

VILLAGE OF BRONXVILLE COMMUNITY PLAN



2009

VILLAGE OF BRONXVILLE COMMUNITY PLAN 2009

Mayor

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Prepared by:

The Bronxville Planning Board

Bronxville, New York

ADOPTED BY THE BOARD OF TRUSTEES: March 9, 2009

Consultants:

Buckhurst Fish & Jacquemart, Inc.

115 Fifth Avenue

New York, NY 10003

Frank Fish, FAICP, Principal

Susan Favate, Project Manager

FOREWORD

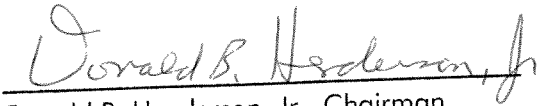
The Planning Board is pleased to present to the Board of Trustees the Village of Bronxville Community Plan of 2008, which was approved by the Planning Board on October 8, 2008 and is recommended for adoption. The plan fulfills the requirement of the Village Code that the Planning Board prepare a Comprehensive Plan and, at least every five years, review the plan and report the findings to the Board of Trustees. Rather than rendering a report, the Planning Board has elected to prepare this updated plan, using the same format as the 1992, 1997 and 2002 plans.

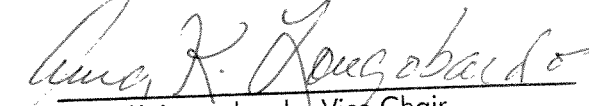
This plan provides historical and current data on the physical, economic and social conditions of the Village, discusses goals and objectives, identifies planning issues and makes recommendations intended to guide future development. During the preparation of the plan, the Planning Board received input from Village officials and a variety of other sources. With the aid of our consultants, Buckhurst Fish & Jacquemart, sections of the plan were drafted and reviewed at regular public meetings of the Planning Board subcommittee between June 2008 and September 2008.


The Planning Board owes special thanks to Mayor Mary Marvin and other Trustees for their consistent support and constructive input. Village staff members including Village Administrator Harold Porr, III and Superintendent of Buildings Vincent Pici provided invaluable assistance. We also thank Design Review Committee members Anna Longobardo, chair, John Colquhoun and Jeffrey Faville for their participation.

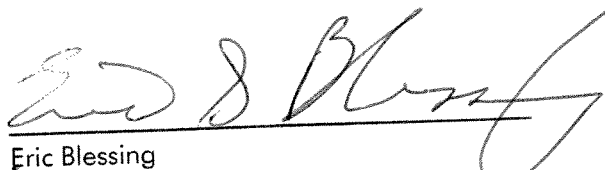
Bronxville is a very special place. Blessed with natural and historical attributes and an extraordinary sense of community among the residents, the Village has evolved slowly and carefully to become one of the finest and most desirable residential communities in the United States. We hope that this plan, which again taps the deep well of volunteer talent, will help to preserve and enhance the special qualities of Bronxville for future generations.

THE BRONXVILLE PLANNING BOARD


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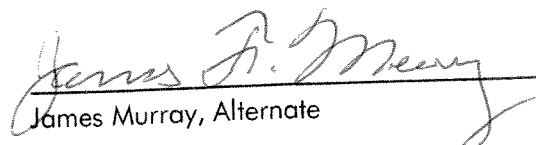

James Murray, Alternate

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1.0 INTRODUCTION AND BACKGROUND

1.1 Purpose

The Planning Board of the Village of Bronxville is pleased to present this 2008 Community Plan, which was adopted by the Board of Trustees on March 9, 2009. This plan will serve as a policy guide for the Village's future development. It is the sixth community plan for Bronxville; previous plans were adopted in 1971, 1980, 1992, 1997 and 2002.

The Plan fulfills the Village's statutory obligation to prepare and adopt a comprehensive plan for land use and development. Section 30.83 of the Village of Bronxville Code provides that "[t]he Planning Board shall prepare and recommend to the Board of Trustees to adopt a Comprehensive Plan...for the physical, economic and social development of the Village." The Code also provides that "[t]he Planning Board shall, at least every five years, review the Comprehensive Plan and prepare a report on the findings of such review." Based on its five-year review, the Board has prepared this updated Comprehensive Plan.

Bronxville's previous planning efforts date from 1922 when the Village's first Zoning Ordinance was adopted to guide land use and density. In 1958, the present Zoning Ordinance was enacted and has subsequently been amended on a number of occasions. In 1971, responding to New York State enabling legislation and a request from the Village Board of Trustees to develop a master plan, the Planning Commission, under the chairmanship of Marvin Bower, created the first Village plan, titled *Community Plan: Guidelines for Change in Land Use*.

In 1980, the Planning Commission, chaired by Lucille Pickwick and Alfred DeCrane, Jr., adopted a new and more comprehensive Community Plan. When the present Planning Board superseded the former Planning Commission under the legislation which created the Code of 1981, the new ordinance identified the 1980 Community Plan as the operative Master Plan "until such time as it shall be amended or repealed in whole or in part."

In December 1985, a Land Use Committee chaired by William Staudt was formed to examine the Central Business District (CBD) for potential changes to the Master Plan. The proposed Master Plan Amendment by the Land Use Committee was not formally adopted by the Planning Board but some of the recommendations were accepted by the Planning Board and became the basis for amendments to the Zoning Ordinance enacted by the Board of Trustees in 1987.

A number of special Village committees and studies, described below, were initiated in the past decade that addressed conditions in the CBD, parking needs and demographic trends. In 2001, the Village commissioned a study to explore how the Village-owned Kensington Road site could accommodate additional parking. Additional studies, listed on the following page, resulted in recommendations which were incorporated into the 1992, 1997 and 2002 Community Plans.

- CBD Committee's Report, "Streetfront Retail Commentary and Evaluation," examining the CBD's retail conditions (March 1997).
- Central Business District Committee Report (October, 1992).
- Parking 2000 Report: A Comprehensive Proposal for Parking Management (November, 1991).
- Long Range Planning Task Force Reports covering Demographics; Central Business District and Village Relationships; Service Demands; Impact on Village Government; and Finance. (May, 1991).

After adoption of the 2002 Community Plan, the Village took a series of further actions to implement recommendations of the Plan:

- Adoption of floor area ratio (FAR) limits on residential buildings
- Adoption of zoning amendments limiting square footage for Central Business District (CBD) buildings, establishing regulations for dwelling units in Central Business A districts, extending the prohibition of street-level offices along Pondfield Road between Kraft Avenue and Cedar Street/Tanglewylde Avenue, and on Palmer Avenue between Parkway Road and Paxton Avenue and prohibiting street-level personal service establishments along Pondfield Road between Kraft Avenue and Cedar Street/Tanglewylde Avenue.
- Completion of a Village-wide property reassessment to bring assessed property values in line with current real estate values and land uses.
- In addition, subsequent to the Kensington Road site study and the adoption of the 2002 Plan, The Kensington, a 54-unit luxury condominium project with approximately 300 spaces of commuter parking, was proposed to be developed on the 1.63-acre site. The proposal went through the Village's approvals process, including review pursuant to the State Environmental Quality Review Act (SEQRA) in 2005 and 2006; however, the project sponsor was not able to pursue the project because of financial problems they incurred in the 2008 real estate recession.

1.2 Village History

According to local lore, in 1666, on Sunset Hill in what later became Bronxville, Chief Gramatan of the Mohican Indians signed the deed transferring Eastchester to white settlers. 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.

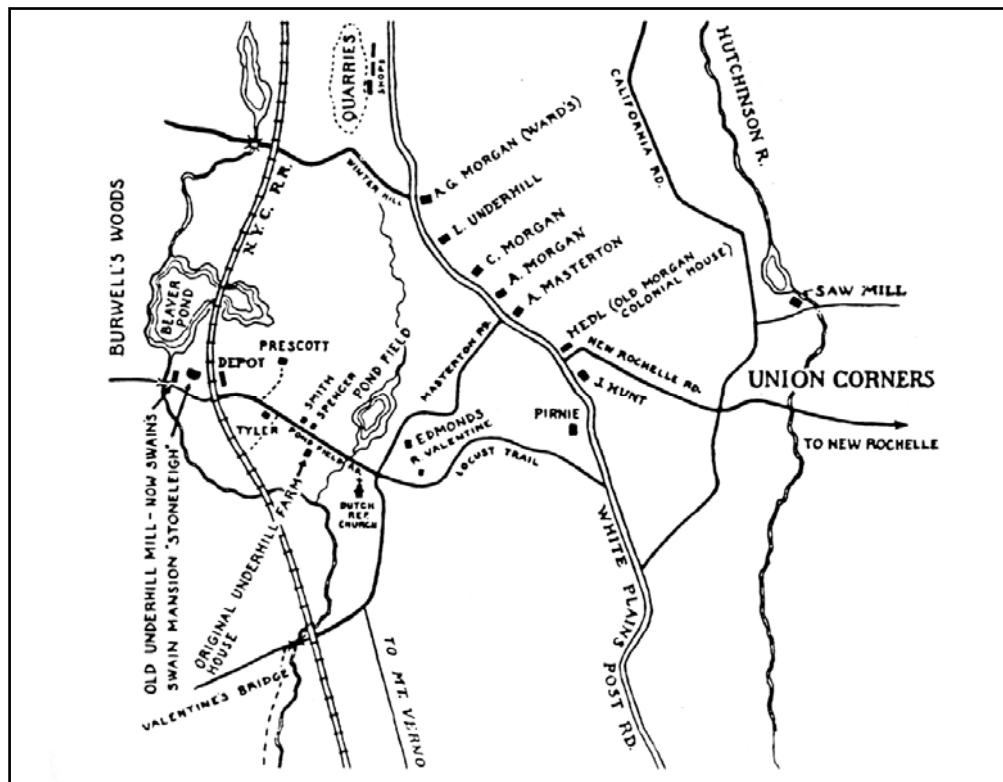


Figure 1.1. Bronxville in the mid-1800s

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 at 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. The map 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.

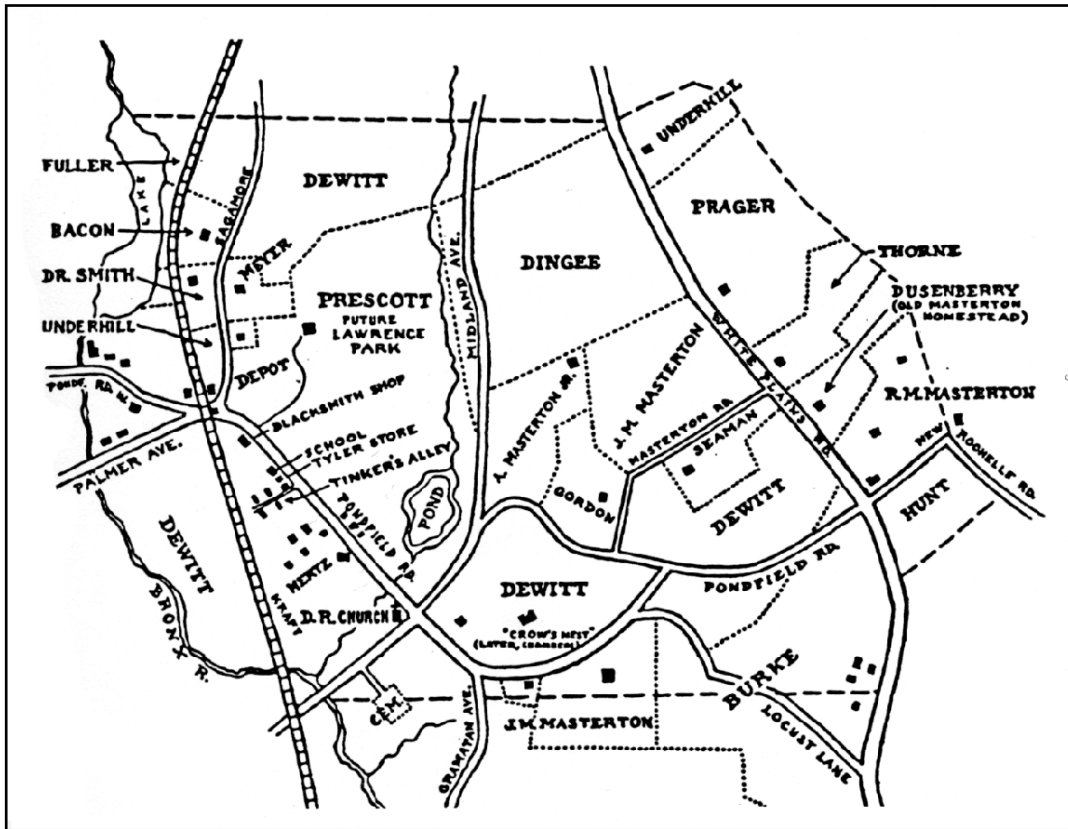


Figure 1.2. Bronxville, 1880 – 1885

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 William A. Bates, an architect, to design a number of speculative houses. Bates' designs drew on a variety of historic European and English precedents, but 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 1.4 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

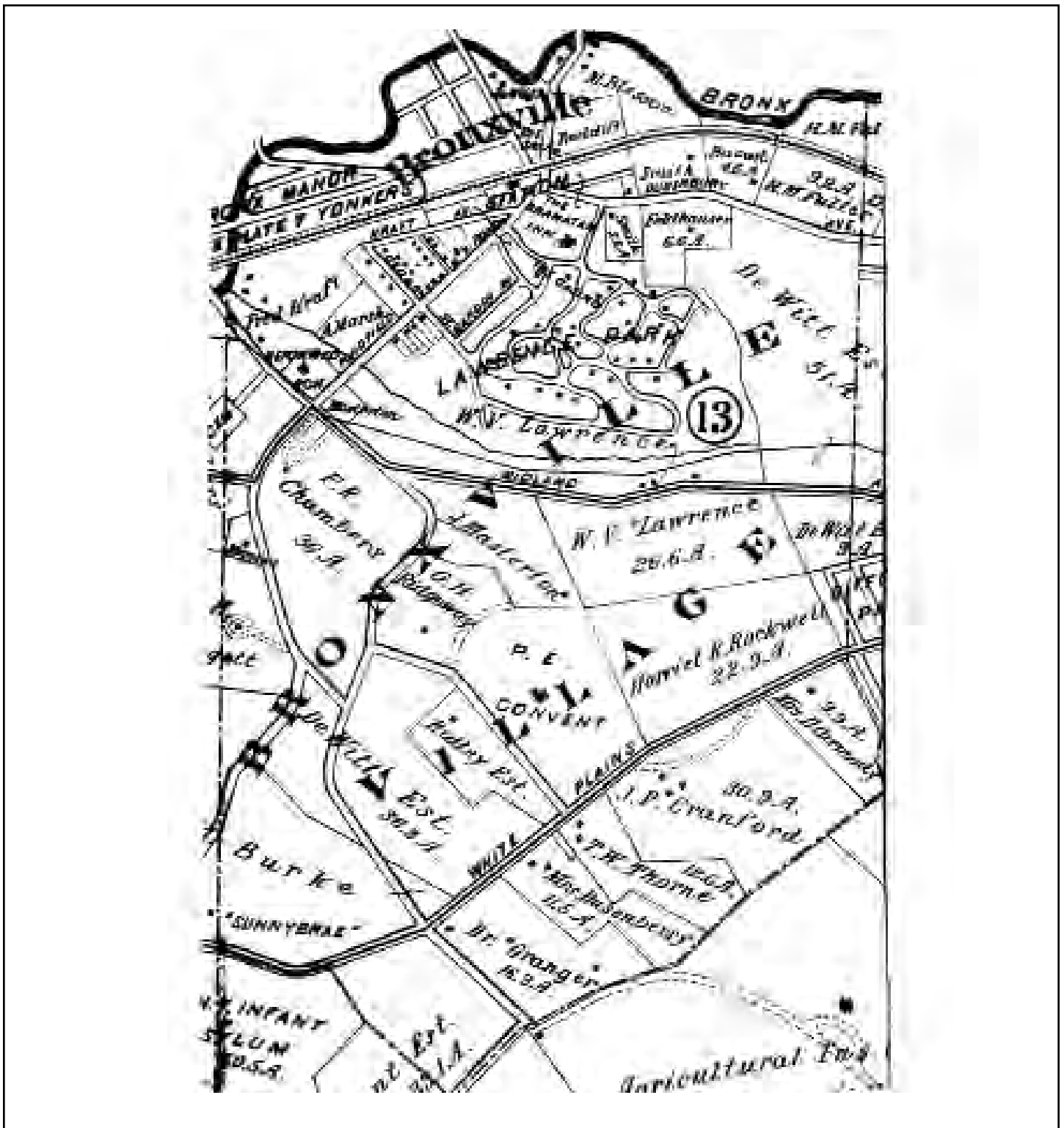
1906. Other notable buildings followed, including Lawrence Hospital in 1909 and Concordia College in 1910. The railroad underpass was completed in 1916.



Figure 1.3. Hotel Gramatan, 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, as well, to 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.



