Appendix A – Suffolk County Planning Commission Guidebook

Suffolk County Planning Commission
Submission Cover Form for Planning and Zoning Referrals

Municipality: Inc Village of Northport

Hamlet: ~~—————~~ **Local Case Number:** ~~—~~

District: 0404 **Section:** _____ **Block:** _____ **Lot:** _____ **Local Meeting Date:** ~~—~~

Referral Name: Inc. Village of Northport **Public Hearing:** ☐ Yes ☑ No

Referring Agency:

- ☐ Planning Board or Commission
- ☐ Zoning Board of Appeals
- ☑ Town Board/Village Board of Trustees

Type of Referral:

- ☐ GML239/A14-14 S.C.P.C. Regulatory Review
- ☐ MA Review - Request for Informal Input
- ☐ Attached Units Projects (Apartments)

SEQRA Action:

☑ EAF ☐ Coordination ☐ Draft Scope ☐ Draft EIS ☐ Final EIS ☐ Findings

Project Narrative - Brief description of application:

Adoption of our Comprehensive Plan for the Inc. Village of Northport

Full Statement of Facts Includes:

County Referral Form (Appendix A)
Public Notice (if applicable)
Local application form
Completed Environmental Assessment Form along with other materials associated with the environmental review process - Including Draft EIS, Final EIS
Local Planning Board, Zoning Board, Agency or Department report
Project sponsor, applicant's or owner's name and mailing address

For Subdivision Referrals must also include:

Map name. The map shall clearly state the name of the subdivision and that the map is a preliminary or final map. Any map containing the words "sketch plan" will not be accepted. Duplicate subdivision names within a town or village will not be accepted. Condominium plans shall clearly indicate that the project is proposing a condominium form of ownership.

Type of Action:

Please check appropriate box below if action is located within the Suffolk County Pine Barrens Zone, within one mile of a nuclear power plant or airport or within 500 feet of:

- A municipal boundary,
- The boundary of any existing or proposed county, state, or federal park or other recreation area,
- The right-of-way of any existing or proposed county or state road,
- An existing or proposed county drainage channel line,
- The Atlantic Ocean, Long Island Sound, any bay in Suffolk County or estuary of any of the foregoing bodies of water,
- The boundary of county, state, or federally owned land held or to be held for governmental use,

- The boundary of a farm located in an agricultural district.

Please Check all that Applies:

☑ **Comprehensive Plan** (Adoption or Amendment)	☐ **Subdivision**	☑ **SEQRA Only**
☐ **Zoning Ordinance or Map** (Adoption or Amendment)	☐ **Use Variance**	☐ **Moratorium**
☐ **Special Use Permit/Exception/Conditional Use**	☐ **Area Variance**	☐ **Site Plan**
☐ **Code Amendment**	☐ **Official Map**	

Note: The above represents a summary of the required actions subject to referral to the Suffolk County Planning Commission. The provisions of GML and Laws of Suffolk County must be used to verify which actions are subject to referral and the related procedural requirements.

Additional Application Information:

Action Previously Referred to Suffolk County Planning Commission ☑ **No** ☐ **Yes(If Yes Date_____)**

Adjacent Municipality Notified (see NYS GM 39nn) ☑ **No** ☐ **Yes(If Yes Date_____)**

Contact Information

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Department/Agency: Village Administrator

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Applicant Contact Name: Roland Buzard

Applicant Address: 224 Main Street, Northport, NY

APPENDIX A
PARTS 1 AND 2 FULL ENVIRONMENTAL ASSESSMENT FORM

FULL EXPANDED ENVIRONMENTAL ASSESSMENT FORM

VILLAGE OF NORTHPORT
2026 COMPREHENSIVE PLAN
EXPANDED EAF PART 3

Lead Agency:

Village of Northport Board of Trustees

Contact:
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APRIL 2026

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Appendix A: Parts 1 and 2 Environmental Assessment Form

1. INTRODUCTION

1.1. NYS ENVIRONMENTAL QUALITY REVIEW ACT (SEQR)

In 2023, the Village of Northport Village Board commenced the preparation of a Comprehensive Plan. As part of the effort, the Village Board established a Comprehensive Plan Committee to oversee preparation of the draft Comprehensive Plan.

As per Section 7-722 of the NYS Village Law, a comprehensive plan is a collection of materials, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the Village.

To effectuate the Comprehensive Plan (or the "Plan"), the Village of Northport Village Board must formally adopt the Plan. Adoption is a discretionary action and is subject to the New York State Environmental Quality Review Act (SEQRA). As per 617.4 (b)(1) of the regulations implementing SEQRA, the adoption of a municipal comprehensive plan is considered a Type I action. Type I actions are more likely to have significant impacts and must be evaluated through preparation of a Full Environmental Assessment Form (FEAF). As adoption of a comprehensive plan is solely the responsibility of the Northport Village Board, the Village Board is the sole Lead Agency for the proposed action.

This document is an Expanded Part 3 Environmental Assessment Form ("Part 3", "Expanded EAF") evaluating the adoption of the *Village of Northport Comprehensive Plan* (the "Plan") by the Village of Northport Village Board, referred to as the Proposed Action.

The Full EAF Parts 1 and 2 have been prepared, which document whether or not the Proposed Action will have no, small, moderate or large impacts on the environment. The Part 3 Full EAF provides an analysis and explanation of any impacts which have been identified. It is noted that any evaluation of the impacts is necessarily generic in nature. It cannot be determined in advance what specific use/improvements may be introduced on any specific property in the Village; rather, the Part 3 EAF discusses generically the Plan, and the magnitude of any potential albeit generic impacts associated with the implementation of plan recommendations. Ultimately, land use applications that are submitted will be subject to their own site-specific SEQR reviews, if discretionary approvals from the Village are required. Nothing herein is intended to limit future site-specific SEQR review of future development applications. Regardless of whether an application is consistent with the permitted or special uses allowed by the zoning, the application will still require site-specific review to ensure it will not have a significant impact on the environment. The impact evaluation contained in this Part 3 FEAF only addresses the potential general impacts of adopting the Proposed Action, which is the adoption of the Comprehensive Plan.

In summary, this Part 3 has been prepared on behalf of the Village Board as Lead Agency pursuant to 6 NYCRR 617 (SEQR) to fully evaluate the potential for significant adverse impacts associated with the Proposed Action. The Village of Northport Comprehensive Plan and Community Profile (Appendix A of the Comprehensive Plan) provide extensive data on the existing conditions within the Village which is relevant to this Part 3 EAF evaluation. This Part 3 EAF addresses the generic effects of adopting the Proposed Action, which is broader and more general than site or project specific EISs. The FEAF Parts 1 and 2, included as Appendix A to this document, identified no potential significant adverse impacts associated with the Proposed Action as explained herein.

The principal element of the Comprehensive Plan is the Alternative/Conceptual Land Use Plan, which describes the generalized future land use pattern for the Village on a broad geographic basis. This land use plan does not carry the force of law that zoning does, nor are its recommendations specific on a parcel-by-parcel geographic basis. Rather it establishes the general policy framework for how certain areas or neighborhoods within the Village will be used.

The second element of the Comprehensive Plan is a series of chapters that set forth goals, objectives and policy recommendations organized by topic. The third element is a summary of the proposed implementation measures that will assist in the implementation of the goals and objectives.

The full Comprehensive Plan and all associated appendices can be viewed at links provided on the Village's website: https://northportny.gov.

1.2. OVERVIEW OF COMPREHENSIVE PLAN PROCESS

In 2023, the Village of Northport Village Board determined that the Village needed to prepare a comprehensive plan to address changing circumstances in the community, environment, and culture. In part, the purpose of preparing the Plan is to address a wider variety of topics confronting the community. As part of the planning process, the Village Board formed a Comprehensive Plan Committee to oversee preparation of the draft Comprehensive Plan. The Village Board also retained a planning consultant, Nelson Pope & Voorhis, LLC, to draft the document on behalf of the community.

The Comprehensive Plan includes a Vision for the future of Northport, which was established by the residents and stakeholders of the Northport community, including business owners and local organizations and members of the community with representation on the CPC, as well as members of the public that took part throughout the public participation process. This Vision was a guiding principle during the preparation of the Comprehensive Plan. The Village was focused on transparency and inclusive public participation throughout the process. All CPC meetings were open to the public, and the public was allowed to comment at the end of the meetings. Public engagement and feedback were an essential part of the Plan's creation, with an in person open house, as well as an online questionnaire, with paper copies available as well at Village Hall and the local library. The responses and input from these sources helped highlight key topics, as well as challenges and opportunities within the Village that the community found to be important, and further assisted in editing the vision, goals, and objectives of the Plan. The draft Comprehensive Plan has been prepared by the Village consultants with the guidance

of the CPC that will better guide the future of the Village. The draft Comprehensive Plan was then available for review on the Village website and a specific email address was created to received public comments about the draft. The CPC and consultant reviewed all comments that were received and incorporated the feedback into the Comprehensive Plan.

2. SUMMARY OF THE COMPREHENSIVE PLAN

Overall, the 2026 Comprehensive Plan seeks to meet the needs of Northport's existing and future residents in a manner that emphasizes protection of the Village's unique character and existing land use patterns, preservation of its historic resources, as well as its natural resources. The following Vision Statement guides the goals and objectives included in the Plan.

The Village of Northport is a historic maritime village on the north shore of Long Island, in Suffolk County. The Village is defined by its unique history and culture, architecture, tree-lined streets, and scenic waterfront. The Harbor and the adjoining downtown are central to the Village's history, unique identity, and current building patterns. The quality of life in the Village is evidenced by the generations of families who call it home. The Vision for the Village is to protect and preserve the intimate nautical atmosphere, excellent quality of life, and community integrity while embracing future demographic needs. In the next 10 years, the Village of Northport will continue to evolve in a sustainable manner by:

- **Protecting its defining historic, cultural, architectural, natural and scenic resources**
- **Preserving existing open space**
- **Providing additional recreational opportunities**
- **Protecting the Harbor and improving stormwater management**
- **Maintaining a family-oriented environment**
- **Increasing access to the Harbor**
- **Encouraging complete streets that are designed to be accessible, safe, and comfortable for all users including, pedestrians, people of varying abilities, automobiles, and transit riders**
- **Planning to maintain the visibility of the downtown while ensuring development does not change the character of the business area**
- **Ensuring the overall beauty and character of the Village is maintained for future generations.**

The Plan supports this Vision through goals and objectives in eight topic areas:

- Housing
- Land Use and Zoning
- Historic/Aesthetic Resources
- Sustainability/Environmental Resources/Climate Smart
- Utilities/Stormwater/Infrastructure

- Traffic/Parking/Transportation
- Recreation and Open Space
- Economy

In addition, the Plan is supported by an Alternative/Conceptual Land Use Plan, described below.

2.1. ALTERNATIVE/CONCEPTUAL LAND USE MAP

A purpose of the 2026 Comprehensive Plan is to express the community's preferences for land use – the types, pattern, intensity and density for the residential, nonresidential, and open space areas within the Village. This pattern is based on consideration of the relationship of uses to one another, the underlying environmental foundation on which development occurs, historic resources and development patterns, the transportation system and utility availability, proximity to community services, and input expressed by Village residents. This pattern evolved through consideration of all these factors collectively to develop the Alternative/Conceptual Land Use Plan. The Alternative/Conceptual Land Use Plan for Northport serves as the basis for the Village's long term future growth and development, consistent with the expressed Vision Statement for the Village. Much of the community's vision for future land use is consistent with the current land use patterns of the Village and there are not significant changes in land use envisioned by the community. Instead, the community prioritizes retaining and supporting what is currently in the Village with opportunities for small-scale redevelopment and infill development, consistent with Smart Growth Principles. Inherent to the community's expressed preferences with regard to the land use pattern is that the building scale should be consistent with the existing built environment. It is also acknowledged that much of the Village is already built up and occupied and any new uses will likely be from redevelopment and infill activities.

The Land Use Concept Plan illustrates and describes the following land use areas:

- Park and Recreation – Parks within the Village include Northport Village Park, Cow Harbor Park, Scudder Park, Steers Park, Steers Beach, and two pocket parks: one at the end of James Street and Soper Park at the corner of Soper Avenue and Cherry Street.
- Low Density Residential – The Village's Low-Density Residential areas are generally found in the northern section of the Village. These areas are characterized by single-family detached dwellings on large residential lots.
- Medium Density Residential – The Medium Density Residential land use area encompasses the majority of the Village. Generally, these parcels are found in Residence C and Residence D Zoning Districts. The Medium Density Residential areas represent the average single-family lot in the Village.
- High Density Residential – The High-Density Residential areas encompass the Village's townhouse and condominium units. These areas include the Woodbine Harbor, Greentree Estates, Harbor Villas, Harbor Point, Fairfield Northport Village, and Northport Homes condominiums. High-

Density Residential areas provide alternative housing options within the Village, distinct from single-family detached homes.

- Downtown – The retail and commercial heart of the community, centered around Main Street and incorporating parts of Woodbine Avenue and Scudder Avenue. Generally, it extends from the intersection of Main Street and Bayview Avenue to the intersection of Main Street and Ocean Avenue.
- Commercial Area – The Commercial Area is primarily located along Route 25A in the Highway Business and Business C Zoning Districts as well as a section of Main Street centered around the intersection of Main Street and Laurel Avenue. Unlike the Downtown Area, which mainly comprises customer-facing shops and restaurants, the Commercial Area encompasses service-oriented businesses that are essential to the community.
- Waterfront Commercial – The Waterfront Commercial area corresponds to the Marine Business District and encompasses the Britannia Yachting Center.
- Agriculture – The Agriculture area encompasses 4 parcels located at the corner of Burt Avenue and Oak Street. These parcels contain the Lewis Oliver Farm Sanctuary.


ALTERNATIVE/CONCEPTUAL FUTURE LAND USE
Municipal Park
Municipal Park
Residence A
Residence B
Residence C
Municipal Park
Business B
Municipal Park
Business A
Neighborhood Business
Municipal Park
Residence D
Business C
Highway Business
Municipal Park
Residence C
Marine Business
Municipal Park
Highway Business
Residence D
Residence D
Northport Village
Parcel Boundaries
Future Land Use
Agriculture
Low-Density Residential
Medium-Density Residential
High-Density Residential
Downtown
Commercial Area
Waterfront Commercial
Park/Recreation
Existing Zoning
0 500 1,000 2,000
Feet
N
10
Source: Suffolk County GIS 2016, NYS GIS 2022, ESRI Basemap

2.2. GOALS & OBJECTIVES

The Plan presents goals and objectives to achieve the Village's Vision. A great majority of the recommendations are general policy recommendations that leave discretion to the Village to finalize, adopt and implement. The Plan's goals and objectives are summarized below:

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
HOUSING (SECTION 4.1)			
Goal 1: Protect existing residential uses and neighborhoods in the Village while exploring opportunities to provide additional housing options, ensuring that future housing development is consistent with the scale, density and size preferred by the Village.			
Objective 1.1: Support small-scale additional housing development that considers the existing residential population density of the Village.	✓		
Objective 1.2: Increase understanding of the existing housing stock.	✓		
Objective 1.3: Explore options for regulating Accessory Dwelling Units.	✓		
Objective 1.4: Consider enacting a Rental Registry.	✓		
Objective 1.5: Continue to support Code Enforcement.			✓
LAND USE AND ZONING (SECTION 4.2)			
Goal 2A: Protect the existing land use patterns while allowing for the continued reasonable and small-scale growth of residential and commercial uses which are consistent with the scale and density of existing development, and do not impact the Village's environmental, scenic and historic resources.			

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
Objective 2A.1: Continue and protect existing land use patterns in the Village.			✓
Objective 2A.2: Support land uses in the Downtown which are balanced between residents' and visitors' needs.			✓
Objective 2A.3: Evaluate the potential for infill development along the 25A corridor.		✓	
Goal 2B: Review and update the Zoning Code to ensure it accommodates the evolving needs and goals of the Village, while preserving the current community character and scale of development.			
Objective 2B.1: Identify and implement Zoning Code clarifications.	✓		
Objective 2B.2: Identify and amend inconsistencies in the Zoning Chapter, where appropriate.	✓		
Objective 2B.3: Consider adding "Purposes" or "Intents" to the Zoning Code that are specific to each district.	✓		
Objective 2B.4: Continue to promote the existing scale of buildings within the Village, and particularly the Downtown area.			✓
Objective 2B.5: Consider introducing a maximum size requirement for commercial establishments.		✓	
Objective 2B.6: Review existing zoning requirements for large parcels and open space areas and analyze potential rezonings to protect natural resources, open space, and align with the community's Vision.		✓	
Objective 2B.7: Explore the possibility of creating new zoning districts or overlay districts to protect unique land uses, such as the Lewis Oliver Farm property.		✓	
Goal 2C: Ensure that any proposed new development or redevelopment within the Village is consistent with the historic community character of Northport and adequately protects the existing natural resources and scenic beauty.			

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
Objective 2C.1: Evaluate options to ensure that new development is required to set aside greenspace.		✓	
Objective 2C.2: Consider requiring a traffic study for larger development/redevelopment projects or projects that have the potential to significantly increase traffic conditions.	✓		
Objective 2C.3: Consider options to ensure any large subdivision proposed explores the possibility of a cluster subdivision to preserve the greatest amount of open space.		✓	
HISTORIC/AESTHETIC RESOURCES (SECTION 4.3)			
Goal 3A: Protect and enhance the historic and scenic resources within the community that have established the Village's unique sense of place.			
Objective 3A.1: Preserve and enhance existing historic and architecturally significant buildings and resources.			✓
Objective 3A.2: Protect existing historic buildings from demolition.			✓
Objective 3A.3: Protect scenic vistas of the waterfront from public rights-of-way and roads.			✓
Objective 3A.4: Catalog historic buildings and structures in the Village.		✓	
Objective 3A.5: Ensure new development in the Village, particularly on Main Street, complements the historic character of the Village.			✓
Objective 3A.6: Explore options to support the long-term success of the Lewis Oliver Farm Sanctuary.		✓	
Goal 3B: Establish a historic preservation program that celebrates the history of Northport through education and visibility.			

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
Objective 3B.1: Introduce a comprehensive and cohesive education signage program for historic resources.		✓	
Objective 3B.2: Consider dedicating historic monuments.		✓	
Objective 3B.3: Identify locations for rotating public art displays.	✓		
SUSTAINABILITY/ ENVIRONMENT/ CLIMATE SMART (SECTION 4.4)			
Goal 4A: Create an integrated sustainability and planning framework for the Village to ensure long-term environmental health and community stability.			
Objective 4A.1: Advance Climate Smart Community Initiatives and Climate Resilience.	✓		
Objective 4A.2: Support preparation of a Local Waterfront Revitalization Program (LWRP) to specifically address waterfront and water-related issues and opportunities.			✓
Objective 4A.3: Develop and implement a coordinated communications plan for extreme weather related events.		✓	
Goal 4B: Promote sustainable practices in the Village to reduce waste and pollution.			
Objective 4B.1: Explore methods for reducing waste generation.		✓	
Objective 4B.2: Encourage sustainable building practices.	✓		
Objective 4B.3: Ensure recycling bins are available in public spaces.	✓		
Objective 4B.4: Explore options for expanding Electric Vehicle (EV) charging stations.		✓	
Goal 4C: Protect and enhance the Village's natural vegetation and biodiversity.			

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
Objective 4C.1: Support the efforts of the Village Tree Committee.			✓
Objective 4C.2: Inventory and protect existing mature trees.	✓		
Objective 4C.3: Provide educational opportunities and encourage the use of native plant species and removal of invasive species.	✓		
Goal 4D: Support the protection, restoration, and long-term health of the waterfront.			
Objective 4D.1: Monitor new docks within the Village and the effectiveness of the 2024 code amendments.			✓
Objective 4D.2: Evaluate and implement measures to improve water quality.	✓		
UTILITIES/STORMWATER/INFRASTRUCTURE (SECTION 4.5)			
Goal 5: Ensure that the Village has adequate infrastructure to serve its residents and ensure that the improvements are designed to address changes due to climate change.			
Objective 5.1: Evaluate and continue to implement upgrades to government facilities and services.			✓
Objective 5.2: Implement mapping and tracking programs to ensure efficient government operations and assist with inspections.			✓
Objective 5.3: Evaluate options for improving Wi-Fi and cellular service in the Village, and particularly in the Downtown.	✓		
Objective 5.4: Implement lighting improvements.	✓		
Objective 5.5: Evaluate the potential of expanding and upgrading sewer systems.			✓
Objective 5.6: Encourage the replacement of outdated cesspools or conventional septic systems with Innovative/Alternative Onsite Wastewater Treatment Systems (I/A OWTS).		✓	

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
Objective 5.7: Continue to evaluate and pursue solutions to address flooding conditions on Main Street and throughout the Village.			✓
TRANSPORTATION (SECTION 4.6)			
Goal 6A: Align transportation investments with smart growth and context-sensitive planning principles.			
Objective 6A.1: Coordinate local planning initiatives with New York State initiatives.			✓
Objective 6A.2: Consider implementing a Payment in Lieu of Parking provision.		✓	
Objective 6A.3: Consider the creation of a Parking Benefit District or Parking Improvement District.		✓	
Objective 6A.4: Consider developing a coordinated traffic management plan for Bayview and Woodbine Avenue during summer weekends or events.	✓		
Goal 6B: Promote a multimodal transportation system which prioritizes an interconnected pedestrian network while improving traffic mobility.			
Objective 6B.1: Prepare a sidewalk improvement plan.	✓		
Objective 6B.2: Implement sidewalk and pedestrian-scale improvements to the transportation network.	✓		
Objective 6B.3: Advocate for expanded HART and SCT stops, schedules and weekend service.	✓		
Objective 6B.4: Continue to identify and implement accessibility improvements.			✓
Goal 6C: Address vehicular traffic flow and parking congestion issues to improve local mobility.			

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
Objective 6C.1: Evaluate the potential for traffic calming measures on residential streets and commercial corridors.	✓		
Objective 6C.2: Evaluate the potential for traffic solutions on Bayview Avenue.			✓
Objective 6C.3: Evaluate potential solutions for loadings and delivery zones.	✓		
Objective 6C.4: Coordinate with NYSDOT to monitor and address congestion on Route 25A.		✓	
Objective 6C.5: Evaluate potential traffic signal phasing modifications.			✓
Objective 6C.6: Enhance parking capacity and management in the downtown area without compromising the Village's historic character.			✓
RECREATION AND OPEN SPACE (SECTION 4.7)			
Goal 7: Maintain and upgrade existing recreational facilities to provide increased amenities, opportunities, and increased accessibility.			
Objective 7.1: Pursue grants to prepare a Natural Resource Inventory and Open Space Plan.		✓	
Objective 7.2: Expand recreational opportunities and improve the overall comfort and functionality of Village Parks.			✓
ECONOMY (SECTION 4.8)			
Goal 8: Provide an environment that fosters the long-term economic stability and diversity of the community in keeping with the general character of Northport.			
Objective 8.1: Support local businesses.			✓

IMPLEMENTATION MATRIX			
Goals and Objectives	**Timeframe for Implementation**		
	Short-Term (1-5 Years)	**Long-Term (5-10 Years)**	**Ongoing**
Objective 8.2: Consider pursuing NY Forward grant funding.	✓		
Objective 8.3: Consider implementing a Business Improvement District (BID) for downtown Main Street.		✓	
Objective 8.4: Continue to facilitate community-wide events.			✓

3. SEQR ANALYSIS

This SEQR Part 3 analysis examines each topic included in the Part 2 of the Environmental Assessment Form in more detail. The following topics are considered:

- Impact on Land
- Impacts on Geological Features
- Impact on Water Resources (Surface, Groundwater and Flooding)
- Impact on Air
- Impact on Plants and Animals
- Impact on Agricultural Resources
- Impact on Aesthetic Resources
- Impact on Historic and Archaeological Resources
- Impact on Open Space and Recreation
- Impact on Critical Environmental Areas
- Impact on Transportation
- Impact on Energy
- Impact on Noise, Odor and Light
- Impact on Human Health
- Consistency with Community Plans
- Consistency with Community Character

Generalized Existing Conditions, Potential Impacts, and Proposed Mitigations are discussed for each resource area listed above. The Existing Conditions subsections reference relevant chapters of the Community Profile (Attachment A of the Comprehensive Plan), supplemented by additional data where relevant. The Potential Impacts section discusses any goals or objectives that may result in impacts to the listed resource and the Proposed Mitigation section discusses any mitigations required in response to any identified impacts.

The following presents a generic discussion. Any site-specific development projects which are proposed based on the recommendations of the Plan that may follow, will be subject to site-specific SEQR review at the time any development application is submitted.

3.1.1. IMPACT ON LAND

Existing Conditions

The Village of Northport encompasses a land area of 2.3 square miles, with the majority of the Village parcels, approximately 90 percent of tax parcels, or about 74 percent of the land area, comprised of residential land uses. Residential land uses consist of single-family, two-family, three-family, townhouses, and apartments with single-family housing comprising the largest portion of land uses with 81 percent of parcels and 65 percent of land area. Commercial uses represent 4 percent of land area (51 acres) and 5 percent of parcels (149 parcels), while community uses represent 5% of the land area (65 acres), and 2% of parcels (49 parcels). Open space accounts for 4% of land area (56 acres) or 0.3% of parcels (10 parcels). Vacant land encompasses only 1.4% of land area (19 acres) and 1.4% of parcels (41 parcels). By examining the existing conditions of the Village's land-use patterns, the Plan strives to make future land use recommendations that avoid potentially adverse impacts to land.

Chapter 2 of the Community Profile (Attachment A of the Comprehensive Plan), Land Use and Zoning, discusses the existing land use conditions of the Village of Northport. In addition, the chapter also describes the existing Zoning Districts and their allowable uses that regulate the Village of Northport.

Much of the Village is built out. As a result, it is anticipated that in the next 10-20 years, development will consist of infill redevelopment within already developed areas, and reuse. As a result, the potential environmental impacts to land, including geology, topography and soils, is reduced.

Chapter 4 of the Community Profile describes the existing environmental resources including the geology, soils, and topography within the Village. Table 25 and Figure 5 of the Community Profile provide an inventory of existing soils in the Village and Table 26 and Figure 6 illustrate existing topography and elevations.

Potential Impacts

Adoption of the Proposed Action itself will not result in any environmental impacts. All site-specific development in the future will be subject site-specific development review and require site plan review and approval by the Planning Board. The Planning Board would review potential impacts to land as part of its site or subdivision plan responsibilities and modify the development in a manner which is consistent with the Plan and Village Zoning.

The implementation of recommendations such as exploring options for regulating Accessory Dwelling Units and any other recommendation acted upon will require a separate SEQRA review at the time the Village decides to move forward with the recommendation.

The Proposed Action includes recommendations that will produce environmental benefits, including considering introducing a maximum size requirement for commercial establishments, reviewing existing zoning for large parcels and open space to analyze the potential rezoning to protect natural resources, open space, and align with the community's Vision. Other recommendations that would be protective of land uses includes exploring the possibility of creating a new zoning district or overlay district to protect unique land uses such as the Lewis Oliver Farm property, evaluating options to ensure new development is required to set aside greenspace, considering a traffic study requirement for larger developments, and considering options to ensure any large subdivision explores the possibility of a cluster subdivision. Although all of these recommendations would help protect the natural environment, a SEQRA review would commence for each individual action if the Village decided to move forward with the recommendation to ensure a "hard look" at any potential environmental effects.

Mitigation Considerations

Future site-specific plans for development under the Proposed Action will require additional SEQR review. The implementation of the Proposed Action will result in beneficial impacts by recommending several land protection initiatives, as noted above. No significant adverse impacts are anticipated as a result of the Proposed Action and no mitigation measures are necessary.

3.1.2. IMPACTS ON GEOLOGICAL FEATURES

Existing Conditions

The Proposed Action will not impact geological features. There are no known unique or unusual land forms in the Village. As mentioned in Chapter 4 of the Community Profile, the Village has some bluffs and cliffs, with elevation varying significantly throughout the Village.

Potential Impacts

While the topography of the Village is not "unique", is an important visually defining feature in the Village, and is intended to be preserved. One of the recommendations in the Comprehensive Plan is to protect scenic vistas of the waterfront from public rights-of-way and roads. The Plan intends to preserve the natural landscape of the Village and ensure enjoyment for future generations.

Mitigation Considerations

No significant adverse impacts are anticipated as a result of the Proposed Action and no mitigation measures are necessary.

3.1.3. IMPACT ON WATER RESOURCES – SURFACE WATER, GROUNDWATER, FLOODING

Existing Conditions

Chapter 4 of the Community Profile, Environmental Resources, discusses the existing water resources in the Village of Northport. This chapter discusses surface waters which consist of the Northport Bay Complex (Northport Harbor and Northport Bay), existing regulations for surface water management, shellfish closures, groundwater quality, as well as floodplains and wetlands.

The following maps in the Community Profile illustrate water resources:

- Figure 7 – Shellfish Closures
- Figure 8 – Wetlands
- Figure 9 – FEMA Flood Zones
- Figure 10 – Water Resources

As a coastal community, Northport Harbor serves as a defining feature of the Village and one of its most important assets. Ensuring the water quality of the harbor and preparing for climate resiliency and sea level rise is an important goal for the Village. The Village suffers from severe flooding during rain events which is likely to be exacerbated with increased storm frequency and severity. Creating an integrated sustainability and planning framework for the Village to ensure long-term environmental health and community stability is a top priority for the Village.

Potential Impacts

The Proposed Action itself seeks to preserve and enhance the water resources throughout the Village by stewarding and improving the health of the various resources. The Plan recommends and the Village is already in the process of supporting preparation of a Local Waterfront Revitalization Program (LWRP) to specifically address waterfront and water-related issues and opportunities. The LWRP will set a long-term vision for the waterfront and create policy related actions affecting the waterfront. Other recommendations related to the water resources seek to improve surface water quality through supporting the Northport Harbor Water Quality Protection Committee (NHWQPC) in implementing its Action Matrix, developing a comprehensive water quality improvement strategy that includes expanding water quality sampling, developing a centralized water quality data portal to track results of water quality testing and inform decision-making, decreasing stormwater runoff from impervious surfaces by implementing sustainable and green infrastructure practices and projects such as rain gardens, bioswales, and permeable surfaces, and upgrading stormwater infrastructure to reduce localized flooding. In addition, recommendations include protecting and restoring marine wetlands and tidal areas.

Recommendations related to infrastructure improvements that affect water quality include evaluating the potential of expanding and upgrading sewer systems, encouraging the replacement of outdated cesspools or conventional septic systems with Innovative/Alternative Onsite Wastewater Treatment Systems (I/A OWTS), and continuing to evaluate and pursue solutions to address flooding conditions on Main Street and throughout the Village.

Mitigation Considerations

Future projects or site-specific plans for development under the Proposed Action would require additional SEQR review. The implementation of the Proposed Action will result in a beneficial impact too water resources. Development will need to comply with the Plan including protection of wetlands, floodplains and water bodies. In addition, the NYSDEC regulates actions which may impact wetlands – the proposed Plan will not alter that jurisdiction. No significant adverse impacts are anticipated as a result of the Proposed Action.

3.1.4. IMPACT ON AIR

Existing Conditions

The Clean Air Act (CAA) is the principle statutory authority for regulating air emissions in the United States. The law directs the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for six (6) criteria air pollutants:

- Carbon Monoxide (CO) - People with heart disease are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina.
- Lead (Pb) - Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of blood.
- Nitrogen dioxide (NO_2) - High concentrations of NO_2 can irritate airways in the human respiratory system. Long exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.
- Ozone/smog (O3) – Excessive ground level ozone exposure can be damaging to lung airways and make them more susceptible to infection. It can exacerbate other diseases such as asthma and chronic bronchitis.
- Particulate Matter 2.5 and Particulate Matter 10 (PM_{10}) - Particulate matter contains microscopic solids or liquid droplets that are so small that they can be inhaled and cause serious health problems. Some particles less than 10 micrometers in diameter can get deep into your lungs and some may even get into your bloodstream. Of these, particles less than 2.5 micrometers in diameter, also known as fine particles or $PM_{2.5}$, pose the greatest risk to health.

- Sulfur Dioxide (SO_2) - Short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO_2.

Motor vehicles are the primary source of air pollutants. Section 110 of the CAA requires States to submit State Implementation Plans (SIPs) to the EPA detailing how the respective State will comply with NAAQS for each of its regions[1]. In addition to SIPs, the 1990 CAA amendments created a new designation for areas of the country that are not meeting the NAAQS, known as Non-Attainment Areas, whereas Attainment Areas are areas that meet or exceed the NAAQS. For Non-Attainment Areas, the State is required to submit revised SIPs, which require that the State make "measurable progress" in meeting the NAAQS.

In New York, the NYSDEC drafts SIPs for submission to the EPA pursuant to the CAA. NYSDEC measures air emissions at over 80 sites throughout the state for each of its eight Air Quality Health Advisory Regions. Suffolk County and the Village of Northport is part of the NY-NJ-CT air quality maintenance area for fine particulate matter (PM2.5).

In the Village, local decisionmakers can have a positive impact on air quality by setting forth policies that reduce dependency on fossil fuels. The Plan recommends several policy initiatives that encourage walkable neighborhoods, alternative energy use and electric vehicle infrastructure.

Potential Impacts

As identified in the Part 2 EAF, adoption of the Plan will not result in significant adverse impacts to air quality. Much of the Village is developed and any future development will most likely be through reuse and infill redevelopment. Emphasis is placed on having much of this activity occur within the Downtown, where sidewalks and pedestrian infrastructure exist, and where walking can be an alternative to vehicular travel. Potential future site-specific development could result in additional traffic volumes which could result in an increase in vehicle emissions, especially at signalized intersections where vehicles will idle longer or traffic volumes increase.

However, the Plan includes multiple recommendations that emphasize walkable infrastructure and reduces dependence on fossil fuel vehicles, thus reducing air emissions. No significant adverse impacts are anticipated as a result of the Proposed Action.

Relevant recommendations include requiring a traffic study for large developments which would ensure that roadway levels of service are maintained, which will ensure that air pollutants are not increased. Other relevant recommendations include encouraging sustainable building practices, ensuring recycling bins are available in public spaces, and exploring options for expanding Electric Vehicle (EV) charging stations. In addition, one of the Plans goals is to protect and enhance the Village's natural vegetation and biodiversity including supporting the efforts of the Village Tree Committee, inventory and protect

[1] https://dec.ny.gov/environmental-protection/air-quality/plans

existing mature trees and providing educational opportunities and encouraging the use of native plant species. These efforts will help physically remove pollutants from the air and reduce the formation of new pollutants. In addition, the Plan recommends implementing sidewalk and pedestrian scale improvements as well as advocating for expanded HART and SCT bus stops, schedules, and weekend service. Increasing access to different modes of transportation can help decrease reliance on personal cars. No significant adverse impacts are anticipated as a result of the Proposed Action.

Mitigation Considerations

As no impacts are expected to result from the Proposed Action, no mitigation measures are needed. Moreover, the proposed action will likely result in improved air conditions related to emissions rather than negative impacts.

3.1.5. IMPACT ON PLANTS AND ANIMALS

Existing Conditions

The Northern Long-eared Bat (*Myotis septentrionalis*) is listed as a species that is potentially present in the area, which is a federal and state endangered species.

While most of the Village is developed, remaining natural terrestrial habitats that comprise small areas within the Village include[2]:

- Tidal Salt Marsh, Estuarine Marsh
- Coastal Plain Maritime Forest
- Atlantic Coastal Plain Beach and Dune
- North Atlantic Coastal Plain Hardwood Forest
- Coastal Plain Maritime Forest
- North Atlantic Coastal Plain Basin Swamp and Wet Hardwood Forest

Potential Impacts

The recommendations within the Plan seek to preserve existing open space and biodiversity within the Village. These recommendations include reviewing existing zoning requirements for large parcels and open space areas and analyzing potential rezoning to protect natural resources and open space. By rezoning some of these open space areas the Village seeks to protect as much natural areas as possible. In addition, the Plan recommends considering options to ensure any large subdivision proposed explores the possibility of a cluster subdivision to preserve the greatest amount of open space. Residential cluster developments would also help to limit impacts to sensitive habitats. Another recommendation within the Plan is to Provide educational opportunities and encourage the use of native plant species and removal of invasive species, which will help native species thrive.

[2] Northeast Habitat Map, The Nature Conservancy Nature Serve, 2025.

It is not anticipated that any recommendations will adversely impact the plants and animals or habitat in Northport. In fact, recommendations included in the Plan will help ensure the protection of any sensitive habitats and open space.

Mitigation Considerations

All future projects or site-specific plans for development would require additional SEQR review. The implementation of the Proposed Action will result in a beneficial impact by recommending several habitat protection and improvement initiatives as identified above.

3.1.6. IMPACT ON AGRICULTURAL RESOURCES

Existing Conditions

Historically, the Village was mostly farmland. Up until the early 19th century, Great Cow Harbor remained a rural farming community, however, over time most of the farmland and cattle pastures that developed along the shore during European settlement have been replaced by residential and suburban land uses. The only agricultural use remaining in the Village is the Lewis Oliver Farm located on the southwest corner of Oak Street and Burt Avenue. The Lewis Oliver Farm origins date back to the mid-19th century. By the late 1800s, the property was operating as a dairy farm owned by the Lewis family, reflecting the agricultural character that once defined much of Northport and Long Island's North Shore. Today, the property operates as the Lewis Oliver Farm Sanctuary, a community-based animal sanctuary and educational resource. The farm is publicly owned by the Town of Huntington and Suffolk County and is managed and operated by Friends of the Farm, Northport Inc., a volunteer-run nonprofit organization responsible for day-to-day operations, fundraising, and programming.

Potential Impacts

The Alternative/Conceptual Future Land Use map recommends the 4 parcels that contain the Lewis Oliver Farm Sanctuary at the corner of Burt Avenue and Oak Street be rezoned from Residence D to agricultural. Rezoning these parcels as agricultural land will ensure the continued use of the land as a farm sanctuary or another agricultural use, as has been the use of the property since the mid 1800s.

The Lewis Oliver Farm has become a beloved community space where educational programing and weekly farmers markets take place. The Comprehensive Plan envisions the Village acquiring these properties if the opportunity were to arise in order to ensure the continued use of this land as a farm/animal sanctuary.

The Proposed Action seeks to support the remaining agricultural use. The Proposed Action is not anticipated to negatively impact agricultural resources and instead seeks to protect them.

Mitigation Considerations

The implementation of the Proposed Action will result in a beneficial impact by recommending continued agricultural use of the Lewis Oliver Farm. Therefore, no significant adverse impacts are anticipated as a result of the Proposed Action.

3.1.7. IMPACT ON AESTHETIC RESOURCES

Existing Conditions

Chapter 8 of the Community Profile describes historic and aesthetic resources throughout the Village. There are several prominent scenic resources which form the visual image of the Village of Northport. The Village is a coastal community with prominent views of Northport Harbor. Multiple parks including Scudder Park, Cow Harbor Park, Northport Park, and Steers Beach provide residents and visitors with direct access and visual benefit of the waterfront.

In addition, the overall hilly and wooded nature of the Village provides a sense of remoteness and adds to the overall visual character of the Village. Due to the dramatic elevation gain in areas of the Village, roads such as James Street have excellent views of Northport Bay, Ashroken and the Northport stacks. The historic nature of the Village also significantly contributes to the overall character of the area. Part of the Village's historic charm is that it has not been significant redeveloped with conventional strip commercial development. The Village's downtown has largely retained the same visual appearance as it had in the late 19th and 20th century. The Plan does not envision any major modification to historic Main Street and seeks to preserve and protect the historic architecture and quaint character of downtown. The buildings on Main Street range in height from one to three stories. The variation in building architecture and height is a result of its 100+ years of development history. For example, the iconic row of three-story buildings located at the foot of Main Street, 39-61 Main Street, were built between the years 1871 and 1895. Although the Central Business A and B Zoning Districts, which encompass the span of Main Street, allow for a maximum height of 2.5 and 2 stories respectively, most three-story buildings were built prior to zoning. The varied roof lines, historic architecture, and organic development over time contribute to the authentic historic feel of downtown and showcases the different time periods of Northport's history through these development patterns.

Potential Impacts

The Proposed Action seeks to protect and enhance the aesthetic resources in the Village, as well as the overall character of the community. Recommendations pertaining to the preserving and enhancing aesthetic resources in the Village include:

- Continue and protect existing land use patterns in the Village.
- Continue to promote the existing scale of buildings within the Village, and particularly the Downtown area.
- Consider introducing a maximum size requirement for commercial establishments.
- Preserve and enhance existing historic and architecturally significant buildings and resources.
- Protect existing historic buildings from demolition.
- Protect scenic vistas of the waterfront from public rights-of-way and roads.
- Ensure new development in the Village, particularly on Main Street, complements the historic character of the Village.
- Introduce a comprehensive and cohesive education signage program for historic resources.
- Identify locations for rotating public art displays.

It is noted that the Village currently has Architectural Review regulations (Chapter 13 of the Village Code), however, these provisions do not apply to single ,two-family, or three-family residences.

Mitigation Considerations

Future review of site-specific plans for development would require additional SEQR review. The implementation of the Proposed Action will result in a beneficial impact by protecting and improving aesthetic resources, as identified above. No significant adverse impacts are anticipated.

3.1.8. IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

Existing Conditions

Chapter 8 of the Community Profile addresses Historic & Scenic Resources within Northport. It documents the buildings that are presently listed as being listed on the National and State Register of Historic Places, or eligible for listing. Table 41 and Figure 19 document those resources. There are 8 listed and eligible sites within the Village. In addition to the eligible and listed buildings, much of the Village has potential to be archaeologically sensitive as per the New York State Office of Parks, Recreation, and Historic Preservation. Any future projects subject to SEQRA would indicate this on the Part 1 EAF, which may lead to further investigations related to impacts on archaeological resources.

Northport Village Code includes numerous provisions for historic buildings and districts in the Village. Chapter 13 of the Village Code created the Architectural and Historic Review Board for the purpose of protection, enhancement, perpetuation and use of places, districts, sites, buildings, structures, works of art, and other objects having a special character or special historical or aesthetic interest or value. Chapter 14, Historic Review, seeks to preserve the Village's heritage and character by establishing policy that protects, enhances and perpetuates historic sites, structures, and buildings in the Central Business A and Central Business B Zoning District. Chapter 15, Historic Review in All Zoning Districts Except Central Business A and Central Business B Districts, provides policy and historical review criteria for all zoning districts except for the Central Business A and Central Business B Districts. Chapter 16, Historic Districts, provides policy to permit property owners in a section or area of the Village to petition to have a defined geographical area designated as a historic district.

Potential Impacts

The Village of Washingtonville has a rich history and contains a wealth of historic and archaeological resources. The preservation of historic resources is emphasized in the Plan and adverse impacts are not anticipated. Specific recommendations pertaining to historic preservation include to:

- Preserve and enhance existing historic and architecturally significant buildings and resources.
- Protect existing historic buildings from demolition.
- Catalog historic buildings and structures in the Village.
- Ensure new development in the Village, particularly on Main Street, complements the historic character of the Village.
- Introduce a comprehensive and cohesive education signage program for historic resources.

Mitigation Considerations

Future review of site-specific plans for development under the Proposed Action would require additional SEQR review. It will be the decision of the Lead Agency whether a project should be referred to NYS OPRHP as to whether further historic or cultural resource investigations are warranted. The implementation of the Proposed Action will result in a beneficial impact by recommending numerous policies to protect and enhance historic resources, as identified above. Therefore, no significant adverse impacts are anticipated as a result of the Proposed Action.

3.1.9. IMPACT ON OPEN SPACE AND RECREATION

Existing Conditions

In the Village of Northport, open space accounts for 4% of land area (56 acres) or 0.3% of parcels (10 parcels). Open Space in the Village includes six Village of Northport Parks: Steers Park, Steers Beach Park, Northport Park, Cow Harbor Park, Scudder Park and Soper Avenue Park. These parks provide residents and visitors with opportunities for outdoor recreation, social gatherings, relaxation, and scenic enjoyment. In addition, these open spaces provide important environmental benefits for the Village. The following amenities are located within each park:

- Steers Beach Park: Steers Beach Park features a sandy beach, bathrooms, and parking.
- Steers Park: Improved with multiple soccer fields, baseball fields, playground, bathrooms, a path that runs around the perimeter of the park, concession stand, a gazebo, and parking lot.
- Northport Park: The park is improved with a bandstand, a playground, and a grass area. Public parking for the park is available on the street and in an adjacent parking lot.
- Scudder Park: Improved with a sandy beach, playground, basketball court, dock, and gazebo.
- Soper Park: Improved with two swings, a small slide, climbing bars, a merry-go-round and a few benches.

In addition, there is a pocket park at the end of James Street that features kayak racks and a kayak launch site. The Village recently installed a rain garden in this location in order to manage stormwater runoff and reduce pollutant loading of the harbor.

Potential Impacts

Conservation of open space and creation of additional recreational areas is emphasized by the Proposed Action. The Plan recommends perusing a Natural Resource Inventory and Open Space Plan. The Village parks and recreational areas were repeatedly highlighted as priorities for the residents. Developing a park and recreation plan will assist the Village in identifying, prioritizing, and applying for funding the next steps in terms of improvements. In addition, the Plan recommends expanding recreational opportunities and improving the overall comfort and functionality of Village Parks. Residents have made suggestions for park upgrades through the comprehensive planning process. Features that the Village could consider include:

- A dog-park
- Pickleball courts

- Community gardens; picnic areas, lawn games
- Pavilions
- Splash pads and spray parks
- Northport Park playground upgrades
- Replace lighting along paths in Cow Harbor Park
- Strategic installations of plantings and buffers to soften the appearance of hardscapes
- Increase access to the waterfront
- Shoreline walkway
- Remove cut-outs along the waterfront

Mitigation Considerations

Future review of site-specific plans for development under the Proposed Action would require additional SEQR review. The implementation of the Proposed Action will result in a beneficial impact by recommending several policies to protect and enhance open space and recreational resources, as identified above. Therefore, no significant adverse impacts are anticipated as a result of the Proposed Action and no mitigation measures are necessary.

3.1.10. IMPACT ON CRITICAL ENVIRONMENTAL AREAS

Existing Conditions

As per the New York State Department of Environmental Conservation, Critical Environmental Areas are not present in the Village of Northport.

Potential Impacts & Mitigation

Future review of site-specific plans for development under the Proposed Action would require additional SEQR review. The implementation of the Proposed Action will not result in any direct impact to a Critical Environmental Area. Therefore, no significant adverse impacts are anticipated as a result of the Proposed Action.

3.1.11. IMPACT ON TRANSPORTATION

Existing Conditions

Chapter 5, Transportation, of the Community Profile, described Northport's existing transportation network and Chapter 6, Parking Utilization presents data on existing parking in the downtown and the utilization of this parking. Chapter 5 presents information on existing transportation planning studies, commuting patterns, roadway networks, public transportation, pedestrian systems, parking, as well as the transportation study conducted by KAG Engineering which presents the methodology, intersections analyzed, turning movement count data, as well as an analysis of the data, conclusions, and key issues. Chapter 6, Parking Utilization, presents data on public parking lots in the downtown as well as on-street parking. There is a total of 829 public parking stalls within the Village of Northport's downtown area which includes 11 municipal Village lots as well as on-street diagonal and parallel parking stalls. This Parking Utilization Study offers an in-depth evaluation of parking stall usage in the downtown area of

the Village. Parking counts were collected by Traffic Databank at 11 municipal village lots located along Main Street, Scudder Avenue, Union Place, and Woodside Avenue. On-street parking evaluations included stalls along Main Street, Scudder Avenue, Woodbine Avenue, and Bayview Avenue.

Potential Impacts

The recommendations included in the Plan seek to enhance the Village's existing transportation infrastructure. Addressing transportation is a major goal of the Plan: Promote a multimodal transportation system which prioritizes an interconnected and safe pedestrian network while improving traffic mobility, especially through the downtown.

Recommendations included in the Plan seek to improve access to downtown and alleviate existing traffic problems within the Village. These recommendations include:

- Coordinate local planning initiatives with New York State initiatives.
- Consider implementing a Payment in Lieu of Parking provision.
- Consider the creation of a Parking Benefit District or Parking Improvement District.
- Consider developing a coordinated traffic management plan for Bayview and Woodbine Avenue during summer weekends or events. Consider developing a coordinated traffic management plan for Bayview and Woodbine Avenue during summer weekends or events.
- Advocate for expanded HART and SCT bus stops, schedules, and weekend service.
- Evaluate the potential for traffic calming measures on residential streets and commercial corridors.
- Evaluate the potential for traffic solutions on Bayview Avenue.
- Evaluate potential solutions for loadings and delivery zones.
- Coordinate with NYSDOT to monitor and address congestion on Route 25A.
- Evaluate potential traffic signal phasing modifications.
- Enhance parking capacity and management in the downtown area without compromising the Village's historic character.

Mitigation Considerations

3.1.12. **AS DISCUSSED ABOVE, IT IS ANTICIPATED THAT THE RECOMMENDATIONS TO IMPROVE AND ENHANCE A MULTI-MODAL TRANSPORTATION NETWORK THROUGHOUT THE VILLAGE WOULD LIKELY POSE AS A BENEFIT TO THE COMMUNITY RATHER THAN A NEGATIVE IMPACT. ANY SITE-SPECIFIC PLANS FOR DEVELOPMENT UNDER THE PROPOSED ACTION WOULD REQUIRE ADDITIONAL SEQR REVIEW. THEREFORE, NO SIGNIFICANT ADVERSE IMPACTS ARE ANTICIPATED AS A RESULT OF THE PROPOSED ACTION AND NO MITIGATION MEASURES ARE NECESSARY.**

3.1.12 Impact on Energy

Existing Conditions

The Village of Northport is supplied with gas and electricity by National Grid and PSEG.

Potential Impacts

The Proposed Action seeks to encourage alternative energy use as well as the use of electric vehicles throughout the Village, reducing greenhouse gas emissions and reliance on fossil fuels. The Proposed Action does not anticipate the introduction of any large-scale residential developments or nonresidential uses which would place demand on energy resources – developable land within the Village is limited. All buildings that are constructed would be required to be compliance with the NYS Energy Code. Recommendations included in the Plan that would impact energy use in a positive way include exploring options for expanding Electric Vehicle (EV) charging stations and evaluating and implementing government facility upgrades. These upgrades may include a roof replacement, HVAC and RTU replacement as well as exploring renewable energy options such as solar panels and energy efficient lighting. No impacts are anticipated as a result of the Proposed Action.

Mitigation Considerations

Site-specific plans for development under the Proposed Action would require additional SEQR review. The implementation of the Proposed Action is anticipated to result in a beneficial impact as identified above. Therefore, no significant adverse impacts are anticipated as a result of the Proposed Action.

3.1.13. IMPACT ON NOISE, ODOR AND LIGHT

Existing Conditions

Chapter 200 of the Village Code entitled "Noise" regulates noise levels. The chapter addresses unlawful noises from various sources, including any unreasonable or unnecessary noise. Chapter 306, Zoning, specifies that a use is prohibited if such use is injurious, offensive or obnoxious to the neighborhood by reason of traffic, noise, vibration, smoke, cinders or ash, gas, odor, fumes, dust, chemicals or other objectionable feature. Chapter 191, Exterior Lighting, provides standards for exterior lighting which has been determined to be in the public interest to regulate so as to prohibit the maintenance of certain types of illumination that would constitute a nuisance to the quiet enjoyment of properties within the Village.

Potential Impacts

The Proposed Action is not anticipated to have any direct impact on noise, odor, and light. Site-specific development in the future would be reviewed to ensure impacts are eliminated. One of the recommendations included in the Plan is to implement lighting improvements. This includes upgrading to energy-efficient LED lighting which will enhance public safety, reduce energy costs, and supports sustainability goals. The Village can complete a lighting audit to identify details about the existing lighting fixtures within the Village to determine where upgrades are needed. The Proposed Action would not

affect existing regulations that regulate odor, noise, and light. No significant adverse impacts are anticipated as a result of the Proposed Action.

3.1.14. IMPACT ON HUMAN HEALTH

Existing Conditions

The Proposed Action will not involve the creation or unearthing of solid wastes, hazardous wastes, or generate any wastes. A review of the NYSDEC Environmental Site Remediation Database indicates that there are no sites listed in the database within the Village.

Potential Impacts & Mitigation

The Proposed Action does not propose any changes or actions that would involve any remediation sites. No mitigation is necessary.

3.1.15. CONSISTENCY WITH COMMUNITY PLANS

Existing Conditions

The Village does not at present have a Comprehensive Plan to guide its future. The Proposed Action would result in the adoption of an up-to-date Comprehensive Plan with a Vision supported by various goals and objectives and which is the subject of this SEQR evaluation.

As expressed earlier in the document, the Comprehensive Plan has been prepared with extensive input from the community at large. Numerous public participation events and surveys served as input into formulation of the Plan. The Plan was also guided by a Comprehensive Plan Committee.

The proposed Plan also addresses its consistency with other County and municipal planning documents, such as the Suffolk County Planning Commission Guidebook, Suffolk County Blueway Trail Plan, Long Island Sound Comprehensive Conservation and Management Plan, Suffolk County Subwatersheds Wastewater Plan, Suffolk County Hike and Bike Master Plan, Framework for the Future - Suffolk County Comprehensive Master Plan 2035, Town of Huntington Horizons 2020 Comprehensive Plan Update, Dredging Assessment Report Lower Northport Harbor Channel, and the Village of Northport Subwatershed Assessment.

Potential Impacts & Mitigation

As discussed above and in the Plan itself, the goals and objectives were formed based upon public participation. The Village of Northport wants to continue to support the existing uses and character. Recommendations included in the Plan do not conflict with and in some cases build upon the goals and objectives included in other plans. No significant adverse impacts are anticipated because of the Proposed Action and no mitigation measures are necessary.

3.1.16. CONSISTENCY WITH COMMUNITY CHARACTER

Existing Conditions

Community character impacts address impacts to historically important places, creating demand for additional community services such as fire, police and schools, displacing affordable or low-income housing, consistency with predominant architectural scale and character, and the existing natural landscape. Much has already been addressed in this expanded EAF. Chapter 7 of the Community Profile provides information on community facilities and services including Northport Police Department and Fire Department and Northport – East Northport Union Free School District.

Potential Impacts

The recommendations of the Proposed Action consider community character. No impacts to historically important places are expected as a result of the Proposed Action. In fact, the Plan has numerous recommendations related to historical preservation. In terms of consistency with prominent architectural scale and character, a main goal of the Plan is to ensure any new development or infill development is consistent with the beloved scale and character of downtown and surrounding neighborhoods as well as preserving the existing natural landscape. Additional demand for community services such as fire police and schools are not expected as a result of the Proposed Action. The only recommendations pertaining to housing include supporting small-scale additional housing development that considers the existing residential population of the Village, increasing the understanding of the existing housing stock, exploring options for regulating Accessory Dwelling Units (ADUs), and considering enacting a rental registry. While regulating ADUs could have the potential to add more housing units and subsequently increase demand on community services, it is widely understood in the Village that there are many existing ADUs that are unregulated and therefore do not contribute to Village taxes. Regulating these units would increase taxes that go to the school district, fire district, and police district and would help alleviate the burden that untaxed existing units could put on these services. However, if ADUs were to be legalized in the Village, an extensive SEQRA review would take place at that time. There are no recommendations that would lead to the displacement of affordable or low-income housing. In fact, the legalization of ADUs in the Village could potentially introduce affordable housing opportunities.

Proposed Mitigation Considerations

Future review of site-specific plans for development under the Proposed Action would require additional SEQR review. The implementation of the Proposed Action will result in a beneficial impact by recommending several policies to improve or preserve community character, as identified above and through other sections of this Expanded EAF. Therefore, no significant adverse impacts are anticipated as a result of the Proposed Action.

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Adoption of the Village of Northport Comprehensive Plan		
Project Location (describe, and attach a general location map): The incorporated area of the Village of Northport, Suffolk County, NY (See Attached Location Map)		
Brief Description of Proposed Action (include purpose or need): See Attachment.		
Name of Applicant/Sponsor: Village of Northport Board of Trustees	Telephone: 631-261-7502 E-Mail: N/A	
Address: Northport Village Hall, 224 Main Street		
City/PO: Northport	State: NY	Zip Code: 11768
Project Contact (if not same as sponsor; give name and title/role): Georgina Cavagnaro, Village Clerk	Telephone: 631-261-7502 E-Mail: g.cavagnaro@northportny.gov	
Address: 224 Main Street		
City/PO: Northport	State: NY	Zip Code: 11768
Property Owner (if not same as sponsor): N/A	Telephone: N/A E-Mail: N/A	
Address: N/A		
City/PO: N/A	State: N/A	Zip Code: N/A

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees ☑Yes ☐No	Adoption of Comprehensive Plan	June 2026
b. City, Town or Village Planning Board or Commission ☐Yes ☐No		
c. City, Town or Village Zoning Board of Appeals ☐Yes ☐No		
d. Other local agencies ☐Yes ☐No		
e. County agencies ☑Yes ☐No	Suffolk County Planning Department GML Review	May 2026
f. Regional agencies ☐Yes ☐No		
g. State agencies ☐Yes ☐No		
h. Federal agencies ☐Yes ☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☑Yes ☐No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☑Yes ☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? **Proposed Action is the adoption of a Comprehensive Plan** ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Residence A District, Residence B District, Residence C District, Residence D District, Central Business A District, Central Business B District, Central Business C District, Highway Business District, Neighborhood Business District, Marine Business District, Municipal Park District.

b. Is the use permitted or allowed by a special or conditional use permit? N/A ☐ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Northport - East Northport UFSD

b. What police or other public protection forces serve the project site?
Village of Northport Police Department

c. Which fire protection and emergency medical services serve the project site?
Village of Northport Fire Department

d. What parks serve the project site?
Steers Beach, Steers Park, Northport Park, Cow Harbor Park, Scudder Park

D. Project Details Not Applicable

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

b. a. Total acreage of the site of the proposed action? _____ acres
b. Total acreage to be physically disturbed? _____ acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐Yes ☐No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☐Yes ☐No

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐Yes ☐No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☐No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No
If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐Yes ☐No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☐No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☐Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐Yes ☐No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No
- Do existing lines serve the project site? ☐Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☐No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☐Yes ☐No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No

- Do existing sewer lines serve the project site? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☐No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐Yes ☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☐No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes☐No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐Yes ☐No

If yes:

i. Provide details including sources, time of day and duration:

_____

_____

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐Yes ☐No

Describe: _____

_____

n. Will the proposed action have outdoor lighting? ☐Yes ☐No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

_____

_____

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐Yes ☐No

Describe: _____

_____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐Yes ☐No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

_____

_____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐Yes ☐No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

_____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐No

If Yes:

i. Describe proposed treatment(s):

_____

_____

_____

_____

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____

_____

- Operation: _____

_____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____

_____

- Operation: _____

_____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action Not Applicable

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐Yes☐No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐Yes☐No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐Yes☐No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes☐No

If Yes:

i. Has the facility been formally closed? ☐Yes☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes☐No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes☐No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes☐No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐Yes ☐No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐Yes ☐No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

b. Are there bedrock outcroppings on the project site? ☐Yes ☐No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: _____ _____%
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes: ☐ 0-10%: _____% of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐Yes ☐No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐Yes ☐No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐Yes ☐No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐Yes ☐No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐Yes ☐No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐Yes ☐No

j. Is the project site in the 100-year Floodplain? ☐Yes ☐No

k. Is the project site in the 500-year Floodplain? ☐Yes ☐No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐Yes ☐No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____

n. Does the project site contain a designated significant natural community? ☐Yes ☐No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐Yes ☐No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☐No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☐No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐Yes ☐No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☐No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☐No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☐No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐Yes ☐No

If Yes:

i. Nature of historic/archaeological resource: ☐Archaeological Site ☐Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐Yes ☐No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐Yes ☐No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐Yes ☐No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐Yes ☐No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐Yes ☐No

F. Additional Information See Attachment

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Village of Northport Board of Trustees Date _____

Signature Donald Koch Title Mayor

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Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer **"Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer **"No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If "Yes", answer questions a - j. If "No", move on to Section 2.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☐	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☐	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☐	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☐	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☐	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑NO ☐YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☑NO ☐YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☐	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	☐	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	☐	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☐	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☐	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	☐	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☐	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	☐	☐
h. Other impacts: _____ _____		☐	☐

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☑NO ☐YES

If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑NO ☐YES

If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑NO ☐YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	☐ ☐	☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	☐ ☐	☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____		☐	☐

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

☑ NO ☐ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☐	☐

d. Other impacts: _____		☐	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____		☐	☐

13. Impact on Transportation
The proposed action may result in a change to existing transportation systems. ☑ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy
The proposed action may cause an increase in the use of any form of energy. ☑ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☐	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☐	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☐
e. Other Impacts: _____ _____			

15. Impact on Noise, Odor, and Light
The proposed action may result in an increase in noise, odors, or outdoor lighting. ☑ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☐	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☐	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☐	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☐	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☐	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☑ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES
(See Part 1. C.1, C.2. and C.3.)
If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES
(See Part 1. C.2, C.3, D.2, E.3)
If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

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6. Appendices


Appendix
A
Community Profile
Steers Beach Park
Steers Park
Terry Rd
Steers Ave
Crab Meadow Golf Course
Makamah Park Preserve
Norwood Avenue Elementary School
Norwood Rd
Starfit Dr
Nautilus Ave
Sea Cove Rd
James St
Main St
Middleville Junior High School
Rinaldo Rd
Little Neck Rd
Prospect Rd
Woodbine Ave
June Ave
Laurel Ave
Route 25A
Polk Ave
Vernon Valley Rd
Valley Rd
Clarke Dr
Terrace Dr
Bellecrest Ave
Dickinson Ave
25A

Village of Northport

Comprehensive Plan

2026 Community Profile



APPENDIX A — COMMUNITY PROFILE
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1. DEMOGRAPHICS

In order to properly plan for the future of the Village of Northport, it is necessary to understand the demographic and socioeconomic trends within the Village. The Village of Northport is a historic maritime Village located on the north shore of Long Island in Suffolk County, New York. The Village, and particularly the downtown area, is an epicenter of activity within the Town of Huntington. Northport's Main Street offers residents and visitors a glimpse into the Village's rich history and scenic harbor. This section analyzes the socioeconomic trends of the Village in order to better inform future land use and policy decisions. GIS Figures are provided throughout this analysis and full sized versions of the Figures are provided as **Attachment A** to this Appendix.

The demographic review relies primarily on data available from the 2000, 2010, and 2020 U.S. Decennial Census. This data is also supplemented by recent American Community Survey (ACS) 5-Year Estimate data which is gathered and updated annually. Both data sets are gathered by the US Census Bureau.

ESRI Business Analyst, a demographic software application, has been utilized for additional demographic and economic data analysis. It is important to note that as a study area becomes smaller, the data margins of error typically increase. Because the Village has a land area of just 2.3 square miles, there is potential for a slightly larger margin of error compared to a larger municipality. However, the data does provide a glimpse into existing conditions and general trends.

1.1. POPULATION

The Village of Northport is one of the four villages in the Town of Huntington and one of thirty-two Villages in Suffolk County. According to the 2020 Census, the Village is home to 7,347 residents, which represents a 2.97 percent decrease in the 30-year period between 1990 and 2020. While the population has slightly decreased in the Village in this time period, the population of the Town, County and State have all increased as seen in **Table 1**.

TABLE 1 – STATE, COUNTY, TOWN AND VILLAGE POPULATION CHANGE: 1990-2020

Jurisdiction	1990	2000	2010	2020	Percent Change 1990-2020
New York State	17,990,455	18,976,457	19,378,102	20,201,249	12.29%
Suffolk County	1,321,864	1,419,369	1,493,350	1,525,920	15.44%
Town of Huntington	191,474	195,289	203,264	204,127	6.61%
Village of Northport	7,572	7,606	7,401	7,347	-2.97%

Source: 1990, 2010, and 2020 Decennial Census

Table 2 displays persons per square mile in 2020 for Suffolk County, the Town of Huntington, and the Village of Northport. The Village has a land area of approximately 2.3 square miles with nearly 3,194 persons per square mile. Compared to Town and County, the Village of Northport has a significantly higher population density. The Town of Huntington has 2,169 persons per square mile, and Suffolk County has 1,673 persons per square mile. Much of the Village, Town, and County is relatively built-up as the density reflects.

TABLE 2 – PERSONS PER SQUARE MILE

Jurisdiction	Land Area (sm)	Population	Persons/square mile
Suffolk County	912.1	1,525,920	1,673
Town of Huntington	94.1	204,127	2,169
Village of Northport	2.3	7,347	3,194

Source: 2020 Decennial Censuses

1.2. ETHNICITY

In addition to the overall population of the Village remaining relatively stable between the years 2010 and 2020, the ethnic makeup of the Village has also remained the same. In the year 2010, the Village's population that identified as "white" was 96.1% of the total population. This number has decreased slightly to 91% of the population identifying as "white" in 2020. There has been a slight increase in both the "Two or more races" and "Hispanic origin" categories between those same years. **Table 3** displays the race and ethnicity of the Village and Suffolk County in 2010 and 2020.

TABLE 3 – POPULATION BY RACE/ETHNICITY

	Village of Northport				Suffolk County	
	2010		2020		2020	
	Count	Percent of Total	Count	Percent of Total	Count	Percent of Total
Total Persons	7,401	-	7,347	-	1,525,920	-
White	7,110	96.1%	6,664	91%	1,022,846	67%
Black or African American	43	0.6%	54	1%	114,294	7%
American Indian and Alaska Native	3	0.0%	13	<1%	9188	<1%
Asian	124	1.7%	150	2%	65,779	4%
Pacific Islander	3	0.0%	0	-	427	<1%
Some Other Race	50	0.7%	80	<1%	166,174	11%
Two or More Races	68	0.9%	386	5%	147,212	10%
Hispanic Origin	267	3.6%	401	5%	332,959	22%

Source: 2010 and 2020 Decennial Census
Note: Numbers may add up to more than 100% due to rounding.

1.3. AGE

In 2020, the largest single age group was the 55–64-year-old category (nearly 19% of the total population), followed by the 45-54 year old category (nearly 15% of the population). Between the years 2010 and 2020 the age group that experienced the greatest growth was 20-24 years old with a 65.64 percent increase. The 65-74 age category experienced a similar 60.53 percent increase between 2010 and 2020. The age group that experienced the greatest loss in population was 5-9 years old with a decrease of 36.40%.

Overall, 57% of the population in the Village is 45 years old or greater. Between the years 2010 and 2020 the median age of the Village's population has increased from 45.7 to 50.9 years old. Between 2010 and 2020, population growth was observed in late teenage/early twenties demographic and in all age brackets over 55 years old. Population decline was observed in youth populations (0-14 years old) and many of the working age group categories (25-54 years old). The Villages median age is significantly higher than both New York States median age of 39.9 and Suffolk County's median age of 42.0 in 2020. **Table 4** presents the population by age group according to the 2010 and 2020 census.

TABLE 4 – POPULATION BY AGE SEGMENT

	Village of Northport					**Suffolk County**	
	2010		**2020**		**Percent Change 2010-2020**	**2020**	
	Count	Percent of Total	Count	Percent of Total		Count	Percent of Total
Total Persons	7,401	-	7,347	-	-	1,525,920	-
0-4	353	4.77%	236	3.21%	-32.65%	72,499	4.75%
5 - 9	510	6.89%	322	4.38%	-36.40%	81,726	5.36%
10 - 14	518	7.00%	415	5.65%	-19.30%	94,680	6.20%
15-19	483	6.53%	488	6.64%	1.78%	103,983	6.81%
20-24	253	3.42%	416	5.66%	65.64%	99,831	6.54%
25-34	543	7.34%	361	4.91%	-33.03%	182401	11.95%
35-44	940	12.70%	637	8.67%	-31.74%	180652	11.84%
45-54	1,467	19.82%	1,068	14.54%	-26.66%	210792	13.81%
55-64	1,196	16.16%	1,387	18.88%	16.82%	228614	14.98%
65-74	652	8.81%	1,039	14.14%	60.53%	153,205	10.04%
75-84	350	4.73%	508	6.91%	46.21%	82184	5.39%
85+	136	1.84%	178	2.42%	31.84%	35,353	2.32%
Median Age	45.7		50.9		-	42	

Source: 2010 and 2020 Decennial Census
Note: Numbers may add up to more than 100% due to rounding.

1.4. HOUSEHOLD POPULATION

Northport's 2023 average household size was 2.88, which is significantly less than the County's average family size of 3.42. The majority of the Village's households consist of family households (65.97 percent), with 77.83 percent of those family households consisting of married couples, and 24.6 percent of households having children under the age of 18. Of the non-family households (34.03 percent), the vast majority (83.62 percent) live alone. **Table 5** displays the household size of family and non-family households. Approximately 80 percent of all households contain three (3) people or less.

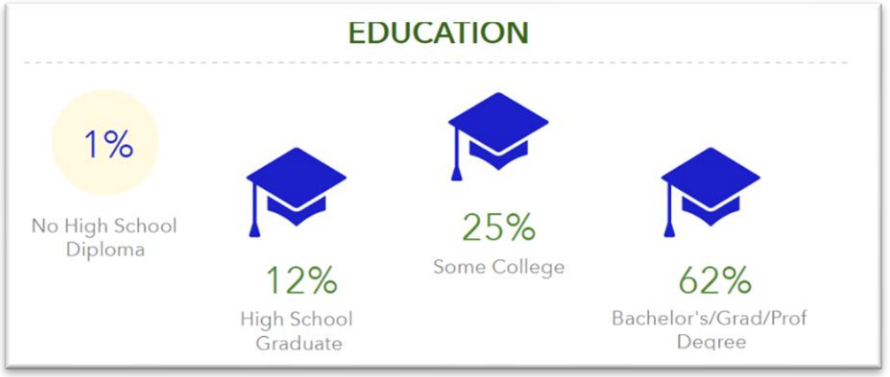
TABLE 5 – VILLAGE OF NORTHPORT OCCUPANCY CHARACTERISTICS

Number of Occupied Households	3,050	
Household Size	**Number of Households**	**Percentage**
1-person Household	868	28.46%
2-person Household	1,199	39.31%
3-person Household	371	12.16%
4- or more-person Household	612	20.07%
Average Household Size	2.38	-
Household Type	**Number of Households**	**Percentage**
Family Household	2,012	65.97%
- Married Couple Family	1,566	77.83%
Nonfamily Households	1,038	34.03%
- Householder Living Alone	868	83.62%
Average Family Size	2.88	-
Source: 2023 ACS 5-Year Estimates		

1.5. EDUCATION

The Village of Northport is a well-educated community, with significantly higher educational attainment levels than Suffolk County. The graphic below shows the Village's educational attainment levels. Approximately 87 percent of the Village's population has obtained some college or higher education level. Approximately 12 percent of the population received a high school diploma only, with only 1 percent of the population never graduating high school. In comparison, 66 percent of Suffolk County residents obtained some college or higher education levels, with 25 percent receiving a high school diploma only, and 8 percent never graduating high school.

EDUCATIONAL ATTAINMENT LEVELS IN NORTHPORT VILLAGE



Source: ESRI Business Analyst, 2023

1.6. INCOME

In the last decade, the median and mean household and family incomes have all increased in Northport. The median income increased from $107,962 in 2010 to $115,463 in 2020. It is noted that incomes tend to rise as inflation and cost of living increases. The 2010 estimates also would reflect trends in income levels due to the "Great Recession."

According to the 2023 American Community Survey, Five-Year Estimates, the median income for the Village of Northport was $137,056, which is slightly higher than Suffolk County's median income of $122,488.

INCOME SUMMARY OF NORTHPORT VILLAGE



Source: ESRI Business Analyst, 2023

Since 2010 there has been an increase in residents making more than $150,000. Approximately 30% of households made more than $150,000 in 2010, whereas 40% of residents made this amount in 2020. There was a notable decrease in the number of residents making between $100,000 to $149,999. It should be noted that the COVID-19 pandemic may have impacted income levels post-2020.

