

Currently traffic lights are raised approximately eight feet from the ground and positioned on both corners opposite oncoming traffic, rather than overhead. As a result, lights can be difficult for a car to see. The intersection has no pedestrian signals currently. Upgrades may be needed to improve safety and the flow of traffic. There are three potential options that could be considered, all costs are rough as of spring 2019 and subject to change (Figure 21):

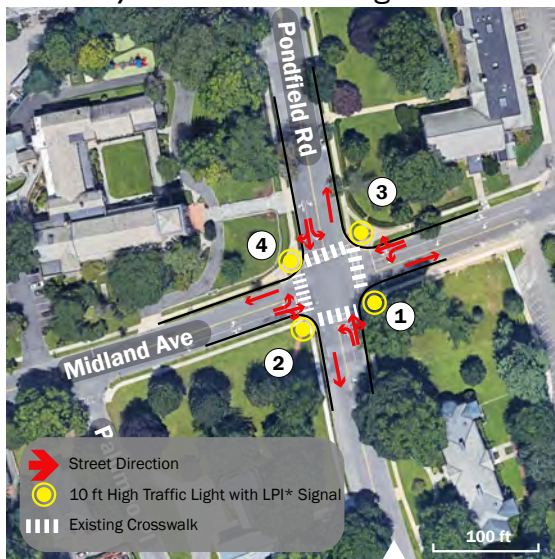
1. Adding mast arms or tension wires with hanging traffic signals and adding pedestrian crossing lights would bring the intersection up to national standards. This could cost in the vicinity of \$250,000. However, mast arms or tension wires would alter the aesthetics of the intersection. Mast arms are currently in place on Palmer Avenue at the entrance of the Village from Yonkers and also along Gramatan Avenue south of the Village in Fleetwood. This option could have a leading pedestrian interval, which gives pedestrians a 4-5 second advance time before the light turns green for cars.
2. A modern, single lane roundabout with recessed pedestrian crossings would slightly improve the capacity of the intersection. This option would cost approximately \$1 million and would require modifications to the intersection. Some property takings might be necessary at the edges of the intersection on the property of the Library and the Village Hall and possibly Bronxville School or Reformed Church depending on the exact roundabout design.
3. Continue to research additional measures to increase safety for drivers and pedestrians. Other solutions could include less invasive alternatives that also alert drivers to the upcoming intersection.

In addition, the intersection of Midland Avenue and Masterton Road has presented issues for vehicles traveling to and from the nearby Bronxville School. There is a signal that is activated only for the pedestrian at this intersection. However, there have been issues of traffic congestion, especially when school starts, breaks for lunch and then ends at 2:30PM.

As illustrated in Figure 22, the intersection could be modified to improve the current flow. A median island on Midland east of Masterton could be striped to allow large vehicles to make a right turn, whereas the median island on Midland west of Masterton can be raised and landscaped. The intersection could function as a mini roundabout with the small central island made of mountable cobble stones. (See Figure 22.)



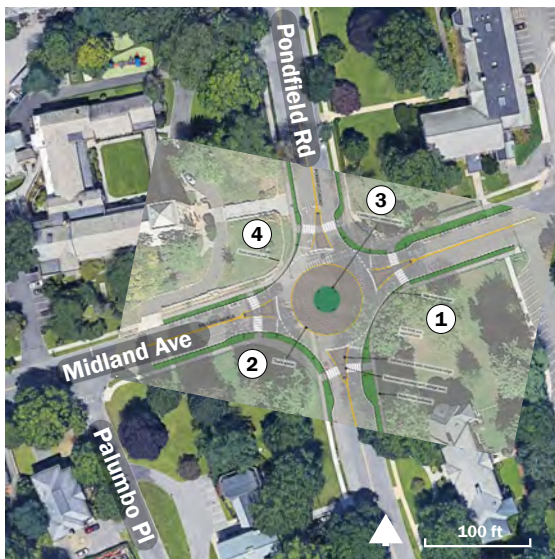
Midland/Pondfield: Existing Conditions



Option 1. Improved Existing Conditions



Option 2. Mast Arms (Highway Standards) or Strain Poles with Wires



Option 3. Roundabout

Figure 21: Potential Improvements for the Midland/Pondfield Intersection



Figure 22: Concept for Intersection of Midland Avenue and Masterton Street

Palumbo Place

Palumbo Place is a one block street located parallel to Pondfield Road between Midland and Gramatan Avenues. This road provides access to the back lot of Village Hall, Department of Public Works (DPW) services, the fire station, and an exit from the Alden Place driveway. In addition, this block provides an important option to drivers who wish to bypass congestion at the intersection of Midland Avenue and Pondfield Road discussed above. Historically, the street was open to two-way traffic, but in recent years was changed to a one-way system south to north. The one way system provides approximately 10 additional parking spaces on the west side of Palumbo Place and room for DPW vehicles on the east side. Because Palumbo Place is a bypass route for traffic that wishes to avoid the Midland/Pondfield intersection, any changes should be considered simultaneously with any improvements to that intersection.

The Village has plans to upgrade the DPW facilities on Palumbo Place behind Village Hall. Plans include the construction of a new facility on the east side of Palumbo with a new parking lot located at the site of the current salt shed, which will be demolished. As these plans move forward, the Village should consider options at Palumbo Place. Improvements could include the following options (Figure 23):

1. One way to ease congestion in this key area of the downtown would be to return Palumbo Place to two-way traffic. This provides the greatest amount of flexibility and will have the most positive impact at the two signalized intersections, Midland/Pondfield and Midland/Kraft, where backups currently occur. The disadvantage to this option is limiting the number of parking spaces that are currently available on the west side of Palumbo Place and limiting the amount of on street parking for the DPW.
2. A possible short-term improvement would be to allow two way traffic only at the southern portion of the street, south of the current DPW driveway on the east side and the Alden Place driveway on the west side. This would allow vehicles coming out of Alden Place or the DPW facilities to turn right or left, giving them the possibility of avoiding the intersection of Midland and Pondfield.
3. Changing the direction of Palumbo Place could enable traffic traveling on Midland Avenue an additional option to turn off and head south on Palumbo. Currently, traffic backs up from the intersection of Kraft and Midland to Midland and Pondfield. Changing the direction of Palumbo Place could provide an alternative to drivers on this route.
4. Another alternative is closing Palumbo entirely. This could create a better functioning precinct for DPW vehicles and increase worker and truck safety. However it would result in more traffic at the Midland and Pondfield intersection as seen when snow was stored on Palumbo in past storms. The closure resulted in additional congestion at Midland and Pondfield as drivers had no other choices.



Palumbo Place: Existing Conditions



Option 1. Two-way Street



Option 2. Restriping southern portion for two-way traffic



Option 3. Reverse Street Direction

Figure 23: Concepts for Improvements to Palumbo Place

Pondfield Road

Pondfield Road is the Village's main commercial artery, providing north/south access from the train station and enabling the connection between the east and west sides of the CBD. Various ideas for Pondfield Road were raised during the Comprehensive Plan process, including creating a one-way system downtown, adding parking spaces on Pondfield Road south of Cedar Street, adding a pullover lane for cars dropping off and picking up students in front of Bronxville School, and striping the road to encourage cars to take the right on red at the intersection of Pondfield Road and Gramatan Avenue. These concepts are outlined below and illustrated in Figures 24 - 25:

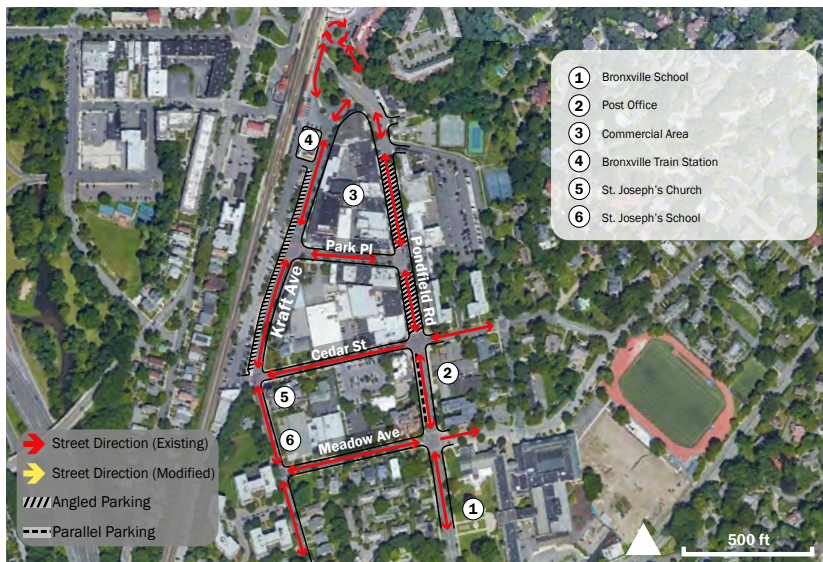
1. *One Way System* - In a meeting with the Chamber of Commerce, a question was raised about creating a one-way system that would enable vehicles to travel south to north on Pondfield, and the opposite direction on Kraft Avenue (see option 1 in Figure 24). Some have recommended this as a potential benefit to the community, identifying that it would limit congestion by speeding up traffic. However, higher speeds can also be more dangerous to pedestrians and would limit the visibility of local businesses by encouraging drivers to move through the downtown more quickly. Two-way traffic along both roads increases flexibility for drivers, reduces miles driven and provides benefits to merchants who may be more visible with slower moving traffic. Other communities in Westchester County have reconsidered one-way systems, including New Rochelle where merchants lobbied to change their one way system on Route 1 in downtown to a two-way system. See Figure 24 for a conceptual illustration for two options for a one-way system.

The first large loop option is from Midland Avenue north to the railroad station along Pondfield and then south on Kraft back to Midland. One disadvantage of the large loop is that it puts one way traffic in front of houses on the southern part of Kraft Avenue. The smaller loop option would start at Cedar and end at Meadow Avenue.

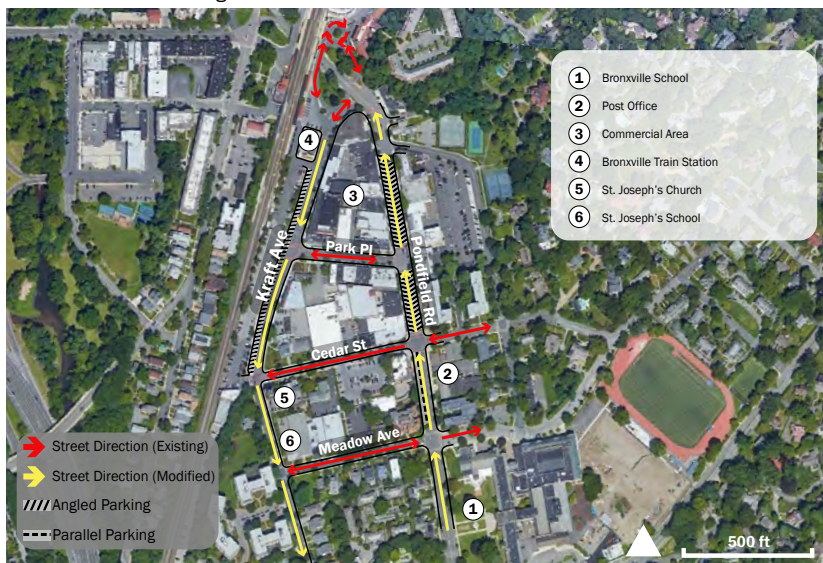
The one way system is not recommended by BFJ Planning. It would create significant disruption and cost to implement and it does not have clear benefits. Moving traffic slightly faster is offset by making the circulation system less flexible. The one way system limits access to stores and public facilities from multiple directions. It thus creates more vehicle miles driven to get to certain locations. For example, stores on Pondfield could only be accessible from the south. Traffic coming from the westside of the Village under the railroad overpass would have to travel south on Kraft. Depending on their destination on Pondfield, they would have to take a left turn on Park or on Meadow in order to backtrack to their destination. This puts more traffic on these local streets than the current system.

2. *Additional Angled Parking* - Pondfield Road has angled parking spaces on both sides of the street in the downtown shopping district. South to Cedar Street, there is parallel parking on both sides on Pondfield Road. In order to accommodate more cars and reduce speeds south of Cedar Street, angled parking on Pondfield could be continued on the westside of Pondfield to Meadow Avenue. This could also provide additional parking for merchants, as well as the schools, churches, shops, and municipal facilities on Pondfield. See Figure 25.

