

PE6: Comprehensive Plan with Sustainability Elements

Village of Bronxville

The following document serves as a memorandum explaining how Bronxville's 2020 Comprehensive Plan reflects the sustainability elements required for 21 points. This document includes the specific page numbers where the relevant information can be found. The Bronxville Village Comprehensive Plan is available online at the following webpage:

https://www.villageofbronxville.com/sites/g/files/vyhlf336/f/uploads/adopted_bronxville_comp_plan2.pdf

Bronxville passed its latest version of its Comprehensive Plan in February 2020.

Documentation supporting community and stakeholder engagement:

Page 1

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

Pages 2-3 describe specific outreach to stakeholders in the community.

REQUIRED ELEMENTS:

Support alternative modes of transportation (including strategies for bicycles, pedestrians, public transit, and electric vehicles)

Page 47

- See description of recent EV charging stations made open to the public, with signage encouraging public use. "In 2019, the Village received a NYSERDA grant for electric vehicle charging stations that will be installed in the renovated municipal parking lot on Parkway Road. The lot will also feature dedicated scooter and bike parking areas. These efforts enhance the quality of life for residents and reduce waste and costs for the Village."

Page 48:

- See recommendation to "transition Village fuel-based vehicles to electricity-driven vehicles where economically justifiable."
- See recommendation to "encourage alternative modes of transportation, including bicycles, electric bikes and scooters, and low speed vehicles (LSVs) to promote health, wellness, and accessibility. Additional supportive infrastructure could include additional bike racks at strategic locations in the CBD including the train station."

Page 50: Reducing car traffic and street congestion makes the neighborhood safer to walk in, thus encouraging pedestrians to walk as an alternative form of transportation

- “The Village developed around a railroad station and, as a result of the planning by its major developer, William Van Duzer Lawrence, its multi-family housing stock is generally clustered around the Village center. Consequently, almost half of the Village’s housing units are within a few blocks of the railroad, bus stops, shops and civic buildings. The rest of the Village’s homes are all within a mile of the station and Central Business District (CBD).”

Page 54:

- “Bronxville is also conveniently located to the Harlem line of the Metro North Railroad (see Figure 18). The Village is a 31- to 42-minute ride to Grand Central Station. The train station is located in the center of the CBD, accessible on foot and by car and bus. Train connections are also excellent to White Plains and northern Westchester County.”
- “The Westchester County Bee-Line Bus system is a public-private partnership, with day-to-day operations and maintenance handled by 16 privately-owned companies while planning, budgeting, capital improvements and marketing are done on a centralized basis by the County. Four of the County’s 60 bus routes go through Bronxville and link it to other Westchester communities. As illustrated in Figure 18, the four bus lines serving Bronxville are...” See full referenced passage on page 54, including list of accessible bus lines in Bronxville.

Page 56: See description of professionally researched opportunities for increased pedestrian walkways and bike lanes.

- “There is an opportunity for the Village to facilitate connections to the street network at West Pondfield Road (see Figure 20). This roadway is wide enough to support a bike lane on either side of the street which would provide a safe connection for bikers coming off the Bronx River Pathway into downtown Bronxville. Signage along this road could indicate to bikers that the train station, shops, restaurants, and other attractions within the CBD are within a short distance of the Bronx River Pathway. The connection to the BRP could bring cyclists into downtown Bronxville, where bike racks or bike shelters could be provided at the train station.” See full referenced passage on page 56.
- See recommendation to “create connections and additional signage to the Bronx River Pathway to bring cyclists and pedestrians to the CBD, including a bike lane in both directions on Pondfield Road West (Short Term).”
- See recommendation to “consider expanding the Bronx River Pathway south to a loop in the Village’s green space west of Paxton Avenue and the Maltby Road (Short Term).”

Page 70

- “Kraft is a wider street and there is an opportunity to slightly narrow the roadway in order to improve pedestrian access. Potential improvements, illustrated in Figure 27, could include:
 - 1. Expanding the sidewalk on the east side of Kraft, north of Park Place [...]
 - 2. Adding a pedestrian table at the intersection of Kraft and Park Place. [...]
 - 3. At Kraft and Meadow (near St Joseph’s School) it is recommended that the existing light be replaced by a flashing yellow light that is activated on demand. [...]
 See full referenced passage on page 70.

Page 73

- “The Village is currently updating a survey of its existing parking, which should help determine the exact number of parking spaces that would be needed in the garage at the Maltby Lot. The Village needs to size

the garage appropriately so that it not only fits into the existing built context but also anticipates the future impact of car share services and autonomous vehicles.”