TABLE 6 – VILLAGE OF NORTHPORT INCOME

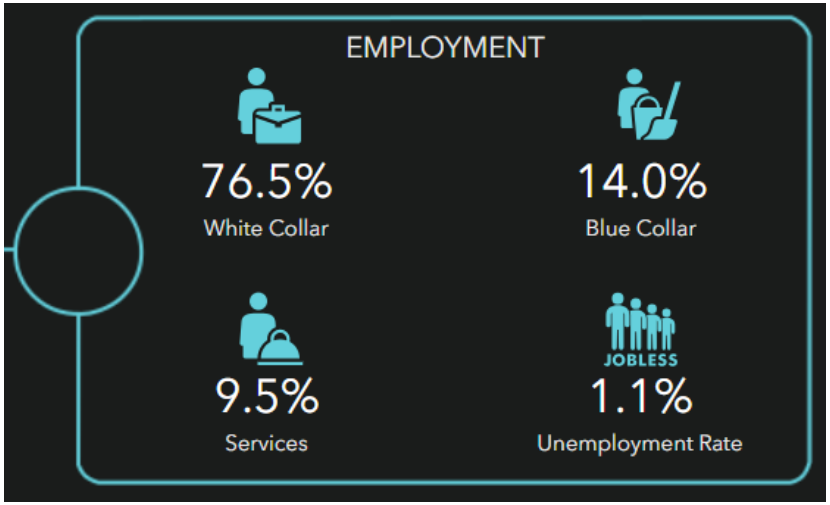
	2010	2020
	Percent of total	Percent of total
Total Households	2,793	2,906
<$10,000	1.90%	3.6%
$10,000 - $15,000	0.90%	0.00%
$15,000 - $24,999	3.90%	7.8%
$25,000 - $34,999	3.80%	4.70%
$35,000 - $49,999	9.30%	7.40%
$50,000 - $74,999	12.40%	10.00%
$75,000 - $99,999	13.10%	12.00%
$100,000 - $149,999	24.30%	14.70%
$150,000 - $199,999	11.10%	16.40%
$200,000+	19.20%	23.40%
Median household income	$107,962	$115,463
Mean household income	$136,769	$155,964
Median family income	$132,045	$138,348
Mean family income	$165,829	$190,902

Source: 2010 and 2020 ACS 5-Year Estimates
Note: Numbers may add up to more than 100% due to rounding

1.7. EMPLOYMENT

As shown in the **Employment Summary** graphic below, the large majority of the Village's residents (75.5%) have white collar jobs. Fourteen percent of employed Village residents work blue collar jobs and 9.5% are employed in the service industry. In addition, the unemployment rate in the Village is lower than in the surrounding area. Suffolk County's unemployment rate for 2023 was 3.4%, while the Town of Huntington has a 3.1% unemployment rate. In contrast, the Village had a significantly lower 1.1% unemployment rate in 2023.

EMPLOYMENT SUMMARY



Source: ESRI Business Analyst, 2023.

Table 7 examines employment by industry in the Village of Northport. Approximately 4,235 residents 16 years and over in Northport were employed in 2023. Since 2010, most industries have remained relatively constant with respect to the percentage of residents employed within each industry. In 2023, the industries with the largest employment were the "Educational services, and health care and social assistance" industry with 33% of employees and the "Finance and insurance, and real estate and rental and leasing" industry with 12%. The largest fluctuation in employment were observed within the "Professional, scientific, and management, and administrative and waste management services" industry with a decline of 7% between the years 2010 and 2020. In addition, the "Educational services, and health care and social assistance" industry saw a 6 percent increase between those same years.

TABLE 7 – NORTHPORT BY EMPLOYMENT INDUSTRY						
Industry Grouping	**2010**		**2020**		**2023**	
	Count	Percent of Total	Count	Percent of Total	Count	Percent of Total
Civilian employed population 16 years and over	3,777	-	3,930	-	4,235	-
Agriculture, forestry, fishing and hunting, and mining:	60	2%	0	0%	0	0%
Construction	182	5%	247	6%	118	3%
Manufacturing	183	5%	120	3%	155	4%
Wholesale trade	200	5%	111	3%	93	2%
Retail trade	328	9%	457	12%	290	7%
Transportation and warehousing, and utilities	176	5%	76	2%	100	2%
Information	246	7%	150	4%	228	5%
Finance and insurance, and real estate and rental and leasing	364	10%	344	9%	513	12%
Professional, scientific, and management, and administrative and waste management services	552	15%	309	8%	371	9%
Educational services, and health care and social assistance	953	25%	1227	31%	1382	33%
Arts, entertainment, and recreation, and accommodation and food services	206	5%	315	8%	345	8%
Other services, except public administration	211	6%	380	10%	364	9%
Public administration	116	3%	194	5%	276	7%
Source: 2010, 2020, 2023 ACS 5-Year Estimates Note: Numbers may add up to more than 100% due to rounding.						

Table 8 displays employment by occupational category in the Village of Northport. As of 2023 approximately 55 percent of Village residents are employed in the "Management, business, science, and arts" occupations. Between 2010 and 2020, this industry has seen a slight decline along with the "natural resources, construction, and maintenance occupation" and the "production, transportation, and material moving occupations." Occupations that have seen an increase between those same years include "service occupations," and "sales and office occupations."

TABLE 8 – NORTHPORT EMPLOYMENT BY OCCUPATIONAL CATEGORY

Industry Grouping	2010		2020		2023	
	Count	Percent of Total	Count	Percent of Total	Count	Percent of Total
Civilian employed population 16 years and over	3,777	-	3,930	-	4,235	-
Management, business, science, and arts occupations	2,167	57%	1,945	49%	2,386	55%
Service occupations	279	7%	384	10%	497	12%
Sales and office occupations	765	20%	1164	30%	824	19%
Natural resources, construction, and maintenance occupations	300	8%	289	7%	453	11%
Production, transportation, and material moving occupations	266	7%	148	4%	75	2%

Source: 2010, 2020, 2023 ACS 5-Year Estimates
Note: Numbers may add up to more than 100% due to rounding.

1.8. TAPESTRY SEGMENTS

ESRI (Environmental Systems Research Institute) Business Analyst provides the Tapestry Segment demographic service, which classifies populations within communities into 67 unique segments based on population and socioeconomic characteristics. Tapestry Segments provide information on lifestyle choices, educational attainment, neighborhood characteristics, and consumer and leisure preferences. The residents of Northport Village were classified into three tapestry segments: Urban Chic (58.8% of households), Exurbanites (33.3% of households), Top Tier (7.9% of households). **Table 9** describes these Tapestry Segments in greater detail.

TABLE 9 – TAPESTRY SEGMENTS

Tapestry Segment	Description	Neighborhood	Socioeconomic
Urban Chic (58.8% of Village Households)	Busy, well-connected, and well-educated residents who are financially stable, with a median age of 43 years. The majority of families own single family homes and have higher incomes, home values, and higher net worths than the US median. Residents spend their spare time enjoying recreational activities and traveling.	• Suburban periphery of large metropolitan areas. • Majority of households are owner occupied and homes range from prewar to recent construction • Most households have two vehicles available and commuting times are slightly longer.	• Majority of residents hold a bachelor's degree or higher. • High labor force participation rate. • Primarily white collar occupations – in managerial, technical and legal positions.
Exurbanites (33.3% of Village Households)	Residents that are approaching retirement (average age of 51) but are active in their communities and are seasoned travelers. Many are empty nesters or married couples with no children. These residents take advantage of their proximity to large metropolitan centers but prefer residing in less crowded neighborhoods.	• Established neighborhoods (most built between 1970 and 1990) in the suburban periphery of large metropolitan markets. • Majority of households are owner occupied. • Primarily single-family homes with a high median value.	• Majority of residents hold a bachelor's degree or higher. • Residents prefer self-employment or working from home. • Consumers are interested in quality in addition to cost.
Top Tier (7.9% of Households)	Residents in the wealthiest Tapestry market and earn more than three times the US household income. They are socially responsible consumers who aim for a balanced lifestyle. These residents are often married couples with no children or older children. Recreational activities include traveling, visiting upscale salons, spas, and fitness centers, live entertainment, and shopping.	• Neighborhoods are older and located in the suburban periphery of the largest metropolitan areas. • Housing units are primarily owner occupied with the highest home values.	• Majority of residents hold a bachelor's degree or higher. • Annually, they earn more than three times the US median household income, primarily from wages and salary but also self-employment income and investments.

Source: ESRI Business Analyst Online, 2023

2. LAND USE AND ZONING

In New York State, municipalities regulate land use through zoning regulations, enabled by New York State Village Law §7-700. The intent of zoning is to protect the "health, safety and welfare" of the community by encouraging or discouraging how land is used in the various areas of a community. Land use impacts the health and safety of residential areas, business locations within the Village, and the protection of natural resources. The Village of Northport regulates land use and development primarily through Chapter 306, Zoning, of the Village of Northport Code. The Zoning Code establishes the permitted uses and the dimensional requirements.

In New York, one method of classifying land uses is through a property type classification code which is a statewide uniform classification system for assessment administration established by the New York State Office of Real Property. The tax assessment roll identifies a parcel's land use using the property classification codes. The general property classification categories include agriculture, residential, vacant, commercial, recreation and entertainment, community services, industrial, public services and wild, forested and conservation lands/public parks. This analysis groups land uses into categories that are specific to the Village of Northport.

Uses that are allowed throughout the Village are regulated by Zoning District, which are shown spatially on the Village of Northport Official Zoning Map and further regulated by Chapter 306. The map shows where zoning districts are located in the Village, and therefore where certain land uses are permitted or prohibited. The Official Zoning Map depicts eleven zoning districts: **Residence A District, Residence B District, Residence C District, Residence D District, Central Business A District, Central Business B District, Central Business C District, Highway Business District, Neighborhood Business District, Marine Business District, Municipal Park District.**

These zoning districts regulate land uses listed in the zoning code, which are summarized in **Section 2.2** of this Community Profile. Uses in the Village are either allowed by right, or by special use permit in the Village. The Planning Board is authorized by Village Law of the State of New York to review and approve or disapprove site development plans. Site plan approval from the Planning Board is required for all new non-residential property construction or reconstruction and construction of a residential property with more than three families. The Board of Zoning Appeals (ZBA) reviews all applications requiring variances or a special use permit.

The Comprehensive Plan looks at the distribution of land uses within the Village, and how those land uses correspond with the adopted zoning regulations. This analysis can show whether land uses and the zoning district within which they are located are consistent, as well as what may need to be changed, in order to best facilitate the Comprehensive Plan Vision.

2.1. EXISTING LAND USE

For the purposes of this section, parcel mapping data with property level data was provided by the Town of Huntington. Land uses are first determined based on NYS property type classification codes, assigned by the Tax assessor. These classifications were further refined through a combination of mapping, review and field work.

The Village of Northport is approximately 1,604 acres, of which 1,271 acres are within parcels, and the remaining 333 acres are within roads and rights-of-way. The Village is predominantly residential in character with commercial uses generally concentrated in the downtown, along major roadways, and in certain areas along the waterfront. **Table 10** provides a more detailed analysis of each of the land uses present within the Village, including acres, percentage of acres, number of parcels, and the percentage of parcels. See **Attachment A** for a full sized land use map along with full-sized versions of all maps contained in this section.

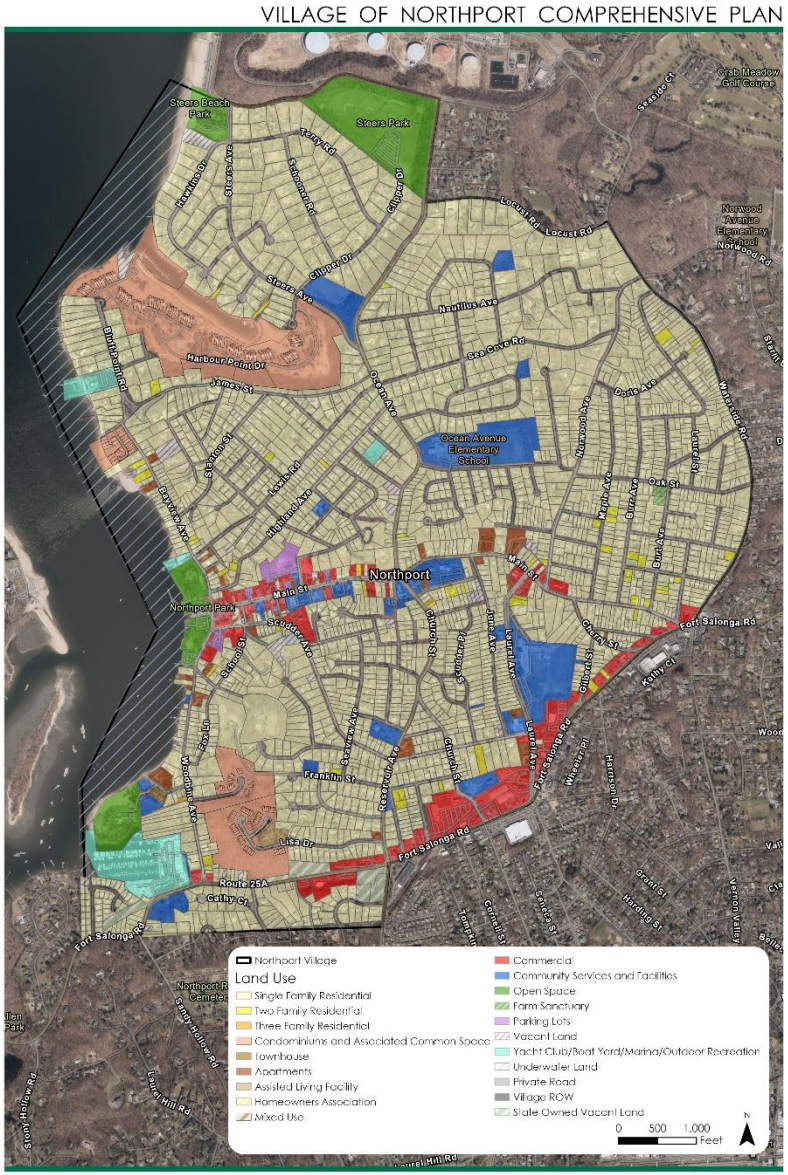


FIGURE 1: EXISTING LAND USE

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets

TABLE 10 – VILLAGE OF NORTHPORT EXISTING LAND USE				
Land Use	**Acres**	**Percent of Acres in Village**	**Number of Tax Parcels**	**Percent of Parcels in Village**
Single Family Residential	915.4	65.1%	2,381	81.3%
Two Family Residential	13.6	1.0%	53	1.8%
Three Family Residential	0.6	0.0%	3	0.1%
Condominiums and Associated Common Space	102.7	7.3%	161	5.5%
Townhouse	0.6	0.0%	5	0.2%
Apartments	11.9	0.8%	28	1.0%
Assisted Living Facility	1.6	0.1%	1	0.0%
Homeowners Association	1.0	0.1%	3	0.1%
Mixed Use	1.0	0.1%	5	0.2%
Commercial	50.5	3.6%	149	5.1%
Community Services and Facilities	64.7	4.6%	49	1.7%
Open Space	56.1	4.0%	10	0.3%
Farm Sanctuary	1.0	0.1%	4	0.1%
Parking Lots	5.1	0.4%	12	0.4%
Yacht Club, Boat Yard, Marina, Outdoor Recreation	23.7	1.7%	7	0.2%
Underwater Land	135.1	9.6%	2	0.1%
Private Road	1.3	0.1%	5	0.2%
Village ROW	0.6	0.0%	9	0.3%
Vacant Land	10.8	0.8%	36	1.2%
State Owned Vacant Land	7.9	0.6%	5	0.2%
Total	**1,405.5**	**100.0%**	**2,928**	**100.0%**
Source: Town of Huntington GIS Parcel Data with verification and mapping by NPV.				

Residential Areas

The Village of Northport is overwhelmingly residential in land use and character. Residential land uses represent approximately 74% of the land area and nearly 90% of the tax parcels. Single family dwellings represent the largest land use category in the Village with 65% of land area (915 acres) and 81% of the Village tax parcels (2,381 parcels) while two-family, three-family, condominiums, townhouses, and apartment land use categories represent 9% of the Village land area and about 9% of all Village tax parcels.

In addition to single family residences, the Village contains a number of two and three family residences. Two family dwellings account for roughly 1.8% of residential tax parcels (53 parcels) and 1.0% of land area within the Village (14 acres). There are only 3 examples of three-family dwellings within the Village which account for 0.6 acres of land. Often, two and three family dwellings are converted from large single-family dwellings into homes with two or three dwelling units. Most two and three family dwelling units have a similar appearance and character to single family dwellings.

The Village has a number of condominium, townhouse, and apartment developments. The three condominium communities include Green Tree Estates, Harbor Point, as well as Harbor Villas. These three communities as well as the associated common space comprise 7% of land area (103 acres) and 6% of parcels in the Village (161 parcels). The condominium land use accounts for a large number of acres as it includes common open space controlled by condominium homeowners' associations. Townhouses account for 5 tax parcels and 0.6 acres with a small townhouse development located on Beach

Avenue. Apartments represent 0.8% of land area (12 acres) and 1.0% of parcels (28 parcels). These apartments are scattered throughout the Village. Prominent apartment complexes include Fairfield Northport Village and Northport Homes on Main Street which have a collective account for 70 units. Other apartment buildings are located on Woodbine Avenue, Laurel Avenue, Soper Avenue, Scudder Avenue, Reservoir Avenue, Beach Avenue, 5th Avenue, Prospect Avenue, Main Street, Bayview Avenue, Highland Avenue, Ward Avenue, and Thomas Lane. Many of these apartment buildings appear as single family homes and have likely been converted from single family homes in the past. Collectively these 28 apartment parcels account for approximately 230 apartment units.

The Village also hosts a small number of mixed-use residential parcels, which contain one or more commercial use on the bottom floor with apartment units above. There are 5 mixed use parcels that account for 1 acre of land within the Village's downtown.

Commercial Land Uses

Commercial land uses in Northport encompass a wide range of businesses including cafés, bakeries, boutiques, hair salons, restaurants, offices, retail stores, auto repair shops, brewery, laundromat, tailor shop, pet shop, gallery, banks, drug store, dentists, hotel, flower shop, physical therapy studio, massage therapy studio, CVS, and more. Commercial uses represent 4 percent of land area (51 acres) and 5 percent of parcels (149 parcels).

In general, the commercial land uses in the Village of Northport are located on Main Street in the downtown core of the Village or along Route 25A near the southern border of the Village. The commercial uses on Main Street are generally characterized by small "mom and pop" shops, mixed-use buildings, and a walkable design while Route 25A features more retail strip malls, chains and service providers, and car-oriented uses.

Community Uses

Community services and facility uses encompass governmental and non-profit land uses including libraries, educational facilities (public and private), religious institutions, government offices and facilities, utilities, and public services. These land uses represent 5% of the land area (65 acres), and 2% of parcels (49 parcels).

Educational Facilities

In the Village of Northport, 32 acres are owned by the Northport – East Northport Union Free School District which includes Ocean Avenue Middle School and the William J. Brosnan building which is currently not in use as a school. The Brosnan building also serves as the central administrative offices for the District.

The Village is also home to private educational facilities which include the Weekday Nursery School located on Church Street and Island Kids Early Childhood Center located within the William J. Brosnan building on Laurel Avenue.

Government Facilities

Government facilities include Village government buildings or facilities, and emergency services. Northport Village Hall is located at 224 Main Street in the center of the Village, and includes the Building Department, Code Compliance, Justice Court, Planning, Zoning, Architectural Review, Ethics Boards, Clerk's Office, Mayor's Offices, Elected Officials, Village Administrator, Highway Department, and Public Safety. The Village has additional administrative offices located at 20 Beach Avenue. Directly west of Village Hall is the Northport Fire Department and directly east is the Northport Post Office. In addition, there are 11 Village of Northport Municipal parking lots located within the downtown area which together encompass 5 acres of land and 12 parcels. The Highway Department utilized the parking area on the west side of Woodside Avenue, north of Main Street for truck storage.

Religious and Social Organizations

There are numerous churches located within the Village of Northport including: Trinity Episcopal Church – 130 Main Street, St Paul's United Methodist Church – 270 Main Street, First Presbyterian Church – 330 Main Street , St Philip Neri Church – 344 Main Street and St Philip Neri Parish Center – 15 Prospect Avenue, and First Church-Christ Scientist – 55 Laurel Avenue. Social organizations in the Village include but are not limited to the American Legion located at 7 Woodside Avenue as well as the Northport Historical Society located at 215 Main Street.

Library

The Village of Northport has one Library, the Northport Public Library, which is located on the corner of Scudder Avenue and Laurel Avenue.

Public Utilities

The Village's wastewater treatment plant is located at the terminus of Ketchum Place and is adjacent to Scudder Park. There are also four Suffolk County water authority well sites and facilities within the Village.

Parks, Recreation, Open Space

In the Village of Northport, open space accounts for 4% of land area (56 acres) or 0.3% of parcels (10 parcels). Open Space in the Village includes six Village of Northport Parks: Steers Park, Steers Beach Park, Northport Park, Cow Harbor Park, Scudder Park and Soper Avenue Park. These parks provide residents and visitors with opportunities for outdoor recreation, social gatherings, relaxation, and scenic enjoyment. In addition, these open spaces provide important environmental benefits for the Village. The following amenities are located within each park:

- **Steers Beach Park:** Steers Beach Park features a sandy beach, bathrooms, and parking.
- **Steers Park:** improved with multiple soccer fields, baseball fields, playground, bathrooms, a path that runs around the perimeter of the park, concession stand, a gazebo, and parking lot.

- **Northport Park:** The park is improved with a bandstand, a playground, and a grass area. Public parking for the park is available on the street and in an adjacent parking lot.
- **Scudder Park:** improved with a sandy beach, playground, basketball court, dock, and gazebo.

Vacant Land

Vacant land encompasses only 1.4% of land area (19 acres) and 1.4% of parcels (41 parcels). Of the 19 acres of vacant land, 8 acres are owned by New York State. The majority of the remaining vacant sites are smaller parcels located in residential neighborhoods.

Other Land Uses

Other land uses that are unique to the Village of Northport include the Lewis Oliver Farm Sanctuary which encompasses 1 acre and 4 parcels. The Village also has a significant number of yacht clubs, boat yards, marinas, and outdoor recreation. These uses encompass 2% of land area (24 acres) and 0.2% of parcels (7 parcels). This land use category includes Britannia Yachting Center, Seymour's Boatyard, Northport Yacht Club, and Northport Tennis Club. Another land use particular to the Village is underwater lands. The Village owns 135 acres of land in Northport Harbor which extends approximately 650 feet into Northport Harbor from the shore. The Village is also home to an assisted living community, Dawn Hill Adult Home, which is located at 65 Lisa Drive, offers a variety of care and medical services for its residents. This assisted living facility is located on a 1.6 acre parcel of land.









Public Ownership

Public ownership in the Village of Northport covers a total of 80 parcels, totaling approximately 131.5 acres. The Village of Northport is the most prevalent public owner, with a total of 50 parcels totaling approximately 73 acres, followed by the School District with approximately 32.7 acres across 4 parcels. Parcels owned by the Village of Northport generally include Village parks, administrative offices, and parking lots. Other notable owners include the Suffolk County Water Authority (7.9 acres), the State of New York (8.4 acres), and the Fire Department (6.3 acres). Suffolk County and the Town of Huntington have shared ownership of 5 parcels totaling 2.0 acres, which is developed with the Lewis Oliver Farm Sanctuary. Smaller holdings are distributed among libraries, historical societies, and other government entities, each owning less than an acre.

TABLE 11 – PUBLIC OWNERSHIP

Owner	# of Parcels	Acres
Fire Department	1	6.3
Library	1	0.2
Northport Historical Society	3	0.4
School District	4	32.7
Village of Northport	50	73.0
Suffolk County & Town of Huntington	5	2.0
Suffolk County	2	0.04
Suffolk County Water Authority	5	7.9
State of New York	7	8.4
United States Government	2	0.6
Total Area	**80**	**131.5**

Source: Town of Huntington GIS 2023



FIGURE 2: PUBLIC OWNERSHIP

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets

2.2. ZONING REGULATIONS

Permitted uses in the Village are regulated by Zoning Districts, which are shown spatially on the Village of Northport Official Zoning Map and further regulated through Chapter 306. The map shows where zoning districts are located in the Village, and therefore where certain land uses are permitted or prohibited, as well as dimensional and other land development requirements. The Official Zoning Map depicts eleven zoning districts, listed in **Table 12** and shown on the map to the right and within **Attachment A**.

TABLE 12 – EXISTING ZONING DISTRICTS

	Acres	% of Village
Residence A	353.56	24.16
Residence B	83.96	5.74
Residence C	268.23	18.33
Residence D	592.01	40.45
Central Business A	17.47	1.19
Central Business B	8.19	0.56
Central Business C	0.45	0.03
Highway Business	49.35	3.37
Marine Business	17.97	1.23
Neighborhood Business	5.62	0.38
Municipal Park	66.81	4.56
Total Area	**1,463.62**	**100%**

Source: Town of Huntington GIS 2023

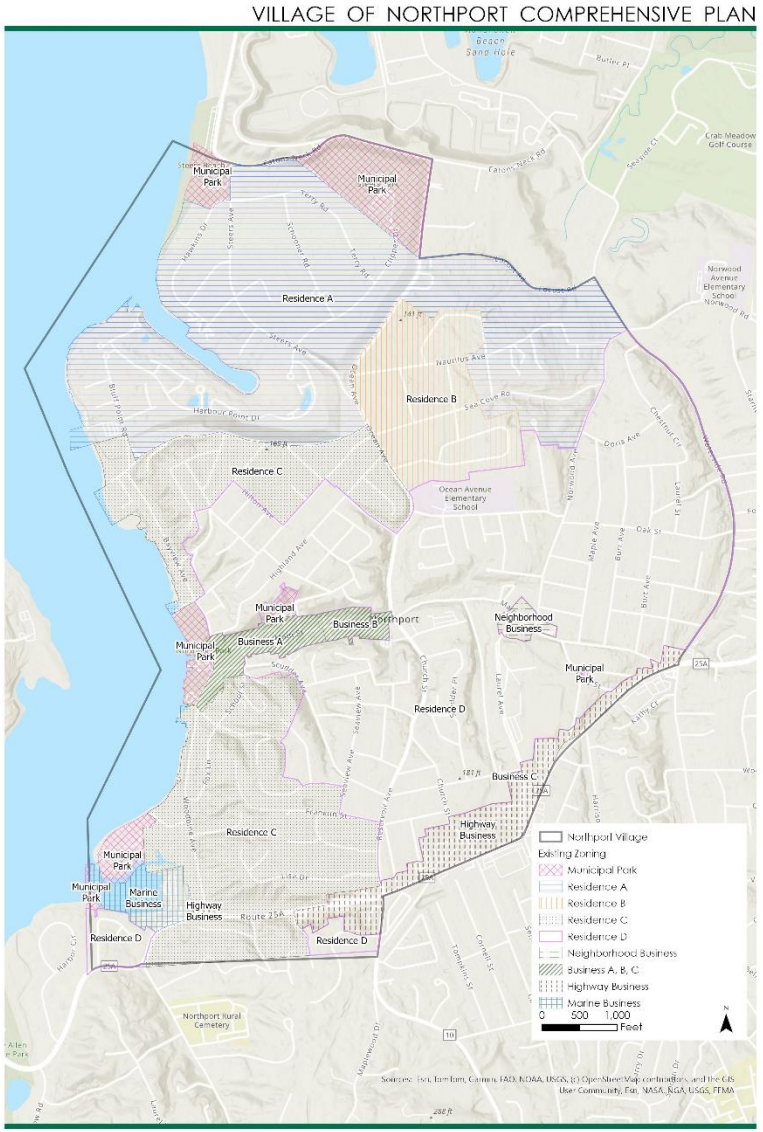


FIGURE 3: EXISTING ZONING

Village of Northport Code Chapter 306 Article IV includes use regulations for the eleven zoning districts, while Article V includes lot area and bulk requirements. For additional detail about bulk requirements, see **Tables 13** and **14**.

Most uses in the Village require Site Plan Approval from the Village of Northport Planning Board, these are called "permitted uses" and the procedure for approving these uses are described in Village Zoning Code Chapter 247.

Certain uses must adhere to additional requirements to be approved, these are called "special uses" which require a special use permit by the Board of Zoning Appeals and a public hearing as part of the approval process. These requirements are outlined in Chapter 306 Article X. Additional regulations and procedures are included in the zoning chapter as well.

Residential Zoning Districts

There are four residential zones in Northport Village. Residence A, B, C, and D Zoning Districts. The four residential zoning districts combined make up the majority of the land in the Village of Northport with 1,298 acres or 89% of land area. The Dimensional Requirements for these residential districts are detailed in **Table 13** below.

The maximum height of buildings in all residential zoning districts is 30 feet and 2 stories. Minimum lot area requirements range from 8,500 sf in Residence D to one-acre (43,560 sf) in Residence A. Yard setback requirements, minimum lot widths, and lot depths are also regulated by the zoning code with the largest setbacks observed in the Residence A district.

The maximum percentage of lot coverage permitted in residential districts ranges from 22 percent in Residence D to 12 percent in Residence A. However, for lots in all districts that are under 8,500 square feet, there is a maximum lot coverage of 25 percent which is not to exceed a footprint of 1,870 sf.

Table 13 – Dimensional Requirements, Residential

	Res. A	Res. B	Res. C	Res. D
Maximum Height*	30 ft./2 stories	30 ft./2 stories	30 ft./2 stories	30 ft./2 stories
Minimum Lot Area	1 acre	1/2 acre	1/3 acre	8,500 SF
Minimum Lot Width	175 ft.	125 ft.	100 ft.	85 ft.
Minimum Front Yard Depth	65 ft.	50 ft.	35 ft.	25 ft.
Minimum Rear Yard Depth	60 ft.	50 ft.	40 ft.	35 ft.
Minimum Side Yard Width, any side	35 ft.	30 ft.	18 ft.	12 ft.
Minimum total side yard width	75 ft.	60 ft.	40 ft.	24 ft.
Minimum Street Frontage	140 ft.	100 ft.	80 ft.	70 ft.
Minimum Lot Depth	200 ft.	175 ft.	125 ft.	100 ft.
Lot Coverage**	12%	15%	20%	22%

*Houses with flat roofs may not exceed 22 ft.
**Lots under 8,500 SF are restricted to 25%, but not to exceed 1,870 SF.

Source: Northport Village Code, Chapter 306

Residence A Zoning District

The Residence A Zoning District encompasses 24 percent of the Village or approximately 354 acres. The Residence A District is generally located in the northern section of the Village. Within this District, the following land uses are permitted:

- **Residence for one family.**
- **Accessory use.**
- **Municipal park, playground or recreation area.**

Special uses are further regulated by Article X and include:

- **Fairground or carnival**

Residence B Zoning District

The Residence B Zoning District encompasses approximately 84 acres or nearly 6 percent of the Village of Northport and is located along Malcolms Landing, Duffy Court, and a section of Harbor Point Drive. Another area of Residence B Zoning is located between Ocean Avenue, Nautilus Avenue and Sea Cove Road. Within this district, the following land uses are permitted:

- **Residence for one family.**
- **Accessory use.**
- **Municipal park, playground or recreation area.**

Residence C Zoning District

The Residence C Zoning District encompasses 18 percent or 268 acres of the Village. The Residence C district is located along much of the waterfront properties south of Bluff Point Road and extends east into the Village. Within this district, the following land uses are permitted:

- **Residence for one family.**
- **Accessory use.**
- **Municipal park, playground or recreation area.**

Residence D Zoning District

The Residence D Zoning District is the largest zoning district in the Village at 592 acres or about 40 percent. Residence D Zoning makes up the majority of residential parcels in the Village and is centrally located. Within this district, the following land uses are permitted:

- **Residence for one family.**
- **Accessory use.**
- **Municipal park, playground or recreation area.**
- **Governmental function of the Village of Northport.**

Commercial and Mixed-Use Zoning Districts

There are six business Zoning Districts in the Village of Northport: Business A, B, C, Neighborhood Business, Highway Business, and Marine Business. These districts combined encompass approximately 99 acres or 7 percent of the Village. The Dimensional Requirements for these business districts are detailed in **Table 14** below.

The maximum allowed height for any building in the Village is 3 stories or 45 feet for Hotels or Inns. All other commercial districts allow for a maximum of two or two and a half stories. Minimum lot area ranges from 4,000 square feet in the Business A District to 12,000 square feet in the Business C District. Minimum front yard requirements range from 10 feet in the Highway Business District to 50 feet in the Marine

Business District. For minimum rear yard requirements all business districts are 15 percent of the average lot depth except for Business A District which is 20 feet. Minimum side yard for all districts is 10 feet for one side only (aside from Hotel/Inn which is 5 feet). Street frontage requirement is 30 feet for Business A District, 75 feet for Business C District and 50 feet for all other

business districts and maximum lot coverage requirements range from 30-50 percent. In order to determine how many uses are allowed per principal building or structure, divide gross floor area by 400 square feet in the Business A, B, and Neighborhood Business Districts, and by 700 square feet in the Highway Business and Marine Districts.

Table 14 – Dimensional Requirements, Commercial

	Highway Business District	Neighborhood Business District	Marine Business District	Central Business A District	Central Business B District	Central Business C District	Hotel/Inn
Maximum Height	30 ft./2 stories	30 ft./2 stories	30 ft./2 stories	35 ft./2.5 stories	30 ft./2 stories	25 ft./1.5 stories	45 ft./3 stories
Minimum Lot Area Per Use	7,500 SF	7,500 SF	7,500 SF	4,000 SF	7,500 SF	12,000 SF	10,000 SF
Minimum Front Yard	10 ft.	30 ft.	50 ft.	20 ft.	20 ft.	-	-
Minimum Rear Yard	15% of avg. lot depth*	15% of avg. lot depth*	15% of avg. lot depth*	20 ft.	15% of avg. lot depth*	-	-
Minimum Side Yard	10 ft. (one side only)	10 ft. (one side only)	10 ft. (both sides)	10 ft. (one side only)	10 ft. (one side only)	-	5 ft. (one side only)
Street Frontage	50 ft.	50 ft.	50 ft.	30 ft.	50 ft.	75 ft.	-
Lot Coverage	30%	30%	30%	40%	40%	50%	-
Uses per principal building or structure	Divide gross floor area by 700 SF	Divide gross floor area by 400 SF	Divide gross floor area by 700 SF	Divide gross floor area by 400 SF	Divide gross floor area by 400 SF	-	-

Source: Northport Village Code, Chapter 306

Central Business A Zoning District

The Business A Zoning District contains approximately 17 acres or 1 percent of land in the Village. The Business A District can be found along the section of Woodbine Ave abutting Main Street and along Main Street from Northport Park to Woodside Avenue. Within this District, the following land uses are permitted:

- Place of worship
- Public library
- Fire station, municipal office or any governmental building of similar character
- Municipal park
- Nonprofit, philanthropic, fraternal, social or educational institutional office or meeting room

- Tavern or bar
- Restaurant
- Hotel/Inn
- Theater
- Select retail sales
- Bank or financial institution
- Offices

See **Attachment B** for a comprehensive list of allowable uses in the Business A Zoning District.

Central Business B Zoning District

The Business B District is comprised of approximately 8 acres or 0.5 percent of the Village. This District is located along the section of Main Street that runs from Woodbine Avenue to Ocean Avenue. Within this District, the following land uses are permitted:

- Place of worship
- Public library
- Municipal park
- Nonprofit, philanthropic, fraternal, social or educational institutional office or meeting room
- Tavern or bar
- Hotel/Inn
- Theater
- Select retail sales
- Bank or financial institution
- Offices
- Travel agency
- Photography studio

See **Attachment B** for a comprehensive list of allowable uses in the Business B Zoning District.

Central Business C Zoning District

The Business C District is comprised of approximately 0.45 acres of land or 0.03 percent of land in the Village. Within this District, the following land uses are permitted through Planning Board Site Plan Approval:

- Single family residences provided that said residence is housed in a building used principally for office use such as for engineers, land surveyors, physicians, dentists, attorneys, architects and other professionals duly licensed by the State of New York.

Marine Business Zoning District

The Marine Business District encompasses approximately 18 acres or 1 percent of land area and is found solely at the Britannia Yachting Center along Fort Salonga Road (25A). Within this district, the following land uses are permitted:

- Municipal park
- Nonprofit beach club
- Nonprofit yacht club and marina
- Select retail sales
- Bank or financial institution
- Gym, spa, and fitness studios
- Offices

- Boatyard
- Nonprofit yacht club
- Marina for private profit
- Insurance sales
- Food provisions
- Personal service shops

Special uses are further regulated by Article X and include:

- Restaurant which serves alcoholic beverages

See **Attachment B** for a comprehensive list of allowable uses in the Marine Business Zoning District.

Neighborhood Business Zoning District

The Neighborhood Business Zoning District encompasses approximately 6 acres or 0.4 percent of the Village. This District can be found along Main Street between Norwood Avenue and Laurel Avenue. Within this District, the following land uses are permitted:

- Majority of uses permitted in the central Business A District
- Any use permitted in the Residence D District

Special uses are further regulated by Article X and include:

- Fire station, municipal office or any governmental building of similar character
- Tavern or Bar
- Restaurant

See **Attachment B** for more detail regarding permitted uses in the Neighborhood Business Zoning District.

Open Space and Recreation Zoning Districts

Municipal Park Zoning District

The Municipal Park Zoning District comprises almost 67 acres or 4.5 percent of land in the Village. Allowable uses within the Municipal Park District include municipal parks, playgrounds, recreational areas or municipal service facilities operated by the Incorporated Village of Northport. The Municipal Park Zoning District includes Steers Beach Park, Steers Park, Northport Park, Scudder Park, and other lands owned by the Village.

Land Use and Zoning Consistency

Within the Village of Northport, existing land uses are generally consistent with the Village's zoning requirements. Commercial uses are typically located in the downtown core in the Business Zones or along Route 25A in the Highway Business Zone. The Maritime Business Zone is developed with water dependent and other waterfront compatible uses, as intended by the Zoning Code. The numerous parks and recreation areas are appropriately zoned as Municipal Park. The vast majority of the Village is zoned for one of the residential districts, which is consistent with current development patterns since much of the Village is developed with single-family housing. These residential districts also include examples of community facilities and services such as school properties, which is permitted by zoning.

Many of the nonconforming uses in the Village were in existence prior to the development of the Northport Zoning Code, resulting in these uses being classified as pre-existing, nonconforming uses. Many of these pre-existing nonconforming uses are allowed to remain operational, but have restrictions on expansions of the uses. Pre-existing nonconforming apartments are a typical example of these uses within the Village.

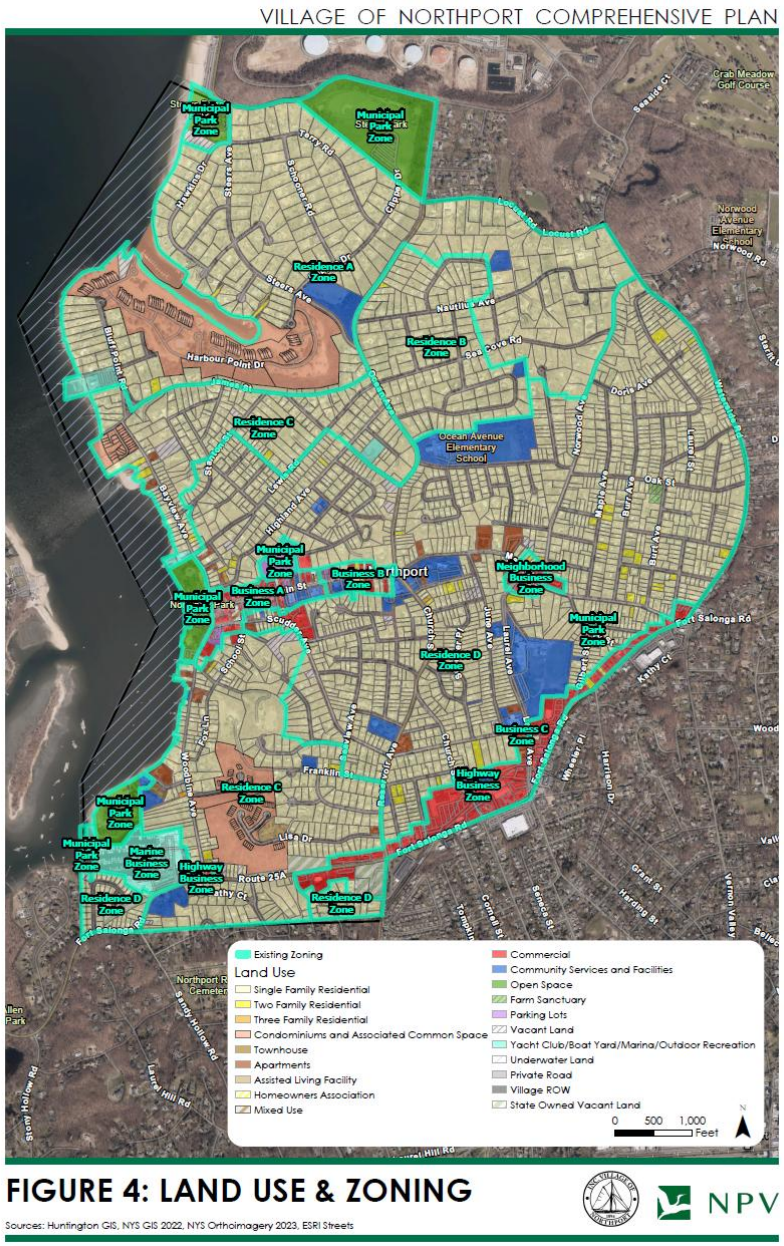


FIGURE 4: LAND USE & ZONING

3. HOUSING

Analyzing housing conditions within the Village of Northport can be helpful in revealing trends that inform present and future planning efforts. The number of total housing units within the Village of Northport has slightly increased between the years 2000 and 2020 from 3,052 housing units to 3,128 housing units, representing a 2 percent increase.

3.1. GENERAL HOUSING CHARACTERISTICS

While the total number of housing units increased between 2000 and 2020 by 2 percent, the percent of occupied housing units decreased by 1.41 percent and vacant housing units increased by 1.64 percent or by 45 housing units. Within the category of occupied housing units, owner occupied units decreased by 1.67 percent in this time period and renter occupied units increased by 1.67 percent from 700 housing units in 2000 to 757 housing units in 2020. **Table 15** shows the housing units by occupancy and type for the Village of Northport for the years 2000, 2010, and 2020.

TABLE 15 – VILLAGE OF NORTHPORT HOUSING UNITS AND OCCUPANCY

	2000		2010		2020		% Change (2000-2020)
	Units	Percent of Total	Units	Percent of Total	Units	Percent of Total	
Total Housing Units	3,052	-	3,066	-	3,128	-	2%
Vacant	100	3%	145	5%	145	4.64%	1.64%
Occupied Housing Units	2,952	97%	2,921	95.27%	2,983	95.36%	1.64%
Owner Occupied	2,252	76.29%	2,217	75.90%	2,226	74.62%	1.67%
Renter Occupied	700	23.71%	704	24.10%	757	25.38%	1.67%

Source: 2000, 2010, 2020 Decennial Census

Within Suffolk County, there has also been an 11 percent increase in the number of total housing units between 2000 to 2020. In this same time period, the number of vacant housing units increased by 1 percent and the number of occupied units decreased by 0.85 percent. While owner occupied units decreased by 1.41 percent, renter occupied units increased by 1.70 percent as shown in **Table 16**. Compared to the Village of Northport, Suffolk County's housing characteristics have a similar overall change between 2000 and 2020 aside from the greater increase in vacant housing units in the Village.

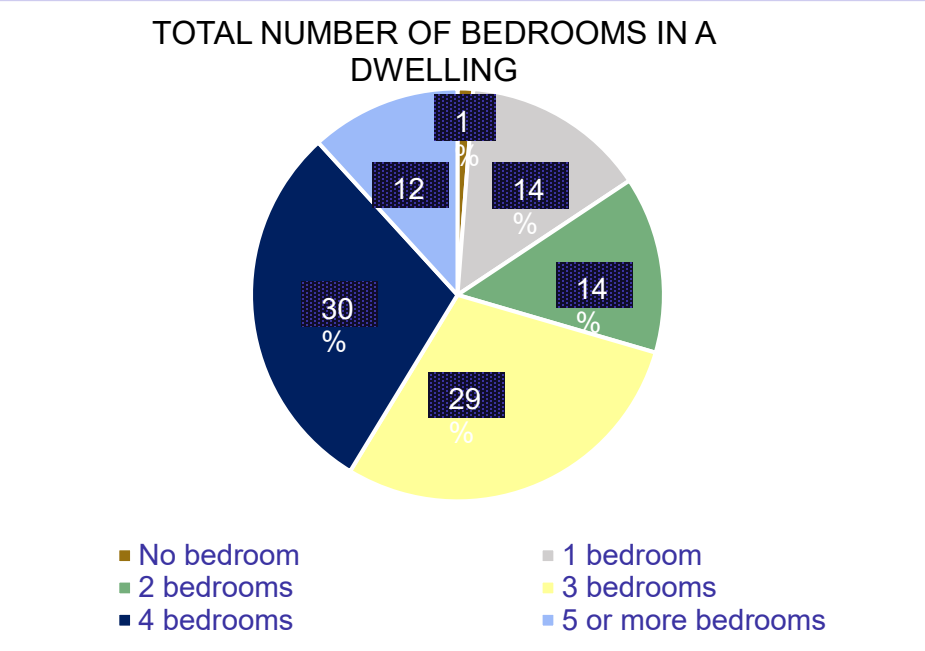
Table 17 provides an estimate of the total number of housing units by units in a structure. From 2010 to 2020, Census estimates show a total increase in the number of dwelling units, from 2,935 to 3,090 units or an increase by 155 units. Between those years, the largest increase was observed in single family detached units and the largest decrease was in 2-unit structures.

TABLE 16 – SUFFOLK COUNTY HOUSING CHARACTERISTICS

	2000		2010		2020		% Change (2000-2020)
	Units	**Percent of Total**	**Units**	**Percent of Total**	**Units**	**Percent of Total**	
Total Housing Units	522,382	-	570,091	-	578,940	-	11%
Vacant	53,035	10%	70,066	12%	62,068	11%	1%
Occupied Housing Units	469,357	89.85%	500,026	87.71%	516,872	89%	0.85%
Owner Occupied	374,406	79.77%	393,594	78.71%	405,016	78.36%	1.41%
Renter Occupied	94,951	20.23%	106,432	21.29%	111,856	22%	1.70%

Source: 2000, 2010, 2020 Decennial Census

TABLE 17 – VILLAGE OF NORTHPORT UNITS IN STRUCTURE		
	2010	**2020**
	Percent of Total	**Percent of Total**
Total Housing Units	3066	3,128
1-unit, detached	73.05%	76.47%
1-unit, attached	5.04%	5.53%
2 units	6.58%	3.33%
3 or 4 units	5.59%	6.41%
5 to 9 units	5.79%	3.53%
10 to 19 units	3.51%	2.46%
20 to 49	0.44%	1.00%
Mobile home	0.00%	1.26%
Boat, RV, van, Etc.	0.00%	0.00%
Source: American Community Survey 2010, 2020 5-Year Estimates.		



TOTAL NUMBER OF BEDROOMS IN A DWELLING

Source: American Community Survey 2020 5-Year Estimates

Analyzing the total number of bedrooms within a dwelling unit provides insight into the type of variety that exists in the housing stock and the type of households the existing inventory may serve. About 28 percent of dwellings unit have 1 or 2 bedrooms, with 1 percent of the units having no bedrooms, such as a studio apartment. 59 percent of dwelling units have 3-4 bedrooms, and 12 percent have 5 or more bedrooms.

Given that approximately a quarter of the households were 1-person households, as discussed in the Demographics Chapter, this percentage of smaller units supports the demand established by

smaller households. The large percentage of households with three or more bedrooms supports the 66 percent of family household in the Village.

TABLE 18 – VILLAGE OF NORTHPORT HOUSING UNITS BY YEAR BUILT		
	2022	**Percent of Total**
Total Housing Units	3,180	-
Year Built		
2010 or later	25	0.79%
2000 to 2009	78	2.45%
1990 to 1999	40	1.26%
1980 to 1989	433	13.62%
1970 to 1979	213	6.70%
1960 to 1969	465	14.62%
1950 to 1959	778	24.47%
1940 to 1949	389	12.23%
1939 or earlier	759	23.87%
Source: American Community Survey 2022 5-Year Estimates *2022 ACS data is used here as the percentages appear more accurate than 2020 data		

The majority of dwelling units (75.19 percent) within the Village of Northport were constructed prior to 1960, with 23.8 percent built prior to 1939 as seen in **Table 18.** Only 3.24 percent of the housing stock has been built in the past 25 years. **Table 19** shows the owner-occupied housing values within the Village in 2023. The median value for a housing units in the Village was $683,537, and a majority (58.8 percent) of owner-occupied housing units are valued between $500,000-$749,000. The second most prevalent value range is $750,000-$999,000 with 22 percent of housing units. **Table 20** shows the median monthly owner-occupied housing costs for a household with and without a mortgage are $3,267 and $1,291 respectively. **Table 21** shows the median monthly rent at $1,882 for renter occupied units.

TABLE 19 – OWNER-OCCUPIED HOUSING UNITS BY VALUE		
	2023	**Percent of Total**
Total Units (owner-occupied)	2,441	-
<$299,999	0	0.0%
$300,000-$399,000	25	1.0%
$400,000-$499,000	142	5.8%
$500,000-$749,000	1,435	58.8%
$750,000-$999,000	532	21.8%
$1,000,000-$1,499,999	215	8.8%
$1,500,000-$1,999,000	75	3.1%
$2,000,000+	17	0.7%
Median Value	**$683,537**	
Average Value	**$767,421**	-
Source: ESRI Business Analyst, 2023		

TABLE 20 – OWNER-OCCUPIED HOUSING UNITS BY MONTHLY COSTS		
	2020	**Percent of Total**
Housing units with a mortgage	1,603	-
Less than $999	0	0.00%
$1,000 to $1,499	78	4.87%
$1,500 to $1,999	75	4.68%
$2,000 to $2,499	178	11.10%
$2,500 to $2,999	257	16.03%
$3,000 or more	1,015	63.32%
Median (dollars)	**$3,267**	-
Housing units without a mortgage	772	-
Less than $399	0	0.00%
$400 to $599	28	3.63%
$600 to $799	66	8.55%
$800 to $999	59	7.64%
$1,000 or more	619	80.18%
Median (dollars)	**$1,291**	-
Source: American Community Survey 2020 5-Year Estimates		

TABLE 21 – RENTER-OCCUPIED HOUSING UNITS BY RENT PAID		
	2020	**Percent of Total**
Occupied units paying rent	481	-
Less than $999	0	0.00%
$1,000 to $1,499	138	28.69%
$1,500 to $1,999	134	27.86%
$2,000 to $2,499	189	39.29%
$2,500 to $2,999	0	0.00%
$3,000 or more	20	4.16%
Median (dollars)	**$1,882**	-
Source: American Community Survey 2020 5-Year Estimates.		

3.2. AFFORDABILITY

The US Department of Housing and Urban Development (HUD) defines households as cost burdened if their monthly housing costs (rent or ownership costs - including utilities) exceed 30% of their monthly income. A household is considered severely cost burdened if they pay more than 50% of their income towards rent or ownership costs.

A review of gross rent as a percentage of household income, as shown in **Table 22** suggests that almost half of renters, 48.86 percent, allocate 30 percent or more of their income toward rent, which under HUD's definition would qualify as cost burdened. In terms of homeowners **(Table 23)**, 36.19 percent of households with a mortgage and 36.79 percent of households without a mortgage allocate over 30 percent of their income towards household costs. According to HUD Comprehensive Housing Affordability Strategy data[1] available from 2016-2020, 14 percent of renters and 18 percent of homeowners within the Village of Northport are severely cost burdened.

TABLE 22 – GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME

	Households	Percent of Total
Occupied Units Paying Rent	481	-
Less than 15.0 percent	14	2.91%
15.0 to 19.9 percent	144	29.94%
20.0 to 24.9 percent	20	4.16%
25.0 to 29.9 percent	68	14.14%
30.0 to 34.9 percent	15	3.12%
35.0 percent or more	220	45.74%
Not computed	50	10.40%

Source: American Community Survey 2020 5-Year Estimates.

[1] Consolidated Planning/CHAS Data | HUD USER.

TABLE 23 – GROSS HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME		
	Households	**Percent of Total**
Housing units with a mortgage	1,589	-
Less than 20.0 percent	506	31.84%
20.0 to 24.9 percent	249	15.67%
25.0 to 29.9 percent	259	16.30%
30.0 to 34.9 percent	142	8.94%
35.0 percent or more	433	27.25%
Not computed	14	0.88%
Housing unit without a mortgage	772	-
Less than 10.0 percent	165	21.37%
10.0 to 14.9 percent	136	17.62%
15.0 to 19.9 percent	74	9.59%
20.0 to 24.9 percent	87	11.27%
25.0 to 29.9 percent	26	3.37%
30.0 to 34.9 percent	26	3.37%
35.0 percent or more	258	33.42%
Source: American Community Survey 2020 5-Year Estimates. *excluding units where selected monthly owner costs as a percentage of household income could not be computed		

A homeownership affordability gap analysis is presented in **Table 24**, which considers the median home value of the community and the income that would be required to purchase and reside in that home, when factoring in the expenses related to property taxes and insurance costs, and standard debt to income ratios.

As reported in **Section 3.1**, the median home price in the Village of Northport according to 2023 Census data was $683,537. In order to determine the affordable sales gap within a community, certain assumptions must be made on the type of mortgage and its underwriting criteria. For the purposes of this analysis, it is based on a standard mortgage with the current interest rate for a 30-year, fixed rate mortgage of 6.2 percent. The underwriting also assumes a 5% down payment, $1,500 per year in insurance, and a housing debt to income ratio of 36 percent, which is the maximum allowed under a standard Fannie Mae mortgage[2]. Estimated annual property taxes of $10,000 were calculated using comparable listings and tax data for homes around the median value of $683,537.

Using the underwriting criteria listed above, the monthly mortgage payments, including taxes and insurance is estimated to be $5,768. A

[2] Fannie Mae Eligibility Matrix, 2023.

homebuyer would need an annual income of approximately $130,767 to purchase a home at the median value of $683,537.

A household earning the Village of Northport median income of $137,056 would have a gap of $55,222 in annual income, indicating that households earning the median income are unable to comfortably afford homes with the median value in the Village. It is noted that this calculation does not consider closing costs or private mortgage insurance. This is further exacerbated by the low supply of homes available for sale in the Village in general, and especially at price points below the median. An analysis on OneKey MLS in December 2025 reveals that out of the 19 homes listed for sale in the Village, only 4 of these homes were below the median price and 15 homes were listed above the median price.

TABLE 24 – HOMEOWNERSHIP AFFORDABILITY GAP

	Input Value	Amount
Northport Median Home Value		**$683,537**
Mortgage Rate – 30-year Fixed	6.2%	
Down Payment	5%	$34,177
Amount Mortgaged		$649,360
Monthly Mortgage Payments		$4,935
Total Yearly Taxes		$10,000
Monthly Tax Payments		$833
Total Monthly Housing Payments (Mortgage and Taxes)		$5,768
Housing Debt to Income	0.36	$16,023
Annual Income Require		**$192,278**
		Yearly Income Gap
Village of Northport Median Income	$137,056	**-$55,222**

Source: American Community Survey 2023 5-Year Estimates.

4. ENVIRONMENTAL RESOURCES

The Village of Northport is located on the North Shore and is characterized by the low, steep hills formed by Long Island's northern terminal moraine. To the west, the Village borders Northport Harbor, a highly suburbanized area, while to the north lies the Long Island Sound. Residential neighborhoods, along with areas of woodland and marshland, are situated to the east, just outside the Village boundary. The Village has direct access to the Long Island Sound via Northport Harbor, Northport Bay, and Huntington Bay. Historically, the Village's proximity to open waterways and fertile soils supported agriculture, fishing, and settlement. Over time, most of the farmland and cattle pastures that developed along the shore during European settlement have been replaced by residential and suburban land uses.

4.1. GEOLOGY

Bedrock geology is the solid rock that lies beneath soil and often serves as the parent material for regolith (unconsolidated/broken rock material) and soil. Understanding the geologic makeup in the Village of Northport is important to understanding the potential impacts and feasibility of development.

In Northport, as well as the greater extent of Long Island, two types of bedrock are present: a deep metamorphic "basement" and overlying unconsolidated sedimentary deposits. Long Island's "basement" bedrock consists of ancient metamorphic rocks (primarily gneiss and schist) of Precambrian age. Overlying this basement are thick sedimentary deposits, primarily from the Cretaceous period (about 145-66 million years ago), consisting of sand, gravels, and clays. Above these, unconsolidated sediments of glacial origin (Pleistocene, about 2.5 million to 12,000 years ago) form the uppermost geologic layers, deposited by glaciers and glacial meltwater. In total, the bedrock of Northport is as follows:

- Metamorphic basement bedrock – formed when rocks are subject to high heat, high pressure, hot mineral-rich fluids or, more commonly, a combination of all three.
- Secondary Sedimentary bedrock – consists mostly of gravels, sand, and clay formed by glacial deposits.

Sedimentary rocks are formed from deposits of pre-existing rocks or pieces of once-living organisms that accumulate on the Earth's surface. If sediment is buried deeply, it becomes compacted and cemented, forming sedimentary rock. Metamorphic rocks started out as a different type of rock but have been substantially changed from their original igneous, sedimentary, or earlier metamorphic form. Metamorphic rocks form when rocks are subjected to high heat, high pressure, hot mineral-rich fluids or, more commonly, some combination of these factors. Metamorphic rock is a harder, less porous material, than sedimentary rock. Sedimentary rock is much easier to excavate without blasting. Rainwater, especially in combination with atmospheric gases, often result in acid rain can

cause the dissolution of the limestone, culminating in higher levels of salt movement within the stone. Temperature can affect rates of deterioration and (in larger stones) movement of the pieces and the porous nature of limestone can result in pollutants traveling more easily into underground aquifers.

4.2. SOILS

Soil is a substance composed of bedrock and other broken-down minerals from the surrounding area combined with broken down organic matter. Soils regulate and filter water flow, decompose vegetative matter and other wastes, provide nutrients for agriculture and other plant life, sequester carbon, and support human infrastructure development.

Table 25 lists the major soil types found in the Village of Northport. Per the United States Department of Agriculture (USDA) Web Soil Survey, the most prevalent soils are Riverhead and Haven soils, 0 to 8 percent slopes (RhB, 31.5%), which are located throughout most of the Village in the outwash plains except for the most northern extent. Carver and Plymouth soils, 15 to 35 percent slopes (CpE), represent 18.2% of the Village, and are in most areas of the community except for the shoreline near the harbor. Cut and fill land, gently sloping (CuB), constitute 17% of soils in the Village and are found primarily in areas that are more urbanized. Haven loam, 0 to 2 percent slopes (HaA) are also present (6.2%) and are focused primarily in the outwash plains on the eastern extent of the Village as well as in the outwash plains. See **Figure 5 Soils** below to see the more specific location of each soil type listed.

Table 25 – SOILS FOUND IN THE VILLAGE OF NORTHPORT

Soil Type	Acres	% of Village
Bs	12.9	0.9%
CpE	270.7	18.2%
CuB	253.0	17.0%
CuC	18.9	1.3%
CuE	67.4	4.5%
HaA	91.9	6.2%
HaB	61.1	4.1%
HaC	23.0	1.5%
Ma	29.6	1.5%
MkB	29.6	0.4%
MkC	3.4	0.2%
RdB	63.2	4.3%
RdC	23.2	1.6%
RhB	468.2	31.5%

Table 25 – SOILS FOUND IN THE VILLAGE OF NORTHPORT		
Soil Type	**Acres**	**% of Village**
RhC	7.8	0.5%
Tm	2.7	0.2%
Ur	55.3	3.7%
W	30.1	2.0%
Total	**1,487.8**	**100%**
Source: NRCS Web Soil Survey, Northport, NY, 2024. https://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/survey/		

Long Island, and in effect, Northport Village, is the result of the opposed actions of deposition and erosion. Marine currents, ice, and glacial streams have each played a part in both the building up and the tearing down of the island. The Village of Northport is situated on top of a glacial moraine and thus the presence of hydric soils is not noted. Hydric soils are those that are permanently or seasonally saturated by water, and typically, hydric soil indicates the potential for wetlands to be present. Within the Village, the only hydric soils present are Mollic Andosols (Tm) that cover .2% of marine wetland.



FIGURE 5: SOILS MAP

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, Natural Resources Conservation Science of the USDA, ESRI Streets

4.3. TOPOGRAPHY

Long Island's low-lying topography indicates that since the Cretaceous period, erosion has played the predominant role in land formation over deposition. The Village is situated on what is known as the North Shore Scarp featuring the Long Island Sound. The scarp is characterized by fresh bluffs and a few cliffs attributed to its erosional origin creating a flat landscape. Ground surface elevation varies across the county, with the Village of Northport lying lower than other areas. The deposits that have shaped the existing formation of the Village sit 150 feet above mean sea level and are small in comparison to the deposits and slopes that once existed in the region. Its lowest areas of elevation are located at the western edges of the Village along Northport Harbor where elevation drops to 60-70 feet as well as the coast near Asharoken Beach that drops to 40 feet, as seen in the **Figure 6: Topography**. The highest elevation is located just north of Main Street and south of Northwest Drive, in the center of the Village where elevation reaches 160 feet above sea level.



Table 26 Elevations lists notable elevations for the area:

TABLE 26 – ELEVATION	
Location	**Elevation above Mean Sea Level (ft.)**
Garfield Street to Northwest Drive	160 feet
Turnip Hill	160 feet
Harbor Point Drive	100 feet
Asharoken Beach	40 feet
Source: United State Geological Survey (USGS), 2024.	

Northport, like other harbors on the North Shore that were formed as the result of erosional activities, is characterized by valleys that are free from conspicuous branching and sloping. Small lateral slopes are persistent throughout the Village, most notably with a 100-foot slope that cuts across the mid-section of the Village running from the north to the southwest as well as along the border to the east. Most slopes that occur in the Village typically do not exceed 100 feet.

To protect and safeguard scenic landscapes and the vegetative features of steeply sloped lands throughout the Village of Northport, the Village Code designates Article V to Construction on Steep Slopes. The Village recognizes that the development in hillside areas can potentially disrupt the aesthetics and scenic qualities of these sites and disturb the surrounding natural vegetation and wildlife habitat by increasing the risk of stormwater runoff, flooding, and surface erosion. The Village has implemented regulations regarding slope protection and permit guidelines for construction in Sections 219-26.3.27 of the Village Code.

Additionally, the Village has implemented limited regulations related to subdivision of land within hillside areas. Per Section 219-26.2 of Village Code, regulations for the design of lots are outlined and highlight the need for preservation of land:

> *A. The number of lots for that portion of a subdivision which is not in a hillside area shall be determined by the Planning Board in accordance with current zoning requirements and subdivision regulations for the zoning district in which the property is located.*
>
> *(1) …the Planning board shall have the discretion to determine whether to yield up or down based upon a balancing of the following standards:*
>
> *(a) The degree and severity of erosion, drainage and related water runoff impacts;*
>
> *(b) The degree of disturbance of the sloped areas;*

(c) The size, number and length of retaining walls;

(d) Whether the slope disturbance can be effectively mitigated;

(e) The impact on nearby properties;

(f) Whether a reduction in the allowable lot coverage for a specific lot or lots as determined by the Planning Board would alleviate the impact to the hillside area; and

(g) Any other factors related to the environmental or physical impacts to the subject property or area properties or public streets or facilities.

The Village of Northport requires a permit for any activities that create any degree of disturbance on a steep slope as defined in 219-27:

A. It shall be unlawful to create any disturbance, other than an exempt activity as set forth in this article, on any steep slope located within any existing or proposed lot or lots in the Village, unless and until a steep slope permit is granted by the Planning Board pursuant to the requirements of this article.

B. Exempt activities. The following activities on steep slopes do not require the issuance of a steep slope permit:

(1) Any planting of landscape materials which does not require disturbance of existing terrain.

(2) Emergency situations, as determined by the Village Engineer, where the disturbance of steep slopes is required to protect persons, wildlife, or property from imminent danger.

4.4. SURFACE WATERS

The surface waters in the Village of Northport are primarily comprised of the Bay with marine wetlands and estuary habitats along the shoreline. The entire western perimeter of the Village borders Northport Harbor which empties into the larger Northport Bay. There are several marine wetlands designated by the National Wetlands Inventory. Two of these wetland areas have public access points through Scudder Park located on the southernmost extent of the shoreline. The Bay as well as the marine wetlands offer many opportunities for aquatic recreation and scenic vantage points of the Village's beautiful aquatic habitats.

Northport Bay (the "Bay") is a significant coastal water body that comprises approximately 2,370 acres and is located between Eaton's Neck and the Village of Northport. Existing habitat within the Bay includes open water, intertidal flats, and vegetated tidal wetland habitats, which extend from West Beach on the west to Northport Harbor on the east. The Bay's depth ranges from approximately 6 to 30 feet below mean water level, with maximum depths just over 50 feet and a tidal range of about 7 feet. Historically,, the Bay was bordered by extensive salt marshes. Today, moderate to dense residential development, recreational boating facilities, and marinas

line much of the perimeter with relatively few areas of vegetated salt marsh remaining.

The Bay is one of several major embayment's on Long Island's North Shore that provides habitat for fish and wildlife throughout the year. From November to March, the Bay is one of 5 major waterfowl wintering areas that support species such as: American Black Duck, Canvasbacks, Red-breasted Merganser, Canada Goose, Common Goldeneye, Long-tailed Duck, and American Wigeon. During the winter, when most of the Bay is covered by ice cover, waterfowl sightings are more infrequent with the largest volume returning during the warmer months[6]. In addition to avian species, the Bay may offer important resting and feeding habitat for juvenile Atlantic Ridley sea turtles and other rare threatened or endangered species. According to the Environmental Resource Mapper (accessed December 15, 2025), the Bay lies within the range of several federally protected species, including Loggerhead [threatened], Leatherback [endangered], Kemp's or Atlantic Ridley [endangered], and Green Turtle [threatened]. Recent observations have documented cold-stunned juvenile sea turtles in Northport Harbor during late fall and winter, with multiple rescues reported in December 2024.

The Bay serves as a nursery and feeding ground from April to November for marine finfish and shellfish species. The bay also sustains a recreational fishery targeting species such as striped bass, fluke, bluefish, scup, and blackfish.

Northport Bay is recognized as a commercial shellfish harvesting area, which means it is certified for commercial and recreational shellfish collection according to the New York State Department of Environmental Conservation (NYSDEC) Shellfish Mapper. However, specific areas within Northport Bay, Northport Harbor, and Steers Canal are subject to regulatory closures due to sanitary conditions with year-round closures are in effect for all shellfish lands lying southerly of a line extending from the green domed cupola at 24 Mariners Court in Centerport to the northwesternmost corner of the beach pavilion at Steers Beach in Northport. Steers Canal, a tributary of Northport Bay, is included in these closures. Northport Bay supports populations of hard clams and other mollusks, such as oysters, which are found in deeper waters but are subject to further harvesting limitations. The **Figure 7: Shellfish Closures** illustrates the boundaries of certified harvest zones, year-round and seasonal closures, and water sampling stations used for ongoing monitoring of shellfish safety.

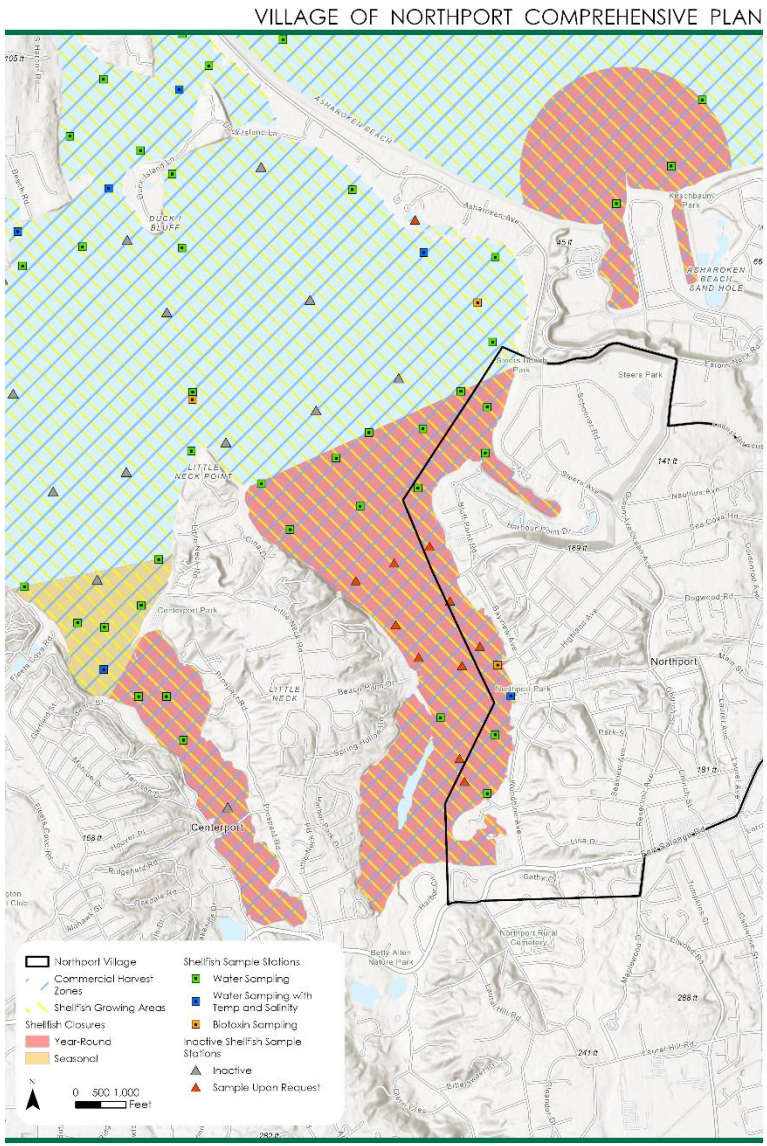


FIGURE 7: SHELLFISH CLOSURES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS DEC Bureau of Marine Resources, 2025

Surface Water Management

Marine and coastal surface waters are protected explicitly in the Village via regulations outlined in the Village Code, Chapter 124: Marine Conservation and Regulation of Marine Structures. These regulations are intended to protect coastal water quality from runoff and other environmental impacts. The purpose of this regulation established by the Village is to ensure the protection, preservation, and proper maintenance of watercourses, coastal wetlands, and tidal marshes. It also aims to minimize disturbances and adverse water quality impacts, to properly protect beneficial marine organisms, aquatic wildlife & vegetation, and to prevent the destruction of natural habitat. The protection of these coastal marine ecosystems is essential to the health, safety, and economic welfare of the Village. Sections 124-4,5 outline environmental protection standards for new residential and recreational marine structures as well as commercial marine structures. Section 1240-7 outlines general requirements for permits for marine conservation and marine structures.

The Village Code also provides protection and regulation of surface waters via regulations outlined in Chapter 225, Stormwater Management. Chapter 225 provide guidelines to protect the health, safety, and welfare of citizens through regulation of stormwater discharges. Section 255-8 provides guidelines on the prevention, control, and reduction of stormwater pollutants.

The Village is also a Municipal Separate Storm Sewer System (MS4) community, with State Pollutant Discharge Elimination System (SPDES) Identification of ID NYR20A303. This means polluted stormwater runoff is commonly transported through MS4s and is then

often discharged, untreated, into local water bodies. The program tracks the Village's strategies for public education, outreach, involvement, illicit discharge detection and elimination, construction site and post-construction stormwater runoff controls, and stormwater management for municipal operations. The last report available is from 2023.

Plans include mapping all outfalls which discharge to Northport Harbor and routine inspections to identify discharge volumes not consistent with rainfall events, increased storm water pollution prevention tactics such as maintenance of public gardens, public education for contractors and homeowners on the adverse effects of construction silt, and routine staff training on low impact development and green infrastructure.