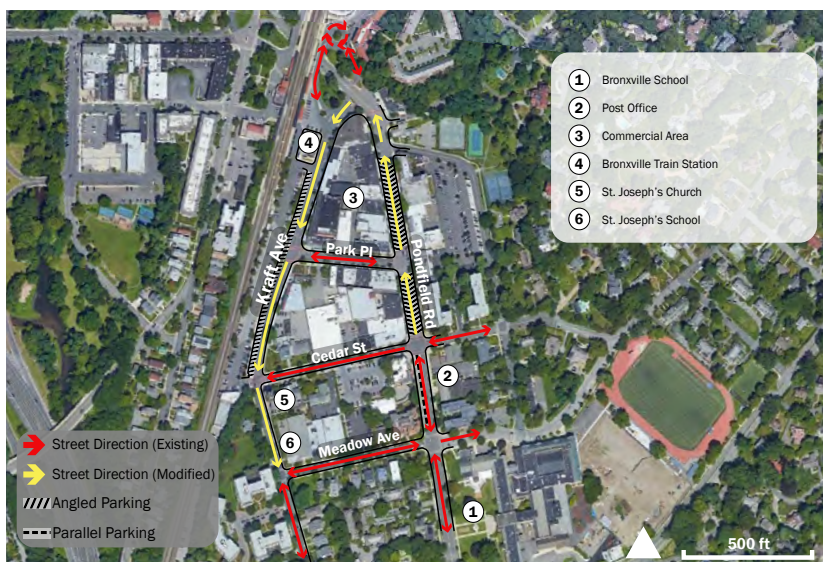
3. *School Dropoff Lane* - Pondfield Road, in front of the Bronxville School, becomes congested during pick up and drop off hours, causing backups for those coming to the school as well as others trying to reach the downtown. Currently, the school works in cooperation with Village police to ensure the safety of students when they are getting in and out of cars in front of the school building. Police officers are in place and work to improve the flow of traffic by directing cars to pull over, wait, or move around one another. There is an opportunity to create a drop off area in front of the school that would enable cars to pick up and drop off students with less impact on the rest of traffic. This would require cutting into the curb and moving the existing sidewalk back to allow cars to move out of the traffic lanes on Pondfield Road. This concept is supported by the Village to ensure safety of children coming in and out of school and could serve the larger community by easing congestion on one of the Village's main thoroughfares during peak hours. See Figure 25.
4. *Intersection of Pondfield Road and Gramatan Avenue* – As of this writing, the Village is in the process of working with an engineer to redesign the intersection of Pondfield Road and Gramatan Avenue. Changes to improve the intersection aim to improve the flow of traffic on Pondfield Road.



Pondfield Road: Existing Conditions

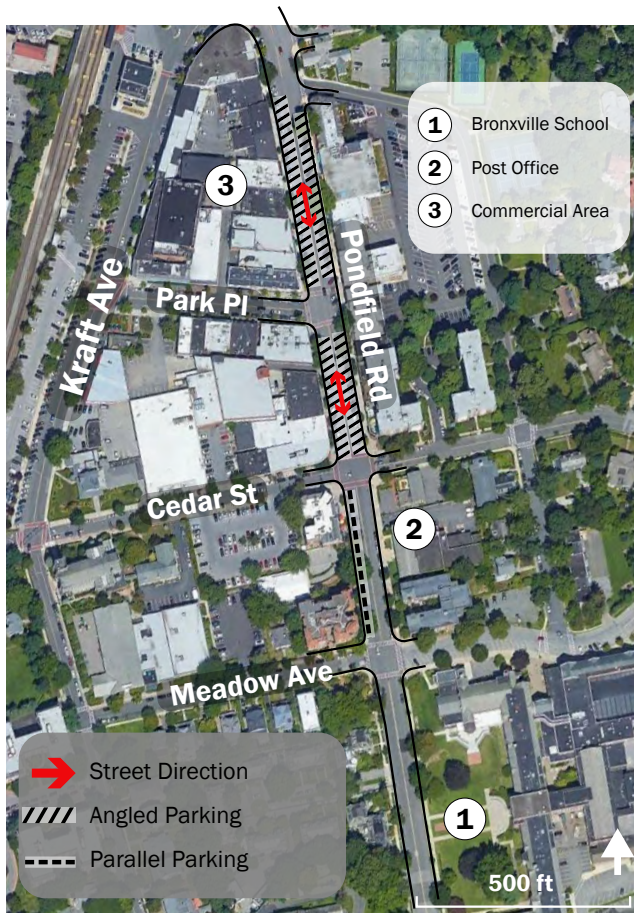


Option 1: One-way System. Large Loop.

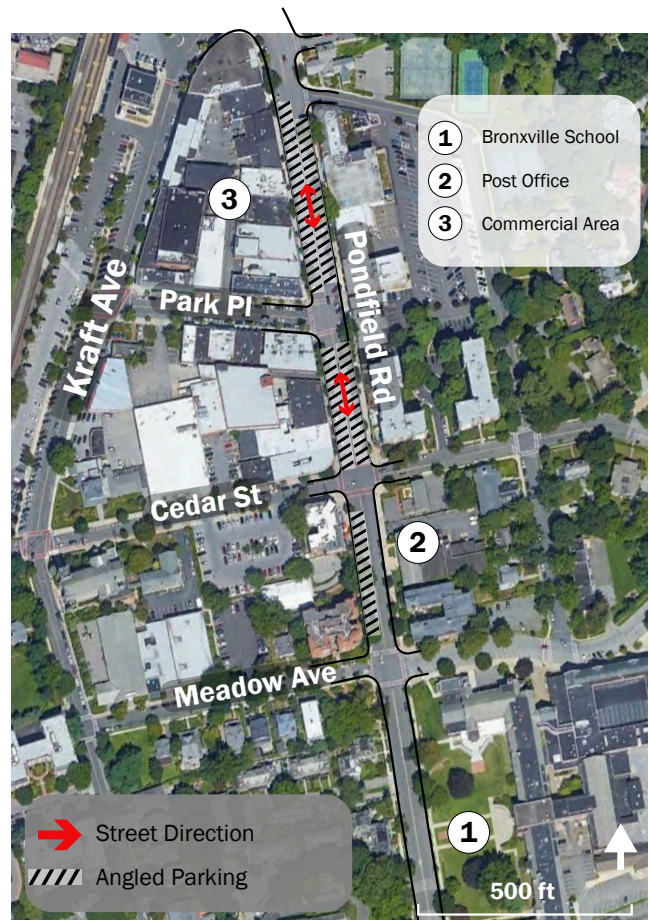


Option 2: One-way System. Small Loop.

Figure 24: Concepts for Improvements to Pondfield Road



Pondfield Road: Existing Conditions



Pondfield Road: Proposed Extend Angled Parking



Bronxville High School: Existing Conditions



Bronxville High School: Proposed Pull Over

Figure 25: Concepts for Improvements to Pondfield Road

Midland/Kraft Intersection

In addition to improvements at the intersection of Midland Avenue and Pondfield Road, improvements to surrounding intersections will facilitate greater flow of traffic and reduce backups at peak hours. Currently, the intersection of Midland and Kraft Avenues is another point of congestion, resulting in cars backed up in traffic along Midland Avenue. This pattern is particularly an issue at the end of the school day when cars are picking up children at the Bronxville School and the Reformed Church Nursery School.

In order to reduce congestion at the intersection of Midland and Kraft, the Village could restripe Midland Avenue to create a dedicated right turn lane onto Kraft Avenue. This would require shifting the double yellow striping approximately two feet to the south to allow both a through lane and a right turn lane. In addition, a right on red could be allowed after 4pm, when school drop off and pick up is no longer a concern. See illustration in Figure 26.

This restriping of Midland and Kraft is a “least cost” improvement. It is a relatively small cost to achieve some significant improvements in traffic and could be done fairly quickly using primarily DPW resources.

Kraft Avenue

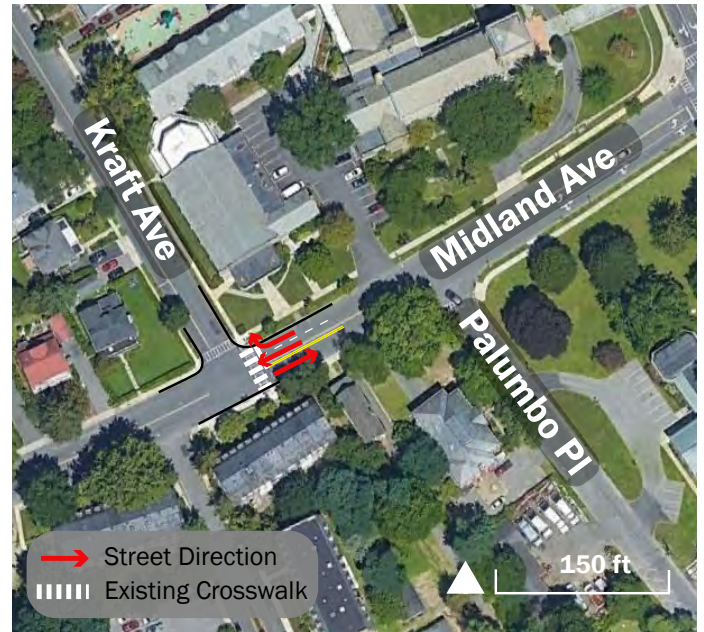
Kraft is a wider street and there is an opportunity to slightly narrow the roadway in order to improve pedestrian access. Potential improvements, illustrated in Figure 27, could include:

1. Expanding the sidewalk on the east side of Kraft, north of Park Place. The curb could be moved 2-3 feet into the road to provide a wider sidewalk. On street parking on Kraft would not be affected as the street is wide enough to lose 2-3 feet .
2. Adding a pedestrian table at the intersection of Kraft and Park Place. This would raise the pedestrian level slightly to improve visibility and slow traffic traveling on Kraft. In addition, there are plans to replace the benches across from the Haagen Dazs/Starbucks corner of Park Place with a bistro space. Pedestrian improvements, such as the pedestrian table, could facilitate patrons crossing Kraft to use the bistro area. Figure 27 shows the existing pedestrian table that was recently built on Purchase Street in downtown Rye.
3. At Kraft and Meadow (near St Joseph’s School) it is recommended that the existing light be replaced by a flashing yellow light that is activated on demand. This feature, called a Rectangular Rapid Flashing Beacon (RRFB), enhances safety by alerting vehicles that a pedestrian is crossing. A flashing light is activated once a pedestrian passes a motion detector, ensuring that traffic is aware of activity at a crosswalk.





Kraft/Midland: Existing Conditions

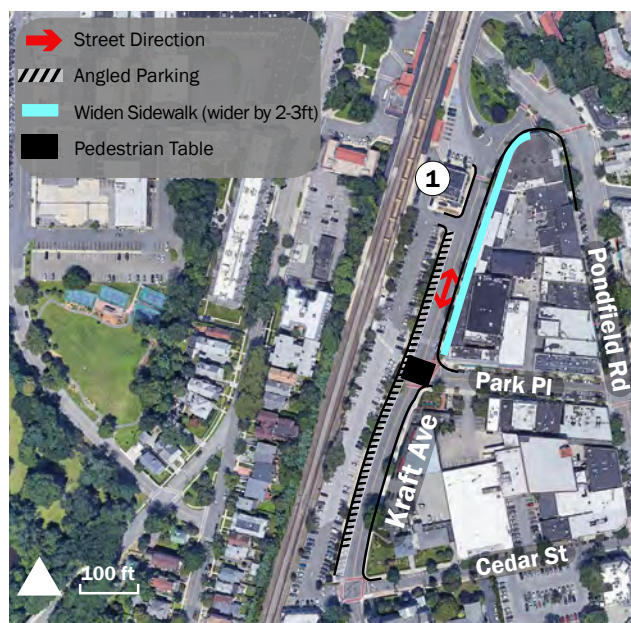


Kraft/Midland: Option 1

Figure 26: Concept for Adding a Dedicated Right-Turn Lanes on Midland and Pondfield



Kraft Avenue: Existing Conditions



Option 1: Improve Existing Conditions



Pedestrian Table. Rye, N.Y.

Figure 27: Pedestrian Improvements on Kraft Avenue

Parking

Bronxville currently operates a well-organized parking system designed to try to meet the needs of residents, merchants, shoppers, visitors, and commuters. Parking can be at a premium in the CBD, and the Village is cognizant of the need to balance the existing parking demand with thoughtful planning for the future. Planning for the Village's future parking needs could include flexible design, electric charging stations and spaces for smaller vehicles such as Low Speed Vehicles (LSVs), scooters, and bicycles.

The following locations in the Village present opportunities for this type of forward-thinking approach to parking:

Parkway Road Lot (formerly Mobil/Avalon Lot)

The Village has purchased this property located adjacent to the railroad tracks across from the Avalon. In the short term, it will be used for parking but long term plans could include new construction, which could include many mixed use options.

In 2019 the Village undertook "Phase 1" improvements to the lot. The former service station building has been demolished and fuel tanks removed. Construction of a new municipal parking lot has been completed. Improvements to the lot include, storm drains and porous pavement. The Village plan has added underground water storage and electric vehicle charging stations.

Maltby Lot

A new parking structure on this site is in discussion to accommodate Village parking, as well as additional spaces needed by the nearby New York-Presbyterian Lawrence Hospital. Currently, there is a surface parking lot on this site, which provides parking for the hospital and members of the public but is not sufficient for the hospital's needs. If new construction were done, it should retain the public parking as was done with Villa BXV on Kensington Road. A parking structure could potentially include a pedestrian bridge to connect to Parkway Road giving shoppers, commuters, merchants, and visitors better access to the downtown from this lot.

The Village is currently updating a survey of its existing parking, which should help determine the exact number of parking spaces that would be needed in the garage at the Maltby Lot. The Village needs to size the garage appropriately so that it not only fits into the existing built context but also anticipates the future impact of car share services and autonomous vehicles.