Page 74

- “Sustainable Transportation Options - As the Village looks toward the next ten years, becoming a more sustainable community could include new initiatives to encourage residents and visitors to move about in ways that have a lower negative impact on the environment. Options that would lower carbon-emissions include alternative modes of transit such as bike, electric bike, electric scooter, and low speed vehicle or LSV, (a small electric vehicle similar to a golf cart). [...] If a deck is constructed without another use attached, construction should be done in a way that can be retrofitted or adapted in the future. Some traffic planners anticipate that the advent of self-driving vehicles will reduce the amount of parking needed in the future. The Village should anticipate self-driving vehicles, car share, and the future shift in parking needs. A potential garage should provide for electric vehicle recharging stations as electric cars are now being introduced to the marketplace by the major auto companies.”

Page 86 Reducing traffic congestion leads to fewer idle vehicles, reducing air pollution and improving air quality for residents that walk or bike as alternative forms of transportation.

- “Traffic and parking concerns in Bronxville are mainly centered in the CBD. There is a desire to maintain and improve traffic flow and availability of parking as well as facilitate greater movement of pedestrians. These concerns are discussed in greater detail in Chapter 6: Transportation. Below is a summary of key traffic and parking issues related to the CBD, followed by a map of potential improvements (Figure 30).” See the list of possible improvements that follow this statement on pages 86-88.

Page 113

- “Encourage alternative modes of transportation and additional supportive infrastructure at strategic locations.”

Page 114

- “Make improvements to the intersection at Midland and Pondfield following a detailed study of the following options: a. New traffic signals on mast arms or tension wires.b. A modern roundabout.c. Additional consideration of other improvements to improve visibility and maximize safety.”
- “Create connections and additional signage to the Bronx River Pathway to bring cyclists and pedestrians to the CBD, including a bike lane in both directions on Pondfield Road West.”
- Consider expanding the Bronx River Pathway south to a loop in the Village’s green space west of Paxton Avenue and the Maltby Road.”
- “Consider a reasonably scaled parking structure on the Maltby Lot with flexible design and spaces for electric and alternative vehicles such as low speed vehicles similar to golf carts (LSVs), bicycles, electric bicycles, and scooters.”
- To increase pedestrian friendliness, “Expand the sidewalk on the east side of Kraft Avenue north of Park Place.
- To increase pedestrian friendliness, “Add a pedestrian table at the intersection of Park Place and Kraft Avenue.”
- To increase pedestrian friendliness, “Add a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Kraft and Meadow Avenues.”

Page 115

- “Improvements to the underpass’s lighting system will make the area safer and more inviting for pedestrians, cyclists, and drivers at night.”

- “The Village should consider implementing additional and improved signage around the underpass. Signage can provide direction and advertise shopping and dining opportunities to encourage people to visit both sides of the CBD.”

Promote smart growth principles in land-use policies

A definition of smart growth can be found here: <https://smartgrowthamerica.org/our-vision/>. This website lists ten characteristics of smart growth communities, all of which Bronxville embodies:

Mix Land Uses:

As a compact one square mile (6500 residents), fully built suburban environment, Bronxville includes residential, commercial, institutional, and recreational land use. Housing stock includes apartment complexes, townhouses, and single-family residences in a wide variety of architectural styles. See below for specific page references.

The commercial area includes dozens of restaurants, food vendors (including a full-service grocery store, Acme), service businesses (banks, dry cleaners, nail salons, exercise studios and spas) as well as retail (clothing, window treatments, general supplies, stationary). Office space, doctors’ offices, and apartment buildings are part of the mix.

Page 4 The plan seeks to:

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

Page 17

- The Plan identifies 4 kinds of land use in Bronxville: residential, commercial/retail, institution/government, and open space/recreation areas.

Page 19

- “The Village’s Zoning Ordinance and Zoning Map relate to and regulate the land uses within Bronxville in order to provide for orderly development, encourage a mix of appropriate uses within the Central Business District (CBD), and protect property values. (The CBD is described further in Chapter 7.) The district regulations are the heart of the zoning code. These regulations cover specific permitted land uses and densities in each of the nine different zoning districts of the Village.”

Page 81

- “Bronxville’s Central Business District includes a vibrant mix of uses, including anchor businesses, residential uses, and community facilities.”

Take Advantage of Compact Building Design

Page 17

- “As noted in Village History, (Chapter 2), initial development in Bronxville centered around the railroad station. Higher density housing and the Village’s commercial center are found around the railroad station area today, with lower-density single-family housing radiating out from the core.”

Page 47

“The Village can enhance these assets and ensure their long-term viability by continuing to maintain its current density, which supports healthy living and a high quality of life. Bronxville should continue to promote walkable neighborhoods, clear land use policies, access to multimodal transportation systems, and a variety of housing types. New considerations for the Village could include energy conservation and efficiency, and community health and wellness.”

Page 50

- “The Village developed around a railroad station and, as a result of the planning by its major developer, William Van Duzer Lawrence, its multi-family housing stock is generally clustered around the Village center. Consequently, almost half of the Village’s housing units are within a few blocks of the railroad, bus stops, shops and civic buildings. The rest of the Village’s homes are all within a mile of the station and Central Business District (CBD). Transportation networks in the Village are shown in Figure 16.” This clearly shows a set of diverse transportation systems so residents have a choice in how they get around.