4.5. GROUNDWATER

The Village of Northport utilizes a sole source aquifer, which is comprised of three major aquifers underlying Long Island. The aquifer formations beneath Long Island were deposited at various times throughout the island's geologic history and are summarized as follows:

A. **The Upper Glacial Aquifer** is the youngest aquifer formation formed during the last Ice Age 10-15 million years ago and is the closest aquifer to the surface. It contains sands, pebbles, rocks, and some boulders carried to Long Island from receding glaciers. Long Island's water table is found in the Upper Glacial aquifer.
B. **The Magothy Aquifer** is the largest of Long Island's aquifers consisting of sand deposits alternating with clay which attains a maximum thickness of approximately 1,100 feet. The sand and gravel of the Magothy was deposited during the upper Cretaceous Period, about 50-80 million years ago. This aquifer supplies more than 90% of the water used in Nassau County and about 50% of the water used in Suffolk County.
C. **The Lloyd Aquifer** is the oldest and deepest of Long Island's aquifers, lying 1,800 feet below the surface at its deepest point and containing water that is approximately 6,000 years old. This aquifer is underlain by a bed of igneous and metamorphic bedrock dating from the Precambrian Era with sand and gravel deposits laid down during the Cretaceous Period.

Groundwater in the Village of Northport is serviced by the Suffolk County Water (SCWA) which maintains twenty-seven distribution areas across the county. The Village is located within SCWA distribution areas 8, 9, and 10 which contains a total of twenty-seven active wells providing water to the community. The wells are anywhere from 100 to 750 feet deep and utilize electrically driven pumps that draw water from the aquifers which is then pumped into large main pipes to be delivered directly to Village residents.

4.6. FLOODPLAINS AND WETLANDS

Most inland areas in the Village of Northport are at a low to moderate risk of flood damage during severe weather events due to local topography and the absence of standing surface waters like rivers, lakes, or freshwater wetlands. There are marine/tidal wetland areas identified along the shoreline of Northport that have a considerable risk of flood damage, see **Figure 8: Wetlands Map**. The Village is subject to rising water levels and coastal flooding due to its location along the Atlantic Ocean/Long Island Sound Watershed. Regional trends associated with climate change increase risk along the Northport Bay shoreline. These include the increase in frequency of heavy precipitation events, the projected increase in sea level rise that is 50% higher than the global average, and the increase in seasonal water temperatures.

The Federal Emergency Management Agency (FEMA) develops floodplain maps across the country which guide the National Flood Insurance Program (NFIP) and local flood damage prevention regulations. The following definitions apply when reviewing a flood map:

Zone AE, VE: Areas subject to inundation by the 1-percent-annual-chance flood event (the "100-year" flood). Mandatory flood insurance purchase requirements and floodplain management standards apply in these areas. These zones are part of the Special Flood Hazard Area (SFHA)

Zone X: Areas of moderate flood hazard, also known as the .2 percent annual chance, or 500-year flood area. Property owners in this area are not required to purchase floor insurance.

FEMA consistently updates SFHA's through the National Flood Hazard Layer (NFHL) for both the 100-year floodplain (1% annual chance of flood) and the 500-year floodplain (0.2% annual chance of flood), which are both present in Northport, as shown on **Figure 9: FEMA Flood Zones.**

Marine/Tidal wetlands are prominent along Northport Bay with a considerable amount located at the southern edge near Scudder Park. There are five freshwater ponds located north of Harbor Point Drive that are the only standing freshwater wetlands within the Village, see **Figure 10: Water Resources Map**. In the Village of Northport, wetlands are regulated at the federal and state levels. Knowledge of such water bodies is important given Northport's connection to the Long Island Sound Watershed and the role of other federal and state regulated wetlands that contribute to the water quality of that watershed.

The National Wetlands Inventory (NWI) is a source used to identify the potential presence of wetlands. Specific wetland boundaries should be determined by conducting an on-site wetland delineation in the field. There are multiple classifications of wetlands present in the Village of Northport per the National Wetlands inventory. **Table 27** outlines the types of classified wetlands that exist within the Village of Northport:

TABLE 27 – WETLANDS CLASSIFICATION	
Wetland Classification	**Description**
E2EM1/5P	Estuarine and Marine Wetland
E2US2P	Estuarine and Marine Wetland
E2US2N	Estuarine and Marine Wetland
E2EM1N	Estuarine and Marine Wetland
E1ABL	Estuarine and Marine Deepwater
E1UBLx	Estuarine and Marine Deepwater
PUBHx	Freshwater Pond
Source: National Wetland Mapper, U.S. Fish and Wildlife Service, 2024.	

The NYSDEC regulates freshwater and tidal wetlands and their adjacent areas under the Environmental Conservation Law and 6 NYCRR Parts 663, 664 (freshwater) and 661 (tidal). As of January 1, 2025, NYSDEC's freshwater jurisdiction is no longer limited to mapped wetlands; "Previously Mapped Freshwater Wetlands" remain protected, and NYSDEC now issues parcel-specific jurisdictional determinations (JDs) to identify regulated wetlands even where none appear on the maps. A freshwater wetland is jurisdictional if it is ≥ 12.4 acres (5 ha) with the default threshold scheduled to decrease to 7.4 acres (3 ha) on January 1, 2028. Regardless of size, any wetland exhibiting any of the 11 characteristics that define a "Wetland of



FIGURE 8: WETLANDS

Sources: Suffolk County GIS 2016, NYS GIS 2022, National Wetland Inventory, NYS Department of Environmental Conservation

Unusual importance" meeting the definition of "Wetland of Unusual importance" (e.g., urban area proximity, FEMA floodways, flood-prone watersheds, rare species habitat, Class I wetlands, productive vernal pools, importance to water quality) may also be found to be under the jurisdiction of the State. In addition to the freshwater wetland itself, NYSDEC regulates a 100-foot adjacent area around freshwater wetlands and may extend this buffer for certain sensitive wetland types. Accordingly, even if no "Previously Mapped" state freshwater wetlands occur within the Village, site-specific Parcel JDs may be required to confirm whether currently regulated freshwater wetlands or adjacent areas are present before any land-disturbing activity proceeds. Tidal wetlands remain regulated under Article 25 and 6 NYCRR Part 661. Regulated tidal wetland categories include intertidal marsh (IM), high marsh/salt meadow (HM), coastal shoals/bars/mudflats (SM), littoral zone (LZ), coastal fresh marsh (FM), and formerly connected tidal wetlands (FC). In addition to the mapped wetland itself, NYSDEC regulates the tidal "adjacent area," defined as the land immediately landward of the wetland boundary to the closest of: 300 feet (or 150 feet within NYC), the seaward edge of a substantial fabricated structure (e.g., bulkhead, roadway) aligned parallel to the wetland, or the 10-foot elevation contour/crest (per 6 NYCRR 661.4). No new regulated activity may occur in tidal wetlands or their adjacent areas without a Part 661 permit; use guidelines and development restrictions (e.g., setbacks, impervious cover limits) are specified in §§ 661.5–661.6.

The Village of Northport has various regulations regarding the protection of marine wetlands from new developments and prevent any adverse environmental impacts. Per Chapter 124 Marine Conservation and Regulation of Marine Structures Section 124-3, any applicant seeking to propose any structures that interfere with marine lands is subject to providing drawings and engineering documents prepared by a professional engineer licensed by the State of New York and comply with several regulations. In Sections 124-4 and 5 environmental protection standards for residential and commercial marine structures are identified. Additionally, Chapter 302 Waterways identifies rules and regulations intended to govern the use of waterways within the village and protect the sanctity of marine areas.

VILLAGE OF NORTHPORT COMPREHENSIVE PLAN



FIGURE 9: FEMA FLOOD ZONES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, FEMA, ESRI Streets

VILLAGE OF NORTHPORT COMPREHENSIVE PLAN



FIGURE 10: WATER RESOURCES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, GIS NYS Clearinghouse 2023
this map was prepared with funding provided by the New York State Department of State Environmental Protection Fund

4.7. WATER QUALITY

The Village of Northport is located along the Northport Bay Complex, encompassing both Northport Harbor and Northport Bay, with its drainage basin forming part of the Long Island Watershed. This watershed provides interconnectedness throughout the entire extent of Long Island. Maintaining water quality in this watershed is important for Village residents and the larger Long Island population who rely on the watershed. Northport Harbor and the broader Huntington-Northport Bay Complex are monitored monthly by the Suffolk County Department of Health Services Office of Ecology, tracking dissolved oxygen, chlorophyll a, nutrients, clarity, and harmful algal blooms across North Shore embayments. Complementing this, Save the Sound's Unified Water Study, implemented locally by Cornell Cooperative Extension, operates 25 stations in the complex and collects discrete and continuous data on dissolved oxygen, chlorophyll a, nutrients (ammonia, nitrite, nitrate, total dissolved nitrogen), orthophosphate, salinity, water clarity, and macrophytes/eelgrass. The NYSDEC Marine Shellfish Program conducts year-round fecal coliform sampling and manages regulatory, temporary, and conditional shellfish harvest closures via the Public Shellfish Mapper.

Water quality measurements indicate Northport has experienced challenges to water quality within its Bay Complex due to elevated levels of pathogenic bacteria and nitrogen. Pathogen impairment from elevated levels of coliform bacteria and E. Coli results in the closure of swimming beaches and shellfish harvesting beds. Nitrogen impairment promotes uncontrolled algae blooms that cloud the waterways and cause a plethora of secondary environmental issues. The elevated pathogen and nutrient levels that run into the watershed may also threaten swimming, fishing, and other recreational opportunities that the watershed provides.

To combat these issues, the Northport Harbor Water Quality Protection Committee (NHWQPC) was established in 2010 to develop an action plan to restore water quality in the tidal areas of Northport Harbor and Bay. The NHWQPC has prepared an Action Matrix that identifies and actively promotes several goals and project initiatives designed to improve the water quality of the bay. The Action Matrix includes:

A. An upgrade of the Northport Sewage Treatment Plant and sewer line.
B. Natural filtration of algae through aquaculture and stocking shellfish beds
C. Reduction in stormwater runoff entering the NBC
D. Promoting dredging activity to increase tidal flushing action
E. Identifying and shuttering illicit discharges
F. Examining the impact of cesspools
G. Promoting the adoption of an Inter-municipal agreement with neighboring Villages
H. Engaging a professional at SUNY Stony Brook to test, monitor, and make recommendations
I. Educate the public to build awareness and political consensus for action.

The NHWQPC has identified one known source of nitrogen pollution from the Northport Village Sewage Treatment Plant (STP). The Village of Northport has invested $9-million into sanitary sewer system upgrades to reach mandated nitrogen reductions as set by the Environmental Protection Agency's (EPA) Long Island Sound Total Maximum Daily Loud (TMDL).

Maintaining proper water quality is a major concern, as the Village relies on the sole source aquifer that supplies water to all Long Island. Elevated pathogen and nutrient levels within the Bay Complex could pose a risk to the drinking water within the aquifers if these elevated loads sink into the groundwater.

5. TRANSPORTATION

The Village of Northport's location is highly desirable, as it offers reasonable access to major transportation routes and rail service. The Village of Northport is located on the North Shore of Long Island, approximately 35 miles east of New York City. Commuter rail service is available via the Northport Train Station and Greenlawn Train Station, both of which are located on the Port Jefferson Branch. Additional transportation options are available via Town of Huntington HART bus line as well as Suffolk County Transit buses. Airports located within close proximity to Northport include MacArthur Airport which is approximately 35 minutes by car, and John F Kennedy International Airport and LaGuardia Airport which are both approximately 55 minutes away. The Village's unique location on Northport Harbor also supports the Suffolk County Blueway Trail, promoting recreational water-based travel, such as kayaking, paddleboarding, and canoeing.

The Village of Northport's historic charm and compact village center are defining features that draw residents and visitors alike. However, the growing popularity of the Village increases demand for parking, pedestrian safety, and evolving mobility needs, particularly in and around Main Street, Woodbine Avenue and Bayview Avenue

This section provides details regarding transportation resources within and near the Village of Northport in addition to traffic data counts collected and analyzed by KAG Engineering.

5.1. TRANSPORTATION PLANNING

Suffolk County Connect Long Island

Connect Long Island, a component of Suffolk County Comprehensive Master Plan 2035, is Suffolk County's regional transportation and development plan to promote long-term economic progress in Suffolk County. One of Suffolk County's greatest economic challenges derives from an outdated development model centered around the use of the automobile. Connect Long Island aims to create an innovation economy and drive sustainable growth by supporting transit-oriented development and building a modern transportation system. Connect Long Island seeks to connect development with our region's major research and educational institutions, as well as innovation zones for emerging high-tech companies. The five components of Connect Long Island are Transit Oriented Development (TOD), expand mass transit through Long Island Rail Roads double track, third track, and electrification projects, develop a north-south transit connection via Bus Rapid Transit routes, creation of the I-Zone which will connect educational and research institutions, and connect new and existing recreational assets and downtown hubs.

Suffolk County Hike Bike Trail

Suffolk County adopted the comprehensive *Suffolk County Hike + Bike Plan* in 2022 to facilitate the development of a safe, integrated, and well-designed network of pedestrian and bicycle facilities throughout the County. The goal of this integrated Hike + Bike network is to improve the quality of life for County residents, reduce the reliance on automobiles, promote public health and boost economic activity. The Plan is intended to guide County and Town leaders and staff on how to develop and enhance the environment for walking and cycling in order to create a safe and connected active transportation network throughout Suffolk County linking popular destinations, employment hubs, schools, transit stops and residential areas.

Suffolk County has a below average proportion of residents who walk or bike to work compared to the national average. A robust walking and biking network will encourage people to limit the number of short automobile trips as well as support healthy living and recreation opportunities. The Plan includes provisions for signed bike routes, bike boulevards, sidewalks, buffered bike lanes, shared-use paths, and signed bike lanes with a total of about 1,200 miles of proposed walk, hike and bike facilities throughout Suffolk County.

There is currently limited existing pedestrian + bike infrastructure in the Village of Northport. The Plan considers new bike paths through the Village on Main Street, Ocean Avenue, and Church Street. Northport's scenic shoreline and quaint downtown provide a perfect setting for bike paths to allow residents and visitors to enjoy the Village to its fullest potential. In addition, these paths will allow bikers to access nearby downtowns and scenic areas without having to use an automobile.

Transportation Strategies for a New Age: New York's Transportation Plan for 2030

In 2006, the New York State Department of Transportation (NYSDOT) released its statewide transportation vision, *Transportation Strategies for a New Age: New York's Transportation Plan for 2030*. The plan envisions a seamless, integrated system where travelers can easily transition between transportation modes and providers to meet personal and commercial needs. Because the Village experiences higher traffic volumes in the summer—especially during events at the marina and from increased boating activity—it's important to look for practical ways to ease congestion. This includes finding ways to reduce unnecessary car trips and improving how the roads operate during busy times. In simple terms, this means encouraging people to travel more efficiently (such as walking, biking, or carpooling when possible) and making small changes to traffic flow, signals, or signage so the roads work better when demand is high. It prioritizes the maintenance and improvement of key transportation corridors, such as the Long Island Expressway (I-495), which support multiple modes of travel including cars, buses, and connections to rail, and encourages coordination between transportation and local land use planning. While no capital projects are currently planned by NYSDOT within the Village, the agency's long-term vision prioritizes seamless multimodal integration and supports context-sensitive solutions and initiatives that foster transit-oriented development.

Relevant regional efforts include streetscape improvements planned in Kings Park on Route 25A, which will include bulb-outs, high-visibility crosswalks, and pedestrian amenities. These upgrades serve as models for potential future projects in Northport.

Complete Streets

It has been some 14 years since the New York States "Complete Streets" became law, amending the New York State Highway Law to add Section 331. The Complete Streets amendment was intended to achieve a cleaner, greener transportation system and to consider the needs of all users including pedestrian, bicyclists, motorists, users of public transportation, and citizens of all ages and disabilities. This law requires that all state, county, and local transportation projects that are undertaken by the State Department of Transportation, and projects that receive federal and state funding utilize complete street design features in planning, design, construction, reconstruction, and rehabilitation of streets. The legislation is intended to provide health benefits from increasing active forms of transportation while decreasing congestion and air pollution.

Complete Streets are designed and operated to enable safe access for all users of roads rather than heavily focusing on motorists. These designs emphasize the concepts of "traffic calming" to slow vehicular traffic and encourage safe multi-modal interactions. There are many different techniques that can be utilized to create complete streets including the addition of sidewalks, separate bike lanes or wide paved shoulders for them, dedicated bus lanes, accessible public transportation stops, frequent and safe crosswalks, median islands, curb extensions, and roundabouts. Complete Street design is a sustainable practice that can improve safety, encourage walking and bicycling, lower transportation costs by providing more cost-effective options, and create strong and livable communities. Any projects which receive state funding must consider these design objectives.

5.2. Commuting Patterns

The U.S. Census Bureau collects data on commuting or "journey to work" characteristics, including "means of transportation to work." **Table 28** shows commuting data from the 2022 American Community Survey 5-Year Estimate for the Village. While the journey to work data does not encompass all trips made within the Village, characterizing commuting patterns allows for a broad understanding of transportation preferences within the Village. Seventy-eight percent of individuals who commute to work use private means of transportation to get to work, a figure that has remained steady over the last decade. Out of that 78 percent of individuals who drive to work, 96 percent drove alone, while 4 percent carpooled. Only 6 percent of commuters took public transportation to work, 3 percent walked, and 1 percent took a taxicab or a motorcycle.

Thirteen percent of workers work from home and therefore do not use any means of transportation. The number of individuals who work from home has increased as people transitioned to work from home during the Covid-19 pandemic with many continuing to work from home following the pandemic.

TABLE 28 MEANS OF TRANSPORTATION TO WORK		
	Persons	**Percent**
Workers 16 years and over	4,051	100%
Car, truck, or van:	3,146	78%
Drove alone	3,010	(96%)
Carpooled:	136	(4%)
Public transportation (excluding taxicab):	229	6%
Bus	0	-
Subway or elevated rail	32	-
Long-distance train or commuter rail	197	-
Bicycle	0	0%
Walked	110	3%
Taxicab, motorcycle, or other means	40	1%
Worked from home	526	13%
Source: 2022 American Community Survey 5-Year		

The American Community Survey also collects data regarding resident travel time to work. The mean travel time to work was 28.5 minutes for workers 16 years and older living in Northport, indicating many people are traveling to employment centers outside the Village but close to home for work. The commute time with the highest percentage (22 percent) was less than ten minutes, followed by over 60 minutes (15 percent), 10-14 minutes (13 percent), 20-24 minutes (13 percent), and 30-34 minutes (11 percent). Commuting time is a direct reflection of employment locations. Approximately 30 percent of workers have a commute exceeding 35 minutes.

TABLE 29 TRAVEL TIME TO WORK	
Travel Time	**Percent**
Less than 10 minutes	21.2%
10 – 14 minutes	13.1%
15 – 19 minutes	8.8%
20 - 24 minutes	12.9%
25 – 29 minutes	3.3%
30 – 34 minutes	11.0%
35 – 44 minutes	10.8%
45 – 59 minutes	4.0%
Over 60 minutes	15.0%
Average travel time (minutes)	*28.5*
Source: 2022 American Community Survey 5-Year	

The majority of households within the Village own multiple cars according to ACS data. Of all households in the Village, 46 percent, own two vehicles, while 30 percent own one vehicle, and 21 percent own three or more. Only 3 percent of all households did not own a vehicle.

An inflow/outflow analysis of workers shows that more employees travel outside the Village than those that travel into the Village to work. Approximately 3,000 employees travel into the Village for employment, 319 employees live and work in the Village, and 3,290 employees leave the Village for employment.



INFLOW/OUTFLOW ANALYSIS FOR THE VILLAGE OF NORTHPORT

Source: *U.S. Census Bureau On the Map*

U.S. Census Bureau On the Map data shows the top 10 locations where persons who live in Northport worked in 2021. The table below breaks down employment center by counties where Village of Northport residents travel to for work. Forty six percent of Northport residents work in Suffolk County, followed by Nassau County at 21 percent, and New York County at 16 percent.

Job Counts by Counties Where Workers are Employed - All Jobs

	2021	
	Count	Share
Suffolk County, NY	1,673	46.4%
Nassau County, NY	766	21.2%
New York County, NY	567	15.7%
Queens County, NY	152	4.2%
Kings County, NY	90	2.5%
Westchester County, NY	70	1.9%
Bronx County, NY	42	1.2%
Fairfield County, CT	37	1.0%
Albany County, NY	26	0.7%
Richmond County, NY	16	0.4%
All Other Locations	170	4.7%

TOP 10 JOB LOCATIONS (BY COUNTY)

Source: *U.S. Census Bureau On the Map*

The results below further break down where workers travel to by county subdivision. Twenty six percent work within the Town of Huntington, followed by 6 percent of workers that work in the borough of Manhattan. Other locations that workers travel to include the Town of Oyster Bay, Town of Islip, Town of Hempstead, Town of North Hempstead, Town of Smithtown, Borough of Queens, Town of Babylon, and Town of Brookhaven.

Job Counts by County Subdivisions Where Workers are Employed - All Jobs	2021	
	Count	Share
Huntington town (Suffolk, NY)	939	26.0%
Manhattan borough (New York, NY)	567	15.7%
Oyster Bay town (Nassau, NY)	293	8.1%
Islip town (Suffolk, NY)	262	7.3%
Hempstead town (Nassau, NY)	227	6.3%
North Hempstead town (Nassau, NY)	222	6.2%
Smithtown town (Suffolk, NY)	185	5.1%
Queens borough (Queens, NY)	152	4.2%
Babylon town (Suffolk, NY)	136	3.8%
Brookhaven town (Suffolk, NY)	133	3.7%
All Other Locations	493	13.7%

TOP 10 JOB LOCATIONS (BY COUNTY SUBDIVISION)

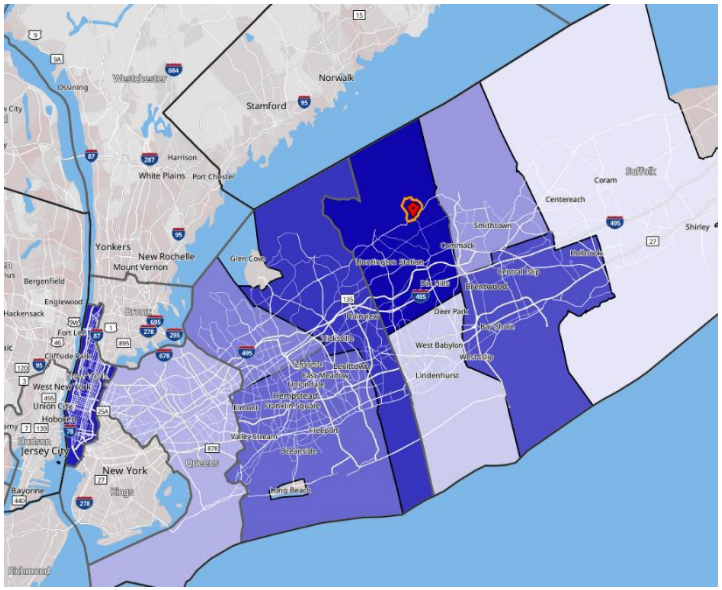
Source: *U.S. Census Bureau On the Map*

Job Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - All Jobs	2021	
	Count	Share
New York city, NY	867	24.0%
Northport village, NY	319	8.8%
Huntington CDP, NY	131	3.6%
Melville CDP, NY	111	3.1%
East Northport CDP, NY	72	2.0%
Brentwood CDP, NY	59	1.6%
Commack CDP, NY	56	1.6%
Hauppauge CDP, NY	56	1.6%
Manhasset CDP, NY	56	1.6%
Smithtown CDP, NY	55	1.5%
All Other Locations	1,827	50.6%

TOP 10 JOB LOCATIONS (BY PLACES – CITIES, CDPS, ETC.)

Source: *U.S. Census Bureau On the Map*

The results below break down job counts further by cities, and census designated places (CDPs). The most common commuting cities were New York City at 24 percent, followed by the Village of Northport at 9 percent. Other places where many Village of Northport residents travel to for work include Huntington CDP, Melville CDP, and East Northport CDP.



A MAP SHOWING WHERE NORTHPORT RESIDENTS COMMUTE TO WORK (BY COUNTY SUBDIVISION)

Source: 2020 U.S. Census, OnTheMap To

5.3. ROADS

NYSDOT Functional Classification

There are approximately 34 miles of roads within the Village of Northport. In New York, roads are grouped into "functional classes" by the New York State Department of Transportation (NYSDOT) according to the level and character of service they provide. A roadway's classification defines its importance within the overall network and is used to determine which roads are eligible for federal funding under the Federal Highway Administration Surface Transportation Program. The NYSDOT prepares Functional Class Maps for the entire state roadway system. All roadway classifications are Federal Aid eligible, except for local roads. **Figure 11 NYSDOT Functional Classification** to the right indicates the hierarchical classification and location of roads within the Village.

Within the system, there are six classifications of roads: Principal Arterial Interstate, Principal Arterial Expressway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. Within the Village of Northport there are Local, Urban Minor Arterial, Urban Major Collector, and Urban Principal Arterial Roads. Fort Salonga otherwise known as 25A runs along the border of the Village and is classified as an "Urban Principal Arterial" road. As per the NYSDOT classifications, these roads serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and carry a high proportion of the total urban area travel on a minimum mileage. The principal arterial system should carry the major portion of trips



FIGURE 11: FUNCTIONAL CLASSIFICATION

Sources: Suffolk County G.I.S 2016, NYS GIS 2022, Orthoimagery 2020, NYS Department of Transportation

entering and leaving the urban area, as well as the majority of through movements to bypass a community center. Roads such as Main Street, Church Street, Ocean Avenue, James Street, Bayview Avenue and Woodbine Avenue are classified as "Urban Major Collectors" which provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. A collector may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. The collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. Most other roads within the Village are local roads; however, they are not all classified by the NYSDOT. Local streets primarily serve to provide access to adjacent land and facilitate short distance travel.

The Village's Street network evolved from a rural system and lacks a formalized grid, resulting in limited east-west and north-south connections. Traffic congestion is common along major corridors, especially during peak travel periods and in commercial areas.

Most of the roads in the Village are owned and maintained by the Village, with NYSDOT responsible for Fort Salonga Road. The Town of Huntington maintains the roads outside of the Village as shown on **Figure 12 Road Jurisdiction**. In addition, there are two private roads which are maintained by the respective homeowners.



FIGURE 12: ROAD JURISDICTION

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, NYS Department of Transportation

AADT

Figure 13 provides the **Annual Average Daily Traffic Volumes (AADT)** for roads within the Village where NYSDOT trip data is collected. The most heavily trafficked road within the Village is Fort Salonga Road (25A) with approximately 14,714 trips per day. Fort Salanga Road serves as an access road into and out of the Village and has many commercial and retail stores that draw traffic to the area. Main Street is the second most heavily trafficked road in the Village as it serves as the downtown core of the Village. Between the terminus of Main Street and the intersection of Main Street and Church Street the annual average daily traffic volume is approximately 9,979 daily trips. East of this intersection, between Church Street and Fort Salonga Road the traffic volume is a bit lower with an AADT of 6,483 cars. Between the intersection of Main Street and Ocean Avenue north to the intersection at Eatons Neck Road, the AADT is 7,091 cars. Church Street is also heavily trafficked with an AADT of between 6,661 and 9,041 cars. Other moderately trafficked roads within the Village with between 500 and 4,000 annual average daily trips include Woodbine Avenue, Bayview Avenue, and James Street.

As part of KAG's traffic analysis, traffic counts of vehicles traveling through road segments along Main Street, Scudder, Bayview, Woodbines, Ocean, and Church were collected. This data includes information regarding speed of travel as well as vehicle type. The complete data set can be found at **Village Hall** located at 224 Main Street, Northport and a summary of the data and analysis is included in **Section 5.7 Transportation Study**.



In terms of truck traffic, **Figure 14 AADT – Trucks Map** indicates that the highest percentage of truck traffic is seen on Fort Salonga Road with between 210 and 622 daily trucks. Main Street has the second highest percentage of truck traffic, due to the high number of retail and commercial uses, with 352 AADT between the terminus of Main Street and Church Street. Church Street and Ocean Avenue, likely used as access points to businesses on Main Street, sees between 219 and 235 AADT.



FIGURE 14: AADT - TRUCKS

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, GIS NYS Clearinghouse 2023

Vehicle Accident Data

The Northport Police Department provided details regarding the location and date of motor vehicle accidents within the Village in 2024 and through mid-December 2025. The data was compiled to determine which intersections had the higher number of accidents. **Figure 15 Accident Data** shows the frequency of accidents at the various intersections. Intersections with more frequent accidents tend to be within the commercial areas or downtown core. **Table 30** displays the intersections with 5 or more accidents.

TABLE 30 – ACCIDENT INFORMATION 2024 & 2025

Intersection	# of Accidents
FORT SALONGA ROAD & LAUREL AVENUE	16
MAIN STREET & CHURCH STREET/OCEAN AVENUE	15
FORT SALONGA ROAD & RESERVOIR AVENUE/ELWOOD ROAD	14
MAIN STREET & BAYVIEW AVENUE/WOODBINE AVENUE	14
MAIN STREET & WOODSIDE AVENUE	14
SCUDDER AVENUE & WOODBINE AVENUE	11
MAIN STREET & LAUREL AVENUE	11
WOODBINE AVENUE & FIFTH AVENUE	11
OCEAN AVENUE & LEWIS ROAD/SEA COVE	10
FORT SALONGA ROAD & CHURCH STREET	9
SCUDDER AVENUE & SCHOOL STREET	8
FORT SALONGA ROAD & WOODBINE AVENUE	7
SCUDDER AVENUE & UNION PLACE	7
FORT SALONGA ROAD & JEFFERSON AVENUE	6
FORT SALONGA & SANDY HOLLOW ROAD	6
MAIN STREET & UNION PLACE	6
FORT SALONGA ROAD & LINCOLN AVENUE	5
FORT SALONGA ROAD & LOGAN HILL ROAD	5
RESERVOIR AVENUE & CHURCH STREET	5
Source: Village Police Department	



FIGURE 15: ACCIDENT DATA

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets, Northport Police Department

5.4. PUBLIC TRANSPORTATION

Regional rail and bus transit services are available to residents of the Village of Northport. In terms of rail service, the Village is located in close proximity to two stops on the Long Island Railroad Port Jefferson branch. The Village is approximately 1.7 miles away from the Northport Train Station, 2.5 miles away from Greenlawn Train Station, and 5 miles from Huntington Train Station. The Long Island Railroad Port Jefferson line runs east to Port Jefferson and west to Grand Central Terminal and Pennsylvania Station where transfers are available. Travel time to New York City is approximately 80 minutes and travel time to Port Jefferson is 38 minutes.

The Northport Station has two large Town of Huntington Resident/Non-Resident Permit parking lots, a free off-peak parking lot, and another unrestricted parking lot. The station also has bus connections to the HART bus and Suffolk County Transit. The Greenlawn Station has two Town of Huntington Resident/Non-Resident Permit parking lots and one unrestricted parking lot. This station also has HART bus service connections.

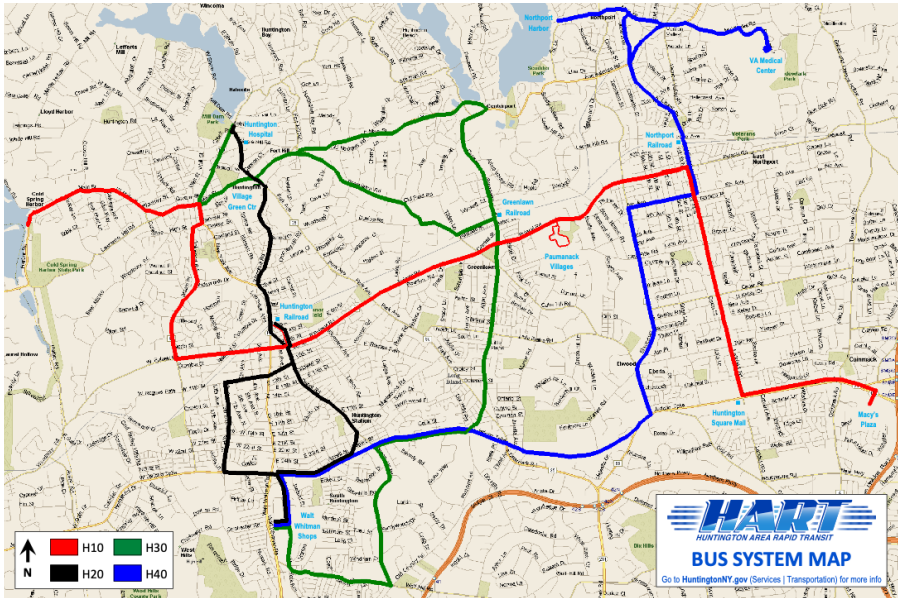
Additional transportation options are available via Town of Huntington HART bus line as well as Suffolk County Transit buses. Bus service is available via the Town of Huntington HART bus line. The H40 line is the only service line that has stops within the Village of Northport. Bus stops within the Village include Main Street at Woodbine Avenue, Main Street at Ocean Avenue, Main Street at



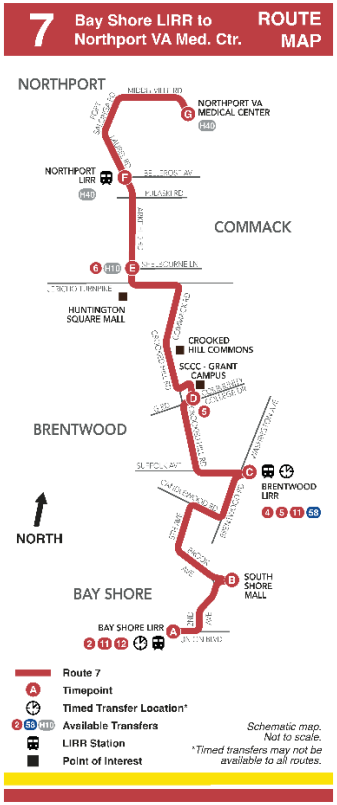
FIGURE 16: PUBLIC TRANSPORTATION

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, Town of Huntington

Church Street, Main Street at Laurel Avenue, Laurel Avenue at Scudder Avenue, and Fort Salonga Road/Waterside Road (right outside the Village). The H40 bus line runs from the VA medical Center to the Walt Whitman Shops, and transfers are available to alternative bus lines.



Suffolk County Transit Route 7 also provides transportation options for residents of the Village. Route 7 runs from Bayshore to Northport Veterans Affairs Medical Center. Notable locations along route 7 include the Brentwood Long Island Railroad station, Suffolk County Community College – Michael J. Grant Campus, Northport Long Island Railroad station, as well as 4 stops along For Salonga Road which includes Fort Salonga Rd/Waterside Road, Fort Salonga Road/Harrison Drive, and Fort Salonga Road/Vernon Valley Road.



5.5. PEDESTRIAN SYSTEMS

Safe and accessible sidewalks and bicycle routes are essential elements of a well-balanced, multimodal transportation system. Expanding opportunities for walking and biking is one of the most effective strategies for encouraging travel by modes other than private vehicles. The transportation assessment was conducted using the principles of complete streets, consistent with New York State's Complete Streets Act. A complete streets approach seeks to design, operate and maintain streets that safely accommodate all users – pedestrians, bicyclists, motorists, transit riders, and individuals of all ages and abilities.

The Village of Northport is well served by sidewalks that link residents to key destinations throughout the Village, including schools, parks, and downtown areas. Most residential neighborhoods do not have the benefit of sidewalks; however, the majority of roads that see heavy foot traffic do have sidewalks.

Main Street has sidewalks on both sides of the street from the Harbor up until Church Street. Main Street which sees heavy foot traffic generally has wide and well-maintained sidewalks. The segment of Main Street between Church Street and Fort Salanga Road, which is more residential, has sidewalks but exclusively on one side of the road.

Aside from Main Street, Fort Salonga Road is another major road within the Village that has many commercial and retail uses. While there are areas along Fort Salonga Road that have sidewalks, they are not consistent, and they do not run along the entirety of the roadway. Some areas along the roadway have sidewalks that alternate between the north and south side of the roadway, which is not conducive to safe pedestrian access. Generally, pedestrians do not walk along this road due to the uncomfortable nature of the roadway.

Woodbine and Bayview Avenue, running along the Harbor are relatively walkable with sidewalks on one or both sides of the street from Fort Salonga Road (25A) up to Bluffpoint Road. However, the sidewalks on Bayview Avenue are narrow and conflicts occur with parked vehicles. The majority of Reservoir Avenue and Church Street have sidewalks on at least one side of the street, while Ocean Avenue has sporadic sidewalks. Laurel Avenue, which houses the library and the Brosnan school building, has consistent well maintained sidewalks on both sides of the streets. Scudder Avenue, another main access roadway for pedestrians, has sidewalks that run the entirety of the roadway. Many of the local side streets within the Village do not have sidewalks and the overall wooded and hilly nature along with windy roads make the Village difficult to maneuver on foot.

Crosswalks downtown are present along Main Street including the intersection of Main Street and Woodbine/Bayview as well as Main Street and Church Street. In addition, there is a midblock crossing on main Street located approximately 130 feet east of School Street. However, these crosswalks lack high-visibility striping, and the midblock crosswalk on Main Street lacks advanced warning signage.

Main Street – Midblock Crosswalk (low visibility to motorists)



Ramps on north and south side of Main Street at the midblock crosswalk are steep and do not meet ADA standards:





Bayview Avenue (Narrow sidewalk & non-compliant curb ramps)



Bayview Avenue (Various materials & non-compliant curb ramps)



In addition, the area's hilly topography and limited bicycle infrastructure have constrained active transportation options. Currently, there are no designated bike routes within the Village, although two segments of the Suffolk County Hike Bike Network are proposed (see **Figure 16: Public Transportation** above). These planned connections present an opportunity to integrate the Village into a broader multimodal system and should be considered in future capital improvement and planning efforts.

To support safer and more efficient multimodal travel, Complete Streets principles encourage a combination of pedestrian, bicycle and vehicular design strategies tailored to local conditions. In addition to pedestrian and bicycle accommodations, traffic calming measures can be applied throughout the Village to reduce vehicle speeds, mitigate cut-through traffic and create safer neighborhood environments particularly for pedestrians and cyclists. Traffic calming refers to physical or operational interventions intended to reduce vehicular speeds or volumes, particularly on local streets where through-traffic is undesirable. Examples of traffic calming techniques include:

- Four-way stop signs,
- Signs alerting motorists as to their speed vs. the posted speed limit
- Traffic circles, or roundabouts
- Raised crosswalks
- Textured pavement
- On-street parking
- Street narrowing or curb extensions, also known as "neckdowns", "bulb-outs" or "chokers".

5.6. PARKING

Due to the Village of Northport's predominantly low-density suburban development pattern, parking is generally sufficient in most areas.

However, downtown Main Street experiences significant shortfalls, especially in the summer and during community events when both residents and visitors compete for limited space. In the Northport Village, parking is available on-street and in public parking lots. Boaters also increase demand near the marina, downtown area and Bayview and Woodbine Avenues. An in-depth parking analysis is presented in **Chapter 6** of this Profile.

5.7. TRANSPORTATION STUDY

KAG Engineering was retained to conduct a transportation study including traffic counts at key intersections. This analysis was conducted in order to gain a better understanding of traffic circulation in the Village and determine if any traffic mitigation measures are needed. The complete data set can be found at **Village Hall** located at 224 Main Street, Northport and a summary of the data and analysis is included in this Section.

Methodology

Site Visits were conducted by KAG Engineering on the following dates:

- April 18, 2025: Initial walk-through of downtown core, Bayview Avenue, Woodbine Avenue and Main Street to document sidewalk conditions, on-street parking usage and roadway geometry.
- May 8, 2025: Identification of cycle and pedestrian access extending from Village Center to Fort Salonga Road.
- May 15-17, 2025: Traffic observations conducted concurrently with ATR and turning-movement data collection.
- June 3, 2025: Walk-through and understand summer traffic patterns.

Traffic Data Collection included the following:

- Automated Traffic Recorders: Traffic counts were collected using automated traffic recorders at nine (9) locations over a three-day period from May 15, 2025 through May 17, 2025. These ATR counts captured traffic volume, vehicle classification and operating speeds.
- Turning Movement Counts: Video-based turning movement counts were collected at three key intersections on May 15 (Thursday) and May 17 (Saturday) between 5:00 a.m. and 9:00 p.m. Turning movement count data studies the number of vehicles that turn left, turn right, go straight, or makes a U-turn at specific intersections. These types of analyses are useful for determining if intersections operate efficiently and if they are at or near capacity. This data also assists in determining if additional turning lanes, configuration improvement to travel

lanes, and/or changes to signal timing and phasing are needed. The data collected not only counted cars and trucks but also pedestrian and bike traffic in order to asses Northport's multimodal transportation system.

Intersections

The three intersections analyzed include:

- **Intersection 1:** Main Street & Bayview/Woodbine Avenue
- **Intersection 2:** Woodbine Avenue & Scudder Avenue
- **Intersection 3:** Main Street & Ocean Avenue/Church Street & Seaview Terrace

These intersections were chosen as they represent the main access points to Main Street and are the highest trafficked intersections within the Village.

Intersection 1



Intersection 2

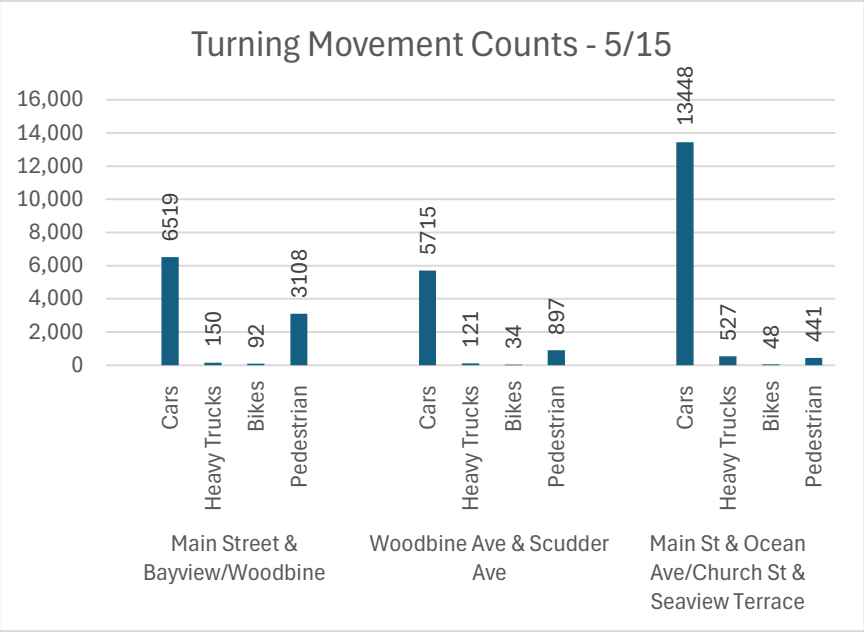


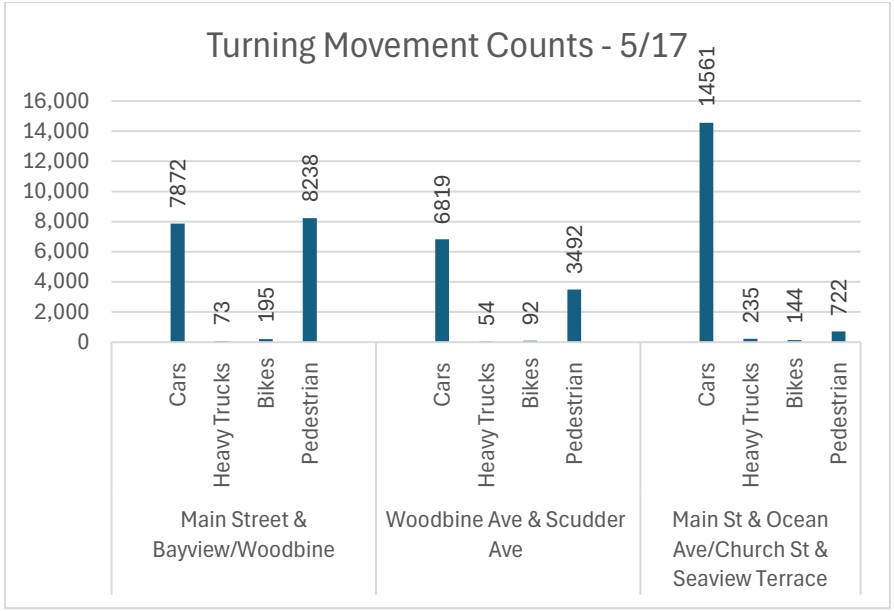
Intersection 3



Turning Movement Count Data

KAG Engineering collected turning movement counts at three different intersections on May 15th and May 17th between the hours of 5:00 am and 9:00 pm. The following two charts summarize turning movements for cars, heavy trucks, bikes and pedestrians at the three studied intersections. See **Appendix C** for the full turning movement data set.





Peaks hours refer to the specific one-hour period during the day when volumes are at their highest. The following table provides a summary of peak hours for each of the three sections on 5/15 and 5/17.

Peak Hours			
		15-May	17-May
Main Street & Bayview	AM	9:00 am - 10:00 am	9:00 am - 10:00 am
	Noon	11:45 am - 12:45 pm	1:00 opm - 2:00 pm
	PM	5:00 pm - 6:00 pm	6:30 pm - 7:30 pm
Woodbine/Scudder	AM	9:00 am - 10:00 am	9:00 am - 10:00 am
	Noon	11:45 am - 12:45 pm	1:00 pm - 2:00 pm
	PM	4:30 pm - 5:30 pm	6:00 pm - 7:00 pm
Ocean/Church/Seaview	AM	8:00 am - 9:00 am	9:00 am - 10:00 am
	Noon	11:30 am - 12:30 pm	11:45 am - 12:45 pm
	PM	4:45 pm - 5:45 pm	4:15 pm - 5:15 pm

Turning Movement Count Analysis

Analysis of the recorded data indicates that these intersections are operating near capacity during peak periods on 5/17 which was a Saturday, as shown in **Table 31**:

TABLE 31 – KEY INTERSECTION TRAFFIC COUNTS

Intersection	PM Peak Volume	Estimated Vehicle Capacity	Volume to Capacity Ratio	Operational Status
Main Street & Bayview/Woodbine Avenue	801	900	0.89	Near Capacity
Woodbine Avenue & Scudder Avenue	692	800	0.87	Approaching Capacity
Main Street & Ocean Avenue/Church Street/Seaview Terrace	1,225	1,300	0.94	Unstable/ Approaching Capacity

- **PM Peak Volume**: The total number of vehicles observed during the PM peak hour, representing the highest traffic demand period in the afternoon/evening. This value reflects the volume of vehicles entering the intersection from all approaches.
- **Estimated Vehicle Capacity:** The maximum number of vehicles the intersection can reasonably accommodate during the peak hour based on its geometry, control type, lane configuration, and traffic operating characteristics. Capacities are estimated using industry-standard methodologies such as the Highway Capacity Manual.
- **Volume to Capacity Ratio:** A measure of how efficiently the intersection is operating, calculated by dividing the PM peak volume by the estimated capacity. A v/c ratio approaching or exceeding 1.0 indicates the intersection is nearing or exceeding its capacity.
- **Operational Status:** A qualitative description of how the intersection is performing during the PM peak, based on the calculated v/c ratio. Common classifications include *Moderately Loaded* (stable flow with some delay), *Approaching Capacity* (increasing delay and reduced maneuverability), and *Near Capacity/Approaching Capacity/Unstable* (significant congestion with limited ability to accommodate additional traffic).

Turning Movement Count Conclusions

The intersection capacity assessment indicates that several key locations within the Village roadway network are experiencing operational stress during the PM peak period:

1. **Main Street & Bayview/Woodbine Avenue**
   With a PM peak volume of 801 vehicles and a v/c ratio of 0.89, this intersection is operating **near capacity**. This suggests limited remaining reserve capacity and indicates that even small increases in traffic demand—whether seasonal, event-related, or development-driven—may result in noticeable congestion and delay.

2. **Woodbine Avenue & Scudder Avenue**
   This location shows a v/c ratio of 0.87 and is classified as **approaching capacity**. Traffic flow remains stable, but delays are likely during peak travel times, and the intersection is vulnerable to operational issues when unexpected surges occur.

3. **Main Street & Ocean Avenue/Church Street/Seaview Terrace**
   This intersection has the highest PM peak volume (1,225 vehicles) and it also has a higher estimated capacity, resulting in a v/c ratio of 0.94. This indicates an **unstable/approaching capacity** condition, meaning the intersection does experience congestion with delays during peak travel times. Continued monitoring is recommended, particularly given its role as a gateway to multiple Village destinations.

Overall Network Conclusion

The evaluation reveals that portions of the Village's roadway system—particularly along Main Street and the Bayview/Woodbine corridor—are functioning near or at capacity during the PM peak. These conditions highlight the need for:

- Targeted operational improvements (signal timings, lane utilization, turn restrictions).
- Consideration of access management strategies near high-demand driveways.
- Coordination with seasonal and event traffic management plans.
- Long-term planning for multimodal enhancements to reduce vehicular demand where feasible.

In summary, while the network remains operational, congestion is emerging at several critical locations, warranting proactive planning to preserve mobility and safety.

Key Issues

- **Parking Shortages in the Downtown Core:** While most of Northport offers adequate parking, the Main Street area experiences consistent parking shortages, particularly during weekends, summer months, and community events. Increased demand from visitors and boaters near the marina further exacerbates this issue.
- **Limited Multimodal Infrastructure:** The Village of Northport currently lacks dedicated bicycle facilities, and pedestrian infrastructure is inconsistent, particularly outside of the traditional village center. These gaps in multimodal connectivity limit safe and accessible transportation options for residents and visitors. The Village's naturally hilly terrain further discourages walking and bicycling, particularly for those with mobility challenges. Despite these limitations, the waterfront area, particularly along Woodside Avenue and Bayview Avenue, experiences significant pedestrian activity, with daily volumes exceeding 2,000 pedestrians. This high volume contributes to congestion and conflicts at key intersections, underscoring the need for improved

infrastructure to safely accommodate all users and maintain efficient traffic flow.

- **Traffic Congestion and Roadway Constraints:** The Village of Northport's historic and curvilinear street network, while contributing to its charm, does not follow a traditional grid pattern and presents challenges in accommodating modern traffic volumes. This is especially evident along Route 25A and within commercial districts, where frequent turning movements contribute to congestion and delays.
- **Key Intersections**
  - Bayview Avenue, north of Main Street, exemplifies these challenges. Although it operates as a two-way roadway, it is approximately 22 feet wide and functions with two travel lanes and on-street parking on both sides. With peak traffic volumes around 150 vehicles in both directions, the narrow cross-section often requires vehicles traveling in one direction to yield to oncoming traffic. This informal alteration of flow creates inefficiencies and potential safety concerns, particularly during peak waterfront activity.
  - Woodbine Avenue & Scudder Avenue is controlled by a two-way stop for the eastbound and westbound approaches. Woodbine Avenue, a local connector street, serves as the uncontrolled (free-flow) north-south movement. The intersection is in a transitional zone between the waterfront and residential neighborhoods, serving both local circulation and parking access for harbor-related activity. Given their close proximity of 250 feet, these intersections should operate in a coordinated manner to optimize traffic flow.
  - Main Street and Ocean Avenue/Church Street/Seaview Terrace are a signalized, 5-leg intersection. The intersection is a key downtown node near commercial, civic and waterfront destinations. The irregular geometry has been mitigated by making Seaview Terrace a one-way street allowing for better flow.

- **Minimal Public Transportation Coverage:** Public transit is limited to one SCT bus route and a single HART line, with infrequent service and no Sunday operation, limiting options for non-driving residents and visitors.

- **Disconnect Between Land Use and Transportation Planning:** Existing development patterns were not designed to accommodate current transportation needs. There is a need to better integrate land use policy with transportation planning, as encouraged by the New York State DOT's long-range vision.

6. PARKING UTILIZATION

The Village of Northport features a traditional "Main Street" downtown core which attracts numerous residents and visitors year-round, with a notable rise during the summer months. To accommodate these residents and visitors, the Village provides several municipal parking lots as well as on-street parking throughout the Main Street corridor.

There is a total of 829 public parking stalls within the Village of Northport's downtown area which includes 11 municipal Village lots as well as on-street diagonal and parallel parking stalls. The image to the right represents the parking lots (red) and on-street parking stalls (blue) that were included in this Parking Utilization Study.

This Parking Utilization Study offers an in-depth evaluation of parking stall usage is the downtown area of the Village. Parking counts were collected by Traffic Databank, a New York State-certified minority-owned business. Parking counts were conducted at 11 municipal village lots located along Main Street, Scudder Avenue, Union Place, and Woodside Avenue. On-street parking evaluations included stalls along Main Street, Scudder Avenue, Woodbine Avenue, and Bayview Avenue. **Figure 17: Village Parking Lots**, and **Figure 18: Village On-Street Parking** provide detailed maps of all evaluated parking stalls including on-street and within municipal lots.



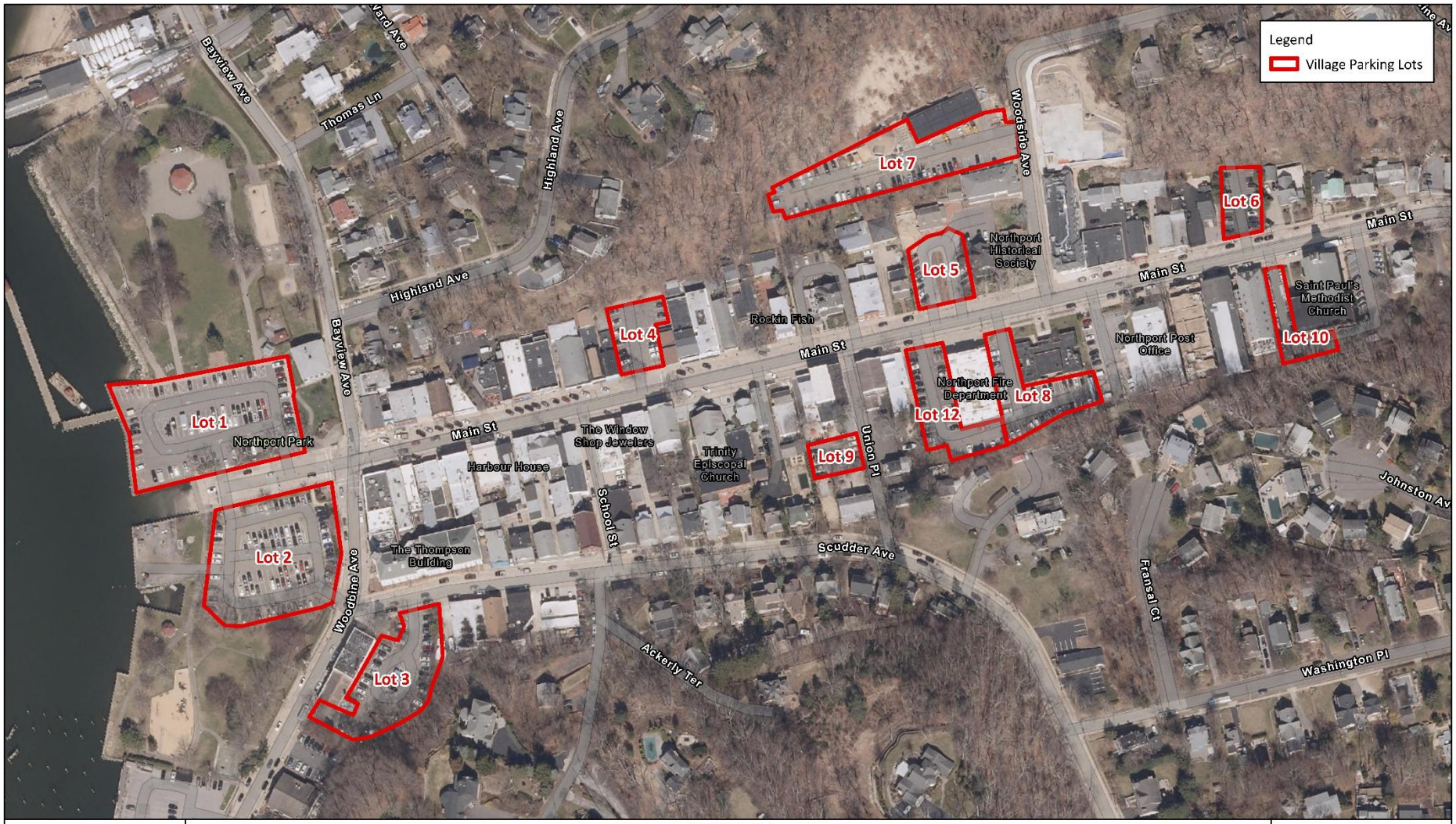


FIGURE 17
VILLAGE PARKING LOTS MAP

Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport

NPV

Village of Northport Comprehensive Plan
Parking Utilization

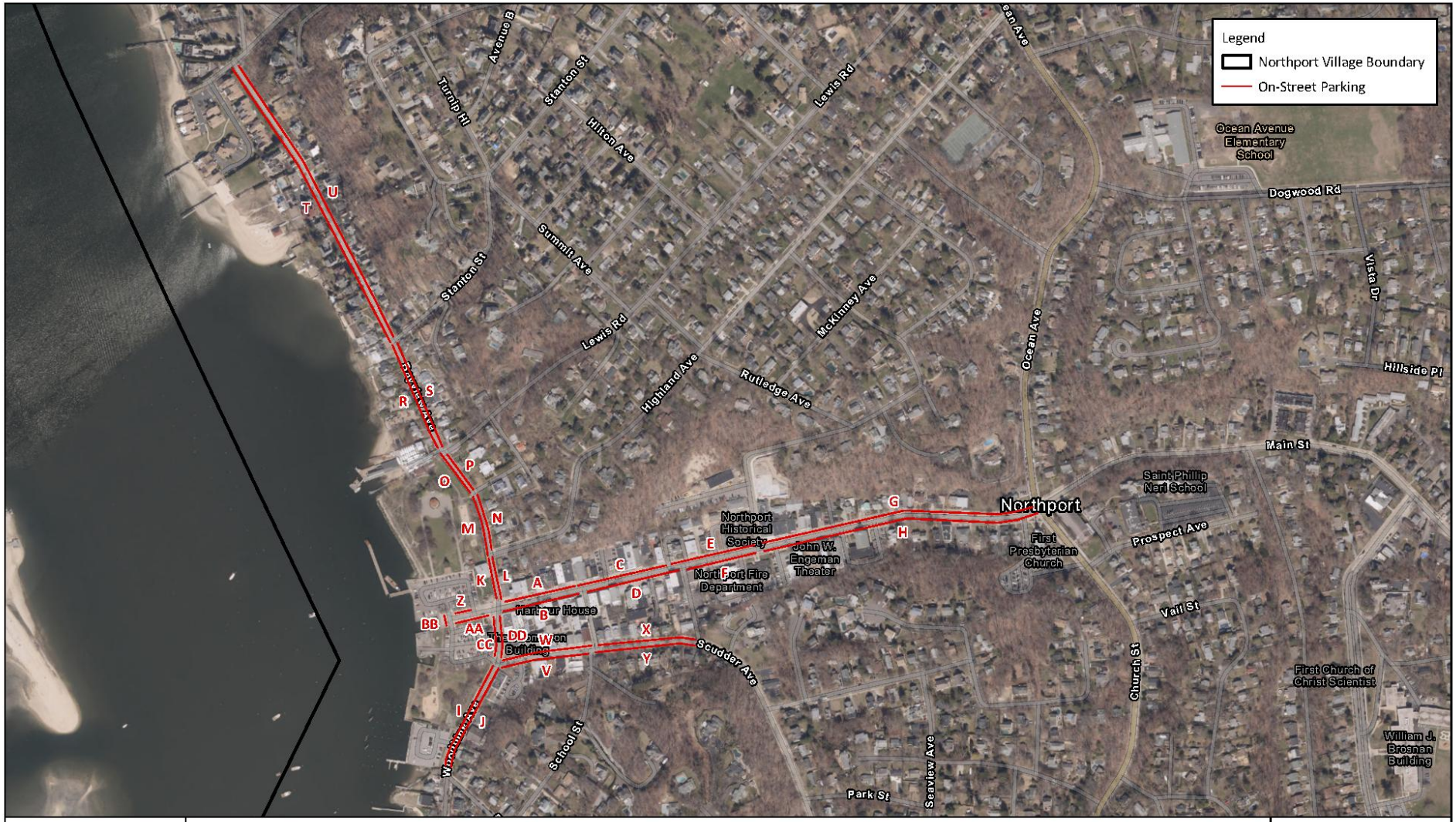


FIGURE A2
ON-STREET PARKING MAP

Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport
Scale: 1 inch equals 400 feet

N

NPV

Village of Northport Comprehensive Plan

Parking Observation

Parking counts were conducted on Thursday, November 14, 2024, and Saturday, November 16, 2024, between the hours of 8:00 am and 8:00 pm. Data was collection on both a weekday and a weekend day spanning 12 consecutive hours in order to capture fluctuations in parking demand related to dining, employment, shopping, and theater activity, as well as to allow for an accurate depiction of differences in parking demand during the week and on the weekend. The weather on Thursday, November 14th was sunny, with temperatures ranging from a high of 46 to a low of 37 degrees Fahrenheit. The weather on Sunday November 16th was also, with temperatures ranging from a high of 63 to a low of 46 degrees Fahrenheit. Notably, the Northport John W. Engeman Theater, a 754 seat theater, held performances at 7:00 p.m. on Thursday and at 2:00 p.m. and 8:00 p.m. on Saturday. Between the hours of 8:00 am through 8:00 pm each municipal Village lot and on-street parking segment was observed and the number of parked vehicles was recorded for each hour. These parking counts provide an accurate representation of how parking stalls are utilized within the downtown area, through identification of patterns in occupancy, peak usage hours, and turnover rates. Peak usage hours refer to the specific time period during which parking demand reaches its highest level within the study period and shows at what time specific parking stalls are most utilized. It is acknowledged that the parking demand in the Village fluctuates seasonally, with higher peak parking demands in the summer months. Evaluation of November data collection and subsequent recommendations take this seasonal variation into account.

6.1. PUBLIC PARKING LOTS

Parking counts were conducted at 11 municipal village lots located along Main Street, Scudder Avenue, Union Place, and Woodside, as seen in **Figure 17**. Collectively, these 11 municipal lots contain 498 parking stalls with the largest being Lot 1 with 110 stalls and the smallest being Lot 6 and Lot 7 with 20 stalls each (see **Table 32**). Of the 11 municipal lots located within the downtown area, 5 have posted time limitations while the remaining 6 are not time restricted. Lots 2 and 3 have a 72-hour time restriction, while Lots 4, 5, and 6 have a 2-hour time limit. Longer-term parking is available in Village Lots 1, 2, 3, 7 and 9. Lot 4 is the only municipal lot that includes meters.

Vehicle counts were recorded on 11/14 and 11/16 once per hour between 8:00 am - 8:00 pm with note as to the number of cars that remained in the lot from the previous hour. While the Village of Northport has twelve municipal lots, observations were restricted to lots within the downtown area. This Study therefore excludes Municipal Lot 11 which is located at the northern boundary of the Village in Steer's Park.

TABLE 32
LOTS & PARKING SPACES

Village Parking Lot	Number of Parking Spaces
Lot 1	110
Lot 2	103
Lot 3	44
Lot 4	24
Lot 5	30
Lot 6	20
Lot 7	54
Lot 8	33
Lot 9	20
Lot 10	26
Lot 12	34
TOTAL:	**498**

Tables 33 and 34 show the number of parked cars in each lot as well as the percentage of the lot that was occupied by parking for each municipal lot. The numbers in bold represent the highest occupancy hour for each lot. See **Attachment D** for the complete set of Parking Lot Utilization Maps.

TABLE 33–
Hourly Vehicle Counts Municipal Village Parking Lots (Thursday - 11/14/24)

Time	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 7	Lot 8	Lot 9	Lot 10	Lot 12
8:00 AM	27 (25%)	22 (21%)	25 (57%)	11 (46%)	8 (27%)	5 (25%)	26 (48%)	22 (67%)	10 (50%)	11 (42%)	24 (71%)
9:00 AM	44 (40%)	48 (47%)	32 (73%)	10 (42%)	9 (30%)	10 (50%)	25 (46%)	19 (58%)	12 (60%)	17 (65%)	**26 (76%)**
10:00 AM	56 (51%)	61 (59%)	36 (82%)	13 (54%)	18 (60%)	13 (65%)	32 (59%)	22 (67%)	10 (50%)	18 (69%)	25 (74%)
11:00 AM	59 (54%)	77 (75%)	40 (91%)	15 (63%)	21 (70%)	10 (50%)	34 (63%)	**29 (88%)**	13 (65%)	16 (62%)	21 (62%)
12:00 PM	**76 (69%)**	71 (69%)	**43 (98%)**	16 (67%)	22 (73%)	**16 (80%)**	41 (76%)	24 (73%)	**17 (85%)**	**23 (88%)**	24 (71%)
1:00 PM	67 (61%)	**84 (82%)**	41 (93%)	15 (63%)	**26 (87%)**	**16 (80%)**	37 (69%)	21 (64%)	14 (70%)	21 (81%)	20 (59%)
2:00 PM	62 (56%)	80 (78%)	38 (86%)	17 (71%)	22 (73%)	13 (65%)	38 (70%)	17 (52%)	12 (60%)	22 (85%)	19 (56%)
3:00 PM	60 (55%)	78 (76%)	34 (77%)	18 (75%)	21 (70%)	11 (55%)	35 (65%)	23 (70%)	10 (50%)	14 (54%)	20 (59%)
4:00 PM	54 (49%)	73 (71%)	36 (82%)	16 (67%)	22 (73%)	13 (65%)	27 (50%)	20 (61%)	14 (70%)	19 (73%)	19 (56%)
5:00 PM	61 (55%)	65 (63%)	34 (77%)	16 (67%)	21 (70%)	12 (60%)	24 (44%)	16 (48%)	16 (80%)	16 (62%)	22 (65%)
6:00 PM	47 (43%)	58 (56%)	29 (66%)	**23 (96%)**	20 (67%)	12 (60%)	**52 (96%)**	19 (58%)	15 (75%)	19 (73%)	17 (50%)
7:00 PM	69 (63%)	56 (54%)	26 (59%)	**23 (96%)**	25 (83%)	10 (50%)	**52 (96%)**	17 (52%)	14 (70%)	20 (77%)	23 (68%)
8:00 PM	42 (38%)	56 (54%)	26 (59%)	22 (92%)	21 (70%)	9 (45%)	43 (80%)	15 (45%)	12 (60%)	21 (81%)	18 (53%)
Lot Capacity	**110**	**103**	**44**	**24**	**30**	**20**	**54**	**33**	**20**	**26**	**34**
Average Occupancy	**56 (51%)**	**64 (62%)**	**34 (77%)**	**17 (71%)**	**20 (67%)**	**12 (60%)**	**36 (67%)**	**20 (61%)**	**13 (65%)**	**18 (69%)**	**21 (62%)**

TABLE 34
Hourly Vehicle Counts – Municipal Village Parking Lots (Saturday - 11/16/24)

Time	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 7	Lot 8	Lot 9	Lot 10	Lot 12
8:00 AM	39 (35%)	57 (55%)	24 (55%)	15 (63%)	8 (27%)	7 (35%)	17 (31%)	11 (33%)	**13 (65%)**	13 (50%)	19 (56%)
9:00 AM	62 (56%)	60 (58%)	37 (84%)	15 (63%)	10 (33%)	7 (35%)	28 (52%)	14 (42%)	11 (55%)	14 (54%)	21 (62%)
10:00 AM	71 (65%)	66 (64%)	36 (82%)	11 (46%)	12 (40%)	5 (25%)	31 (57%)	15 (45%)	12 (60%)	16 (62%)	23 (68%)
11:00 AM	82 (75%)	74 (72%)	43 (98%)	16 (67%)	18 (60%)	8 (40%)	52 (96%)	14 (42%)	11 (55%)	15 (58%)	**24 (71%)**
12:00 PM	88 (80%)	91 (88%)	40 (91%)	22 (92%)	23 (77%)	10 (50%)	54 (100%)	**16 (48%)**	10 (50%)	17 (65%)	20 (59%)
1:00 PM	**105 (95%)**	**105 (102%)**	**44 (100%)**	**23 (96%)**	24 (80%)	11 (55%)	57 (106%)	15 (45%)	12 (60%)	20 (77%)	19 (56%)
2:00 PM	103 (94%)	**105 (102%)**	34 (77%)	22 (92%)	**25 (83%)**	**12 (60%)**	**60 (111%)**	**16 (48%)**	11 (55%)	**22 (85%)**	18 (53%)
3:00 PM	102 (93%)	104 (101%)	37 (84%)	**23 (96%)**	20 (67%)	11 (55%)	58 (107%)	14 (42%)	10 (50%)	21 (81%)	18 (53%)
4:00 PM	103 (94%)	100 (97%)	39 (89%)	21 (88%)	21 (70%)	10 (50%)	51 (94%)	15 (45%)	10 (50%)	20 (77%)	16 (47%)
5:00 PM	92 (84%)	66 (64%)	43 (98%)	19 (79%)	20 (67%)	8 (40%)	53 (98%)	12 (36%)	9 (45%)	16 (62%)	14 (41%)
6:00 PM	85 (77%)	68 (66%)	40 (91%)	19 (79%)	22 (73%)	9 (45%)	52 (96%)	12 (36%)	10 (50%)	17 (65%)	20 (59%)
7:00 PM	78 (71%)	73 (71%)	39 (89%)	20 (83%)	24 (80%)	8 (40%)	55 (102%)	**16 (48%)**	9 (45%)	18 (69%)	21 (62%)
8:00 PM	80 (73%)	77 (75%)	36 (82%)	19 (79%)	22 (73%)	10 (50%)	51 (94%)	15 (45%)	9 (45%)	16 (62%)	16 (47%)
Lot Capacity	**110**	**103**	**44**	**24**	**30**	**20**	**54**	**33**	**20**	**26**	**34**
Average Occupancy	**84 (76%)**	**80 (78%)**	**38 (86%)**	**19 (79%)**	**19 (63%)**	**9 (45%)**	**48 (89%)**	**14 (42%)**	**11 (55%)**	**17 (65%)**	**19 (56%)**

Lot 1

Lot 1 is one of two Village lots situated along the waterfront and is bordered by Northport Village Park to the north and Northport Harbor to the west. This parking lot, along with Lot 2, primarily serve Northport Village Park, the docks, and downtown restaurants, shops, and entertainment. The Lot can be accessed via the terminus of Main Street. Lot 1 is the largest parking lot in the Village with a total capacity of 110 vehicles. At no hour during the study period did the lot reach full capacity, however, at peak occupancy fewer than 10 spaces were available.

Weekday Average Occupancy	51%
Weekday Peak Hours	12 -1 pm and 7 pm
Weekday Peak Occupancy Rates	61-69%
Saturday Average Occupancy	76%
Saturday Peak Hours	1 – 4 pm
Saturday Peak Occupancy Rates	93-95%



Lot 2

Lot 2 is located directly south of Lot 1, on the corner of Main Street and Woodbine Avenue. Lot 2 shares a western border with Northport Harbor, and a southern border with Cow Harbor Park. There are two access points via Woodbine Avenue and Main Street. The lot has a total capacity of 103 cars which is the second largest lot in the Village. Notably, on Saturday, Lot 2 was over capacity from 1-3 pm, with 1-2 extra vehicles parked outside of designated parking stalls.

Weekday Average Occupancy	62%
Weekday Peak Hours	1 -3 pm
Weekday Peak Occupancy Rates	76-82%
Saturday Average Occupancy	78%
Saturday Peak Hours	1 – 4 pm
Saturday Peak Occupancy Rates	97-100%



Lot 3

Lot 3 lies southeast of Lot 2 and is located off of Woodbine Avenue and Scudder Avenue. Lot 3 is tucked behind the LILCO Building which includes a row of commercial uses. Lot 3 can be accessed via Scudder Avenue and Woodbine Avenue. This lot is in close proximity to the waterfront as well as shops and restaurants in the downtown. The total lot capacity is 44 vehicles. Lot 3 reached full capacity on Saturday at 1 pm.



Weekday Average Occupancy	77%
Weekday Peak Hours	11 -1 pm
Weekday Peak Occupancy Rates	91-98%
Saturday Average Occupancy	86%
Saturday Peak Hours	11 – 1 pm & 5 – 6 pm
Saturday Peak Occupancy Rates	91-100%

Lot 4

Lot 4 is located on the north side of Main Street, between Northport Copy and Shipping and Sweet Arts. The total lot capacity is 24 vehicles. Lot 4 did not reach full capacity during the days of observation.