Other

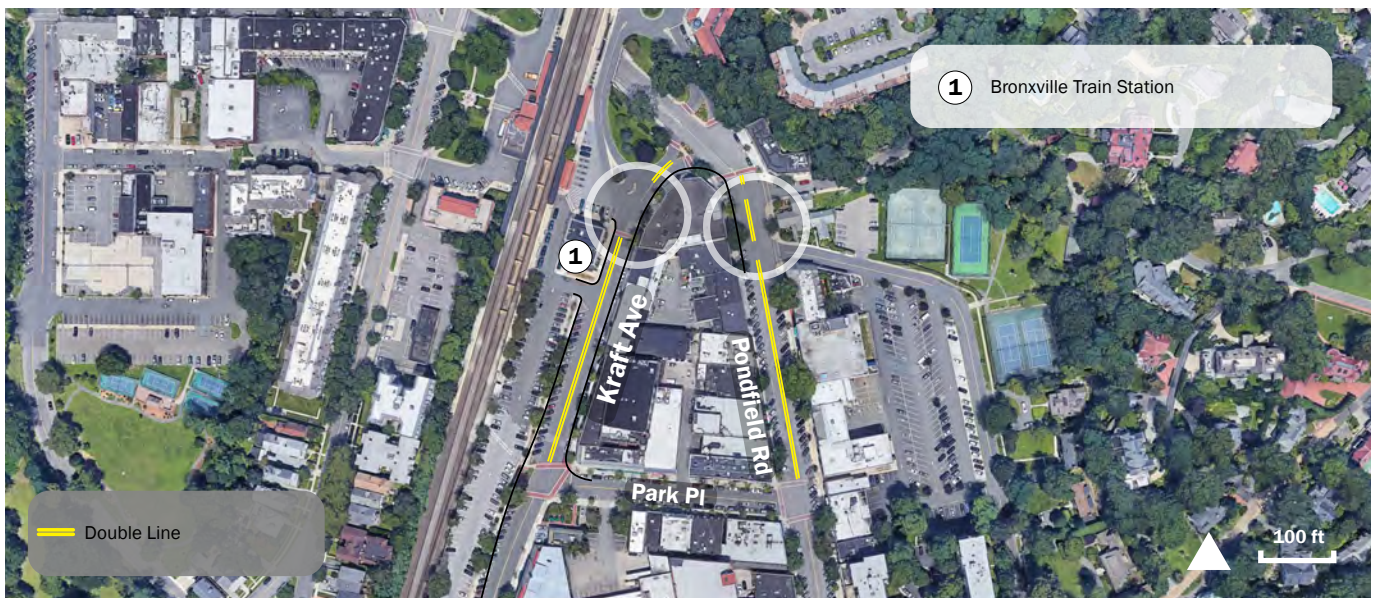
Striping – At two locations, Kraft Ave and Depot Plaza and Pondfield and Garden Avenue, double yellow lines have been striped, indicating that left turns are illegal. The Village should ensure that these areas provide a break in the double yellow line so that drivers know it is legal to make a left turn at these locations (see Figure 28).

Sustainable Transportation Options - As the Village looks toward the next ten years, becoming a more sustainable community could include new initiatives to encourage residents and visitors to move about in ways that have a lower negative impact on the environment. Options that would lower carbon-emissions include alternative modes of transit such as bike, electric bike, electric scooter, and low speed vehicle or LSV, (a small electric vehicle similar to a golf cart). As technology for self-driving cars and autonomous vehicles improves, concerns for how our current transportation options will adapt become particularly relevant. In addition, the increasing popularity of car-share and ride hailing apps are changing the way that people get around. If trends continue, it is possible that household vehicle ownership will diminish in the years to come. The Village should consider these shifts while taking into account the community's existing needs.

Any new parking structures in Bronxville must be sized appropriately. If a deck is constructed without another use attached, construction should be done in a way that can be retrofitted or adapted in the future. Some traffic planners anticipate that the advent of self-driving vehicles will reduce the amount of parking needed in the future. The Village should anticipate self-driving vehicles, car share, and the future shift in parking needs. A potential garage should provide for electric vehicle recharging stations as electric cars are now being introduced to the marketplace by the major auto companies.



Kraft Avenue: Existing Conditions



Option 1: Double Line Corrections

Do not re-stripe double line to allow a left turn from Pondfield Rd onto Garden and a left turn from Kraft Avenue onto Depot Plaza.

Figure 28: Re-Striping Double-Yellow Lines on Kraft Avenue and Pondfield Road

Recommendations

1. Make improvements to the intersection of Midland and Pondfield following a detailed study of the following options:
 - a. New traffic signals on mast arms or tension wires.
 - b. A modern roundabout.
 - c. Additional consideration of other improvements to improve visibility and maximize safety.
2. Improve the intersection of Midland Avenue and Masterton Street with a miniature roundabout
3. Consider improvements to Palumbo Place in conjunction with changes to the Midland/Pondfield intersection and the new DPW construction. One option to minimize traffic congestion and improve the flexibility of Bronxville's road system is to create a two-way roadway on Palumbo Place. If limitations arise as a result of construction of the DPW facilities, the Village could consider making the southern portion of the roadway two-way, changing the direction of the one-way system from south-to-north to north-to-south, or closing the road.
4. Continue angled parking spaces south on Pondfield Road to Meadow Avenue.
5. Add dedicated parking inlets on Pondfield Road in front of the Bronxville School for drivers to drop-off and pick-up students.
6. Expand the sidewalk on the east side of Kraft Avenue north of Park Place.
7. Add a pedestrian table at the intersection of Park Place and Kraft Avenue.
8. Add a Rectangular Rapid Flashing Beacon at the intersection of Kraft and Meadow.
9. Consider a reasonably scaled parking structure on the Maltby Lot with flexible design and spaces for electric and alternative vehicles such as low speed vehicles similar to golf carts (LSVs), bicycles, electric bicycles, and scooters.
10. Create connections and additional signage to the Bronx River Pathway to bring cyclists and pedestrians to the CBD, including a bike lane in both directions on West Pondfield Road.
11. Consider expanding the Bronx River Pathway south to a loop in the Village's green space west of Paxton Avenue and Maltby Road.
12. Restripe Kraft Avenue and Pondfield Road to remove the double yellow where turns are currently permitted.

Chapter 7: Central Business District

The Village's historic central business district (CBD) has been an important draw that brings shoppers from Bronxville and neighboring communities into downtown Bronxville. Many of the local shops and offices have been established in the Village for years, although there have also been many new additions to the retail and business offerings.

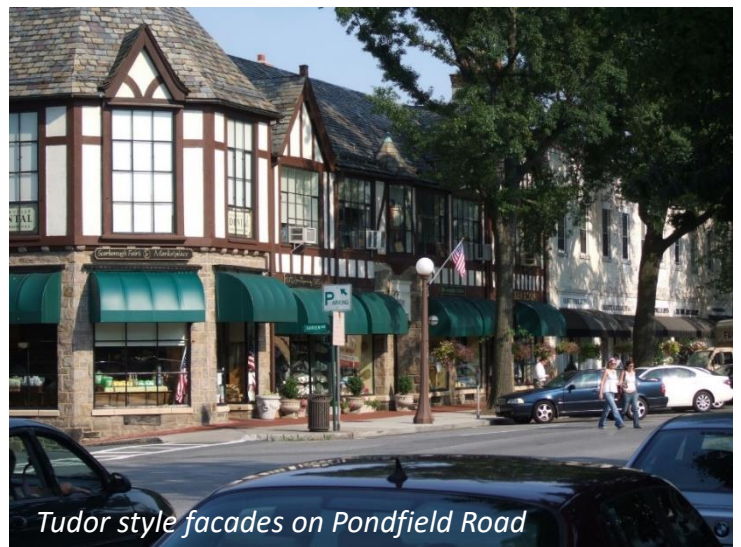
The dominant Village commercial activity is centered in the stores, banks, shops, restaurants and offices situated on the Pondfield Road/Kraft Avenue/Park Place/Cedar Street area east of the railroad. Having a greater number and variety of commercial stores, offices, and savings banks, a medium sized market and a multiplex theater, this business section also attracts more traffic and creates a larger demand for parking. West of the Metro North tracks is a continuation of downtown with additional restaurants, retail space, offices and NewYork-Presbyterian Lawrence Hospital.

The main commercial district also includes a number of dwelling units, which are a permitted use under the Zoning Ordinance. Several buildings on Pondfield Road and Kraft Avenue include ground-floor shops and stores with apartment units on upper floors.

The downtown's unique architectural character includes an attractive mix of Tudor and Colonial façades, as well as traditional storefront units. Both the east and west areas of the CBD are well maintained, with street trees, benches and flower boxes contributing to the attractive shopping environment. A very successful landscaping program has been undertaken throughout the Village. Bronxville has three garden clubs that also contribute to beautification efforts downtown. Currently, all crosswalks within the CBD and at major intersections are in the process of being repainted, and handicap accessibility is being improved with the installation of new curbing.

Zoning

Bronxville's downtown is zoned Business A (BA) and Business B (BB). The Business A district encompasses commercial and mixed-use buildings on both sides of the Metro North railroad. To the east side of the tracks, the Business A district extends from Cedar Street/Tanglewylde Avenue to the south, to Sagamore Road to the north. On the west side of the tracks, the Business A District includes the majority of downtown businesses located on Pondfield Road West, Park Place, Kraft Avenue, and New York-Presbyterian Lawrence Hospital (see Figure 29). This district allows retail, service, office, and mixed commercial-residential uses. The Planning Board may allow a number of uses by special permit, including theater, supermarket, indoor recreation, and hotel.



Village of Bronxville Comprehensive Plan

The Business B district is located adjacent to the Business A district in two areas south of the Business A district on both sides of the Metro North railroad. On the west side, the Business B district is located along Milburn Street, bounded to the west by Palmer Avenue, to the east by the railroad tracks, and to the south by Stone Place. On the east side of the tracks, the Business B district is mapped south of the Kraft Avenue parking lot, south along the railroad tracks behind the Midland Gardens apartments (see Figure 29). All uses allowed in BA are permitted in BB, plus the addition of automotive related and manufacturing uses by special permit.



Palmer Avenue outside of the Hospital on the west side of the CBD

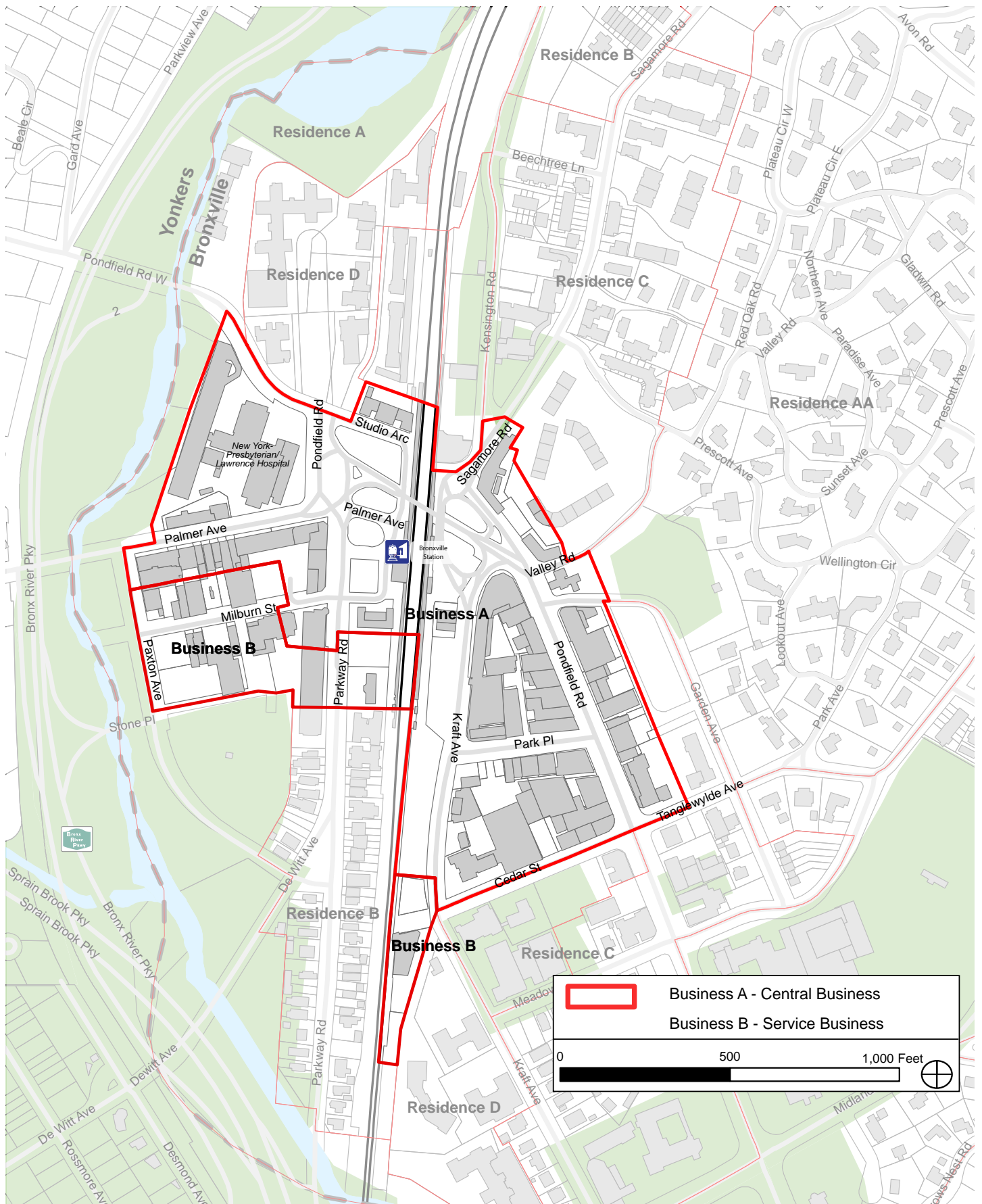


Figure 29: Downtown Zoning

Existing Conditions

Commercial activity in Bronxville's CBD is located mainly in the Business A zoning district, which spans both sides of the Metro North railroad tracks. The business and residential district west of the railroad right-of-way is dominated by the presence of New York-Presbyterian Lawrence Hospital. The area is surrounded by older multi-use buildings along Palmer Avenue and Parkway Road, and includes a limited residential area on the southern end of Parkway Road, and the Alger Court complex north of the hospital. This complex consists of townhouses and four- to six-story apartment buildings. This section of the CBD also incorporates light industrial uses in the Stone Place/Paxton Avenue area. The portion of the Village center to the west of the railroad contains a combination of stable residential, retail, and service facilities.