Create a Range of Housing Opportunities and Choices

Page 33

- “The Village’s housing stock is diverse in type [...] The Village currently is home to condominiums, cooperatives, and rental apartment buildings. Single family homes are prevalent throughout the majority of the Village, but vary by neighborhood in style, size, and number of bedrooms.”

Page 35

- “In 2016, over 40% of Bronxville’s housing units were 1-unit detached structures, and nearly 30% are in multifamily buildings with 20 or more units.”

Page 78

- “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.”

Create Walkable Neighborhoods

Page 3 The plan seeks to:

- “Retain the pedestrian scale of buildings, streets and open spaces that currently exist.”

Page 47

- See recommendations to incorporate environmentally sensitive practices and thoughtful planning to enhance the Village’s existing sustainable design. “As a small Village with an excellent pedestrian network, Bronxville is a walkable community where residents have access to open space, natural resources, a range in housing types, and safe neighborhoods.”

Page 85

- “The aesthetics and functionality of the [railroad] underpass for pedestrians could be improved by painting the underside of the tracks and adding lighting. Sidewalk improvements, including new pavers, enclosing columns, and adding wayfinding signage could improve the pedestrian experience and help

shoppers navigate between both sides of the downtown. Efforts to work with Metro North are ongoing both in terms of maintenance and overall improvements.” See the list of possible improvements that follow this statement on page 85-88.

Page 114

- “Make improvements to the intersection at Midland and Pondfield following a detailed study of the following options:
 - a. New traffic signals on mast arms or tension wires.
 - b. A modern roundabout.
 - c. Additional consideration of other improvements to improve visibility and maximize safety.”
- “Create connections and additional signage to the Bronx River Pathway to bring cyclists and pedestrians to the CBD, including a bike lane in both directions on Pondfield Road West.”
- Consider expanding the Bronx River Pathway south to a loop in the Village’s green space west of Paxton Avenue and the Maltby Road.”
- “Consider a reasonably scaled parking structure on the Maltby Lot with flexible design and spaces for electric and alternative vehicles such as low speed vehicles similar to golf carts (LSVs), bicycles, electric bicycles, and scooters.”
- To increase pedestrian friendliness, “Expand the sidewalk on the east side of Kraft Avenue north of Park Place.
- To increase pedestrian friendliness, “Add a pedestrian table at the intersection of Park Place and Kraft Avenue.”
- To increase pedestrian friendliness, “Add a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Kraft and Meadow Avenues.”

Foster Distinctive, Attractive Communities with a Strong Sense of Place

Page 3 The Plan seeks to:

- “Preserve and promote the special architectural character and appearance of existing buildings and neighborhoods.”

Page 5

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

Page 15

- “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.’”

Page 19

- “The Village’s Zoning Ordinance and Zoning Map relate to and regulate the land uses within Bronxville in order to provide for orderly development, encourage a mix of appropriate uses within the Central Business District (CBD), and protect property values. (The CBD is described further in Chapter 7.) The district regulations are the heart of the zoning code. These regulations cover specific permitted land uses and densities in each of the nine different zoning districts of the Village.”

Page 33

- “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.”

Page 33

- “A number of Bronxville’s homes are historic and add to the overall character of the Village. Maintaining consistency with Bronxville’s existing character and ensuring the continued diversity of housing typology are two major objectives of this Plan.”

Page 47

- “The Village can enhance these assets and ensure their long term viability by continuing to maintain its current density, which supports healthy living and a high quality of life. Bronxville should continue to promote walkable neighborhoods, clear land use policies, access to multimodal transportation systems, and a variety of housing types. New considerations for the Village could include energy conservation and efficiency, and community health and wellness.”

Page 78

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

Page 103

- “The Village has a number of other noteworthy historic structures, including three sites listed on the National Register of Historic Places”—They are Masterton-Dusenberry House, U.S Post Office, Bronxville’s Women’s Club, and Abijah Morgan House.

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

Page 112:

- “Consider potential measures to reduce the impact of home renovations on neighborhoods, including requiring that one project be completed before the same home receives approvals for another project. Additionally, the Village could require construction management plans to help mitigate the impact of construction on the neighborhood (short term)”

Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas

Page 3 The plan seeks to:

- “Maintain the natural landscape of the Village.”

Page 4 the plan seeks to:

- “Preserve and enhance existing public open space areas with special attention to seating and landscape improvements, including along Village streets, parking lots, and Station Plaza area.

Encourage continued use of natural landscape elements within existing development. Ensure high quality maintenance of existing recreation facilities.”

Page 39 See summary of chapter goal to discuss Bronxville’s environmental setting and ways to protect and enhance its sensitive natural features.