Weekday Average Occupancy	71%
Weekday Peak Hours	3 pm & 6 – 8 pm
Weekday Peak Occupancy Rates	71 -96%
Saturday Average Occupancy	79%
Saturday Peak Hours	12-4 pm
Saturday Peak Occupancy Rates	88-96%

Lot 5

Lot 5 is located on the north side of Main Street, approximately 150 feet west of the intersection of Main Street and Woodside Avenue. Lot 5 is located in close proximity to the Northport Historical Society Museum, and directly across the street from the Northport Fire Department, Police Department, and Village Hall. Lot 5 has a total vehicle capacity of 30 vehicles. At no point on either day did the lot reach full capacity.



Weekday Average Occupancy	67%
Weekday Peak Hours	12-2 pm, 4 pm, 7 pm
Weekday Peak Occupancy Rates	73 -87%
Saturday Average Occupancy	63%
Saturday Peak Hours	12-3 pm, 7pm
Saturday Peak Occupancy Rates	77-83%

Lot 6



Lot 6 is one of two easternmost municipal Village lots located on Main Street. The lot is located on the north side of Main Street, in close proximity to shops, cafes, the John W. Engeman Theater, and St. Paul's United Methodist Church. Lot 6 has a vehicle capacity of 20 vehicles. Saturday peak-occupancy hours coincide with John W. Engeman Theater performance times at 2 pm and 8 pm. At no point on either day did the lot reach full capacity.

Weekday Average Occupancy	60%
Weekday Peak Hours	10 am, 12-2 pm, 4-6 pm
Weekday Peak Occupancy Rates	60-80%
Saturday Average Occupancy	45%
Saturday Peak Hours	12-4 pm, 8 pm
Saturday Peak Occupancy Rates	50-60%

Lot 7



Lot 7 is located behind Main Street, off of Woodside Avenue. Lot 7 is the location of the Northport Highway Department and is adjacent to the Northport American Legion Building. The total capacity of the lot is 54 vehicles. Peak hours in lot 7 exceeded the total capacity of the lot which means individuals were parking in undesignated stalls.

Weekday Average Occupancy	67%
Weekday Peak Hours	6-8 pm
Weekday Peak Occupancy Rates	80-96%
Saturday Average Occupancy	88%
Saturday Peak Hours	12-3 pm, 7 pm
Saturday Peak Occupancy Rates	100-107%

Lot 8



Lot 8 is an L-shaped lot that wraps around the Village Hall building and is accessed via Main Street. Northport Fire Department building is located on the western border of the lot. This lot is primarily used by police and fire personnel, for personal and municipal vehicles. The total lot capacity is 33 vehicles. At no point on either day did the lot reach full capacity.

Weekday Average Occupancy	61%
Weekday Peak Hours	11 am -12 pm, 3 pm
Weekday Peak Occupancy Rates	70-88%
Saturday Average Occupancy	42%
Saturday Peak Hours	9 am – 4 pm, 7 – 8 pm
Saturday Peak Occupancy Rates	42-48%

Lot 9



Lot 9 is located on Union Place approximately 150 feet south of the intersection of Main Street and Union Place. Because Lot 9 is located in close proximity to Trinity Episcopal Church, 2 of the 3 rows of parking are reserved for church parking on Sundays between the hours of 5 am – 1 pm. The total lot capacity is 20 vehicles.

Weekday Average Occupancy	65%
Weekday Peak Hours	12 pm, 5 - 6 pm
Weekday Peak Occupancy Rates	70-80%
Saturday Average Occupancy	55%
Saturday Peak Hours	8 – 11 pm, 1-2 pm
Saturday Peak Occupancy Rates	55-65%

Lot 10



Lot 10 is one of the two easternmost municipal Village lots located on Main Street. Lot 10 is located on the south side of Main Street directly across from Lot 6. The L-shaped lot shares its eastern border with St. Paul's Methodist Church and connects to the church owned lot. The total lot capacity is 26 vehicles. At no point on either day did the lot reach full capacity.

Weekday Average Occupancy	67%
Weekday Peak Hours	12-2 pm, 4 pm, 7 pm
Weekday Peak Occupancy Rates	73 -87%
Saturday Average Occupancy	63%
Saturday Peak Hours	12-3 pm, 7 pm
Saturday Peak Occupancy Rates	77-83%

Lot 12

Lot 12 is an L-shaped lot, located on the south side of Main Street and shares its eastern border with the Northport Fire Department. Lot 12 connects to Lot 8 behind the Northport Fire Department building. Similar to Lot 8, Lot 12 is used primarily for fire personnel. Lot 12 has a total capacity of 34 vehicles**.** At no point on either day did the lot reach full capacity.



Weekday Average Occupancy	62%
Weekday Peak Hours	8 - 10 am, 12 pm, 7 pm
Weekday Peak Occupancy Rates	68-76%
Saturday Average Occupancy	56%
Saturday Peak Hours	9-11 am, 7 pm
Saturday Peak Occupancy Rates	63-71%

Parking Lot Utilization Summary

On the weekday, Thursday, November 14th, 2024, three municipal village lots were near capacity (between 95 - 99 percent occupancy) between 8 am and 8 pm. Lot 3 was near capacity for 1 hour, Lot 4 for 2 hours, and Lot 7 for 2 hours.

During the weekend, on Saturday, November 16th, 2024, lots observed near capacity included Lot 1 for one hour, Lot 4 for 2 hours and Lot 7 for three hours. Lots observed at capacity (at 100 percent occupancy) on Saturday were Lot 2 and Lot 7 for 1 hour each. Capacity was exceeded (over 100 percent occupancy) in Lot 2 for 3 hours, and Lot 7 for 4 hours. On Saturday, Lot 7 was near, at, or over capacity for a total of 8 hours. Municipal Village lots were near, at, or over capacity most commonly between the hours of 1 -2 pm on Saturday.

6.2. On Street Parking

Parking counts were conducted across 29 on-street parking sections within the Village of Northport downtown area, labeled Sections A through DD, as seen in **Figure 18**. Vehicle counts were recorded on 11/14 and 11/16 once per hour between 8:00 am and 8:00 pm for each on street parking segment. **Table 35** provides the maximum parking capacity of each street segment studied.

The majority of on-street parking stalls which were included as part of this parking study are metered, including all on-street parking stalls on Main Street and Woodbine within the Study Area as well as a portion of Scudder Avenue. All meters in the Village of Northport were updated from coin-operated to electric meters in the Fall of 2024, as part of the Village of Northport's 2023 "Main Street Revitalization" project. The electronic meters now accept coins and credit cards, as well as electronic payment via an app. All metered parking stalls have a two-hour parking limit, with an hourly rate of 1 dollar an hour. This two-hour limit is in effect seven days a week between the hours of 8 am and 6 pm. While meters are not in operation on Sunday or holidays, two-hour parking regulations remain in effect. Main Street has a limited number of 10- and 20-minute, non-metered parking spaces.

TABLE 35
ON-STREET PARKING SECTIONS CAPACITY

Section	Number of Parking Spaces	Section	Number of Parking Spaces
Section A	18	Section O	10
Section B	18	Section P	0
Section C	17	Section R	16
Section D	19	Section S	0
Section E	6	Section T	35
Section F	6	Section U	0
Section G	25	Section V	9
Section G (10 min)	10	Section W	11
Section H	32	Section X	12
Section H (10 min)	10	Section Y	14
Section I	14	Section Z	3
Section J	10	Section AA	6
Section K	3	Section BB	6
Section L	0	Section CC	7
Section M	8	Section DD	6
Section N	0	**TOTAL:**	**331**

The following tables show the number of parked cars in each on-street parking section as well as the percentage of the street that is occupied with parking for each section between the hours of 8:00 am and 8:00 pm. Bolded numbers represent the highest occupancy hour for each roadway section. See **Attachment D** for a complete set of On-Street Parking Utilization Maps.

TABLE 36
HOURLY VEHICLE COUNTS – ON-STREET PARKING (THURSDAY - 11/14/24)

Time	Section A	Section B	Section C	Section D	Section E	Section F	Section G	Section G (10 min)	Section H	Section H (10 min)	Section I	Section J	Section K	Section L	Section M	Section N
8:00 AM	5 (28%)	1 (6%)	1 (6%)	2 (11%)	1 (17%)	0 (0%)	4 (16%)	0 (0%)	5 (16%)	3 (30%)	3 (21%)	1 (10%)	0 (0%)	0	**4 (50%)**	0
9:00 AM	9 (50%)	8 (44%)	1 (6%)	5 (26%)	3 (50%)	1 (17%)	13 (52%)	5 (50%)	14 (44%)	3 (30%)	6 (43%)	5 (50%)	0 (0%)	0	**4 (50%)**	0
10:00 AM	8 (44%)	7 (39%)	2 (12%)	6 (32%)	1 (17%)	0 (0%)	15 (60%)	7 (70%)	17 (53%)	4 (40%)	7 (50%)	**8 (80%)**	1 (33%)	0	3 (38%)	0
11:00 AM	11 (61%)	11 (61%)	11 (65%)	10 (53%)	3 (50%)	2 (33%)	**25 (100%)**	6 (60%)	22 (69%)	8 (80%)	7 (50%)	5 (50%)	1 (33%)	0	3 (38%)	0
12:00 PM	16 (89%)	16 (89%)	8 (47%)	9 (47%)	4 (67%)	5 (83%)	**25 (100%)**	7 (70%)	**30 (94%)**	8 (80%)	8 (57%)	6 (60%)	1 (33%)	0	3 (38%)	0
1:00 PM	**18 (100%)**	17 (94%)	12 (71%)	10 (53%)	4 (67%)	5 (83%)	**25 (100%)**	5 (50%)	**30 (94%)**	7 (70%)	**10 (71%)**	**8 (80%)**	1 (33%)	0	3 (38%)	0
2:00 PM	**18 (100%)**	14 (78%)	10 (59%)	8 (42%)	3 (50%)	2 (33%)	22 (88%)	**10 (100%)**	28 (88%)	6 (60%)	**10 (71%)**	7 (70%)	1 (33%)	0	3 (38%)	0
3:00 PM	**18 (100%)**	16 (89%)	12 (71%)	14 (74%)	4 (67%)	3 (50%)	21 (84%)	10 (10%)	**30 (94%)**	8 (80%)	5 (36%)	6 (60%)	1 (33%)	0	**4 (50%)**	0
4:00 PM	14 (78%)	12 (67%)	12 (71%)	10 (53%)	3 (50%)	5 (83%)	18 (72%)	7 (70%)	27 (84%)	8 (80%)	8 (57%)	6 (60%)	1 (33%)	0	3 (38%)	0
5:00 PM	14 (78%)	14 (78%)	8 (47%)	9 (47%)	4 (67%)	**6 (100%)**	18 (72%)	**10 (100%)**	22 (69%)	**10 (100%)**	6 (43%)	4 (40%)	2 (67%)	0	3 (38%)	0
6:00 PM	8 (44%)	**18 (100%)**	15 88%)	15 (79%)	**5 (83%)**	5 (83%)	22 (88%)	**10 (100%)**	23 (72%)	**10 (100%)**	3 (21%)	6 (60%)	**3 (100%)**	0	3 (38%)	0
7:00 PM	**18 (100%)**	**18 (100%)**	14 (82%)	16 (84%)	**5 (83%)**	5 (83%)	**25 (100%)**	**10 (100%)**	22 (69%)	8 (80%)	3 (21%)	3 (30%)	0 (0%)	**3**	0 (0%)	0
8:00 PM	**18 (100%)**	**18 (100%)**	**17 (100%)**	**18 (95%)**	3 (50%)	4 (67%)	**25 (100%)**	9 (90%)	28 (88%)	4 (40%)	3 (21%)	5 (50%)	1 (33%)	0	2 (25%)	0
Section Capacity	**18**	**18**	**17**	**19**	**6**	**6**	**25**	**10**	**32**	**10**	**14**	**10**	**3**	**0**	**8**	**0**
Average Occupancy	**13 (72%)**	**13 (72%)**	**9 (53%)**	**10 (53%)**	**3 (50%)**	**3 (50%)**	**20 (80%)**	**7 (70%)**	**23 (72%)**	**7 (70%)**	**6 (43%)**	**5 (50%)**	**1 33%)**	**0 (0%)**	**3 (38%)**	**0 (0%)**

TABLE 36 – CONTINUED HOURLY VEHICLE COUNTS – ON-STREET PARKING (THURSDAY - 11/14/24)															
Time	**Section O**	**Section P**	**Section R**	**Section S**	**Section T**	**Section U**	**Section V**	**Section W**	**Section X**	**Section Y**	**Section Z**	**Section AA**	**Section BB**	**Section CC**	**Section DD**
8:00 AM	**1 (10%)**	1	10 (63%)	0	14 (40%)	0	1 (11%)	4 (36%)	8 (67%)	2 (14%)	0 (0%)	1 (17%)	0 (0%)	0 (0%)	0 (0%)
9:00 AM	**1 (10%)**	0	**11 (69%)**	0	14 (40%)	0	1 (11%)	3 (27%)	**9 (75%)**	4 (29%)	0 (0%)	1 (17%)	0 (0%)	0 (0%)	0 (0%)
10:00 AM	0 (0%)	0	10 (63%)	0	13 (37%)	**1**	4 (44%)	4 (36%)	6 (50%)	6 (43%)	2 (67%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
11:00 AM	0 (0%)	0	**11 (69%)**	0	10 (29%)	0	2 (22%)	3 (27%)	7 (58%)	9 (64%)	0 (0%)	1 (17%)	0 (0%)	0 (0%)	1 (17%)
12:00 PM	**1 (10%)**	0	7 (44%)	0	16 (46%)	0	2 (22%)	2 (18%)	6 (50%)	10 (71%)	0 (0%)	1 (17%)	0 (0%)	2 (29%)	1 (17%)
1:00 PM	**1 (0%)**	0	7 (44%)	0	14 (40%)	0	1 (11%)	3 (27%)	8 (67%)	10 (71%)	0 (0%)	1 (17%)	2 (33%)	1 (14%)	1 (17%)
2:00 PM	**1 (10%)**	0	7 (44%)	0	14 (40%)	0	2 (22%)	4 (36%)	8 (67%)	10 (71%)	2 (67%)	1 (17%)	0 (0%)	1 (14%)	1 (17%)
3:00 PM	0 (0%)	0	10 (63%)	0	16 (46%)	0	**6 (67%)**	8 (73%)	8 (67%)	**11 (79%)**	0 (0%)	1 (17%)	1 (17%)	0 (0%)	4 (66%)
4:00 PM	0 (0%)	0	8 (50%)	0	15 (43%)	0	5 (56%)	5 (45%)	8 (67%)	10 (71%)	0 (0%)	1 (17%)	1 (17%)	1 (14%)	1 (17%)
5:00 PM	0 (0%)	0	7 (44%)	0	24 (69%)	0	3 (33%)	5 (45%)	7 (58%)	8 (57%)	0 (0%)	2 (67%)	1 (17%)	2 (29%)	4 (67%)
6:00 PM	0 (0%)	0	3 (19%)	0	24 (69%)	0	3 (33%)	4 (36%)	6 (50%)	6 (43%)	0 (0%)	4 (67%)	**2 (33%)**	2 (29%)	4 (67%)
7:00 PM	0 (0%)	**2**	6 (38%)	0	**25 (71%)**	0	3 (33%)	4 (36%)	6 (50%)	5 (36%)	2 (67%)	**6 (100%)**	**2 (33%)**	**5 (71%)**	**6 (100%)**
8:00 PM	0 (0%)	**2**	8 (50%)	0	**25 (71%)**	0	**6 (67%)**	**9 (82%)**	7 (58%)	7 (50%)	**4 (133%)**	4 (67%)	1 (17%)	4 (57%)	4 (67%)
Section Capacity	**10**	**0**	**16**	**0**	**35**	**0**	**9**	**11**	**12**	**14**	**3**	**6**	**6**	**7**	**6**
Average Occupancy	**0 (5%)**	**0 (0%)**	**8 (50%)**	**0 (0%)**	**17 (49%)**	**0 (0%)**	**3 (33%)**	**4 (36%)**	**7 (58%)**	**8 (57%)**	**1 (33%)**	**1 (17%)**	**2 (33%)**	**1 (14%)**	**2 (33%)**

TABLE 37
HOURLY VEHICLE COUNTS – ON-STREET PARKING (SATURDAY - 11/16/24)

Time	Section A	Section B	Section C	Section D	Section E	Section F	Section G	Section G (10 min)	Section H	Section H (10 min)	Section I	Section J	Section K	Section L	Section M	Section N
8:00 AM	7 (39%)	8 (44%)	1 (6%)	3 (16%)	0 (0%)	0 (0%)	6 (24%)	0 (0%)	5 (16%)	0 (0%)	2 (14%)	2 (20%)	1 (33%)	0	3 (38%)	0
9:00 AM	7 (38%)	8 (44%)	2 (12%)	3 (16%)	0 (0%)	1 (17%)	6 (24%)	0 (0%)	10 (31%)	0 (0%)	3 (21%)	4 (40%)	0 (0%)	0	4 (50%)	0
10:00 AM	**18 (100%)**	11 (62%)	8 (47%)	7 (37%)	1 (17%)	2 (33%)	8 (32%)	4 (40%)	14 (44%)	3 (30%)	6 (43%)	**10 (100%)**	1 (33%)	0	3 (38%)	0
11:00 AM	**18 (100%)**	**18 (100%)**	**17 (100%)**	18 (95%)	**6 (100%)**	**6 (100%)**	14 (56%)	8 (80%)	16 (50%)	4 (40%)	**14 (100%)**	**10 (100%)**	1 (33%)	0	2 (25%)	0
12:00 PM	**18 (100%)**	**18 (100%)**	**17 (100%)**	18 (95%)	**6 (100%)**	**6 (100%)**	18 (72%)	6 (60%)	20 (63%)	3 (30%)	**14 (100%)**	**10 (100%)**	1 (33%)	0	4 (50%)	0
1:00 PM	**18 (100%)**	**18 (100%)**	**17 (100%)**	18 (95%)	5 (83%)	5 (83%)	22 (88%)	8 (80%)	20 (63%)	6 (60%)	**14 (100%)**	**10 (100%)**	1 (33%)	0	4 (50%)	0
2:00 PM	16 (89%)	14 (78%)	15 (88%)	18 (95%)	5 (83%)	**6 (100%)**	**25 (100%)**	**10 (100%)**	25 (78%)	6 (60%)	**14 (100%)**	**10 (100%)**	1 (33%)	0	6 (75%)	0
3:00 PM	18 (100%)	17 (94%)	17 (100%)	17 (89%)	**6 (100%)**	**6 (100%)**	**25 (100%)**	6 (60%)	22 (69%)	**8 (80%)**	**14 (100%)**	**10 (100%)**	**3 (100%)**	0	**10 (125%)**	0
4:00 PM	17 (94%)	16 (89%)	15 (88%)	17 (89%)	4 (67%)	**6 (100%)**	23 (92%)	6 (60%)	25 (78%)	4 (40%)	12 (86%)	**10 (100%)**	**3 (100%)**	0	**10 (125%)**	0
5:00 PM	**18 (100%)**	16 (89%)	10 (59%)	6 (32%)	**6 (100%)**	**6 (100%)**	**25 (100%)**	**10 (100%)**	25 (8%)	4 (40%)	9 (64%)	9 (90%)	**3 (100%)**	0	**10 (125%)**	0
6:00 PM	15 (83%)	14 (78%)	10 (59%)	5 (26%)	4 (67%)	**6 (100%)**	**25 (100%)**	**10 (100%)**	27 (84%)	5 (50%)	9 (64%)	9 (90%)	2 (67%)	0	7 (88%)	0
7:00 PM	15 (83%)	**18 (100%)**	12 (71%)	5 (26%)	5 (83%)	**6 (100%)**	**25 (100%)**	**10 (100%)**	31 (97%)	**8 (80%)**	7 (50%)	4 (40%)	**3 (100%)**	**3**	9 (113%)	0
8:00 PM	**18 (100%)**	**18 (100%)**	**17 (100%)**	**19 (100%)**	**6 (100%)**	**6 (100%)**	**25 (100%)**	**10 (100%)**	**32 (100%)**	7 (70%)	6 (43%)	6 (60%)	0 (0%)	0	9 (113%)	0
Section Capacity	**18**	**18**	**17**	**19**	**6**	**6**	**25**	**10**	**32**	**10**	**14**	**10**	**3**	**0**	**8**	**0**
Average Occupancy	**16 (89%)**	**15 (83%)**	**12 (71%)**	**12 (63%)**	**4 (67%)**	**5 (83%)**	**19 (76%)**	**7 (70%)**	**21 (66%)**	**4 (40%)**	**10 (71%)**	**8 (80%)**	**2 (67%)**	**0 (0%)**	**6 (75%)**	**0 (0%)**

TABLE 37 – CONTINUED
HOURLY VEHICLE COUNTS – ON-STREET PARKING (SATURDAY - 11/16/24)

Time	Section O	Section P	Section R	Section S	Section T	Section U	Section V	Section W	Section X	Section Y	Section Z	Section AA	Section BB	Section CC	Section DD
8:00 AM	0 (0%)	0	**15 (94%)**	0	22 (63%)	0	4 (44%)	5 (45%)	**10 (83%)**	3 (21%)	2 (67%)	0 (0%)	1 (17%)	1 (14%)	3 (50%)
9:00 AM	0 (0%)	0	**15 (94%)**	0	22 (63%)	0	4 (44%)	4 (36%)	**10 (83%)**	5 (36%)	0 (0%)	0 (0%)	0 (0%)	1 (14%)	3 (50%)
10:00 AM	**1 (10%)**	0	14 (88%)	0	24 (69%)	**1**	3 (33%)	6 (55%)	9 (75%)	9 (64%)	2 (67%)	0 (0%)	1 (17%)	1 (14%)	4 (67%)
11:00 AM	0 (0%)	0	12 (75%)	0	22 (63%)	0	3 (33%)	6 (55%)	9 (75%)	9 (64%)	2 (67%)	0 (0%)	0 (0%)	1 (14%)	4 (67%)
12:00 PM	0 (0%)	0	12 (75%)	0	22 (63%)	0	4 (44%)	6 (55%)	9 (75%)	9 (64%)	0 (0%)	0 (0%)	0 (0%)	1 (14%)	4 (67%)
1:00 PM	0 (0%)	0	12 (75%)	0	25 (71%)	0	4 (44%)	6 (55%)	**10 (83%)**	9 (64%)	0 (0%)	1 (17%)	0 (0%)	2 (29%)	4 (67%)
2:00 PM	0 (0%)	0	12 (75%)	0	25 (71%)	0	3 (33%)	7 (64%)	**10 (83%)**	**10 (71%)**	0 (0%)	0 (0%)	1 (17%)	4 (57%)	5 (83%)
3:00 PM	0 (0%)	0	12 (75%)	0	25 (71%)	0	8 (89%)	**9 (82%)**	**10 (83%)**	**10 (71%)**	0 (0%)	1 (17%)	1 (17%)	4 (57%)	5 (83%)
4:00 PM	0 10%)	0	12 (75%)	0	24 (69%)	0	**9 (100%)**	**9 (82%)**	**10 (83%)**	**10 (71%)**	2 (67%)	0 (0%)	**3 (50%)**	**6 (86%)**	3 (50%)
5:00 PM	**1 (10%)**	0	12 (75%)	0	22 (63%)	0	5 (56%)	6 (55%)	5 (42%)	5 (36%)	2 (67%)	**5 (83%)**	2 (33%)	5 (71%)	5 (83%)
6:00 PM	0 (0%)	0	10 (63%)	0	27 (77%)	0	5 (56%)	6 (55%)	5 (42%)	5 (36%)	2 (67%)	**5 (83%)**	1 (17%)	5 (71%)	**7 (117%)**
7:00 PM	0 (0%)	0	8 (50%)	0	27 (77%)	0	5 (56%)	**9 (82%)**	4 (33%)	4 (29%)	0 (0%)	**5 (83%)**	**3 (50%)**	**6 (86%)**	**7 (117%)**
8:00 PM	0 (0%)	0	8 (50%)	0	**29 (83%)**	0	5 (56%)	**9 (82%)**	6 (50%)	6 (43%)	**3 (100%)**	**5 (83%)**	**3 (50%)**	5 (71%)	6 (100%)
Section Capacity	**10**	**0**	**16**	**0**	**35**	**0**	**9**	**11**	**12**	**14**	**3**	**6**	**6**	**7**	**6**
Average Occupancy	**0 (0%)**	**0 (0%)**	**12 (75%)**	**0 (0%)**	**24 (69%)**	**0 (0%)**	**5 (56%)**	**7 (64%)**	**8 (67%)**	**7 (50%)**	**1 (33%)**	**1 (17%)**	**2 33%)**	**3 (43%)**	**5 (83%)**

Street Parking A & B – Main Street (Woodbine Ave - School St)

Street Parking Sections A and B are located along the western end of Main Street, between Woodbine Avenue to the west, and School Street to the east. Section A is located on the northern side of the street, while section B is located on the southern side. Sections A and B each have a total capacity of 18 vehicles, with one stall in each section designated as handicap accessible. Of the 36 on-street parking spaces, 34 are metered. Two parking stalls in Section A are maximum 20-minute parking between the hours of 8 am to 6 pm. On both days in Section A, full capacity was reached during peak hours. On both days in Section B, full capacity was reached throughout the majority of peak hours.

Street Parking C & D – Main Street (School St – Union Pl)

Street Parking Sections C and D are located east of A and B along Main Street, between School Street and Union Place. Section C is located on the north side of Main Street, while Section D is located on the south side. C has a total capacity of 17 vehicles, while Section D has a total capacity of 19 vehicles. Section D has two parking stalls designated as handicap accessible. All stalls within Section C and D are metered. On both days, Section C and D reached full capacity during peak hours.

Section A	
Weekday Average Occupancy	72%
Weekday Peak Hours	12 - 2 pm, 7 – 8 pm
Weekday Peak Occupancy Rates	89-100%
Saturday Average Occupancy	88%
Saturday Peak Hours	10 am – 1 pm, 3-5 pm, 8 pm
Saturday Peak Occupancy Rates	94-100%
Section B	
Weekday Average Occupancy	72%
Weekday Peak Hours	1 pm, 6-8 pm
Weekday Peak Occupancy Rates	94-100%
Saturday Average Occupancy	83%
Saturday Peak Hours	11am-1 pm, 3 pm, 7-8 pm
Saturday Peak Occupancy Rates	94-100%
Section C	
Weekday Average Occupancy	53%
Weekday Peak Hours	6-8 pm
Weekday Peak Occupancy Rates	88-100%
Saturday Average Occupancy	71%
Saturday Peak Hours	11 am – 4 pm, 8 pm
Saturday Peak Occupancy Rates	88-100%
Section D	
Weekday Average Occupancy	53%
Weekday PPeak Hours	7-8 pm
Weekday Peak Occupancy Rates	84-95%
Saturday Average Occupancy	63%
Saturday Peak Hours	11 am – 3 pm, 8 pm
Saturday Peak Occupancy Rates	95-100%

Street Parking E & F – Main Street (Union Pl – Woodside Ave)

Street Parking Sections E and F are located east of C and D along Main Street, between Union Place and Woodside Avenue. Section E is located on the north side of Main Street, while Section F is located on the south side. Sections E and F each have a total capacity of 6 vehicles. Two stalls in Section F located in front of The Northport Police Department and Village Hall Building are designated as 10-minute parking, with the remaining four stalls are designated as 2-hour metered parking. On Saturday, Section E reached full capacity throughout the majority of peak hours. On both days, Section F reached full capacity during peak hours. On Saturday, Section F remained at full capacity for the majority of the day.

Street Parking G – Main Street (Woodside Ave – Ocean Ave)

Street Parking Section G is located east of Section E on the north side of Main Street, between Woodside Avenue and Ocean Avenue. This Street Parking Section includes two distinct parking zones: 10 ten-minute parking stalls located in front of storefronts at the section's western end, and 28 two-hour stalls located along the residential portion of Section G. On both days, Section G (2 Hour and 10 Minute) reached full capacity throughout the majority of peak hours.

Section E	
Weekday Average Occupancy	50%
Weekday Peak Hours	12 -1 pm, 3 pm, 5-7 pm
Weekday Peak Occupancy Rates	67-83%
Saturday Average Occupancy	67%
Saturday Peak Hours	11 am – 3 pm, 5 pm, 7 – 8 pm
Saturday Peak Occupancy Rates	83-100%
Section F	
Weekday Average Occupancy	50%
Weekday Peak Hours	12 – 1 pm, 4 – 7 pm
Weekday Peak Occupancy Rates	83 - 100%
Saturday Average Occupancy	63%
Saturday Peak Hours	11 am – 3 pm, 8 pm
Saturday Peak Occupancy Rates	95-100%

Section G (Two Hour)	
Weekday Average Occupancy	80%
Weekday Peak Hours	11 am – 2 pm, 6 – 8 pm
Weekday Peak Occupancy Rates	88 – 100%
Saturday Average Occupancy	76%
Saturday Peak Hours	2 – 8 pm
Saturday Peak Occupancy Rates	92-100%
Section G (Ten Minute)	
Weekday Average Occupancy	70%
Weekday Peak Hours	2 – 3 pm, 5 – 8 pm
Weekday Peak Occupancy Rates	90 - 100%
Saturday Average Occupancy	70%
Saturday Peak Hours	11 am, 1 – 2 pm, 5 – 8 pm
Saturday Peak Occupancy Rates	80-100%

Street Parking H – Main Street (Woodside Ave – Ocean Ave)

Street Parking Section H is located east of Section F on the south side of Main Street, between Woodside Avenue and Ocean Avenue. This section includes 10 ten-minute parking stalls in front of the Northport Police Department, Post Office, and John W. Engeman Theater, and 32 two-hour metered parking stalls. On Saturday, Section H (2 Hours) reached full capacity at 8 pm. On the Weekday, Section H (10 Minutes) reached full capacity from 5 – 6 pm.

Street Parking I & J – Woodbine (Scudder Ave – 5th St)

Street Parking Sections I and J are located along Woodbine Avenue, between 5th Avenue and Scudder Avenue. Section I is located along the west side of Woodbine Avenue, and Section J along the east. Section I has a total capacity of 14 vehicles, while Section J has a total capacity of 10 vehicles. All stalls are 2-hour metered parking within Section I and J. On Saturday, Section I and J reached full capacity during peak hours.

Section H (Two Hour)	
Weekday Average Occupancy	72%
Weekday Peak Hours	12 – 3 pm, 8 pm
Weekday Peak Occupancy Rates	88-94%
Saturday Average Occupancy	66%
Saturday Peak Hours	7 – 8 pm
Saturday Peak Occupancy Rates	97-100%
Section H (Ten Minute)	
Weekday Average Occupancy	70%
Weekday Peak Hours	11 am – 12 pm, 3 – 7 pm
Weekday Peak Occupancy Rates	80 - 100%
Saturday Average Occupancy	40%
Saturday Peak Hours	3 pm, 7 – 8 pm
Saturday Peak Occupancy Rates	70-80%
~~Weekday Peak Hours~~	~~12 – 2 pm, 4 pm~~
Weekday Peak Occupancy Rates	57 -71%
Saturday Average Occupancy	71%
Saturday Peak Hours	11 am – 4 pm
Saturday Peak Occupancy Rates	86-100%
Section J	
Weekday Average Occupancy	50%
Weekday Peak Hours	10 am, 1 – 2 pm
Weekday Peak Occupancy Rates	70 - 80%
Saturday Average Occupancy	80%
Saturday Peak Hours	10 am – 6 pm
Saturday Peak Occupancy Rates	90-100%

Street Parking K & L – Bayview Avenue (Main St – Highland Ave)

Street Parking Sections K and L are located on Bayview Avenue, between Main Street and Highland Avenue. Section K is located along the west side of Bayview Avenue, Section L along the east. Section K has a total capacity of 3 vehicles which are all metered. Section L contains no designated parking stalls. Despite the lack of legal on-street parking in Section L, three parked vehicles were observed at 7:00 p.m. On both days, Section K reached full capacity during peak hours.

Section K	
Weekday Average Occupancy	33%
Weekday Peak Hours	5 – 6 pm
Weekday Peak Occupancy Rates	67-100%
Saturday Average Occupancy	67%
Saturday Peak Hours	3 – 7 pm
Saturday Peak Occupancy Rates	67-100%

Street Parking M & N – Bayview Avenue (Highland Ave – Thomas Ln)

Street Parking Sections M and N are located on Bayview Avenue, north of Sections K and L, between Highland Avenue and Thomas Lane. Section M is located along the west side of Bayview Avenue and borders Northport Park. Section N is located along the east side of Bayview Avenue. Section M has a total capacity of 8 vehicles, and stalls are not metered. Section N contains no designated parking stalls. While occupancy in Section M was low on the weekday, occupancy went over capacity on Saturday peak hours with cars parked in unmarked stalls. Due to the lack of legal on-street parking in Section N, no parked vehicles were observed on either day.

Section M	
Weekday Average Occupancy	34%
Weekday Peak Hours	8 – 6 pm
Weekday Peak Occupancy Rates	38 -50%
Saturday Average Occupancy	75%
Saturday Peak Hours	3 – 5 pm, 7 – 9 pm
Saturday Peak Occupancy Rates	113-125%

Street Parking O & P – Bayview Avenue (Thomas Ln – Fenton St)

Street Parking Sections O and P are located along Bayview Avenue, north of Sections M and N, between Thomas Lane and Fenton Street. Section O is located along the west side of Bayview Avenue and borders Northport Park. Section P is located along the east side Bayview Avenue and borders residential properties. Section O has a total capacity of 10 vehicles, and stalls are not metered. Section N contains no designated parking stalls. Despite the lack of legal on-street parking in Section P, one parked vehicle was observed at 8 am and two parked vehicles were observed between 7 – 8 pm.

Section O	
Weekday Average Occupancy	0%
Weekday peak Hours	8 – 9 pm, 1 – 2 pm
Weekday Peak Occupancy Rates	10%
Saturday Average Occupancy	0%
Saturday Peak Hours	10 am, 5 pm
Saturday Peak Occupancy Rates	10%

Street Parking R & S – Bayview Avenue (Fenton St – Stanton St)

Street Parking Sections R and S are located on Bayview Avenue, north of Sections O and P, between Fenton Street and Stanton Street. Section R is located along the west side of Bayview Avenue and Section S is located along the east side. Both sections border residential properties. Section R has a total capacity of 16 vehicles, and stalls are not metered. Section S contains no designated parking stalls. At no point on either day did Section R reach full capacity. Due to a lack of legal on-street parking in Section S, no parked vehicles were observed on either day.

Section R	
Weekday Average Occupancy	50%
Weekday peak Hours	8 – 11 am, 3 pm
Weekday Peak Occupancy Rates	63-68%
Saturday Average Occupancy	75%
Saturday Peak Hours	8 – 10 am
Saturday Peak Occupancy Rates	88-94%

Street Parking T & U – Bayview Avenue (Stanton St – James St)

Street Parking Sections T and U are located along Bayview Avenue, north of Sections R and S, between Stanton Street and James Street. Section T is located along the west side of Bayview Avenue and Section U along the east. Both sections border residential properties. Section T has a total capacity of 35 vehicles, and stalls are not metered. Section U contains no designated parking stalls. At no point on either day did Section T reach full capacity. Due to a lack of legal on-street parking in Section U, no parked vehicles were observed on either day.

Section T	
Weekday Average Occupancy	49%
Weekday Peak Hours	5 - 8 pm
Weekday Peak Occupancy Rates	69-71%
Saturday Average Occupancy	69%
Saturday Peak Hours	6 – 8 pm
Saturday Peak Occupancy Rates	77-83%

Street Parking V & W – Scudder Avenue (Woodbine Ave – School St)

Street Parking Sections V and W are located along Scudder Avenue, between Woodbine Avenue and School Street. Section V is located along the south side of Scudder Avenue, with Section W located along the north side. Section V has a total capacity of 9 vehicles, while Section W has a total capacity of 11 vehicles. All stalls are metered within Section V and W. On Saturday, Section V reached full capacity at 4 pm. At no point on either day did Section W reach full capacity.

Section V	
Weekday Average Occupancy	33%
Weekday Peak Hours	3-4 pm, 8 pm
Weekday Peak Occupancy Rates	56-67%
Saturday Average Occupancy	56%
Saturday Peak Hours	3 – 8 am
Saturday Peak Occupancy Rates	89-100%
Section W	
Weekday Average Occupancy	36%
Weekday Peak Hours	3 – 8 pm
Weekday Peak Occupancy Rates	73 - 82%
Saturday Average Occupancy	64%
Saturday Peak Hours	2 – 3 pm, 7 – 8 pm
Saturday Peak Occupancy Rates	64-82%

Street Parking X & Y – Woodbine Avenue (School St – Union Pl)

Street Parking Sections X and Y are located along Scudder Avenue, between School Street and Union Place. Section X is located along the north side of Scudder Avenue, and Section Y is located along the South side. Section X has a total capacity of 12 vehicles, while Section Y has a total capacity of 14 vehicles. While these stalls are legal parking, they are not striped. Parking is not permitted in Section Y on Tuesday, Thursday, and Saturday from 4 am – 7 am. Parking is not permitted in Section X on Monday, Wednesday, and Friday from 4 am – 7 am. At no point on either day did Section X or Section Y reach full capacity.

Section X	
Weekday Average Occupancy	58%
Weekday Peak Hours	8 – 9 am, 1 – 4 pm
Weekday Peak Occupancy Rates	67-75%
Saturday Average Occupancy	67%
Saturday Peak Hours	8 am – 4 pm
Saturday Peak Occupancy Rates	75-83%
Section Y	
Weekday Average Occupancy	57%
Weekday Peak Hours	12 – 4 pm
Weekday Peak Occupancy Rates	64 - 71%
Saturday Average Occupancy	50%
Saturday Peak Hours	10 – 4 pm
Saturday Peak Occupancy Rates	64-71%

Street Parking Z, AA, & BB – Terminus of Main Street

Street Parking Sections Z, AA and BB are located at the terminus of Main Street. Section Z has a total capacity of 3 vehicles, Section AA has a total capacity of 6 vehicles, and Section BB has a total capacity of 6 vehicles. Parking stalls within these Sections are metered. On each day, Section Z met or exceeded capacity which indicates that cars were parked illegally. On the weekday, Section AA reached full capacity at 7 pm. At no point on either day did Section BB reach full capacity.

Section Z	
Weekday Average Occupancy	33%
Weekday Peak Hours	10 am, 2 pm, 7– 8 pm,
Weekday Peak Occupancy Rates	67-133%
Saturday Average Occupancy	33%
Saturday Peak Hours	8 am, 10–11 am, 4- 6 pm, 8 pm
Saturday Peak Occupancy Rates	67-100%
Section AA	
Weekday Average Occupancy	33%
Weekday Peak Hours	6 – 8 pm
Weekday Peak Occupancy Rates	67-100%
Saturday Average Occupancy	33%
Saturday Peak Hours	1 pm, 3 pm, 5 – 8 pm
Saturday Peak Occupancy Rates	17 - 83%
Section BB	
Weekday Average Occupancy	17%
Weekday Peak Hours	1 pm, 3 – 8 pm
Weekday Peak Occupancy Rates	17-33%
Saturday Average Occupancy	17%
Saturday Peak Hours	4 – 5 pm, 7 – 8 pm
Saturday Peak Occupancy Rates	33-50%

Street Parking CC & DD – Woodbine Avenue (Scudder Ave – Main St)

Street Parking Sections CC and DD are located on Woodbine Avenue, between Scudder Avenue and Main Street. Section CC is located along the west side of Woodbine Avenue, and Section DD is located along the east side. Section CC has a total capacity of 7 vehicles, while Section DD has a total capacity of 16 vehicles. All stalls are metered within these Sections. At no point on either day did Section CC reach full capacity. Each day, Section DD met or exceeded capacity.

Section CC	
Weekday Average Occupancy	14%
Weekday Peak Hours	7 – 8 pm
Weekday Peak Occupancy Rates	57- 71%
Saturday Average Occupancy	43%
Saturday Peak Hours	4 – 8 pm
Saturday Peak Occupancy Rates	71-86%
Section DD	
Weekday Average Occupancy	33%
Weekday Peak Hours	5 – 8 pm
Weekday Peak Occupancy Rates	67-100%
Saturday Average Occupancy	83%
Saturday Peak Hours	6 – 8 pm
Saturday Peak Occupancy Rates	100-117%

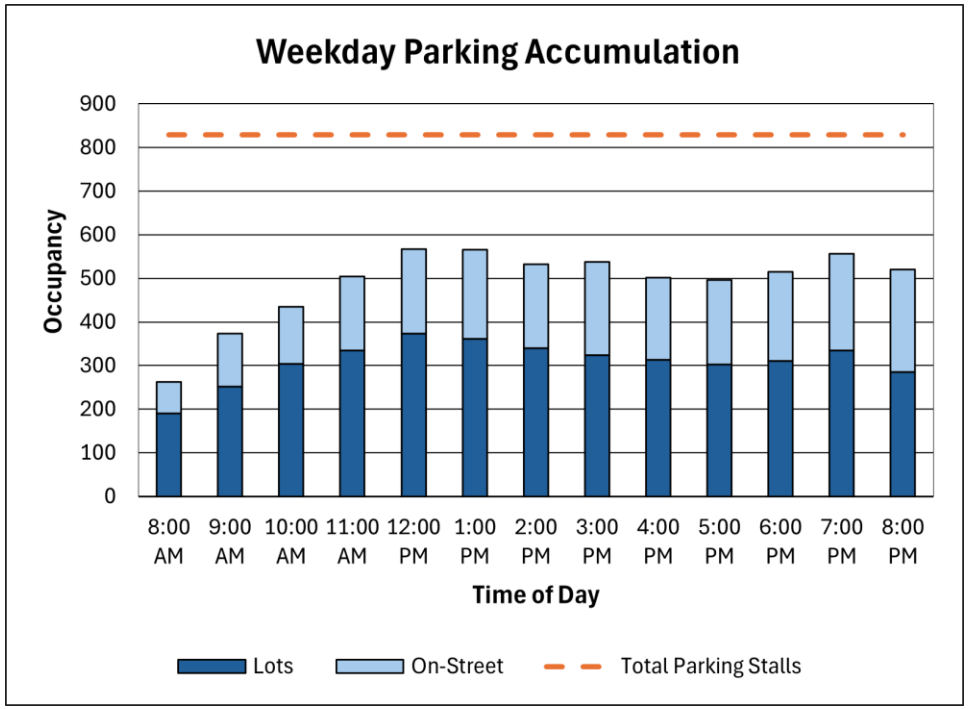
On-Street Parking Summary

On the weekday, Thursday, November 14th, 2024, On-Street Parking Section D was near capacity (between 95 - 99 percent occupancy) between the hours of 8 am and 8 pm. Ten on-street parking sections were observed at capacity (100 percent occupancy) – Sections A, B, C, F, G, G (10 min), H (10 min), K, AA and DD. Parking Section Z was the only section to reach over capacity (over 100 percent occupancy) during the observation window on the weekday.

During the weekend, on Saturday, November 16th, 2024, fifteen on-street parking sections were observed at capacity (100 percent occupancy) – Sections A, B, C, D, E, F, G, G (10 min), H, I, J, K, V, Z, and DD. Sections M and DD exceeded capacity (over 100 percent occupancy) between 8 am and 8 pm on Saturday.

6.3. Parking Accumulation Data

Parking accumulation data analyzes the overall number of parked cars within municipal lots as well as on-street parking stalls throughout the day, as shown in **Table 38**. There are a total of 829 parking stalls within the Study Area which includes 11 municipal parking lots within the downtown areas as well as on-street parking stalls located on Main Street, Scudder Avenue, Woodbine Avenue, and Bayview Avenue.



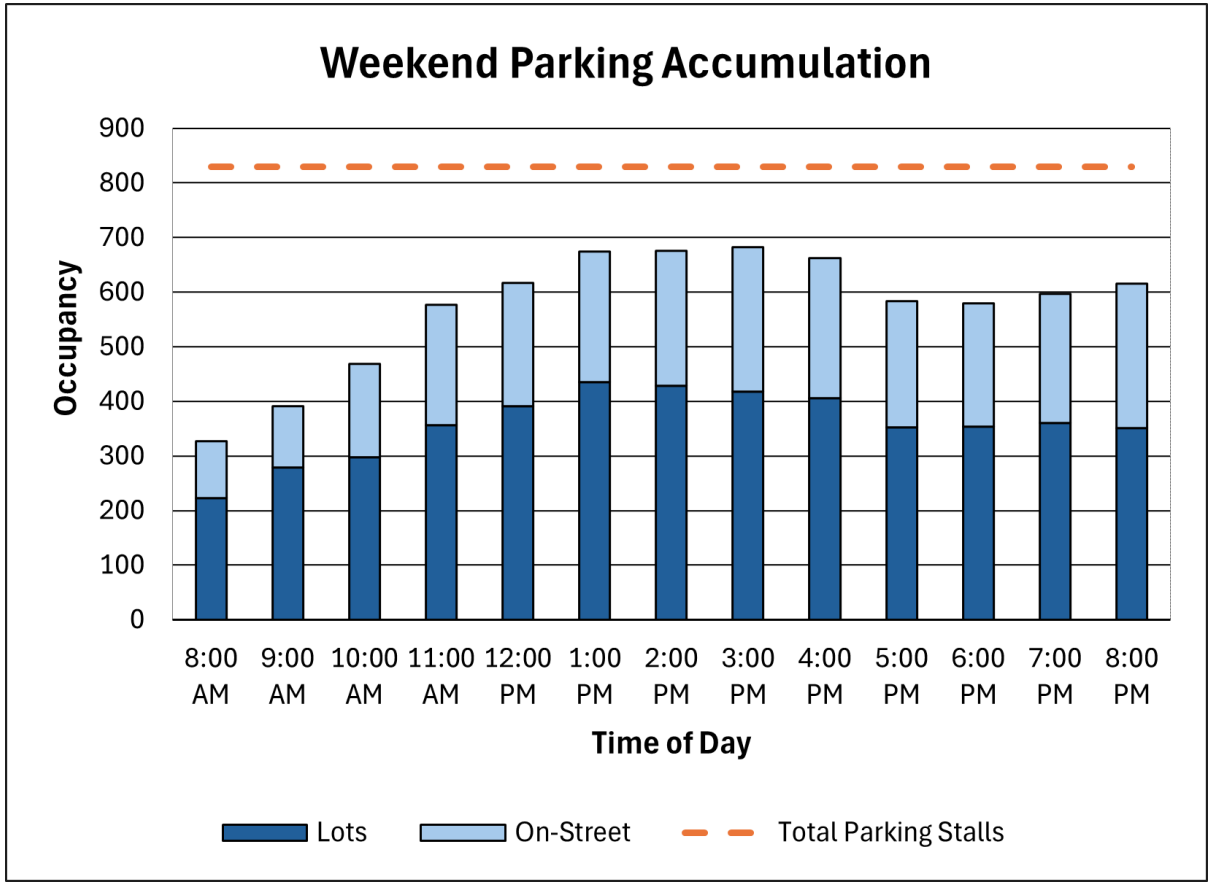
Weekday peak hours were observed between 12 - 1 pm as well as at 7 pm with occupancy rates of 67 and 68 percent. Peak hours correspond to typical lunch and dinner rush hours.

TABLE 38 – WEEKDAY PARKING ACCUMULATION

Time	Parked Cars within Lots	Parked Cars On-Street	Total Parked Cars	% Total
8:00 AM	191	72	263	32%
9:00 AM	252	121	373	45%
10:00 AM	304	131	435	52%
11:00 AM	335	169	504	61%
12:00 PM	373	194	567	68%
1:00 PM	362	204	566	68%
2:00 PM	340	193	533	64%
3:00 PM	324	214	538	65%
4:00 PM	313	189	502	61%
5:00 PM	303	193	496	60%
6:00 PM	311	204	515	62%
7:00 PM	335	222	557	67%
8:00 PM	285	236	521	63%
Total:			**829**	

Weekend peak hours were observed between 1 and 4 pm with occupancy rates between 80 to 81 percent.

TABLE 39 – WEEKEND PARKING ACCUMULATION				
Time	Parked Cars within Lots	Parked Cars On-Street	Total Parked Cars	% Total
8:00 AM	223	104	327	39%
9:00 AM	279	112	391	47%
10:00 AM	298	171	469	57%
11:00 AM	357	220	577	70%
12:00 PM	391	226	617	74%
1:00 PM	435	239	674	81%
2:00 PM	428	248	676	82%
3:00 PM	418	264	682	82%
4:00 PM	406	256	662	80%
5:00 PM	352	232	584	70%
6:00 PM	354	226	580	70%
7:00 PM	361	236	597	72%
8:00 PM	351	264	615	74%
Total:			**829**	



7. COMMUNITY FACILITIES AND SERVICES

The Village of Northport's residents, landowners, and businesses are well served by the comprehensive system of facilities and services provided by governmental and community agencies, employees, and volunteers which collectively add to the quality of life within the Village of Northport. Besides Village government, services are administered by various districts, including school, fire, and ambulance, as well as utilities. The Village strives to ensure that all residents are served adequately by programs and facilities which considered to be basic necessities and essential services.

7.1. VILLAGE GOVERNMENT

The Village of Northport manages multiple departments which provide community services and facilities to residents through the allocation of local tax dollars. Services the Village provides include:

- Village Board of Trustees
- The Planning Board
- The Board of Zoning Appeals
- The Board of Architectural and Historic Review
- Highway Department
- Village Court
- Building Department
- Police Department
- Fire Department
- Village Clerk
- Treasurer Department
- Parks Department
- Sewage Treatment Plant

Northport Village Hall is located at 224 Main Street and is open from 8:30 a.m. to 4:30 p.m. Monday to Friday. Departments and offices located within Village Hall include Elected Officials, Village Administrator, Building Department, Code Compliance, Fire Marshal, Clerk's Office, Public Safety, and Village Court.



7.2. POLICE



The Village of Northport Police Department, located at 224 Main Street, serves approximately 7,347 residents within the 2.3 square mile boundary of the Village. The department has a total of 9 police vehicles includes 5 marked vehicles and 4 unmarked vehicles. The Police department employees 18 full-time police officers and 4 part-time police officers. The average number of calls received per year is 5,798 with an average response time of 3 minutes. If Suffolk County Police or Ashroken Village police need assistance, Northport Village police officers will sometimes respond to calls outside of the Village boundary. In addition, Suffolk County police will provide the Village with support when needed or provide specialized units the Village does not possess.

7.3. FIRE DEPARTMENT



The Village of Northport Fire Department headquarters is located at 204 Main Street, just west of Village Hall. Station 1 is located at 22 Waterside Road. Equipment includes 4 engines, 1 tower ladder, 1 Heavy Rescue Truck, 1 High Water Rescue Truck, 2 Utility Trucks, 3 ALS Ambulances, 3 First Responder SUVs, 1 7-passenger Van, 1 Fireboat/ALS Water Ambulance, 1 Rigid Hull Inflatable dive rescue boat, and 1 All-terrain UTV. The department has a total of 98 volunteers, 5 full-time employees, and 8 part-time employees. The department's geographic response region includes the incorporated Village of Northport, the incorporated Village of Asharoken, Town of Huntington – Fire Protection District #1 (For Salonga & Crab Meadow). In addition, when requested, emergency assistance is provided to mutual aid departments located on Long Island. Neighboring mutual aid departments will also respond to Northport

Fire Department's protection regions if necessary. The department responds to approximately 1,300 alarms each year.

The Fire Department has indicated that the headquarters building, located at 204 Main Street, is in need of 7 new rooftop HVAC units as well as a new emergency dispatch/communications console. The department currently has a RFP out to replace a 30-year-old rigid hull inflatable dive rescue boat. Station 1, located at 22 Waterside Road, will require steep slope runoff/drainage repair to the north side of the building. In addition, a new parking space with a charger for the first responder SUV would be beneficial.

7.4. Emergency Medical Services

Emergency Medical Services (EMS) in the Village are provided by the Fire Department. The Fire Department operates 3 Advanced Life Support (ALS) ambulances, 2 first responder SUVs, and one boat, all of which are New York State Department of Health Certified. One ambulance is kept at Station 1 on Waterside Avenue as is the Village Paramedic SUV. The remaining 2 ambulances are kept at Headquarters on Main Street, as is the Village EMT SUV. The state-certified boat is kept in Northport Harbor, at the end of Main Street at the Village Dock from Memorial Day to Labor Day. The boat is relocated to Britannia Yacht Club for the winter months. The department has 29 volunteer EMTs and 6 volunteer paramedics. The volunteer response is supplemented by 3 full time EMTs, 21 per diem paramedics, and 17 per diem EMTs who are all employed by the Village. The Village staffs one Village Paramedic 24 hours / 7 days a week and the Village EMTs are staffed Monday through Friday 5am to 9pm.

In 2025 the department responded to approximately 800 calls for EMS, however recent development in Huntington Fire District 1 (Fort Salonga) will likely increase the EMS call volume. Recent development includes a 55+ community with 70 residential units which will be completed in the next year as well as a 2-story doctor's office nearing completion on 25A. With this potential increase in call volume, the Village is looking into the possibility of a 24 hour / 7 day EMT exclusively for EMS response and as well as a second EMT for the 5am to 9pm / 7 days a week for high volume hours to staff an ambulance.

The Village recently approved utilizing the EMS Cost Recovery Act of NYS (NYS Senate Bill S7186A) which will allow the Village to recover funds from private insurance for ambulance transport. This will help increase EMS staffing and help ease the burden on the Volunteer responders. This cost recovery will also help buy new EMS equipment and vehicles which will allow for more flexibility for the fire department budget.

7.5. Highway Department

The Village Highway Department has 3 buildings and 3 salt sheds. In addition, the department has 22 vehicles in its fleet. All snow removal activities are managed by the Highway Department. However, garbage and recycling collection and disposal is contracted out. In collection area #1 waste is collected on Mondays and Thursdays while in Collection Area #2 waste is collected on Tuesday and Friday. All recyclables are collected on Wednesdays and alternates weekly between paper pick up and plastic/metal pick up. Additional information on Collection Areas and schedules can be found on the

Village website. All solid waste and recycling is disposed of at the Town of Huntington's Coventa Plant.

7.6. EDUCATION

The Village of Northport is entirely served by the Northport – East Northport Union Free School District. In addition to the Village of Northport, the Northport – East Northport UFSD serves the hamlets of Ashroken, Eatons Neck, part of Fort Salonga, and East Northport. The District has four Elementary schools, two Middle schools, and one High School. The District serves a total of 4,528 K-12 students with approximately 350 students per grade. The District has a near perfect graduation rate at 96 percent.

The schools within the District are as follows:

- **Fifth Avenue Elementary School**
- **Norwood Avenue Elementary School**
- **Ocean Avenue Elementary School***
- **Pulaski Road Elementary School**
- **East Northport Middle School**
- **Northport Middle School**
- **Northport High School**

Only Ocean Avenue Elementary School is located within the Village of Northport; the six other District buildings are located within East Northport CPD. The District's administrative offices are located within the William J. Brosnan Building, otherwise known as the Laurel Avenue school building.

Since 2012, school enrollment has declined by 25.23 percent. Between the years 2012 and 2023, school enrollment has decreased year over year (**Table 40**).

Pre-K programs that are within the Village of Northport include Island Kids Early Childhood which is located within the Laurel Avenue school building, and Weekday Nursery School located on Church Street.

TABLE 40 ENROLLMENT OF NORTHPORT - EAST NORTHPORT UFSD (K-12)

School Year	Number of Students	% Change from Previous Year
2012-2013	6,056	-
2013-2014	5,891	2.72%
2014-2015	5,675	3.67%
2015-2016	5,581	1.66%
2016-2017	5,473	1.94%
2017-2018	5,327	2.67%
2018-2019	5,205	2.29%
2019-2020	5,053	2.92%
2020-2021	4,792	5.17%
2021-2022	4,690	2.13%
2022-2023	4,528	3.45%
Overall % change from 2012 to 2023		**25.23%**

Source: NYSED Data Website, 2023.

7.7. LIBRARY

Northport – East Northport Public Library operates two libraries, one in East Northport and one within the Village, located at 151 Laurel Avenue. In 1915, Northport Public Library celebrated its formal opening. Architect Harry Donnell had designed the Carnegie building at 215 Main Street; however, in 1963 members of the community voted to purchase land for a new library as they had outgrown the original building. The new library building, which is located at 151 Laurel Avenue, opened in 1966 and enabled the library to respond to the interests of the still growing community.

In addition to the Northport Public Library, East Northport residents formed the Library Association of East Northport to establish a public library for East Northport's growing community. The East Northport Public Library opened as a branch of the Northport Public Library in June 1940.

Both libraries provide a vast database of both physical and virtual resources as well as providing a children's library and events, research and learning resources, public computers, printers, and career resources. The library also hosts activities, workshops, shows, and events for the public.

7.8. PARKS AND RECREATION

Parks and recreational resources in the Village of Northport are administered by the Village. There are a total of five parks located in the Village of Northport and one pocket park as follows:

Northport Village Park

Northport Village Park is located to the north of the terminus of Main Street. The park is improved with an information booth, a playground, restrooms, an elevated gazebo often used for concerts and gatherings, benches, and walking paths. The park is also adjacent to a fixed public dock, floats, a boat mooring field, paddle boat racks, and a public parking lot. Throughout the summer there are free live concerts at the park every Friday in addition to a host of other events throughout the year.





Cow Harbor Park

Cow Harbor Park is located just to the south of Northport Village Park and is improved with a playground, benches, walking path, a gazebo, and a basketball court which has been recently updates and expanded. Another public parking lot is located adjacent to the park. The local farmers market which runs from June to November is located in this parking lot.



Scudder Park

Scudder Park is located at the end of Ketchum Place, just north of the Britannia Yachting Center. Scudder Park is improved with a pavilion, kayak racks, and restrooms. Trailer parking is also available by permit. Scudder Park is more recreationally oriented with the beach and kayak racks serving as the main focus.



Steers Park

Steers Park is located at the end of Clipper Drive and has recently undergone upgrades including the installation of walking path that runs around the perimeter of the park, intended to be used by both pedestrians and bicyclists. A brand new playground has been installed which includes a web climber, two slides and instrument panels. The park is also improved with bathrooms, a concession stand (currently not functioning), a gazebo and several sports fields, including 3 baseball fields, and 10 soccer fields. The Northport Youth Center utilizes these fields for their recreational sporting events.



Steers Beach

Steers Beach is located off of Eaton's Neck Road/Asharoken Avenue and is open to Village residents only with the purchase of a beach sticker. The beach is on Northport Bay and residents can enjoy fishing, kayaking, canoeing, and picnicking. Amenities include restrooms, showers, kayak racks, a beach pavilion



that can be used for private events, a first aid station, charcoal grills, and picnic tables.

Pocket Park at the end of James Street

This small pocket at the terminus of James Street features kayak racks and a kayak launch site. The Village recently installed a rain garden in this location in order to manage stormwater runoff and reduce pollutant loading of the harbor.



Soper Park

Soper park is a mini park located on Soper Avenue & Cherry Street. This pocket park features two swings, a small slide, climbing bars, a merry go round and a few benches.



7.9. UTILITIES

Water Resources

The Village of Northport and Long Island as a whole, obtains 100% of all potable drinking water from aquifers. The three major aquifers underlying Long Island include the Upper Glacial, the Magothy, and the Lloyd aquifer; the Lloyd aquifer is the oldest and deepest of the three. These aquifers constitute a Sole Source Aquifer (SSA) which is defined by the EPA as an aquifer that supplies at least 50% of the drinking water for its service area, with no reasonable available alterative drinking water sources available should the aquifer becomes contaminated.

The Village of Northport is serviced by the Suffolk County Water Authority (SCWA) and falls within SCWA Distribution Area 8 and 9. SCWA has a total of 281 wells drawing water from the Upper Glacial Aquifer, 349 wells drawing water from the Magothy Aquifer, 3 wells in the Raritan Clay (a clay layer that separates the Magothy and Lloyd Aquifers), and 3 wells drawing water from the Lloyd Aquifer. Northport specifically draws water from SCWA sites on McKinney Avenue, Church Street, Fort Salanga Road and Reservoir Avenue.

Wastewater Treatment

The Village has its own wastewater treatment plant and sewer district which encompasses the majority of homes along the waterfront as well as the entirely of Main Street. The sewer district runs the length of Main Street from the waterfront until Laurel Avenue and extends

south down Laurel Avenue to Fort Salonga/25A. The district also extends north from Main Street up Ocean Avenue and encompasses Ocean Avenue School and south of Main Street on Church Street. Both the Ocean Avenue School and the Laurel Avenue school building are included in the sewer district. In addition, the condominiums and townhouses along Harbor Point Drive and Lisa Drive as well as Britannia Yachting Club are part of the District. The Villages sewage treatment plant is located at the end of Ketchum Place, adjacent to Scudder Park. The Village is in the process of extending the sewer district with the completion date aimed for Spring 2026.

The design capacity of the wastewater treatment plant is .45 million gallons per day (MGD), which is the maximum amount of wastewater the facility is engineered to reliably treat while meeting all regulatory effluent limits and operational standards. However, while the treatment plant was designed for .45 MGD, operational data has shown that the actual design capacity is closer to .325 MGD, with treatment higher than that leading to a decrease in the quality of the treated wastewater. The current average daily flow of the plant is .20 MGD which means the plant is operating at almost half of its design capacity. Peak wet weather flow data has shown that the plant has not exceeded .26 MGD in any weather condition in the last 18 months. Wet weather conditions can often lead to higher flow data at treatment plants due to infiltration (groundwater levels rise and can enter the sewer pipes), or inflow (stormwater or surface water directly entering sewer pipes via manhole covers, illegal connections or cross-connections between the storm and sanitary pipes.). While the plant is well operated, its capacity is frequently challenged by "Infiltration and Inflow" essentially, seawater and groundwater leaking into our pipes. Infiltration has been limited, however, this salt-heavy water interferes with the "good bacteria" used in treatment. By continuing to seal our collection system, we effectively "create" new capacity to help residents move away from outdated cesspools. As daily flow is less than design capacity, and the Village is actively working to limit inflow and infiltration, additional flow is available for sewer expansion.

The treatment plant currently complies with all state regulatory standards and limits as identified in the State Pollutant Elimination System (SPDES) permit. Recent upgrades to the sewage treatment plant include the expansion of the denitrification filtering system. This is a type of wastewater treatment technology designed to remove nitrogen, especially nitrate, from treated sewage before it is discharged. Nitrogen loading currently complies with the SPDES permit which limits nitrogen loading to 10 lb/day.

MS4

The Municipal Separate Storm Sewer System (MS4) Program is administered by the New York State Department of Environmental Conservation (NYSDEC) under the State Pollutant Discharge Elimination System (SPDES) and implements the federal Clean Water Act's Phase II Stormwater Rule. The goal of the MS4 Program is to improve water quality and recreational use of waterways. The Village of Northport, as an MS4 operator, maintains a municipally owned or operated stormwater system that discharges stormwater to surface waters via infrastructure/features such as streets, catch basins, storm drains, pipes, outfalls, and drainage structures. The Village is

responsible for all stormwater discharges within their regulated area (the Village boundary), including those from private roads and properties that drain into the municipal system. Because stormwater can carry pollutants such as nutrients, sediment, bacteria, oil, and debris, NYSDEC requires MS4 operators to manage these discharges through a comprehensive program.

Under the NYSDEC MS4 Permit (GP-0-24-001), the Village must develop, implement, and annually update a Stormwater Management Program (SWMP) consisting of six Minimum Control Measures (MCMs):

1. Public Education and Outreach Program
2. Public Involvement/Participation
3. Illicit Discharge Detection and Elimination (IDDE)
4. Construction Site Stormwater Runoff Control
5. Post-Construction Stormwater Management
6. Pollution Prevention and Good Housekeeping

The Village's SWMP, last updated March 2025, was prepared in accordance with the NYSDEC's MS4 General Permit and is reviewed on an annual basis and updated as necessary in order to document progress and changs within the program. Pollutants of concern addressed through the Village's SWMP include nutrients, sediments, pathogens, oil, grease, metals, debris, and litter. Per the Village's SWMP, pathogens are of particular concern in the Village of Northport where water quality impairments linked to stormwater runoff have contributed to the presence of disease-causing organisms in surface waters, and have resulted in beach closures and limitations on shellfish harvest.

Water quality monitoring is a critical component of the Village's MS4 program, primarily in connection to MCM #3. The Village is required to maintain a comprehensive map of storm drain infrastructure and outfalls, inspect outfalls for dry-weather flows, and investigate indicators of pollutant impacts such as turbidity, odors, floatables, and discoloration. The requirements under the Village's IDDE program include follow-up investigations related to observed indicators, enforcement, and elimination of illegal sanitary connections or illicit discharges.

The MS4 permit recognizes the link between stormwater volume, infrastructure capacity, and flooding; however, it does not function as a flood-control permit. As part of the MS4 permit requirements, the Village must map drainage infrastructure and identify system constraints and conveyance issues. The required comprehensive mapping can support both water quality protection and flood mitigation planning. Additionally, required good housekeeping and maintenance associated with MCM#6 that can directly reduce localized flooding impacts within the MS4 including catch basin cleaning, storm drain maintenance, and street sweeping and debris removal.

7.10. ONGOING INITIATIVES

The Village of Northport has a successful track record of planning, seeking funding, and implementing projects. These projects are aimed at improving the quality of life for residents and visitors of the Village. Ongoing initiatives within the Village include:

- Main Street Revitalization
  - Northport Village Board of Trustees passed a resolution to create a capital project titled "Main Street Revitalization" with an appropriation of $2.5 million to be funded with issuance bonds and Bond Anticipation Notes. This undertaking includes new meters, new light fixtures and electric work, new sidewalks and concrete curbs, as well as new street trees.
- Stormwater Improvements
  - The Village is in the process of designing and implementing rain gardens in various locations throughout the Village. Rain gardens that have already been installed include the James Street triangle and pocket park. Conceptual plans have been designed for Valley Avenue, Church Street and Main Street, as well as in front of the Brosnan School building. A conceptual plan for a rain garden in Northport Park is also underway.
  - The Village is also seeking grant funding from the Federal Highway Administration for the installation of additional drainage capacity. The project seeks to install new catch basins, leaching pools, and leaching basins along Main Street, Ocean Avenue, Church Street, and Woodside Avenue. These drainage structures would primarily connect to existing piping with the exception of a small area on Main Street where new piping is proposed. The intent of this project is to increase the capacity of the Village's stormwater system to catch runoff upland of Main Street and reduce the volume of stormwater contributing to the existing Northport Harbor outfall.
- Dredging of Northport Harbor
  - The Town of Huntington prepared a Dredging Assessment Report for Lower Northport Harbor Channel in 2022. This project entails maintenance dredging which is necessary in order to maintain navigable waters for vessels in Lower Northport Harbor. The project is currently in the research, development and design stage with the permitting process intended to commence in early 2026.
- Local Waterfront Revitalization Plan (LWRP)
  - The Village received a $112,500 grant from the NYS Department of Environmental Protection Fund to prepare a LWRP. The LWRP serves as a comprehensive plan for coastal areas. It aims to address waterway issues, improve water quality and natural areas, guide development to areas with adequate infrastructure

and services away from sensitive resources, promote public waterfront access, and provide for the development of underutilized waterfront areas. The Village has hired H2M architects + engineers to prepare the LWRP which has an expected completion date of September 2029 .

- Harbor Walk Study
    - The Village has received a federal grant of almost $70,000 to prepare a Harbor Walk Study. The Study will examine environmental causes of flooding downtown and determine whether creating a harbor walk would be the right way to go about hardening of the shoreline. The study will look at future sea level rise and determine the required elevation of the harbor walk in order to protect from future storm events. The study will be conducted by Florida-based engineering firm NV5.
- Climate Smart Communities
    - The Village of Northport Board of Trustees unanimously passed a resolution in February 2024 to join the New York State Climate Smart Communities program. This means the Village is a registered CSC community and has pledged to take actions that reduce greenhouse gas emissions and improve climate resilience. A Climate Smart Communities Task Force has been created which is responsible for overseeing implementation of CSC pledge actions and pursuing grant opportunities for climate-related projects. The Village must complete a combination of actions that total 120 points, which is the minimum requirement to become a Bronze certified community.
- Main Dock Renovations
    - Replace aging structural components, improve safety and extend the docks lifespan, and enhance amenities for non-motorized boating. Two phases have already been completed, with one phase (landward section of the dock) still to be completed.
- Bayview Traffic Study
    - The Village has contracted a consultant to conduct a Traffic Study for Bayview Avenue.
- Accessibility
    - The Village is continuously evaluating opportunities to increase accessibility and is in the process of adding ADA accessible parking stalls and crosswalks.
- Outdoor Dining
    - The Village is pursuing a reduction in allowable table sizes utilized for outdoor sidewalk dining to allow for adequate clearway for pedestrians and others utilizing sidewalks.

8. HISTORIC & SCENIC RESOURCES

8.1. HISTORIC RESOURCES

The original inhabitants of the area now known as the Village of Northport were the Matinecock Indians, one of the 13 Native American tribes on Long Island. The Matinecocks called the land "Opcathontyche" which means "wading place creek." In 1656, Chief Asharoken, head of the Matinecocks, sold the land to three Englishmen via the Second Purchase, extending Huntington east to the Nissequogue River. The area which now encompasses the Village was first referred to as Great Cow Harbor in the Second Purchase.

Up until the early 19th century, Great Cow Harbor remained a rural farming community with only eight dwellings present in the 1830s. Shipbuilding brought rapid change and growth to the community, becoming the community's primary industry. By 1837, the area began to be referred to as Northport. By 1860 the population of Northport reached 1,016 and by 1874 the Village was one of the most prosperous Village's on the north shore. Three shipyards, five sets of marine railroads, two hotels, and at least six general stores drew people to the area. The shipbuilding boom that put Northport on the map lasted for fifty years until steel-hulled ships began replacing the wooden ships built in Northport.



In 1895, Northport Electric Company, located on Woodbine Avenue, was formed to provide electricity to the Village, making Northport one of the first municipalities on Long Island to adopt electric service. Northport Electric Company later became known as LILCO in 1911 when four Suffolk County municipalities merged their electric utilities. The Long Island Lighting Company (LILCO) moved out of the Village in 1967 when they opened the Northport Power Station in Crab Meadow, the largest oil-fired electric generating station on the east coast. The four 600-foot stacks have become a defining feature of the area, visible as far away as Connecticut.



In 1868, the addition of a Long Island Railroad station brought new opportunity to the Village. The station which was located within the Village, was an essential transportation link for the growing commuter population. However, just a few years after the station opened, the LIRR moved the station to a new location in Larkfield to facilitate an extension to Port Jefferson. The new station on Larkfield Road was opened in 1873 and retained the station name of Northport. The station began to be

referred to by conductors as "East of Northport" to avoid confusion. Despite the fact that Larkfield was primarily south of Northport, the area became known as East Northport as it was located east of the Northport railway junction which directed trains north to the Village station.

After the old bypassed station closed in 1899, Northport decided to build a 2.5 mile trolly line to take commuters between Main Street and the new Northport station. The commuter trolly opened in 1902 but would eventually become obsolete with the invention of the automobile in 1924. Although the area was known as Northport since 1837, the Village was not formally incorporated until 1894 when it became the first incorporated village in Huntington Township. Northport annexed other established communities such as Vernon Valley in the mid-20th century, as well as Crab Meadow and parts of the Freshpond community.

By the mid 1920's the waterfront had fallen into decay after nearly a century of heavy commercial use. In 1932, the Village purchased the land along the harbor and created Northport Memorial Park in 1932, a defining feature of the Village today. The 1970s and 1980s saw the revival of The Northport Trolley, which transported weekend tourists along Main Street. However, this trolley was horse driven and ran on rubber automobile tires rather than the original rails which are still visible on Main Street today. The Village pays homage to its history every September with the celebration of Cow Harbor Day, which follows the annual Great Cow Harbor 10K Run.