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Figure 1.4 : Bronxville in 1898

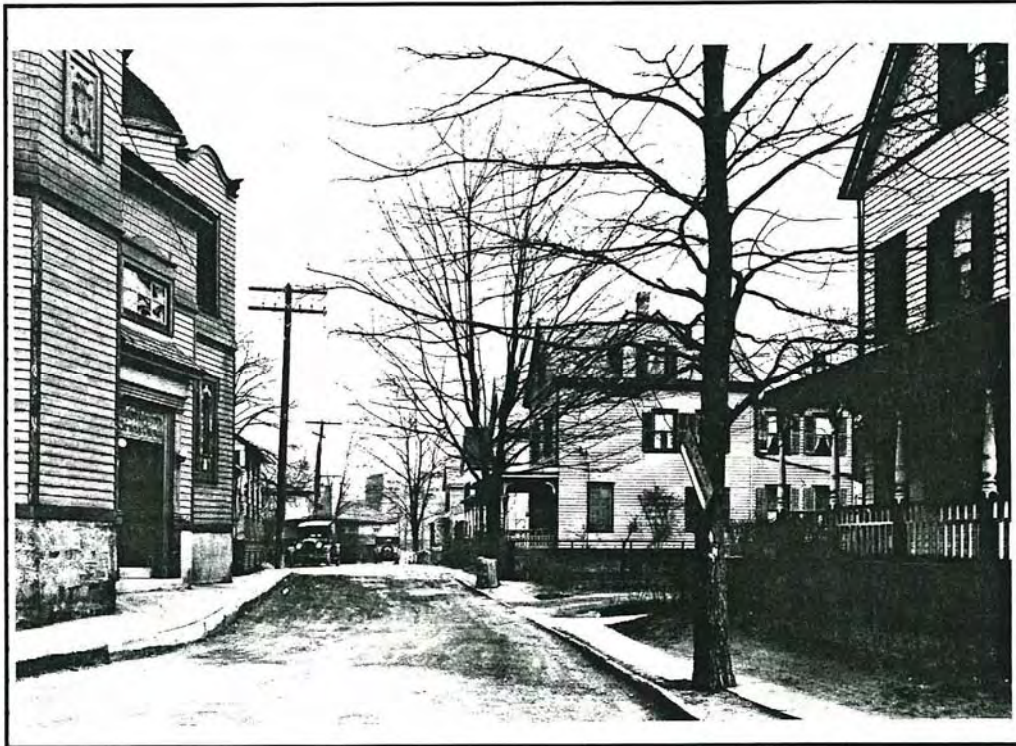


Figure 1.5. Park Place looking toward Pondfield Road, 1920 – 25

Source: Bronxville, Views and Vignettes, 1898 - 1973

Sagamore, north of Lawrence Park, was developed from 1910 through the 1920s. (Figure 1.6). 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, Christ Church and the Bronxville Women's Club, and the Christian Science Church was completed in 1929. Later buildings include the Village Hall and Library, built in 1942, and the Lutheran Church.

Sagamore Development Company

Gramatan Bank Building, Bronxville
Westchester County, New York

Telephone: Bronxville 387

OFFICERS

President:

LEONARD KEBLER

New York Telephone: Woodlawn 1455

Vice-President:

MRS. H. WARD LEONARD

Secretary:

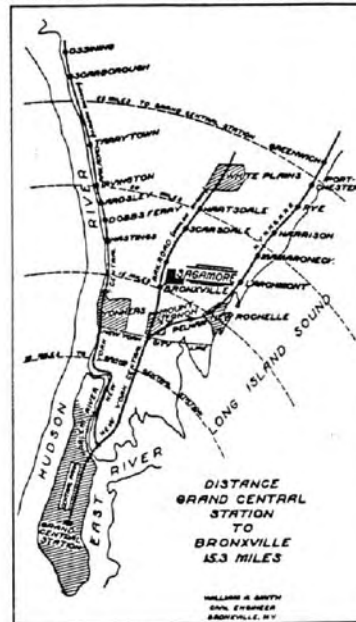
E. A. MORANGE

New York Telephone: Madison Square 1068

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.

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Figure 1.6: 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 the site of the Hotel Gramatan, which was torn down in 1972. Other projects in the years since 1980 include the construction and expansion of the 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; and the ongoing refurbishment of the Village's parks and recreation areas, including the completion in 2002 of a new baseball diamond at Scout Field.

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."¹

1.3 Village Government

The Village of Bronxville is incorporated as a municipal corporation under the laws of the State of New York. It is subject to the State's Village Law which provides for a Mayor and Board of Trustees with power to manage local affairs through taxes, adoption of an annual budget, and adoption of laws to protect the health, safety, property and general welfare of the Village residents.

The Mayor and four Trustees are elected to serve staggered two-year terms and serve without pay. The Board of Trustees hires a Village Administrator to manage the day-to-day operations of the Village.

The Board of Trustees is also empowered by Village Law to establish various Boards and Committees, all of which serve without pay, to assist with different areas of Village government and administration. The Village's Boards and Committees are:

- the **Zoning Board of Appeals**, which considers applications for variances from the zoning ordinance and hears appeals which arise from decisions made by any administrative official or board charged with Zoning Code implementation;
- the **Planning Board**, which reviews plans for development, monitors and prepares updates to the Village Master Plan, and grants special permit requests.
- the **Design Review Committee**, an advisory sub-committee of the Planning Board, which reviews design aspects of sign, site plan and other development applications;
- the **Finance Committee**, which advises on Village financial affairs; and

¹ Jackson, Kenneth T. Crabgrass Frontier, the Suburbanization of the United States. Oxford University Press 1985.

- the **Ethics Board** which administers the local code of ethics applying to elected and appointed officials.

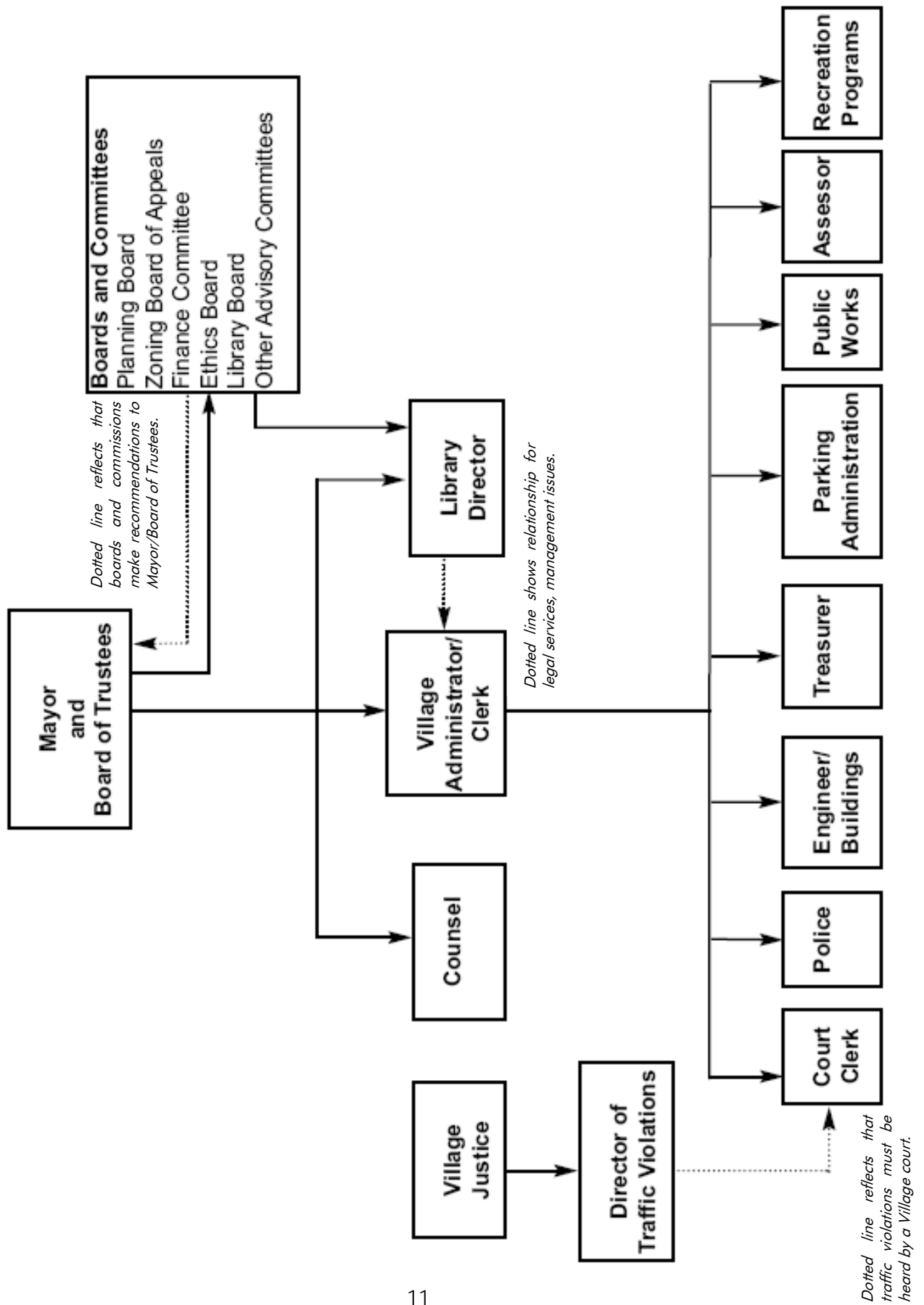
In addition, the Planning Board, Zoning Board of Appeals or Board of Trustees may each be charged with ensuring that applications under their purview conform to SEQRA, depending on which board is declared lead agency. The Board of Trustees would normally be lead agency in cases of rezoning or other legislative actions, the Planning Board would be lead agency for site plan or subdivision review cases and the Zoning Board of Appeals would act as lead agency in cases of zoning variances.

Each of the above-listed Boards and Committees, as well as the Board of Trustees, is served by legal counsel.

The Village Administrator is responsible for managing the various operating departments of the Village:

- the **Police Department**, responsible for public safety and law enforcement;
- the **Department of Public Works**, which maintains the streets, public property and infrastructure systems, and which collects and disposes of refuse and recyclables;
- the **Department of Buildings**, which administers the New York State Uniform Fire Prevention and Building Code, issues building and alteration permits, inspects construction and enforces zoning and building regulations;
- the **Office of Treasurer**, responsible for taxation and finance, and
- the **Traffic Violations Bureau**, which collects parking revenues and fines.

The diagram on the following page is a flow chart illustrating the organizational structure of Bronxville's government.



2.0 EXISTING CONDITIONS

2.1 Local and Regional Context

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 corporate office parks, 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-95 to the east and the New York State Thruway and Saw Mill River Parkway to the west.

Bronxville is also conveniently located for major public transportation services. The Metro-North Harlem Line runs through the center of the business district, providing a 30-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 via the Hutchinson River Parkway and the Whitestone Bridge; and John F. Kennedy Airport is located about 25 miles to the southeast.

Figure 2.1 illustrates the regional context and major highways in the southern Westchester and the northern Bronx region. The local context and surrounding communities are indicated in Figure 2.2.

2.2 Natural Environment

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 Figure 2.3).

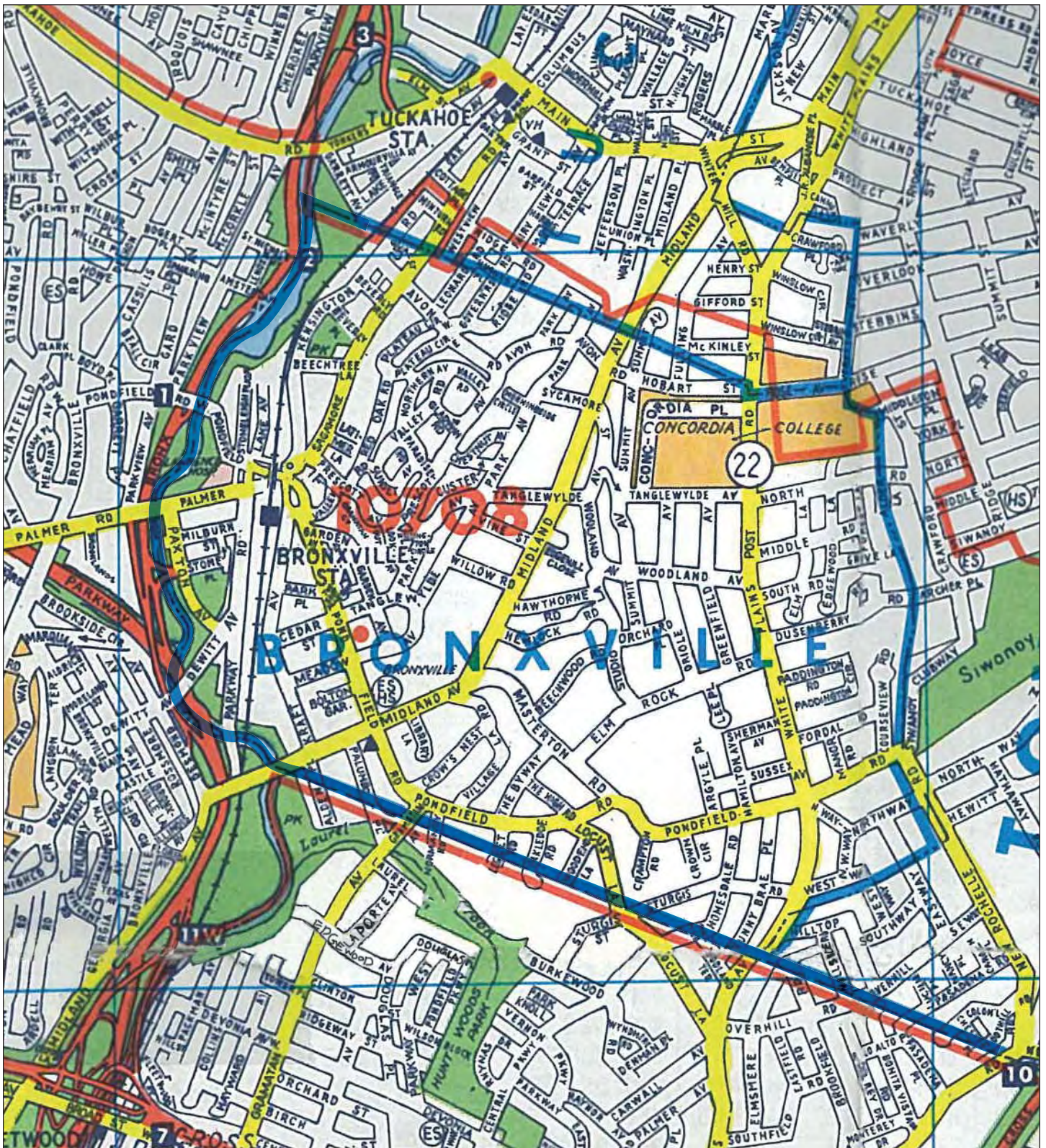


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Figure 2.1: Regional Context