- “These assets contribute significantly to residential quality of life and attractions for locals and visitors alike. The protection and enhancement of these resources are essential to the preservation of the Village’s character. This chapter concludes with recommendations for ensuring a sustainable future for the Village by preserving resources and encouraging thoughtful planning for long term economic resiliency, energy conservation and efficiency, and community health and wellness.”

Page 44

- “Bronxville is located adjacent to the Bronx River, a 24-mile freshwater river flowing from the Kensico Reservoir in North Castle to the Bronx, emptying into the East River, a tidal strait connected to the Long Island Sound. Bronxville Lake, a siltation pond located at the northwest border of the Village, was created during the construction of the Bronx River Parkway to enhance the areas scenic and recreational amenities.”
- “The Village’s water courses also function as part of the Middle Bronx River drainage basin for the Bronx River Watershed. The watershed contains wetlands that act as a natural storage basin for floodwaters and aid in groundwater recharge (Figure 15). Wetlands provide wildlife habitat and contribute to natural and scenic beauty.... The Village’s site plan regulations (Section 310-26) require Planning Board approval for diverting, dredging, or filling floodplain or wetlands.”

Page 44

- “Mature trees are an important part of Bronxville’s community character, providing habitat areas for a variety of wildlife and playing a critical role in stormwater management. In many ways, they can be considered natural green infrastructure. Chapter 282 of the Village Code addresses trees, shrubs and plants on public and private land. These regulations require prior approval by the Village Superintendent of Public Works for the removal, cut, trim, or injury of trees. Tree removal without a permit when required can result in fees and other penalties. The code also addresses the need to maintain the health of trees, shrubs and plants on both private and public land.”

Page 100

- “Much of Bronxville’s community character lies in its attractive residential neighborhoods and the parks and recreational facilities that serve them. The benefits of parks and open space are varied in that they provide opportunities for social interaction and healthy activity; help preserve natural features and environmentally sensitive areas; serve important drainage and stormwater management functions and enhance neighborhood aesthetics.”

Page 100-101 lists Bronxville parks and their recreational uses. Preserving and enhancing these parks is recommended.

Strengthen and Direct Development Towards Existing Communities

Page 3 The plan seeks to:

- “Encourage land uses that are appropriate to the existing pattern of development and which will help ensure the economic stability of the whole community.”

Page 15

- “Construction in the years since World War II has been limited by the lack of available land for large-scale development. While many split-level style and a few modern homes were constructed on remaining land parcels scattered throughout the Village, the most recent large-scale development involved the

residential complex built on Kensington Road, known as Villa BXV. Other projects in the years since 1980 include the construction and expansion of the New York-Presbyterian-Lawrence Hospital parking garage; conversion of two service stations in the CBD to retail stores; the construction of the Avalon residential development on the west side of the CBD; acquisition by the Village of the Kensington Road garage and former power plant site; the development of the Avalon Parkway Road lot as an expanded Village parking lot; and, the ongoing refurbishment of the Village's parks and recreation areas."

Page 84

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

Provide a Variety of Transportation Choices

Page 5:

- "The community is well served by major highways. The Bronx River and Sprain Brook Parkways are located immediately to the west of the Village and the Cross County and Hutchinson River Parkways are both within a mile of the Village borders. These parkways provide connections to I-287 to the north and the New York State Thruway/I-87 and Saw Mill River Parkway to the west."
"Bronxville is also conveniently located to major public transportation services. The Metro-North Harlem Line runs through the center of the business district, providing an approximately 40-minute commute to New York City. Westchester County Airport is located about 12 miles to the north; LaGuardia Airport is located approximately 15 miles to the south; and John F. Kennedy Airport is located about 25 miles to the southeast."

Page 56:

- "Bronxville is a compact and walkable Village with a network of sidewalks that make the CBD easily accessible for pedestrians. Improving pedestrian and bike networks can help connect Village residents with opportunities for recreation improving quality of life. It can also help to bring more visitors into the CBD and encourage sustainable practices in transportation." This represents efforts to increase accessibility for walking, which helps diversify transportation systems so residents have a choice in how they get around.
- See description of professionally-researched opportunities for increased pedestrian walkways and bike lanes to increase accessibility of central business district.
- "There is an opportunity for the Village to facilitate connections to the street network at West Pondfield Road (see Figure 20). This roadway is wide enough to support a bike lane on either side of the street which would provide a safe connection for bikers coming off the Bronx River Pathway into downtown Bronxville. Signage along this road could indicate to bikers that the train station, shops, restaurants, and other attractions within the CBD are within a short distance of the Bronx River Pathway. The connection to the BRP could bring cyclists into downtown Bronxville, where bike racks or bike shelters could be provided at the train station." See full referenced passage on page 56.
- See recommendation to "create connections and additional signage to the Bronx River Pathway to bring cyclists and pedestrians to the CBD, including a bike lane in both directions on Pondfield Road West (Short Term)." This recommendation represents a commitment to increase accessibility for walking and biking, which helps diversify transportation systems so residents have a choice in how they get around.
- See recommendation to "consider expanding the Bronx River Pathway south to a loop in the Village's green space west of Paxton Avenue and the Maltby Road (Short Term)." This recommendation represents a commitment to increase accessibility to greenspaces.