Given the historic nature of the Village, many buildings within the Village are of historic significance and add to the overall character of the Village. Historic resources are not only a source of identity for the community but can provide enhanced economic opportunities and strengthen the community's social fabric. The National Register of Historic Places is a federally sponsored inventory of sites and districts of historic significance in the United States. Similarly, the New York State Historic Preservation Office (NYSHPO) inventories sites significant to the State as well, with many sites often overlapping with those listed on the National Register. Sites and districts may be eligible for listing on the State and/or National Register of Historic Places if they meet one of four criteria. These criteria are: Associated with events that have made a significant contribution to the broad patterns in history; Associated with the lives of persons significant in the past; Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction; Have yielded or may be likely to yield information important in prehistory or history.

Under Federal law, owners of private property listed on the National Register are free to maintain, manage, or dispose of their property as

they choose, provided that there is no Federal involvement. Owners have no obligation to open their properties to the public, to restore them or even to maintain them, if they choose not to do so. However, recognition on the Register does provide benefits. Owners of properties listed on the National Register may be eligible for a 20% investment tax credit for the certified rehabilitation of income-producing certified historic structures such as commercial, industrial, or rental residential buildings. Grant money is widely available to not-for-profit organizations and municipalities for historic preservation purposes. Note that federal or state listing does not protect a property from actions at the local law, e.g., a property owner may demolish a historic structure absent any local historic law.

National Register of Historic Places

Five sites are listed in the State and National Registers of Historic Places within the Village of Northport. Additionally, 3 other sites have been granted eligibility for listing on the Register. **Table 41**, National Register of Historic Places provides all listed and eligible sites within the Village's boundaries. **Figure 19 Historic Resources** shows the locations of all of the NRHP sites that are listed, eligible, undetermined in the Village of Northport. The NHRP identified 458 sites of undetermined eligibility, which have the possibility to be eligible for listing. There are also 11 sites within the Village that have been investigated and deemed not eligible. The majority of the Village is located within an archaeological buffer zone. The archaeological buffer area represents buffer areas around recorded archaeological resources; therefore, the area is considered potentially archaeologically sensitive due to the proximity of recorded resources.

TABLE 41 NATIONAL REGISTER OF HISTORIC PLACES

LISTED SITES
1. Northport Historical Society Museum
2. St. Paul's Methodist Episcopal Church
3. US Post Office- Northport
4. Lowndes, Stanley H., House
5. Skidmore House
ELIGIBLE SITES
1. Thompson Company Building
2. Co. Plate Vault Building
3. William J. Brosnan School & Administration Building
Source: Cultural Resource Inventory System, 2023.

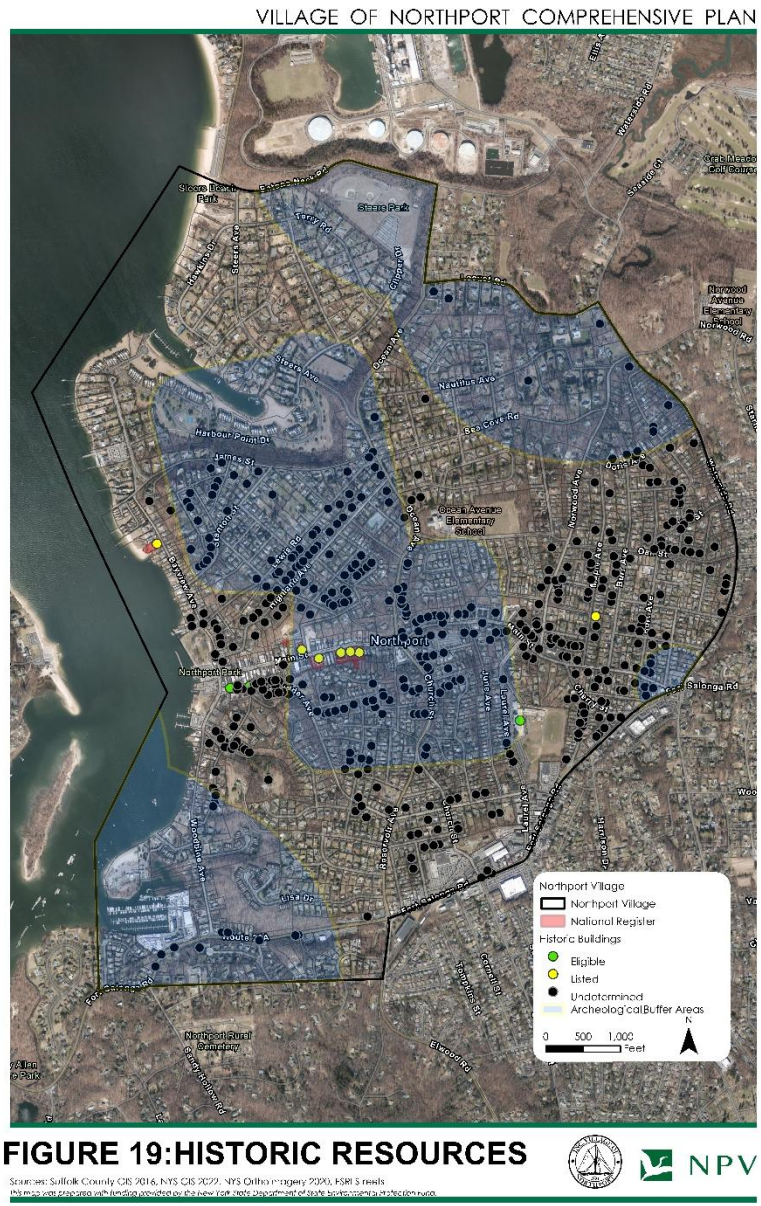


FIGURE 19:HISTORIC RESOURCES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2020, ESRI S rces

This map was prepared with funding provided by the New York State Department of State Environmental Protection Fund.

1. **Northport Historical Society Museum (formerly Northport's Public Library)**
   - Location: 215 Main Street



Northport Public Library ~ 1950
Source: Northport-East Northport Public Library website



Northport Historical Society Museum ~ 2024, NPV

2. **St. Paul's Methodist Episcopal Church**
   - Location: 270 Main Street



St. Paul's Methodist Church ~ 2023, NPV

3. **U.S Post Office Northport**
   - Location: 240 Main Street



U.S Post Office Northport ~ 2024, NPV

4. **Lowndes, Stanley H., House**
   - Location: 155 Bayview Avenue



Lowndes, Stanley H, House ~ 2024, NPV

5. **Skidmore House**
   - Location: 529 Main Street



Skidmore House ~ 2024, NPV

Historic Aerials - A review of historic maps of the Village provide insight into the manner in which the Village evolved.



1947 Aerial of Northport Village – Suffolk County GIS Viewer



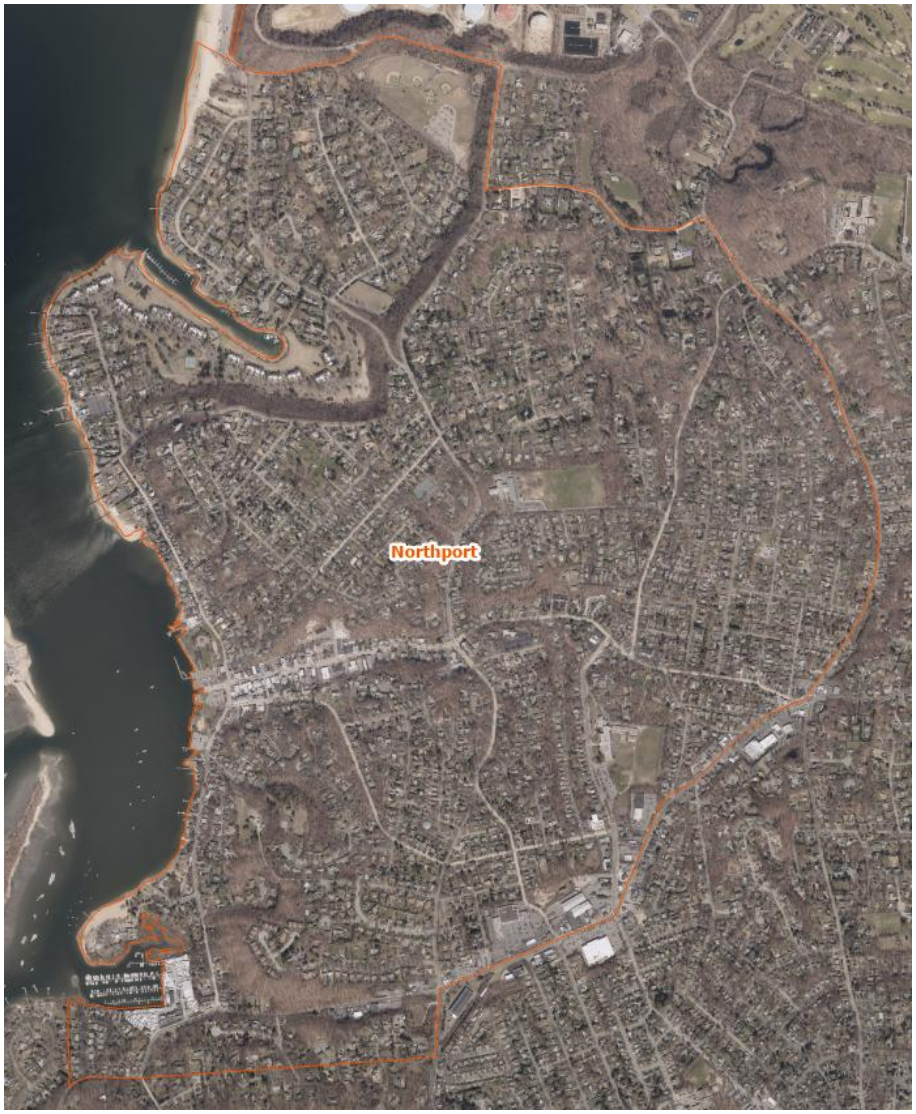
1962 Aerial of Northport Village – Suffolk County GIS Viewer



1984 Aerial of Northport Village – Suffolk County GIS Viewer



2004 Aerial of Northport Village – Suffolk County GIS Viewer



2023 Aerial of Northport Village – Suffolk County GIS Viewer

Scenic Resources

There are several prominent scenic resources which form the visual image of the Village of Northport. The Village is a coastal community with prominent views of Northport Harbor. Multiple parks including Scudder Park, Cow Harbor Park, Northport Park, and Steers Beach provide residents and visitors with direct access and visual benefit of the waterfront.

In addition, the overall hilly and wooded nature of the Village provides a sense of remoteness and adds to the overall visual character of the Village. Due to the dramatic elevation gain in areas of the Village, roads such as James Street have excellent views of Northport Bay, Ashroken and the Northport stacks. The historic nature of the Village also significantly contributes to the overall character of the Village.

8.3 HISTORIC REGULATIONS

Northport Village Code includes numerous provisions for historic buildings and districts in the Village. Chapter 13 of the Village Code created the Architectural and Historic Review Board for the purpose of protection, enhancement, perpetuation and use of places, districts, sites, buildings, structures, works of art, and other objects having a special character or special historical or aesthetic interest or value. This chapter (§13-1) sets forth procedures to:

A. Encourage quality exterior building design and design that preserves, supports and enhances the character and aesthetic values of the area in which it is located.
B. Prevent sign clutter and ensure sign legibility.
C. Limit and mitigate the visual impacts of commercial, industrial, and institutional development on surrounding residential uses.
D. Maintain a diverse mixture of architectural styles, and permit originality and resourcefulness in building design, that are regionally and contextually appropriate.
E. Regulate the use of formulaic and standardized architectural elements that erode local character and community identity.
F. Identify, preserve and enhance landmark places, districts, sites, buildings, structures, works of art, and other objects that represent distinctive elements of Northport's historic, maritime, architectural and cultural heritage.
G. Prevent such design and appearances as are incompatible with the historic or architectural characteristics of a landmark building, structure or site, or historic district.
H. Preserve the integrity of areas and structures which have been determined to merit special protection by prior designation of the Village.

Chapter 14 – Historic Review, seeks to preserve the Village's heritage and character by establishing policy that protects, enhances and perpetuates historic sites, structures, and buildings in the Central Business A and Central Business B Zoning District (these zoning districts are located along Main Street between Woodbine Avenue and Church Street). This chapter includes policy related to restrictions on demolition, erection and alteration of structures, criteria for determining if historic review is required, permit requirements, maintenance and repair requirements, relief based on hardship, application procedure, tax exemption, penalties for offenses, etc. Chapter 15 – Historic Review in All Zoning Districts Except Central Business A and Central Business B Districts, provides policy and historical review criteria for all zoning districts except for the Central Business A and Central Business B Districts. This chapter provides similar policy to that in the Central A and B Districts related to demolition, construction, and alterations of buildings with historic signification and the permit and review requirements. The Board of Architectural and Historic review shall determine if a building in the Central Business A or B District or a building outside the district that is more is more than 100 years old is required to be subject to historic review based on the criteria set forth in this subsection:

A. Possesses special character or historic or aesthetic interest or value as part of the cultural, political, economic, or social history of the Village, region, state, or nation; or
B. Is identified with historic personages or is the site of an historic event in the Village, region, state or nation; or

C. Embodies the distinguishing characteristics of a type, period, style, or method of architecture or engineering; or
D. Is the work of an important builder, designer, artist or architect whose work has significantly influenced an age; or
E. Because of its unique location or singular physical characteristics, represents an established and familiar visual or aesthetic feature of the neighborhood; or
F. Is significant for containing elements of design, details, materials or craftsmanship which represent a significant innovation; or
G. Has special historical significance to the Village of Northport, Town of Huntington, County of Suffolk, State of New York, or the United States of America, by reason of famous events or the antiquity or uniqueness of architectural construction or design; or
H. Will promote the public health, safety and/or general welfare if determined to be subject to historic plan review under this chapter; or
I. Will preserve or enhance Village property and/or neighborhood property values, heritage, character, or quality, if determined to be subject to historic plan review; or
J. Is listed on either the National or the New York State Register of Historic Places or the equivalent registers, if any, maintained by the County of Suffolk and/or the Town of Huntington; or (just Ch. 15)
K. Possesses an historic style of architecture (just Ch.15).

Chapter 16 – Historic Districts, provides policy to permit property owners in a section or area of the Village to petition to have a defined geographical area designated as a historic district, requiring all buildings in that district, regardless of age, for which a building permit or demolition permit has been applied, to undergo the same review procedures as required under § 15-6 of the Code. The Board of Trustees may designate any area containing buildings as an historic district if the area:

A. Contains one or more properties with one or more buildings that have previously been determined by the Board of Architectural and Historic Review to be historic buildings and said area contains one or more additional properties with one or more contributing buildings; and
B. By reason of possessing such qualities, it constitutes a distinct section of the Village; and
C. The Board of Architectural and Historic Review has recommended such designation after holding a public hearing on notice to all affected properties.

ATTACHMENTS

ATTACHMENT A

COMMUNITY PROFILE FIGURES (FULL-SIZE)

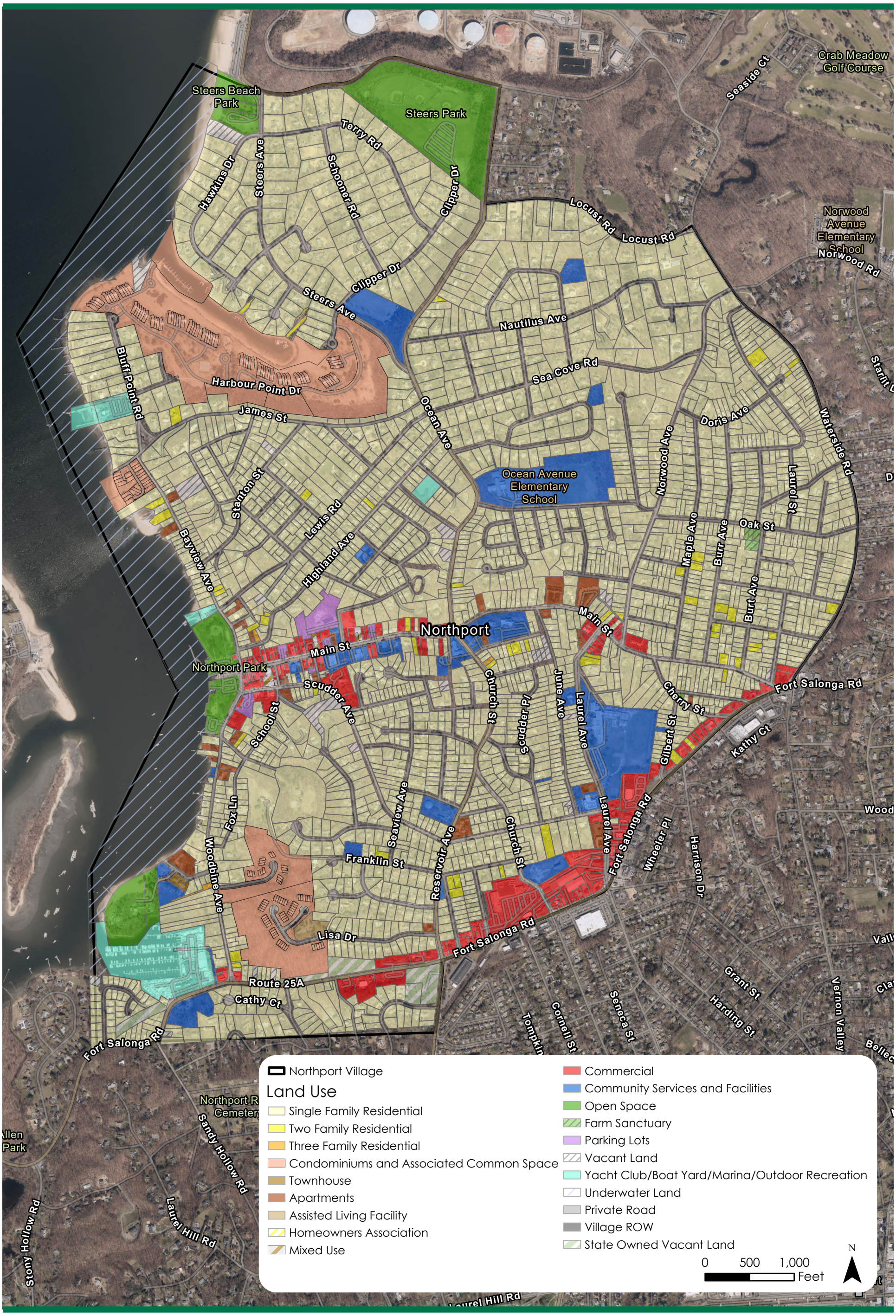


FIGURE 1: EXISTING LAND USE

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets

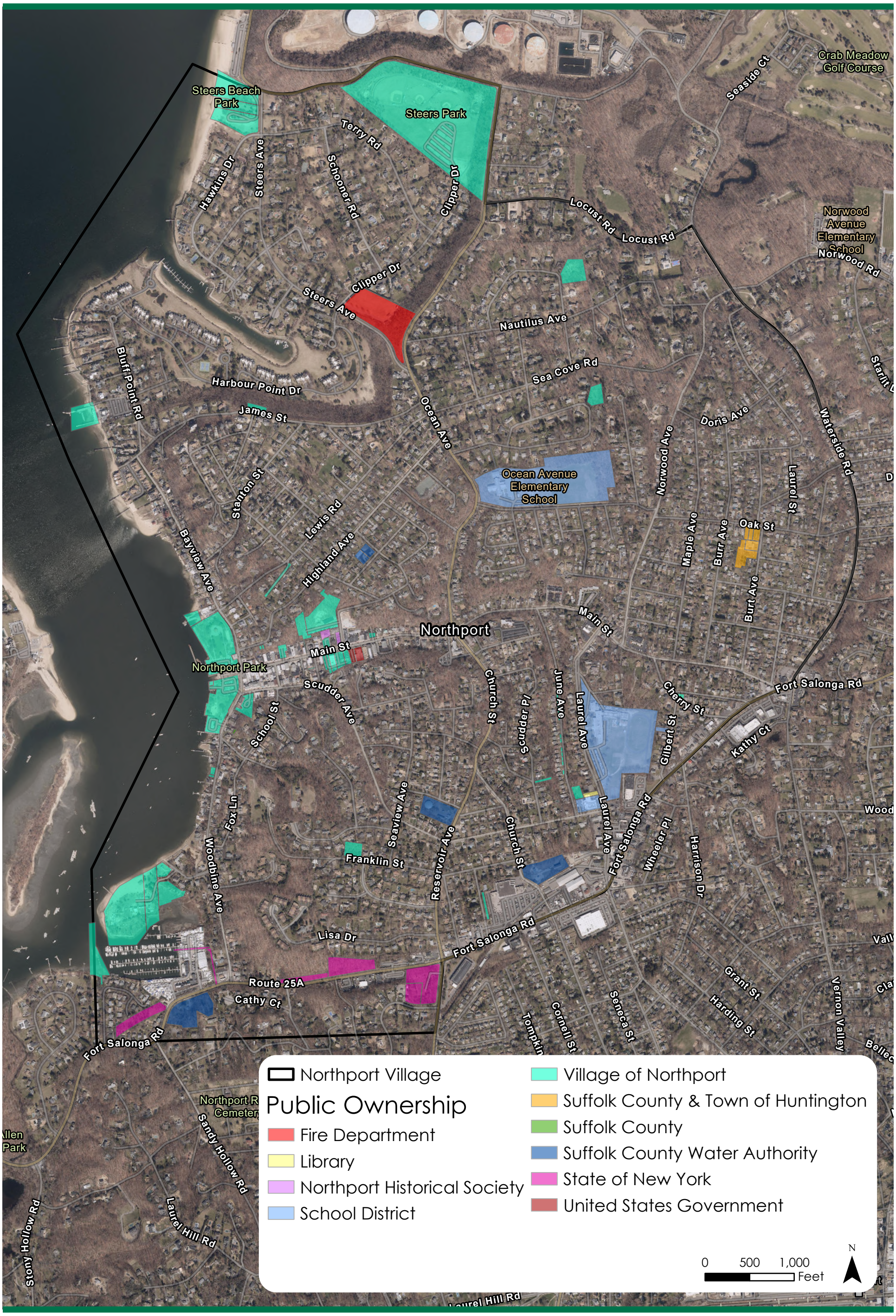


FIGURE 2: PUBLIC OWNERSHIP

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets

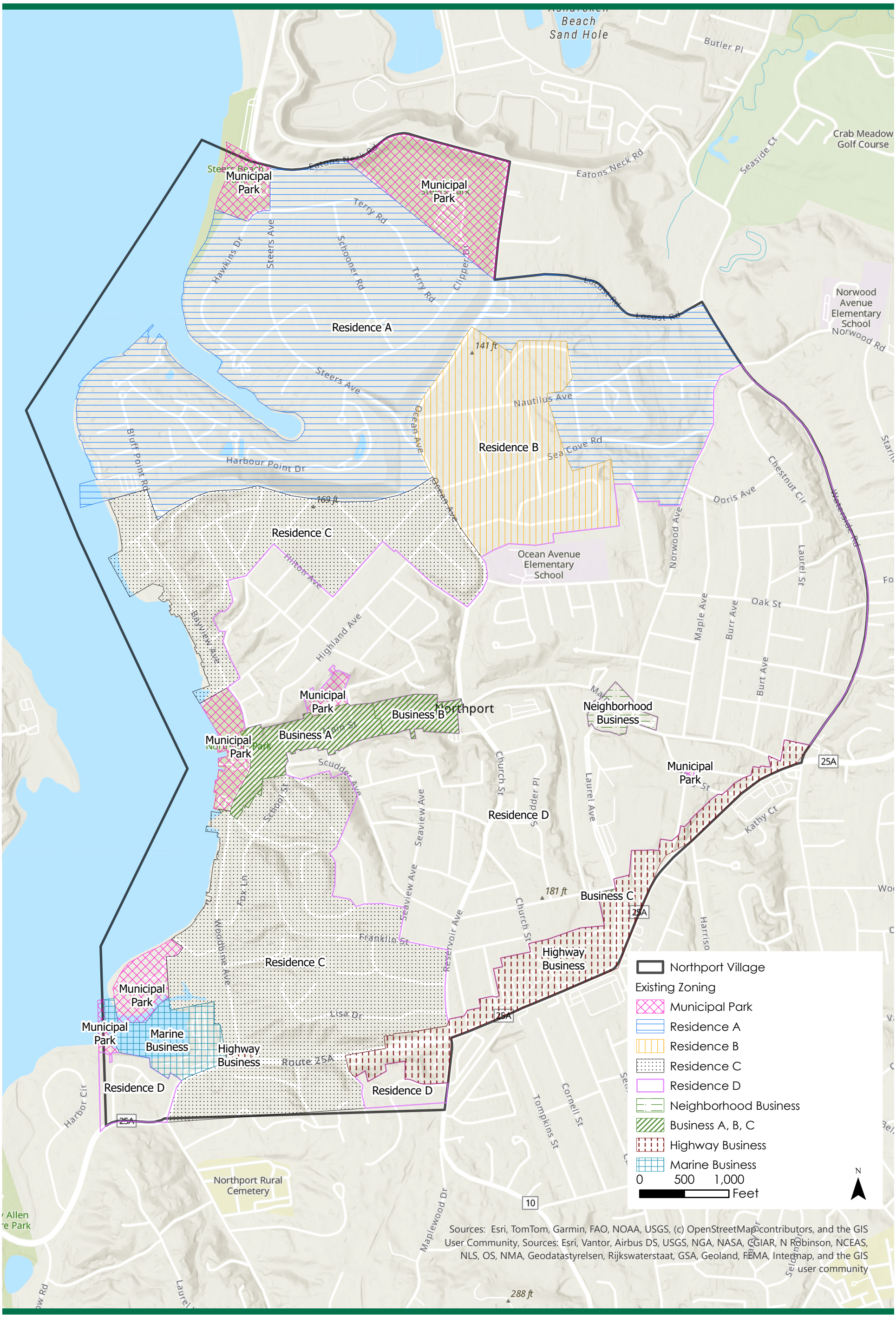


FIGURE 3: EXISTING ZONING

Sources: Town of Huntington GIS, Suffolk County GIS 2016, NYS GIS 2022, ESRI Basemap

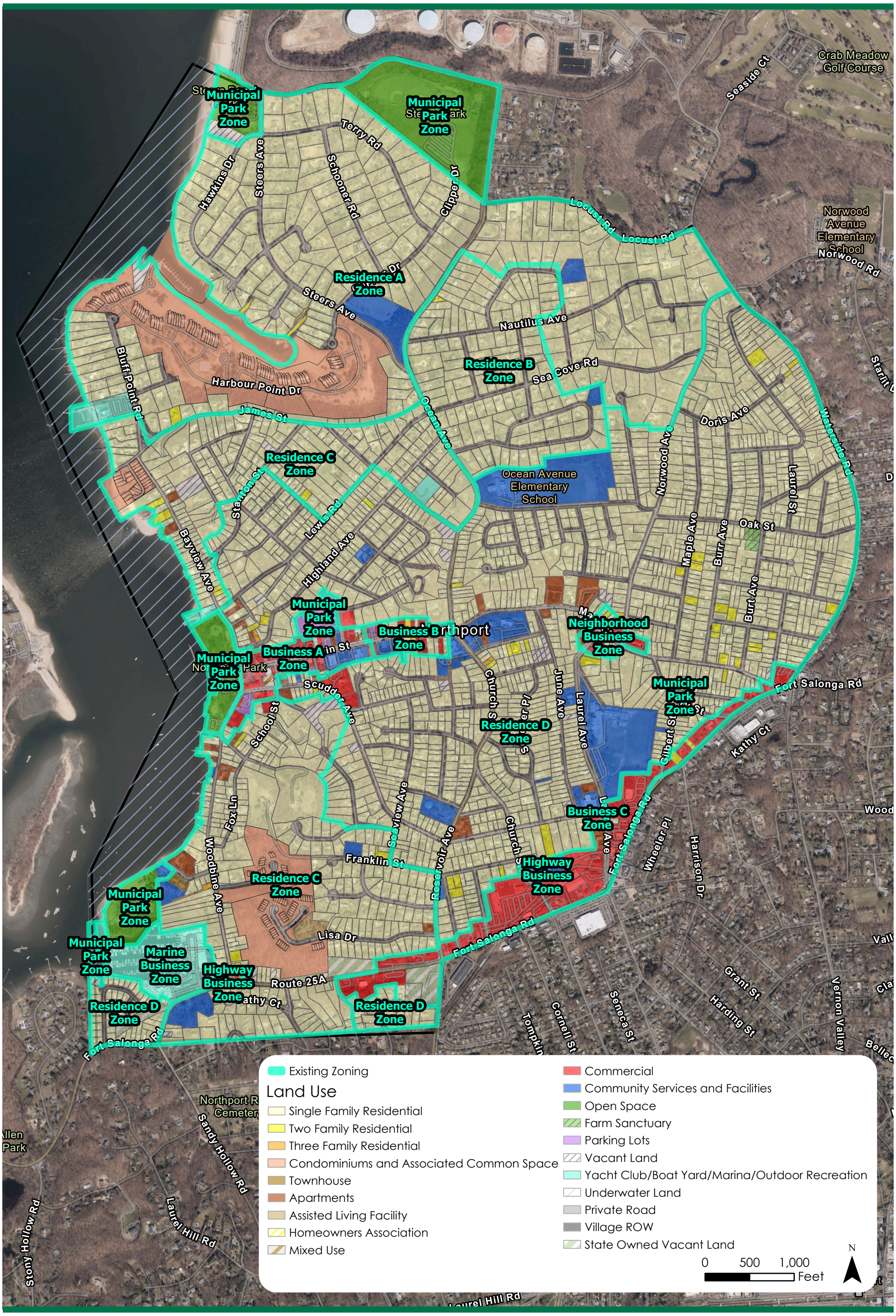


FIGURE 4: LAND USE & ZONING

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets

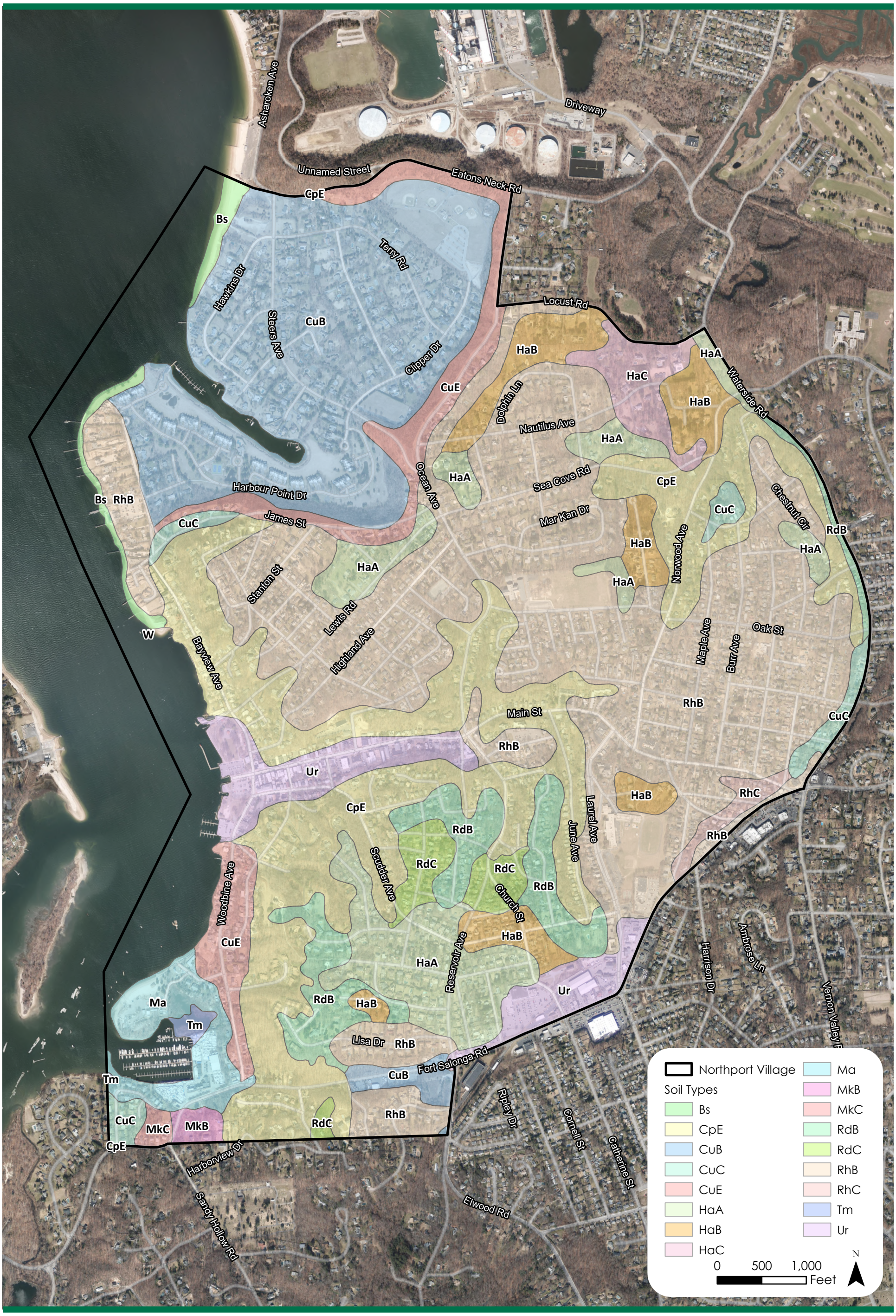


FIGURE 5: SOILS MAP

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, Natural Resources Conservation Science of the USDA, ESRI Streets



FIGURE 6: TOPOGRAPHY

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, USGS 2022

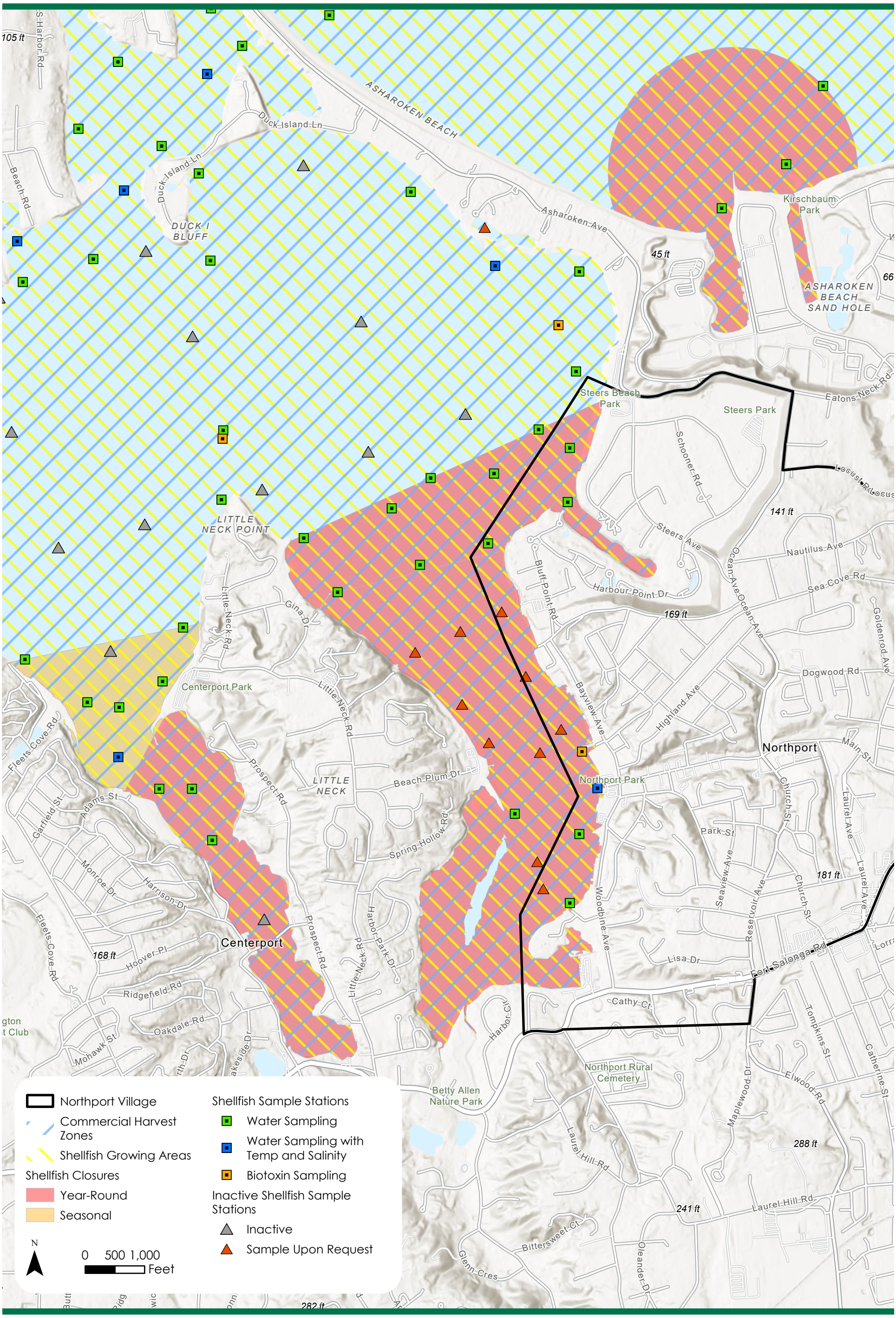


FIGURE 7: SHELLFISH CLOSURES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS DEC Bureau of Marine Resources, 2025



FIGURE 8: WETLANDS

Sources: Suffolk County GIS 2016, NYS GIS 2022, National Wetland Inventory, NYS Department of Environmental Conservation



FIGURE 9: FEMA FLOOD ZONES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, FEMA, ESRI Streets



FIGURE 10: WATER RESOURCES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, GIS NYS Clearinghouse 2023

This map was prepared with funding provided by the New York State Department of State Environmental Protection Fund



FIGURE 11: FUNCTIONAL CLASSIFICATION

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, NYS Department of Transportation



FIGURE 12: ROAD JURISDICTION

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, NYS Department of Transportation



FIGURE 13: AVERAGE ANNUAL DAILY TRAFFIC

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, GIS NYS Clearinghouse 2023

This map was prepared with funding provided by the New York State Department of State Environmental Protection Fund



FIGURE 14: AADT - TRUCKS

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, GIS NYS Clearinghouse 2023



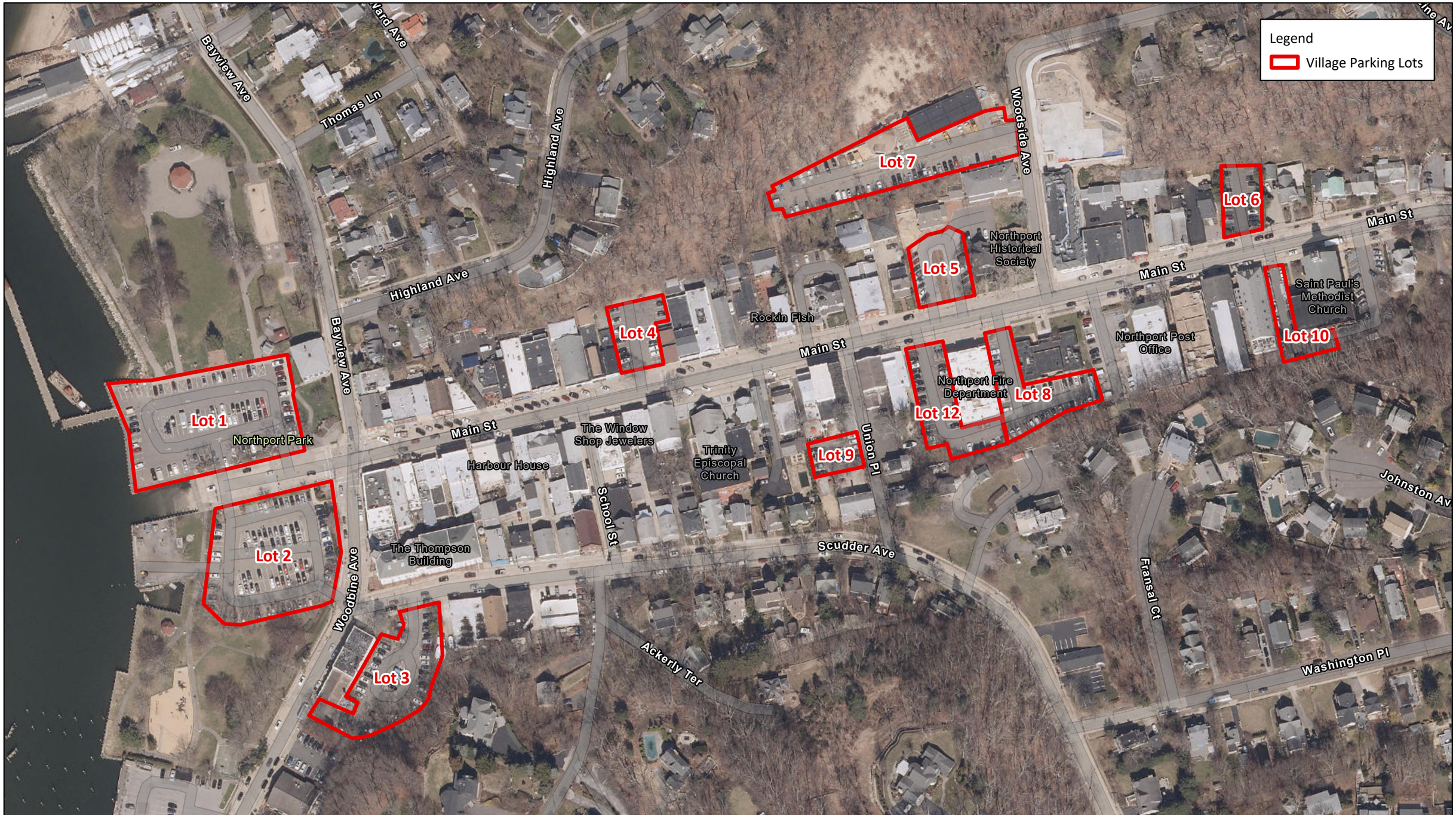
FIGURE 15: ACCIDENT DATA

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets, Northport Police Department



FIGURE 16: PUBLIC TRANSPORTATION

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, Town of Huntington



NPV

FIGURE 17
VILLAGE PARKING LOTS MAP

Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport

N

Village of Northport Comprehensive Plan

Parking Utilization



FIGURE 18
ON-STREET PARKING MAP

Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport

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NPV

Village of Northport Comprehensive Plan

Parking Utilization

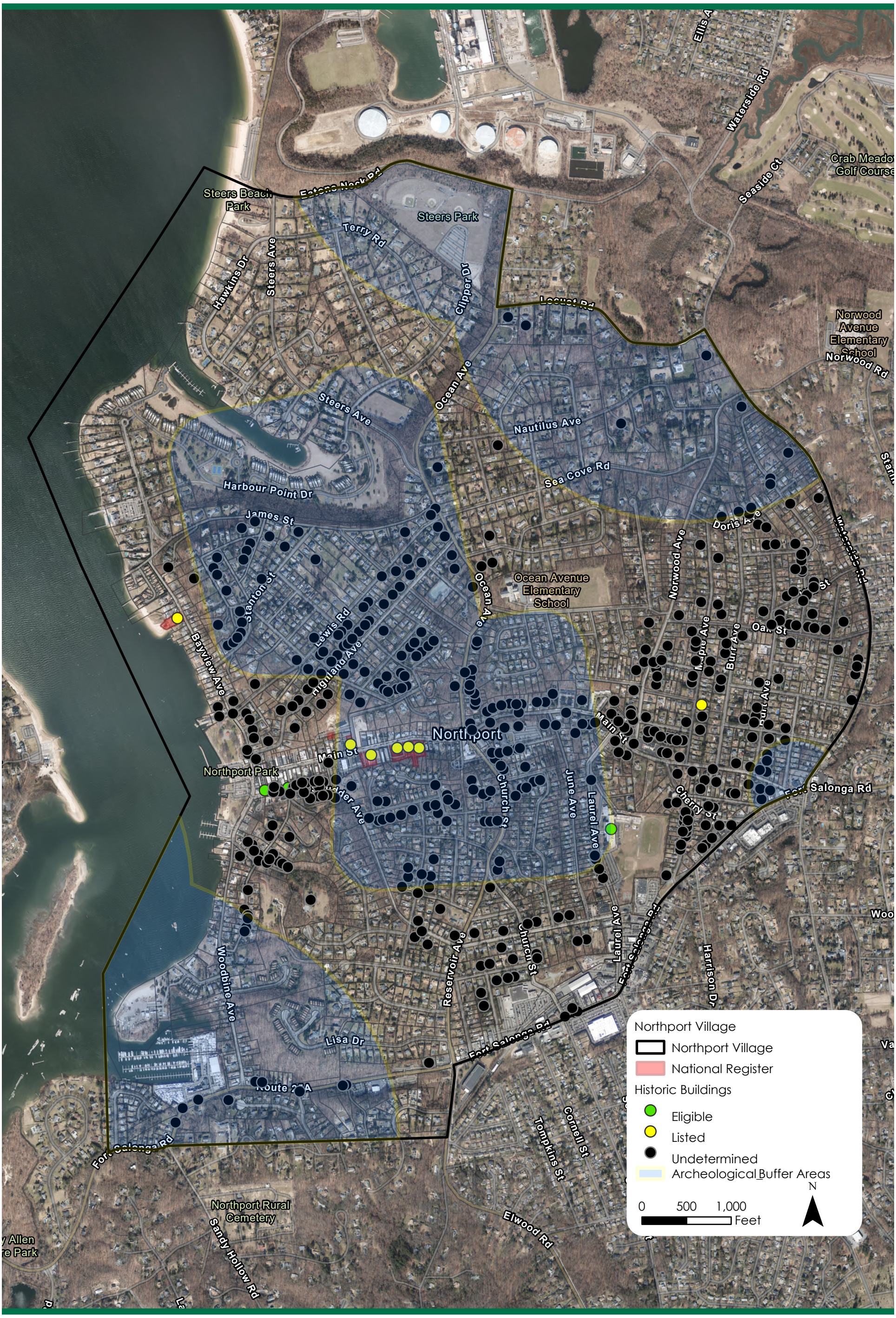


FIGURE 19:HISTORIC RESOURCES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2020, ESRI Streets

This map was prepared with funding provided by the New York State Department of State Environmental Protection Fund.

ATTACHMENT B

ZONING SUMMARY TABLES

VILLAGE OF NORTHPORT USE REGULATIONS - USES SIMPLIFIED BY NPV											
	ZONING DISTRICTS										
LAND USE DESCRIPTIONS	Residence A District	Residence B District	Residence C District	Residence D District	Central Business A District	Central Business B District	Central Business C District	Neighborhood Business Districts	Highway Business Districts	Marine Business District	Municipal Park District
Residence for one family	P	P	P	P		P[1]	p[2]	P[10]			
A dwelling lawfully existing prior to the adoption of this chapter					P			P	P		
Fairground or carnival	ZBA PERMIT										
Accessory Use	P	P	P	P	P[3]	P[3]		P[3]	P[3]	P[3]	
Municipal park, playground or recreation area	P	P	P	P	P[6]	P[4]		P[10]	P[7]	P[6]	P[5]
Nonprofit beach club [8]										P	
Governmental function of the Village of Northport				P				P[10]			
Church or similar place of worship or religious instruction, parish house, rectory and convent					P	P		P	P		
Public library; public or private nonprofit museum					P	P		P	P		
Fire station, municipal office or any governmental building of similar character					P			ZBA PERMIT [9]	P		
Nonprofit, philantrhopic, fraternal, social or educational institutional office or meeting room					P	P		P	P		
Sale at retail of merchandise for individual, home or business consumption, use or enjoyment, such as foodstuffs, beverages, wearing apparel, household supplies, antiques, furnishings and appliances, hardware, drugs, tobacco, books and other publications, bric-a-brac, toys, jewelry and flowers, provided that the foregoing uses are conducted entirely within the principal building.					P			P	P	P[11]	
Sale at retail of wearing apparel, antiques, tobacco, books and other publication, gifts, jewelry and flowers, provided that the foregoing uses are conducted entirely within the principal building						P					
Bank or Financial institution					P			P	P	P[12]	
Personal service shop, such as barbershop, beauty parlor, dry-cleaning or laundry service, shoe repair, tailor, photographer (including professional studio), mortician or travel agency, but not including massage parlors					P			P	P		
Gyms, spas and fitness studios										P	
Office for business; utility and professional offices for engineers, land surveyors, physicians, dentists, attorneys, architects and other professions duly licensed by the State of New York.					P	P		P	P		

LAND USE DESCRIPTIONS	Residence A District	Residence B District	Residence C District	Residence D District	Central Business A District	Central Business B District	Central Business C District	Neighborhood Business Districts	Highway Business Districts	Marine Business District	Municipal Park District
Offices for business and professional offices for doctors, dentists, attorneys, physical therapists, engineers and other New York State duly licensed professionals.										P	
Travel agency						P					
Photographer (including professional studio)						P					
Tavern or bar, not including a nightclub or other such entertainment establishment, provided that no such use shall be established on or after May 7, 1980, if the proposed use is located within a radius of 300 feet from all property lines of another tavern or bar or within said radius of 300 feet from all property lines of any use permitted by Subsection A(12).					P			ZBA PERMIT [9]	P		
Restaurants for on-premises food consumption, not including drive-in, open-front or curb service, other than any use permitted by § 306-39(B)(2)(g), provided that no such use shall be established on or after May 7, 1980, if the proposed use is located within a radius of 300 feet from all property lines of another restaurant or within a radius of 300 feet from all property lines of any use permitted by § 306-11A(11).					P			ZBA PERMIT[9]	P		
Drive thru facilites , which may include a restaurant									Planning Board Review [13]		
Place of business of upholsterer and decorator.					P	P		P	P		
Movie theater, not including a drive-in movie theater.					P			P	P		
Place of entertainment, such as an indoor motion-picture theater, bowling alley, roller- or ice-skating rink, but NOT INCLUDING nightclubs or dance halls									ZBA PERMIT		
Theater for live productions, provided that there is seating for a minimum of 300 persons.					P			P	P		
Hotel/Inn					P			P	P		
Place of business of a tradesman, such as a builder, cabinetmaker, carpenter, contractor, painter, electrician, mason, plumber, plasterer, printer, roofer or tinsmith.									P		
Motor vehicle salesroom									P		
Business or public garage, automobile service or filling station, automobile repair shop or automobile body shop									ZBA PERMIT		
Storage or warehousing of materials									ZBA PERMIT		

LAND USE DESCRIPTIONS	Residence A District	Residence B District	Residence C District	Residence D District	Central Business A District	Central Business B District	Central Business C District	Neighborhood Business Districts	Highway Business Districts	Marine Business District	Municipal Park District
Light industry of a type and nature									ZBA PERMIT		
Boat sales, marine sales, boat rental and boat repairs									ZBA PERMIT		
Boatyard, including new and used boat sales and brokerage and marine sales, rental, repair and storage.										P	
Nonprofit yacht club and marina, the facilities of which may not be utilized for purposes other than club activities										P	
Marina for private profit										P	
Insurance sales, provided boat insurance is available; sale of marine parts and accessories, such as inflatable rafts, rowboats, outboard motors, boat and fishing equipment, water sports equipment, marine electronics and communication equipment, boat covers, marine hardware and boating accessories; boaters' clothing, footwear and swimwear; boat and marine engine repair and maintenance; seafood sales, wholesale and retail; food provisions store.										P	
Uses permited in the Marine Buisness District by special use permit by the Board of Zoning Appeals under § 306-39B(2)(g) of this chapter:											
Restaurant which serves alcoholic beverages but which does not feature outdoor music, including outdoor live or amplified music, and which has a maximum indoor square footage of 1,000 square feet of dining area per restaurant, with the maximum square footage devoted to all restaurants on the entire marina property not to exceed 12% of the total square footage of space within buildings devoted to retail uses, excluding space devoted to boat repair, maintenance or storage; a maximum of 200 seats (indoor and outdoor combined) permitted for all restaurant uses for the entire marina property. (Note: There also are other restrictions on the number of seats permitted for outdoor dining set forth hereinafter in Subsection B(2)(g)[4][g].)										ZBA	
Outdoor live and amplified music for no more than four special events, each such event to be held on a single day between the hours of 12:00 noon and 8:00 p.m., in any calendar year, for which a special use permit is obtained from the Board of Zoning Appeals.										ZBA	

LAND USE DESCRIPTIONS	Residence A District	Residence B District	Residence C District	Residence D District	Central Business A District	Central Business B District	Central Business C District	Neighborhood Business Districts	Highway Business Districts	Marine Business District	Municipal Park District
Such other uses which the Board of Zoning Appeals finds are harmonious with existing uses and not harmful to adjacent properties.										ZBA	
*Outdoor sidewalk dining shall be permitted subject to compliance with the following *See Section 306-18.1 (2) for application for permit rules:*					Village Clerk Permit	Village Clerk Permit		Village Clerk Permit	Village Clerk Permit		
Permitted only for the restaurants and deli-style businesses in the Central Business A and B, Highway Business and Neighborhood Business Districts (hereinafter referred to as "applicants"). Permits shall be applied for annually on or before April 1.											
This section of the Northport Village Code only permits outdoor dining on the sidewalk and courtyard area. Nothing in this section shall be construed to permit outdoor dining and service of beverages including alcohol in any other area including rooftops and roofs.											
Outdoor dining on private property, meaning that such dining is not located on a sidewalk or other public property or right-of-way *See Section 306-18.1B , C & D for rules					Board of Trustees	Board of Trustees			Board of Trustees	Board of Trustees	
Convenience retail that is subsidiary to the primary use of the premises,					ZBA	ZBA		ZBA	ZBA	ZBA	
Stripping, Excavating or removing topsoil or earth in al districts * See Section 306-19 for further detail	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT	ZBA PERMIT

1. § 306-15 Central Business B District - Permitted Uses. (1) Single-family residence (the area requirements for a Residence D District shall be applied to this use)

2. § 306-16 Central Business C District - Permitted Uses. (1) Single-family residence, provided that said residence is housed in a building used principally for one or more of the purposes set forth within the following Subsection **A(2)**. (2) Office for business; professional offices for engineers, land surveyors, physicians, dentists, attorneys, architects and other professionals dul3. y licensed by the State of New York.

3. § 306-18 Accessory Business Uses - accessory uses shall be limited as follows: A. Accessory buildings, including private garages, shall not be placed within a front yard or within a required side yard. B. An access driveway may be located within a required yard. C. Required accessory off-street parking area or truck loading space shall not be encroached upon by buildings, open storage or any other use. D. Accessory off-street parking areas may be located in required front, side or rear yards in the Central Business A District, Neighborhood Business District and Highway Business District, provided that they are set back at least 10 feet from all property lines. Accessory off-street parking areas may be located in the required side and rear yards in the Marine Business District, provided that they are set back at least 10 feet from all property lines, and in the front yard of said district, provided that they are set back at least 25 feet from all property lines. Accessory off-street parking areas may be located in the required side and rear yards, only, in the Central Business B District, provided that they are set back at least 10 feet from all property lines. E. Convenience retail that is subsidiary to the primary use of the premises, and has been granted a special use permit by the Zoning Board of Appeals under § 206-39B(2)(j).

4. § 306-15 Central Business B District - A(5) Municipal park, playground or recreational area when operated by the Incorporated Village of Northport.

5. § 306-157 Municpial Park District - Permitted uses. In the Municipal Park District, lands shall be used and buildings shall be erected, altered or used only for the following purposes: municipal park, playground, recreational area or municipal services facility, when operated by the Incorporated Village of Northport.

6. § 306-11 Central Business A District - Municipal park, playground or recreational area when operated the Incorporated Village of Northport or approved pursuant to Chapter 228, Recreational Facilities, Article I, Planning of Construction, of the Code of the Incorporated Village of Northport.

7. § 306-13 Highway Business District - Permitted uses. (1) Any use permitted in the Central Buisness A District,§ 306-11.

8. § 306-14 Marine Business District - Permitted uses. (2) Nonprofit beach club, the facilities of which may not be utilized for purposes other than club activities.

9. § 306-12 Neighboorhood Business District - Permitted Uses. (1) Any use permitted in the Central Business A District, except those uses listed as permitted uses in § 306-11A(4), (11) and (12); provided, however, that a conditional use permit for limited on-premises consumption of food and beverages in the Neighborhood Business District may be granted by the Board of Zoning Appeals, as follows: (a) The underlying use is engaged in the sale at retail of foodstuffs and beverages since March 1, 1995. (b) The eating establishment shall not be more than 2,000 square feet. (c) The on-premises consumption of food and beverages shall be limited to service at up to 12 seats. (d) Once granted, the applicant must commence the use within 120 days of the date of issuance of the permit. The permit shall expire and be of no further force and effect in the event that the underlying sale at retail of the foodstuffs and beverages ceases to exist. (e) Any permit granted hereunder shall expire on the date two years next following issuance unless renewed by the Board of Zoning Appeals prior to the date of expiration. (f) In granting any permit hereunder, the Board of Zoning Appeals shall expressly determine whether sufficient municipal, off-street and/or on-street parking exists to accommodate the conditional use. (g) Any permit granted hereunder shall provide that the consumption of alcoholic beverages on the premises shall be prohibited.

10. **§ 306-12 Neighboorhood Business District -** Permitted Uses. (2) Any use permitted in a Residence D District, provided that any permits required for such use in said Residence D District are first obtained.

11. **§ 306-14 Marine Business District** - Permitted Uses. (7) Food shops, retail stores offering merchandise for sale for individual, home or business use or enjoyment, such as wearing apparel, household supplies, antiques, furnishings or appliances, and as otherwise set forth in § 306-11A(7), Central Business A District.

12. **§ 306-14 Marine Business District** - Permitted Uses. (8) Personal service shops, such as barbers, beauty parlors, photographers and as otherwise set forth in § 306-11A(9), Central Business A District.

13. **§ 306-13 Highway Business District** - Permitted uses. (10) Applications for the establishment of drive-through facilities shall require a special use permit to be issued pursuant to conditions set forth in § 306-39 of the Village Code and shall be referred to the Planning Board for review. Drive-through facilities, which may include a restaurant, shall be permitted only in the Highway Business District where the property is fronting on a state roadway on a parcel of land of at least 1/2 acre in size and which is not adjoining to a residentially zoned or used property, upon a finding by the Planning Board that the general standards for the issuance of a special use permit as set forth in Village Code § 306-39B(1)(b) have been met.

ATTACHMENT C

TRANSPORTATION STUDY TABLES

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Cars & Trucks - 5/15/2025

NS/EW Streets:	Woodbine Ave				Woodbine Ave				Scudder Ave				Scudder Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	2	0	0	1	2	0	0	0	1	1	0	1	1	0	0	9
5:15 AM	1	3	0	0	0	9	0	0	0	2	0	0	2	0	0	0	17
5:30 AM	0	2	2	0	0	4	0	0	0	0	1	0	1	1	0	0	11
5:45 AM	1	3	0	0	1	13	0	0	1	1	1	0	2	1	1	0	25
6:00 AM	0	6	0	0	2	18	1	0	0	1	2	0	2	0	0	0	32
6:15 AM	1	4	4	0	0	11	0	0	0	0	0	0	3	1	2	0	26
6:30 AM	0	8	6	0	1	20	0	0	0	1	0	0	8	0	0	0	44
6:45 AM	1	9	1	0	2	20	0	0	2	0	1	0	8	1	2	0	47
7:00 AM	1	11	5	0	1	40	1	0	0	0	1	0	5	0	3	0	68
7:15 AM	1	14	4	0	1	30	0	0	0	0	0	0	4	1	2	0	57
7:30 AM	0	16	9	0	3	50	0	0	0	1	1	0	3	0	3	0	86
7:45 AM	1	25	5	0	5	46	0	0	1	1	0	0	8	1	4	0	97
8:00 AM	2	20	5	0	3	35	0	0	0	2	0	0	11	2	1	0	81
8:15 AM	2	26	13	1	7	26	1	0	0	0	1	0	8	2	4	0	91
8:30 AM	3	24	7	0	6	30	0	0	0	1	0	0	7	1	3	0	82
8:45 AM	6	22	6	0	6	29	0	0	1	1	4	0	7	1	5	0	88
9:00 AM	0	21	11	0	2	27	0	0	0	0	2	0	6	4	4	0	77
9:15 AM	1	27	9	1	2	32	0	0	0	2	3	0	10	4	3	0	94
9:30 AM	3	27	12	0	11	33	0	0	2	0	0	0	7	5	5	0	105
9:45 AM	5	24	14	0	11	28	2	0	0	5	1	0	7	7	8	0	112
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	294	113	2	65	503	5	0	7	19	19	0	110	33	50	0	1249
APPROACH %'s :	6.62%	67.12%	25.80%	0.46%	11.34%	87.78%	0.87%	0.00%	15.56%	42.22%	42.22%	0.00%	56.99%	17.10%	25.91%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	9	99	46	1	26	120	2	0	2	7	6	0	30	20	20	0	388
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	3	23	14	0	5	31	0	0	0	2	2	0	7	7	3	0	97
10:15 AM	3	25	12	0	8	27	1	0	0	4	3	0	6	3	3	0	95
10:30 AM	2	27	4	1	4	24	2	1	0	2	3	0	9	3	6	0	88
10:45 AM	2	23	19	0	3	34	1	0	2	6	4	0	8	3	8	0	113
11:00 AM	3	27	4	0	3	27	0	0	1	1	1	0	10	5	8	0	90
11:15 AM	3	26	10	0	10	34	0	0	0	4	5	0	5	1	5	0	103
11:30 AM	7	39	9	0	7	26	2	0	1	2	1	0	7	2	6	0	109
11:45 AM	4	33	7	0	9	41	2	0	1	0	6	0	9	1	7	0	120
12:00 PM	5	36	11	0	7	32	0	0	0	0	6	0	4	2	7	0	110
12:15 PM	7	42	13	0	3	27	1	0	0	6	10	0	13	3	11	0	136
12:30 PM	4	36	13	0	5	36	1	0	2	4	5	0	18	3	7	0	134
12:45 PM	5	29	15	0	7	28	0	0	4	2	3	0	6	3	3	0	105
1:00 PM	2	32	10	0	4	18	1	1	0	4	0	0	4	2	7	0	85
1:15 PM	6	34	10	0	3	33	0	0	1	1	2	0	6	4	3	0	103
1:30 PM	0	25	12	0	3	22	0	0	0	4	2	0	3	0	8	0	79
1:45 PM	0	25	12	0	7	33	0	0	1	4	1	0	5	2	4	1	95
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	56	482	175	1	88	473	11	2	13	46	54	0	120	44	96	1	1662
APPROACH %'s :	7.84%	67.51%	24.51%	0.14%	15.33%	82.40%	1.92%	0.35%	11.50%	40.71%	47.79%	0.00%	45.98%	16.86%	36.78%	0.38%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	20	147	44	0	24	136	4	0	3	10	27	0	44	9	32	0	500
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Cars & Trucks - 5/15/2025

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	33	6	0	8	28	0	0	0	4	2	0	5	2	6	0	96
2:15 PM	2	32	8	0	8	37	1	0	1	1	6	0	7	4	8	0	115
2:30 PM	3	30	7	0	9	22	0	0	3	8	5	0	12	0	9	0	108
2:45 PM	5	40	10	0	9	29	4	0	3	3	4	0	14	1	5	0	127
3:00 PM	2	35	15	0	8	29	2	0	0	3	5	0	7	4	8	0	118
3:15 PM	1	36	13	0	5	22	1	0	0	3	2	0	10	4	5	0	102
3:30 PM	1	42	10	0	5	34	1	0	3	4	4	0	9	2	3	0	118
3:45 PM	1	41	17	0	9	26	3	0	1	0	0	0	8	1	14	0	121
4:00 PM	4	49	12	0	5	34	3	0	1	3	2	0	6	6	9	0	134
4:15 PM	4	36	15	0	14	19	0	0	2	3	4	0	5	3	4	0	109
4:30 PM	5	50	13	0	5	27	0	0	2	3	3	0	5	3	2	0	118
4:45 PM	6	37	6	1	8	21	1	0	3	4	2	0	7	4	12	0	112
5:00 PM	5	42	6	0	8	31	3	0	0	6	7	0	8	3	16	0	135
5:15 PM	5	55	9	0	6	21	3	0	2	5	7	0	4	1	9	0	127
5:30 PM	5	45	14	0	7	22	3	0	0	1	3	0	3	1	11	0	115
5:45 PM	3	43	10	0	7	26	0	0	2	2	4	0	2	3	11	0	113
6:00 PM	3	38	11	0	10	25	1	1	2	3	2	0	6	2	7	0	111
6:15 PM	4	34	10	0	6	26	1	0	0	4	4	0	7	5	6	0	107
6:30 PM	6	38	8	0	5	23	0	0	4	5	5	0	13	1	7	0	115
6:45 PM	6	33	7	0	9	23	1	0	1	5	1	0	3	2	9	0	100
7:00 PM	2	34	7	1	7	26	3	0	2	4	7	0	5	3	13	0	114
7:15 PM	1	28	2	0	3	12	1	1	1	3	4	0	4	1	3	0	64
7:30 PM	3	33	6	0	6	21	0	1	0	2	4	0	2	1	2	0	81
7:45 PM	0	29	4	0	11	19	0	0	2	5	4	0	4	3	6	0	87
8:00 PM	1	17	4	0	7	17	0	0	0	3	3	0	4	0	7	0	63
8:15 PM	2	18	6	0	3	23	1	0	3	3	5	0	1	2	5	0	72
8:30 PM	1	24	4	0	5	15	1	0	3	1	2	0	2	0	3	0	61
8:45 PM	0	26	6	0	3	22	0	0	2	6	3	0	4	2	8	0	82
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	83	998	246	2	196	680	34	3	43	97	104	0	167	64	208	0	2925
APPROACH %'s :	6.25%	75.09%	18.51%	0.15%	21.47%	74.48%	3.72%	0.33%	17.62%	39.75%	42.62%	0.00%	38.04%	14.58%	47.38%	0.00%	
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	21	184	34	1	27	100	7	0	7	18	19	0	24	11	39	0	492
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Bikes - 5/15/2025

NS/EW Streets:	Woodbine Ave				Woodbine Ave				Scudder Ave				Scudder Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Bikes - 5/15/2025

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3
7:30 PM	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5
7:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	10	2	0	4	5	1	0	0	1	1	0	0	2	1	0	28
APPROACH %'s :	7.69%	76.92%	15.38%	0.00%	40.00%	50.00%	10.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	5	1	0	0	2	0	0	0	0	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave Pedestrian (Crosswalks) - 5/15/2025

NS/EW Streets:	Woodbine Ave		Woodbine Ave		Scudder Ave		Scudder Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
5:00 AM	1	0	0	0	0	0	0	0	1
5:15 AM	0	1	0	0	1	0	0	0	2
5:30 AM	0	0	0	0	0	2	0	0	2
5:45 AM	0	1	0	0	2	0	0	0	3
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	0	0	0	1	1	3
6:45 AM	1	3	0	0	0	0	0	5	9
7:00 AM	0	1	0	0	2	1	1	3	8
7:15 AM	0	0	2	1	3	0	0	2	8
7:30 AM	0	0	0	0	4	2	0	3	9
7:45 AM	0	0	1	0	4	1	1	2	9
8:00 AM	0	2	0	0	0	0	4	3	9
8:15 AM	0	0	2	0	3	2	0	2	9
8:30 AM	0	2	0	1	3	1	0	2	9
8:45 AM	1	0	3	0	1	2	0	5	12
9:00 AM	2	0	0	0	1	1	3	0	7
9:15 AM	0	0	3	2	0	1	3	2	11
9:30 AM	1	3	2	0	0	2	0	5	13
9:45 AM	1	0	1	1	3	0	0	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	14	14	5	27	15	13	36	132
APPROACH %'s :	36.36%	63.64%	73.68%	26.32%	64.29%	35.71%	26.53%	73.47%	
PEAK HR :	09:00 AM - 10:00 AM								TOTAL
PEAK HR VOL :	4	3	6	3	4	4	6	8	38
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	2	0	2	3	3	3	3	0	16
10:15 AM	0	1	2	1	1	1	0	2	8
10:30 AM	0	3	1	0	5	1	1	4	15
10:45 AM	0	2	1	2	2	0	0	1	8
11:00 AM	0	4	0	0	2	1	1	2	10
11:15 AM	0	0	2	2	1	5	0	0	10
11:30 AM	0	0	0	0	0	3	1	4	8
11:45 AM	3	0	1	1	0	1	4	6	16
12:00 PM	0	4	0	0	4	6	1	1	16
12:15 PM	3	1	1	3	3	1	3	0	15
12:30 PM	2	1	4	0	8	3	1	5	24
12:45 PM	2	1	0	0	3	4	0	1	11
1:00 PM	4	1	4	4	2	1	2	4	22
1:15 PM	2	2	5	2	1	5	0	2	19
1:30 PM	0	2	0	4	4	7	0	0	17
1:45 PM	4	1	0	1	5	6	2	6	25
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	23	23	23	44	48	19	38	240
APPROACH %'s :	48.89%	51.11%	50.00%	50.00%	47.83%	52.17%	33.33%	66.67%	
PEAK HR :	11:45 AM - 12:45 PM								TOTAL
PEAK HR VOL :	8	6	6	4	15	11	9	12	71
PEAK HR FACTOR :									

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Pedestrian (Crosswalks) - 5/15/2025

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	4	2	3	2	5	1	3	0	20
2:15 PM	3	4	0	2	5	5	3	1	23
2:30 PM	0	2	1	3	2	2	1	2	13
2:45 PM	0	3	5	0	1	5	2	2	18
3:00 PM	0	0	0	3	4	3	5	0	15
3:15 PM	0	4	2	0	2	0	0	6	14
3:30 PM	2	1	3	0	3	1	2	1	13
3:45 PM	5	0	0	0	4	3	2	0	14
4:00 PM	3	2	0	1	3	4	1	1	15
4:15 PM	1	0	0	2	4	2	2	2	13
4:30 PM	4	1	1	3	3	2	2	4	20
4:45 PM	0	3	2	2	5	5	5	6	28
5:00 PM	1	4	5	1	0	5	2	0	18
5:15 PM	1	0	0	6	2	15	6	2	32
5:30 PM	1	0	2	5	4	4	3	7	26
5:45 PM	2	4	1	2	2	4	6	1	22
6:00 PM	1	3	1	0	4	6	6	3	24
6:15 PM	1	0	2	0	2	5	3	1	14
6:30 PM	1	2	1	3	4	4	1	2	18
6:45 PM	0	2	0	0	2	8	0	7	19
7:00 PM	4	4	2	2	6	4	4	5	31
7:15 PM	2	0	1	0	2	3	7	6	21
7:30 PM	1	2	1	0	4	3	2	2	15
7:45 PM	1	1	0	2	4	7	2	3	20
8:00 PM	0	1	2	2	5	2	0	6	18
8:15 PM	3	0	2	0	4	3	2	3	17
8:30 PM	0	6	0	0	0	1	1	2	10
8:45 PM	2	2	1	0	5	2	0	2	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	43	53	38	41	91	109	73	77	525
APPROACH %'s :	44.79%	55.21%	48.10%	51.90%	45.50%	54.50%	48.67%	51.33%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	6	8	8	8	12	14	11	12	79
PEAK HR FACTOR :									