Bronxville's Central Business District includes a vibrant mix of uses, including anchor businesses, residential uses, and community facilities. On the east side of the Metro North railroad tracks, Pondfield Road, Kraft Avenue, Park Place, and Cedar Street are the center of downtown commercial activity. This area of the CBD includes a movie theater, supermarket, restaurants, and retail shops. Residential uses, including the Villa BXV and Midland Gardens apartment buildings, are located just to the north and south of this commercial center. On the west side of the railroad tracks, the Avalon apartments are located just across Parkway Road from the southbound train station. Retail and restaurants located along Parkway Road, and Palmer Avenue provide a vibrant, walkable commercial district adjacent to the train station and New York-Presbyterian Lawrence Hospital. See map of downtown, Figure 30.



Retail stores at Depot Plaza



Shops on Kraft Avenue

Events Downtown

The Chamber of Commerce has organized a number of downtown events that have been popular and well-attended. Events include a spring and fall sidewalk sale, the Children's Halloween Festival, a December Holiday tree and Menorah lighting event, and a summer concert series. In October 2018, the Chamber put on its first annual Oktoberfest event on Park Place.

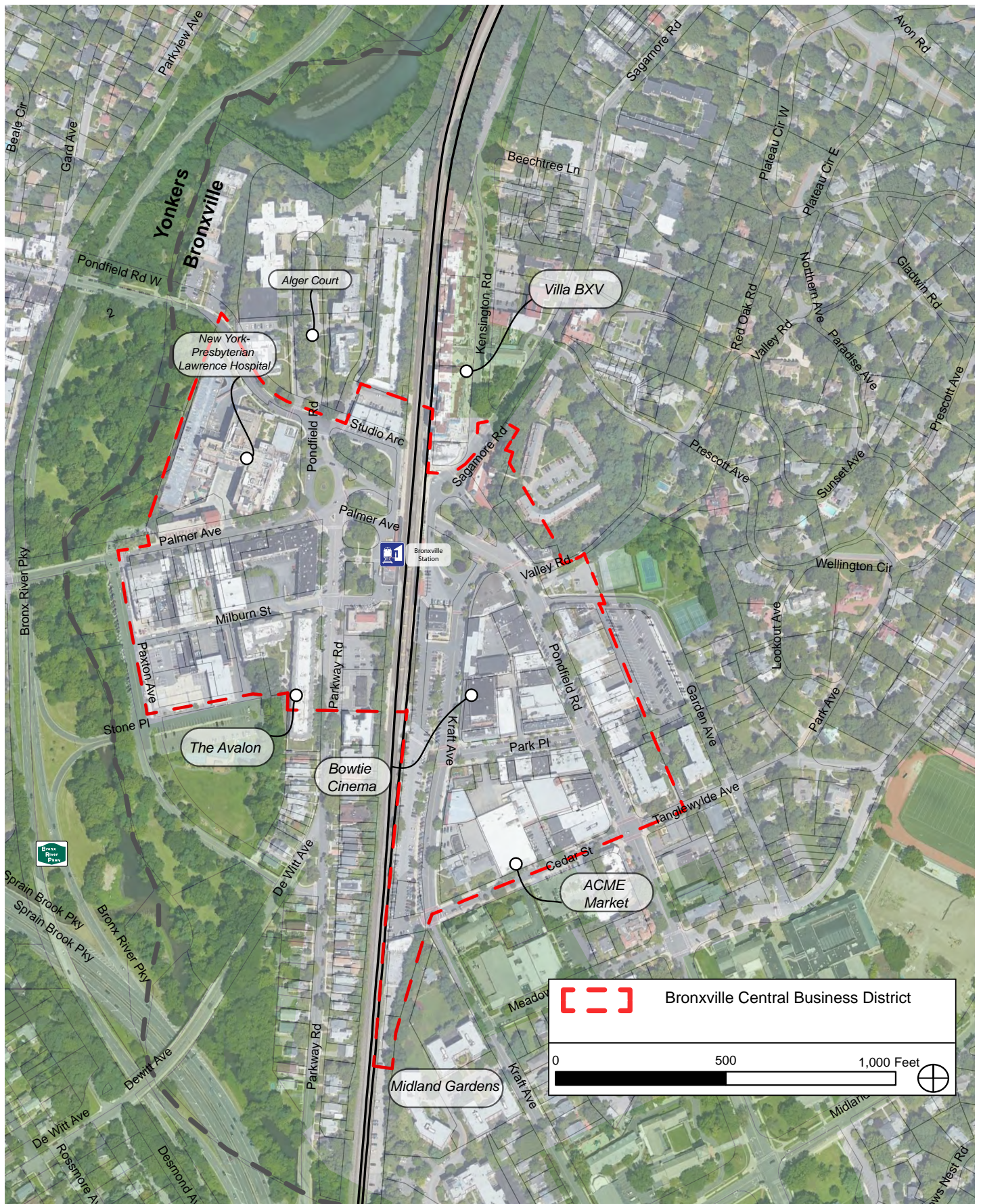


Figure 30: Bronxville Central Business District: Existing Conditions

Central Business District Real Estate Trends

The Bronxville CBD contains an attractive supply of retail, restaurant, and office space built largely during the early 20th century. With New York-Presbyterian Lawrence Hospital, the Bronxville Metro North Station and the Bee Line bus stop located within the Bronxville CBD and the Colleges of Sarah Lawrence and Concordia situated relatively near the CBD, the area has a healthy concentration of employment and high quality transportation networks. These factors together contribute to increased foot traffic which helps support the asking rents in the area, comparable to rents in the White Plains CBD as well as in Scarsdale and the City of Rye.

As of March 12, 2019, there were 20 commercial listings available for lease totaling 31,351 square feet, including three retail properties and 17 office spaces and one mixed use property (see Figure 1). Commercial properties were located primarily in older pre-war buildings. Leasing rates ranged from \$23 to \$55 per square foot annually (PSF/YR). Among retail properties, three storefront spaces were available at 79-81 Pondfield Road, 141 Parkway Road and 4B Cedar Street totaling 3,734 square feet. The majority of commercial properties available for lease were in the form of Class B and C office space. Class B space is generally more expensive than Class C space due to its higher quality infrastructure and maintenance. Several Class C properties on Pondfield Road commanded higher asking prices due to their close proximity to the Bronxville Metro North Station. Roughly two-thirds (67.2%) of available office floorspace was in the form of Class B space while 16.7% was considered class C and the remainder was unclassified. There was no Class A commercial available for leasing and zero commercial properties were available for sale in the Bronxville CBD.

Chart 1. Commercial Listings for Lease in the Bronxville CBD, 3/12/2019

Type	Listings Available	Total SF	Rent Range*	Avg Rent	Avg Year Built
Total	20	31,351	\$23-\$55	\$37.94	1938
Retail	3	3,734	\$40-\$50	\$48.19	1927
Office	17	27,617	\$23-\$55	\$35.88	1939
Office, Class B	6	18,560	\$29-\$50	\$30.80	1938
Office, Class C	8	4,607	\$40-\$55	\$54.31	1929

Sources: Loopnet, Berkshire Hathaway Commercial Real Estate Services and Admiral Realty Services.

Note: Excludes Class C office space at 51-55 Pondfield Rd, an outlier with 340 SF of space leasing for more than \$80 PSF/YR

As of March 2019, Bronxville's average asking price for office space of (\$35.88) was well above recent prices reported in Q4 2018 in Westchester County (\$27.59) as a whole and comparable with the White Plains CBD (\$33.26).

According to Cushman & Wakefield, demand for office space in Westchester County is expected to remains stable with limited growth in 2019. Urban market areas in the County with strong transportation infrastructure, such as in the White Plains CBD, are expected to be most desirable in the years ahead as prospective tenants seek out high quality space. Given the central location of the Metro

North Station within the Bronxville CBD and the close proximity to major roadways such as the Bronx River and Sprain Brook Parkways, the Bronxville CBD's office market should continue to remain desirable in the years ahead. Facility improvements characteristic of Class A office space such as enhanced architecture, tenant services and amenities would further drive demand for office space in the CBD.

With just a handful of retail properties currently available for leasing, ranging in price from \$40-\$50 PSF/YR in the Bronxville CBD, current asking rents are well above those reported in even the highest value Westchester County submarkets according to 2017 CoStar data collected by Admiral Real Estate Services (see Chart 2). Asking rents for ground floor retail space along major retail corridors in Scarsdale and the City of Rye had similarly high value retail properties available for leasing. These ranged from \$20-\$60 PSF/YR in Scarsdale and \$35-\$60 PSF/YR in the City of Rye according to Loopnet. High asking rents are typical of smaller retail spaces in CBDs. Admiral Real Estate reported a vacancy rate of 3.3% in 2017 or about 8,218 square feet of availability in the Village of Bronxville which is considered very low for the retail sector. The vacancy rate in the Village has ranged from 2% to 7% since 2007.

According to the Westchester County Business Journal,⁴ over the last several years the Bronxville CBD has undergone a revitalization supported by municipal officials, the Chamber of Commerce, local businesses and residents. Recent amendments have added flexibility to the Village's Zoning Code and the addition of a new parking garage and improved commuter and merchant permit parking regulations together have helped attract a desirable mix of retailers and restaurants and improved accessibility for potential shoppers and diners. These improvements have invigorated the CBD with an optimal mix of local and regional stores and reduced vacant storefronts.

Chart 2. Retail Market Trends in Westchester County, 2017



Source: CoStar Analytics and Admiral Real Estate Research (Obtained from Admiral Real Estate Services)

⁴ Bill Heltzel, September 16, 2018. "Bronxville redux: Collaboration fills vacant storefronts." Westchester County Business Journal.

Issues and Opportunities/Recommendations

Metro North Underpass

Bronxville's CBD is centered around the Metro North Railroad Station at Depot Plaza. The train tracks run north-south parallel to Kraft Avenue on the east side and Parkway Road on the west. Pondfield Road provides connection between the east and west sides of the downtown by passing under the railroad tracks and becoming Palmer Avenue on the west side of the tracks. Palmer Avenue continues into Yonkers at the Village's western edge. As a result of the train tracks bisecting the CBD, there is a lack of connectivity between the retail areas on the east and west sides. The underpass that connects Pondfield Road and Palmer Avenue is dark and unappealing, making it uninviting and difficult for pedestrians and cyclists to navigate. Improving the underpass could improve the flow of shoppers and visitors between the east and west sides of the tracks.

The aesthetics and functionality of the underpass for pedestrians could be improved by painting the underside of the tracks and adding lighting. Sidewalk improvements, including new pavers, enclosing columns, and adding wayfinding signage could improve the pedestrian experience and help shoppers navigate between both sides of the downtown. Efforts to work with Metro North are ongoing both in terms of maintenance and overall improvements.

The Village should consider the following recommendations for improvements to the underpass:

Painting –The Village could look at ways to brighten the area beneath the underpass with painting improvements. In lower Manhattan, the East River Esplanade underpass was recently repainted to create a pleasant waterfront environment, separated from the traffic of the financial district.

Lighting – Improvements to the lighting system will make the area safer and more inviting for pedestrians, cyclists, and drivers at night.

Signage – An important component of improving the underpass is the creation of good signage. Signage can provide direction and advertise shopping and dining opportunities to encourage people to visit both sides of the CBD.



Bronxville's Metro North Underpass



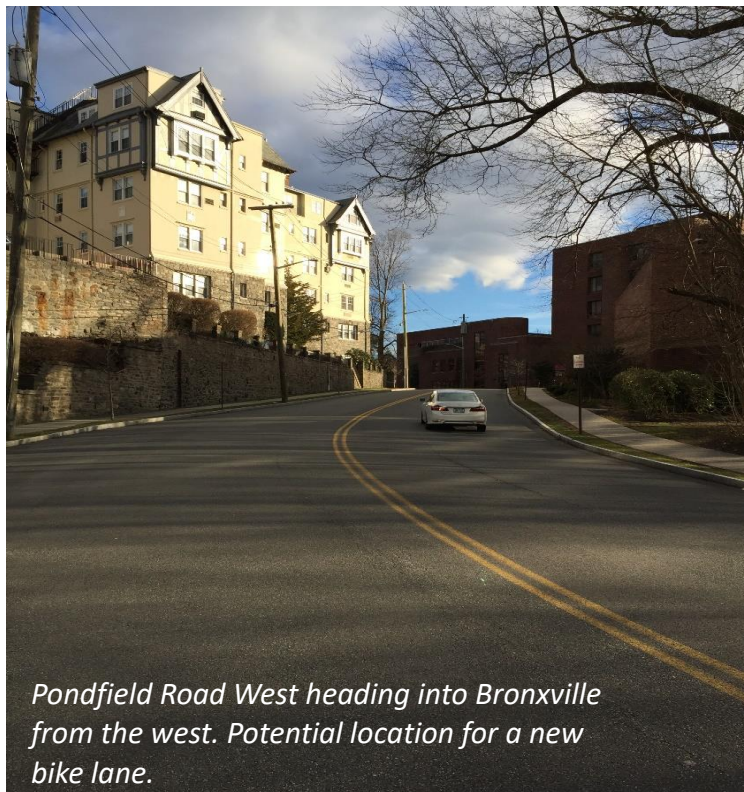
Traffic and Parking

Traffic and parking concerns in Bronxville are mainly centered in the CBD. There is a desire to maintain and improve traffic flow and availability of parking as well as facilitate greater movement of pedestrians. These concerns are discussed in greater detail in Chapter 6: Transportation. Below is a summary of key traffic and parking issues related to the CBD, followed by a map of potential improvements (Figure 30):

- **Kraft Avenue** – The Chamber of Commerce has identified a number of opportunities for pedestrian enhancements along Kraft Avenue. First, there is an opportunity to widen sidewalks on the northern end of Kraft Avenue where they currently taper north of the movie theater. Widened sidewalks would improve the pedestrian friendliness of Kraft Avenue and could be beneficial to businesses. Second, adding a raised pedestrian table at the intersection of Kraft Avenue and Park Place would improve visibility of pedestrians and signal to drivers that they should slow down and use caution. The image below illustrates this type of pedestrian improvement in the City of Rye.