Page 73

- “The Village has purchased property located adjacent to the railroad tracks across from the Avalon. In the short term, it will be used for parking but long-term plans could include new construction, which could include many mixed use options.” This statement represents a commitment to increase accessibility for walking, biking, and driving, which helps diversify transportation systems so residents have a choice in how they get around.

Make Development Decisions Predictable, Fair and Cost Effective

The values and goals expressed on Pages 3-4 all point to a desire to maintain Bronxville’s many fine qualities while making carefully considered improvements, all intended to enhance and build on what already exists. In that sense, decisions are intended to be predictable.

The same values and goals suggest a continuing desire to maintain high standards while staying within fiscal budgets, understanding the constraints of the Village’s ability to raise additional tax revenue because of its limited commercial tax base and high proportion of non-tax paying institutions (hospital, churches, school, municipal property).

Page 106

- “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.”

Similarly, the Village seeks to balance user fees as a source of revenue with the cost of providing those services.

Encourage Community and Stakeholder Collaboration in Development Decisions

Page 1:

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

Page 2-3 lists various meetings and public hearings of many different committees, which gathered information and feedback from community residents and stakeholders.

Conserve natural areas (including strategies to designate open space and protect it from development)

Page 4: The plan seeks to:

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

Page 17

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

Page 39

- See Chapter 5’s description of the goal to protect and enhance Bronxville’s sensitive natural features, which it identifies as the varying topography (steep and flat), the Bronx River Valley and the valley running along Midland Avenue in the central portion of the Village. This is followed by an outline of recommendations made in the chapter, including preserving natural resources and encouraging thoughtful planning for long term economic resiliency, energy conservation and efficiency, and community health and wellness.

Page 42

- See Chapter 5’s description of the Village being 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.
- Chapter 5’s section on “Watercourses and Wetlands” establishes wetlands as a valuable natural asset and offers examples of how the Village protects these natural areas through land-use policy. “The Village’s site plan regulations (Section 310-26) require Planning Board approval for diverting, dredging, or filling floodplain or wetlands. New York State requires urbanized communities, including Bronxville, to establish Phase II stormwater management programs to control stormwater on developed sites. This requirement means that the quantity, rate, and quality of runoff should not change significantly between pre- and post-development. The State’s Phase II regulations are limited to areas over one acre, but the Village has enacted a more stringent regulation requiring a Stormwater Pollution Prevention Plan (SWPPP) for “land development activities” as this term is defined in section 257 of the Village Code. These activities are subject to review and approval by the Planning Board under subdivision, site plan, and/or special permit regulations.”

Page 44

- “The Village’s site plan regulations (Section 310-26) require Planning Board approval for diverting, dredging, or filling floodplain or wetlands.”
- “In many ways, they [i.e.trees] can be considered natural green infrastructure. Chapter 282 of the Village Code addresses trees, shrubs and plants on public and private land. These regulations require prior approval by the Village Superintendent of Public Works for the removal, cut, trim, or injury of trees. Tree removal without a permit when required can result in fees and other penalties. The code also addresses the need to maintain the health of trees, shrubs and plants on both private and public land.”

Page 48

- See recommendation to ensure that construction projects in the floodplain areas are designed to minimize flood damage.

Page 100

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

scattered within the residential neighborhoods. The more important areas are illustrated in Figure 34 and include ..." (see page 100 for full list of protected, public parks and green spaces).

Promote a healthy and safe community

Page 42

- The section in Chapter 5 titled "Flooding and Stormwater Management" describes measures taken to mitigate future health risks of stormwater flooding after significant flooding that caused substantial damage and forced a temporary closure in 2007 and again in 2011. The school installed a pump system to mitigate future flooding. When flooding occurred again in 2011, the Village applied for and received a FEMA grant in excess of \$5 million toward flood improvements. The Village and School jointly undertook the improvements in 2016, which included a new dedicated stormwater force main and pumping system. The system became operational in 2017 and additional enhancements were completed in early 2019.

Page 47

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

Page 92

- "The school has taken on a number of updates and improvements to its facilities. Projects included replacement of the Chambers Field and Track, installation of flood mitigation pumps, replacement of damaged drainage systems and improvements to classrooms in the elementary school. [...] The Village and school district should continue to collaborate to serve the community during emergencies, potentially creating a microgrid and/or establishing and publicizing clear guidelines for shelter during extreme weather events. The District has begun a number of measures to protect against future floods, including the use of water-resistant building materials, the relocation of offices and the relocation of utilities in the short-term and potential on-site retention fields and additional pumps in the longer-term."