Village of Bronxville



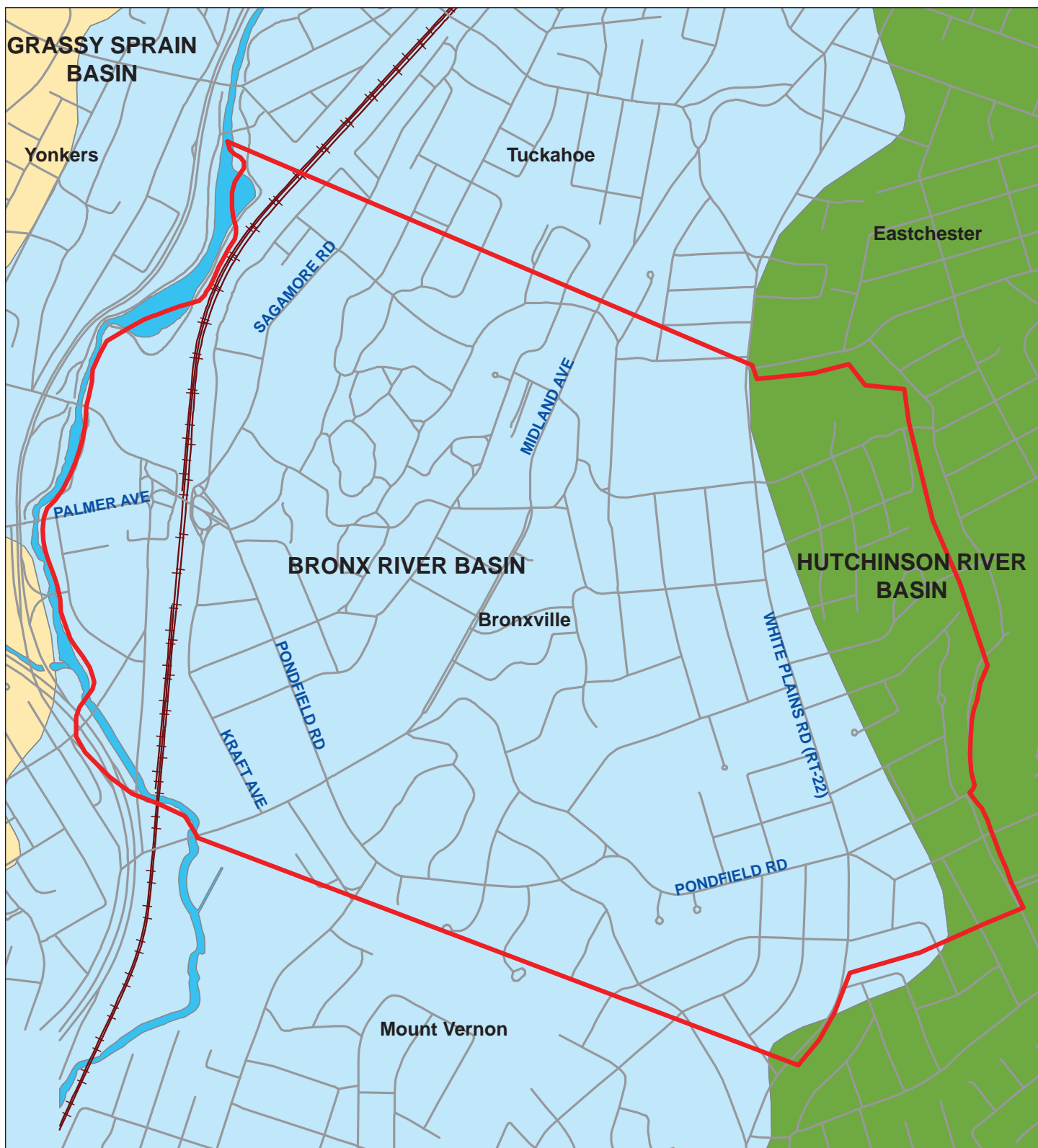


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Figure 2.2: Local Context

- Bronxville Boundary
- Zip Code Boundary
- Post Office
- ▲ Village Hall





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Figure 2.3: Drainage Basins



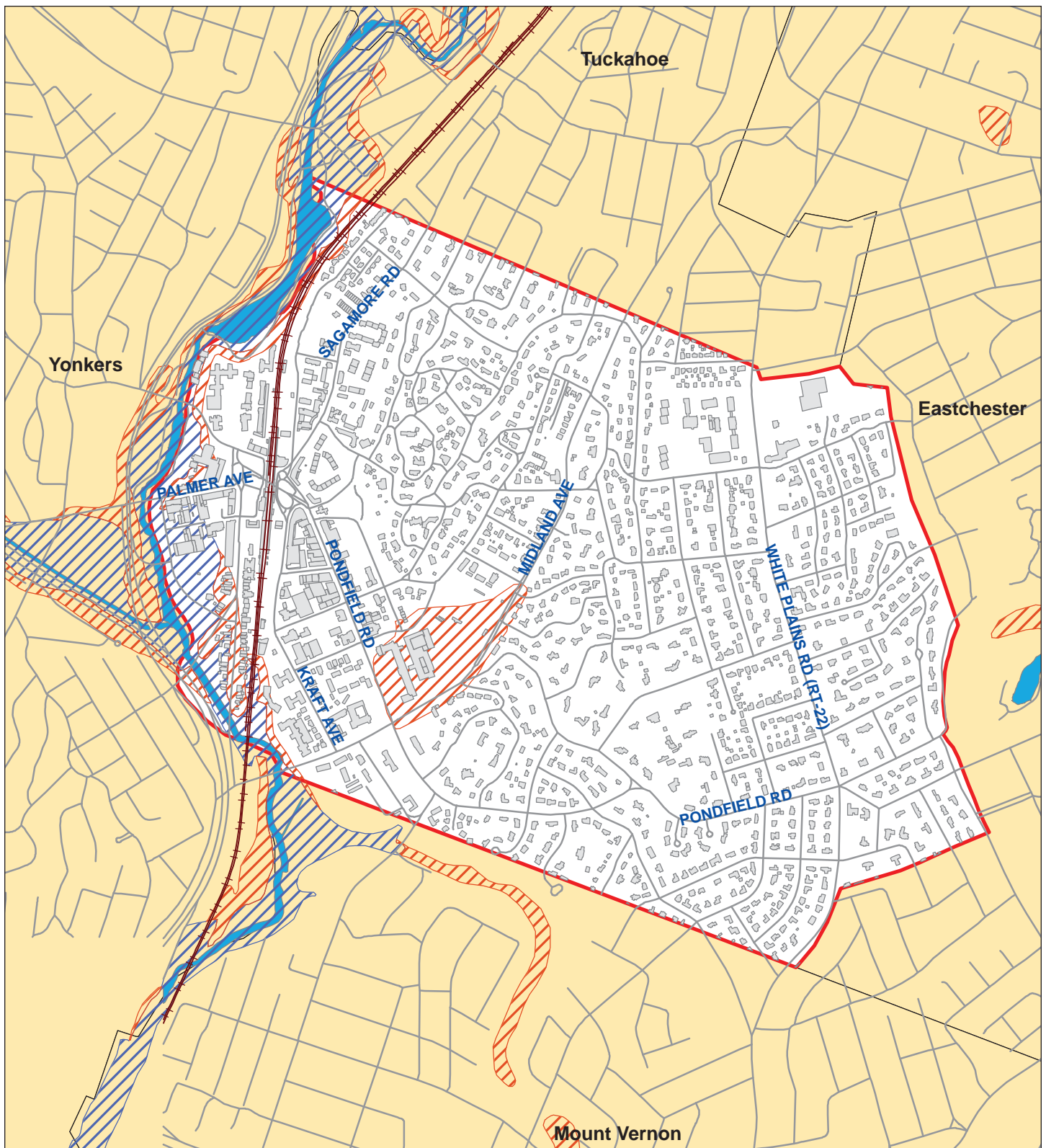
The Bronx River is a tributary of the East River and rises in New Castle in northern Westchester County. The river's original channel had formed the entire western boundary of the Village, separating it from the City of Yonkers. Due to channel relocations that occurred during the construction of the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

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 2.4 shows both the 100-year and 500-year FEMA floodplains (as of 2007) 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. 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. In April 2007, the school experienced significant flooding that caused substantial damage and forced a temporary closure. This flood, and its impacts to the school's future planning needs, is discussed in greater detail in Section 2.9.

In July 2007, Bronxville commissioned a stormwater flooding report to develop flood mitigation alternatives for relief of flooding at the Bronxville School campus and surrounding area. A combined at-grade stormwater detention system to be located on the school property with a pumping system was one option listed for flood protection. In July 2008, a draft follow-up study was completed to analyze the potential flooding impacts of this proposed stormwater detention and pumping system on the Bronx River Drainage Basin.

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.



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Figure 2.4: FEMA Flood Map

- ▨ 100-Year Floodplain
- ▨ 500-Year Floodplain



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.

2.3 Population¹

In 2006, the Village's population was 6,486 persons, a decrease of 57 persons, or 0.9%, since 2000. This decline contrasts with the growth experienced by the Town of Eastchester and Westchester County from 2000 to 2006: the County's overall population grew by 2.8% and the Town's by 0.69%. Bronxville's population decrease between 2000 and 2006 maintained a decline that began in the 1960s and has continued since, except for the period from 1990 to 2000.

Table 1: Population, 1960-2006

Year	Population	Percent Change
1960	6,744	n/a
1970	6,674	-1.0%
1980	6,267	-6.1%
1990	6,028	-3.8%
2000	6,543	8.5%
2006	6,486	-0.9%

Sources: 2002 Bronxville Community Plan,
U.S. Census Bureau, 2006 data

Age Distribution

The age distribution of Bronxville's population is typical for a residential suburb, with most residents falling within the 25 to 55 age groups. However, the median age of the population fell from 1990 to 2000, from 38.8 to 38.3, due in part to growth in the population under 18 and a decrease in the population over 65.

The share of the population under 18 rose from 22% in 1990 to 29% in 2000, with the most notable increases in the 5 to 9 and 10 to 14 age groups. This pattern, which is consistent with the "echo boom"² occurring throughout the

¹ With the exception of total population count, demographic data compiled by the U.S. Census Bureau has not been updated since the 2000 Census. Thus, most information in this section has not changed since the 2002 Community Plan.

² The "echo boom" refers to the children of the baby boom population, who were born between the late 1970s and the early 1990s.

County and metropolitan area, prompted expansion and renovation projects in the Bronxville School District to accommodate the growing school-age population. Concurrent with the increase in school-age population was the decrease in the share of the 65+ population, from 16% in 1990 to 12% in the year 2000. However, this age group might gain an increasing share of the population as the 25 to 55 age cohorts shift into higher brackets in coming decades.

Table 2: Comparative Age Distribution 1990 - 2000

Age	1990		2000		Change in Share of Population
	Number	Percent Share	Number	Percent Share	
Under 5	381	6.3	458	7.0	0.7
5 to 9	314	5.2	612	9.4	4.2
10 to 14	374	6.2	585	8.9	2.7
15 to 19	468	7.8	428	6.5	-1.3
20 to 24	473	7.8	294	4.5	-3.3
25 to 34	675	11.2	611	9.3	-1.9
35 to 44	882	14.6	1,086	16.6	2.0
45 to 54	860	14.3	1,048	16.0	1.7
55 to 59	335	5.6	345	5.3	-0.3
60 to 64	312	5.2	280	4.3	-0.9
65 to 74	467	7.7	407	6.2	-1.5
75 to 84	351	5.8	260	4.0	-1.8
85 +	136	2.3	129	2.0	-0.3
Total:	6,028	100%	6,543	100%	
Median Age	38.8		38.3		

Source: U.S. Census Bureau, 1990 and 2000 data

Racial Composition

Bronxville's racial composition remained fairly stable between 1990 and 2000. Asians comprise the largest minority group living in Bronxville, reflecting an influx of Asian residents into many areas of southern Westchester County in the 1990s.

Table 3: Population Distribution by Race, 1990-2000

		1990	2000	Change
White	Number	5,558	6,012	454
	Percent	92.2	91.9	-0.3
African-American	Number	44	75	31
	Percent	0.7	1.1	0.4
Asian, Pacific Islander	Number	395	329	-75
	Percent	6.6	4.9	-1.7
Hispanic Origin (of any race)	Number	172	192	20
	Percent	2.9	2.9	0.0
Native American	Number	7	3	-4
	Percent	0.12	0.05	-0.07
Other/More than One Race³	Number	24	133	109
	Percent	0.4	2.0	1.6

³ The marked increase in the number of Bronxville residents identifying themselves as "Other/More than Once Race" reflects a change enacted in 1997 in the federal standards for race and ethnicity, allowing Census respondents to select more than one race.

Source: U.S. Census Bureau, 1990 and 2000 data

Households and Families

In 2000, the Village had 2,312 households, a 2.4% increase from 1990. Both the average household size and the average family size increased during this time as well, as shown in Table 4, as did the proportion of households classified as families.⁴

Table 4: Household Demographics, 1990-2000

	1990	2000	Change, '90 - '00
Total Households	2,258	2,312	54
Family Households	1,556	1,660	104
As Percent of Households	68.9%	71.8%	2.9%
Non-Family Households	702	652	-50
As Percent of Households	31.1%	28.2%	-2.9%
Average Household Size	2.54	2.71	0.17
Average Family Size	3.13	3.27	0.14

Source: U.S. Census Bureau, 1990 and 2000 data

Family households are divided into two categories: those headed by married couples and those headed by a single parent. In Bronxville, 90% of family households are headed by married couples, and 10% by single parents, with most single-parent households headed by women. More than 50% of married couple and single-parent families have children under the age of 18. For those residents living in non-family households, 86% live alone, and roughly one-half (47%) are over the age of 65.

Table 5: Types of Households, 2000

Family Households:	
Married Couple Families	1,490 (89.9%)
Female Householder Families	144 (8.7%)
Families with Children under 18	943 (56.8%)
Non-Family Households:	
Living Alone	562 (86.2%)
65 and Over	263 (46.8%)

Note: Number in parentheses indicates the percent of total families or households from Table 4.

Source: U.S. Bureau of Census, 1990 and 2000 data

Income

Household incomes in Bronxville have consistently exceeded national, state, and county median figures. Between 1989 and 1999, Bronxville's median household income increased from \$95,310 to \$144,490. After adjusting the 1989 median income to current dollars for inflation, the actual increase in median income is

⁴ According to the US Census Bureau, a *household* is defined as "all persons who occupy a housing unit," while a *family* is defined as "a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together." The household classification contains both the family and non-family subgroups.

10%. In the 2000 Census, approximately one-half of Bronxville households reported incomes over \$150,000; another 22% of households reported incomes of between \$50,000 and \$150,000, and 18% reported incomes below \$50,000.

Table 6: Median Household Income, 2000

Income Distribution	Number of Households	Percent of Households
Less than \$10,000	56	2.4
\$10,000 to \$14,999	43	1.9
\$15,000 to \$24,999	110	4.8
\$25,000 to \$34,999	86	3.7
\$35,000 to \$49,999	129	5.6
\$50,000 to \$74,999	193	8.3
\$75,000 to \$99,999	170	7.3
\$100,000 to \$149,999	392	16.9
\$150,000 to \$199,999	210	9.1
\$200,000 +	926	40.0
	2,315	

Source: U.S. Census Bureau, 2000 data

Employment and Travel Mode to Work

As reported in the 2000 Census, a total of 3,041 Bronxville residents, or 62.4% of residents over the age of 16, participate in the labor force. The majority of Bronxville residents work in three industry sectors: the finance, insurance and real estate industries (25.5%); professional, scientific, management, administrative and waste management services (19%); and educational, health and social services (19%).

Almost half of working Bronxville residents commute via public transportation, while another 35% drive to work either alone or in a carpool. The mean travel time to work is 38.5 minutes.

Table 7: Travel Mode to Work, 2000

Travel Mode	Number	Percent
Drove Alone	937	31.8
Carpooled	125	4.2
Public Transportation	1363	46.2
Walked	255	8.6
Other means	34	1.2
Worked at Home	237	8.0
Mean travel time to work	38.5 minutes	

Source: U.S. Census Bureau, 2000 data

2.4 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 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 below, and illustrated in Figure 2.5.

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 the business districts, the Service Business "BB" district allows all uses permitted in the "BA" district, plus a few more intensive uses such as gas stations.

Table 8: Bronxville District Regulations

District	Name	Location	Minimum Lot Size	Uses*
AAA	One-Family Residence	Elm Rock Road/ Masterton Road	30,000 SF	Single-family residences, churches, parks, and accessory uses
AA	One-Family Residence	Throughout Village	15,000 SF	
A	One-Family Residence	Throughout Village	12,000 SF	
B	Two-Story Multiple Residence	Along Railroad	12,000 SF/ 2,750 SF per du	Multi-family housing, municipal parking
C	Three-Story Multiple Residence	North of CBD along Sagamore, and south of CBD	12,000 SF/1,750 SF per du	Hotels, hospitals
D	Six-Story Multiple Residence	West and south of Rail Station	12,000 SF/1,500 SF per du	Age-restricted residences
BA	Central Business	Pondfield, Palmer, Parkway and Kraft Ave.	No minimum	Retail, professional and business office uses, plus Special Permit uses
BB	Service Business	Milburn/Stone Place	lot size	
CD	Controlled Development	Avalon development site	Planned unit development	Multi-family residential development


*Tax-exempt municipal uses, religious uses and educational uses are permitted in all zones.

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. These "special permit" uses include gas stations and light



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Figure 2.5: Zoning Map

- | | |
|---------------------|-------------------------------------------------------------------------------------------------------------------------|
| AAA - Residence AAA | BA - Business A |
| AA - Residence AA | BB - Business B |
| A - Residence A |  - Controlled Development District |
| B - Residence B | |
| C - Residence C | |
| D - Residence D | |



manufacturing in the Service Business “BB” district, sidewalk cafes and health clubs in the CBD, (BA Zoning District) and satellite dishes over 18 inches in diameter in any district of the Village. In addition, a provision precluding non-retail uses on the ground floors of buildings located on Pondfield Road between Cedar Street and Garden Avenue was instituted, as well as the banning of fast-food restaurants anywhere in the CBD. 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.