- **Parkway Road Lot (Former Mobil/Avalon Lot)** – The Village has acquired the parcel on Parkway Road across from the Avalon currently used as a surface parking lot for the Avalon Apartments and commuters. The Village has demolished the remaining small structure on this lot to create additional parking spaces. A next phase may include developing the lot with a mixed use structure, which could include parking possibly in conjunction with other uses.
- **Maltby Lot** – A new parking structure considered for this site would supply additional parking for NewYork-Presbyterian Lawrence Hospital as well as additional spaces for the Village.
- **Underutilized Parcels**
There may also be the opportunity to enhance or improve vacant/underutilized lots in the western end of the CBD at Millburn Street, Paxton Avenue and Stone Place.
- **Bicycle Improvements** –A new bicycle lane on Pondfield Road West with street signage could be added to direct cyclists from the Bronx River Pathway to the downtown area. In addition, new bike racks or covered bicycle shelters could be placed at the train station. As evident in the photo below, the road width on Pondfield Road West is appropriate for the safe addition of a bicycle lane on both sides.
- **Bicycle Law**
Bronxville currently has a bicycle Law (Village Code §260-8ff). The Village code should be reviewed to insure that the Planning Board has adequate authority in its review of development applications to consider bike accessibility and bike parking.



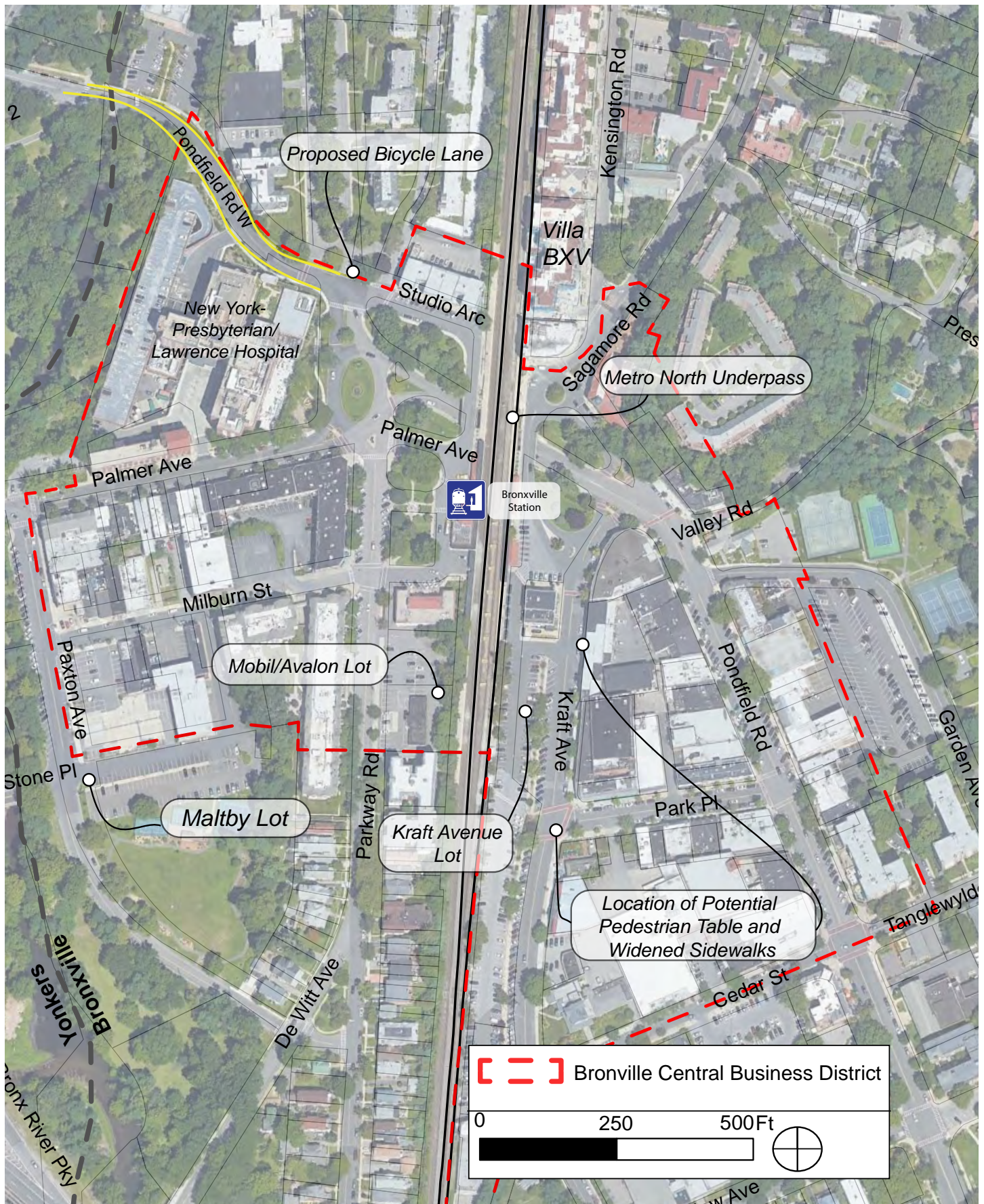


Figure 31: Potential CBD Improvements

Chapter 8: Municipal and Institutional Uses

Municipal Buildings

Bronxville's Village Hall and Library buildings, completed in 1942, form an important part of the complex of buildings that many residents regard as the center of the Village. The Village Hall provides meeting spaces and office accommodations for the Mayor, Village Administrator, police department and other Village departments and services. The Municipal Garage, located southeast of the Village Hall, and the Eastchester Fire Department Firehouse, located on Midland Avenue, complete the group of the major Municipal buildings (see Figure 32).

Village Hall completed a renovation that made the facility ADA-compliant; implemented "green" energy initiatives, and added more than 5,000 square feet of space due to the utilization of basement space, an expanded Police Department and additional upstairs office space for the Village Administrator and the Department of Buildings as part of the addition. The garage and adjacent service areas used by the Department of Public Works are in need of expansion.

Bronxville Public Library

The Library offers general lending services for County and Village residents and provides space for a variety of shows and exhibits. It houses a history room used by the Village historian and contains a children's library area and a community room which is available for use by local organizations. The Library serves both Bronxville residents and those outside of the community as a resource for education, history and culture. The building itself is an attraction, drawing people to see its art collection and historic furnishings. The Library also provides a number of well-attended services and programs for children and adults of all ages.

The Village Library completed a full-scale renovation and addition in August 2001, expanding the space available for existing collections and providing handicap access to the Library. The addition also allowed for a larger children's room and expanded community meeting room. The Library has plans to upgrade and repurpose space within its existing facility in order to meet the changing needs of 21st century patrons. Among these planned improvements are improving WiFi and broadband, upgrading the Teen Center and moving reference services to accommodate a lounge area where food and drink could be allowed. The Library has received partial grant funding to install a new HVAC system and has plans to undertake improvements in 2019-2020.

Public Services

Police and public works services are the key public services provided by the Village. Bronxville budgets for and maintains its own Police Department with a staff of 21 individuals. The department staffs a chief of police, one lieutenant, one detective/sergeant, five uniformed sergeants and 12 patrol officers. The police department provides traffic patrol, investigative services, emergency assistance and general protective services on a 24-hour basis. The fire protection service is provided by an independent fire district. The Bronxville firehouse provides space for one of the five Town fire companies in addition to the Town rescue unit.

The Eastchester Volunteer Ambulance Corps Inc. (EVAC) provides emergency medical assistance in the Town of Eastchester and the Villages of Tuckahoe and Bronxville. The nonprofit organization, founded in 1952, was the first volunteer ambulance service in Westchester County and remains the County's largest with more than 100 members. In addition, the Eastchester Fire Department serves Bronxville with a staff of salaried firefighters and is governed by a Board of Fire Commissioners. In addition to firefighting duties, the fire department conducts numerous building inspections throughout the year to ensure compliance with New York State and local fire safety codes. During the year, the department visits local schools for fire safety education as part of an ongoing program.

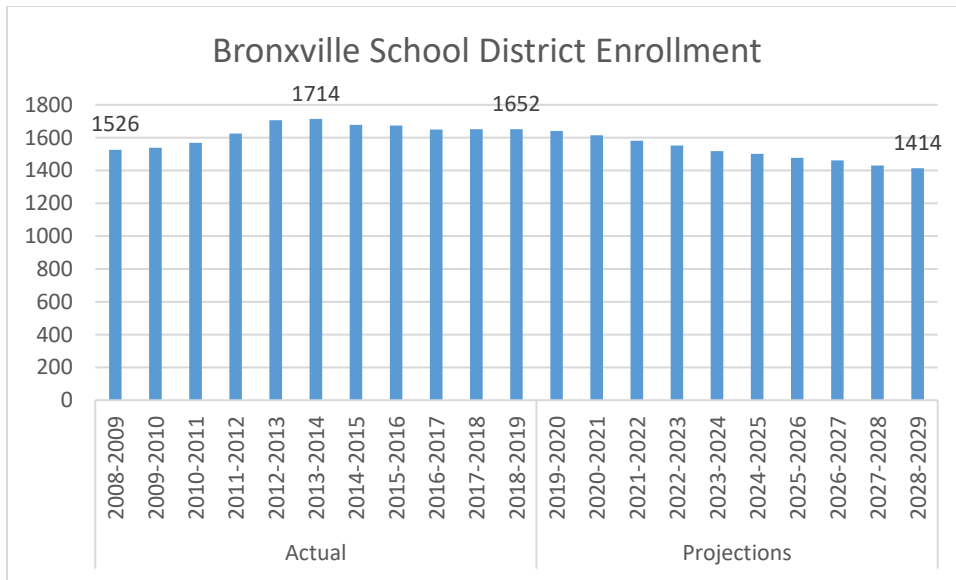
The Department of Buildings and Village Engineer issue building permits and certificates of occupancy and administer both local zoning regulations and the New York State Uniform Fire Prevention and Building Code. This department is also responsible for inspecting and supervising major capital projects within the Village.

The Public Works Department covers a range of services including refuse, snow removal and street and park maintenance. Household refuse is collected twice weekly by the Public Works Department, which also administers a weekly recycling pick-up program. The Public Works Garage facilities are scheduled for renovation. The current structures are outdated and too small to accommodate present needs and the size of contemporary vehicles. Plans are in place to renovate the Palumbo Place area at the Public Works complex. A preliminary site layout proposes a single story 8,400 sf building on the east side of Palumbo Place behind Village Hall. The building would house DPW vehicles and include storage and workshop space, a mechanics bay and truck wash bay. The structure would be surrounded by parking spaces and additional landscaping to the north and south. As part of the DPW improvements, a proposed salt storage dome and parking lot would be located on the west side of Palumbo Place.

Bronxville Public School

The Bronxville Public School provides kindergarten through 12th grade schooling in a single building, the original parts of which date from 1925. Subsequent additions were made in 1929 and 1960 and major renovations were carried out in 1988. The school district is coterminous with the Village and is governed by an independent School Board with taxing authority. For the 2017-2018 school year, there were 1,652 students. There has been an approximately 4% decrease in the number of students since the district's peak enrollment in 2014-2015. The Bronxville school system is widely regarded as one of the finest in Westchester and continues to attract families to the Village. Projections for future enrollment, based on a study prepared by Western Suffolk BOCES Office of Planning and Research, indicate an anticipated decrease of enrollment between 1% and 2% per year over the next ten years. Enrollment projections can be attributed to several factors. In the previous 8 of 12 years, the incoming kindergarten classes have been smaller than the graduating twelfth grade classes. This trend is expected to continue, with an anticipated 14.4% (238 students) decrease by 2028 when compared to current enrollment (see Chart 1). This is not unusual with projections for the 2020 decade. The Scarsdale school district, for example, also projects a slight decrease. This is due in part to a decline in the birth rate from 2009 through 2017 of 13% according to the Census Bureau. This reflects a trend toward slightly lower household size in the United States in recent decades.

Chart 1. Bronxville School District Enrollment 2008-2028



Source: Prepared by Western Suffolk BOCES, Office of School Planning and Research, for Bronxville UFSD,

As stated in Bronxville Union Free School District’s recent Long Range Planning Study, changes in school enrollment occur as a result of fluctuations in the birth rate, the number of families moving into a community and the number of children attending non-public schools. Given the projected decrease during the 2019-2028 period, the school does not anticipate a need to grow its footprint. The school has plans for construction at its facility to expand the entrance to the high school near Meadow Avenue, but otherwise does not anticipate new construction to accommodate additional growth. However, the school has taken on a number of updates and improvements to its facilities. Projects included replacement of the Chambers Field and Track, installation of flood mitigation pumps, replacement of damaged drainage systems and improvements to classrooms in the elementary school. There is also a landscaping plan, which the school has been completing as the budget permits.

The school is uniquely positioned so that it has never lost power, even during storm events such as Sandy. The Village and school district should continue to collaborate to serve the community during emergencies, potentially creating a microgrid and/or establishing and publicizing clear guidelines for shelter during extreme weather events.

The District has begun a number of measures to protect against future floods, including the use of water-resistant building materials, the relocation of offices and the relocation of utilities in the short-term and potential on-site retention fields and additional pumps in the longer-term. The upgrades will enable the Bronxville School District to continue to provide the high quality of educational services for which it is recognized.