Page 114 Reducing congestion and traffic makes the neighborhood safer and residents healthier (less polluted and safer to walk).

- "Make improvements to the intersection at Midland and Pondfield following a detailed study of the following options:
 - a. New traffic signals on mast arms or tension wires.
 - b. A modern roundabout.
 - c. Additional consideration of other improvements to improve visibility and maximize safety."
- "Improve the intersection of Midland Avenue and Masterton Road with a miniature roundabout.

Page 115

- "Improvements to the underpass's lighting system will make the area safer and more inviting for pedestrians, cyclists, and drivers at night."
- "Brighten the area beneath the underpass with painting improvements"

Foster equity (including strategies for housing, schools, transportation, recreation, food, and environmental exposures)

Housing

As noted elsewhere, Bronxville has a wide range of housing types and styles, which help to make it more affordable for a wide range of incomes. However, overall housing prices are very high.

Page 36

- “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.”

Page 30 A slightly higher percentage of people over 65 live in Bronxville than in Westchester. This may reflect the desirability of living here and the varied housing stock that allows couples to downsize as their children grow up and move out.

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

Page 33 Bronxville has little room for new development but what it has developed has focused on apartment complexes, both as rentals (the Avalon) and owner-occupied (Villa BXV). That maintains the housing density and options, but costs for housing throughout the Village remain high.

“Bronxville’s housing supply, tenure patterns and housing values reflect the Village’s development in the early part of the 20th Century as a high-quality residential suburb. The overwhelming majority of the Village’s housing units (72%) were built before 1939 (Table 6). New construction has included apartment buildings near the train station, The Avalon (110 units) in 2000, and Villa BXV (53 units) in 2017.”

Schools

Page 91 Residents strongly support the K-12 public school system because of its high quality.

- “The Bronxville Public School provides kindergarten through 12th grade schooling in a single building, the original parts of which date from 1925...The Bronxville school system is widely regarded as one of the finest in Westchester and continues to attract families to the Village.”

Page 90

- “The Bronxville Public Library serves both Bronxville residents and those outside of the community as a resource for education, history and culture. The building itself is an attraction, drawing people to see its art collection and historic furnishings. The Library also provides a number of well-attended services and programs for children and adults of all ages. The Village Library completed a full-scale renovation and addition in August 2001, expanding the space available for existing collections and providing handicap access to the Library. The addition also allowed for a larger children’s room and expanded community meeting room. The Library has plans to upgrade and repurpose space within its existing facility in order to meet the changing needs of 21st century patrons. Among these planned improvements are improving WiFi and broadband, upgrading the Teen Center and moving reference services to accommodate a lounge area where food and drink could be allowed.”

Page 106

- “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.”

Transportation

As noted elsewhere in this summary, Bronxville offers many transportation options, including mass transit that makes it accessible to those without a private vehicle: a MetroNorth train stop on the Harlem line and Beeline buses (Page 54). Many highways also make it accessible. Best of all, at just one square mile, it is a highly walkable town, with a CBD situated close to public transportation. The Plan suggests ways to improve access for bicyclists and pedestrians (Page 56), including connecting the Bronx River Pathway to the CBD (Page 56). Suggestions on Page 76 would improve traffic slow and safety.

Page 4:

- “Ensure adequate public transportation services, particularly for residents without access to private automobiles.”
- Although there are no new housing developments going up at the time of our Climate Smart Community application submission, the Village is working with the Westchester County Environmental Planning Department to facilitate access via multiple types of transportation (car, bike, walk, bus, train, etc) to the Village for individuals who live in the surrounding areas of Mount Vernon, Yonkers, and Tuckahoe. Specifically, the Village recently submitted a Community Block Grant to the county in order to rehabilitate safety and accessibility of two intersections for multiple modes of transportation (walking, biking, driving) that are commonly used by visitors of the Village to access essential services like the hospital and parks (Westside traffic circle and Midland/Pondfield intersections). Bronxville is investing in improving pedestrian, biking, and car safety in these specific intersections with the objective of making the community more accessible to residents, visitors, and individuals who work in the Village. Reviewers can contact Assistant Village Administrator Stephen Shallo sshallo@vobny.com for more information.

Recreation

Page 56 and 100:

- The Village works in partnership with the City of Yonkers and City of Mount Vernon to preserve Scout Field, which is located at the border of Bronxville and these two cities and shared by all residents. (More recently, Westchester County has taken over control of Scout Field.)

Page 90

- The Bronxville Public Library programs are open to all who wish to participate in them. A county-wide interlibrary loan system makes a vast number of books, CDs, DVDs and research material available to library-card holders in all towns. Our compact local downtown, which includes a movie house, restaurants, and coffee cafes, attracts many visitors. And free events take place all year (see Page 81 below). Our many churches also attract participants from surrounding communities.