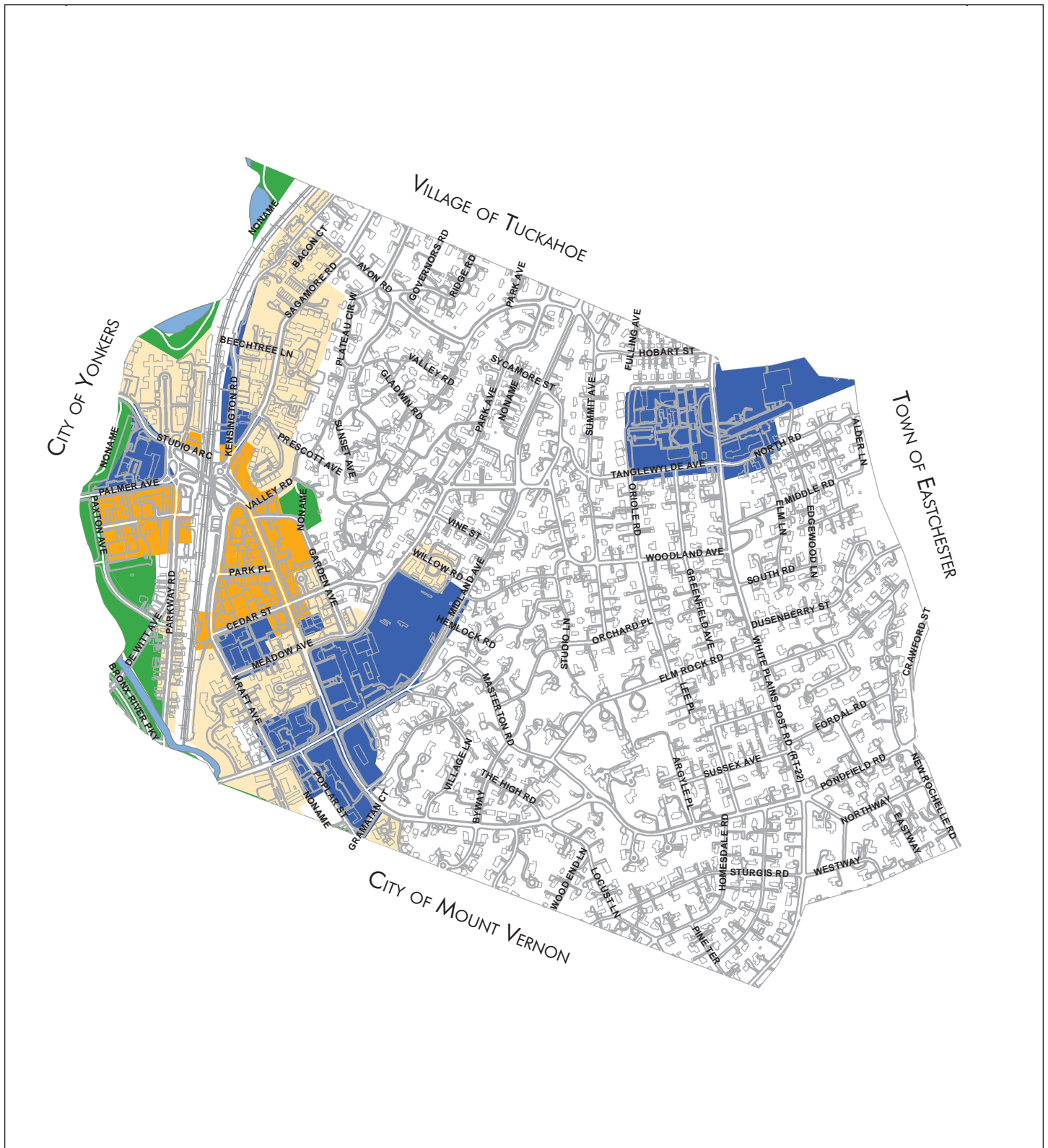
2.5 Land Uses

Bronxville is almost completely developed, with only a few scattered vacant lots found chiefly in areas zoned for single-family housing. The pattern of development in the Village is that of a built-out or “mature” residential suburb, reflected in Bronxville’s population of 10 persons/acre (as of 2000). This density is in contrast to the higher-density City of Mount Vernon to the south, which has a density of 24 persons per acre, and to the lower-density Village of Mamaroneck, which has less intensive development and a population density of about 5 persons per acre.

As noted in Village History, (Section 1.2), 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 2.6 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:** are located on either side of the railroad, with stores on Pondfield Road forming the center of the Village shopping area.
- **Institutional and Government Uses:** include the Bronxville School, Lawrence Hospital, municipal buildings such as the Village Hall and Library, the churches and other institutional uses. The Village Hall and Library, the School and the Reformed Church are perceived as the center of the Village. To the north, the Concordia College campus is located on either side of White Plains Road.



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Figure 2.6: Land Use Map

- Municipal/Institutions
- Business/Retail
- Parks and Open Space
- Multi-Family Residential
- Single-Family Residential



- **Open Space and Recreation Areas:** include the tennis complex off Garden Avenue, platform tennis courts at Maltby Park, a number of other parks and playground areas, and the Bronxville Lake Park, owned by Westchester County, which extends along the western edge of the Village.

2.6 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 area. Transportation networks in the Village are shown in Figure 2.7.

Functional Classification of Roadways

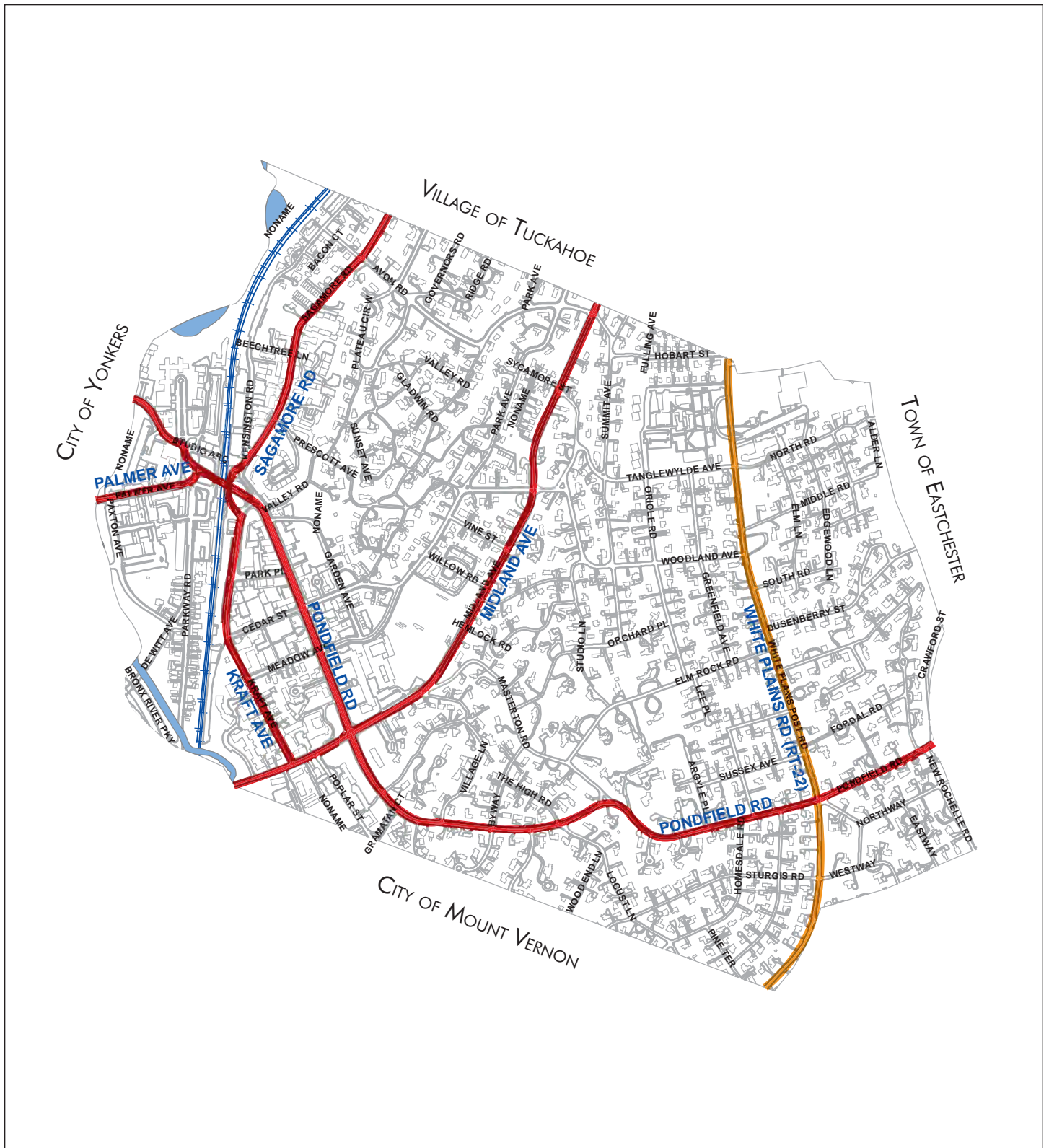
Transportation planners and engineers have devised standard categories for roadways so that roads can be designed based on their function. Certain roadways are intended to carry high volumes of through traffic, while others are primarily for local traffic and providing access to adjacent lands. The functional classification of Bronxville's road system is shown in Figure 2.7.

Arterials

Arterials are designed to carry traffic throughout and between Bronxville and the surrounding municipalities. Arterials are generally State roads, but other major roadways may also function as arterials. The width of the pavement of the arterial should be sufficient to permit the movement of traffic in both directions. White Plains Road (NYS Route 22) is the only arterial located within Bronxville. Currently, sections of Route 22 are scheduled to be repaved in 2009, and Bronxville continues to advocate for the entire stretch of the road to be repaved and drainage basins installed in the Bronxville stretch.

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 only one route, Palmer Avenue/Pondfield Road, which also serves as the major commercial spine of the Village. These five collector streets 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.



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Figure 2.7: Functional Classification of Roadways

- Arterials
- Collector Roads
- Local Roads
- Metro-North Railroad



Local Roadways

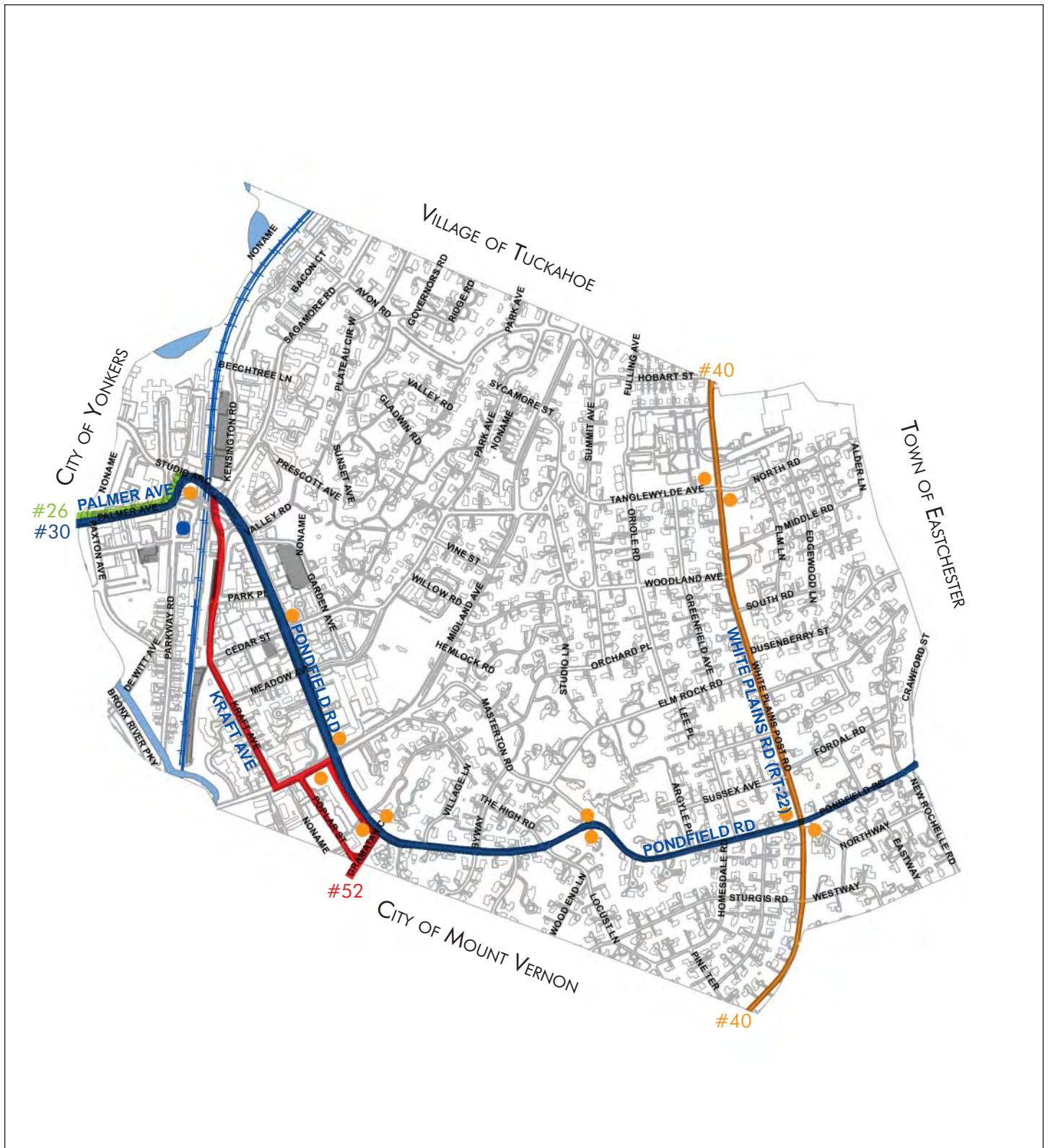
Bronxville's network of local roads, or all other streets not described above, provides good access to individual properties throughout the Village. Local roads should not be designed to carry through traffic. They have very limited mobility, with average speeds topping at 20 mph, and a high degree of accessibility. Traffic conditions within the Village are generally good. Limited congestion occurs at peak travel periods around the CBD, railroad station and the traffic circle in front of Lawrence Hospital.

Highway Access

The community is well served by major highways. The Bronx River and Sprain Brook Parkways run 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 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.

Rail Transportation

Rail transportation services are conveniently located in the center of the CBD, accessible by foot and by car and bus (see Figure 2.8). The Village is a 27- to 28-minute ride to Grand Central Station in Manhattan on Metro-North Railroad's Harlem Line. Train connections are also excellent to White Plains and northern Westchester County. In 2005, Metro-North Railroad completed construction of a third train track on the Harlem railroad line between Mount Vernon and Crestwood, to provide express service for commuters primarily from the northern sections of the line and to improve emergency service options. The extension connects to existing railroad tracks north of Crestwood and south of Fleetwood. The new line was built on Metro-North's right-of-way between the two existing tracks in downtown Bronxville. The four-year project also included the extension of the Midland Avenue Bridge, located on the Bronxville-Yonkers border, to allow for the new tracks.



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Figure 2.8: Public Transportation Elements

- Metro-North Railroad
- Bee-Line Bus Routes
- Parking Lots
- Train Station
- Bus Stops



Bus Routes

The Westchester County Bee-Line Bus system is a unique 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. 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 Bronxville railroad station, Yonkers and the Bronx. The #26 bus connects in the Bronx to the Number 5 line 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, providing local service Monday through Saturday between Mount Vernon, Bronxville and the Bronx via Gramatan Avenue.

Taxi Service

There is one taxi company, located at Depot Plaza by the railroad station, which provides local taxi service throughout Bronxville, as well as service to the airports and to New York City. The rate structure is regulated by the Village.

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 corporate airplanes 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.

Parking

Public parking areas are concentrated in the CBD and serve commuters using the railroad as well as shoppers, workers in the area and residents. Approximately 2,400 spaces are located in the CBD, including on-street meters and off-street public parking lots, but excluding privately owned parking spaces associated with residential complexes and commercial buildings. Currently, the Kensington Road parking lots provide 179 spaces for commuters and Village goers. This site continues to be considered for development to include increased commuter parking.

Subsequent to the 2002 Plan, the Village began renting the old Mobil Lot site from the Avalon Corporation for public parking, and current plans are to retain it for that use. The lease does not have a specific term but may be terminated by either party with 60 days' notice. In addition, the lease on the Village-owned land housing the BAMS auto repair/gas station at Kraft Avenue and Cedar Street will expire at the end of 2008. Plans are to raze the structure and replace it with approximately 40 parking spaces, and redesign and repave the intersection to improve traffic flow and safety.

Table 9
Bronxville Public Parking Spaces

Revenue Producing Parking Spaces	East of Metro-North Station	West of Metro-North Station	Total
Rental	203	56	259
Lot Meters	451	40	491
Street Meters	413	193	606
Sub-Total	1,067	289	1,356
Non-Revenue Producing Spaces			
Non-metered Public Streets (time-restricted)	312	27	339
Privately Owned Commercial Lots			
Avalon Lot		68	68
Palmer Garage		140	140
Lawrence Hospital		480	480
Total Parking Spaces in Village	1,379	1,004	2,383

Source: Village of Bronxville Parking Commissioner, 2008

2.7 Housing

Housing in Bronxville consists of a mix of dwelling types, styles and scales (see Figure 2.9). The Village has large homes on "mini-estates," individually owned standard-sized suburban housing, attached single-family homes in pairs, small two- and three-story units on narrow lots, multiple unit clusters known as "community houses" 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.