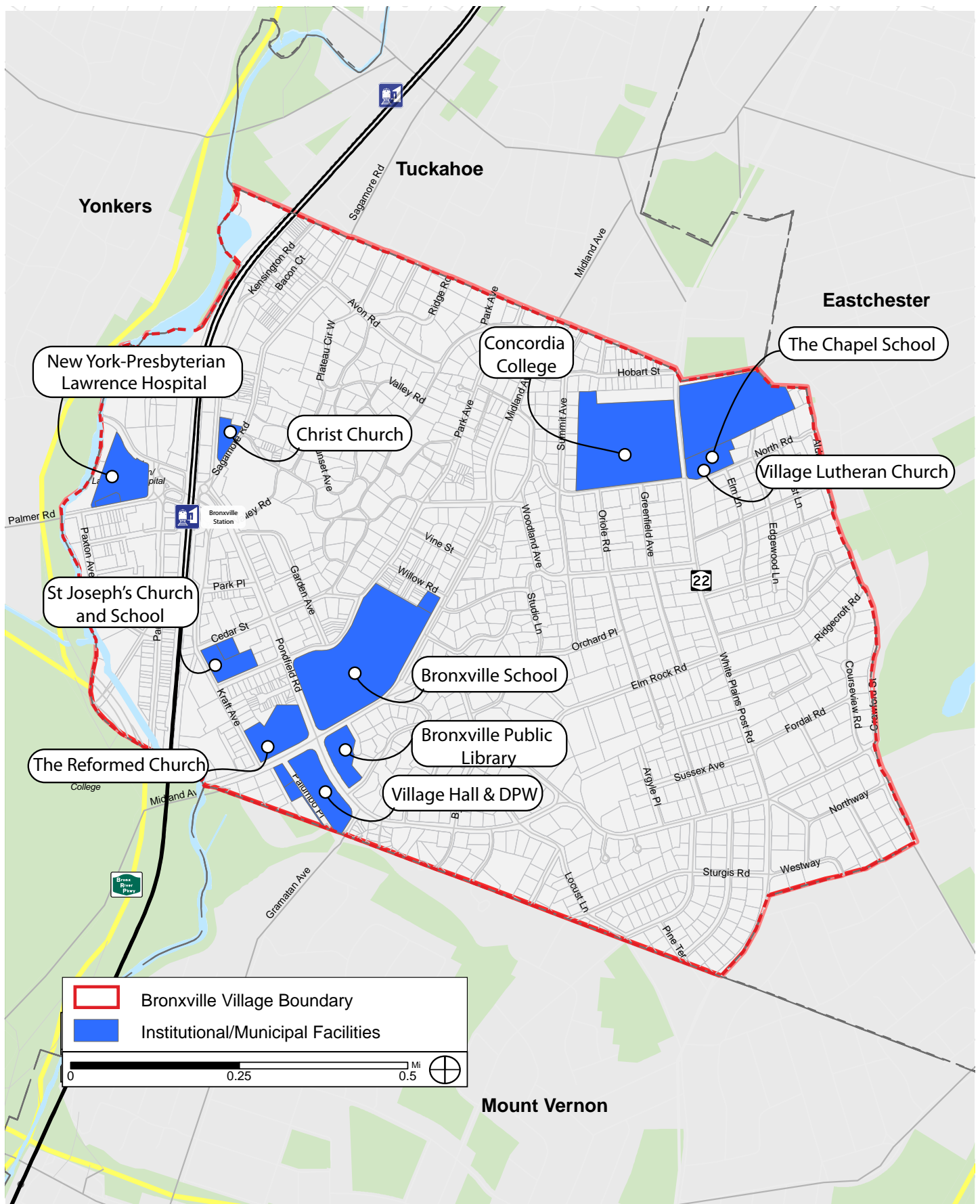


Figure 32: Municipal and Institutional Uses

Private Schools

Private, parochial and independent schools located within the Village are Concordia College, the schools of St. Joseph's Roman Catholic Church School, Chapel School and nursery schools at the Reformed Church and Christ Church.

St. Joseph's School is a kindergarten through eighth grade school associated with the St Joseph's Roman Catholic Church on Meadow Avenue. The parochial school was established in 1951 and has since graduated more than 1,400 students. The building underwent major renovations during the 1980s. The school's total enrollment is approximately 245 students.

The Chapel School is affiliated with the Village Lutheran Church and Concordia College. The school's enrollment is approximately 315 children from preschool through eighth grade. The Chapel School is a Professional Development School, partnering with Concordia College's Education Department. Student teachers from Concordia assist in classrooms at The Chapel School, and Chapel School students have access to Concordia athletic fields, facilities, and performing arts spaces.

Two nursery school facilities are located in Bronxville: the **Reformed Church Nursery School** provides early childhood education for children approximately 18 months to five and half years old and the **Eliza Corwin Frost Child Center of Christ Church** offers programs for children ages 14 months through four years of age.



Concordia College

Founded in New York City in 1881 as a preparatory school, Concordia College joined its future with that of the developing suburb of Bronxville in 1908 when it purchased property in the Village. The new campus opened its doors on January 4, 1910 in three brick buildings— Feth Hall, Bohm Hall and The Commons - designed by Edward Lippincott Tilton, one of the Ellis Island architects. Today, the 27-acre campus and its 27 buildings and athletic fields, which cover both sides of White Plains Road, are located within the Village of Bronxville and extend into the Village of Tuckahoe and the Town of Eastchester. Concordia is the largest single landowner and one of the largest employers in the Village of Bronxville.

Concordia College became a New York State chartered four-year liberal arts college in 1975, and now offers 14 undergraduate degrees and six graduate programs organized within four schools: School of Health Sciences and Nursing, School of Business, School of Education, and School of Humanities. Concordia's nursing program, launched in 2008 with its first clinical partner, New York-Presbyterian Lawrence Hospital in Bronxville, is ranked one of the top in New York State and its clinical study partnerships now include over 30 health care institutions in the New York metro area.

Although Concordia's enrollment has grown in recent years, this growth has not come from the traditional four-year residential or commuter undergraduate student. The spring 2019 enrollment of 1,600 full and part-time students is the result of targeting and developing strategic partnerships with online, off-campus,

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and international institutions whose students will not utilize the campus or its facilities. The Bronxville campus has a maximum residential capacity of just over 400 beds, and there is no room for significant future expansion. The ratio of resident to commuter students has consistently remained at 60/40%.

In 2019 the college was ranked by U.S. News as a top-25 Best North Regional Liberal Arts College. Concordia College offers the local community an array of music, art, and educational programming, mainly free of charge. Cultural activities include the Concordia Conservatory, a preeminent center for music education in Westchester and Fairfield counties. The Hoch Chamber Music Series, launched in 2002, presents top artists from the worlds of Broadway, jazz, and classical music. The OSilas Gallery, which opened in 2006 upon completion of the Donald A. Krenz Academic Center, mounts three major art exhibitions each year.



Concordia College currently has no plans for expansion beyond its existing footprint. The College has recently taken additional measures to ensure that it is a good partner to the Village of Bronxville, including the closure of a driveway entrance at Tanglewylde Avenue. The closure is intended to reduce impacts on residents in the adjacent neighborhood. The College plans to improve their lighting to balance the concerns over campus safety with the impact on surrounding neighborhoods.

[Sarah Lawrence College](#)

Although it is located on a 40-acre campus in the Lawrence Park West section of the City of Yonkers, Sarah Lawrence College is closely identified with Bronxville and is within walking distance of the Village. Founded in 1926 by William Van Duzer Lawrence and named for his wife, Sarah Lawrence College is a private, co-educational four-year college with an enrollment of approximately 1,300 undergraduate students, over 300 graduate students and approximately 350 faculty and staff members. In 1992, the College added a Science Center providing state-of-the-art laboratories, classrooms and additional faculty

offices as well as a computer center. In 1998, the College completed construction of the Ruth Leff Siegel Center, which expanded the student center, and the Campbell Sports Center. The College opened a new visual arts center in 2004 and the Barbara Walters Campus Center opened in 2019 as a center for intellectual, cultural and social life on campus.

Places of Worship

Bronxville is home to five churches and one synagogue:

- **St. Joseph's Roman Catholic Church** is located on Kraft Avenue and Cedar Street near the Village's CBD. In addition to the church, the property contains a rectory, school buildings and a parish center. Membership at St. Joseph's stands at approximately 2,500 families (approximately 7,000 people). St. Joseph's community services include youth and senior programs, arts and leisure programs, athletic leagues, parenting programs for young mothers and fathers and religious education for children. St. Joseph's completed renovations to the church in the summer of 2001.
- **The Reformed Church of Bronxville** is located near Village Hall at Pondfield Road and Midland Avenue. The site includes a congregational hall and other facilities, which are frequently used for youth activities, community events and meetings. Membership stands at approximately 1,200 individuals. The Church provides space for the Bureau of Cooperative Educational Services, which prepares adults for the high school equivalency exam, and the Bronxville Adult School. The Church is the site of The Counseling Center, a non-profit, community-sponsored organization that offers counseling and psychotherapy. Also at the Church are The After School Workshop, sponsored by Family and Community Services, which provides child care, and Bronxville's Senior Citizen Council, which holds many of its activities at the Church.
- **The Village Lutheran Church** is located adjacent to Concordia College on White Plains Road at North Road. About one-third of its membership of approximately 1,428 individuals is drawn from within the Village with another third from Tuckahoe and the remainder from other nearby communities. Any volunteer program in the community may use the church's facilities without charge. Village Lutheran sponsors a hospice and bereavement program with the Bronxville Junior League that meets at the church.
- **Christ Church** (Episcopal) occupies a prominent site to the north of the CBD between Sagamore and Kensington Roads. The Church has a congregation of approximately 450 members and offers services to the community, including a child center for children ages 14 months to four years of age, a music program, an arts program and a spirituality center.
- **GoldenSword International Fellowship Church** is located on Tanglewylde Avenue, formerly the location of the Church of Christ Science. GoldenSword was established in 2004 and is a nondenominational church that follows the Reformed Pentecostal tradition.
- **Chabad Jewish Center** of Bronxville is located at 1 Stone Place and is part of a network of Jewish social and educational organizations known as Chabad Lubavitch. It serves Jewish needs of residents of Bronxville and surrounding areas including Jewish students at Sarah Lawrence College.

New York-Presbyterian Lawrence Hospital

Founded by William Van Duzer Lawrence, New York-Presbyterian Lawrence Hospital (NYP Lawrence) is the major health care center and only hospital within Bronxville. It is located on the western edge of the CBD across from the Metro-North Railroad station.

The original hospital building was built in 1909 and expanded in 1925 to include a north wing and Palmer Hall, originally a nurses' residence. The present buildings consist of the West Wing, built in 1950, the South Wing, built in 1964, and the North Wing, completed in 1980. Lawrence Hospital completed a \$7 million renovation to its emergency department in 2007 to accommodate the growing number of patients served. The parking area outside the emergency room is currently being replaced, including construction of a new entrance (see Figure 33).

In 2014, Lawrence Hospital joined the New York-Presbyterian Regional Hospital Network, expanding its access to medical expertise, programs and research. NYP Lawrence has since initiated several capital improvement projects in order to provide upgrades and new services throughout the hospital. These improvements include a state-of-the-art cancer center and operating room suites, and the New York-Presbyterian Cardiac Catheterization Laboratory and Center for Sleep Medicine. The hospital broke ground in June 2013 on a two-story, 40,000 square foot cancer and surgery center, which opened in November 2016. NYP Lawrence provides emergency care to approximately 42,000 people annually and delivers nearly 1,300 babies each year. The hospital is affiliated with Columbia University College of Physicians and Surgeons. The hospital employs approximately 400 physicians, and has a total of approximately 1,100 employees.



Issues and Opportunities

Institutional and municipal uses in the Village serve an important function for the community and provide a number of valuable services that make the Village an attractive place to live, work and visit. Many of these institutions provide programming and events that attract visitors and large groups to the same part of the Village at once. For example, private schools and religious institutions in the Village continue to provide popular services, including after school educational programs. At times, events at these institutions attract a large amount of vehicle traffic on local roads, resulting in traffic congestion and parking issues.

Recommendations

The Village should continue to maintain close communication with leaders at these institutions in order to properly prepare for events and programs that will generate higher than usual traffic.