Page 81

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

Page 100-101 Village parks are open to all visitors; the school track is open to residents and visitors when not in use by the school.

Page 96: Six houses of worship located in Bronxville draw congregants from both Bronxville and surrounding communities.

Food

Page 47

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

Not mentioned in Plan

- As they have for more than a decade, the Village of Bronxville and the Bronxville Chamber of Commerce host a farmers market in a centralized location (a block away from bus stops, a five minute walk to the train station, and at the intersection of many well-maintained, wide sidewalks) next to Maltby Park at Paxton Avenue. The market is held every Saturday from mid-May through mid-November and features fresh, local and organic food, prepared foods, and a vibrant atmosphere for convening with friends and neighbors from near and far. Bronxville Farmers’ Market operates as a non-profit and is run by Morning Glory Markets, which operates several farmers market in the Lower Hudson Valley. Residents from all over Westchester attend the market and many of the vendors accept nutrition assistance programs (EBT, food stamps, etc) to increase the accessibility of fresh food. Please see <https://www.bronxvillefarmersmkt.org/>.

Environmental Exposures

Bronxville is a village of institutions rather than industry (Page 106); as such, air pollution from traffic in the CBD and around the train station/Lawrence Hospital may be the greatest source of potential environmental harm. As noted elsewhere, the Village is making efforts to improve traffic flow, safety, and offer more parking spaces. New York Presbyterian Lawrence Hospital is the largest employer in town and attracts hundreds of employees and patients from beyond Bronxville.

Page 97

“NYP Lawrence provides emergency care to approximately 42,000 people annually and delivers nearly 1,300 babies each year. The hospital is affiliated with Columbia University College of Physicians and Surgeons. The hospital employs approximately 400 physicians, and has a total of approximately 1,100 employees.”

Page 48

Transitioning to clean heating and cooling systems will also reduce air pollution associated with the combustion of fossil fuels (heating oil and natural gas) throughout the Village.

ADDITIONAL ELEMENTS WORTH 3 POINTS EACH

Foster green economic development 3

Page 39

- “This chapter concludes with recommendations for ensuring a sustainable future for the Village by preserving resources and encouraging thoughtful planning for long-term economic resiliency, energy conservation and efficiency, and community health and wellness.”

Page 47

- “Sustainability should also address economic resiliency, the promotion of healthy communities, and coordination with the goals and programs within the region to ensure the community’s ongoing livability and resilience.”
- “Efforts to make Bronxville a more sustainable community should employ environmental inventories and analyses to adopt sustainability standards and incorporate best practice approaches to reducing the

Village’s carbon footprint, managing development, and maintaining the health of the natural environment.”

See previous mention in this summary (page 13) of Bronxville Farmer’s Market

Decrease dependence on fossil fuels and support energy efficiency and renewable energy production 3

Page 48

- “Continue efforts to reduce the Village’s carbon footprint, reduce waste, and promote energy conservation in both public and private sectors. International and US studies relating to climate change all point to the critical need to reduce the use of fossil fuels for energy creation and transportation. For this to be achieved, it is incumbent on all governments at every level to promote the use of alternative energy sources. As part of Bronxville’s initiative to improve sustainability and reduce dependence on fossil fuels, the Village could consider developing a coordinated “Green Plan” for the Village.”

Page 90

- “Village Hall completed a renovation that made the facility ADA-compliant; implemented “green” energy initiatives.”

Page 113

- “Continue efforts to reduce the Village’s carbon footprint, reduce waste, and promote energy conservation in both public and private sectors [...]
- Allow the installation of solar panels and/or arrays in areas of the Village where it is not likely to disrupt neighborhoods, including roof tops, parking lot canopies, car ports and other structures, within the limits and constraints of zoning requirements. Bronxville currently has supplementary regulations in its zoning code (section 310-22 F+G) regarding solar/renewable energy systems. These regulations should be periodically reviewed to determine their appropriateness to current conditions.
- Institute green building codes, following USGBC LEED standards or equivalent, for new buildings and significant improvements to existing buildings.
- Encourage passive house construction, where energy savings are achieved by using especially energy efficient building components and a quality ventilation system.
- Consider transitioning Village fossil-fuel based landscaping equipment to electricity-driven equipment.
- Transition Village fuel-based vehicles to electricity-driven vehicles where economically justifiable.”

Foster the efficient use of natural resources (e.g., water conservation) 3

- See Chapter 5’s description of its goal to protect and enhance its sensitive natural features, which it identifies as the varying topography (steep and flat), the Bronx River Valley and the valley running along Midland Avenue in the central portion of the Village. This is followed by an outline of recommendations made in the chapter, including preserving natural resources and encouraging thoughtful planning for long term economic resiliency, energy conservation and efficiency, and community health and wellness.