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Figure 2.9: Housing Styles

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. In 1999, 110 rental housing units were added to the Village's housing stock, bringing the total number of housing units to approximately 2,500 units.⁵ The housing units are located in the Avalon housing development along Parkway Road and Milburn Street on the west side of the CBD. The new development has 55 one-bedroom units, 45 two-bedroom and 10 three-bedroom units in three-story attached housing.

In addition to new construction, the Building Department has issued at least 120 building permits each year between 2000 and 2008, primarily for housing unit alterations.⁶

Table 10: Age of the Housing Stock

Year of Construction	Number	Percent of Total Units
Before 1939	1,729	69.1%
1940-1949	188	7.5%
1950-1959	294	11.8%
1960-1969	68	2.7%
1970-1979	49	2.0%
1980-1984	63	2.5%
1985-1988	0	0.0%
1989-March 1990	0	0.0%
Total, 1939 – 1990	2,391	
1990 – 2000 (Avalon)	110	4.4%

Source: U.S. Bureau of the Census, 1990, STF3A, 2000 data;
Village of Bronxville (Avalon development data)

⁵ This figure is obtained by adding the 110 new units to the 2000 Census housing unit count of 2,387. The 2000 count may have omitted the 110 new units, which were completed in 1999.

⁶ Estimated number of permits issued, 2000 – 2008:

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008*
Number	158	242	146	120	146	143	163	198	131

*Through July 2008.

Bronxville offers residents a mix of rental and ownership units in its housing stock. Approximately three-quarters of the Village's housing units are owner-occupied, and the remaining quarter are rental units. Vacancies in 2000 represented about 3.1% of the Village's housing stock, a decrease from the 1990 rate of 5.6%.

Table 11: Housing Stock and Tenure, 2000

Status	Number of Occupied Units	Percent of Occupied Units	Percent of Total Units
Owner-Occupied	1,775	76.8%	74.4
Renter-Occupied	537	23.2%	22.5
Vacant Units	75		3.1%
Total Units	2,387		
1999 Avalon Development	110 ⁷		

Source: U.S. Bureau of Census, 2000 data; Avalon data provided by Village of Bronxville

Rents and Housing Values

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 86% of the homes in Bronxville were valued in excess of \$500,000 in 2000 and over 60% of them have three or more bedrooms; only about 2.4% of the entire owner-occupied housing stock was valued at under \$250,000 in 2000. Since 2000, housing values in the Village have increased. According to housing data compiled by local Bronxville realtors, the median sales price for single-family homes in Bronxville in 2001 was \$1.5 million. According to more recent (August 2008) property listings, the asking prices for single-family homes in the Village ranged from \$450,000 to \$9.5 million, with an average sales price of approximately \$1.9 million. More moderately priced housing options are available in Bronxville through cooperative and rental apartments. In 2000, the median sales price for cooperative units was \$260,000; the median rent in 2000, based on U.S. Census data, was \$1,899.

⁷ As noted on page 33, footnote 5, the housing unit count provided by the 2000 Census may not have included the 110-unit Avalon development, constructed in 1999. As a result, those units have been shown separately.

2.8 Central Business District

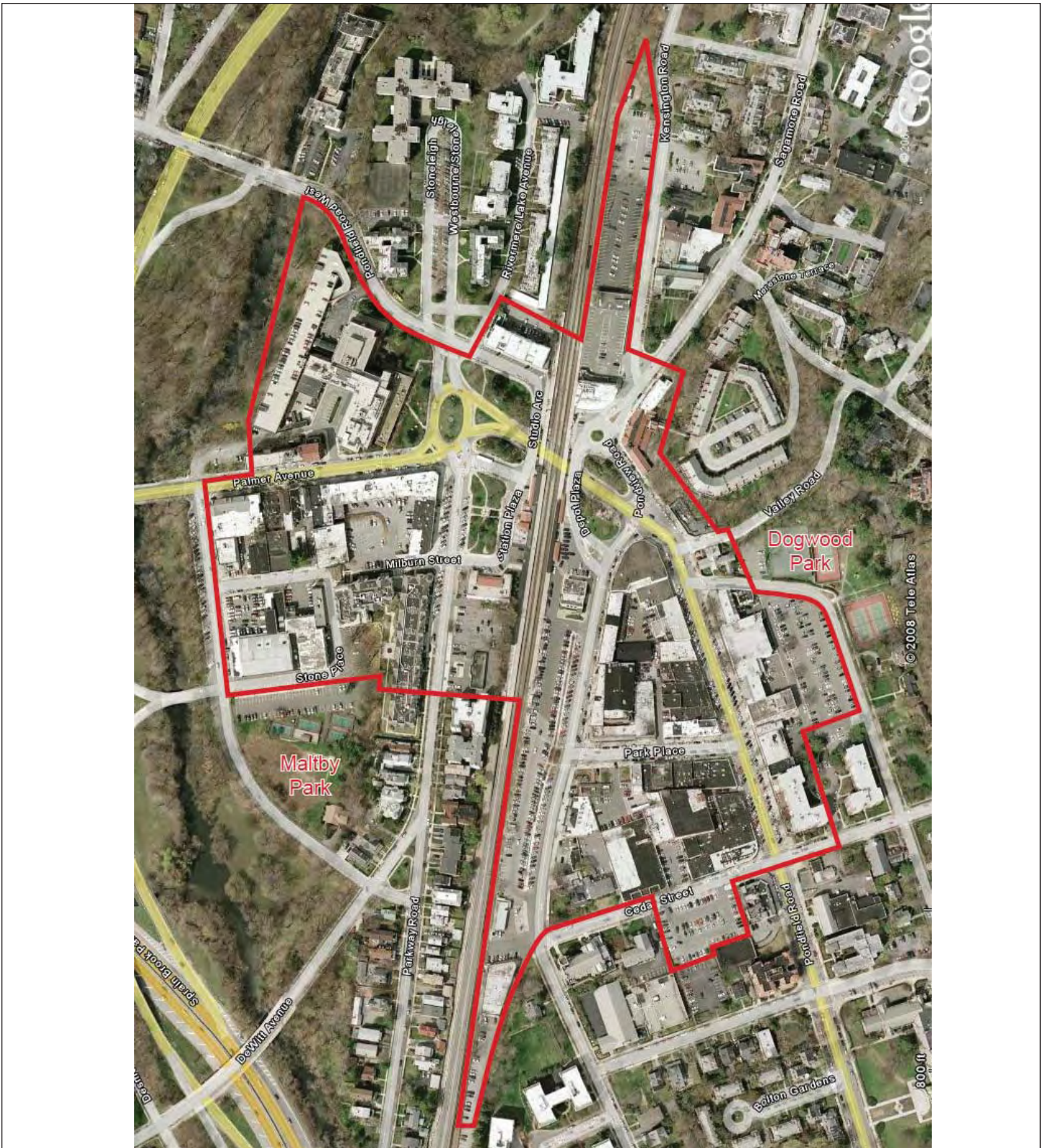
Although the Village center has changed in appearance and character over the past 50 years, it has continued its role as an important shopping district and draws shoppers from neighboring communities as well. Many of the local shops and offices have been established in the Village for years, although relatively few of the local merchants reside in the Village.

The dominant Village commercial activity, for business occupancy and volume of sales and use, 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 "super-market" and a multiplex theater, this business section also attracts more traffic and creates a larger demand for parking.

The Tudor and Colonial façades of a few principal buildings are contrasted by plain, storefront units in a number of places. The area is well maintained, with street trees, benches and flower boxes contributing to the attractive shopping environment. Recent store improvements such as the renovation of the façades on the West Side of the CBD and new storefronts along Pondfield Road have enhanced the attractiveness of the downtown. In addition to storefront improvements, a very successful landscaping program has been undertaken throughout the Village. Currently, all crosswalks within the CBD and at major intersections are in the process of being repainted, and handicapped accessibility is being improved with the installation of new curbing.

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 business and residential district west of the railroad right-of-way is dominated by the presence of 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 garden apartments 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 and service facilities which contrasts with some of the older, less maintained commercial properties.



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Figure 2.10: Central Business District

 CBD Boundary





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Figure 2.11a: CBD Views





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Figure 2.11b: CBD Streetscape Improvements

In 1999, a new residential development was added to the western portion of the CBD. The Avalon development added 110 units of multi-family rental housing on a 2.4-acre parcel along Parkway Road. A second CBD site, the Kensington Road property, had been considered for development as well in the 1990s. The site, which is located at the intersection of Kensington and Sagamore Roads on the east side of the train station, is owned by the Village and presently furnishes parking spaces for shoppers and commuters. In 2001, a formal study was undertaken to determine how many additional parking spaces could be accommodated. Subsequent to this study and the adoption of the 2002 Plan, The Kensington, a 54-unit luxury condominium project with additional commuter parking, was proposed to be developed on the 1.63-acre site (see Figure 2.12, below). The proposal went through the Village's approvals process, including compliance with the State Environmental Quality Review Act (SEQRA); however, the project sponsor was not able to pursue the project because of financial problems they incurred in the 2008 real estate recession.



Figure 2.12. Rendering of *The Kensington* Proposal

Source: The Kensington, Final Environmental Impact Statement, 2006

2.9 Institutions and Municipal 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 Library offers general lending services for Village and County 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 various local organizations. 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.

The Village Library completed a full-scale renovation and addition in August 2001, expanding the space available for existing collections and providing handicapped access to the Library. The addition also allows for a larger children's room and expanded community meeting room. Village Hall recently completed a renovation that made the facility ADA-compliant; implemented "green" energy facilities; 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. The garage and adjacent service areas used by the Department of Public Works are currently being renovated.

Public Services

Police, public works services and sanitary sewage maintenance are the key public services provided by the Village. Bronxville budgets for and maintains its own Police Department, which is staffed by 23 full-time officers. The department staffs a chief of police, one lieutenant, one detective, four uniformed sergeants and 16 patrol officers. There are currently two vacancies in the department remaining to be filled that are in the recruitment process. 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 the Town of Eastchester. 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.

The Public Works Department covers a range of services including refuse and snow removal and street and park maintenance. Household refuse is collected twice weekly by the Public Works Department, which also administers a recycling pick-up program every Wednesday. The Public Works Garage facilities need upgrading and are scheduled for renovation. The current structures are outdated

and too small to accommodate present needs and the size of contemporary vehicles. In addition, the Palumbo Place area at the Public Works complex is scheduled to reopen in fall 2008, when the offices for Bronxville School personnel are restored, eliminating the need for the existing trailers at Palumbo Place.

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

Bronxville Public School

The Bronxville school district is coterminous with the Village, and is governed by an independent School Board with taxing authority. The Bronxville Public School has accommodated as many as 1,600 students. For the 2006-2007 school year, the total enrollment was 1,543 students, an increase of 5.3% from the 2002-2003 enrollment. The increase in school population can be attributed at least in part to the high quality of the Bronxville school system, which is widely regarded as one of the finest in Westchester and continues to attract families to the Village. The school provides schooling for kindergarten through 12th grade 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.

Table 12
Bronxville School District Enrollment Figures, 1990 – 2011

	1990 - 1991	1995- 1996	2000-2001	2005-2006	2010-2011*
K – 5	448	596	714	694	734
6 – 8	243	265	350	388	362
9 – 12	217	326	340	452	475
Total, K – 12	908	1,187	1,404	1,528	1,571
Change		279	217	124	43
% Change		30.7%	18.3%	8.8%	2.8%

*Estimated.

Sources: 2002 Bronxville Community Plan; Bronxville Public School District

To accommodate growth in student population, Bronxville residents approved bond issues in 1999 and 2001 to expand and renovate the school building. The project included 36 classrooms, a new cafeteria and gymnasium and renovations to the existing building. In 2006, the District began reviewing its building conditions to develop a master plan addressing future needs. This resulted in actions to improve the physical plant, including roofing repairs and renovation of the rotunda. In April 2007, the school experienced major flooding that caused approximately \$14 million in damage, and residents approved a \$12.2 million bond referendum to help fund repairs. The District has begun measures to protect against future floods, including using water-resistant building materials, relocating offices and utilities in the short-term; and potential on-site retention fields and pumps in the long-term. The upgrades and expansions will allow the District to continue providing the high-quality educational services for which it is recognized.



Village Hall



Bronxville Public School



Village Library



Fire Department

VILLAGE OF BRONXVILLE
2009 COMMUNITY PLAN

Figure 2.13: Public Buildings



Private Schools

Private, parochial and independent schools in the Village are Concordia College, the schools of St. Joseph's Roman Catholic Church and Village Lutheran Church and nursery/child care schools at the Reformed Church and Christ Church.

Established in 1908 as a preparatory school and two-year college, Concordia College has been a State-chartered four-year liberal arts college for more than 30 years. The College currently has approximately 89 full-time faculty and staff members and offers 20 degree programs ranging from biology and business administration to education, religious studies and music. Concordia recently began offering an accelerated 15-month nursing program, geared toward commuter students, in cooperation with Lawrence Hospital Center. Nursing students at the College complete all their clinical work at the hospital. Concordia has a highly diverse student body of approximately 750 students, 70% of whom live on campus. The College is located on both sides of White Plains Road, north of Tanglewylde Avenue. It is the largest single landowner and one of the largest employers in the Village. The 33-acre campus includes 13 buildings located within the Village and extends into Tuckahoe. The College offers extensive cultural, academic and physical fitness programs to the local community. Concordia opened the new Donald A. Krenz Academic Center in 2006, including classrooms, a large conference room, a gallery, a media center and computer center.

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. 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 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.

The school at St. Joseph's Roman Catholic Church, which educates children from kindergarten through the eighth grades, underwent major renovations during the 1980s. The school's total enrollment is approximately 265, of which approximately 20 percent are residents of the Village.

The Chapel School is affiliated with the Village Lutheran Church and Concordia College. Its enrollment of approximately 285 children from preschool through eighth grade is roughly evenly divided between children from Bronxville and children from surrounding communities, nearly 20 percent of whom are minority students. In 2001, the Chapel School began an expansion program to provide better educational space for students, particularly those in the upper grades.

Bronxville has two child care and nursery school facilities: the Reformed Church Nursery School with about 250 children 18 months to 5 ½ years old; and the Eliza Corwin Frost Child Center of Christ Church with about 144 children 14 months to 4 years old.

Churches

Bronxville is home to five churches:

- **The Reformed Church of Bronxville** is located near the Village Hall at Pondfield Road and Midland Avenues. 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 Center, which holds many of its activities at the Church. The Church is currently completing a \$1.4 million addition of an elevator to improve accessibility for the disabled.
- **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.
- **First Church of Christ, Scientist** is located on Tanglewylde Avenue one block east of the Village's CBD. The Christian Science Reading Room is located around the corner at 28 Garden Avenue and is open Monday through Thursday. The Church has a Sunday School and a nursery which are in session during the length of the Sunday morning services. The Church offers free outreach lectures and literature to the community and also holds Wednesday evening testimonial services.
- **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 several services to the community. These services include a child center for children ages 14 months to 4 years of age, a music program and a spirituality center.

Lawrence Hospital Center

Founded by William Van Duzer Lawrence, Lawrence Hospital 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. As a community hospital it is currently licensed at 290 beds and provides emergency care to approximately 35,000 individuals and acute care to more than 9,000 patients every year. Lawrence Hospital also cares for approximately 4,000 seniors per year in its inpatient acute care environment, and delivered over 1,600 babies in 2000. The hospital's patient base is drawn from Bronxville and the nearby communities of Eastchester, Tuckahoe, Scarsdale, Yonkers, Mount Vernon and New Rochelle. It is also the Village's largest single employer, with approximately 800 full-time equivalent employees.

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. Because of its function and size, the hospital generates significant traffic and has substantial parking requirements. However, the construction of two additional levels in the parking garage in 1990 helped alleviate the hospital's parking space needs. The hospital has also recently moved approximately 140 employees off-site to reduce parking needs, and there are plans to relocate the outpatient physical therapy center to Eastchester to further alleviate parking congestion. Currently, there are a total of about 480 parking spaces devoted for hospital use. Approximately 15 of these are for the handicapped and 62 are reserved for physicians.

The hospital offers the following health promotion programs to the community: screenings, education and care for the prevention of prostate and skin cancer, heart attacks and strokes; wellness services such as aerobics classes, yoga and nutrition lectures; and CPR classes (500 per year). The hospital, which is now affiliated with New York Presbyterian Hospital, opened the Lawrence Hospital Heart Failure Center of Columbia University which provides leading-edge cardiac care. In 2006, the hospital passed the requisite set of standards to qualify as a New York State-sanctioned Stroke Center. In addition, Lawrence Hospital has filed a certificate of need with the State for a cancer center, and it is also opening a new maternity center, including 23 private rooms. The hospital has also partnered with Concordia College's nursing program; the nursing students complete all their clinical work at Lawrence Hospital Center.