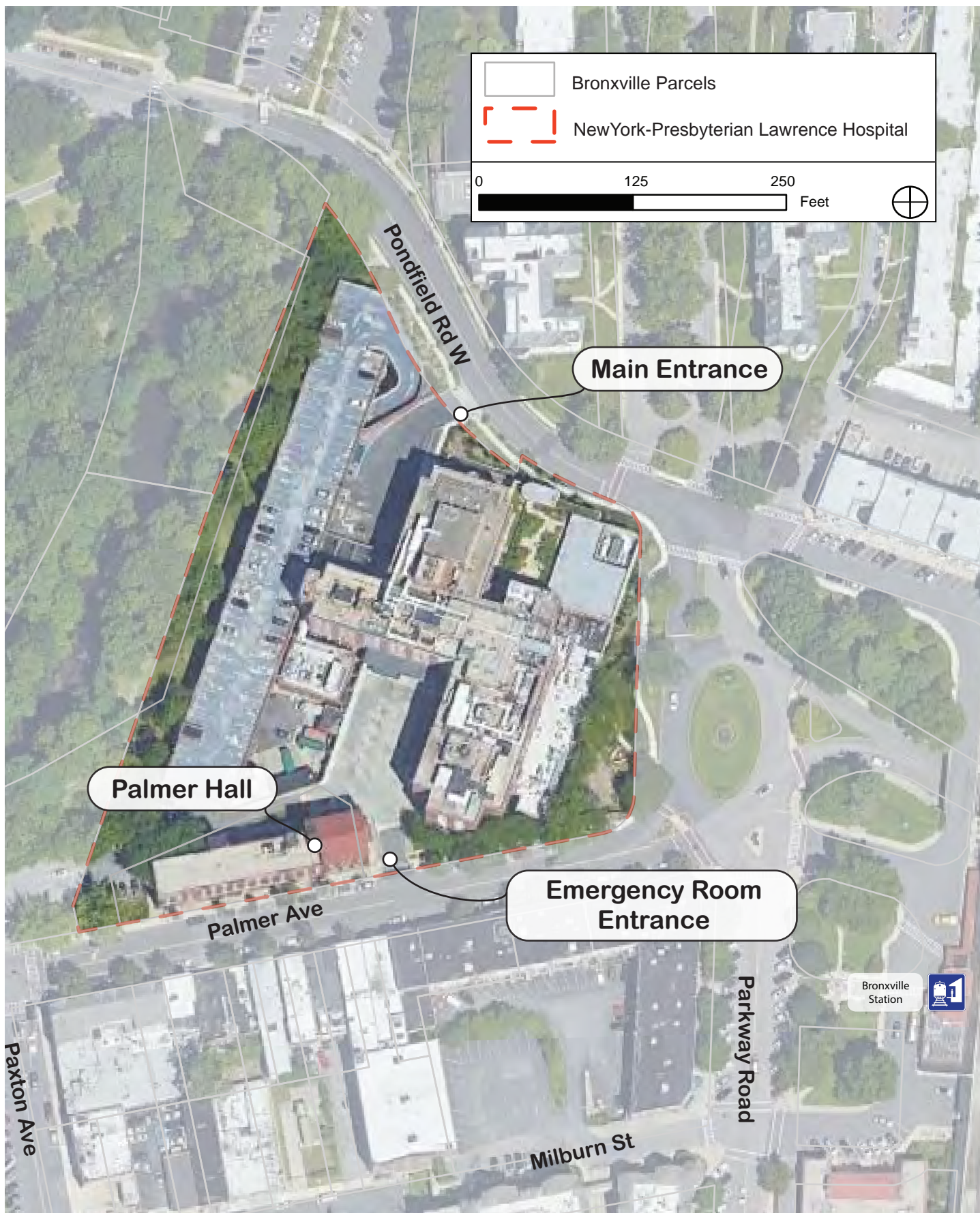


Figure 33: NewYork-Presbyterian Lawrence Hospital

Following the recent expansion of a new cancer center and surgical wing, the hospital has plans to reorganize its space in order to streamline service for patients and maximize efficiency. Long-term plans include potential changes to the ER entrance and Palmer Hall, which is currently an administrative building. The hospital plans to redirect the driveway from the main gate, and is considering constructing a new building that could be attached to the ER where Palmer Hall is currently located. Plans are only conceptual at this point as further study is required. There are plans to restructure the main entrance plaza to eliminate the back up and improve traffic flow to get into the parking garage. This will also include improved lighting and signage.

Because of its function and size, the hospital generates significant traffic and has substantial parking requirements. The hospital garage features a valet service for patrons to maximize efficiency of onsite parking, and has lease agreements off-site to maintain additional parking spaces for employees and others coming to the hospital. The Hospital and the Village Administrator and Trustees have had preliminary discussions about creating additional parking at the Maltby Lot at Paxton Avenue near the paddle courts. One possibility is a small parking structure to meet both Village and hospital needs.

Chapter 9. Recreation, Open Space and Historic Resources

Parks and Open Space

The quality, quantity, and variety of parks and open spaces are important attributes that help define the character of a community. Much of Bronxville's community character lies in its attractive residential neighborhoods and the parks and recreational facilities that serve them. The benefits of parks and open space are varied in that they provide opportunities for social interaction and healthy activity; help preserve natural features and environmentally sensitive areas; serve important drainage and stormwater management functions and enhance neighborhood aesthetics.

Bronxville's recreation and open space areas available to residents include active play areas, a variety of parks, and smaller incidental areas scattered within the residential neighborhoods. The more important areas are illustrated in Figure 34 and include:

- **Dogwood Park** is a 2.4-acre tennis complex located between Garden Avenue and Valley Road. Facilities include five tennis courts, a tennis building, and a seating area. The tennis courts are open from April to October. Use of the courts is open to the public with a resident or non-resident permit.
- **Maltby Park** is an open area covering 2.6 acres located on the east side of Paxton Avenue. The park features paddle courts, benches and perimeter plantings.
- **River-Lake Park** (part of the Bronx River Reservation), is a 21-acre park extending along the western edge of Bronxville, bordering the Bronx River, adjacent lake and Duck Pond. The park is owned by Westchester County and is used for walks, informal play and as a seating area. The Bronx River Pathway runs through the Park.



Dogwood Park

Source: Bronxville Adult School



River-Lake Park

- **Scout Field** is a 22.29-acre park, of which only 0.29 acres actually fall within the Village boundary. Approximately half of the remaining 22 acres are in Mt. Vernon and the other half in Yonkers. The

park is owned by the County and leased to Mt. Vernon. The Boy Scout Cabin facility, located in Yonkers, is not included in the County lease.

- **School Field** is an eight-acre area owned by the Bronxville Public School. Chambers Field and Track was under construction at the beginning of 2019 to complete an upgrade of the existing turf field and track facilities. Generally, public use is available when no school activities are taking place.
- **The Nature Preserve** is a flat area of 5.7 acres of which 4.7 acres are located in Eastchester. The Village of Bronxville owns the property located at the corner of Archer Place and Crawford Street in the Town of Eastchester. The Nature Preserve is one of three contiguous parcels and was sold to the Village by the Town of Eastchester in July 1944 with a covenant that the property would be used for recreational or park purposes. The preserve has been restored and maintained through private funds. As a nature preserve, the project has been planted, (including Olivia's Butterfly Garden), with indigenous flora. Science teachers from neighboring schools are encouraged to initiate student study walks and the preserve as a whole is open to the public.



Source: Village of Bronxville

- **Bicentennial Park** is located on the southwest corner of Meadow Avenue and Pondfield Road. The Park has been landscaped as an outdoor garden and is equipped with benches and paved areas.
- **Sagamore Park** is a 0.63-acre playground and park on the east side of Sagamore Road which was renovated in 1991 as a play park for children. There are three different playgrounds suited for different age groups.
- **Leonard Morange Square**, a small area with benches, was erected on the west side of the Bronxville Rail Station in 1925 to commemorate the World War I victory. In 1938, it was renamed Leonard Morange Square, in honor of the first Village resident to lose his life in WWI.



Source: weewestchester.org

- **Francis Bacon Park** is a neighborhood green space at the corner of Beechtree Lane and Kensington Road. The park includes a wooded area with trails from Kensington Road to Sagamore Road.



Figure 34: Parks and Green Spaces

Additional landscaped areas include many small 'triangles' of land including Lawrence Park at Wellington Circle and at the junction of Valley Road and Northern Avenue. In addition, although neither property is within the Village of Bronxville, the Bronxville Field Club (in Mt. Vernon) and Siwanoy Country Club (in Eastchester) provide tennis, swimming and golf (Siwanoy) for many members who reside in Bronxville.

Historic Areas and Resources

Bronxville's early development in the 19th Century and its carefully planned residential subdivisions during the 1920s left the Village a valuable heritage of attractive, historic buildings and neighborhoods. The majority of homes in Lawrence Park were built before World War I. In 1980, 20 acres in Lawrence Park were listed as a Historic District on the National Register of Historic Places. The District includes 98 structures, of which 85 are listed as "significant" and 13 as "compatible additions."

The Village has a number of other noteworthy historic structures, including three sites listed on the National Register of Historic Places (see Figure 35):

- The **Masterton-Dusenberry House**, built in 1835 at 90 White Plains Road, was listed on the National Register of Historic Places in 1980. The two story wood frame residence served as a summer home for Alexander Masterton. The home features a stone foundation, clapboard exterior and gable roof, as well as a three-bay wood front porch with fluted Doric columns. The house features some of the best classical Greek Revival detailing in Westchester County.
- The **United States Post Office**, located on Pondfield Road, was listed on the National Register in 1988. The one and a half story building features original wood glazed doors, Doric pilasters and a gable roof of slate shingles.
- The **Bronxville Women's Club** was added to the National Register in 2007. This site is located at 135 Midland Avenue and was built in 1927-1928. The Colonial Revival building is one and a half stories and features a prominent gable roof, original slate shingles and large brick chimneys.
- The **Abijah Morgan House** was built in the early 1800s at 339 Pondfield Road and is listed on the Westchester County Inventory of Historic Places. The home was built for Abijah Morgan, a local quarry owner. The clapboard building is considered to be the oldest house in Bronxville and features a large open porch extending the full length of the original structure.

Bronxville residents take an active role in promoting the Village's history and historical resources. In 1998, as part of Bronxville's centennial celebrations, residents established the Bronxville Historical Conservancy to promote the Village's architectural, artistic and cultural heritage. The Conservancy offers publications, lectures, and special events open to the public.



Masterton-Dusenberry House
Source: National Register of Historic Places

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In addition to the Historical Conservancy, the Bronxville History Center is a resource committed to making the Village's history a living reality to residents and other interested parties. The History Center originated with local Village historians who began collecting and accumulating documents and historic photographs in the 1930's. In 1981, the Village created a Local History Room at the Public Library to hold the collection of historical newspapers, documents, photographs, maps and other materials. In 2001 this room was enlarged and provided with its own environmental control system. In 2016 the name was changed to the Bronxville History Center to reflect its importance.



Figure 35: Historic Resources

Chapter 10: Fiscal Conditions and Tax Base

Tax-exempt Land

In a community such as Bronxville, which is largely developed according to the density provisions of the zoning code and has few vacant building lots, the impact of tax-exempt properties on Village finances is particularly significant. Of Bronxville's total 1,729 parcels, 68 (3.93%) are tax-exempt. The total value of property assessment in Bronxville in 2018 was \$3,797,744,396. All wholly exempt property was assessed at \$617,533,959, or 16.26% of the total assessed value. As a result, the taxable assessed value in 2018 was approximately \$3.162 billion.

Tax-exempt properties include the following categories:

- Government-owned facilities that are operated for public purposes such as the Village Hall and Garage, and Library, the School, and the firehouse.
- Bronxville-owned recreation space: Maltby Park, the Dogwood Park Tennis Center, Bacon Woods, Sagamore Play Park and the Bicentennial Park.
- Westchester County Parks Commission and Bronx River Parkway Commission land along the Bronx River.
- Village-owned property, including the Village parking areas of Kraft Avenue South, Kraft Avenue, Garden Avenue and Cedar Street.
- Properties owned and operated for religious purposes: the five churches together with their residences, schools, and accessory uses.
- Concordia College occupies over 20 acres in Bronxville, with additional facilities in Tuckahoe.
- The NewYork-Presbyterian/Lawrence Hospital and Palmer Hall.
- Miscellaneous areas including the Bronxville Cemetery (a small portion of which is in Bronxville).

Tax Base

County-Wide Context

Bronxville is unusual in Westchester County because its school district boundaries are coterminous with the Village boundaries. This allows Bronxville residents a somewhat clearer picture of budget and tax issues than other Westchester communities where varying taxing jurisdictions are not coterminous.

Bronxville's ability to increase its tax base, however, is more limited than many other communities. The Village is small, its land area is effectively built out, the population is stable and there is a limited commercial base. This means that residential land uses will continue to form the prime source of real

estate taxes. Despite this limitation, however, the Bronxville tax rate compares favorably against other Westchester communities with noted school systems such as Scarsdale, Rye and Larchmont.

Existing Conditions

Bronxville residents pay Village, Town (Eastchester), School and County taxes (including to the sewer and refuse districts) as well as taxes to the fire district. The county, town, fire, refuse and sewer district taxes are all levied by those taxing jurisdictions and thus limit the Bronxville taxpayer's control and influence. The local tax bills for the Village and the School District are shown in table 13 below. As can be seen, the school district represents approximately 80% of the tax levy and the Village approximately 20%. The major source of tax revenue in the Village is the residential tax base; this land use category has consistently formed at least two-thirds of the total tax base.

Table 13

Village of Bronxville							
Tax Information							
		Levy				Rate	
		2019-20		2018-19		2019-20	2018-19
Village		10,406,202.60	19.65%	10,020,672.00	19.53%	3.2831	3.1726
School net of STAR		42,558,578.56	80.35%	41,296,946.91	80.47%	13.6939	13.3879
		<u>52,964,781.16</u>		<u>51,317,618.91</u>			

In 2007, Bronxville completed a Village-wide reassessment, which significantly increased the Village's total assessed property value (see Table 14, below).

Table 14 compares assessed valuation of taxable properties in the Village for the 2001, 2008 and 2018 tax rolls. As shown, property value assessments increased between 2002 and 2009. Prior to 2007, the Village had not conducted a property reassessment since the late 1960s. This created a situation in which the market value of properties in Bronxville, particularly single-family homes, dramatically increased over the years, but assessed valuation could not keep pace. Since the 2007 property reassessment procedure, total assessed property value in Bronxville has increased dramatically, from approximately \$76.1 million in 2001-02 to \$3.85 billion in 2008-09. The most significant gainers in terms of total assessed value are single-family dwellings and commercial properties.

In 2018-19, single-family dwellings continue to constitute the largest share of assessed property values (81%), representing an increase from their 2008-09 level of 67%. Commercial properties have increased both their assessed value and their share of the Village's total assessed property values. While the assessed property value of multi-family dwellings decreased in terms of assessed value, it remained the same as a percentage of the total in 2008-09 and 2018-19.