Page 44

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

Promote the development of (or the conservation of) local food systems 3

Page 47:

- See description of how the Village, with the assistance of the Green Committee, has constructed a Community Giving Garden to produce vegetables that are donated to local food kitchens. These measures

build a sense of community and wellbeing in the Village, while providing a benefit to the bordering communities as well.

See previous mention of the Bronxville Farmers Market (page 13)

Minimize solid waste (including strategies to promote recycling and composting or anaerobic digestion of organic materials) 3

Although the Plan contains some references to its management of solid waste, it does not reflect the full picture of all that the Village does to reduce solid waste. It does not mention, for example, its well-established program of yard waste collection by the DPW; leaves are collected in the fall and yard waste is collected through most of the year. It is brought to a county transfer area and naturally decomposes rather than being sent for incineration.

By 2020 the Village was committed to initiating a Food Scrap Recycling program, as soon as the new DPW facility was complete. It launched in December 2021. As of May 2022, this program is diverting 1% of total solid waste to a commercial composting facility.

The Plan also fails to mention the Green Committee's long-standing TAKE BACK DAY program—one day in the spring and one in the fall in which residents bring items for recycling to an area behind Village Hall, including electronics, paper for shredding, and textiles for reuse or recycling.

Page 47

- The report reads, "The Village has made strides by introducing sustainable practices into Village operations. Currently, Bronxville is participating in a grant received by Sustainable Westchester to implement an automated, paperless system to inform residents when to put out refuse and recycling for collection."

Page 91

- "Public Works Department covers a range of services including refuse, snow removal and street and park maintenance. Household refuse is collected twice weekly by the Public Works Department, which also administers a weekly recycling pick-up program."
- The Public Works Garage facilities have completed a renovation. Previous structures were outdated and too small to accommodate present needs and the size of contemporary vehicles [...] The new building houses DPW vehicles and includes storage and workshop space, a mechanics bay and truck wash bay.

Protect drinking water sources from pollution 3

Page 42

- "After significant flooding that caused substantial damage and forced a temporary closure in 2007 and again in 2011, the school installed a pump system to mitigate future flooding. When flooding occurred again in 2011, the Village applied for and received a FEMA grant in excess of \$5 million toward flood improvements. The Village and School jointly undertook the improvements in 2016, which included a new dedicated stormwater force main and pumping system. The system became operational in 2017 and additional enhancements were completed in early 2019."
- "The Village is a member of the Bronx River Watershed Coalition, formed in 2003 as a partnership among Westchester County municipalities and agencies and nonprofit organizations seeking to improve the river's water quality. The Coalition has developed a comprehensive management plan with a strategy for limiting the amount of pollution entering the river and its tributaries via stormwater runoff."

Page 44

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

Page 47

- “Bronxville has received funding for improvements to parking areas that have introduced additional sustainable measures. In 2014, the Village received a National Fish and Wildlife grant for improvements to its Garden Avenue parking lot. The grant funded the installation of porous concrete above a new underground water storage chamber designed to collect stormwater and mitigate flooding.”

Page 73

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

Promote adaptation to climate change (including strategies related to land use and public education and engagement) 3

Page 3 The plan seeks to:

- “Mitigate the impacts of flooding on residential and commercial properties within the Village.”

Page 47

- “New considerations for the Village could include energy conservation and efficiency, and community health and wellness.”
- This page also references “managing development” by adopting sustainability standards.
- See recommendation to update site plan design standards for parking lots. These could include landscaping, lighting, and drainage.

Page 92

- “The school is uniquely positioned so that it has never lost power, even during storm events such as Sandy. The Village and school district should continue to collaborate to serve the community during emergencies, potentially creating a microgrid and/or establishing and publicizing clear guidelines for shelter during extreme weather events. The District has begun a number of measures to protect against future floods, including the use of water-resistant building materials, the relocation of offices and the relocation of utilities in the short-term and potential on-site retention fields and additional pumps in the longer-term. The upgrades will enable the Bronxville School District to continue to provide the high quality of educational services for which it is recognized.”

Page 113

- “Encourage alternative modes of transportation and additional supportive infrastructure at strategic locations.”

- “Continue efforts to reduce the Village’s carbon footprint, reduce waste, and promote energy conservation in both public and private sectors [...]”
- “Institute green building codes, following USGBC LEED standards or equivalent for new buildings and significant improvements to existing buildings.”
- “Encourage passive house construction, where energy savings are achieved by using especially energy efficient building components and a quality ventilation system.”
- “Encourage ‘green’ roofs on new and existing buildings.”
- “Ensure that construction projects in the floodplain areas are designed to minimize flood damage.”

Not in the Plan: Since the Plan was written, the Bronxville Green Committee has launched a comprehensive website offering residents educational information on transitioning to clean energy, reducing waste, and adopting healthy yard practices: <https://www.bronxvillegreenccommittee.org/>. It regularly engages the public through articles in the local digital newspaper, social media posts, monthly meeting that are open to all, and in-person events.