2.10 Recreation and Open Space

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 include:

- **School Field**, an eight-acre area owned by the Bronxville Public School. It is well equipped with a football field, three smaller fields and a running track. Most recently added is a "little tots" playground area. Generally, public use is available when no school activities are taking place.
- **Dogwood Park**, a 2.4-acre tennis complex located on Garden Avenue. Facilities include five tennis courts, a tennis building, and a sitting-out area. The tennis courts are scheduled to be upgraded in 2009, and funds have been approved.
- **Maltby Park** is a open area covering 2.6 acres located on the east side of Paxton Avenue. Its facilities include paddle and tennis courts and a baseball diamond. The paddle courts have recently been replaced. The former "Betty Parker" cabin (also known as the Girl Scout cabin) was located in Maltby Park until it burned down in December 2006. The cabin is not likely to be rebuilt in the near future. A committee appointed by the Village's mayor is examining potential uses to maintain the park as passive open space, and some landscaping improvements will be made. The park has been used as a destination for the Village's excess snow; however, the Village plans to purchase a snow melter to eliminate the snow mounds that accumulate there. This park was deeded to Bronxville by the County and is restricted to recreational use.
- **River-Lake Park** (part of the Bronx River Reservation), a 21-acre park extending along the western edge of Bronxville, bordering the Bronx River and a lake. The park is owned by Westchester County and is used for walks, informal play and as a sitting-out area.
- **Scout Field**, 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 Bronxville and Mt. Vernon. The Boy Scout Cabin facility, located in Yonkers, is not included in the County lease. The Yonkers and Mt. Vernon sections are heavily used for active recreation, particularly by the Bronxville schools' soccer, football, baseball and cross-country running programs. In 2001, the Village of Bronxville began improvements to the lower Scout Field (in Mt. Vernon), with funds donated by Bronxville residents. These included a new baseball diamond, new sod and drainage and irrigation improvements.



Sagamore Park



Bacon Woodlands



Bicentennial Park



Bronxville School Track

- **The Nature Preserve** (formerly known as the "Crawford Street Leaf Area" is adjacent to "Alfredo Field," (located at the corner of Crawford Road and Archer Way). The total property represents a flat area of 5.7 acres of which 4.7 acres are located in Easchester. The majority of this property is encumbered by deed restrictions such as "only for casual recreation use for the benefit of the citizens of Bronxville, Eastchester and Tuckahoe communities". The preserve has been restored through private funds, which also contribute to its maintenance. 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 pleasure of the three communities.
- **Bacon Woodlands (The Rockpile)**, located on Kensington Road, involves three lots totaling 1.6 acres. As the name implies, the area is a natural rock outcropping which is left in its natural state.
- **Bicentennial Park**, 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**, 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. The park is scheduled for an upgrade in 2008-2009, with funds forthcoming from the State.
- **Leonard Morange Square**, a small area with benches, was erected on the west side of the Bronxville 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.

Additional landscaped areas include small 'triangles' of land in 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.

In addition, a portion of the planned 3,000-mile East Coast Greenway bicycle and pedestrian path is expected to pass through Bronxville. The pathway includes the 24-mile Bronx River Pathway, which will create a direct bicycle/pedestrian path connecting Kensico Dam in Valhalla to the Bronx border south of the Wakefield train station. The Bronx River Pathway portion currently has large gaps, which could require some \$3 million to close.

2.11 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. Of particular significance are the majority of homes in Lawrence Park, 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."

Other noteworthy historic resources include the Masterton-Dusenberry House and the Abijah Morgan House. The Masterton-Dusenberry House, built in 1835 at 90 White Plains Road, was listed on the National Register of Historic Places in 1980. The Abijah Morgan House was built in the pre- to early 1800s at 339 Pondfield Road and is listed on the Westchester County Inventory of Historic Places⁸

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, lecture series, and special events open to the public.

Figure 2.15 shows the major historic areas and buildings in Bronxville including Lawrence Park and the Masterton-Dusenberry and Abijah Morgan Houses.

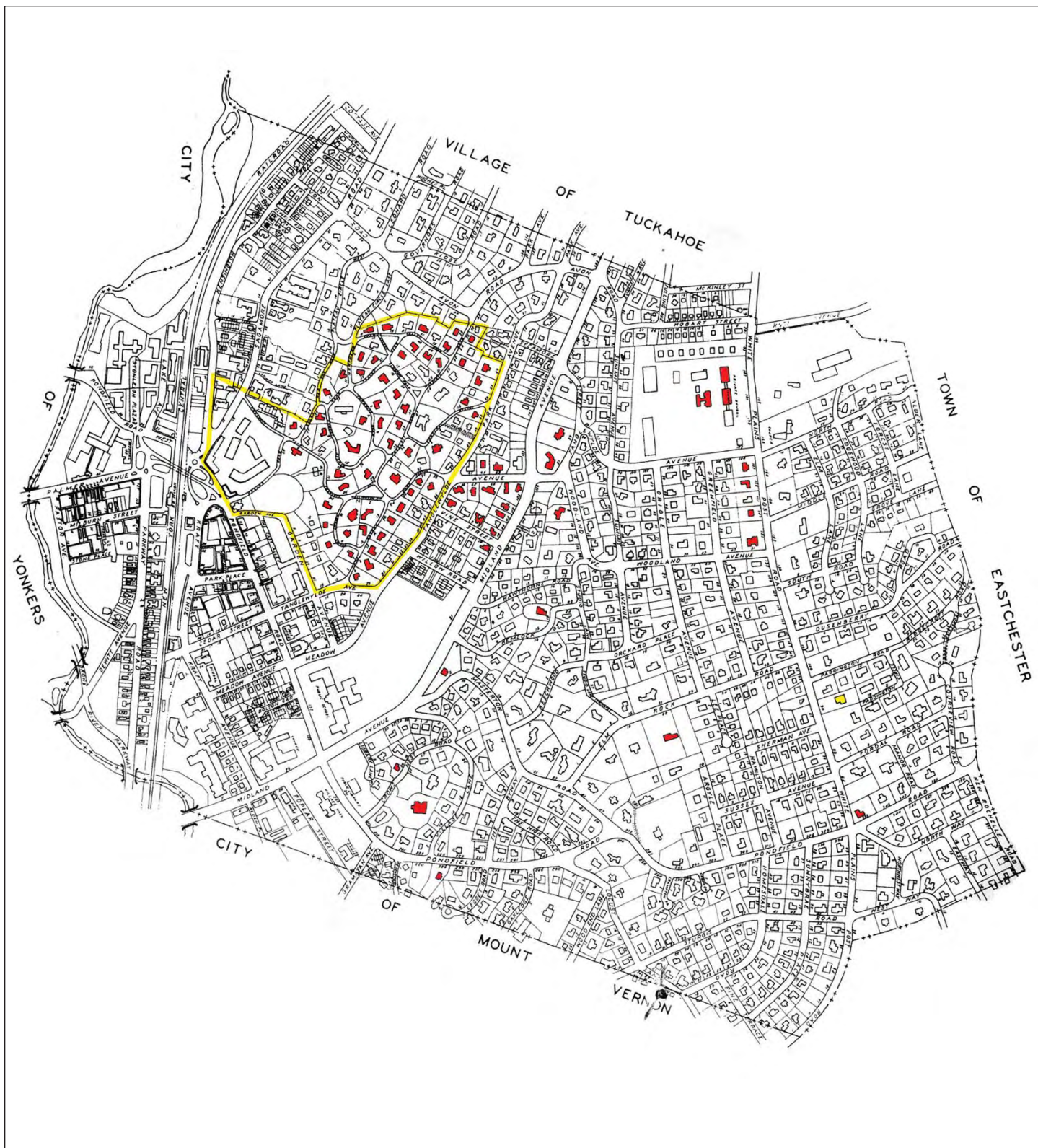
2.12 Tax-exempt Land

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. Tax-exempt properties occupy 97 acres, or 19.8% of the 490 acres which constitute the Village area, exclusive of streets, or 14.6% of the total 666 acres of the Village. On an assessed value basis, approximately 2.99% of the Village's land is tax-exempt.

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. These uses cover about 20 acres.

⁸ The Abijah Morgan House is also marked by Anne Hutchinson Chapter NADAR (1967).



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Figure 2.15: Historic Areas

- Historic District
- Historic Structure
- Building built before 1910



- Bronxville-owned recreation space: Maltby Park, the Dogwood Park Tennis Center, Bacon Woods, Sagamore Play Park and the Bicentennial Park, all of which comprise 8.5 acres.
- Westchester County Parks Commission and Bronx River Parkway Commission land along the Bronx River, which covers about 22 acres within Village boundaries.
- The Village parking areas of Kraft Avenue South, Kraft Avenue, Kensington Road, Garden Avenue and Cedar Street, with a total of approximately 4 acres.
- Properties owned and operated for religious purposes: the five churches together with their residences, schools, and accessory uses, comprise approximately 11.5 acres.
- Concordia College which occupies approximately 23 acres in Bronxville, with 10 additional acres in Tuckahoe, consisting mainly of recreational facilities.
- The Lawrence Hospital and Palmer Hall, both of which cover three acres.
- Miscellaneous areas including the Bronxville Cemetery (approximately one acre of which is in Bronxville).

2.13 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.

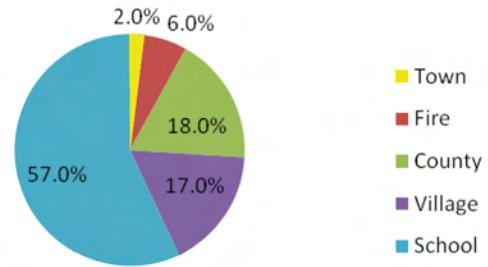
Bronxville's ability to increase its tax base, however, is more limited than many other communities. The Village is small, its land area is effectively built out, the population is stable and there is a limited commercial base. This means residential land uses will continue to form the prime source of real estate taxes. Despite this limitation, the Bronxville tax rate compares favorably against other Westchester communities with noted school systems such as Scarsdale, Rye and Larchmont.

Existing Conditions

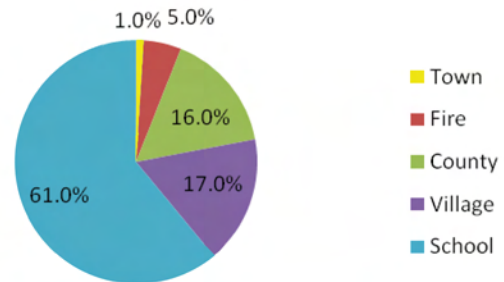
Bronxville residents pay Village, Town (Eastchester), School and County taxes (including to the sewer and refuse districts) as well as taxes to the fire district. The accompanying charts on the following page break down the tax bill for the 1990-91, 1996-97, 2001-02 and 2008-09 fiscal years. As can be seen, the school budget represents the largest single item (roughly 69% of the total tax bill and 83% of the School/Village tax bill for the 2008-2009 fiscal year). The percentage of the

total tax bill for Bronxville's residents devoted to school taxes has steadily increased in recent years, and now makes up more than two-thirds of the total bill.

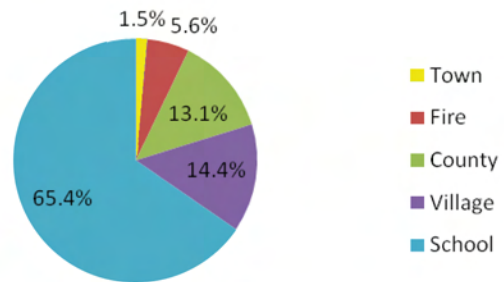
Property Tax Distribution, 1990-91



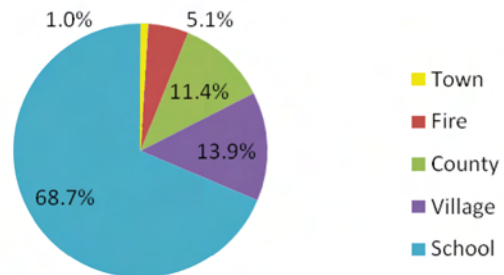
Property Tax Distribution, 1996-97



Property Tax Distribution, 2001-02



Property Tax Distribution, 2008-09



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 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.

Bronxville's Community Plans since at least 1992 recommended that the Village conduct a Village-wide property reassessment. The last such property assessment was conducted in 1967, and changing real estate values with differing land uses and geographic areas may have created inequities since that time.

In early 2006, the Village retained the services of Tyler Technologies/Cole Layer Trumble, a highly qualified real estate revaluation firm to visually and physically inspect each real estate parcel in the Village. Tyler Technologies, under the supervision of the assessor's office, gathered comparable sales information, income and expense data from commercial property owners and re-measured the structures lying on the land. Subsequently they developed up-to-date fair market values for each parcel as of January 1, 2007. The process was completed in compliance with New York State Law that required the public notice of each value developed to be published on the Final Assessment Roll on April 1, 2007.

From all accounts, the revaluation was well received and came in within acceptable tolerances set forth by the New York State office of Real Property Services and International Association of Assessing Officials. Both of these organizations believe that a tolerance level or Coefficient of Dispersion (COD) of 10% or less is a reasonably achievable expectation for equitable taxation

A similar but streamlined procedure was commenced in the year 2007, the goal of which was to update the preceding values and correct neighborhood value inconsistencies. This process was completed with the publication of the Final Assessment Roll on April 1, 2008.

Table 13 compares assessed valuation of taxable properties in the Village for the 1990, 1996, 2001 and 2008 tax rolls. As shown, property value assessments declined between 1990 and 2002, with the exception of multi-family dwellings (apartments, condominiums and cooperatives), which increased slightly (3%) between 1996 and 2001. This increase is attributed to the construction of 110 units of rental housing (the Avalon development) that expanded the multi-family tax base. The overall decrease in multi-family assessed values from 1990 to 2002 partly reflects a 1981 State law that requires these units to be assessed on actual or theoretical income or earning capacity rather than the fair market value standard applied to single-family residences. This assessment procedure has encouraged certiorari proceedings which have resulted in lower valuations.

The steadily declining assessed property values in Bronxville through 2002 reflected the fact that the Village had not conducted a property reassessment since the late 1960s, as well as the fact that assessment procedures are limited by equalization formulas. 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 did not keep pace. Thus, assessment values continued to decline despite actual increases in market value.

Table 13: Assessed Property Values, 1990-2009

	2008-09		2001-02		1996-97		1990-91		% Change
	Amount	%	Amount	%	Amount	%	Amount	%	1990-2009
Single-Family	\$2,565,728,722	66.6%	\$55,439,703	72.8%	\$56,984,715	71.9%	\$58,362,835	68.4%	+4,296.2%
Multi-Family	\$30,854,368	0.8%	\$13,360,418	17.6%	\$12,958,228	16.4%	\$14,756,103	17.3%	+109.1%
Commercial	\$507,004,407	13.2%	\$6,320,553	8.3%	\$7,686,005	9.7%	\$9,504,445	11.1%	+5,234.4%
Public Utilities	\$8,072,011	0.2%	\$282,770	0.4%	\$320,100	0.4%	\$780,100	0.9%	+934.7%
Special Franchise	\$18,078,782	0.5%	\$710,873	0.9%	\$1,276,186	1.6%	\$1,947,068	2.3%	+828.5%
Wholly Exempt	\$720,191,372	18.7%	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	\$3,849,969,662	100%	\$76,114,317	100%	\$79,225,234	100%	\$85,350,551	100%	+4,410.8%

Source: 2002 Village of Bronxville Community Plan, Village of Bronxville Assessor, 2008

Since the 2007 property reassessment procedure, total assessed property value in Bronxville has increased dramatically, from approximately \$85.4 million in 1990-91 to \$3.85 billion in 2008-09. The most significant gainers in terms of total assessed value are single-family dwellings and commercial properties. Single-family dwellings continue to constitute the largest share of assessed property values (67%), but this represents a decrease from their 2001-02 level of 73%. Commercial properties substantially 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 more than doubled as a result of the reassessment, their share of the total value dropped sharply, from 17.3% in 1990-91 to 0.8% in 2008-09, largely due to the 1981 State law discussed above. Both public utilities and special franchise properties also increased significantly in assessed value, but both decreased their share of the total value.

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. However, the Village's tax base is reduced by properties such as the Kensington Road parking lot, which are Village-owned and therefore tax-exempt. Returning such properties to the tax rolls would reduce the percentage of tax-exempt land within the Village and increase the tax base.

The 2007-2008 reassessments added transparency and certainty to Bronxville's long-range tax planning, and responded to a long-held recommendation of the Village's Community Plans. A recent study conducted by the assessor's office indicates that the Village now levies taxes on a very sound tax base with tolerance levels below 8%. The Board of Trustees, together with the Assessor, is currently determining the appropriate length of time between property reassessments.

Furthermore, the Village has resolved a number of outstanding tax certiorari litigation proceedings, some of which extended back approximately 15 years. The net result of this effort is that the current taxable assessments are solid and truly represent the real estate wealth of the community. The certiorari refund exposure has been greatly reduced and has stabilized financial planning for the Village and School.

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. This can be seen in the preceding pie charts which show the percent of total taxes represented by the Village actually declining between 1980 and 2009.