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Cars & Trucks - 5/17/2025

NS/EW Streets:	Woodbine Ave				Woodbine Ave				Scudder Ave				Scudder Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	1	1	0	0	2	0	0	0	2	0	0	1	1	0	0	8
5:15 AM	0	2	2	0	0	2	0	0	0	1	1	0	0	1	1	0	10
5:30 AM	0	1	1	0	0	2	0	0	0	3	0	0	0	0	0	0	7
5:45 AM	0	4	0	0	1	7	0	0	0	1	0	0	1	1	1	0	16
6:00 AM	0	1	0	0	0	4	0	0	0	0	1	0	0	0	3	0	9
6:15 AM	0	5	2	0	0	10	0	0	1	1	0	0	4	1	0	0	24
6:30 AM	2	5	6	0	2	14	0	0	0	0	0	0	3	1	0	0	33
6:45 AM	3	13	4	0	3	10	1	0	0	1	1	0	3	2	1	0	42
7:00 AM	1	3	6	0	1	2	0	0	0	0	1	0	6	0	0	0	20
7:15 AM	0	11	5	0	3	13	0	0	0	1	1	0	3	1	2	0	40
7:30 AM	1	13	4	0	1	16	0	0	0	1	0	0	4	3	5	0	48
7:45 AM	0	17	2	0	2	18	0	0	0	1	1	0	5	4	3	0	53
8:00 AM	4	19	6	0	4	14	1	0	1	0	0	0	7	3	3	0	62
8:15 AM	3	17	5	0	4	21	0	0	1	0	0	0	3	1	5	0	60
8:30 AM	2	24	4	0	8	23	1	0	0	0	3	0	6	2	3	0	76
8:45 AM	2	21	9	0	1	28	2	0	0	0	1	0	6	2	2	0	74
9:00 AM	0	18	8	0	1	13	1	0	0	1	4	0	5	4	2	0	57
9:15 AM	1	14	3	0	8	24	1	0	0	4	1	0	9	2	4	0	71
9:30 AM	2	24	4	0	7	26	0	0	1	1	0	0	5	1	1	0	72
9:45 AM	2	34	10	0	3	20	0	0	1	1	5	0	14	0	6	0	96
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	247	82	0	49	269	7	0	5	19	20	0	85	30	42	0	878
APPROACH %'s :	6.53%	70.17%	23.30%	0.00%	15.08%	82.77%	2.15%	0.00%	11.36%	43.18%	45.45%	0.00%	54.14%	19.11%	26.75%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	5	90	25	0	19	83	2	0	2	7	10	0	33	7	13	0	296
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	2	23	9	0	10	31	2	0	2	4	2	0	8	7	4	0	104
10:15 AM	5	30	10	0	10	31	1	0	0	3	1	0	5	2	6	0	104
10:30 AM	9	34	12	1	11	28	0	0	1	3	3	0	11	6	11	0	130
10:45 AM	1	39	11	0	7	34	4	0	0	1	5	0	3	6	8	0	119
11:00 AM	4	29	7	0	4	30	0	0	0	2	6	0	13	4	7	0	106
11:15 AM	7	26	14	0	8	27	0	0	1	0	7	0	3	2	12	0	107
11:30 AM	1	24	10	0	14	30	0	0	4	1	3	0	9	0	5	0	101
11:45 AM	5	51	16	0	10	43	1	0	1	1	5	0	9	3	15	0	160
12:00 PM	6	27	8	0	11	22	0	0	0	5	3	0	7	2	10	0	101
12:15 PM	2	47	13	0	14	16	3	0	1	1	1	0	10	6	8	0	122
12:30 PM	2	36	15	0	11	33	0	0	2	6	2	0	7	4	6	0	124
12:45 PM	3	28	6	0	11	27	2	0	5	3	6	0	7	4	7	0	109
1:00 PM	6	42	8	0	12	30	1	0	2	6	6	0	6	6	11	0	136
1:15 PM	4	28	14	0	10	40	1	0	4	4	8	0	4	3	11	0	131
1:30 PM	7	37	18	0	14	40	1	0	4	3	8	0	7	3	7	0	149
1:45 PM	9	37	13	1	16	38	5	0	4	13	14	0	8	5	8	0	171
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	73	538	184	2	173	500	21	0	31	56	80	0	117	63	136	0	1974
APPROACH %'s :	9.16%	67.50%	23.09%	0.25%	24.93%	72.05%	3.03%	0.00%	18.56%	33.53%	47.90%	0.00%	37.03%	19.94%	43.04%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	26	144	53	1	52	148	8	0	14	26	36	0	25	17	37	0	587
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Cars & Trucks - 5/17/2025

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	7	31	17	0	14	28	2	0	4	8	15	0	11	6	14	0	157
2:15 PM	2	46	7	1	4	22	1	0	4	6	14	0	8	6	6	0	127
2:30 PM	4	44	8	0	11	25	0	0	1	5	12	0	4	2	7	0	123
2:45 PM	3	31	13	0	12	32	3	0	2	3	19	0	8	3	14	0	143
3:00 PM	5	40	13	0	6	43	2	1	3	7	14	0	7	7	9	0	157
3:15 PM	2	31	4	0	9	39	2	0	0	9	5	0	6	2	14	0	123
3:30 PM	6	28	11	0	10	23	1	1	4	7	13	0	9	8	6	0	127
3:45 PM	6	29	13	0	13	33	3	0	4	12	12	0	5	4	12	0	146
4:00 PM	5	38	12	0	14	43	2	0	5	7	5	0	2	5	11	0	149
4:15 PM	8	31	6	0	12	34	1	0	5	5	7	0	7	1	9	0	126
4:30 PM	6	40	9	0	8	20	0	0	7	1	4	0	6	5	9	0	115
4:45 PM	8	38	10	0	11	48	0	0	5	7	13	0	10	9	8	0	167
5:00 PM	6	42	11	1	8	41	1	0	4	6	7	0	5	4	9	0	145
5:15 PM	1	25	10	0	7	39	3	0	1	6	7	0	5	3	7	0	114
5:30 PM	3	25	6	0	12	38	2	0	3	3	7	0	9	7	10	0	125
5:45 PM	6	37	9	0	16	27	3	0	5	12	8	0	12	7	10	0	152
6:00 PM	9	44	13	0	13	34	2	0	3	16	16	0	9	7	9	0	175
6:15 PM	10	45	21	0	9	37	2	0	1	6	11	0	13	7	10	0	172
6:30 PM	11	40	19	0	12	35	4	0	6	15	14	0	9	5	12	0	182
6:45 PM	5	43	8	0	10	38	2	0	3	11	19	0	5	6	13	0	163
7:00 PM	6	42	13	0	10	39	1	1	4	12	15	0	8	5	13	0	169
7:15 PM	10	26	11	0	15	30	3	0	4	10	19	0	5	6	15	0	154
7:30 PM	14	28	14	0	17	27	3	0	6	18	16	0	10	8	10	0	171
7:45 PM	7	33	9	0	9	31	1	0	5	8	20	0	6	3	15	0	147
8:00 PM	11	37	7	0	8	32	3	0	3	10	16	0	7	5	9	0	148
8:15 PM	4	24	7	0	9	30	0	0	3	7	7	0	7	2	8	0	108
8:30 PM	3	34	10	0	10	28	1	0	4	8	12	0	10	2	8	0	130
8:45 PM	1	26	7	0	12	28	1	0	3	7	12	0	7	1	1	0	106
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	169	978	298	2	301	924	49	3	102	232	339	0	210	136	278	0	4021
APPROACH %'s :	11.68%	67.59%	20.59%	0.14%	23.57%	72.36%	3.84%	0.23%	15.16%	34.47%	50.37%	0.00%	33.65%	21.79%	44.55%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	35	172	61	0	44	144	10	0	13	48	60	0	36	25	44	0	692
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Bikes - 5/17/2025

NS/EW Streets:	Woodbine Ave				Woodbine Ave				Scudder Ave				Scudder Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	1	4	0	0	0	0	0	0	2	0	1	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
1:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
1:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	1	0	1	6	0	0	1	0	0	0	0	0	3	0	18
APPROACH %'s :	0.00%	85.71%	14.29%	0.00%	14.29%	85.71%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	4	0	0	1	0	0	0	0	0	1	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Bikes - 5/17/2025

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
2:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	12
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	9	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	19	1	0	4	17	1	0	0	0	10	0	1	0	0	0	63
APPROACH %'s :	33.33%	63.33%	3.33%	0.00%	18.18%	77.27%	4.55%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Pedestrians (Crosswalks) - 5/17/2025

NS/EW Streets:	Woodbine Ave		Woodbine Ave		Scudder Ave		Scudder Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
5:00 AM	1	1	0	0	0	0	0	0	2
5:15 AM	0	0	1	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	1	1
5:45 AM	0	0	1	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	1	1
6:30 AM	0	0	0	0	1	1	0	0	2
6:45 AM	1	0	0	1	4	2	2	0	10
7:00 AM	4	0	1	0	2	1	1	3	12
7:15 AM	0	1	2	0	0	0	1	3	7
7:30 AM	0	7	0	0	0	1	1	1	10
7:45 AM	7	1	2	0	3	1	2	0	16
8:00 AM	1	0	1	3	5	8	0	2	20
8:15 AM	0	2	4	0	2	2	0	3	13
8:30 AM	2	0	0	1	2	6	6	3	20
8:45 AM	1	1	0	1	3	3	3	3	15
9:00 AM	1	0	0	0	4	8	0	0	13
9:15 AM	0	4	3	1	5	8	1	4	26
9:30 AM	2	0	4	2	6	5	6	9	34
9:45 AM	1	0	2	1	4	5	5	3	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	21	17	21	10	41	51	28	36	225
APPROACH %'s :	55.26%	44.74%	67.74%	32.26%	44.57%	55.43%	43.75%	56.25%	
PEAK HR :	09:00 AM - 10:00 AM								TOTAL
PEAK HR VOL :	4	4	9	4	19	26	12	16	94
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	2	1	2	3	4	6	18
10:15 AM	3	1	1	1	6	9	6	4	31
10:30 AM	0	0	1	1	5	11	1	2	21
10:45 AM	1	0	0	2	3	7	3	1	17
11:00 AM	2	2	2	1	11	6	4	14	42
11:15 AM	2	0	4	0	23	8	4	5	46
11:30 AM	4	0	0	0	4	11	2	1	22
11:45 AM	8	0	6	4	10	19	9	9	65
12:00 PM	3	1	0	0	5	10	10	9	38
12:15 PM	1	9	5	3	11	13	9	11	62
12:30 PM	1	5	2	11	35	21	6	7	88
12:45 PM	1	0	2	0	8	13	14	1	39
1:00 PM	7	2	5	5	14	12	24	9	78
1:15 PM	3	5	5	4	12	9	11	11	60
1:30 PM	0	5	3	3	13	13	18	10	65
1:45 PM	4	3	10	4	12	10	10	10	63
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	40	33	48	40	174	175	135	110	755
APPROACH %'s :	54.79%	45.21%	54.55%	45.45%	49.86%	50.14%	55.10%	44.90%	
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	14	15	23	16	51	44	63	40	266
PEAK HR FACTOR :									

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave
Pedestrians (Crosswalks) - 5/17/2025

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	4	4	2	10	38	29	12	5	104
2:15 PM	4	5	1	1	12	13	12	15	63
2:30 PM	5	8	5	10	31	23	22	12	116
2:45 PM	3	3	2	0	13	23	19	23	86
3:00 PM	2	8	8	5	6	15	10	17	71
3:15 PM	0	2	5	4	17	25	16	18	87
3:30 PM	0	8	11	3	22	19	13	21	97
3:45 PM	4	2	3	7	8	11	20	18	73
4:00 PM	4	2	3	11	7	20	12	9	68
4:15 PM	2	4	3	2	13	12	16	16	68
4:30 PM	0	3	7	3	19	11	4	16	63
4:45 PM	6	5	2	3	27	22	20	7	92
5:00 PM	6	1	10	4	20	24	30	11	106
5:15 PM	8	1	7	5	23	14	16	13	87
5:30 PM	5	2	5	5	28	21	17	23	106
5:45 PM	7	5	8	8	18	8	25	11	90
6:00 PM	1	3	3	9	16	25	12	18	87
6:15 PM	5	7	3	9	14	13	23	15	89
6:30 PM	2	11	11	8	16	23	17	10	98
6:45 PM	9	8	4	6	32	26	12	17	114
7:00 PM	8	1	16	13	26	16	34	7	121
7:15 PM	8	4	17	3	30	14	10	25	111
7:30 PM	16	3	8	4	13	10	26	26	106
7:45 PM	4	11	7	9	17	11	19	18	96
8:00 PM	9	3	2	4	8	12	35	7	80
8:15 PM	0	5	7	0	6	18	29	25	90
8:30 PM	7	11	0	6	10	11	19	14	78
8:45 PM	5	2	4	1	14	17	3	19	65
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	134	132	164	153	504	486	503	436	2512
APPROACH %'s :	50.38%	49.62%	51.74%	48.26%	50.91%	49.09%	53.57%	46.43%	
PEAK HR :	**06:00 PM - 07:00 PM**								TOTAL
PEAK HR VOL :	24	27	34	36	88	78	86	49	422
PEAK HR FACTOR :									

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
5/15/2025 - Cars & Trucks

NS/EW Streets:	Bayview Ave/Woodbine Ave				Bayview Ave/Woodbine Ave				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	0	1	0	2	1	0	0	0	0	0	0	2	0	1	0	7
5:15 AM	0	0	3	0	1	7	0	0	0	2	0	0	2	2	0	0	17
5:30 AM	1	0	2	0	0	2	0	0	0	0	0	0	3	2	0	0	10
5:45 AM	0	1	4	0	1	11	0	0	0	1	0	0	2	2	0	0	22
6:00 AM	1	2	3	0	2	10	0	0	0	1	1	0	10	1	1	0	32
6:15 AM	1	2	2	0	1	7	1	0	0	2	0	0	4	2	0	0	22
6:30 AM	2	1	3	0	2	7	1	0	1	0	1	0	11	5	0	0	34
6:45 AM	2	4	7	0	0	15	2	0	1	3	0	0	7	5	2	0	48
7:00 AM	3	5	7	0	0	18	0	0	1	3	3	0	21	8	1	0	70
7:15 AM	1	5	10	0	1	18	0	0	1	4	0	0	13	6	2	0	61
7:30 AM	4	6	8	0	1	30	0	0	1	8	3	0	20	7	3	0	91
7:45 AM	3	12	14	0	2	28	0	0	1	9	4	1	20	16	5	0	115
8:00 AM	2	9	12	0	3	20	1	0	1	9	1	0	16	13	4	0	91
8:15 AM	2	8	20	0	1	8	0	0	0	2	6	0	20	8	2	0	77
8:30 AM	4	10	12	0	3	17	4	0	1	8	3	0	16	10	3	0	91
8:45 AM	10	7	14	0	3	11	0	0	0	16	2	0	24	15	2	0	104
9:00 AM	4	10	10	0	4	9	2	0	2	11	2	0	18	10	1	0	83
9:15 AM	3	7	22	0	2	14	0	0	3	7	3	0	17	14	2	0	94
9:30 AM	3	13	16	0	2	22	0	0	0	15	2	0	23	17	3	0	116
9:45 AM	7	3	22	0	4	12	2	0	0	6	7	0	20	14	7	0	104
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	105	192	0	35	267	13	0	13	107	38	1	269	157	39	0	1289
APPROACH %'s :	15.14%	30.00%	54.86%	0.00%	11.11%	84.76%	4.13%	0.00%	8.18%	67.30%	23.90%	0.63%	57.85%	33.76%	8.39%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	17	33	70	0	12	57	4	0	5	39	14	0	78	55	13	0	397
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	4	7	15	0	3	13	2	0	1	10	3	0	21	14	3	0	96
10:15 AM	2	8	21	0	6	10	1	0	0	12	2	0	26	12	4	0	104
10:30 AM	7	9	17	0	6	10	2	0	3	13	2	0	16	16	5	0	106
10:45 AM	2	12	19	0	2	12	2	0	0	10	4	0	24	21	2	0	110
11:00 AM	4	9	23	0	6	6	2	0	2	11	2	1	21	10	3	2	102
11:15 AM	5	8	17	0	1	16	1	0	0	11	2	0	26	10	2	0	99
11:30 AM	7	17	23	0	2	8	1	0	1	8	4	0	23	13	1	0	108
11:45 AM	8	9	23	0	3	15	1	0	0	18	10	0	29	21	4	0	141
12:00 PM	6	7	30	0	7	13	1	0	2	10	5	0	19	18	4	0	122
12:15 PM	7	17	29	0	5	10	1	0	0	24	3	0	20	28	8	0	152
12:30 PM	7	9	29	0	2	14	1	0	3	20	7	0	20	22	5	0	139
12:45 PM	4	5	27	1	3	7	0	0	0	23	2	0	24	31	3	0	130
1:00 PM	6	11	22	0	7	12	1	0	0	15	1	0	11	14	7	0	107
1:15 PM	7	5	23	0	4	9	0	0	2	22	7	0	23	14	7	0	123
1:30 PM	2	7	25	0	2	6	2	0	2	16	0	0	17	14	6	0	99
1:45 PM	0	10	21	0	2	14	0	0	2	8	4	0	21	12	5	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	78	150	364	1	61	175	18	0	18	231	58	1	341	270	69	2	1837
APPROACH %'s :	13.15%	25.30%	61.38%	0.17%	24.02%	68.90%	7.09%	0.00%	5.84%	75.00%	18.83%	0.32%	50.00%	39.59%	10.12%	0.29%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	28	42	111	0	17	52	4	0	5	72	25	0	88	89	21	0	554
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
5/15/2025 - Cars & Trucks

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	3	13	22	0	6	12	1	0	2	10	8	0	18	18	1	0	114
2:15 PM	5	14	21	0	4	8	2	0	1	14	9	0	28	16	3	0	125
2:30 PM	3	9	28	0	7	11	1	0	2	12	3	0	21	19	7	1	124
2:45 PM	7	16	28	0	5	15	2	0	1	20	6	0	17	17	3	0	137
3:00 PM	5	19	17	0	3	6	0	0	0	15	8	0	23	12	7	0	115
3:15 PM	4	11	26	0	3	10	0	0	1	14	5	0	15	18	5	1	113
3:30 PM	0	19	31	0	4	13	0	0	1	11	4	0	23	19	7	0	132
3:45 PM	8	20	28	0	5	11	1	0	0	13	3	0	24	20	3	0	136
4:00 PM	7	20	24	0	6	13	1	0	2	19	4	0	24	19	7	0	146
4:15 PM	3	21	22	0	5	12	0	0	1	14	3	0	18	17	9	0	125
4:30 PM	6	18	31	0	1	8	4	0	3	20	3	0	21	23	8	0	146
4:45 PM	5	18	27	0	4	5	2	0	1	18	4	0	22	24	5	0	135
5:00 PM	8	19	35	0	2	11	2	0	3	20	9	0	20	20	4	0	153
5:15 PM	7	14	41	0	3	7	3	0	1	18	6	0	18	19	7	0	144
5:30 PM	6	19	31	0	1	7	3	0	2	20	4	0	23	30	4	0	150
5:45 PM	6	15	32	0	2	10	3	0	4	21	9	0	13	22	8	1	146
6:00 PM	7	22	20	0	3	10	0	0	4	17	8	0	23	22	6	0	142
6:15 PM	3	15	20	0	3	11	2	0	0	23	5	0	14	34	5	0	135
6:30 PM	7	11	29	0	1	6	3	0	3	23	7	0	15	33	3	1	142
6:45 PM	6	17	23	0	3	12	1	0	4	14	6	0	15	24	3	0	128
7:00 PM	17	9	25	0	6	16	0	0	3	24	10	0	9	22	4	0	145
7:15 PM	5	9	16	0	2	3	1	0	2	18	4	0	9	19	6	0	94
7:30 PM	3	16	18	0	1	5	1	0	4	24	4	0	18	19	4	0	117
7:45 PM	4	13	19	0	3	12	1	0	1	14	7	0	13	17	1	0	105
8:00 PM	6	7	12	0	2	7	1	0	4	17	10	0	8	13	6	0	93
8:15 PM	1	8	17	0	3	6	2	0	6	23	11	0	9	15	4	0	105
8:30 PM	5	7	16	0	1	5	3	0	3	22	4	0	9	12	6	0	93
8:45 PM	4	13	17	1	0	5	3	0	2	23	5	0	15	13	2	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	151	412	676	1	89	257	43	0	61	501	169	0	485	556	138	4	3543
APPROACH %'s :	12.18%	33.23%	54.52%	0.08%	22.88%	66.07%	11.05%	0.00%	8.34%	68.54%	23.12%	0.00%	41.00%	47.00%	11.67%	0.34%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	27	67	139	0	8	35	11	0	10	79	28	0	74	91	23	1	593
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
5/15/2025 - Bikes

NS/EW Streets:	Bayview Ave/Woodbine Ave				Bayview Ave/Woodbine Ave				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	5	1	0	0	0	2	0	0	0	1	2	0	13
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
5/15/2025 - Bikes

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4
4:30 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	9
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	1	6	0	0	11
5:15 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7
5:45 PM	0	0	4	0	0	0	1	0	0	1	0	0	0	0	0	1	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	0	5
7:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	2	3	0	0	8
7:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	5	0	3	1	4	0	1	22	3	0	7	19	3	1	75
APPROACH %'s :	9.09%	45.45%	45.45%	0.00%	37.50%	12.50%	50.00%	0.00%	3.85%	84.62%	11.54%	0.00%	23.33%	63.33%	10.00%	3.33%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	0	0	4	0	3	0	3	0	0	10	0	0	1	7	0	1	29
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
5/15/2025 - Pedestrians (Crosswalks)

NS/EW Streets:	Bayview Ave/Woodbine Ave		Bayview Ave/Woodbine Ave		Main St		Main St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
5:00 AM	1	0	0	0	0	1	0	0	2
5:15 AM	0	3	0	1	1	2	0	0	7
5:30 AM	3	1	1	0	0	2	0	0	7
5:45 AM	1	0	0	3	0	0	0	0	4
6:00 AM	1	0	0	1	0	0	0	0	2
6:15 AM	0	1	2	0	0	0	0	0	3
6:30 AM	4	2	1	0	0	0	2	2	11
6:45 AM	3	2	2	3	1	0	0	4	15
7:00 AM	1	0	0	2	0	2	1	2	8
7:15 AM	2	1	2	0	0	0	0	4	9
7:30 AM	0	4	2	0	2	0	0	2	10
7:45 AM	4	5	3	2	4	2	0	2	22
8:00 AM	9	3	7	2	1	0	0	0	22
8:15 AM	7	5	9	1	3	0	0	3	28
8:30 AM	2	2	2	6	1	2	0	0	15
8:45 AM	6	3	3	7	0	1	3	6	29
9:00 AM	2	1	2	5	0	0	1	1	12
9:15 AM	8	2	2	2	0	3	5	1	23
9:30 AM	9	2	4	5	1	2	1	1	25
9:45 AM	5	4	11	3	2	1	0	5	31
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	68	41	53	43	16	18	13	33	285
APPROACH %'s :	62.39%	37.61%	55.21%	44.79%	47.06%	52.94%	28.26%	71.74%	
PEAK HR :	**09:00 AM - 10:00 AM**								TOTAL
PEAK HR VOL :	24	9	19	15	3	6	7	8	91
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	10	5	11	0	2	0	3	3	34
10:15 AM	15	7	4	2	1	1	3	1	34
10:30 AM	6	5	1	4	2	5	4	2	29
10:45 AM	9	4	5	8	3	2	0	2	33
11:00 AM	7	1	4	3	2	2	1	3	23
11:15 AM	5	6	4	6	0	3	1	0	25
11:30 AM	8	4	3	8	0	5	2	2	32
11:45 AM	11	3	10	7	1	4	1	6	43
12:00 PM	10	4	4	11	6	5	2	2	44
12:15 PM	14	15	11	14	0	2	4	3	63
12:30 PM	12	13	10	11	6	2	4	9	67
12:45 PM	12	3	7	13	6	1	10	0	52
1:00 PM	9	4	5	3	1	4	3	5	34
1:15 PM	16	6	4	13	2	7	3	3	54
1:30 PM	0	4	3	10	1	2	1	3	24
1:45 PM	9	8	7	5	3	10	1	8	51
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	153	92	93	118	36	55	43	52	642
APPROACH %'s :	62.45%	37.55%	44.08%	55.92%	39.56%	60.44%	45.26%	54.74%	
PEAK HR :	**11:45 AM - 12:45 PM**								TOTAL
PEAK HR VOL :	47	35	35	43	13	13	11	20	217
PEAK HR FACTOR :									

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
5/15/2025 - Pedestrians (Crosswalks)

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	8	14	8	10	5	3	5	4	57
2:15 PM	8	4	6	4	5	5	1	3	36
2:30 PM	9	3	3	13	5	8	3	3	47
2:45 PM	10	5	2	10	1	3	1	2	34
3:00 PM	13	13	9	13	3	8	2	4	65
3:15 PM	8	10	10	16	0	4	4	6	58
3:30 PM	6	5	2	5	4	2	0	0	24
3:45 PM	14	3	7	9	4	1	2	1	41
4:00 PM	13	14	14	13	3	7	3	2	69
4:15 PM	11	16	4	11	2	1	2	3	50
4:30 PM	26	14	8	13	0	0	5	6	72
4:45 PM	28	8	14	20	2	11	4	4	91
5:00 PM	10	8	14	16	3	9	4	2	66
5:15 PM	16	16	8	11	4	2	11	7	75
5:30 PM	10	11	12	9	8	4	4	3	61
5:45 PM	33	28	16	9	4	14	4	12	120
6:00 PM	16	19	27	12	4	4	18	13	113
6:15 PM	30	11	15	21	3	10	9	5	104
6:30 PM	30	18	18	13	8	18	5	7	117
6:45 PM	23	29	19	17	1	5	0	5	99
7:00 PM	35	7	26	34	3	7	6	5	123
7:15 PM	19	27	14	29	2	4	7	11	113
7:30 PM	23	22	21	15	4	4	8	7	104
7:45 PM	24	20	9	36	3	2	3	2	99
8:00 PM	15	30	14	29	4	6	2	11	111
8:15 PM	24	19	3	37	0	11	10	6	110
8:30 PM	13	11	6	26	4	2	7	5	74
8:45 PM	13	9	3	16	0	5	0	2	48
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	488	394	312	467	89	160	130	141	2181
APPROACH %'s :	55.33%	44.67%	40.05%	59.95%	35.74%	64.26%	47.97%	52.03%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	89	69	70	51	19	32	35	33	398
PEAK HR FACTOR :									

National Data & Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
Cars & Trucks - 5/17/2025

NS/EW Streets:	Bayview Ave/Woodbine Ave				Bayview Ave/Woodbine Ave				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	4
5:15 AM	0	0	3	0	0	0	0	0	0	2	1	0	1	4	0	0	11
5:30 AM	0	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0	5
5:45 AM	3	0	2	0	0	3	0	0	0	3	1	0	4	3	0	0	19
6:00 AM	1	0	2	0	0	2	0	0	0	1	0	0	2	3	0	0	11
6:15 AM	0	1	4	0	0	2	1	0	2	1	1	0	7	2	2	0	23
6:30 AM	1	0	4	0	0	6	1	0	2	2	1	0	9	6	0	0	32
6:45 AM	3	2	9	0	1	5	0	0	0	2	1	0	8	7	0	0	38
7:00 AM	1	0	1	0	1	1	0	0	0	4	0	0	2	5	0	0	15
7:15 AM	4	4	6	0	3	6	0	0	1	5	1	0	11	7	0	0	48
7:30 AM	5	6	7	0	3	8	0	0	0	11	2	0	7	9	1	0	59
7:45 AM	2	3	15	0	1	5	1	0	0	6	2	0	13	10	1	1	60
8:00 AM	3	7	12	0	3	3	0	0	0	5	1	0	16	10	3	0	63
8:15 AM	3	7	10	1	3	3	0	0	2	10	2	0	20	16	2	1	80
8:30 AM	6	8	13	0	6	13	0	0	2	6	3	0	17	16	0	1	91
8:45 AM	6	6	12	0	2	11	1	0	1	14	3	0	15	16	10	0	97
9:00 AM	6	8	7	0	4	6	1	0	1	12	0	0	9	15	3	0	72
9:15 AM	2	3	13	0	1	13	1	0	1	16	0	0	21	16	3	0	90
9:30 AM	4	12	12	0	2	10	2	0	1	9	7	0	16	15	3	0	93
9:45 AM	4	11	25	0	3	6	1	0	0	11	4	0	13	25	3	0	106
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	54	79	158	1	33	105	9	0	13	121	30	0	193	187	31	3	1017
APPROACH %'s :	18.49%	27.05%	54.11%	0.34%	22.45%	71.43%	6.12%	0.00%	7.93%	73.78%	18.29%	0.00%	46.62%	45.17%	7.49%	0.72%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	16	34	57	0	10	35	5	0	3	48	11	0	59	71	12	0	361
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	3	6	19	0	2	19	1	0	1	16	3	0	21	27	3	0	121
10:15 AM	4	15	16	0	7	12	3	0	3	23	7	0	20	22	2	0	134
10:30 AM	4	14	22	0	6	7	5	0	1	17	8	0	23	20	9	0	136
10:45 AM	10	13	27	0	1	11	3	0	1	16	6	1	28	20	5	0	142
11:00 AM	7	6	22	0	5	11	0	0	0	16	7	0	16	25	3	0	118
11:15 AM	4	8	26	0	0	4	0	0	2	14	6	0	27	20	3	0	114
11:30 AM	6	9	17	0	6	5	4	0	0	19	5	0	32	22	3	1	129
11:45 AM	7	15	42	0	4	14	3	0	0	19	10	0	28	26	7	0	175
12:00 PM	5	12	20	0	1	12	0	0	2	20	6	0	15	44	4	0	141
12:15 PM	6	13	35	1	6	6	0	0	0	23	8	0	20	36	3	0	157
12:30 PM	8	10	23	0	6	10	1	0	2	24	11	0	25	38	8	0	166
12:45 PM	2	7	30	0	1	11	1	0	0	15	11	0	19	30	3	0	130
1:00 PM	9	12	33	0	3	8	1	0	2	22	11	0	22	25	3	0	151
1:15 PM	5	8	30	0	2	12	3	0	4	20	13	1	27	33	7	0	165
1:30 PM	8	14	28	0	5	18	2	0	2	22	11	0	27	43	5	0	185
1:45 PM	6	15	28	0	4	16	3	0	2	26	18	0	24	43	7	0	192
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	94	177	418	1	59	176	30	0	22	312	141	2	374	474	75	1	2356
APPROACH %'s :	13.62%	25.65%	60.58%	0.14%	22.26%	66.42%	11.32%	0.00%	4.61%	65.41%	29.56%	0.42%	40.48%	51.30%	8.12%	0.11%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	28	49	119	0	14	54	9	0	10	90	53	1	100	144	22	0	693
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
Cars & Trucks - 5/17/2025

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	13	13	23	0	5	5	5	0	1	26	11	0	28	37	2	0	169
2:15 PM	9	13	31	0	0	11	0	0	2	19	7	0	9	27	8	0	136
2:30 PM	13	12	27	0	3	8	5	0	4	16	10	0	19	31	5	0	153
2:45 PM	11	15	19	0	5	4	1	0	0	20	18	0	22	39	11	0	165
3:00 PM	11	14	27	0	3	10	2	0	0	13	19	0	26	25	6	0	156
3:15 PM	10	9	25	0	2	10	1	0	1	16	11	0	28	25	4	0	142
3:30 PM	7	10	24	0	1	5	5	0	2	22	10	0	19	30	2	1	138
3:45 PM	8	11	23	0	3	10	2	0	2	20	8	0	33	37	0	0	157
4:00 PM	7	20	26	0	3	17	3	0	3	20	13	0	28	28	6	0	174
4:15 PM	9	12	21	0	3	12	1	0	2	21	12	0	23	25	3	0	144
4:30 PM	7	20	33	0	5	5	3	0	2	18	8	0	12	26	3	0	142
4:45 PM	7	7	34	1	6	6	1	0	1	20	16	0	38	36	6	0	179
5:00 PM	6	18	23	0	4	7	1	0	2	17	13	0	30	26	4	0	151
5:15 PM	6	6	22	0	6	8	2	0	1	23	7	0	31	33	5	0	150
5:30 PM	6	8	24	0	1	9	3	0	1	17	12	0	30	33	5	0	149
5:45 PM	9	13	26	0	3	8	1	0	5	22	16	0	23	35	9	0	170
6:00 PM	12	12	29	1	3	5	3	0	5	18	12	0	27	37	5	0	169
6:15 PM	7	11	28	0	4	12	0	0	4	27	9	0	28	28	8	0	166
6:30 PM	18	8	35	0	0	10	5	0	2	27	17	0	22	53	6	1	204
6:45 PM	8	14	37	0	4	8	1	0	3	23	12	0	30	46	5	0	191
7:00 PM	11	10	33	0	5	15	3	0	1	37	12	0	23	56	8	0	214
7:15 PM	12	6	30	0	4	7	0	0	6	29	17	0	21	53	7	0	192
7:30 PM	13	7	26	0	4	9	2	0	3	28	16	0	22	51	8	0	189
7:45 PM	17	11	25	0	5	9	6	0	2	26	13	0	20	30	6	0	170
8:00 PM	8	6	31	0	3	12	3	0	2	22	8	0	24	34	6	1	160
8:15 PM	9	6	23	0	2	7	5	0	2	32	13	0	18	40	8	0	165
8:30 PM	7	4	36	0	4	5	3	0	0	20	10	0	24	26	6	0	145
8:45 PM	5	7	20	0	4	6	0	0	1	21	13	0	19	31	5	0	132
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	266	303	761	2	95	240	67	0	60	620	343	0	677	978	157	3	4572
APPROACH %'s :	19.97%	22.75%	57.13%	0.15%	23.63%	59.70%	16.67%	0.00%	5.87%	60.61%	33.53%	0.00%	37.30%	53.88%	8.65%	0.17%	
PEAK HR :	06:30 PM - 07:30 PM																TOTAL
PEAK HR VOL :	49	38	135	0	13	40	9	0	12	116	58	0	96	208	26	1	801
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
Bikes - 5/17/2025

NS/EW Streets:	Bayview Ave/Woodbine Ave				Bayview Ave/Woodbine Ave				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	1	0	0	0	1	0	0	0	2	0	0	1	0	0	5
9:30 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	2	0	0	2	1	0	1	0	2	0	1	2	0	0	12
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	0.00%	66.67%	33.33%	0.00%	33.33%	0.00%	66.67%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	1	1	0	0	2	1	0	1	0	2	0	1	1	0	0	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	3	3	0	0	9
1:30 PM	0	0	0	0	0	0	1	0	0	0	2	1	0	4	0	0	8
1:45 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	1	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	5	0	1	2	2	0	0	4	6	1	5	10	0	0	37
APPROACH %'s :	0.00%	16.67%	83.33%	0.00%	20.00%	40.00%	40.00%	0.00%	0.00%	36.36%	54.55%	9.09%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	2	0	0	4	4	1	3	8	0	0	25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
Bikes - 5/17/2025

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
2:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
2:30 PM	0	1	0	0	2	0	0	0	1	0	0	0	0	2	0	0	6
2:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
3:00 PM	1	0	1	0	1	0	0	0	0	1	0	0	0	2	0	0	6
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3	0	5
3:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	13	6	0	21
3:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	9	1	0	4	0	1	0	0	4	0	0	0	1	3	0	23
4:30 PM	0	0	1	0	0	0	0	0	2	1	0	0	0	1	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	12
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	5
5:45 PM	1	0	0	0	0	0	0	0	0	1	0	2	0	5	0	0	9
6:00 PM	0	0	0	0	0	1	1	0	0	4	0	0	0	1	0	0	7
6:15 PM	0	0	0	0	0	0	0	0	1	10	0	0	1	0	0	0	12
6:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
8:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	10	5	0	9	11	11	0	4	37	3	2	3	35	12	1	146
APPROACH %'s :	16.67%	55.56%	27.78%	0.00%	29.03%	35.48%	35.48%	0.00%	8.70%	80.43%	6.52%	4.35%	5.88%	68.63%	23.53%	1.96%	
PEAK HR :	06:30 PM - 07:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
Pedestrians (Crosswalks) - 5/17/2025

NS/EW Streets:	Bayview Ave/Woodbine Ave		Bayview Ave/Woodbine Ave		Main St		Main St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	3	0	0	0	0	3
5:30 AM	0	0	1	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	2	0	0	2
6:00 AM	0	2	0	0	0	0	0	0	2
6:15 AM	1	1	0	1	1	0	0	0	4
6:30 AM	3	5	1	0	0	0	0	0	9
6:45 AM	1	0	2	2	0	0	1	0	6
7:00 AM	0	1	0	2	0	0	0	1	4
7:15 AM	3	3	2	0	1	0	1	3	13
7:30 AM	4	4	2	4	0	0	5	2	21
7:45 AM	5	4	4	4	2	4	2	3	28
8:00 AM	7	4	6	0	0	3	0	3	23
8:15 AM	7	5	11	0	1	2	2	8	36
8:30 AM	9	5	9	10	2	6	6	3	50
8:45 AM	10	8	13	8	0	4	4	8	55
9:00 AM	7	6	8	5	6	4	3	0	39
9:15 AM	5	6	13	10	7	0	1	7	49
9:30 AM	17	7	18	6	2	5	3	11	69
9:45 AM	20	16	8	19	6	1	9	1	80
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	99	77	98	74	28	31	37	50	494
APPROACH %'s :	56.25%	43.75%	56.98%	43.02%	47.46%	52.54%	42.53%	57.47%	
PEAK HR :	09:00 AM - 10:00 AM								TOTAL
PEAK HR VOL :	49	35	47	40	21	10	16	19	237
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	16	11	22	11	5	6	9	6	86
10:15 AM	13	12	10	12	3	7	7	4	68
10:30 AM	20	9	7	16	6	7	7	1	73
10:45 AM	23	19	19	13	6	5	4	2	91
11:00 AM	32	16	3	27	1	12	6	5	102
11:15 AM	30	6	13	14	6	8	0	8	85
11:30 AM	27	29	14	27	4	23	4	6	134
11:45 AM	21	17	36	34	11	8	6	21	154
12:00 PM	49	20	32	18	13	16	10	9	167
12:15 PM	35	11	26	16	8	13	8	4	121
12:30 PM	39	19	27	14	8	15	5	10	137
12:45 PM	35	33	15	17	5	15	11	7	138
1:00 PM	35	35	26	23	3	25	4	8	159
1:15 PM	34	24	36	44	9	24	9	16	196
1:30 PM	36	38	22	37	7	15	9	8	172
1:45 PM	52	20	24	37	7	17	10	21	188
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	497	319	332	360	102	216	109	136	2071
APPROACH %'s :	60.91%	39.09%	47.98%	52.02%	32.08%	67.92%	44.49%	55.51%	
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	157	117	108	141	26	81	32	53	715
PEAK HR FACTOR :									

National Data & Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street
Pedestrians (Crosswalks) - 5/17/2025

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	56	35	35	35	15	21	13	11	221
2:15 PM	37	30	27	44	8	20	26	20	212
2:30 PM	26	19	35	50	10	15	16	6	177
2:45 PM	48	60	18	68	8	32	28	11	273
3:00 PM	51	30	30	36	4	15	27	13	206
3:15 PM	50	45	39	37	17	14	13	23	238
3:30 PM	36	31	35	59	15	6	21	11	214
3:45 PM	51	39	32	46	4	19	12	18	221
4:00 PM	39	42	53	50	17	21	21	19	262
4:15 PM	51	60	45	51	16	13	14	24	274
4:30 PM	30	41	35	53	8	19	15	32	233
4:45 PM	73	46	43	50	17	31	23	12	295
5:00 PM	55	58	63	47	35	14	34	23	329
5:15 PM	74	49	32	40	6	21	6	26	254
5:30 PM	51	49	42	34	9	18	14	19	236
5:45 PM	47	55	34	34	22	20	10	21	243
6:00 PM	65	52	50	43	21	30	10	24	295
6:15 PM	44	57	68	58	12	20	23	25	307
6:30 PM	79	58	45	53	18	45	15	23	336
6:45 PM	70	52	45	70	26	36	25	16	340
7:00 PM	60	76	38	61	7	45	26	8	321
7:15 PM	46	49	43	97	22	20	36	26	339
7:30 PM	78	61	64	66	13	22	18	26	348
7:45 PM	65	47	57	53	17	30	13	19	301
8:00 PM	45	56	89	54	25	35	11	29	344
8:15 PM	65	62	60	49	10	34	8	30	318
8:30 PM	54	47	35	61	24	42	24	19	306
8:45 PM	53	49	42	62	9	31	37	18	301
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1499	1355	1234	1461	415	689	539	552	7744
APPROACH %'s :	52.52%	47.48%	45.79%	54.21%	37.59%	62.41%	49.40%	50.60%	
PEAK HR :	**06:30 PM - 07:30 PM**								TOTAL
PEAK HR VOL :	254	238	190	294	68	123	105	76	1348
PEAK HR FACTOR :									

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street
Cars & Trucks - 5/17/2025

NS/EW Streets:	Ocean Ave/Church St/Seaview Terrace					Ocean Ave/Church St/Seaview Terrace					Main St					Main St									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
5:00 AM	2	1	0	0	0	0	4	0	0	0	0	1	1	0	0	1	3	0	0	0	0	0	0	0	13
5:15 AM	2	6	2	0	0	0	10	1	0	0	1	4	1	0	0	1	1	1	0	0	0	0	0	0	30
5:30 AM	1	5	0	0	0	2	2	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	17
5:45 AM	0	4	0	0	0	0	2	3	0	0	0	5	1	0	0	1	7	1	0	0	0	0	0	0	24
6:00 AM	1	6	1	0	0	1	13	1	0	0	0	3	4	0	0	1	10	1	0	0	0	0	0	0	42
6:15 AM	1	2	0	0	0	3	11	4	0	0	0	8	1	0	0	1	12	1	0	0	0	0	0	0	44
6:30 AM	7	5	0	0	0	0	8	1	0	0	1	5	2	0	1	2	16	0	0	0	0	0	0	0	48
6:45 AM	2	7	0	0	0	3	13	3	0	0	1	9	4	0	0	3	9	2	0	0	0	0	0	0	56
7:00 AM	2	9	2	1	0	4	19	2	0	0	2	6	2	0	0	2	9	4	0	0	0	0	0	0	64
7:15 AM	3	9	1	0	0	6	18	3	0	0	0	17	4	0	0	1	20	3	0	0	0	0	0	0	85
7:30 AM	1	10	2	0	0	9	22	4	0	0	0	15	5	0	0	4	14	2	0	1	0	0	0	0	89
7:45 AM	8	30	5	0	0	8	30	10	0	0	1	15	7	0	0	3	19	9	0	0	0	0	0	0	145
8:00 AM	8	31	1	0	0	8	17	8	0	0	5	14	7	0	0	3	22	3	0	0	0	0	0	0	127
8:15 AM	4	37	6	0	0	8	40	12	0	0	2	15	8	0	0	5	23	12	0	0	0	0	0	0	172
8:30 AM	7	40	3	0	0	10	47	9	0	3	5	12	7	0	0	3	25	18	0	0	0	0	0	0	189
8:45 AM	9	34	4	0	0	15	60	9	0	0	6	20	7	0	0	7	37	11	0	0	0	0	0	0	219
9:00 AM	9	40	2	0	0	7	46	10	0	0	8	23	6	0	0	1	35	30	0	0	0	0	0	0	217
9:15 AM	8	37	6	0	0	9	37	11	0	0	6	18	10	0	2	6	34	18	0	0	0	0	0	0	202
9:30 AM	12	28	3	0	1	6	59	9	0	0	9	19	12	0	0	10	38	12	0	0	0	0	0	1	219
9:45 AM	10	49	8	0	1	14	51	7	0	0	9	23	15	0	0	14	33	11	0	1	0	0	0	0	246
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	97	390	46	1	2	113	509	107	0	3	56	235	104	0	3	69	371	139	0	2	0	0	0	1	2248
APPROACH %'s :	18.10%	72.76%	8.58%	0.19%	0.37%	15.44%	69.54%	14.62%	0.00%	0.41%	14.07%	59.05%	26.13%	0.00%	0.75%	11.88%	63.86%	23.92%	0.00%	0.34%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	09:00 AM - 10:00 AM																								TOTAL
PEAK HR VOL :	39	154	19	0	2	36	193	37	0	0	32	83	43	0	2	31	140	71	0	1	0	0	0	1	884
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
10:00 AM	6	31	6	0	0	22	70	15	0	0	6	26	11	0	1	8	41	14	0	1	0	0	0	0	258
10:15 AM	13	40	3	0	1	30	88	11	0	0	2	38	20	0	0	11	41	18	0	0	0	0	0	0	316
10:30 AM	12	50	5	0	0	21	66	15	0	0	11	40	14	0	1	10	34	20	0	0	0	0	0	0	299
10:45 AM	7	43	5	0	0	20	60	7	0	0	3	41	17	0	0	4	54	17	0	1	0	0	0	0	279
11:00 AM	16	36	8	0	0	11	70	9	0	0	8	26	13	0	0	6	48	18	0	0	0	0	0	0	269
11:15 AM	19	59	6	0	0	13	53	11	0	0	5	19	14	0	0	9	53	25	0	0	0	0	0	0	286
11:30 AM	17	52	3	0	2	20	78	10	0	0	12	33	18	0	1	10	50	24	0	0	0	0	0	0	330
11:45 AM	22	72	9	0	4	16	64	15	0	1	12	30	15	0	2	7	53	21	0	5	0	0	0	0	348
12:00 PM	23	50	4	0	1	11	52	7	0	0	9	37	20	0	2	10	76	24	0	2	0	0	0	0	328
12:15 PM	19	54	5	0	0	10	58	13	0	0	9	46	17	0	3	7	55	18	0	0	0	0	0	0	314
12:30 PM	25	59	4	0	0	5	65	14	0	0	8	34	26	0	4	3	63	25	0	0	0	0	0	0	335
12:45 PM	21	53	5	0	0	14	69	11	0	0	11	41	16	0	6	5	51	22	0	0	0	0	0	0	325
1:00 PM	13	55	5	0	0	21	73	11	0	0	15	30	24	0	5	8	60	14	0	0	0	0	0	0	334
1:15 PM	35	43	7	0	0	10	46	7	0	0	12	38	26	0	15	2	63	17	0	0	0	0	0	0	321
1:30 PM	24	69	3	0	2	20	29	11	0	0	6	29	16	0	24	7	68	22	0	0	0	0	0	0	330
1:45 PM	26	62	4	0	3	7	63	13	0	0	8	24	18	0	21	8	48	27	0	0	0	0	0	0	332
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	298	828	82	0	13	251	1004	180	0	1	137	532	285	0	85	115	858	326	0	9	0	0	0	0	5004
APPROACH %'s :	24.41%	67.81%	6.72%	0.00%	1.06%	17.48%	69.92%	12.53%	0.00%	0.07%	13.19%	51.20%	27.43%	0.00%	8.18%	8.79%	65.60%	24.92%	0.00%	0.69%					
PEAK HR :	11:45 AM - 12:45 PM																								TOTAL
PEAK HR VOL :	89	235	22	0	5	42	239	49	0	1	38	147	78	0	11	27	247	88	0	7	0	0	0	0	1325
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street
Cars & Trucks - 5/17/2025

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
2:00 PM	18	58	2	0	0	10	52	10	0	0	7	42	23	0	6	6	44	13	0	0	0	0	0	0	291
2:15 PM	23	60	7	0	0	14	50	6	0	0	10	28	23	0	1	8	39	14	0	0	0	0	0	0	283
2:30 PM	10	56	5	0	0	8	49	10	0	0	11	26	11	1	0	5	51	22	0	0	0	0	0	0	265
2:45 PM	13	33	4	0	0	12	35	14	0	0	7	35	13	0	0	5	57	17	0	0	0	0	0	0	245
3:00 PM	11	48	3	0	0	13	50	5	0	0	5	29	19	0	0	6	34	17	0	0	0	0	0	0	240
3:15 PM	13	42	5	0	0	6	46	15	0	0	10	31	17	0	0	3	47	13	0	0	0	0	0	0	248
3:30 PM	11	30	2	0	0	10	68	6	0	0	13	31	15	0	0	6	45	19	0	1	0	0	0	0	257
3:45 PM	18	54	3	0	0	24	72	16	0	0	6	35	18	0	0	6	53	19	0	0	0	0	0	0	324
4:00 PM	13	54	10	0	0	7	61	11	0	0	6	42	23	0	2	4	49	23	0	0	0	0	0	0	305
4:15 PM	18	52	4	0	0	8	61	7	0	0	6	36	24	0	4	8	50	23	0	0	0	0	0	0	301
4:30 PM	25	49	4	0	0	7	56	10	0	1	6	33	20	0	1	10	52	17	0	0	0	0	0	0	291
4:45 PM	36	42	5	0	2	10	53	16	0	2	5	47	27	0	4	9	62	17	0	2	0	0	0	0	339
5:00 PM	43	60	6	0	0	6	45	7	0	0	6	46	25	1	3	6	38	13	0	0	0	0	0	0	305
5:15 PM	30	46	4	0	0	4	47	10	0	0	11	51	19	1	3	1	58	13	0	0	0	0	0	0	298
5:30 PM	16	47	5	0	0	5	49	18	0	0	8	37	17	0	0	5	51	21	0	0	0	0	0	0	279
5:45 PM	24	54	8	0	0	11	44	15	0	0	6	28	11	0	4	12	59	19	0	0	0	0	0	0	295
6:00 PM	19	58	3	0	0	9	33	6	0	0	12	53	26	0	5	2	52	14	0	0	0	0	0	0	292
6:15 PM	13	48	3	0	0	15	38	19	0	0	9	43	16	0	0	5	61	15	0	0	0	0	0	0	285
6:30 PM	18	37	4	0	0	6	55	6	0	0	6	33	18	1	2	5	50	9	0	0	0	0	0	0	250
6:45 PM	24	47	1	0	0	7	36	10	0	0	5	28	20	0	3	7	64	21	0	0	0	0	0	0	273
7:00 PM	24	46	4	0	0	4	36	9	0	0	13	30	29	0	11	6	62	18	0	0	0	0	0	0	292
7:15 PM	27	34	1	0	0	8	29	9	0	0	17	30	29	0	9	4	54	19	0	0	0	0	0	0	270
7:30 PM	25	46	3	0	0	3	30	14	0	0	12	32	20	0	13	3	58	14	0	0	0	0	0	0	273
7:45 PM	24	26	1	0	0	13	39	6	0	0	12	35	15	0	6	4	34	13	0	0	0	0	0	0	228
8:00 PM	14	24	4	0	0	10	35	9	0	0	9	29	24	1	3	1	39	17	0	0	0	0	0	0	219
8:15 PM	9	41	1	0	0	8	34	10	0	0	5	29	20	0	0	3	36	14	0	0	0	0	0	0	210
8:30 PM	7	24	3	0	0	12	35	10	0	0	6	30	21	0	0	1	34	10	0	0	0	0	0	0	193
8:45 PM	10	26	1	0	0	5	26	6	0	0	6	45	17	0	0	3	32	16	0	0	0	0	0	0	193
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	536	1242	106	0	2	255	1264	290	0	3	235	994	560	5	80	144	1365	460	0	3	0	0	0	0	7544
APPROACH %'s :	28.42%	65.85%	5.62%	0.00%	0.11%	14.07%	69.76%	16.00%	0.00%	0.17%	12.54%	53.04%	29.88%	0.27%	4.27%	7.30%	69.22%	23.33%	0.00%	0.15%					
PEAK HR :	04:15 PM - 05:15 PM																								TOTAL
PEAK HR VOL :	122	203	19	0	2	31	215	40	0	3	23	162	96	1	12	33	202	70	0	2	0	0	0	0	1236
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street
Bikes - 5/17/2025

NS/EW Streets:	Ocean Ave/Church St/Seaview Terrace					Ocean Ave/Church St/Seaview Terrace					Main St					Main St									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	2	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	09:00 AM - 10:00 AM																								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	6
11:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	2	2	0	0	0	1	0	3	0	0	1	0	0	0	0	0	5	2	0	0	0	0	0	0	16
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	6	4	0	0	0	3	6	6	0	0	5	1	1	0	0	0	8	2	0	0	0	0	0	0	42
APPROACH %'s :	60.00%	40.00%	0.00%	0.00%	0.00%	20.00%	40.00%	40.00%	0.00%	0.00%	71.43%	14.29%	14.29%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%					
PEAK HR :	11:45 AM - 12:45 PM																								TOTAL
PEAK HR VOL :	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street
Bikes - 5/17/2025

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
2:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
3:00 PM	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	19	0	0	0	0	0	0	0	22
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	4	0	0	0	0	0	0	0	0	3	4	0	0	0	1	0	0	0	0	0	0	0	12
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	3	0	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	3	1	4	0	0	3	1	2	0	2	5	21	7	0	6	0	36	2	0	0	0	0	0	0	93
APPROACH %'s :	37.50%	12.50%	50.00%	0.00%	0.00%	37.50%	12.50%	25.00%	0.00%	25.00%	12.82%	53.85%	17.95%	0.00%	15.38%	0.00%	94.74%	5.26%	0.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																								TOTAL
PEAK HR VOL :	0	1	0	0	0	3	0	1	0	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street
Pedestrians (Crosswalks) - 5/17/2025

NS/EW Streets:	Ocean Ave/Church St/Seaview Terrace		Ocean Ave/Church St/Seaview Terrace		Main St		Main St				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	1	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	1	0	0	0	1	0	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	0	0	0	0	0	0	1	2
6:30 AM	0	3	0	0	1	0	0	0	0	1	5
6:45 AM	4	0	1	0	0	0	1	0	3	2	11
7:00 AM	1	2	0	0	1	0	0	0	0	0	4
7:15 AM	1	2	0	0	0	1	0	0	0	0	4
7:30 AM	2	0	0	0	0	0	0	1	1	1	5
7:45 AM	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	0	0	0	0	1	0	3
8:30 AM	1	3	0	0	1	0	1	0	0	2	8
8:45 AM	6	1	0	0	0	0	1	0	3	0	11
9:00 AM	0	6	0	0	0	1	1	1	0	0	9
9:15 AM	0	7	0	0	0	0	0	2	0	0	9
9:30 AM	2	11	0	0	0	0	3	0	3	0	19
9:45 AM	1	10	0	0	0	2	0	1	0	1	15
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	21	47	1	0	4	4	7	5	12	9	110
APPROACH %'s :	30.88%	69.12%	100.00%	0.00%	50.00%	50.00%	58.33%	41.67%	57.14%	42.86%	
PEAK HR :	**09:00 AM - 10:00 AM**										TOTAL
PEAK HR VOL :	3	34	0	0	0	3	4	4	3	1	52
PEAK HR FACTOR :											

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
10:00 AM	7	8	4	0	1	0	3	2	4	0	29
10:15 AM	4	5	4	0	2	2	0	0	4	2	23
10:30 AM	0	6	2	0	0	0	0	0	2	0	10
10:45 AM	8	7	1	0	1	1	3	2	5	3	31
11:00 AM	0	4	0	1	1	0	0	0	0	2	8
11:15 AM	3	7	0	0	2	1	0	0	1	0	14
11:30 AM	4	3	0	9	0	1	1	0	2	2	22
11:45 AM	0	3	0	2	0	0	0	0	0	1	6
12:00 PM	5	0	2	0	1	0	2	0	4	0	14
12:15 PM	2	0	0	0	0	3	1	0	2	2	10
12:30 PM	4	2	0	0	0	0	0	0	0	0	6
12:45 PM	2	3	0	1	0	0	1	1	0	2	10
1:00 PM	5	4	0	0	0	0	0	0	1	0	10
1:15 PM	0	4	1	0	1	0	0	0	1	0	7
1:30 PM	2	7	1	5	1	0	0	0	1	7	24
1:45 PM	0	4	0	2	0	0	1	2	0	2	11
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	46	67	15	20	10	8	12	7	27	23	235
APPROACH %'s :	40.71%	59.29%	42.86%	57.14%	55.56%	44.44%	63.16%	36.84%	54.00%	46.00%	
PEAK HR :	**11:45 AM - 12:45 PM**										TOTAL
PEAK HR VOL :	11	5	2	2	1	3	3	0	6	3	36
PEAK HR FACTOR :											

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street
Pedestrians (Crosswalks) - 5/17/2025

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
2:00 PM	1	2	0	1	0	2	1	1	1	1	10
2:15 PM	4	3	6	2	0	1	2	4	3	2	27
2:30 PM	2	0	0	0	0	0	0	0	1	0	3
2:45 PM	3	2	4	0	0	1	0	4	0	2	16
3:00 PM	0	2	0	0	0	0	2	3	2	1	10
3:15 PM	2	3	1	0	0	0	0	0	1	0	7
3:30 PM	0	2	0	0	0	0	0	0	0	2	4
3:45 PM	3	2	2	0	2	0	2	0	4	0	15
4:00 PM	0	2	0	0	0	1	0	0	0	0	3
4:15 PM	1	4	0	0	0	2	0	0	0	2	9
4:30 PM	3	12	1	0	1	3	0	0	5	1	26
4:45 PM	17	1	5	0	0	22	5	0	6	0	56
5:00 PM	3	1	1	0	1	6	0	0	3	0	15
5:15 PM	5	2	0	0	0	0	2	2	2	2	15
5:30 PM	0	3	1	1	3	0	1	0	1	0	10
5:45 PM	1	4	2	10	15	0	2	2	0	2	38
6:00 PM	3	7	0	0	4	0	0	0	0	0	14
6:15 PM	9	1	0	0	0	0	3	0	3	1	17
6:30 PM	0	0	0	0	0	1	0	0	0	0	1
6:45 PM	0	5	1	0	0	0	4	0	5	2	17
7:00 PM	3	0	0	0	0	0	3	1	3	0	10
7:15 PM	0	1	0	0	0	0	0	1	0	2	4
7:30 PM	0	2	0	2	2	0	0	0	0	3	9
7:45 PM	1	3	0	0	1	0	0	0	0	2	7
8:00 PM	1	8	0	2	0	2	1	2	3	0	19
8:15 PM	6	4	0	0	0	0	0	0	1	0	11
8:30 PM	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	2	0	1	0	0	0	0	0	1	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	70	76	25	18	29	41	28	20	45	25	377
APPROACH %'s :	47.95%	52.05%	58.14%	41.86%	41.43%	58.57%	58.33%	41.67%	64.29%	35.71%	
PEAK HR :	**04:15 PM - 05:15 PM**										TOTAL
PEAK HR VOL :	24	18	7	0	2	33	5	0	14	3	106
PEAK HR FACTOR :											

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Chuch Street, Seaview Terrace & Main Street
Cars & Trucks - 5/15/2025

NS/EW Streets:	Ocean Ave/Church St/Seaview Terrace					Ocean Ave/Church St/Seaview Terrace					Main St					Main St									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
5:00 AM	2	3	1	0	0	1	14	1	0	0	0	4	3	0	0	2	5	2	0	0	0	0	0	0	38
5:15 AM	2	2	0	0	0	0	9	0	0	0	1	5	1	1	1	0	0	1	0	0	1	0	0	0	24
5:30 AM	1	3	0	0	0	1	14	1	0	0	2	1	0	0	1	0	4	2	0	0	0	0	0	0	30
5:45 AM	2	3	1	0	0	2	14	0	0	0	2	0	3	0	0	2	10	1	0	0	1	0	0	0	41
6:00 AM	2	8	0	0	0	6	23	4	0	0	1	4	5	0	0	0	7	1	0	0	0	0	0	0	61
6:15 AM	2	7	4	0	0	2	16	1	0	0	0	14	1	0	0	2	8	3	0	0	0	0	0	0	60
6:30 AM	2	7	2	0	0	9	38	6	0	0	2	7	2	0	0	1	16	1	0	0	0	0	0	0	93
6:45 AM	3	13	1	0	0	6	41	6	0	0	4	7	4	0	0	1	19	5	0	0	0	0	0	0	110
7:00 AM	4	14	1	0	0	8	67	7	0	0	0	13	7	0	1	5	22	2	0	1	0	0	0	0	152
7:15 AM	2	26	4	0	0	13	65	6	0	0	2	15	2	0	0	2	25	5	0	2	0	0	0	0	169
7:30 AM	2	27	5	0	0	17	81	8	0	0	8	13	5	0	0	8	20	12	0	0	0	0	0	0	206
7:45 AM	4	55	4	0	0	18	93	9	0	0	6	14	2	0	0	13	27	9	0	1	0	0	0	0	255
8:00 AM	9	38	2	0	1	22	67	10	0	0	4	28	8	0	0	6	29	16	0	4	0	0	0	0	244
8:15 AM	9	25	2	0	2	10	60	10	0	2	3	11	8	0	4	12	24	15	0	2	0	0	0	0	199
8:30 AM	6	41	5	0	13	15	71	7	0	4	3	21	7	0	2	15	28	10	0	18	0	0	0	0	266
8:45 AM	11	42	9	0	7	12	47	13	0	9	8	18	14	0	1	12	32	15	1	15	0	0	0	0	266
9:00 AM	10	33	11	0	2	10	47	11	0	4	4	18	11	0	0	5	30	16	0	8	0	0	0	0	220
9:15 AM	12	33	3	0	1	10	40	9	0	3	8	22	5	0	0	5	32	18	0	0	0	0	0	0	201
9:30 AM	11	36	8	0	1	12	52	10	0	2	7	19	13	0	0	6	38	10	0	0	0	0	0	0	225
9:45 AM	10	25	2	0	2	7	48	11	0	0	6	25	13	0	0	3	39	18	0	2	0	0	0	0	211
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	106	441	65	0	29	181	907	130	0	24	71	259	114	1	10	100	415	162	1	53	2	0	0	0	3071
APPROACH %'s :	16.54%	68.80%	10.14%	0.00%	4.52%	14.57%	73.03%	10.47%	0.00%	1.93%	15.60%	56.92%	25.05%	0.22%	2.20%	13.68%	56.77%	22.16%	0.14%	7.25%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																								TOTAL
PEAK HR VOL :	35	146	18	0	23	59	245	40	0	15	18	78	37	0	7	45	113	56	1	39	0	0	0	0	975
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
10:00 AM	13	24	0	0	1	8	41	12	0	1	8	20	7	0	1	3	37	11	0	3	0	0	0	0	190
10:15 AM	12	31	6	0	3	12	54	5	0	0	6	19	18	0	2	8	31	6	0	4	0	0	0	0	217
10:30 AM	12	28	5	0	1	8	45	11	0	0	5	31	19	0	1	3	42	11	0	2	0	0	0	0	224
10:45 AM	18	31	1	0	1	14	38	12	0	0	7	20	20	0	0	5	48	13	0	1	0	0	0	0	229
11:00 AM	11	26	4	0	3	10	26	12	0	2	7	31	22	0	1	3	39	17	0	4	0	0	0	0	218
11:15 AM	20	40	3	0	8	18	44	8	0	1	8	27	17	0	1	5	47	11	0	6	0	0	0	0	264
11:30 AM	22	41	6	0	4	7	60	11	0	2	8	24	12	0	0	10	49	15	0	4	0	0	0	0	275
11:45 AM	16	39	3	0	3	8	67	10	0	2	6	32	21	0	1	10	43	17	0	4	0	0	0	0	282
12:00 PM	21	37	10	0	0	9	47	11	0	0	3	24	26	0	1	5	49	12	0	0	0	0	0	0	255
12:15 PM	18	39	3	0	1	11	46	6	0	0	10	37	20	0	2	7	51	15	0	1	0	0	0	0	267
12:30 PM	14	45	3	0	0	13	42	10	0	1	13	37	23	0	0	2	35	15	0	0	0	0	0	0	253
12:45 PM	16	46	9	0	2	10	42	12	0	0	19	37	23	0	0	7	46	16	0	2	0	0	0	0	287
1:00 PM	17	38	6	0	0	8	42	6	0	0	10	36	25	0	0	11	35	14	0	1	0	0	0	0	249
1:15 PM	12	30	5	0	1	7	35	11	0	0	10	35	22	0	1	8	44	10	0	1	0	0	0	0	232
1:30 PM	16	33	3	0	6	6	42	13	0	1	9	36	21	0	3	2	39	11	0	6	0	0	0	0	247
1:45 PM	9	39	8	0	2	7	37	10	0	1	5	22	17	0	0	4	44	20	0	10	0	0	1	0	236
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	247	567	75	0	36	156	708	160	0	11	134	468	313	0	14	93	679	214	0	49	0	0	1	0	3925
APPROACH %'s :	26.70%	61.30%	8.11%	0.00%	3.89%	15.07%	68.41%	15.46%	0.00%	1.06%	14.42%	50.38%	33.69%	0.00%	1.51%	8.99%	65.60%	20.68%	0.00%	4.73%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																								TOTAL
PEAK HR VOL :	77	156	22	0	8	35	220	38	0	4	27	117	79	0	4	32	192	59	0	9	0	0	0	0	1079
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Chuch Street, Seaview Terrace & Main Street
Cars & Trucks - 5/15/2025

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
2:00 PM	10	67	4	0	1	12	43	8	0	1	10	35	17	0	2	4	28	22	0	0	0	0	0	0	264
2:15 PM	9	53	4	0	0	12	64	17	0	1	8	24	13	0	0	9	37	12	0	2	0	0	0	0	265
2:30 PM	14	43	3	0	0	15	46	18	0	6	8	27	14	0	0	7	36	10	0	7	0	0	0	0	254
2:45 PM	13	60	11	0	1	13	51	13	0	0	11	30	21	0	0	4	36	22	0	1	0	0	0	0	287
3:00 PM	13	73	9	0	0	6	48	8	0	1	5	35	26	0	0	7	20	11	0	0	0	0	0	0	262
3:15 PM	16	46	5	0	0	12	44	10	0	0	9	35	16	0	2	2	31	25	0	1	1	0	0	0	255
3:30 PM	7	68	7	0	0	18	43	6	0	0	10	43	18	0	0	9	47	31	0	2	0	0	0	0	309
3:45 PM	19	47	5	0	1	12	56	9	0	1	9	23	16	0	0	8	32	20	0	0	0	0	0	0	258
4:00 PM	23	53	5	0	0	12	63	5	0	0	9	32	15	0	2	6	41	20	0	0	0	0	0	0	286
4:15 PM	15	56	7	0	0	11	45	11	0	0	5	41	25	0	0	8	38	18	0	0	0	0	0	0	280
4:30 PM	10	63	3	0	0	12	49	12	0	1	15	25	20	0	0	7	53	17	0	0	0	0	0	0	287
4:45 PM	20	54	9	0	0	16	43	12	0	1	12	32	20	0	2	7	53	18	0	0	0	0	0	0	299
5:00 PM	14	57	3	0	0	10	48	11	0	0	9	40	24	0	0	13	40	20	0	0	0	0	0	0	289
5:15 PM	17	68	7	0	0	11	42	8	0	0	16	36	13	0	0	5	32	15	0	0	0	0	0	0	270
5:30 PM	9	57	6	0	0	13	56	11	0	0	7	34	21	0	0	6	53	25	0	0	0	0	0	0	298
5:45 PM	15	42	5	0	0	11	50	7	0	0	11	40	19	0	0	10	41	20	0	0	0	0	0	0	271
6:00 PM	13	66	3	0	0	5	43	3	0	0	10	35	25	0	2	8	48	24	0	0	0	0	0	0	285
6:15 PM	9	60	9	0	0	13	49	10	0	0	12	31	16	0	0	8	52	12	0	0	0	0	0	0	281
6:30 PM	12	41	6	0	1	10	37	12	0	0	9	33	19	0	1	9	47	18	0	2	0	0	0	0	257
6:45 PM	6	58	3	0	2	13	38	7	0	1	5	25	17	0	2	12	29	17	0	4	0	0	0	0	239
7:00 PM	14	56	2	0	1	8	19	7	0	0	15	33	10	0	3	8	33	24	0	0	0	0	0	0	233
7:15 PM	6	52	5	0	0	8	17	6	0	0	9	31	15	0	4	2	22	13	0	0	0	0	0	0	190
7:30 PM	17	62	4	0	0	4	28	9	0	0	8	29	5	0	8	2	32	13	0	0	0	0	0	0	221
7:45 PM	7	36	1	0	0	6	12	6	0	0	6	29	13	0	3	7	28	10	0	0	0	0	0	0	164
8:00 PM	15	30	6	0	0	3	17	0	0	0	7	17	15	0	2	4	22	18	0	0	0	0	0	0	156
8:15 PM	8	46	4	0	0	6	24	4	0	0	6	30	16	0	0	5	26	16	0	0	0	0	0	0	191
8:30 PM	10	31	7	0	0	6	30	4	0	0	5	25	9	0	0	2	26	17	0	0	0	0	0	0	172
8:45 PM	7	25	0	0	0	6	22	6	0	0	5	36	13	0	0	2	23	11	0	0	0	0	0	0	156
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	348	1470	143	0	7	284	1127	240	0	13	251	886	471	0	33	181	1006	499	0	19	1	0	0	0	6979
APPROACH %'s :	17.68%	74.70%	7.27%	0.00%	0.36%	17.07%	67.73%	14.42%	0.00%	0.78%	15.30%	53.99%	28.70%	0.00%	2.01%	10.62%	59.00%	29.27%	0.00%	1.11%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																								TOTAL
PEAK HR VOL :	60	236	25	0	0	50	189	42	0	1	44	142	78	0	2	31	178	78	0	0	0	0	0	0	1156
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Chuch Street, Seaview Terrace & Main Street
Bikes - 5/15/2025

NS/EW Streets:	Ocean Ave/Church St/Seaview Terrace					Ocean Ave/Church St/Seaview Terrace					Main St					Main St									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
APPROACH %'s :											0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	1	0	0	0	5	2	0	0	0	1	0	0	0	0	0	0	0	9
APPROACH %'s :						0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	11:30 AM - 12:30 PM																								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Chuch Street, Seaview Terrace & Main Street
Bikes - 5/15/2025

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	0	0	0	0	2	1	16	0	0	0	0	15	0	0	0	0	0	0	0	36
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	5.88%	94.12%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	1	10	0	0	0	0	2	0	0	0	0	0	0	0	15
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Chuch Street, Seaview Terrace & Main Street
Pedestrians (Crosswalks) - 5/15/2025

NS/EW Streets:	Ocean Ave/Church St/Seaview Terrace		Ocean Ave/Church St/Seaview Terrace		Main St		Main St				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
5:00 AM	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	0	1	0	0	1	1	4
5:30 AM	1	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	1	1	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	1	0	0	0	0	0	1	3
6:30 AM	1	2	0	0	0	0	0	0	0	0	3
6:45 AM	4	4	0	0	1	0	0	0	0	1	10
7:00 AM	2	0	0	0	0	0	0	1	3	0	6
7:15 AM	0	1	0	0	0	0	1	0	1	0	3
7:30 AM	0	2	0	0	0	0	0	0	1	0	3
7:45 AM	1	2	1	1	2	1	1	0	1	1	11
8:00 AM	6	0	0	1	0	1	6	0	5	0	19
8:15 AM	5	1	2	0	0	0	1	2	2	2	15
8:30 AM	2	6	2	0	0	1	0	4	2	1	18
8:45 AM	0	2	3	0	1	0	0	0	3	0	9
9:00 AM	1	0	0	0	0	1	0	0	0	0	2
9:15 AM	1	2	0	0	1	0	0	0	0	0	4
9:30 AM	0	4	0	3	2	0	0	0	0	3	12
9:45 AM	1	1	0	0	0	0	1	0	1	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	26	28	8	6	7	5	10	7	21	11	129
APPROACH %'s :	48.15%	51.85%	57.14%	42.86%	58.33%	41.67%	58.82%	41.18%	65.63%	34.38%	
PEAK HR :	**08:00 AM - 09:00 AM**										TOTAL
PEAK HR VOL :	13	9	7	1	1	2	7	6	12	3	61
PEAK HR FACTOR :											

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
10:00 AM	0	1	1	0	0	0	0	0	1	3	6
10:15 AM	2	2	0	1	0	1	0	0	1	0	7
10:30 AM	1	1	0	0	1	3	0	1	0	1	8
10:45 AM	5	1	0	0	0	0	2	0	2	1	11
11:00 AM	1	2	0	0	0	0	0	0	1	2	6
11:15 AM	4	0	1	3	0	0	2	0	1	2	13
11:30 AM	1	0	0	0	0	0	0	0	0	2	3
11:45 AM	1	1	0	1	1	0	0	0	0	1	5
12:00 PM	3	2	0	0	0	0	0	0	0	4	9
12:15 PM	0	3	1	0	0	0	0	0	1	2	7
12:30 PM	0	0	0	0	0	0	0	0	2	0	2
12:45 PM	1	0	1	0	0	0	0	0	1	1	4
1:00 PM	0	0	0	0	1	0	0	0	1	1	3
1:15 PM	1	0	0	0	0	0	2	0	2	0	5
1:30 PM	0	1	0	0	0	0	0	0	1	4	6
1:45 PM	0	3	0	0	0	0	0	1	0	3	7
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	20	17	4	5	3	4	6	2	14	27	102
APPROACH %'s :	54.05%	45.95%	44.44%	55.56%	42.86%	57.14%	75.00%	25.00%	34.15%	65.85%	
PEAK HR :	**11:30 AM - 12:30 PM**										TOTAL
PEAK HR VOL :	5	6	1	1	1	0	0	0	1	9	24
PEAK HR FACTOR :											