Table 14: Assessed Property Values, 2001-2019

	2018-2019		2008-09		2001-02		2001-02-2018-19	
	Amount	%	Amount	%	Amount	%	Difference	% Change
Single-Family	\$ 2,567,210,340	81.0%	\$ 2,565,728,722	66.6%	\$55,439,703	72.8%	\$ 2,511,770,637	4531%
Multi-Family	\$ 26,804,311	0.8%	\$ 30,854,368	0.8%	\$13,360,418	17.5%	\$ 13,443,893	101%
Commercial	\$ 511,244,287	16.1%	\$ 507,004,407	13.2%	\$6,320,553	8.3%	\$ 504,923,734	7989%
Public Utilities	\$ 4,349,364	0.1%	\$ 8,072,011	0.2%	\$282,770	0.4%	\$ 4,066,594	1438%
Special Franchise	\$ 37,636,527	1.2%	\$ 18,078,782	0.5%	\$710,873	0.9%	\$ 36,925,654	5194%
Vacant Residential	\$ 19,650,101	0.6%	N/A	N/A	N/A	N/A	N/A	
Vacant Commercial	\$ 2,788,495	0.1%	N/A	N/A	N/A	N/A	N/A	
Wholly Exempt	\$ 617,533,959	19.5%	\$ 720,191,372	18.7%	N/A	N/A	N/A	
TOTAL	\$ 3,169,683,425	100%	\$ 3,849,969,662	100%	\$76,114,317	100%	\$ 3,093,569,108	4064%

Source: 2009 Village of Bronxville Community Plan, Village of Bronxville Assessor, 2008 - 2009, 2018 - 2019

Another notable change in the 2008-09 assessed property value list is the addition of a wholly tax-exempt category, representing approximately 19% of the total assessed value. Most of the Village's tax-exempt properties consist of its institutional uses (Village Hall, the library, the school, churches and parks), which are not likely to change and add to Bronxville's community character. The assessed value of wholly exempt property in the Village decreased from 2008-09 to 2018-19, but it increased as a percentage of the total.

Following the 2007 reassessment, the Village has updated its assessment on a yearly basis. In 2011, the Village instituted a random sampling system for reassessment. The sample includes one third of all residential properties chosen randomly via a computer generated process. The partial reassessment takes into account neighborhoods, building permit activity, homes for sale and purchased, and price range strata. This system of reevaluation doesn't look at every parcel, but is designed to look at all fragments. The process has been a success and is economical for the Village, as it is completed internally by the Village's tax assessor. Since the full reassessment was completed in 2007, the Village's lowest assessment was in 2012 with a decrease of nearly 11%. This was a result of the 2008 financial crisis. The assessment has climbed since 2012 to two percent over the 2007 assessment's total value.

- 2007 Final Assessment Roll as of April 1, 2007: \$3,106,512,381 for Village tax purposes
- 2012 Final Assessment Roll as of April 1, 2012: \$2,767,759,905 for Village tax purposes (Low, - 10.9% from 2007)
- 2019 Final Assessment Roll as of April 1, 2019: \$3,169,683,425 for Village tax purposes (+2% over 2007)

A second major form of revenue for Village services is user fees (such as for parking and recreation). The basic philosophy of these fees is to generate revenue from the "user" of a Village service so that the cost

of the service is paid for by those who use it most. Bronxville has successfully used such fees to reduce potential increases in Village taxes. Though this portion of the total tax bill increased slightly from 2009 (0.3%), the preceding pie charts show the percent of total taxes represented by the Village declined over 3% between 1996-2009.

Issues and Opportunities/Recommendations

- There has been some consideration for adopting a new approach with nonprofit institutions in the Village. While taxes cannot be levied on these institutions, it is possible to ask that large institutions such as New York-Presbyterian Lawrence Hospital and Concordia College voluntarily contribute some amount toward the services they use, including the Fire and Police departments, water, and utilities.
- Recent changes at the federal level may have some effect on property values at the local level. These effects have yet to be seen, but may warrant additional consideration in the future. The Village should continue to adjust according to future trends through its yearly reevaluation process.

Chapter 11. Issues, Opportunities and Recommendations

The Bronxville Comprehensive Plan serves as an important public policy tool and provides guidance to the Village to assist in implementing key recommendations developed through the planning process. This chapter includes a summary of those issues, opportunities and recommendations that have evolved through conversation with stakeholder groups, public engagement, Village staff and members of various Village boards and committees.

There are four key methods that the Village can follow to ensure that as many Plan recommendations are implemented as possible:

1. **Legislation:** The Village's zoning code is the primary legislative tool that can be used to implement recommendations in the Plan. If the Village chooses to pursue additional changes in order to support Comprehensive Plan recommendations, those changes should be consistent with Plan language.
2. **Capital Programming:** The Village's capital budget is the next method for implementing the Plan. Public spending on infrastructure, municipal buildings, parks and open space, and programming all have a major impact on quality of life, efficient day-to-day operations, sustainability, and the Village's image. Recommendations that may have an impact on the Village's capital budget were included with an understanding of this potential fiscal impact. The Village should continue to evaluate recommendations and prioritize capital projects for implementation based on priority, available funding, and ability to seek outside sources of funds.
3. **Future Planning Studies:** Some recommendations require additional study and analysis before detailed implementation measures can be determined. In these cases, appropriate Village agencies should explore funding opportunities to produce supplemental analysis in order to move recommendations from the planning phase towards implementation.
4. **Ongoing Planning and Partnerships:** Finally, the Village should continue working with regional agencies, adjacent municipalities, and local non-profit organizations to advocate for the Village's interests and develop partnerships in support of Comprehensive Plan goals. Some recommendations would be in the jurisdiction of regional agencies, such as New York State Department of Transportation.

Action Agenda

The following Action Agenda is proposed in order to implement the various recommendations contained in this Comprehensive Plan. The Action Agenda identifies each recommendation, the responsible party, and a general timeframe for implementation.

The responsible party is the agency or organization that should spearhead implementation of a particular recommendation. Some proposals may involve multiple responsible parties. The type of activity required of the responsible party will vary depending on the type of action needed to carry out the recommendation. The action required could include legislation, capital programming, future planning studies, and/or ongoing planning and partnerships.

A general timeframe for implementation of each recommendation is included to allow the Village and local residents to keep track of progress in implementing the plan. The timeframe is classified as follows:

- Short term: 0 – 2 years
- Medium term: 2 – 5 years
- Long term: 5 – 10 years
- Ongoing

Short term actions generally include changes to local laws or regulations, activities or policies that are currently in place, or capital budget items that the Village intends to fund in the next one to two years.

Medium term actions likely involve capital budget items that are not already planned for the short term. Many of these items may have arisen as part of the comprehensive planning process and need to be inserted into future capital budgets.

Long term actions are considered important but are not expected to be addressed in the next five years, largely in recognition of limited resource availability or jurisdictional constraints. These actions may require further study, planning, or advocacy before implementation can take place. One key long term action required by New York State law is to identify “the maximum interval at which the adopted plan shall be reviewed.” This Plan recommends that the Comprehensive Plan be reviewed and updated every ten years.

Ongoing actions include advocacy positions and initiatives that do not have a discrete date of completion. Some of these recommendations involve action that is outside of the Village’s jurisdiction, so the Village does not have control to set a timeframe for implementation. Other ongoing recommendations are actions that the Village could incorporate into ongoing policy decisions.

The Action Agenda is intended to simplify the Village’s ability to review the implementation progress on a regular basis and allows for convenient updating of the list as items are completed, priorities change, or new items are proposed. However, it should not be viewed as binding—as the Village prioritizes certain recommendations over others, as funding sources change, or as the community’s goals evolve, the Village and other responsible parties may choose to emphasize some recommendations and revise the timeframe for others to pursue in the future.

Recommendations—Land Use and Zoning		
	Responsible Party	Timeframe
<i>Issues and opportunities: Hotel and short-term rentals.</i>		
The Village could include hotel as a special permit use in the CBA district.	Board of Trustees	Short Term
<i>Issues and opportunities: Floor Area Ratio (FAR)</i>		
Examine opportunities to tighten Floor Area Ratio regulations, including how basements and attics are included in FAR calculations.	Board of Trustees	Short Term
<i>Issues and opportunities: Construction and renovations</i>		
Consider potential measures to reduce the impact of home renovations on neighborhoods, including requiring that one project be completed before the same home receives approvals for another project. Additionally, the Village could require construction management plans to help mitigate the impact of construction on the neighborhood.	Board of Trustees	Short Term

Recommendations—Natural Resources and Sustainability		
	Responsible Party	Timeframe
<i>Issues and opportunities: Flooding and sustainability</i>		
Continue efforts to reduce the Village’s carbon footprint, reduce waste, and promote energy conservation in both public and private sectors.	Board of Trustees Village Administrator	Medium Term
g. Allow the installation of solar panels and/or arrays in the Village where it is not likely to disrupt neighborhoods.	Board of Trustees	Medium Term
h. Institute green building codes, following USGBC LEED standards or equivalent for new buildings and significant improvements to existing buildings.	Board of Trustees	Short Term
i. Update site plan design standards for parking lots. These could include landscaping, lighting, and drainage.	Board of Trustees	Short Term
j. Encourage passive house construction, where energy savings are achieved by using especially energy efficient building components and a quality ventilation system.	Board of Trustees	Medium Term
k. Consider transitioning Village fossil-fuel based landscaping equipment to electricity-driven equipment.	Village Administrator	Medium Term
l. Transition Village fuel-based vehicles to electricity-driven vehicles where economically justifiable.	Village Administrator	Medium Term
Encourage ‘green’ roofs on new and existing buildings.	Board of Trustees	Medium Term
Ensure that construction projects in the floodplain areas are designed to minimize flood damage.	Board of Trustees	Ongoing
Encourage alternative modes of transportation and additional supportive infrastructure at strategic locations.	Board of Trustees Village Administrator	Ongoing

Recommendations—Transportation		
	Responsible Party	Timeframe
<i>Issues and opportunities: Traffic and Intersections</i>		
Make improvements to the intersection at Midland and Pondfield following a detailed study of the following options: a. New traffic signals on mast arms or tension wires. b. A modern roundabout. c. Additional consideration of other improvements to improve visibility and maximize safety.	Village Administrator Board of Trustees	Short Term
Improve the intersection of Midland Avenue and Masterton Road with a miniature roundabout.	Village Administrator	Short Term
Consider improvements to Palumbo Place in conjunction with changes to the Midland/Pondfield intersection and the new DPW facility.	Village Administrator	Short Term
Continue angled parking spaces south on Pondfield Road to Meadow Avenue.	Village Administrator	Short – Medium Term
Add dedicated parking inlets on Pondfield Road in front of the Bronxville School for drivers to drop-off and pick-up students.	Village Administrator Board of Education	Short – Medium Term
<i>Issues and opportunities: Pedestrian friendliness</i>		
Expand the sidewalk on the east side of Kraft Avenue north of Park Place.	Village Administrator	Short Term
Add a pedestrian table at the intersection of Park Place and Kraft Avenue.	Village Administrator	Short Term
Add a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Kraft and Meadow Avenues.	Village Administrator	Short Term
<i>Issues and opportunities: Parking</i>		
Consider a reasonably scaled parking structure on the Maltby Lot with flexible design and spaces for electric and alternative vehicles such as low speed vehicles similar to golf carts (LSVs), bicycles, electric bicycles, and scooters.	Village Administrator Board of Trustees NewYork-Presbyterian Lawrence Hospital	Short – Medium Term
<i>Issues and opportunities: Biking</i>		
Create connections and additional signage to the Bronx River Pathway to bring cyclists and pedestrians to the CBD, including a bike lane in both directions on Pondfield Road West.	Village Administrator	Short Term
Consider expanding the Bronx River Pathway south to a loop in the Village's green space west of Paxton Avenue and the Maltby Road.	Village Administrator	Short Term
<i>Issues and opportunities: Other</i>		
Restripe Kraft Avenue and Pondfield Road to remove the double yellow lines where turns are currently permitted.	Village Administrator	Short Term

Recommendations—Central Business District		
	Responsible Party	Timeframe
<i>Issues and opportunities: Metro North Underpass</i>		
Brighten the area beneath the underpass with painting improvements	Village Administrator Metro North	Short Term
Improvements to the underpass's lighting system will make the area safer and more inviting for pedestrians, cyclists, and drivers at night.	Village Administrator Metro North	Short Term
The Village should consider implementing additional and improved signage around the underpass. Signage can provide direction and advertise shopping and dining opportunities to encourage people to visit both sides of the CBD.	Village Administrator Metro North	Short Term

Recommendations—Municipal and Institutional Uses		
	Responsible Party	Timeframe
<i>Issues and opportunities: Institutions creating traffic and parking challenges.</i>		
The Village should continue to maintain close communication with leaders at institutions in order to properly prepare for events and programs that will generate higher than usual traffic.	Village Administrator Leaders of Local Institutions	Ongoing

Recommendations—Fiscal Conditions and Tax Base		
	Responsible Party	Timeframe
<i>Issues and opportunities: Nonprofit institutions</i>		
Taxes cannot be levied on non-profit institutions, but the Village could consider requesting that large institutions such as New York-Presbyterian Lawrence Hospital and Concordia College voluntarily contribute some amount toward the services they use, including the Fire and Police departments, water, and utilities.	Village Administrator Board of Trustees Leaders of Local Institutions	Short Term
<i>Issues and opportunities: Property values</i>		
The Village should continue to adjust according to future trends through its yearly reevaluation process.	Village Administrator Village Assessor	Ongoing