3.0 GOALS AND OBJECTIVES

Many of the goals and objectives that are listed below were identified in the previous Community Plan prepared in 2002. Given that there have been few land use or demographic changes in the Village over the past six years, many of the 2002 goals and objectives are relevant today. The chapter below highlights the overall goals for the Village, followed by a list of major objectives grouped under seven selected topics.

3.1 Overall Goals

The overall purpose of this Community Plan is to maintain Bronxville as a small scale, attractive community in which the pattern and quality of land uses reflect the needs of residents, businesses, institutions and other interest groups within the Village.

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 in the downtown area.
- Encourage development and land utilization that is appropriate to the existing pattern of development and which will help ensure the economic stability of the whole community.
- Control the impacts of flooding on residential and commercial properties within the Village.

3.2 Objectives

Village objectives for the next decade include the following:

Residential Areas

- Retain the roughly even balance between single-family and multi-family units.
- Continue to encourage development of appropriately scaled multi-family units adjacent to or within the CBD, to enhance the value of the neighborhood.
- Preserve the quality and character of existing single-family residential zones.

Commercial Uses

- Maintain the "village" character of the CBD through careful control of land uses, storefronts, lighting 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 immediate adjoining 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.
- Provide for adequate off-street parking for any new multi-family development.
- Ensure an adequate supply of parking for commuters, shoppers, merchants and other visitors to the CBD consistent with the residential character of the Village.
- Encourage continued improvement in the utilization of metered parking spaces.
- Relocate commuter parking to outlying parking parcels.

Open Space and Recreation

- Preserve and enhance existing public open space areas with special attention to landscape improvement of 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

- Maintain balance between user fees and the costs of providing services.
- Achieve fiscal savings without sacrificing existing high quality Village 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.

Flood Control

- Implement a flood protection system to protect Village, school and private property.

4.0 PLANNING ISSUES

4.1 Village Assets

Bronxville's reputation as one of the most attractive residential communities in Westchester can be attributed to a number of assets making it one of the most desirable places to live. These qualities include the following:

- The Village has integrated its transportation services with its land uses to create a true planned community. The commercial core is centered around a transit hub, which is then surrounded by higher density residential buildings and public and institutional uses that together create a sense of community.
- The Village is visually appealing. The varied topography and careful landscaping create an attractive setting which is reinforced by the decorative and historic character of much of Bronxville's architecture.
- The Village's relatively small size – it encompasses an area of approximately one square mile (666 acres) – helps to ensure a neighborhood feeling and reinforces the quality of a pedestrian scale recognized by Bronxville residents.
- Bronxville contains, for a suburban community, an unusual mix of housing stock. A balance of apartment buildings and individual lots is almost equally split, in terms of dwelling units, between multi-family units and single-family homes.
- The Village is particularly well endowed with high quality services, programs and public institutions. The public school, library and government buildings, churches and specialized institutions such as Concordia College and Lawrence Hospital provide a rich range of educational, health, social and cultural services for the community. The public school has an excellent local and national reputation and continues to be a significant magnet for young families. It is a U.S. Department of Education nationally recognized School of Excellence, and the Bronxville Middle School was awarded the National Blue Ribbon Schools Award for 2008.
- Existing highways and the railroad station make Bronxville highly accessible to major employment centers, airports and other regional facilities.

Together, these qualities give the Village a small town atmosphere with a sense of history. These assets will continue to maintain and foster Bronxville's reputation as a highly desirable residential community.

4.2 Issues and Concerns

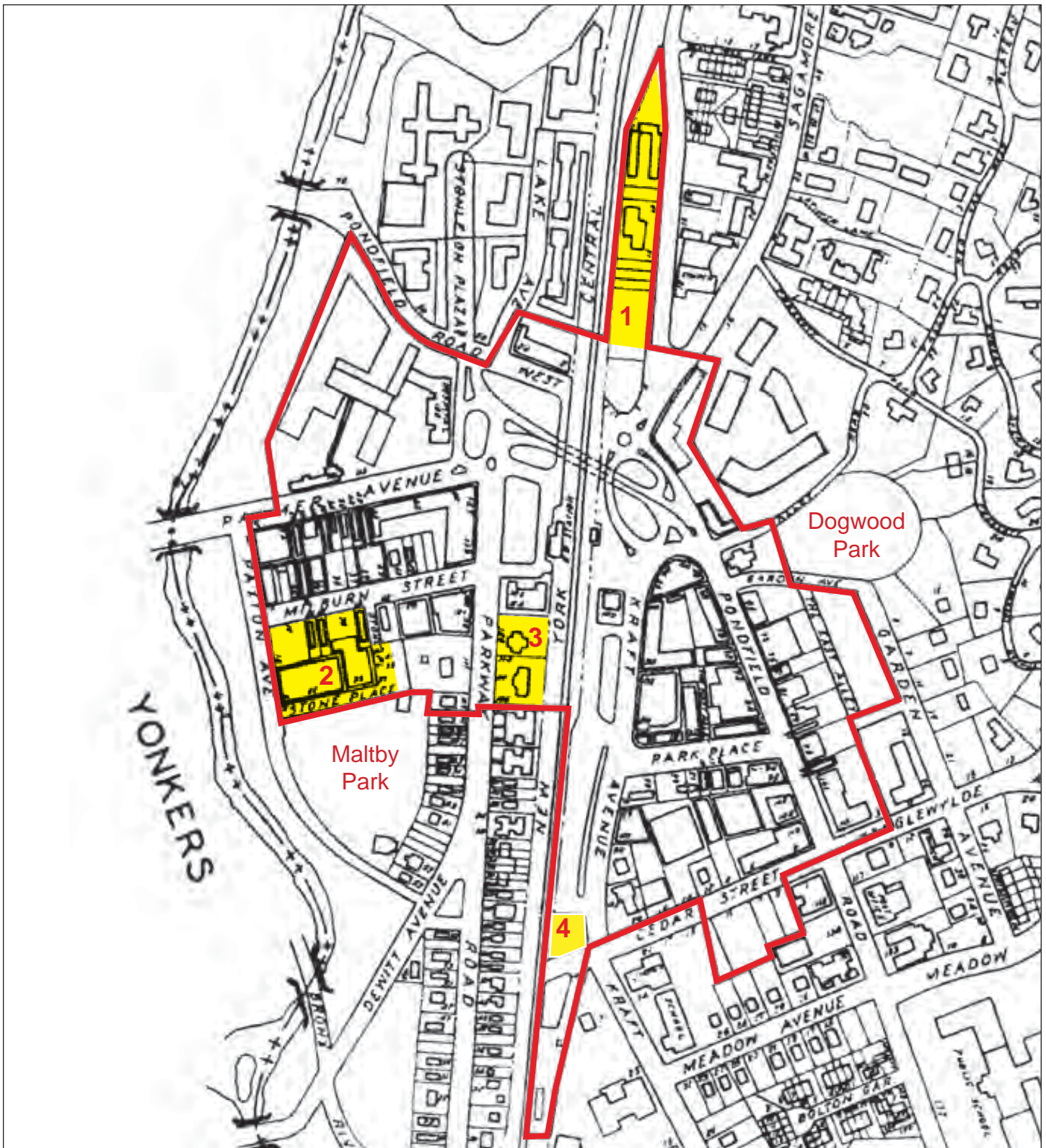
Because Bronxville has little vacant or underutilized land, few significant changes can be expected in terms of land use mix and population composition. However, several land use issues and concerns have been identified that need to be addressed within the framework of this Plan. The key concerns are summarized below:

Redevelopment Sites and Undeveloped Property

Although the Village is essentially fully developed, certain parcels have been identified as possible redevelopment sites (see Figure 4.1). A selection of these include:

- **Paxton Avenue Area.** This area is located on the west side of the CBD, and includes a mix of retail, office, light industrial and service properties as well as a privately-owned vacant site. The area is currently somewhat underutilized, with single-story buildings and at-grade parking lots. Development of the site is constrained by its location in the Bronx River floodplain, and, because it is privately owned, the Village has limited control over its improvement. However, the area offers an opportunity for expanded mixed-use development, including residential and commercial uses and parking for CBD shoppers.
- **BAMS Auto Repair/Gas Station.** The lease on this Village-owned site is set to expire at the end of 2008. Current plans are to raze the structure and replace it with approximately 40 new parking spaces, and to redesign and repave the Kraft Avenue/Cedar Street intersection to improve traffic flow and safety. This project provides an opportunity for streetscaping improvements that could enhance the surrounding area.
- **The “Mobil Lot”.** This 0.6-acre site, originally part of the proposed Bronxville West Side development plan (now the Avalon development), is now rented by the Village, as lessee, and used for public parking. The Village intends to continue leasing the site for parking to help alleviate parking needs for commuters and CBD shoppers.
- **Kensington Road Site.** This Village-owned site was formerly a garage and parking lot and is currently a parking lot for commuters and CBD merchants. A study was completed in 2002 to assess ways to provide more on-site parking. The Kensington, a 54-unit luxury condominium project with additional commuter parking, was later proposed to be developed on the site. The proposal went through the Village’s approvals process; however, the project sponsor was not able to pursue the project because of financial problems they incurred in the 2008 real estate recession. Future development of the site should incorporate a

Village parking component to alleviate commuter and shopper parking demand.



VILLAGE OF BRONXVILLE
2009 COMMUNITY PLAN

Figure 4.1: CBD Redevelopment Sites

- CBD Boundary
- 1 Kensington Road Site
- 2 Paxton Avenue Area
- 3 "Mobil Lot"
- 4 BAMS Auto Repair/Gas Station

Housing

Future housing issues focus primarily on preserving the character of Bronxville's residential neighborhoods and ensuring a diversity of housing opportunities, as described below.

- Single-family home additions. As emphasized in the 1997 and 2002 plans, ensuring high-quality refurbishment of homes is important to maintaining the quality and architectural integrity of Bronxville's housing stock, much of which was built before 1930. However, an additional and increasing concern in the last five years has been the construction of housing additions that may be viewed as incompatible in scale and design with the character of Bronxville's neighborhoods. To address this concern, the Village adopted a floor area ratio (FAR) limit on residential structures. There may be a need to further examine and revise the zoning code to address ongoing issues. For example, the Village could require that, if more than a certain percentage of a house on an undersized lot is removed, the owner will need to go before the Zoning Board of Appeals for approval to replace the structure. Other ongoing concerns regarding maintaining and character of single-family homes include:
 - Regulation of "green" structures such as solar panels and wind power devices, as well as generators and air conditioning units.
 - Treatment of yard and setback requirements for corner lots and detached garages.
 - Dealing with teardowns and other out-of-scale residential development, as well as the aesthetic impacts of significant landscaping and excavations.

Central Business District

The economic health and physical conditions of the Village's Central Business District have been a major focus of planning efforts. In 1992, the Special CBD Committee issued a report that noted a number of negative changes in the CBD, including building deterioration and a noticeable increase in retail turnover. To address these problems, the Village instituted a streetscape beautification program and enacted zoning changes, including a provision prohibiting fast-food restaurants. These changes have noticeably improved the appearance and economic health of the CBD.

The Village also implemented many of the recommendations made in its 1997 “Streetfront Retail Commentary and Evaluation” study of the CBD’s retail conditions. The study recommended that:

- Village and CBD property owners solicit tenants in under-represented retail categories, such as children’s apparel, better shoes, kitchenware, gourmet shops, and sporting goods.
- Ground-floor space be reserved for retail uses, to help strengthen Pondfield Road as the CBD’s retail center. The Village’s zoning regulations have been amended to incorporate this recommendation.
- Subsequent to the adoption of the 2002 Plan, the Village adopted a series of additional zoning amendments limiting square footage for Central Business District (CBD) offices and dwelling units, establishing regulations for dwelling units in Central Business A districts, extending the prohibition of offices along Pondfield Road between Kraft Avenue and Cedar Street/Tanglewylde Avenue, and on Palmer Avenue between Parkway Road and Paxton Avenue and prohibiting street-level personal service establishments along Pondfield Road between Kraft Avenue and Cedar Street/Tanglewylde Avenue.

The CBD has become a stronger commercial center as a result of business attraction and beautification initiatives. The next step in strengthening the CBD is to address the lack of adequate parking for shoppers and for merchants. The limited availability of parking spaces has deterred potential shoppers and could weaken the CBD. The development of the BAMS and Kensington Road sites, as previously discussed, may help reduce this shortage.

Future CBD issues focus primarily on maintaining its economic vitality and character, as described below.

- Density of residential uses in the CBD. The regulations governing dwelling units in Central Business A districts may need to be further examined and revised to address the size of residential units.
- Further limitations on street-level banks and real estate offices. To ensure that the CBD remains a strong retail center for the Village, the prohibitions of these uses, as discussed above, may need to be extended to side streets off Pondfield Road.

Traffic and Parking in the CBD

Providing adequate parking for shoppers and merchants is crucial to preserving a strong business district. In Bronxville, the lack of adequate parking in the CBD has been underscored over the years by several studies, including the Parking 2000 Report: A Comprehensive Proposal for Parking Management (November 1991) and the 1997 retail study.¹ The studies have cited the need for additional parking spaces within the CBD, particularly for short-term use by shoppers and concern that existing parking would not be able to accommodate any additional retail or residential development.

With several sites in the CBD available for redevelopment, the Village has the opportunity to evaluate how much additional parking is needed and ensure that public parking plans are incorporated into future development proposals. In particular, providing adequate merchant parking along the perimeter of the CBD may ensure the availability of centrally located parking spaces for short-term use by shoppers. Any new parking lots should be attractively landscaped so that they are compatible with the character of the CBD.

Traffic congestion in the CBD should also be addressed. Although Bronxville is well served by regional access roads and a network of local streets, traffic congestion occurs during peak travel times on the approach roads leading to the CBD and around the school.

Utilities

Adequate maintenance and repair of major sewer lines is an increasingly important issue for those communities (including Bronxville) that use and rely upon Westchester County's Yonkers Joint Treatment Plant. The possible future need to replace or reline sewer pipes within Village boundaries should be continuously monitored. In addition, opportunities to move power lines underground should be explored, as feasible.

Landscaping

Continued landscaping and general maintenance of the public domain within the Village should be encouraged for aesthetic as well as environmental reasons. Other future issues include:

- Site plan approval for certain significant landscaping and excavation activities. Because of the significant impacts these activities can have on neighboring properties, there may be a need to make them subject to permits or site plan approval. The

¹ Earlier reports noted the problem as well, including the Parking Task Force Report, October 1985 and the proposed Master Plan Amendment, January 1987.

Village would need to determine which activities would trigger the requirement for further scrutiny.

- Parking in front yards. There may be a need to refine the yard requirements to allow parking in circular driveways, with adequate screening, distance between curb cuts and setbacks.

Historic Preservation

A notable number of historically significant and architecturally attractive buildings exist throughout the Village. Efforts to preserve these buildings, as well as to designate additional historic districts and individual buildings, should be undertaken. The train station and the Stone Arch Bridge are examples of structures which could be listed on the National Register. The Bronxville Historical Conservancy contributes to historic preservation efforts by promoting Bronxville's architectural, artistic and cultural heritage, and the Village should continue to coordinate historic preservation activities with the conservancy so that residents are familiar with Bronxville's historic character and resources.

Tax Base

Property taxes have increased significantly between 1980 and 2008, and further increases in tax rates are anticipated over the next decade due in part to rate increases in other tax jurisdictions, particularly in the school district. Several steps have been investigated to reduce this rate of growth, including evaluating limited new development within the Village, such as at the Kensington Road and Paxton Avenue sites, as a means of adding to the commercial tax base.

Other issues that will affect Village finances include:

- Re-assessment: In 2007, Bronxville completed a Village-wide property assessment, the first such assessment conducted since 1967, which responded to the recommendations of the community plans since at least 1992, and which significantly increased the Village's total assessed property value. A similar but streamlined procedure was completed in April 2008, to update the preceding values and correct neighborhood value inconsistencies. A recent study conducted by the assessor's office indicates that the Village now levies taxes on a very sound tax base with tolerance levels below 8%.

During the course of this two-year period, the Village resolved a number of outstanding tax certiorari litigation proceedings, some of which extended approximately 15 years. The net result of this effort is that the current taxable assessments are solid and truly represent the real estate wealth of the community. The certiorari refund exposure has been

greatly reduced and has stabilized financial planning for the Village and School.

Finally, the Village Board of Trustees has resolved to maintain equitable taxation standards. The Board is currently considering various options and weighing pros and cons of periodic systematic revaluations. One serious proposal being considered links revaluation updates to periodic reporting by the Assessment Department of current tolerance levels (Coefficient of Dispersion, or COD). The Board of Trustees will review the findings of the department, together with other operational and financial considerations, prior to taking any action on revaluation. The Board is expected to decide this issue by the end of 2008.

However, regular Village-wide assessments do not address changes in individual property values that may result from improvements or other alterations. This situation will require the Village to be diligent about updating property assessments on an individual as well as Village-wide basis.