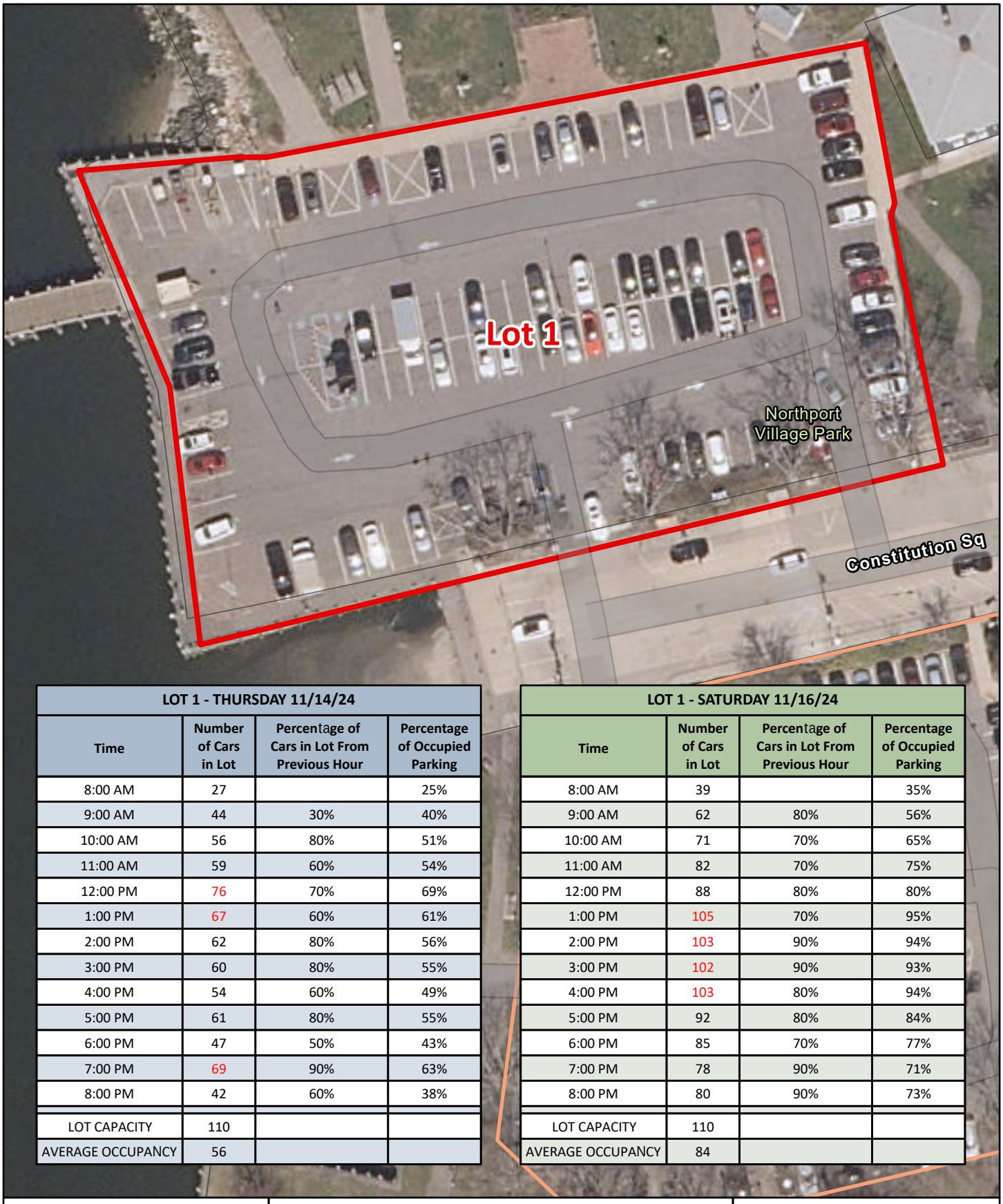
National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Chuch Street, Seaview Terrace & Main Street
Pedestrians (Crosswalks) - 5/15/2025

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
2:00 PM	0	2	1	1	0	2	0	0	1	1	8
2:15 PM	0	0	0	1	0	0	0	0	0	0	1
2:30 PM	1	2	2	0	2	0	0	0	0	0	7
2:45 PM	1	1	0	0	1	0	0	0	2	0	5
3:00 PM	7	0	3	0	0	0	0	0	0	0	10
3:15 PM	0	1	0	4	1	0	2	1	1	2	12
3:30 PM	0	3	2	1	1	0	0	1	0	2	10
3:45 PM	1	0	0	0	0	0	0	0	1	1	3
4:00 PM	0	3	0	2	0	0	0	0	3	1	9
4:15 PM	0	5	0	0	0	0	0	1	1	0	7
4:30 PM	0	7	0	0	2	1	0	1	1	2	14
4:45 PM	0	2	0	0	1	0	0	0	0	0	3
5:00 PM	8	2	0	0	0	1	5	2	4	0	22
5:15 PM	1	1	0	0	0	1	1	0	1	0	5
5:30 PM	4	1	0	0	0	1	0	0	0	0	6
5:45 PM	0	5	0	0	0	0	0	0	0	1	6
6:00 PM	0	2	1	0	1	0	0	0	1	1	6
6:15 PM	3	0	3	0	0	0	2	0	4	0	12
6:30 PM	2	2	0	0	0	1	0	0	0	0	5
6:45 PM	2	3	1	0	0	0	0	1	2	2	11
7:00 PM	4	2	0	0	0	0	0	0	0	1	7
7:15 PM	5	3	1	0	0	0	2	0	3	0	14
7:30 PM	1	2	0	2	0	2	0	0	0	2	9
7:45 PM	2	3	0	2	0	0	0	2	0	2	11
8:00 PM	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	2	1	0	0	0	0	0	1	0	4
8:30 PM	1	0	0	0	0	1	0	0	0	0	2
8:45 PM	0	1	0	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	43	55	15	13	9	10	12	9	26	18	210
APPROACH %'s :	43.88%	56.12%	53.57%	46.43%	47.37%	52.63%	57.14%	42.86%	59.09%	40.91%	
PEAK HR :	**04:45 PM - 05:45 PM**										TOTAL
PEAK HR VOL :	13	6	0	0	1	3	6	2	5	0	36
PEAK HR FACTOR :											

ATTACHMENT D

PARKING UTILIZATION DATA



LOT 1 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	27		25%
9:00 AM	44	30%	40%
10:00 AM	56	80%	51%
11:00 AM	59	60%	54%
12:00 PM	76	70%	69%
1:00 PM	67	60%	61%
2:00 PM	62	80%	56%
3:00 PM	60	80%	55%
4:00 PM	54	60%	49%
5:00 PM	61	80%	55%
6:00 PM	47	50%	43%
7:00 PM	69	90%	63%
8:00 PM	42	60%	38%
LOT CAPACITY	110		
AVERAGE OCCUPANCY	56		

LOT 1 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	39		35%
9:00 AM	62	80%	56%
10:00 AM	71	70%	65%
11:00 AM	82	70%	75%
12:00 PM	88	80%	80%
1:00 PM	105	70%	95%
2:00 PM	103	90%	94%
3:00 PM	102	90%	93%
4:00 PM	103	80%	94%
5:00 PM	92	80%	84%
6:00 PM	85	70%	77%
7:00 PM	78	90%	71%
8:00 PM	80	90%	73%
LOT CAPACITY	110		
AVERAGE OCCUPANCY	84		

NPV

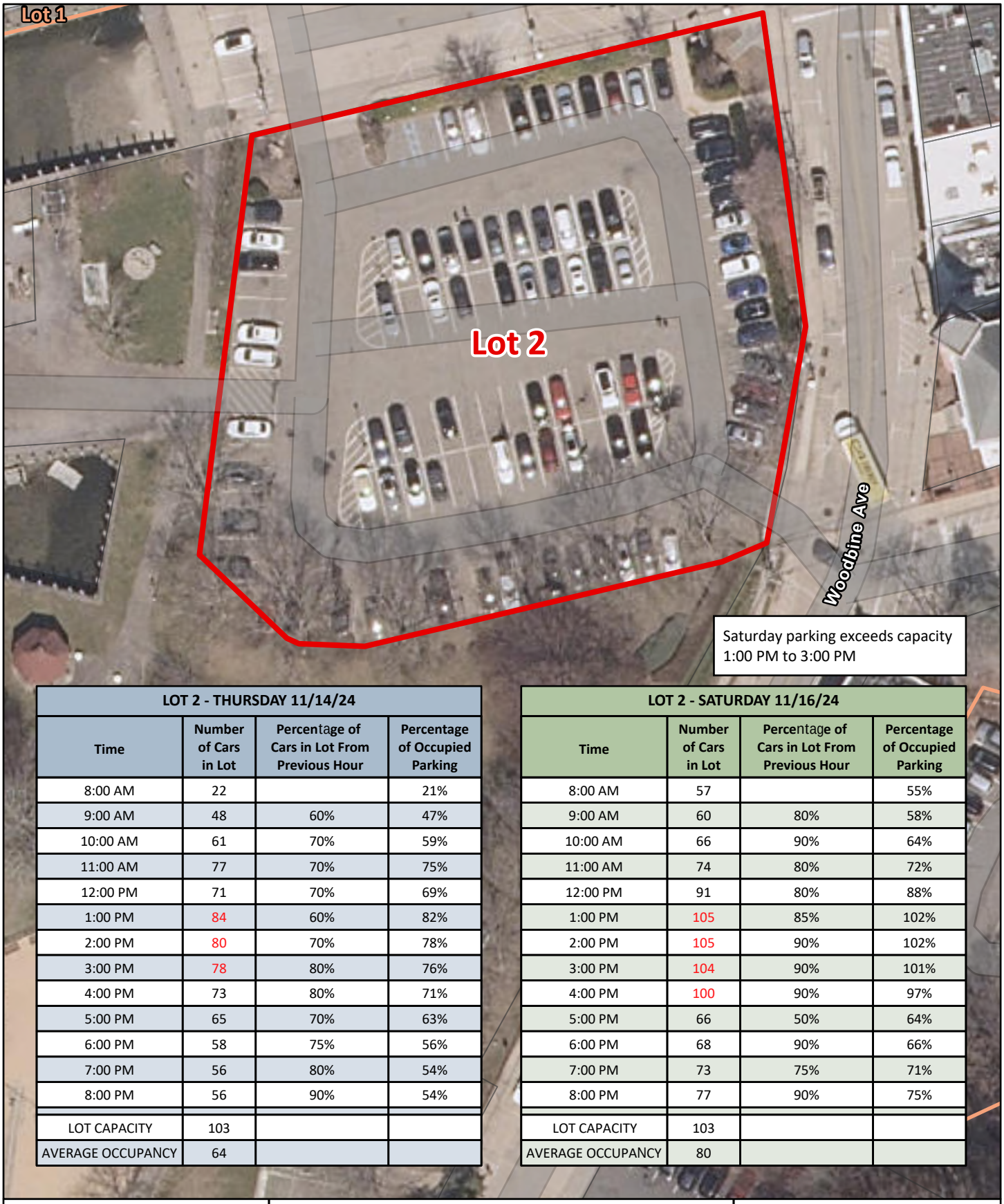
NORTHPORT PARKING OBSERVATION
LOT 1

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport
Comprehensive Plan

Parking



Saturday parking exceeds capacity
1:00 PM to 3:00 PM

LOT 2 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	22		21%
9:00 AM	48	60%	47%
10:00 AM	61	70%	59%
11:00 AM	77	70%	75%
12:00 PM	71	70%	69%
1:00 PM	84	60%	82%
2:00 PM	80	70%	78%
3:00 PM	78	80%	76%
4:00 PM	73	80%	71%
5:00 PM	65	70%	63%
6:00 PM	58	75%	56%
7:00 PM	56	80%	54%
8:00 PM	56	90%	54%
LOT CAPACITY	103		
AVERAGE OCCUPANCY	64		

LOT 2 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	57		55%
9:00 AM	60	80%	58%
10:00 AM	66	90%	64%
11:00 AM	74	80%	72%
12:00 PM	91	80%	88%
1:00 PM	105	85%	102%
2:00 PM	105	90%	102%
3:00 PM	104	90%	101%
4:00 PM	100	90%	97%
5:00 PM	66	50%	64%
6:00 PM	68	90%	66%
7:00 PM	73	75%	71%
8:00 PM	77	90%	75%
LOT CAPACITY	103		
AVERAGE OCCUPANCY	80		

NPV

NORTHPORT PARKING OBSERVATION
LOT 2

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport
Comprehensive Plan

Parking



LOT 3 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	25		57%
9:00 AM	32	70%	73%
10:00 AM	36	90%	82%
11:00 AM	40	90%	91%
12:00 PM	43	80%	98%
1:00 PM	41	80%	93%
2:00 PM	38	70%	86%
3:00 PM	34	70%	77%
4:00 PM	36	90%	82%
5:00 PM	34	80%	77%
6:00 PM	29	80%	66%
7:00 PM	26	70%	59%
8:00 PM	26	90%	59%
LOT CAPACITY	44		
AVERAGE OCCUPANCY	34		

LOT 3 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	24		55%
9:00 AM	37	90%	84%
10:00 AM	36	80%	82%
11:00 AM	43	70%	98%
12:00 PM	40	90%	91%
1:00 PM	44	90%	100%
2:00 PM	34	65%	77%
3:00 PM	37	80%	84%
4:00 PM	39	90%	89%
5:00 PM	43	80%	98%
6:00 PM	40	90%	91%
7:00 PM	39	70%	89%
8:00 PM	36	90%	82%
LOT CAPACITY	44		
AVERAGE OCCUPANCY	38		

NPV

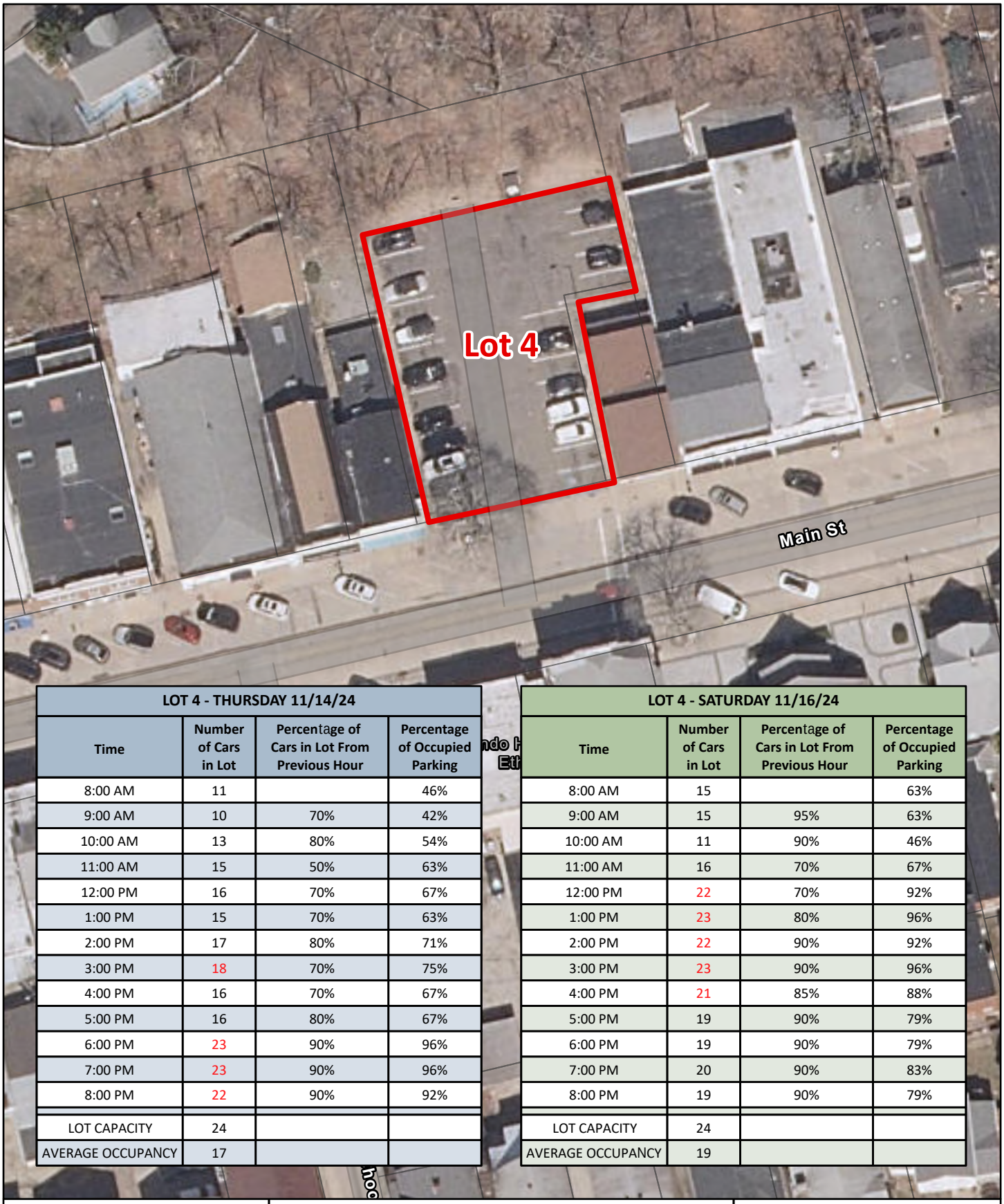
NORTHPORT PARKING OBSERVATION
LOT 3

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



LOT 4 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	11		46%
9:00 AM	10	70%	42%
10:00 AM	13	80%	54%
11:00 AM	15	50%	63%
12:00 PM	16	70%	67%
1:00 PM	15	70%	63%
2:00 PM	17	80%	71%
3:00 PM	18	70%	75%
4:00 PM	16	70%	67%
5:00 PM	16	80%	67%
6:00 PM	23	90%	96%
7:00 PM	23	90%	96%
8:00 PM	22	90%	92%
LOT CAPACITY	24		
AVERAGE OCCUPANCY	17		

LOT 4 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	15		63%
9:00 AM	15	95%	63%
10:00 AM	11	90%	46%
11:00 AM	16	70%	67%
12:00 PM	22	70%	92%
1:00 PM	23	80%	96%
2:00 PM	22	90%	92%
3:00 PM	23	90%	96%
4:00 PM	21	85%	88%
5:00 PM	19	90%	79%
6:00 PM	19	90%	79%
7:00 PM	20	90%	83%
8:00 PM	19	90%	79%
LOT CAPACITY	24		
AVERAGE OCCUPANCY	19		

NPV

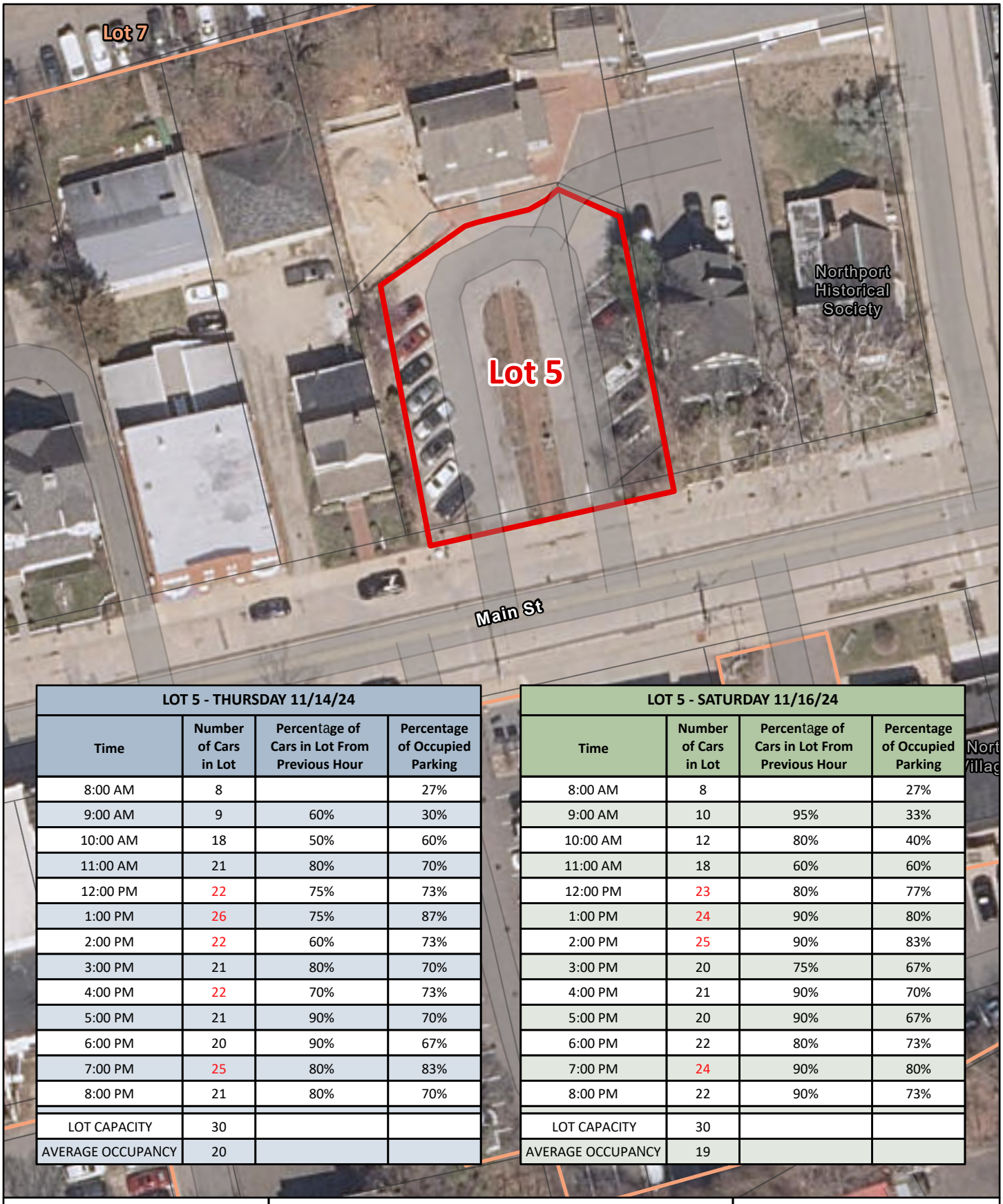
NORTHPORT PARKING OBSERVATION
LOT 4

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



LOT 5 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	8		27%
9:00 AM	9	60%	30%
10:00 AM	18	50%	60%
11:00 AM	21	80%	70%
12:00 PM	22	75%	73%
1:00 PM	26	75%	87%
2:00 PM	22	60%	73%
3:00 PM	21	80%	70%
4:00 PM	22	70%	73%
5:00 PM	21	90%	70%
6:00 PM	20	90%	67%
7:00 PM	25	80%	83%
8:00 PM	21	80%	70%
LOT CAPACITY	30		
AVERAGE OCCUPANCY	20		

LOT 5 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	8		27%
9:00 AM	10	95%	33%
10:00 AM	12	80%	40%
11:00 AM	18	60%	60%
12:00 PM	23	80%	77%
1:00 PM	24	90%	80%
2:00 PM	25	90%	83%
3:00 PM	20	75%	67%
4:00 PM	21	90%	70%
5:00 PM	20	90%	67%
6:00 PM	22	80%	73%
7:00 PM	24	90%	80%
8:00 PM	22	90%	73%
LOT CAPACITY	30		
AVERAGE OCCUPANCY	19		

NPV

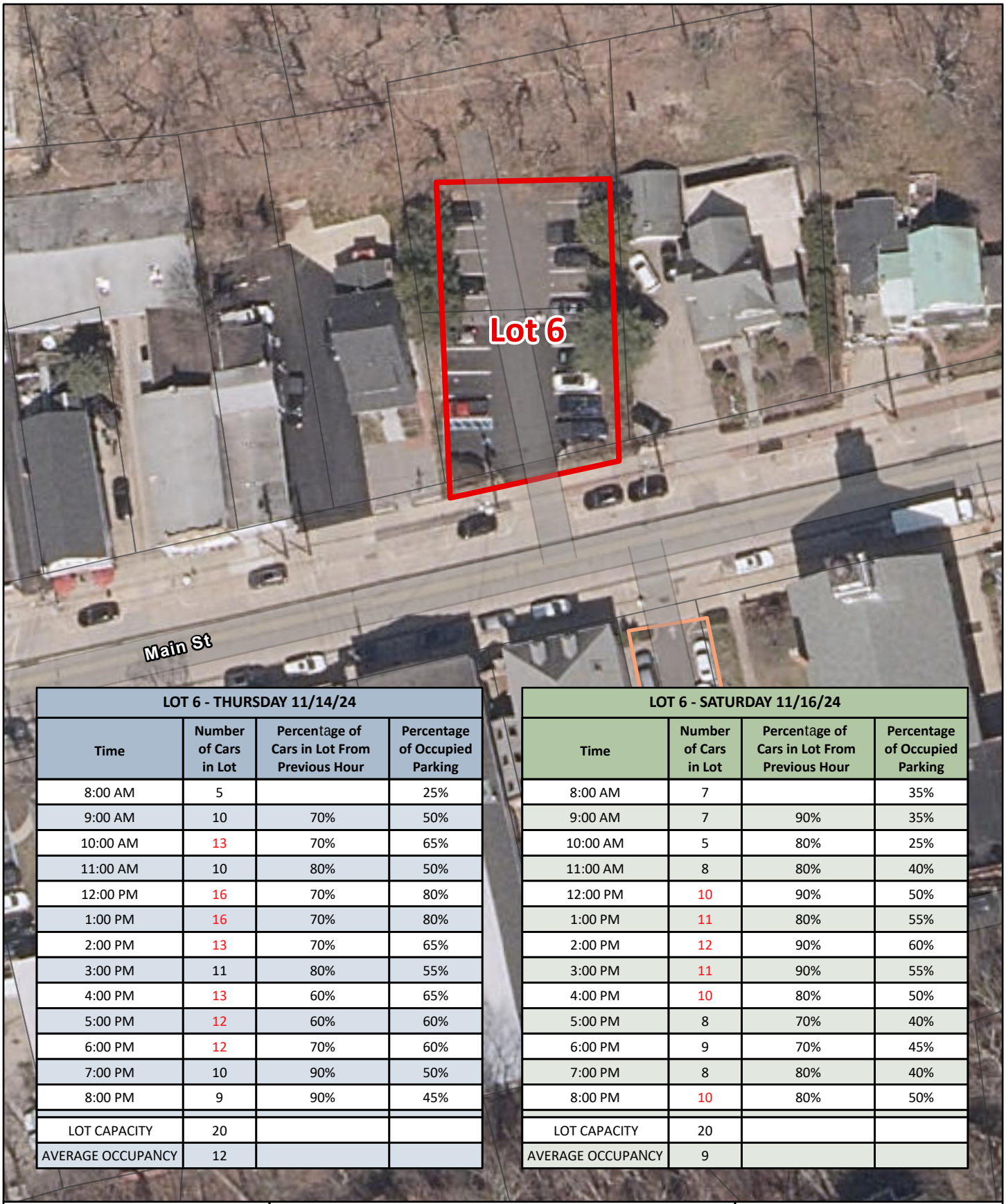
NORTHPORT PARKING OBSERVATION
LOT 5

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



LOT 6 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	5		25%
9:00 AM	10	70%	50%
10:00 AM	13	70%	65%
11:00 AM	10	80%	50%
12:00 PM	16	70%	80%
1:00 PM	16	70%	80%
2:00 PM	13	70%	65%
3:00 PM	11	80%	55%
4:00 PM	13	60%	65%
5:00 PM	12	60%	60%
6:00 PM	12	70%	60%
7:00 PM	10	90%	50%
8:00 PM	9	90%	45%
LOT CAPACITY	20		
AVERAGE OCCUPANCY	12		

LOT 6 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	7		35%
9:00 AM	7	90%	35%
10:00 AM	5	80%	25%
11:00 AM	8	80%	40%
12:00 PM	10	90%	50%
1:00 PM	11	80%	55%
2:00 PM	12	90%	60%
3:00 PM	11	90%	55%
4:00 PM	10	80%	50%
5:00 PM	8	70%	40%
6:00 PM	9	70%	45%
7:00 PM	8	80%	40%
8:00 PM	10	80%	50%
LOT CAPACITY	20		
AVERAGE OCCUPANCY	9		

NPV

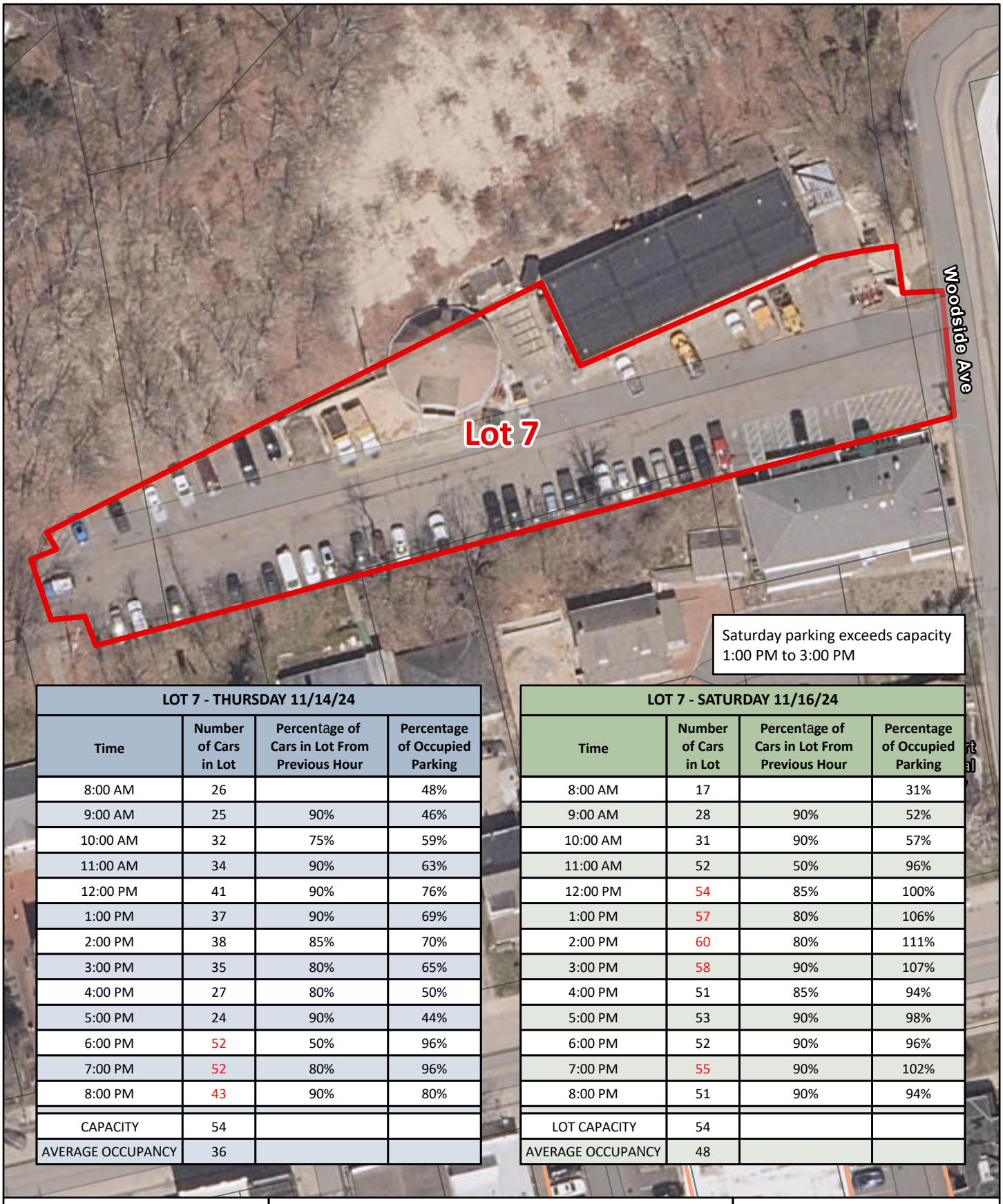
NORTHPORT PARKING OBSERVATION
LOT 6

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



Saturday parking exceeds capacity
1:00 PM to 3:00 PM

LOT 7 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	26		48%
9:00 AM	25	90%	46%
10:00 AM	32	75%	59%
11:00 AM	34	90%	63%
12:00 PM	41	90%	76%
1:00 PM	37	90%	69%
2:00 PM	38	85%	70%
3:00 PM	35	80%	65%
4:00 PM	27	80%	50%
5:00 PM	24	90%	44%
6:00 PM	52	50%	96%
7:00 PM	52	80%	96%
8:00 PM	43	90%	80%
CAPACITY	54		
AVERAGE OCCUPANCY	36		

LOT 7 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	17		31%
9:00 AM	28	90%	52%
10:00 AM	31	90%	57%
11:00 AM	52	50%	96%
12:00 PM	54	85%	100%
1:00 PM	57	80%	106%
2:00 PM	60	80%	111%
3:00 PM	58	90%	107%
4:00 PM	51	85%	94%
5:00 PM	53	90%	98%
6:00 PM	52	90%	96%
7:00 PM	55	90%	102%
8:00 PM	51	90%	94%
LOT CAPACITY	54		
AVERAGE OCCUPANCY	48		

NPV

NORTHPORT PARKING OBSERVATION
LOT 7

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 60 feet

N

Northport
Comprehensive Plan

Parking



LOT 8 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	22		67%
9:00 AM	19	70%	58%
10:00 AM	22	70%	67%
11:00 AM	29	70%	88%
12:00 PM	24	70%	73%
1:00 PM	21	80%	64%
2:00 PM	17	80%	52%
3:00 PM	23	60%	70%
4:00 PM	20	60%	61%
5:00 PM	16	70%	48%
6:00 PM	19	80%	58%
7:00 PM	17	80%	52%
8:00 PM	15	80%	45%
LOT CAPACITY	33		
AVERAGE OCCUPANCY	20		

LOT 8 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	11		33%
9:00 AM	14	80%	42%
10:00 AM	15	80%	45%
11:00 AM	14	90%	42%
12:00 PM	16	80%	48%
1:00 PM	15	80%	45%
2:00 PM	16	80%	48%
3:00 PM	14	90%	42%
4:00 PM	15	80%	45%
5:00 PM	12	70%	36%
6:00 PM	12	90%	36%
7:00 PM	16	70%	48%
8:00 PM	15	70%	45%
LOT CAPACITY	33		
AVERAGE OCCUPANCY	14		

NPV

NORTHPORT PARKING OBSERVATION
LOT 8

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



LOT 9 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	10		50%
9:00 AM	12	80%	60%
10:00 AM	10	80%	50%
11:00 AM	13	70%	65%
12:00 PM	17	80%	85%
1:00 PM	14	70%	70%
2:00 PM	12	80%	60%
3:00 PM	10	70%	50%
4:00 PM	14	70%	70%
5:00 PM	16	80%	80%
6:00 PM	15	70%	75%
7:00 PM	14	70%	70%
8:00 PM	12	70%	60%
LOT CAPACITY	20		
AVERAGE OCCUPANCY	13		

LOT 9 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	13		65%
9:00 AM	11	90%	55%
10:00 AM	12	80%	60%
11:00 AM	11	80%	55%
12:00 PM	10	70%	50%
1:00 PM	12	85%	60%
2:00 PM	11	80%	55%
3:00 PM	10	85%	50%
4:00 PM	10	80%	50%
5:00 PM	9	70%	45%
6:00 PM	10	75%	50%
7:00 PM	9	80%	45%
8:00 PM	9	75%	45%
LOT CAPACITY	20		
AVERAGE OCCUPANCY	11		

NPV

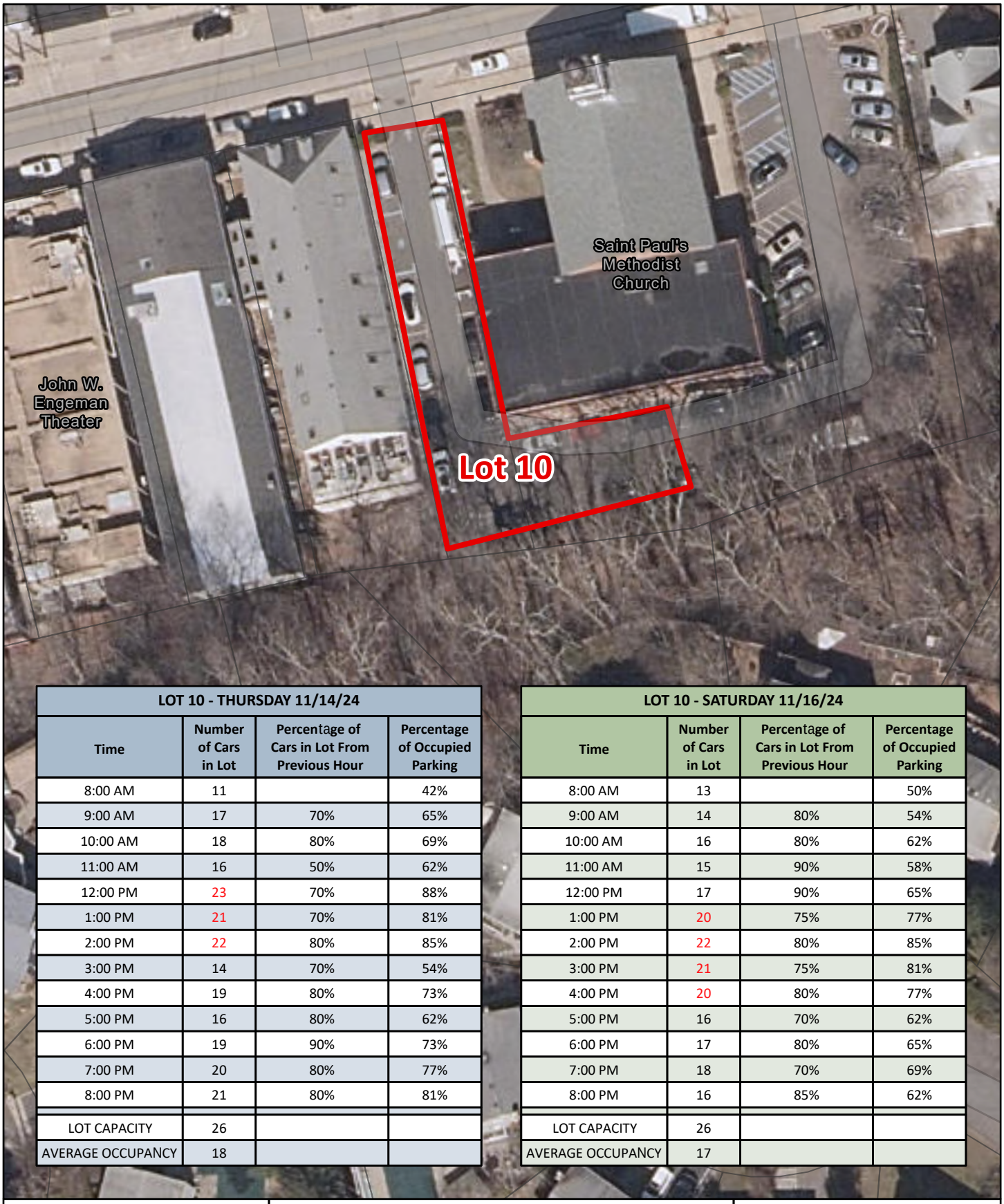
NORTHPORT PARKING OBSERVATION
LOT 9

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



LOT 10 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	11		42%
9:00 AM	17	70%	65%
10:00 AM	18	80%	69%
11:00 AM	16	50%	62%
12:00 PM	23	70%	88%
1:00 PM	21	70%	81%
2:00 PM	22	80%	85%
3:00 PM	14	70%	54%
4:00 PM	19	80%	73%
5:00 PM	16	80%	62%
6:00 PM	19	90%	73%
7:00 PM	20	80%	77%
8:00 PM	21	80%	81%
LOT CAPACITY	26		
AVERAGE OCCUPANCY	18		

LOT 10 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	13		50%
9:00 AM	14	80%	54%
10:00 AM	16	80%	62%
11:00 AM	15	90%	58%
12:00 PM	17	90%	65%
1:00 PM	20	75%	77%
2:00 PM	22	80%	85%
3:00 PM	21	75%	81%
4:00 PM	20	80%	77%
5:00 PM	16	70%	62%
6:00 PM	17	80%	65%
7:00 PM	18	70%	69%
8:00 PM	16	85%	62%
LOT CAPACITY	26		
AVERAGE OCCUPANCY	17		

NPV

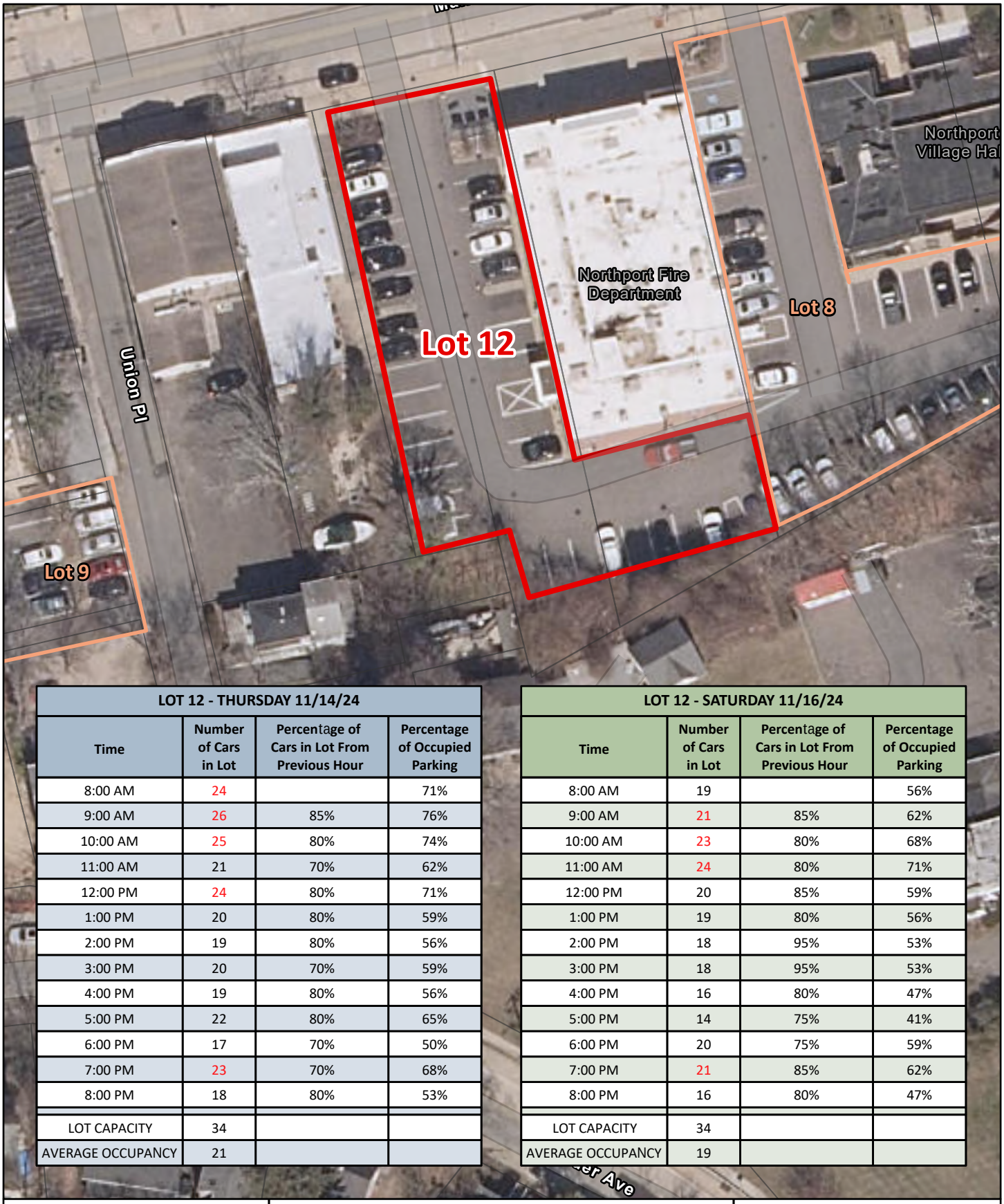
NORTHPORT PARKING OBSERVATION
LOT 10

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



LOT 12 - THURSDAY 11/14/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	24		71%
9:00 AM	26	85%	76%
10:00 AM	25	80%	74%
11:00 AM	21	70%	62%
12:00 PM	24	80%	71%
1:00 PM	20	80%	59%
2:00 PM	19	80%	56%
3:00 PM	20	70%	59%
4:00 PM	19	80%	56%
5:00 PM	22	80%	65%
6:00 PM	17	70%	50%
7:00 PM	23	70%	68%
8:00 PM	18	80%	53%
LOT CAPACITY	34		
AVERAGE OCCUPANCY	21		

LOT 12 - SATURDAY 11/16/24			
Time	Number of Cars in Lot	Percentage of Cars in Lot From Previous Hour	Percentage of Occupied Parking
8:00 AM	19		56%
9:00 AM	21	85%	62%
10:00 AM	23	80%	68%
11:00 AM	24	80%	71%
12:00 PM	20	85%	59%
1:00 PM	19	80%	56%
2:00 PM	18	95%	53%
3:00 PM	18	95%	53%
4:00 PM	16	80%	47%
5:00 PM	14	75%	41%
6:00 PM	20	75%	59%
7:00 PM	21	85%	62%
8:00 PM	16	80%	47%
LOT CAPACITY	34		
AVERAGE OCCUPANCY	19		

NPV

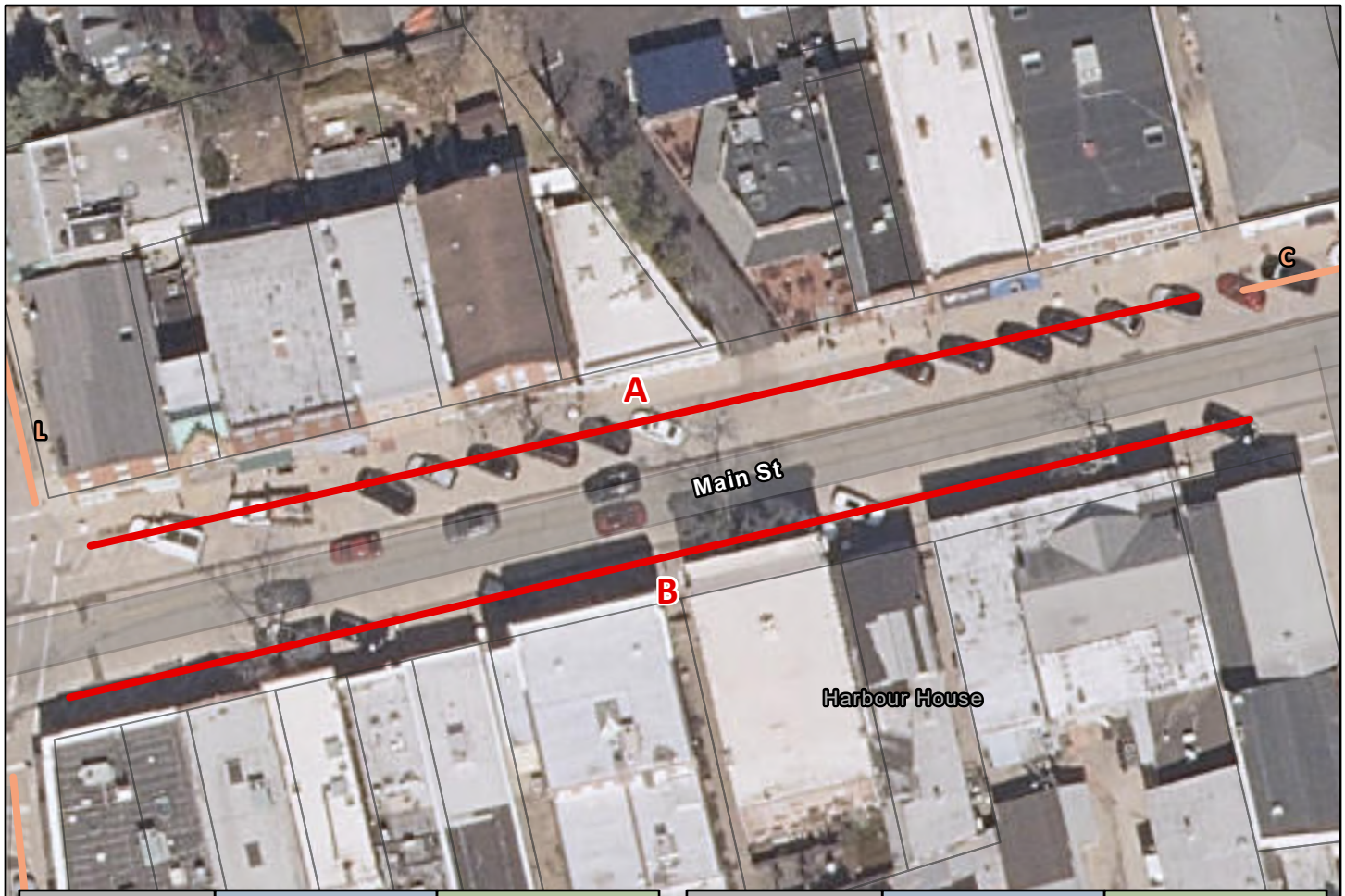
NORTHPORT PARKING OBSERVATION
LOT 12

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport
Comprehensive Plan

Parking



SECTION A	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	5	28%	7	39%
9:00 AM	9	50%	7	39%
10:00 AM	8	44%	18	100%
11:00 AM	11	61%	18	100%
12:00 PM	16	89%	18	100%
1:00 PM	18	100%	18	100%
2:00 PM	18	100%	16	89%
3:00 PM	18	100%	18	100%
4:00 PM	14	78%	17	94%
5:00 PM	14	78%	18	100%
6:00 PM	8	44%	15	83%
7:00 PM	18	100%	15	83%
8:00 PM	18	100%	18	100%
LOT CAPACITY	18		18	
AVERAGE OCCUPANCY	13		16	

APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS

SECTION B	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	1	6%	8	44%
9:00 AM	8	44%	8	44%
10:00 AM	7	39%	11	61%
11:00 AM	11	61%	18	100%
12:00 PM	16	89%	18	100%
1:00 PM	17	94%	18	100%
2:00 PM	14	78%	14	78%
3:00 PM	16	89%	17	94%
4:00 PM	12	67%	16	89%
5:00 PM	14	78%	16	89%
6:00 PM	18	100%	14	78%
7:00 PM	18	100%	18	100%
8:00 PM	18	100%	18	100%
LOT CAPACITY	18		18	
AVERAGE OCCUPANCY	13		15	

APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS

NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS A & B

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



SECTION C	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	1	6%	1	6%
9:00 AM	1	6%	2	12%
10:00 AM	2	12%	8	47%
11:00 AM	11	65%	17	100%
12:00 PM	8	47%	17	100%
1:00 PM	12	71%	17	100%
2:00 PM	10	59%	15	88%
3:00 PM	12	71%	17	100%
4:00 PM	12	71%	15	88%
5:00 PM	8	47%	10	59%
6:00 PM	15	88%	10	59%
7:00 PM	14	82%	12	71%
8:00 PM	17	100%	17	100%
LOT CAPACITY	17		17	
AVERAGE OCCUPANCY	9		12	

APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS

SECTION D	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	2	11%	3	16%
9:00 AM	5	26%	3	16%
10:00 AM	6	32%	7	37%
11:00 AM	10	53%	18	95%
12:00 PM	9	47%	18	95%
1:00 PM	10	53%	18	95%
2:00 PM	8	42%	18	95%
3:00 PM	14	74%	17	89%
4:00 PM	10	53%	17	89%
5:00 PM	9	47%	6	32%
6:00 PM	15	79%	5	26%
7:00 PM	16	84%	5	26%
8:00 PM	18	95%	19	100%
LOT CAPACITY	19		19	
AVERAGE OCCUPANCY	10		12	

APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS

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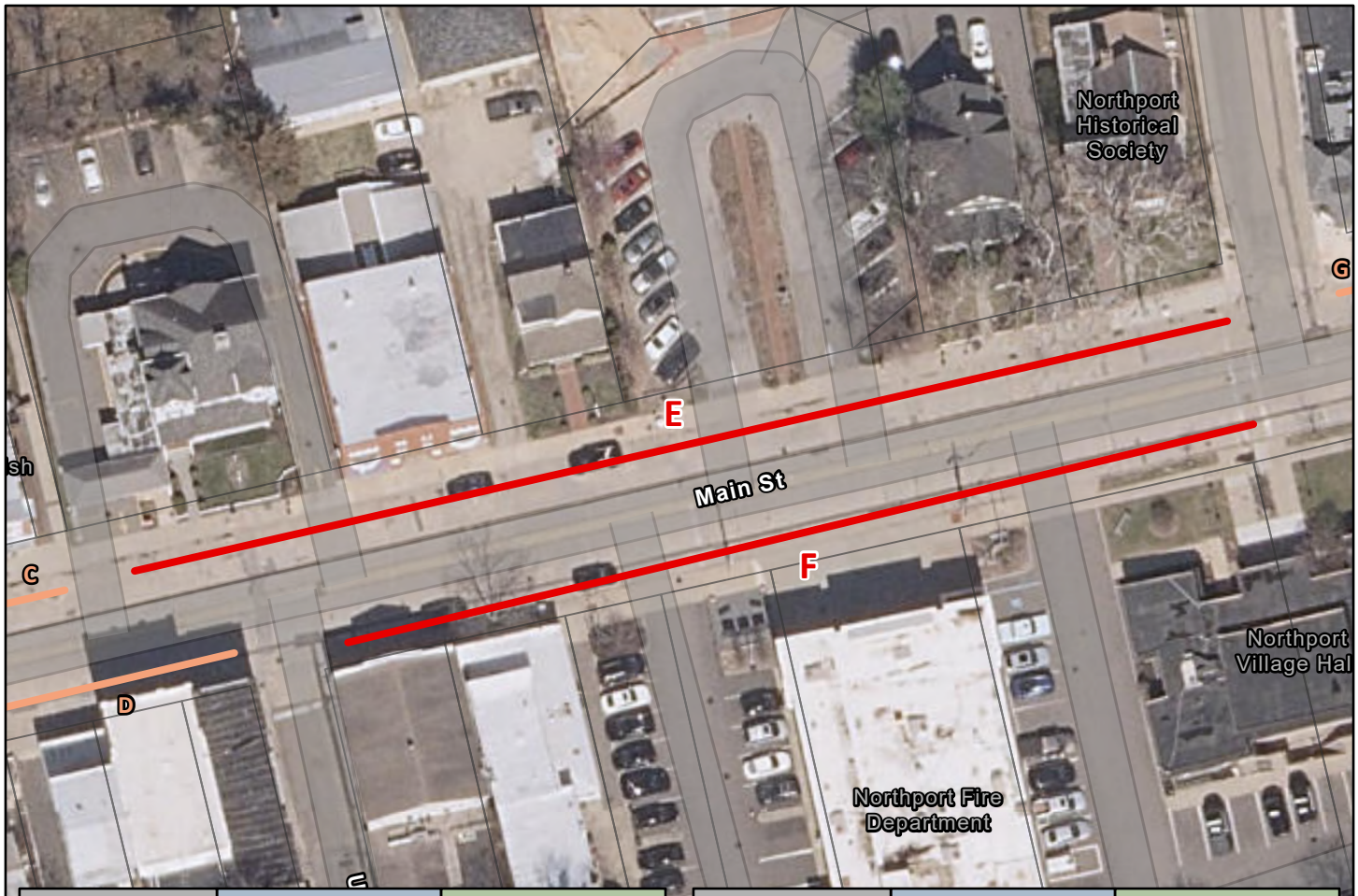
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS C & D

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet

N

Northport Comprehensive Plan

Parking



SECTION E	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	1	17%	0	0%
9:00 AM	3	50%	0	0%
10:00 AM	1	17%	1	17%
11:00 AM	3	50%	6	100%
12:00 PM	4	67%	6	100%
1:00 PM	4	67%	5	83%
2:00 PM	3	50%	5	83%
3:00 PM	4	67%	6	100%
4:00 PM	3	50%	4	67%
5:00 PM	4	67%	6	100%
6:00 PM	5	83%	4	67%
7:00 PM	5	83%	5	83%
8:00 PM	3	50%	6	100%
LOT CAPACITY	6		6	
AVERAGE OCCUPANCY	3		4	

TH: APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 2-3 HOURS
SAT: APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 1PM-4PM

SECTION F	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	0	0%	0	0%
9:00 AM	1	17%	1	17%
10:00 AM	0	0%	2	33%
11:00 AM	2	33%	6	100%
12:00 PM	5	83%	6	100%
1:00 PM	5	83%	5	83%
2:00 PM	2	33%	6	100%
3:00 PM	3	50%	6	100%
4:00 PM	5	83%	6	100%
5:00 PM	6	100%	6	100%
6:00 PM	5	83%	6	100%
7:00 PM	5	83%	6	100%
8:00 PM	4	67%	6	100%
LOT CAPACITY	6		6	
AVERAGE OCCUPANCY	3		5	

APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 2-3 HOURS

NPV

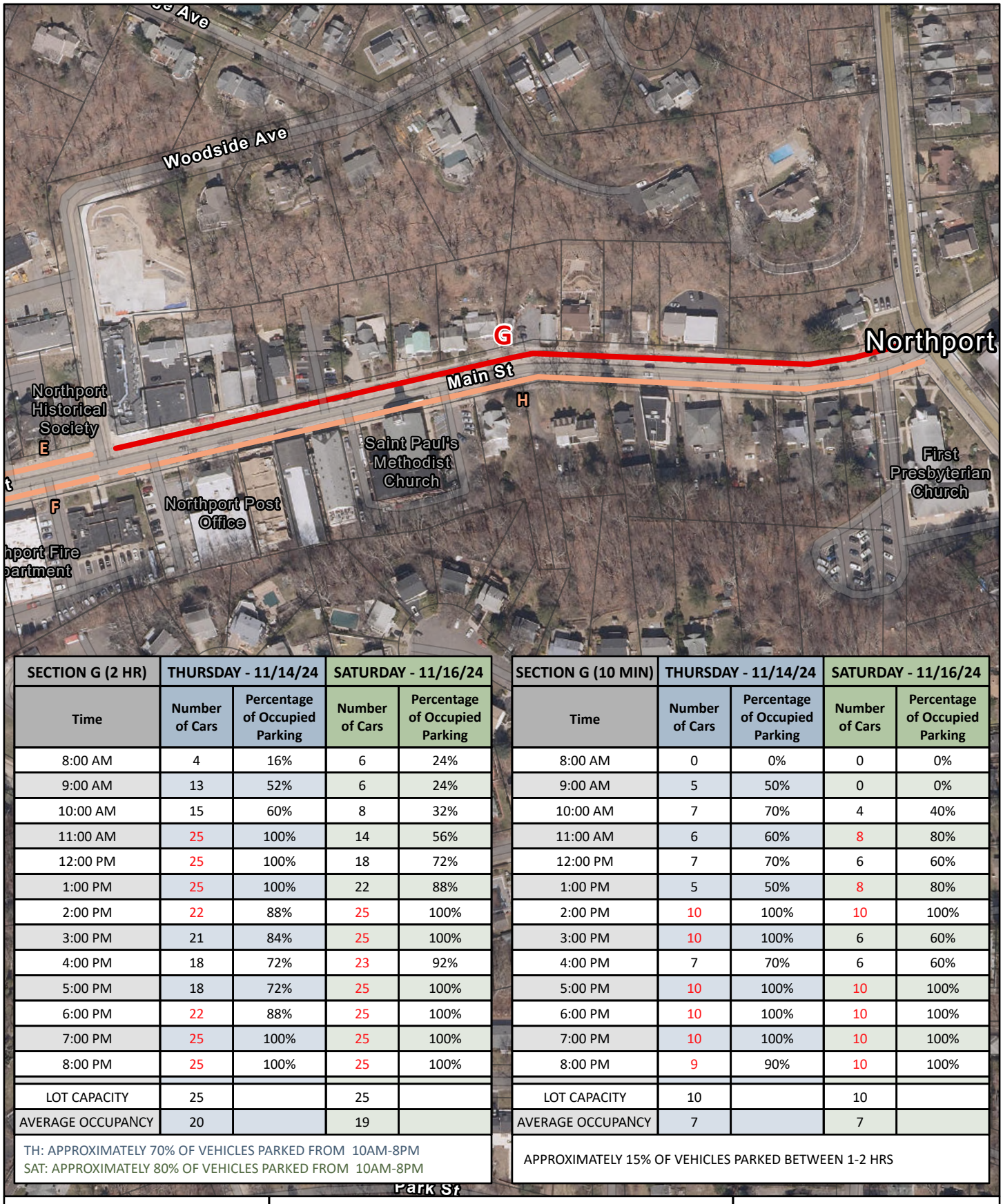
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS E & F

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 60 feet

N

Northport Comprehensive Plan

Parking



SECTION G (2 HR)	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	4	16%	6	24%
9:00 AM	13	52%	6	24%
10:00 AM	15	60%	8	32%
11:00 AM	25	100%	14	56%
12:00 PM	25	100%	18	72%
1:00 PM	25	100%	22	88%
2:00 PM	22	88%	25	100%
3:00 PM	21	84%	25	100%
4:00 PM	18	72%	23	92%
5:00 PM	18	72%	25	100%
6:00 PM	22	88%	25	100%
7:00 PM	25	100%	25	100%
8:00 PM	25	100%	25	100%
LOT CAPACITY	25		25	
AVERAGE OCCUPANCY	20		19	

TH: APPROXIMATELY 70% OF VEHICLES PARKED FROM 10AM-8PM
SAT: APPROXIMATELY 80% OF VEHICLES PARKED FROM 10AM-8PM

SECTION G (10 MIN)	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	0	0%	0	0%
9:00 AM	5	50%	0	0%
10:00 AM	7	70%	4	40%
11:00 AM	6	60%	8	80%
12:00 PM	7	70%	6	60%
1:00 PM	5	50%	8	80%
2:00 PM	10	100%	10	100%
3:00 PM	10	100%	6	60%
4:00 PM	7	70%	6	60%
5:00 PM	10	100%	10	100%
6:00 PM	10	100%	10	100%
7:00 PM	10	100%	10	100%
8:00 PM	9	90%	10	100%
LOT CAPACITY	10		10	
AVERAGE OCCUPANCY	7		7	

APPROXIMATELY 15% OF VEHICLES PARKED BETWEEN 1-2 HRS

NPV

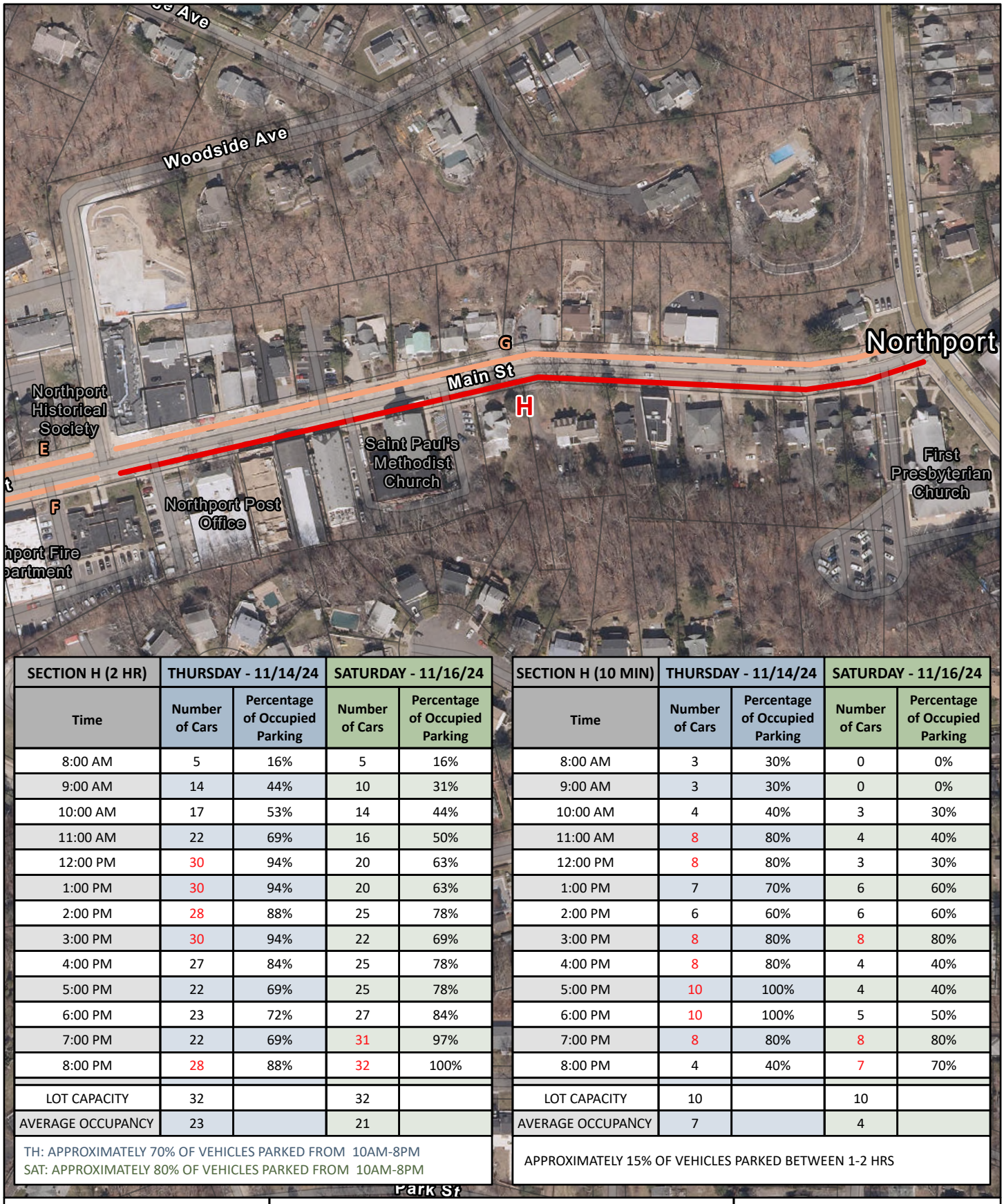
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTION G

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 200 feet

N

Northport Comprehensive Plan

Parking



SECTION H (2 HR)	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	5	16%	5	16%
9:00 AM	14	44%	10	31%
10:00 AM	17	53%	14	44%
11:00 AM	22	69%	16	50%
12:00 PM	30	94%	20	63%
1:00 PM	30	94%	20	63%
2:00 PM	28	88%	25	78%
3:00 PM	30	94%	22	69%
4:00 PM	27	84%	25	78%
5:00 PM	22	69%	25	78%
6:00 PM	23	72%	27	84%
7:00 PM	22	69%	31	97%
8:00 PM	28	88%	32	100%
LOT CAPACITY	32		32	
AVERAGE OCCUPANCY	23		21	

TH: APPROXIMATELY 70% OF VEHICLES PARKED FROM 10AM-8PM
SAT: APPROXIMATELY 80% OF VEHICLES PARKED FROM 10AM-8PM

SECTION H (10 MIN)	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	3	30%	0	0%
9:00 AM	3	30%	0	0%
10:00 AM	4	40%	3	30%
11:00 AM	8	80%	4	40%
12:00 PM	8	80%	3	30%
1:00 PM	7	70%	6	60%
2:00 PM	6	60%	6	60%
3:00 PM	8	80%	8	80%
4:00 PM	8	80%	4	40%
5:00 PM	10	100%	4	40%
6:00 PM	10	100%	5	50%
7:00 PM	8	80%	8	80%
8:00 PM	4	40%	7	70%
LOT CAPACITY	10		10	
AVERAGE OCCUPANCY	7		4	

APPROXIMATELY 15% OF VEHICLES PARKED BETWEEN 1-2 HRS

NPV

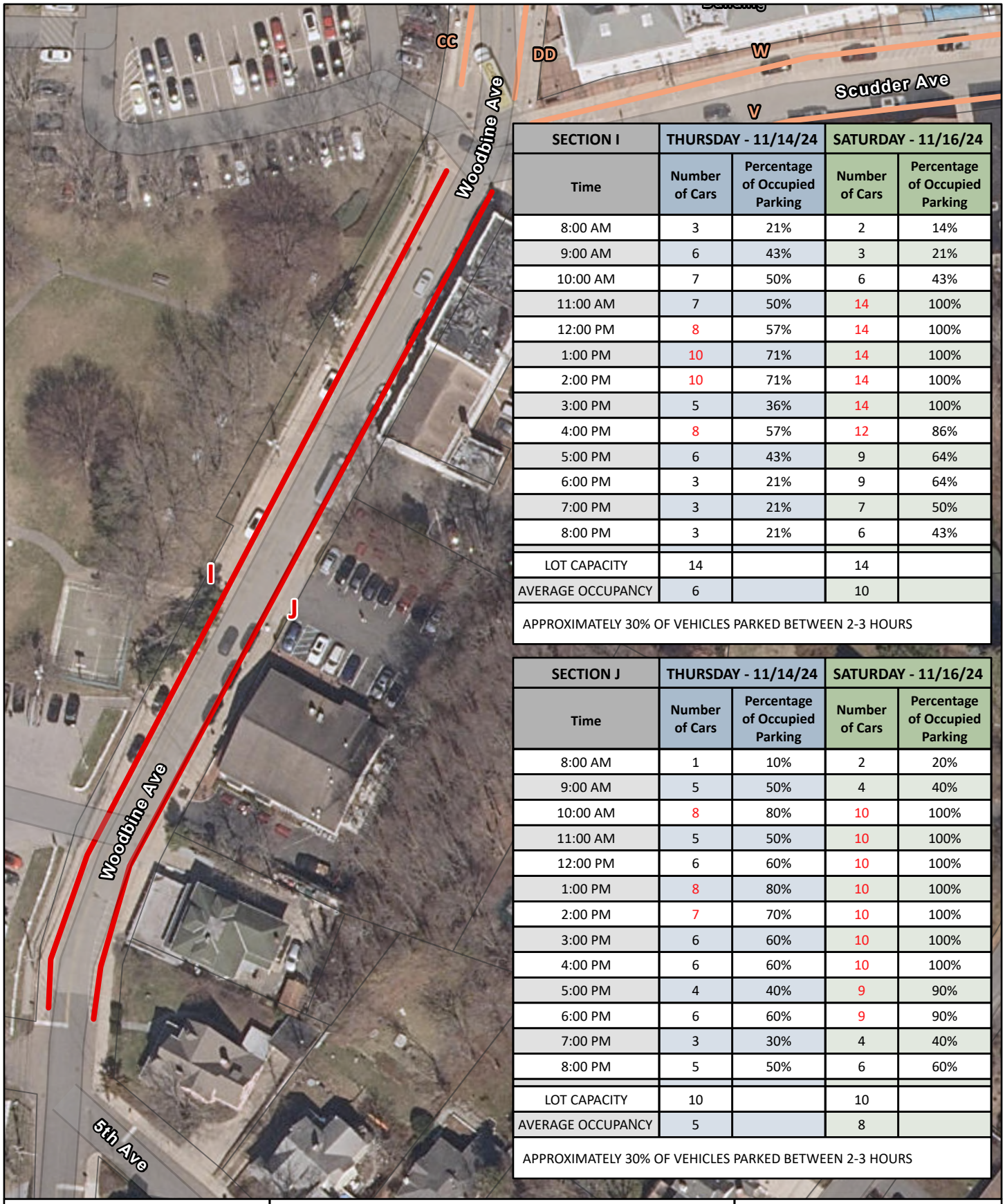
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTION H

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 200 feet

N

Northport Comprehensive Plan

Parking



SECTION I	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	3	21%	2	14%
9:00 AM	6	43%	3	21%
10:00 AM	7	50%	6	43%
11:00 AM	7	50%	14	100%
12:00 PM	8	57%	14	100%
1:00 PM	10	71%	14	100%
2:00 PM	10	71%	14	100%
3:00 PM	5	36%	14	100%
4:00 PM	8	57%	12	86%
5:00 PM	6	43%	9	64%
6:00 PM	3	21%	9	64%
7:00 PM	3	21%	7	50%
8:00 PM	3	21%	6	43%
LOT CAPACITY	14		14	
AVERAGE OCCUPANCY	6		10	
APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS				