- **Cooperative Services:** There are several ways for different jurisdictions to share services to provide greater economies of scale. One is the possibility of joint purchasing of goods and services; another is cooperation between administrative or financial staffs. A third is actual consolidation of services. For example, the Fire Department is now provided at the Town level, and refuse disposal is provided at the County level. In addition, Bronxville, Eastchester and Tuckahoe share equipment and service contracts for road paving and have agreements on recycling of yard waste. Bronxville's department heads, particularly Police and Public Works, work closely with their counterparts in the other two jurisdictions. Consolidation of services, however, should be carefully balanced against Bronxville's own goals for public facilities, including maintaining the quality services that attract residents to the Village.
- **Balanced Growth:** There is very little opportunity for any substantial growth, particularly development that might impact the Village's scale and transportation network. However, the Village will need to balance its fiscal concerns against the special quality of life that its school system and its services have created. Fiscal savings are desirable, but only if they do not sacrifice the quality standards that Bronxville residents have come to expect.

Open Space and Recreation

Preserving the high quality of the Village's open space areas and parks is a priority. The Village should continue to be active in protecting its open space amenities. In addition, recent upgrades in Village parks, such as the replacement of paddle courts at Maltby Park and the new playground area

at the School Field, have improved and modernized facilities for active and passive recreation. However, as with many municipalities in southern Westchester, the Village is contending with a shortage of multi-purpose athletic fields that can be used for school and other recreational purposes.

5.0 RECOMMENDATIONS

5.1 Introduction

The Bronxville Village Code calls for a review of its comprehensive plan in approximate five-year intervals. This well-spaced review enables the Village to analyze changes in goals and policies, to assess changes in existing conditions and to review the status of recommendations made in earlier plans. The community plan updates afford the opportunity to recommend new policies and initiatives that address changing conditions in a timely manner. It is recommended that the Village adjust the timing of the plan updates to more closely coincide with the completion of the U.S. Census to have contemporaneously accurate data.

Many of the recommendations contained in the 1997 and 2002 Plans have been implemented. The Village has introduced measures to strengthen the Central Business District through streetscape improvements and zoning amendments, has undertaken a comprehensive update of its zoning code and has implemented traffic improvements, street beautification programs and renovations to public facilities such as the Library and Village Hall. At the same time, as discussed in Chapter 4.0, several issues remain, such as limited parking in the CBD, undeveloped sites in the CBD, and the priority of preserving the Village's scale and character.

This chapter presents a summary of the key recommendations of the 2002 Plan and reviews the specific actions that have been taken towards implementation of these various proposals. It also presents recommendations that are designed to address the issues discussed in Chapter 4.0.

5.2 2002 Plan Recommendations and Village Actions, 2002 – 2008

It is important to look at the recommendations made in the 2002 Community Plan and what action has been taken on each of these proposals.

Redevelopment Sites and Undeveloped Property:

<u>2002 Recommendations</u>	<u>Actions Taken 2002 – 2008</u>
• Develop Mobil Lot and Kensington Road sites for parking.	• Kensington condominium project (including commuter parking) approved; project sponsor was not able to pursue the project because of financial problems they incurred in the 2008 real estate recession.
• Examine potential commercial and residential development for the Paxton Avenue area.	• Mobil Lot leased by the Village and developed for public parking.
• Examine the potential for affordable	• No opportunities identified.

2002 Recommendations
housing at Paxton Avenue area.

Actions Taken 2002 – 2008

Housing:

2002 Recommendations

- Consider incorporating floor area ratio (FAR) standards into the zoning code for the three single-family residential districts.
- Consider requiring site plan approval for significant excavations, earth moving and retaining walls.
- Consider adopting an open space requirement whereby a specified percentage of each site within the three single-family districts would need to be landscaped area or permeable surfaces open to the air.

Actions Taken 2002 – 2008

- Adoption of FAR limits on residential buildings. These may need to be further examined to address issues like teardowns and sizeable additions.
- Further approvals for significant landscaping and excavation still under consideration.
- This recommendation is currently under consideration.

Central Business District:

2002 Recommendations

- Improve mix of retail stores in CBD and encourage continued study of this issue.
- Continue to maintain and improve the attractiveness of the CBD.

Actions Taken 2002-2008

- Adoption of zoning amendments limiting square footage for CBD offices and dwelling units, establishing regulations for dwelling units in Central Business A districts, extending the prohibition of street-level banks and real estate offices along Pondfield Road to Palmer Road and prohibiting street-level personal service establishments along these roads.
- All crosswalks within the CBD and at major intersections are being repainted in order to amplify and highlight their presence for pedestrians.

Traffic, Parking and Transportation:

2002 Recommendations

- Undertake a comprehensive parking study to explore how parking availability can be expanded for CBD shoppers and multifamily residential uses.
- Continue to allocate parking space so that short-term parking for shoppers is located in the central

Actions Taken 2002 – 2008

- Mobil Lot site leased and developed for public parking.
- The Village plans to raze the BAMS auto repair/gas station facility at Kraft Avenue and Cedar Street and replace it with approximately

2002 Recommendations

areas of the CBD and longer-term commuter parking is located in satellite parking parcels. The Kensington Road site and the privately owned Mobil Lot site each present viable options for parking.

Actions Taken 2002 – 2008

40 parking spaces.

- The Village completed two traffic and parking studies focusing on the CBD.

Public Services and Utilities:

2002 Recommendations

- Evaluate results of Village Hall space needs and utilization study and prioritize expansion/renovation plans.
- Continue current sewer maintenance program and implement results of the 2001 stormwater flooding study to evaluate flooding problems around the school property.

Actions Taken 2002 – 2008

- The Village has completed improvements to Village Hall, including the addition of space, use of “green” energy facilities and provision of ADA compliance.
- Work was completed on repairing and relocating the stormwater lines around the school property. The School District has taken measures to protect against flooding, such as the use of water-resistant building materials, relocation of offices and utilities in the short-term; and potential on-site retention fields and pumps longer-term. The boiler is to be relocated in 2009.
- The Village joined the Bronx River Watershed Coalition, which developed a comprehensive management plan with a strategy for limiting the amount of pollution entering the river and its tributaries via stormwater runoff.
- The Village is seeking grants for flood remediation work, and commissioned engineering studies to evaluate flood remediation solutions.

Landscape Improvements and Historic Preservation:

2002 Recommendations

- Continue landscape improvements to public domain.
- Encourage the designation of additional historic districts and buildings, such as the train station and stone arched bridge.

Actions Taken 2002 – 2008

- Streetscaping improvements continued in the CBD. Currently, all crosswalks within the area and at major intersections are in the process of being repainted.
- Bronxville Women’s Club listed on State and National Registers of Historic Places.

Open Space:

2002 Recommendations

- Continue maintenance and improvement of park and recreation areas to maintain active and passive recreational facilities in the Village.
- Ensure the protection of the Village's trees by funding the purchase of new trees and the maintenance of existing trees.

Actions Taken 2002 – 2008

- Several open spaces within the Village have been upgraded and improved (including the paddle courts at Maltby Park and the new playground area at the School Field), and others are scheduled for improvements.
- This program is ongoing.

Tax Base:

2002 Recommendations

- Continue to employ user fees in conjunction with real estate taxes to balance the Village budget.
- Return properties to the tax base where possible.
- Evaluate property reassessment programs to address inequities caused by changing real estate values with differing land uses and geographic areas.
- Continue exploration of cost-sharing and cooperative services.
- Reinforce the commercial tax base.

Actions Taken 2002 – 2008

- The use of user fees has continued.
- The Kensington Road project is not being pursued by the developer because of financial problems they incurred in the 2008 real estate recession.
- The Village completed a comprehensive property reassessment in 2006.
- Eastchester, Bronxville and Tuckahoe share equipment and service contracts for road paving to reduce costs and also have agreements on the recycling of yard waste.
- The Chamber of Commerce is working to identify opportunities to reinforce the commercial tax base.

5.3 General Recommendations

The recommendations contained in the following section build on the 2002 proposals and the subsequent Village actions that have taken place during the period between the publication of the 2002 plan and this current Community Plan. The recommendations also respond to the following general objectives:

- The Village should ensure that any future changes in land uses, policies or services are designed to maintain and enhance the quality of life that currently exists in Bronxville.

- The Village's character is in part defined by the mix of building uses and the attractive appearance of its commercial center. These qualities must be carefully preserved.
- The high quality services and varied cultural and social programs available to Village residents should be maintained.

5.4 2009 Recommendations

The recommendations that follow reflect these guidelines. They are grouped under nine specific topics:

Redevelopment Sites and Underdeveloped Property

The CBD contains several potential improvement sites: Paxton Avenue area, the BAMS auto repair/gas station and the Kensington Road site. Given the strong need for parking in the CBD, the Village should continue to pursue redevelopment of the Kensington Road site, including the provision of additional parking. Plans to replace the BAMS building with approximately 40 parking spaces should continue to be pursued, including the provision of landscaping and improvements to the Kraft Avenue/Cedar Street intersection to improve traffic flow and safety. Finally, the Village should continue to lease, as planned, the old Mobil Lot for public parking. The Paxton Avenue area may be suitable for commercial and residential development. Any future uses on the site must be determined through careful study, particularly because of the environmental constraints (e.g. flooding from the Bronx River) and because the area is privately owned. Any new development must be designed to accommodate flooding from the Bronx River and to provide off-street parking as mandated by the zoning code.

Housing

With very limited vacant or underutilized land remaining within the Village, future policies should emphasize preserving the character of Bronxville's neighborhoods.

The attractiveness of Bronxville's neighborhoods is highly valued by Bronxville residents. The appealing design of Bronxville's homes, many of which were constructed before 1930, and the mature trees and landscaping along its street create a comfortable scale and an open space feel. Several recommendations will help the Village preserve the character of its neighborhoods.

Open Space Requirements

To further preserve open space and neighborhood character, the Village may want to consider requiring site plan approval for significant excavations, earth moving and retaining walls. In addition, the Village may wish to consider adopting an open space requirement whereby a specified percentage of each site within Bronxville's three single-family residential districts would need to be landscaped area or permeable surfaces open to the air.

Further Regulation on Teardowns and Sizeable Additions

The construction of out-of-scale housing additions remains a concern within the Village. The adopted FAR limits on residential structures were a significant step in

addressing this issue. However, there may be a need to further refine the zoning code, by making the FAR limits more stringent, to address ongoing concerns about teardowns. The Village may wish to consider a provision that, if more than a certain percentage of a house on an undersized lot is removed, the owner will need to go before the Zoning Board of Appeals for approval to replace the structure.

Regulation of "Green" Structures and Similar Equipment on Residential Uses

The use of "green" structures such as solar panels and wind power devices may become more prevalent on residential uses, including single-family homes, and equipment such as generators and air conditioners will continue to be used by Village residents. There may be a need for standards to govern the aesthetic and noise impacts of these structures.

Corner Lots and Garages

A number of homes within the Village are situated on corner lots, creating a different set of issues than typical lots, and their setback and yard requirements may need to be adjusted. There may also be a need to adjust the setbacks for detached garages.

Central Business District

The recommendations summarized below merit consideration:

Improve Retail Mix of CBD

The Village should continue its efforts to attract under-represented retail categories, as recommended in the 1997 Retail Study. Retailers to consider include gourmet foods, sporting goods, toys, antique shops, and other retailers. Any new use, however, must conform to Bronxville's current character and scale in order to preserve the Village's small town charm. This would include appropriate signage, window treatments and landscaping.

Continue to Maintain and Improve the Attractiveness of the CBD

In addition to improving the Village's retail mix, momentum needs to be maintained concerning the upkeep and preservation of the CBD. Efforts to keep the streets and sidewalks clean, public areas free of litter and dirt, plants and flowers watered, trash receptacles emptied and to enforce litter and shopping cart ordinances need to be continued. Improvements should include: design standards for sidewalks, curbing and public signage; landscaping including planters, maintenance of trees and tree pits, benches and waste receptacles; and continued implementation of the lighting master plan. As sidewalks in the CBD are replaced, consideration should be given to the replacement and installation of additional globe lights.

Address Density of Residential Uses in the CBD

Subsequent to the adoption of the 2002 Plan, the Village adopted a series of zoning amendments, including regulations for dwelling units in Central Business A districts. These regulations may need to be further examined to address any remaining issues.

Parking

Transportation needs are well served by the existing network of roads and by the Metro-North railroad. As discussed in Section 4.0, the most crucial transportation issue is expanding parking options in the CBD. The Village undertook a comprehensive parking study exploring how parking availability can be expanded for CBD shoppers and multi-family residential uses. To alleviate demand for parking in the CBD, the Village should continue to allocate parking spaces so that short-term parking for shoppers is located in the central areas of the CBD and longer-term commuter parking is located in satellite parking parcels. The Kensington Road site and the BAMS site each present viable options for parking.

Public Services and Utilities

A key goal of the Community Plan is to maintain the high quality of existing public services and facilities for Village residents. Additional improvements and changes to be sought by the Village include:

Public Works Garage

The Village has current plans to renovate and upgrade the Public Works Garage facilities. These plans are expected to remedy the existing space problems and ensure that the facilities can accommodate contemporary vehicles. The plans also include the reopening of Palumbo Place.

Infrastructure

The current sewer maintenance program being undertaken by the Village will need to be continued so that any spot repairs can be carried out efficiently and at minimum cost to the Village. Service lines not included in a 2001 county stormwater flooding study will need to be surveyed by the Village in order to establish a consistent maintenance program.

The Village completed stormwater flooding impact studies in 2007 and 2008, in response to the April 2007 flood at the Bronxville Public School. A flood protection system should be implemented to protect Village, school, and private property.

Landscape Improvements

The Village should continue landscape improvements to the public domain, including replacement and addition of street trees, landscaping of public parking lots, and the continual maintenance of the taxi and station plaza area, and the railroad easement in association with Metro-North.

Additional recommendations for the Village to consider include:

Site plan approval for certain landscaping and excavating activities

The Village may want to make significant landscaping and excavating activities subject to permits or site plan approval. The Village would need to determine which activities would be subject to these additional approvals.

Parking in front yards

The Village does not currently allow parking within required front yards, but there may be a need to refine the yard requirements to allow parking in circular driveways, with adequate screening, distance between curb cuts and setbacks.

Historic Preservation

As noted in Section 2.0 of this report, a significant number of historic and architecturally attractive buildings, both residential and commercial, exist in the Village. The preservation of these buildings is clearly an important objective. The Bronxville Historical Conservancy, established in 1998, contributes to historic preservation efforts by promoting the architectural, artistic and cultural heritage of the Village. It will be important to continue these efforts so that Village residents are familiar with Bronxville's historic character and resources.

Open Space

Protecting and enhancing the high quality of Bronxville's open space areas, including its parks and landscaped public areas, is a priority in the Village. The Village has already undertaken improvements to several of its parks to improve the playing fields and recreational facilities. Continued maintenance and improvement of these areas will be important to maintaining the much-used active and passive recreational facilities in the Village. Another important step in preserving these qualities is ensuring the protection of the Village's trees, which provide both aesthetic and environmental benefits. The Village should continue to fund the purchase of new trees and the maintenance of existing trees to preserve these important assets.

Tax Base

As previously noted in Section 2.0, it is expected that increased pressure on real estate taxes can be expected in the future. In order to fairly distribute and slow the rate of increase in taxes, and to promote economic diversity in the Village, several steps are recommended:

User Fees and Real Estate Taxes

Bronxville offsets some of the burden on real estate taxes by carefully monitoring revenue from user fees for such items as recreation and parking. It will continue to be necessary to employ user fees in conjunction with real estate taxes to balance the Village budget.

Return Properties to the Tax Base Where Possible

In cases where the Village has publicly owned property which may not be essential to its long-term needs, such property should be evaluated for private or shared use. A lease of the Kensington Road site is an example of this.

Continue to Evaluate Property Reassessment

The recent Village-wide property reassessment was a positive step that directly responded to the recommendations of recent Community Plans. The Village should determine how often such property assessments should be completed and conduct them on a regular basis.

Enforce regular assessment updates of individual properties

In addition to the regular completion of Village-wide property reassessments, the Village should be diligent about updating the assessments of properties on an individual basis to reflect any improvements that may change their assessed value.

Continue Exploration of Cost-Sharing/Cooperative Services

There are several ways for different jurisdictions to share services to achieve economies of scale or greater efficiencies. Bronxville has begun sharing services with Eastchester and Tuckahoe for road paving and recycling of yard waste, and may wish to explore further cooperation. Such endeavors will need further exploration so that cost savings can be balanced against the goal of maintaining high quality facilities that attract residents to the Village.

CREDITS

Buckhurst Fish & Jacquemart, Inc.
115 Fifth Avenue
New York, NY 10003

Frank S. Fish, FAICP, Principal-in-Charge

Susan Favate, Project Manager

Sarah Oliver, AICP, PP, Project Planner

Winnie Liu, Graphic Designer