SECTION J	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	1	10%	2	20%
9:00 AM	5	50%	4	40%
10:00 AM	8	80%	10	100%
11:00 AM	5	50%	10	100%
12:00 PM	6	60%	10	100%
1:00 PM	8	80%	10	100%
2:00 PM	7	70%	10	100%
3:00 PM	6	60%	10	100%
4:00 PM	6	60%	10	100%
5:00 PM	4	40%	9	90%
6:00 PM	6	60%	9	90%
7:00 PM	3	30%	4	40%
8:00 PM	5	50%	6	60%
LOT CAPACITY	10		10	
AVERAGE OCCUPANCY	5		8	
APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS				

NPV

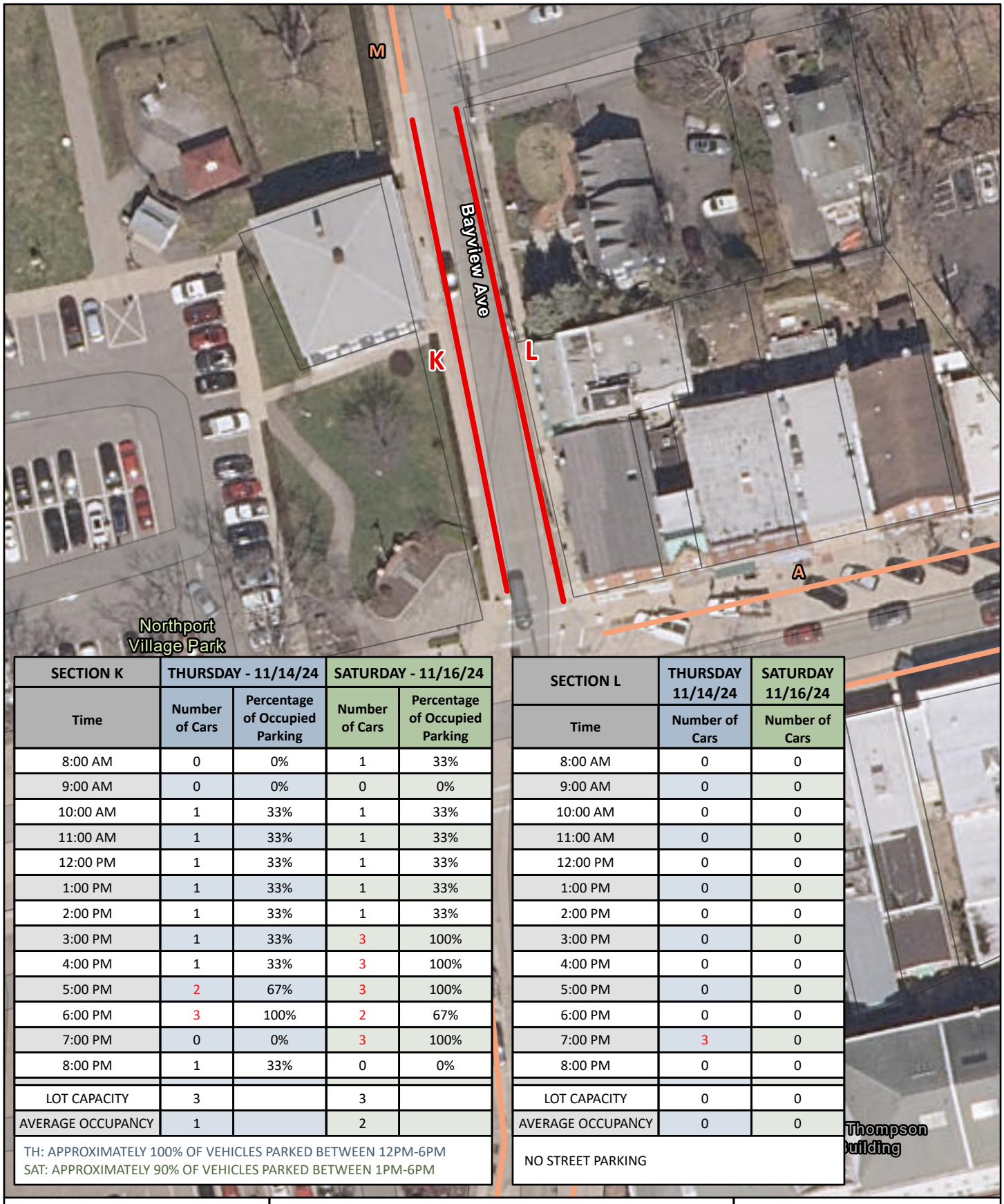
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS I & J

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet

N

Northport Comprehensive Plan

Parking



SECTION K	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	0	0%	1	33%
9:00 AM	0	0%	0	0%
10:00 AM	1	33%	1	33%
11:00 AM	1	33%	1	33%
12:00 PM	1	33%	1	33%
1:00 PM	1	33%	1	33%
2:00 PM	1	33%	1	33%
3:00 PM	1	33%	3	100%
4:00 PM	1	33%	3	100%
5:00 PM	2	67%	3	100%
6:00 PM	3	100%	2	67%
7:00 PM	0	0%	3	100%
8:00 PM	1	33%	0	0%
LOT CAPACITY	3		3	
AVERAGE OCCUPANCY	1		2	

TH: APPROXIMATELY 100% OF VEHICLES PARKED BETWEEN 12PM-6PM
SAT: APPROXIMATELY 90% OF VEHICLES PARKED BETWEEN 1PM-6PM

SECTION L	THURSDAY 11/14/24	SATURDAY 11/16/24
Time	Number of Cars	Number of Cars
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	3	0
8:00 PM	0	0
LOT CAPACITY	0	0
AVERAGE OCCUPANCY	0	0

NO STREET PARKING

NPV

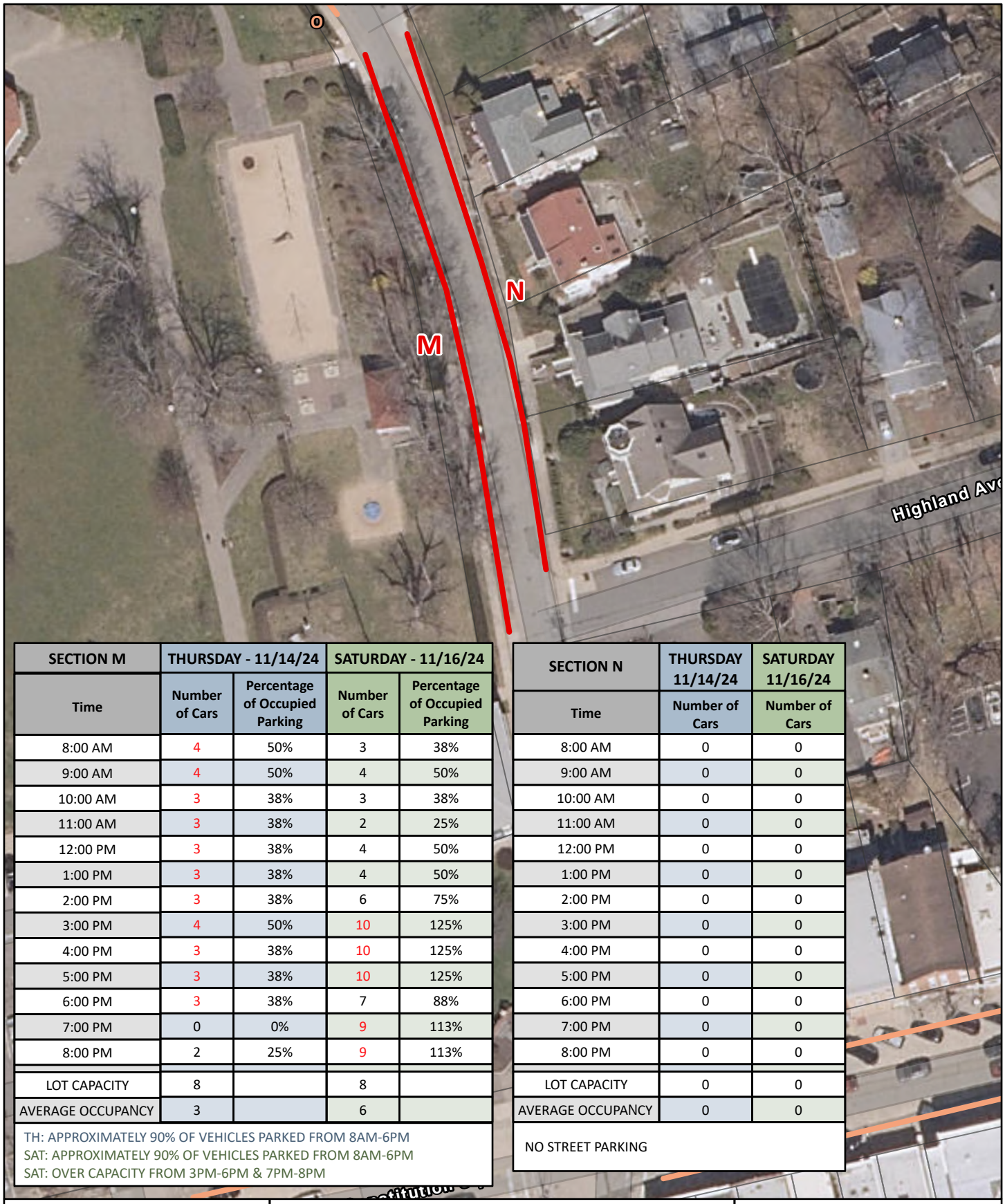
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS K & L

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport
Comprehensive Plan

Parking



SECTION M	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	4	50%	3	38%
9:00 AM	4	50%	4	50%
10:00 AM	3	38%	3	38%
11:00 AM	3	38%	2	25%
12:00 PM	3	38%	4	50%
1:00 PM	3	38%	4	50%
2:00 PM	3	38%	6	75%
3:00 PM	4	50%	10	125%
4:00 PM	3	38%	10	125%
5:00 PM	3	38%	10	125%
6:00 PM	3	38%	7	88%
7:00 PM	0	0%	9	113%
8:00 PM	2	25%	9	113%
LOT CAPACITY	8		8	
AVERAGE OCCUPANCY	3		6	

TH: APPROXIMATELY 90% OF VEHICLES PARKED FROM 8AM-6PM
SAT: APPROXIMATELY 90% OF VEHICLES PARKED FROM 8AM-6PM
SAT: OVER CAPACITY FROM 3PM-6PM & 7PM-8PM

SECTION N	THURSDAY 11/14/24	SATURDAY 11/16/24
Time	Number of Cars	Number of Cars
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
LOT CAPACITY	0	0
AVERAGE OCCUPANCY	0	0

NO STREET PARKING

NPV

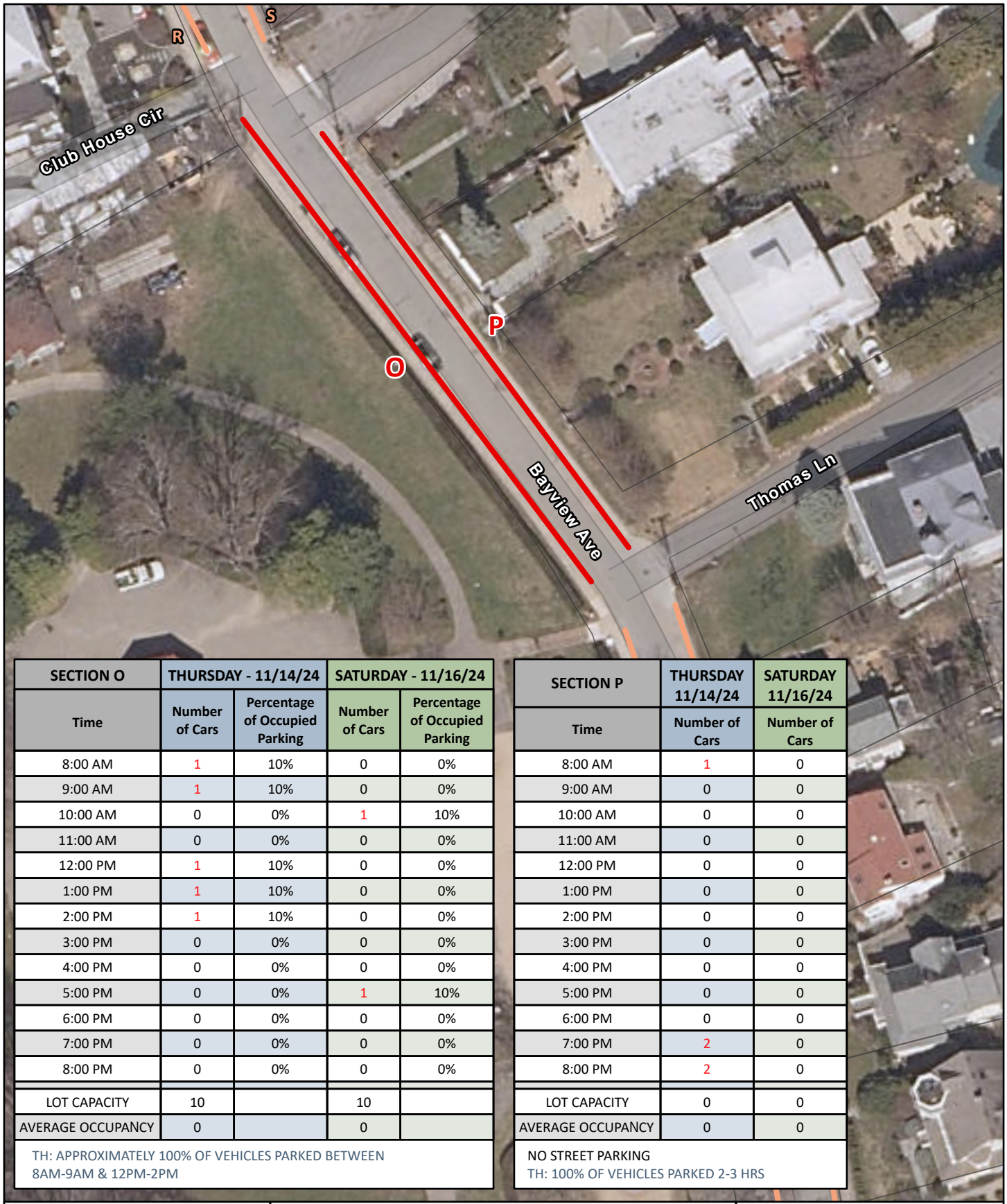
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS M & N

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 60 feet

N

Northport Comprehensive Plan

Parking



SECTION O	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	1	10%	0	0%
9:00 AM	1	10%	0	0%
10:00 AM	0	0%	1	10%
11:00 AM	0	0%	0	0%
12:00 PM	1	10%	0	0%
1:00 PM	1	10%	0	0%
2:00 PM	1	10%	0	0%
3:00 PM	0	0%	0	0%
4:00 PM	0	0%	0	0%
5:00 PM	0	0%	1	10%
6:00 PM	0	0%	0	0%
7:00 PM	0	0%	0	0%
8:00 PM	0	0%	0	0%
LOT CAPACITY	10		10	
AVERAGE OCCUPANCY	0		0	

TH: APPROXIMATELY 100% OF VEHICLES PARKED BETWEEN 8AM-9AM & 12PM-2PM

SECTION P	THURSDAY 11/14/24	SATURDAY 11/16/24
Time	Number of Cars	Number of Cars
8:00 AM	1	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	2	0
8:00 PM	2	0
LOT CAPACITY	0	0
AVERAGE OCCUPANCY	0	0

NO STREET PARKING
TH: 100% OF VEHICLES PARKED 2-3 HRS

NPV

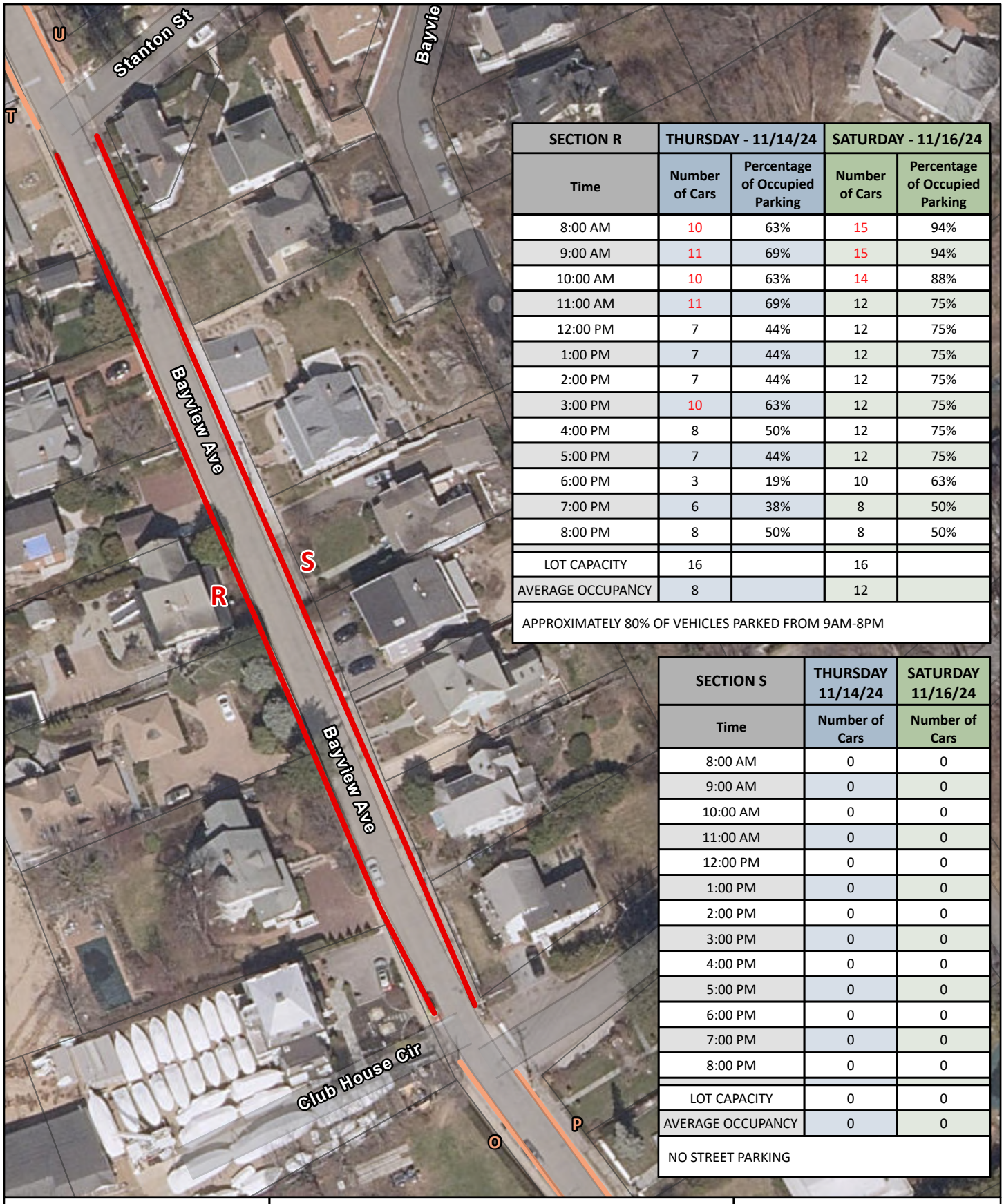
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS O & P

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking



SECTION R	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	10	63%	15	94%
9:00 AM	11	69%	15	94%
10:00 AM	10	63%	14	88%
11:00 AM	11	69%	12	75%
12:00 PM	7	44%	12	75%
1:00 PM	7	44%	12	75%
2:00 PM	7	44%	12	75%
3:00 PM	10	63%	12	75%
4:00 PM	8	50%	12	75%
5:00 PM	7	44%	12	75%
6:00 PM	3	19%	10	63%
7:00 PM	6	38%	8	50%
8:00 PM	8	50%	8	50%
LOT CAPACITY	16		16	
AVERAGE OCCUPANCY	8		12	

APPROXIMATELY 80% OF VEHICLES PARKED FROM 9AM-8PM

SECTION S	THURSDAY 11/14/24	SATURDAY 11/16/24
Time	Number of Cars	Number of Cars
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
LOT CAPACITY	0	0
AVERAGE OCCUPANCY	0	0

NO STREET PARKING

NPV

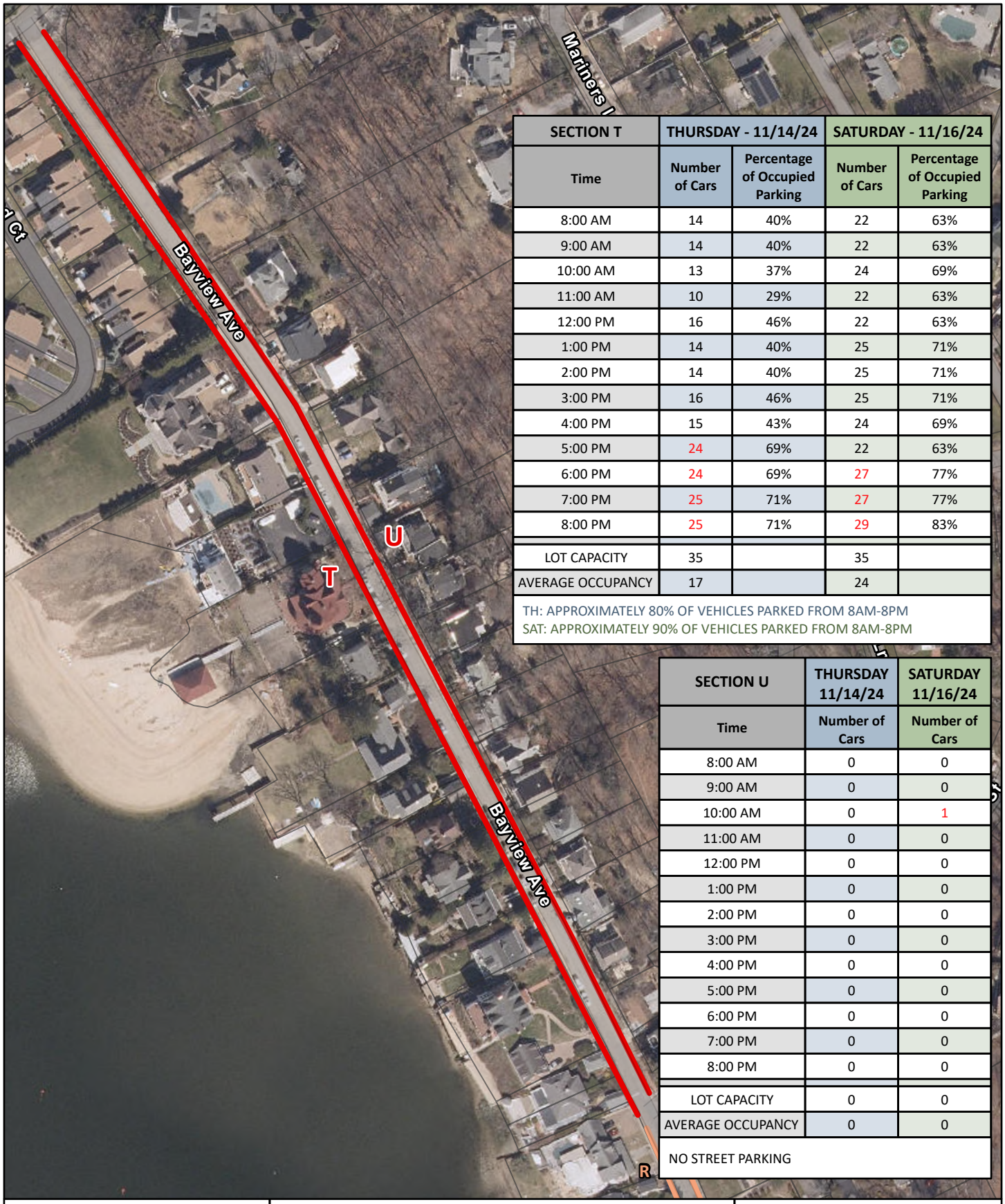
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS R & S

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet

N

Northport Comprehensive Plan

Parking



SECTION T	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	14	40%	22	63%
9:00 AM	14	40%	22	63%
10:00 AM	13	37%	24	69%
11:00 AM	10	29%	22	63%
12:00 PM	16	46%	22	63%
1:00 PM	14	40%	25	71%
2:00 PM	14	40%	25	71%
3:00 PM	16	46%	25	71%
4:00 PM	15	43%	24	69%
5:00 PM	24	69%	22	63%
6:00 PM	24	69%	27	77%
7:00 PM	25	71%	27	77%
8:00 PM	25	71%	29	83%
LOT CAPACITY	35		35	
AVERAGE OCCUPANCY	17		24	

TH: APPROXIMATELY 80% OF VEHICLES PARKED FROM 8AM-8PM
SAT: APPROXIMATELY 90% OF VEHICLES PARKED FROM 8AM-8PM

SECTION U	THURSDAY 11/14/24	SATURDAY 11/16/24
Time	Number of Cars	Number of Cars
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	1
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
LOT CAPACITY	0	0
AVERAGE OCCUPANCY	0	0

NO STREET PARKING

NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS T & U

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 150 feet

N

Northport Comprehensive Plan

Parking



SECTION V	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	1	11%	4	44%
9:00 AM	1	11%	4	44%
10:00 AM	4	44%	3	33%
11:00 AM	2	22%	3	33%
12:00 PM	2	22%	4	44%
1:00 PM	1	11%	4	44%
2:00 PM	2	22%	3	33%
3:00 PM	6	67%	8	89%
4:00 PM	5	56%	9	100%
5:00 PM	3	33%	5	56%
6:00 PM	3	33%	5	56%
7:00 PM	3	33%	5	56%
8:00 PM	6	67%	5	56%
LOT CAPACITY	9		9	
AVERAGE OCCUPANCY	3		5	

TH: APPROXIMATELY 90% OF VEHICLES PARKED BETWEEN 11AM-2PM & 80% OF VEHICLES PARKED FROM 4PM-8PM
SAT: APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 11AM-8PM

SECTION W	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	4	36%	5	45%
9:00 AM	3	27%	4	36%
10:00 AM	4	36%	6	55%
11:00 AM	3	27%	6	55%
12:00 PM	2	18%	6	55%
1:00 PM	3	27%	6	55%
2:00 PM	4	36%	7	64%
3:00 PM	8	73%	9	82%
4:00 PM	5	45%	9	82%
5:00 PM	5	45%	6	55%
6:00 PM	4	36%	6	55%
7:00 PM	4	36%	9	82%
8:00 PM	9	82%	9	82%
LOT CAPACITY	11		11	
AVERAGE OCCUPANCY	4		7	

TH: APPROXIMATELY 70% OF VEHICLES PARKED BETWEEN FROM 9AM-1PM & BETWEEN 4PM-8PM
SAT: APPROXIMATELY 65% OF VEHICLES PARKED BETWEEN FROM 9AM-8PM & BETWEEN 4PM-8PM

NPV

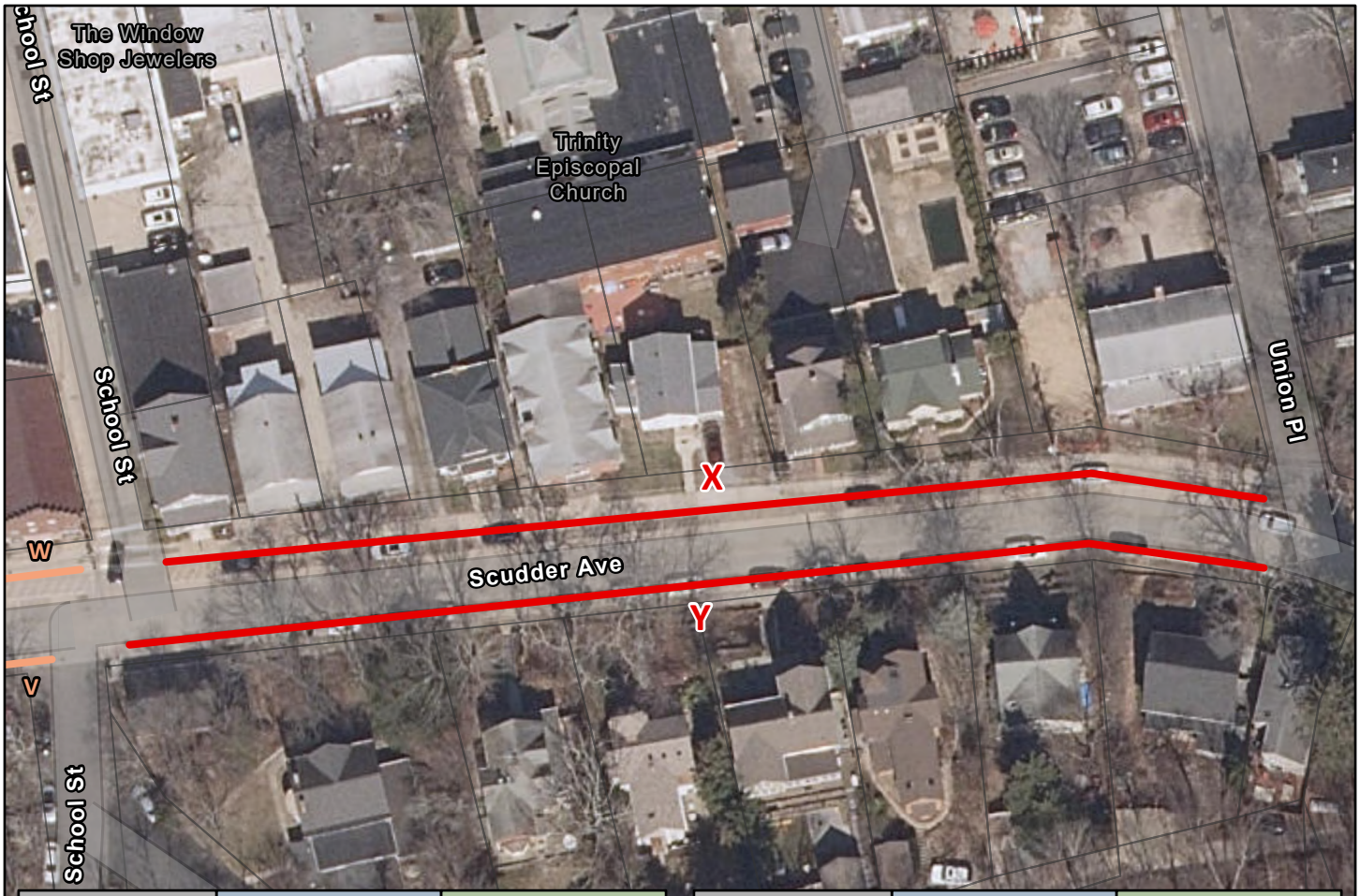
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS V & W

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 60 feet

N

Northport Comprehensive Plan

Parking



SECTION X	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	8	67%	10	83%
9:00 AM	9	75%	10	83%
10:00 AM	6	50%	9	75%
11:00 AM	7	58%	9	75%
12:00 PM	6	50%	9	75%
1:00 PM	8	67%	10	83%
2:00 PM	8	67%	10	83%
3:00 PM	8	67%	10	83%
4:00 PM	8	67%	10	83%
5:00 PM	7	58%	5	42%
6:00 PM	6	50%	5	42%
7:00 PM	6	50%	4	33%
8:00 PM	7	58%	6	50%
LOT CAPACITY	12		12	
AVERAGE OCCUPANCY	7		8	

TH: APPROXIMATELY 60% OF VEHICLES PARKED FROM 9AM-8PM
SAT: APPROXIMATELY 50% OF VEHICLES PARKED FROM 9AM-8PM

SECTION Y	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	2	14%	3	21%
9:00 AM	4	29%	5	36%
10:00 AM	6	43%	9	64%
11:00 AM	9	64%	9	64%
12:00 PM	10	71%	9	64%
1:00 PM	10	71%	9	64%
2:00 PM	10	71%	10	71%
3:00 PM	11	79%	10	71%
4:00 PM	10	71%	10	71%
5:00 PM	8	57%	5	36%
6:00 PM	6	43%	5	36%
7:00 PM	5	36%	4	29%
8:00 PM	7	50%	6	43%
LOT CAPACITY	14		14	
AVERAGE OCCUPANCY	8		7	

TH: APPROXIMATELY 40% OF VEHICLES PARKED FROM 10AM-8PM
SAT: APPROXIMATELY 40% OF VEHICLES PARKED FROM 8AM-8PM

NPV

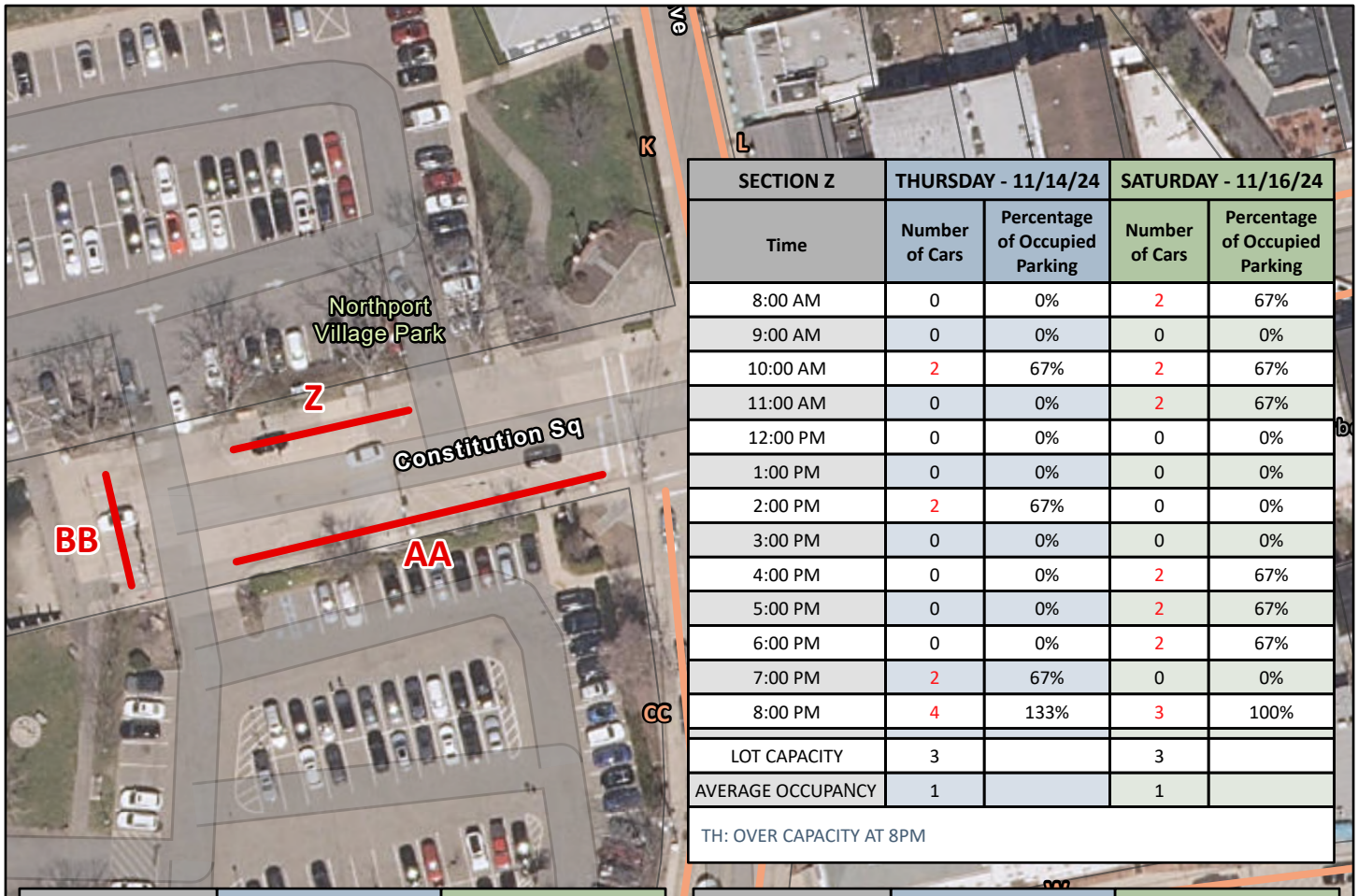
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS X & Y

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet

N

Northport Comprehensive Plan

Parking



SECTION Z	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	0	0%	2	67%
9:00 AM	0	0%	0	0%
10:00 AM	2	67%	2	67%
11:00 AM	0	0%	2	67%
12:00 PM	0	0%	0	0%
1:00 PM	0	0%	0	0%
2:00 PM	2	67%	0	0%
3:00 PM	0	0%	0	0%
4:00 PM	0	0%	2	67%
5:00 PM	0	0%	2	67%
6:00 PM	0	0%	2	67%
7:00 PM	2	67%	0	0%
8:00 PM	4	133%	3	100%
LOT CAPACITY	3		3	
AVERAGE OCCUPANCY	1		1	

TH: OVER CAPACITY AT 8PM

SECTION BB	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	0	0%	1	17%
9:00 AM	0	0%	0	0%
10:00 AM	0	0%	1	17%
11:00 AM	0	0%	0	0%
12:00 PM	0	0%	0	0%
1:00 PM	2	33%	0	0%
2:00 PM	0	0%	1	17%
3:00 PM	1	17%	1	17%
4:00 PM	1	17%	3	50%
5:00 PM	1	17%	2	33%
6:00 PM	2	33%	1	17%
7:00 PM	2	33%	3	50%
8:00 PM	1	17%	3	50%
LOT CAPACITY	6		6	
AVERAGE OCCUPANCY	1		1	

TH: APPROXIMATELY 80% OF VEHICLES PARKED FROM 5PM-8PM
SAT: APPROXIMATELY 70% OF VEHICLES PARKED FROM 6PM-8PM

SECTION AA	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	1	17%	0	0%
9:00 AM	1	17%	0	0%
10:00 AM	0	0%	0	0%
11:00 AM	1	17%	0	0%
12:00 PM	1	17%	0	0%
1:00 PM	1	17%	1	17%
2:00 PM	1	17%	0	0%
3:00 PM	1	17%	1	17%
4:00 PM	1	17%	0	0%
5:00 PM	2	33%	5	83%
6:00 PM	4	67%	5	83%
7:00 PM	6	100%	5	83%
8:00 PM	4	67%	5	83%
LOT CAPACITY	6		6	
AVERAGE OCCUPANCY	2		2	

TH: APPROXIMATELY 90% OF VEHICLES PARKED FROM 6PM-8PM
SAT: APPROXIMATELY 90% OF VEHICLES PARKED FROM 5PM-8PM

NPV

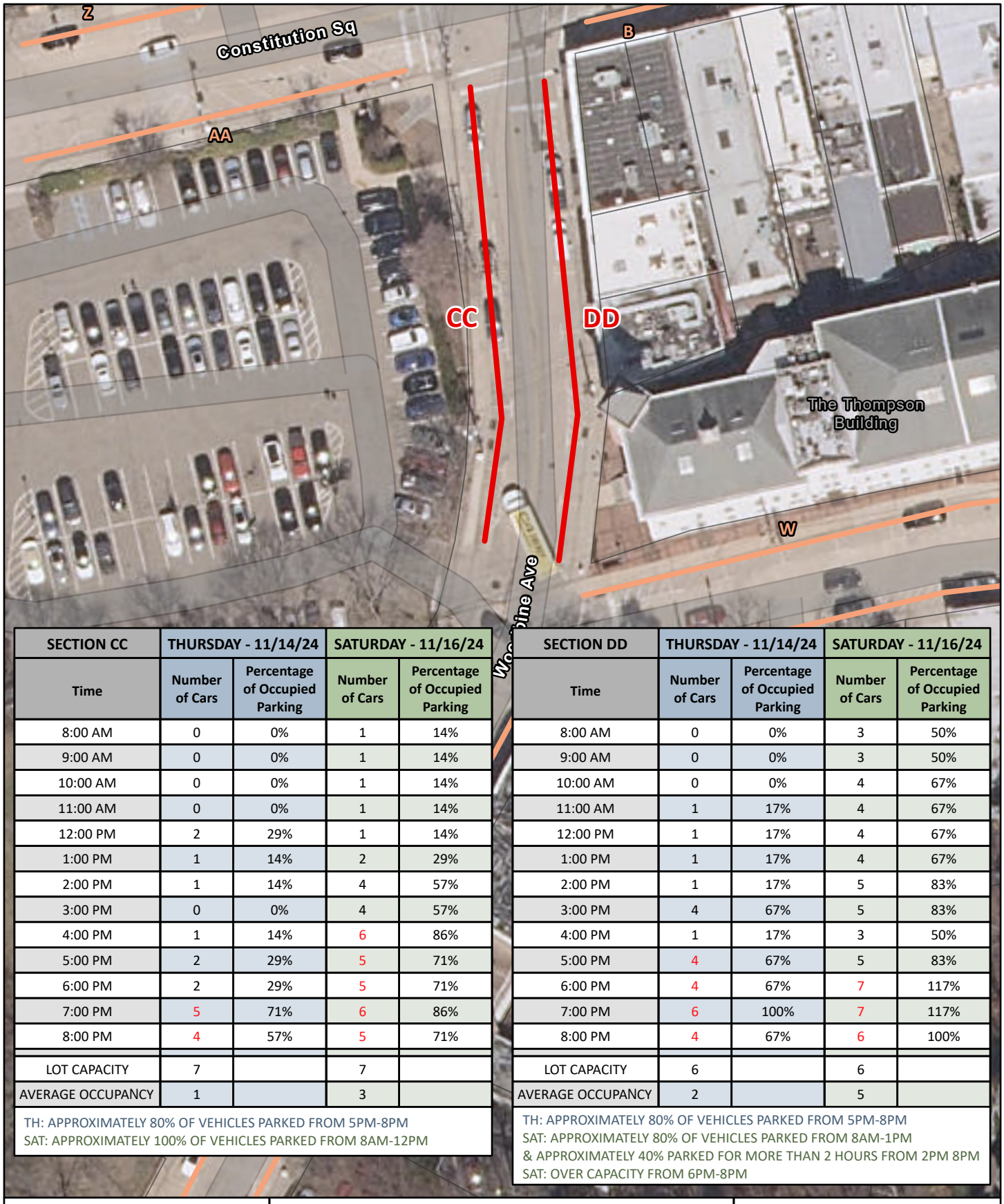
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS Z, AA & BB

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet

N

Northport Comprehensive Plan

Parking



SECTION CC	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	0	0%	1	14%
9:00 AM	0	0%	1	14%
10:00 AM	0	0%	1	14%
11:00 AM	0	0%	1	14%
12:00 PM	2	29%	1	14%
1:00 PM	1	14%	2	29%
2:00 PM	1	14%	4	57%
3:00 PM	0	0%	4	57%
4:00 PM	1	14%	6	86%
5:00 PM	2	29%	5	71%
6:00 PM	2	29%	5	71%
7:00 PM	5	71%	6	86%
8:00 PM	4	57%	5	71%
LOT CAPACITY	7		7	
AVERAGE OCCUPANCY	1		3	

TH: APPROXIMATELY 80% OF VEHICLES PARKED FROM 5PM-8PM
SAT: APPROXIMATELY 100% OF VEHICLES PARKED FROM 8AM-12PM

SECTION DD	THURSDAY - 11/14/24		SATURDAY - 11/16/24	
Time	Number of Cars	Percentage of Occupied Parking	Number of Cars	Percentage of Occupied Parking
8:00 AM	0	0%	3	50%
9:00 AM	0	0%	3	50%
10:00 AM	0	0%	4	67%
11:00 AM	1	17%	4	67%
12:00 PM	1	17%	4	67%
1:00 PM	1	17%	4	67%
2:00 PM	1	17%	5	83%
3:00 PM	4	67%	5	83%
4:00 PM	1	17%	3	50%
5:00 PM	4	67%	5	83%
6:00 PM	4	67%	7	117%
7:00 PM	6	100%	7	117%
8:00 PM	4	67%	6	100%
LOT CAPACITY	6		6	
AVERAGE OCCUPANCY	2		5	

TH: APPROXIMATELY 80% OF VEHICLES PARKED FROM 5PM-8PM
SAT: APPROXIMATELY 80% OF VEHICLES PARKED FROM 8AM-1PM
& APPROXIMATELY 40% PARKED FOR MORE THAN 2 HOURS FROM 2PM 8PM
SAT: OVER CAPACITY FROM 6PM-8PM

NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS CC & DD

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

N

Northport Comprehensive Plan

Parking

Summaries of Existing Planning Studies

When creating a Comprehensive Plan, it is important to consider previous planning efforts by the Village, Town, and County. These earlier plans provide valuable insights into the community's historical context, existing infrastructure, and long-term goals. By building on past efforts, the Plan can ensure continuity and coherence in development strategies, avoid redundant work, and address any unresolved issues. Additionally, incorporating previous plans fosters collaboration and alignment among different levels of government, leading to more effective and sustainable outcomes for the community.

This Appendix provides a comprehensive overview of various planning efforts and studies that have been undertaken to enhance the infrastructure, environmental sustainability, and overall quality of life in Suffolk County, the Town of Huntington and the Village of Northport. The plans summarized in this document include:

- Suffolk County Planning Commission Guidebook
- Suffolk County Blueway Trail Plan
- Long Island Sound Comprehensive Conservation and Management Plan
- Suffolk County Subwatersheds Wastewater Plan
- Suffolk County Hike and Bike Master Plan
- Framework for the Future - Suffolk County Comprehensive Master Plan 2035
- Town of Huntington Horizons 2020 Comprehensive Plan Update
- Dredging Assessment Report Lower Northport Harbor Channel
- Village of Northport Subwatershed Assessment

Suffolk County Planning Commission Guidebook – Suffolk County Planning Commission, Department of Economic Development and Planning prepared this Guidebook in December 2023 in order to provide clear, current guidance to municipalities, applicants, and practitioners on how the Suffolk County Planning Commission evaluates referred actions; Reflect county-wide priorities, particularly enhanced environmental review, water quality protection, sustainability, and climate resilience; Ensure consistency with New York State General Municipal Law §239 and the Suffolk County Administrative Code; and Focus County review on projects of regional significance that have inter-municipal or county-wide impacts. Chapter 4, Policies and Guidelines Regarding County-wide Priorities provides specific goals and policies of the County.

The principles outlined in Chapter 4 have been evaluated and considered throughout the development of Northport's Comprehensive Plan and have been incorporated throughout the goals and recommendations presented in the Plan. However, it is noted that development within the Village is physically constrained by historic development patterns and therefore any future development is expected to occur primarily through infill development and targeted redevelopment of underutilized or

previously developed sites, rather than expanding into undeveloped land.

It is evident from the policies that promoting sustainable land use and development by encouraging density and mixed uses in downtowns as well as promoting redevelopment and infill development is a priority for the County. Objective 2A.3 of the Comprehensive Plan is to evaluate potential for infill development along the 25A corridor. While the Village is largely built out there may be opportunities for infill development along 25A, as well as adaptive reuse and conversion of underutilized second floor space on Main Street which is incorporated into Objective 1.1. Another goal of the County is creating diversity of housing types including the development of rental housing. The Plan is aligned with this principle as it recommends exploring options for regulating Accessory Dwelling Units (ADUs). ADUs can increase the housing supply without requiring additional new land development, as well as provide options for typically more affordable units than homeownership provides. In addition, ADUs provide an option to allow seniors and other community members to remain in their communities while providing a level of privacy and independence in a separate dwelling unit, without the burden of property maintenance. ADUs are a viable means of increasing housing stock and diversity without the need for large areas of developable land which the Village does not have.

Energy efficiency is another goal of the County which has been incorporated into the Plan. The Village of Northport unanimously approved a resolution on February 6, 2024 which enrolled the Village in the New York State Climate Smart Communities (CSC) program which supports local governments in reducing greenhouse gas emissions and adapting to climate change. Objective 4A.1 is to advance climate smart community initiatives and climate resilience. The Village is working towards becoming a bronze certified community. Priority actions the Village has expressed interest in include: installing alternate fuel infrastructure such as electric-vehicle charging stations, climate change education and engagement, as well as adopting a comprehensive plan with sustainable elements. Other pledge elements that the Village has expressed interest in include joining a national or regional climate campaign or program, partnering with neighboring municipalities and partner agencies, converting street lights to LED, outdoor lighting upgrades, energy code enforcement training, plan for improved biking and walking opportunities, implement strategies that support bicycling and walking, implement traffic calming measures, implement a local forestry or tree planting program, preserve natural areas through zoning or other regulations, adopt a climate-resilient hazard mitigation plan, adopt a watershed-based flood mitigation plan, design flood elevation and flood maps, adopt a watershed plan for water quality, create and support an energy reduction campaign, reduce GHG emissions from government facilities and vehicles, and reduce solid waste from government operations. Objective 5.1 discusses upgrading government facilities with solar panels and energy efficient lighting as well as supporting the ability of private property owners to make energy improvements. These objectives included in the Plan directly address the County's energy goals.

The County includes policies related to creating a multi-model transportation system which is also a goal of the Plan. Transportation objectives included in the Plan that align with the County's goals include Objective 6A.2 – consider implementing a payment in lieu of

parking provision, Objective 6A.3 - consider the creation of a Parking Benefit District or Parking Improvement District, Objective 6B.1 - prepare a sidewalk improvement plan, and Objective 6A.4 - consider developing a coordinated traffic management plan for Bayview and Woodbine Avenue during summer weekends or events, as well as other transportation related objectives outlined in Section 4.6 of the Plan.

Environmental stewardship is another central theme in the County's principles as well as in the Plan. One of the County's goals is to protect, preserve, and restore critical natural resources to maintain a healthy and diverse ecosystem for present and future generations. More specifically, to preserve the region's natural resources including, but not limited to, groundwater, surface waters, and tidal and freshwater wetlands. In addition, the County wants to promote the usage of green methodologies such as rain gardens and bioswales to control stormwater runoff as well as preserve existing vegetation, especially trees. The Plan includes numerous objectives aimed at achieving environmental stewardship and preservation. These include Objective 4D.1 – monitor new docks within the Village and the effectiveness of the 2024 code amendments, and Objective 4D.2 - evaluate and implement measures to improve water quality. These measures could include supporting Northport Harbor Water Quality Protection Committee, developing a comprehensive water quality improvement strategy, decreasing stormwater runoff from impervious surfaces by implementing sustainable and green infrastructure practices and projects, developing a centralized water quality data portal to track results of water quality testing, continuing to implement and maintain green infrastructure solutions such as rain gardens, bioswales, and permeable surfaces, as well as protect and restore marine wetlands and tidal areas. Another priority of the Plan as well as the County is to preserve open space. Objectives related to open space include Objective 7.1 – pursue grants to prepare a Natural Resource Inventory and Open Space Plan, Objective 2C.3 - Consider options to ensure any large subdivision proposed explores the possibility of a cluster subdivision to preserve the greatest amount of open space, as well as Objective 2B.6 - Review existing zoning requirements for large parcels and open space areas and analyze potential rezonings to protect natural resources, open space, and align with the community's Vision. These objectives aim at ensuring the limited open space remaining in the Village remains as open space for future generations.

In summary, the Northport Comprehensive Plan reflects and reinforces the Suffolk County Planning Commission's county-wide priorities by promoting sustainable land use and development, expanding housing options, promoting energy efficiency, environmental protection, and improved transportation options.

Suffolk County Blueway Trail Plan - The Suffolk County Blueway Trail Plan, completed in 2021, was developed by Suffolk County utilizing grant funding from NYSDOS under the State's Environmental Protection Fund program. The plan emphasizes the importance of Suffolk County's surface water bodies, which support ecosystems, recreational activities, and economic development. The Blueway Plan seeks to create a route for non-motorized boating along waterways throughout the County in order to combine recreation and environmental awareness with economic development, tourism, and land-based attractions. The plan outlines the basic requirements for a Blueway Trail, including shorefront locations for boat launching,

scenic resources, and supporting infrastructure such as parking, restrooms, and signage. An inventory of over 250 potential launch sites was compiled with public input, and 20 priority sites were selected based on factors including public ownership, presence of restrooms, and proximity to commercial facilities. Project specific sheets were developed for each of the 20 sites based on ideas from the public, Blueway Planning Advisory Committee, and the County to model potential improvements. The Plan outlines the steps for implementing the recommended improvements, including final engineering design, environmental review and permitting, and construction. Additional elements like intermunicipal agreements, public education, and public outreach are also discussed.

The Plan identifies Northport Harbor as a recommended priority project, located in the heart of downtown at the terminus of Main Street. The site is currently improved with fixed docks, floats, and a boat mooring field, and is adjacent to an active Village Park equipped with bathrooms, a bandstand, a playground, and grass area. Public parking for the site is available on the street and in an adjacent parking lot. Proposed improvements to the site include Blueway signage, kayak storage racks, and an ADA accessible kayak launch to be connected to the existing floating docks.

The Northport Harbor site provides an opportunity to expand non-motorized boating and paddling activities at an existing site within walking distance of downtown while allowing for a means of recreation and a way to admire the scenic waterfront of Northport Harbor. Additionally, expanding the paddling participant base presents an opportunity for economic development in the Village, bringing more visitors to Northport. Paddlers can enjoy the restaurants, shopping, and theater which are all walking distance from the harbor.

Potential sources of funding for listed improvements include grants available through the NYS Consolidated Funding Application, as well as Federal, local, and private grants such as REI Environmental Grant. Funding through public-private partnerships, sponsorships, adopt-a-trail programs, and partnerships with volunteer groups can also be explored in order to aid in financial support for the project. Short-term improvements recommended in the plan include a directional sign, kiosk sign, and landing sign which all have a cost estimate of under $1,000. Medium-term improvements which consist of kayak storage racks have a cost estimate of $4,000 dollars, and the long-term improvement of an ADA kayak launch has a cost estimate of $30,000 dollars.





Inserts from Suffolk County Blueway Trail Plan

Long Island Sound Comprehensive Conservation and Management Plan -The Long Island Sound Comprehensive Conservation and Management Plan was completed in 1994 with the purpose of protecting and improving the health of the Long Island Sound while ensuring compatible human uses within the Sound ecosystem. The plan identifies six problem areas that require specific attention which include: low dissolved oxygen (hypoxia), toxic substances, pathogen contamination, floatable debris, habitat degradation and loss of living resources, and land use and development resulting in the degradation of water quality.

The Long Island Sound is an estuary that provides habitat to a multitude of diverse plant and animal species and adds unique recreational and commercial value to the region. The Sound lies in the middle of the most densely populated area in the United States and is also a highly visited recreation area. Millions of dollars are generated annually for the regional economy from boating, fishing, beachgoing, swimming, as well as cargo shipping, ferry transportation, and power generation. The Long Island Sound is one of the most important estuaries in the nation and the ability of the Sound to support these various uses is dependent on the quality of its waters, living resources, and habitats.

One of the most significant threats the Sound faces is low levels of dissolved oxygen, also known as hypoxia, which has significant adverse ecological effects such as the disappearance of plant and animal species. Excessive discharge of nitrogen is the primary cause of hypoxia which fuels the growth of planktonic algae. Of the 93,000 tons of nitrogen/year found in the Sound, 40,800 are attributed to human activity; 32,400 tons are from point sources such as sewage treatment plants and 8,400 tons come from nonpoint sources such as agricultural and stormwater runoff.

In order to raise oxygen levels, it is necessary to reduce nitrogen discharge from point and nonpoint sources. Recommendations include implementing the best available technology to reduce nitrogen loads from sewage treatment plants, coupled with aggressive reductions of nitrogen from nonpoint sources. Pathogen management should also be accomplished by directing attention to nonpoint source runoff, sewage treatment plants and combined sewer overflow. In addition, the Plan outlines the negative effects of land development on the Sound. In order to reduce effects from existing development it is recommended to target nonpoint source management, infrastructure upgrades, and flood and erosion control. In order to protect the Sound, new development should use progressive planning and management to protect wetlands and minimize land disturbances. Land use decisions should incorporate effective water quality and habitat protection as well as natural resource conservation and open space preservation.

The Village of Northport, as part of the Long Island Sound Watershed, is important in preserving this valuable ecosystem. Management actions listed in the Plan include building community awareness and appreciation of the sound, promoting understanding, facilitating public policy, increasing cooperation, developing educational opportunities, and securing funding. In addition, the Village should implement measures aimed at decreasing nitrogen loads into the Sound, reducing pathogen contamination, and implementing best management practices in land use and development.

Suffolk County Subwatersheds Wastewater Plan - The Suffolk County Subwatersheds Wastewater Plan ("SC SWP"), updated July 2020, provides a recommended Countywide wastewater management road map targeting the reduction of nitrogen loading from wastewater sources and includes both aquifer restoration and protection objectives. Approximately 74% of Suffolk County homes are unsewered which contributes to sanitary wastewater discharge containing elevated nitrogen levels to the underlying groundwater, which provides the sole source of potable water for the County, and groundwater baseflow to the County's surface water features. Nitrogen found in coastal receiving waters produces undesirable consequences including decreased water clarity, hypoxic episodes, harmful algal blooms ("HABs"), and the loss of aquatic and coastal vegetation. These HABs have also been a primary contributor to the destruction of the shell fishing industry and a reduction in harvest of clams and scallops. A targeted reduction in nitrogen loading will aid in the restoration of damaged ecosystems, increase biodiversity, protect human health, as well as produce economic benefits.

The Plan examines the sources of nitrogen loads in groundwater sources in all 191 subwatersheds and determined that on-site wastewater discharge accounts for the greatest amount of nitrogen load at 63.6% with the second largest contributor being fertilizer at 26.9%. Nitrogen loads calculated as lbs/day for Northport Bay and Northport Harbor are listed below. The Plan also looks at build-out nitrogen loads of each watershed with Northport Bay increasing from a total of 171.8lbs/day to 172.2lbs/day and Northport Harbor increasing from a total of 459.9lbs/day to 466.7lbs/day.

PWL ID	Subwatershed	On Site Sanitary Wastewater (lbs/day)	Fertilizer (lbs/day)	Pets (lbs/day)	Atmospheric Deposition to Subwatershed (lbs/day)	STP Discharge to GW (lbs/day)	Total Nitrogen Load from GW (lbs/day)	STP Discharge to Surface Water (lbs/day)	Atmospheric Deposition to Surface Water (lbs/day)	Total Nitrogen Load (lbs/day)
1702-0256	Northport Bay	115.3	24.1	5.7	3.7	0.0	148.8	0.0	22.98	171.8
1702-0230	Northport Harbor	345.7	63.1	17.4	12.4	1.1	439.8	10.1	4.97	454.9

Insert from SC SWP

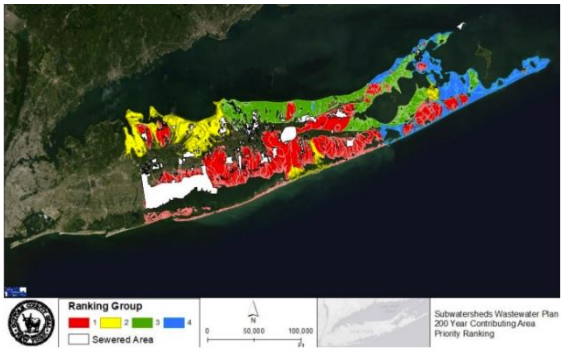


Figure 2-34 Subwatershed Priorities for Nitrogen Load Reduction

Insert from SC SWP

Both Northport Harbor and Northport Bay were included in the SC SWP as Priority Rank 1 subwatersheds as seen in Figure 2-34. These areas are high priority for nitrogen reduction via wastewater management. Goals for reduction of Nitrogen loads in each subwatershed are included in the Plan. For Northport Harbor there is an overall water quality improvement goal of 72% and HAB/DP improvement goal of 44%. There is an estimated 49% achievable reduction in nitrogen load through on-site wastewater management alone.

Two community supply wells on Church St. (Northport Village) were found to have nitrogen concentrations that exceeded 10mg/L. Drinking water criteria or MCL for nitrate is 10 mg/L and the Long Island Comprehensive Waste Treatment Management Plan (208 Study, 1978) concluded that average nitrate concentrations in groundwater would have to be less than 6 mg/L to result in compliance with the 10 mg/L MCL 90 percent of the time. Similarly,

average nitrate concentrations in groundwater would have to be less than 4 mg/L to result in 99 percent compliance with the 10 mg/L MCL. As seen in the figure, Northport has a simulated total nitrogen load of 6-10mg/L under full build out conditions.

Potential for new water mains for the Northport areas from the Pine Barrens was evaluated by the SCWA for the Comprehensive Water Resources Management Plan. For the Northport area, drilling a well into the Lloyd Aquifer would be the most cost-effective remedy to reduce nitrogen concentrations. However, as that option has been explored and rejected by

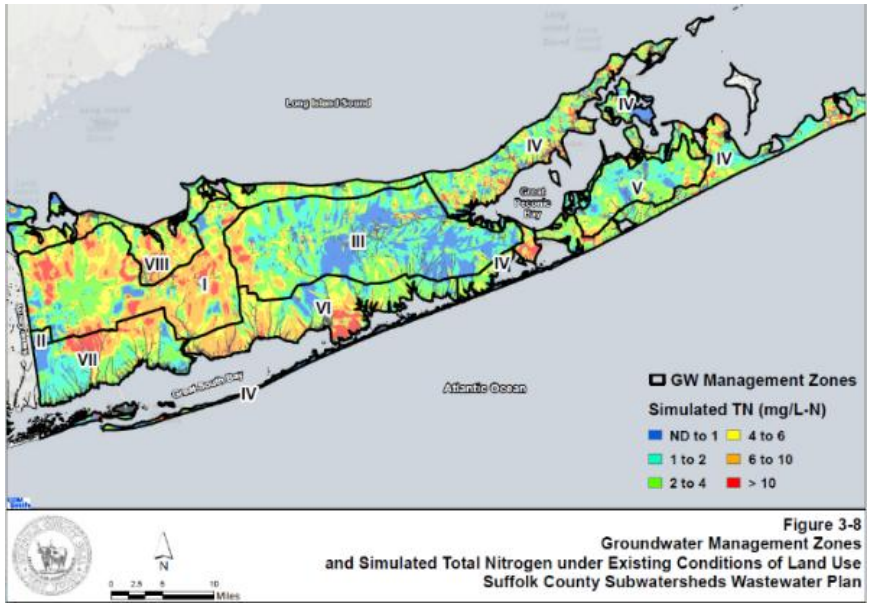


Figure 3-8
Groundwater Management Zones
and Simulated Total Nitrogen under Existing Conditions of Land Use
Suffolk County Subwatersheds Wastewater Plan

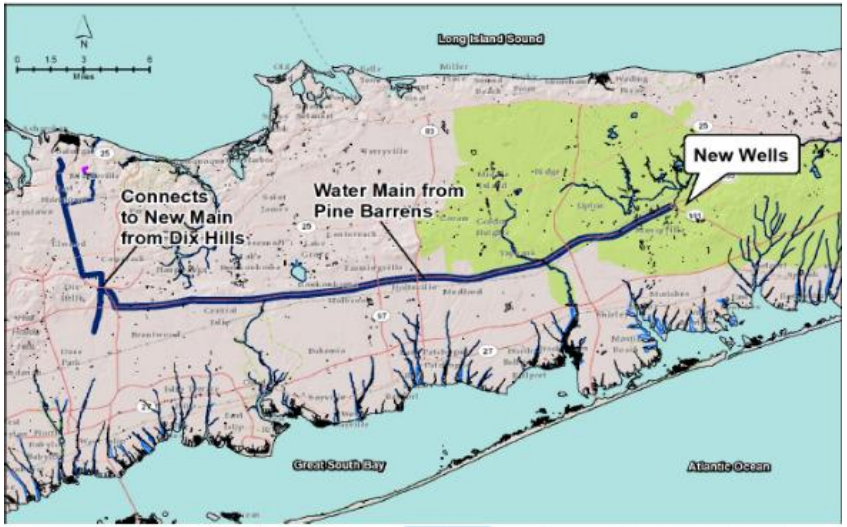
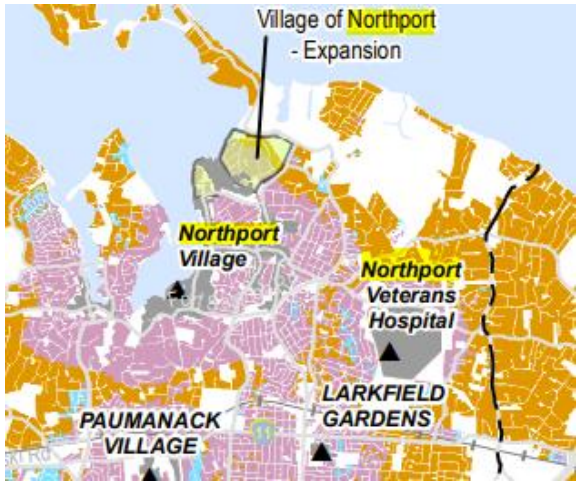


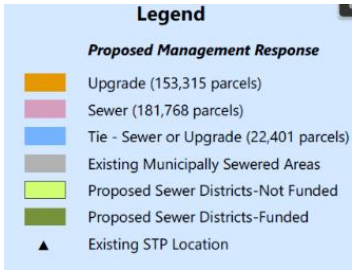
Figure 3-20 Potential New Water Mains for the Northport Area from the Pine Barrens Evaluated by SCWA for the Comprehensive Water Resources Management Plan (SCDHS, 2015).

Inserts from SC SWP

the NYSDEC, it remains infeasible at this time. In the meantime, the transmission main from the Wayne Court wellfield is recommended, assuming that the water quality from Wayne Court is suitable. Should that not be an option, the Dix Hills main should be further evaluated. While construction of the Pine Barrens main is technically feasible, it is the most costly and should be implemented as a last resort.

In addition, there is a proposed sewer expansion project in Northport as it is a high priority area within the SWP. The proposed Northport Expansion (Village of Northport; 0-2-year groundwater contributing area) would have an estimated cost of $11 million dollars and is depicted in the image below.





Inserts from SC SWP

Suffolk County Hike and Bike Master Plan - Suffolk County developed a comprehensive Suffolk County Hike + Bike Plan in 2022 to facilitate the development of a safe, integrated, and well-designed network of pedestrian and bicycle facilities throughout the County. The goal of this integrated Hike + Bike network is to improve the quality of life for County residents, reduce the reliance on automobiles, promote public health and boost economic activity. The Plan is intended to guide County and Town leaders and staff on how to develop and enhance the environment for walking and cycling in order to create a safe and connected active transportation network throughout Suffolk County linking popular destinations, employment hubs, schools, transit stops and residential areas.

Suffolk County has a below average proportion of residents who walk or bike to work compared to the national average. A robust walking and biking network will encourage people to limit the number of short automobile trips as well as support healthy living and recreation.



Insert from SC Hike an Bike Master Plan

The Plan includes provisions for signed bike routes, bike boulevards, sidewalks, buffered bike lanes, shared-use paths, and signed bike lanes with a total of about 1,200 miles of proposed walk, hike and bike facilities throughout Suffolk County.

There is currently limited existing pedestrian and bike infrastructure in the Village of Northport. The Plan recommends new bike paths through the Village as represented by the dashed purple lines in the

image below. Northport's scenic shoreline and quaint downtown provide an opportune setting for bike paths to allow residents and visitors to enjoy the Village to its fullest potential. In addition, these paths will allow bikers to access nearby downtowns and scenic areas without having to use an automobile.

Framework for the Future - Suffolk County Comprehensive Master Plan 2035 - The Suffolk County Planning Commission drafted the "Suffolk County Comprehensive Master Plan 2035" in 2015 in order to create a blueprint for the future of Suffolk County. Long-term planning goals are intended to guide activities related to growth in Suffolk County. Suffolk County's land use is largely comprised of low-density residential development with scattered single use commercial areas. This pattern of development can no longer be sustained by the network of transportation, water, and wastewater infrastructure and cannot easily accommodate further residential growth or economic development. Current development patterns are also not resilient to large scale disruptions and natural disasters such as Superstorm Sandy in 2012. Future planning in the region will require special attention to the relationship between land use, the overall economy, traffic and transportation systems, as well as natural and built resources.

Long term planning goals outlined in the Plan include (1) to provide the foundation for sustainable growth and resiliency of Suffolk County and (2) to encourage economic development that will help to retain and attract business and create jobs for Suffolk County residents. In order to attain these long-term aspirational goals, the Plan identifies six key objectives:

1. Build a 21st century transit network to provide more transportation choices to improve mobility, access, and safety.
    - Creating a fully integrated public transit system within the County is of high priority as not only would it help alleviate traffic congestion but would also help foster economic development initiatives. This initiative would be most effective if paired with a development approach that revitalizes or establishes high-density downtown areas around transit hubs and stations. Priority actions include but are not limited to, supporting LIRR improvements, creating new north-south connections to the LIRR, expanding public awareness of existing bus routes, and improving bus transit. Fostering walkable and bikeable communities is another priority action area. In order to accomplish this, the County recommends expanding bicycle and pedestrian networks and developing model design standards for Complete Streets. Suffolk County Hike Bike Master Plan lays out the County's plan to help facilitate this network of transportation.
2. Provide equitable, affordable, and fair housing.
    - The County believes there is a need for increased affordable, fair housing as the majority of available housing stock in the County consists of single-family homes. Lack of affordable housing options means some existing as well as potential residents are priced out of the market. This lack of affordable housing poses a threat to Suffolk County's continued success as a community's success relies on the availability of a diverse workforce that includes younger workers and workers with a range of skills. Changes in demographic profiles in the County have also shifted

demand away from single family homes and towards smaller, multifamily and rental units. Priority action to increase affordable housing in Suffolk County include but are not limited to coordinating efforts to provide wastewater treatment in locations suitable for a range of housing types, update zoning codes that support higher density residential uses, create expedited approval processes for affordable and accessible housing, link County infrastructure grants and incentives to local projects, and revise policies to further fair housing opportunities.

3. Enhance economic competitiveness and capacity to build an innovation economy.
    - The County seeks to enhance economic competitiveness through improving access to employment centers, educational opportunities, services, and other basic worker needs, as well as expand business access to local, regional, national, and international markets. The Plan highlights the impact that tourism has on Long Island and Suffolk County specifically. Tourism on the island is a 5.1-billion-dollar industry and has fed the continued success of Suffolk County's agricultural and fishing industries. A key strategy for economic growth in this region is to produce a new generation of sustainable, well-paying jobs in these legacy sectors. Suffolk County's rural beauty attracts thousands of visitors who enjoy the beaches, fishing, boating, hiking, biking, and other recreational activities in the County. The importance of the water features within the County highlights the significance of protecting this water related natural resources from degradation. The plan lists developing incentives to grow the tourism industry as a priority action.
    - Another priority action area is building an innovation economy. However, some target industries such as agricultural, high tech/green tech, innovation, and advanced manufacturing are having difficulty in attracting and retaining employees with the needed skill set. Some contributing factors include (1) young adults leaving the county, (2) local trade schools are not producing enough graduates that can satisfy the employment demand in these job sectors, (3) lack of housing for young people needed to fill these jobs at the salaries offered. Producing an environment that will encourage young people to live in the County will increase the work pool available. One way to accomplish this goal is to revitalize the County's downtowns, increase multifamily housing, connect regional job centers, and invest in transit to link employment areas suitable for residential growth and TOD.
4. Support vibrant communities.
    - Promoting a responsible and sustainable community revitalization is essential to the economic, cultural, and environmental health of Suffolk County. The Plan recommends targeted funding towards existing communities, for transit-oriented development, expanded wastewater infrastructure, and land recycling – to promote community revitalization, resiliency, and to
5. Streamline government, coordinate policies, and leverage investments.
    - Coordinated planning initiatives across municipal boundaries are essential to foster a more efficient use of

resources and to mitigate the potential adverse effects of development and growth in Suffolk County. The Plan recommends the alignment of policies and funding to remove barriers to collaboration and to better enable leveraging of investment of public and private funds. A regional planning alliance would allow for different entities to effectively communicate and promote planning initiatives.

6. Protect the environment and enhance our human capital.
    - Suffolk County is a region with a federally designated sole source aquifer which means the Couty's sole source of drinking water is from groundwater. This region also primarily relies on on-site wastewater disposal systems that discharge to groundwater. Septic and cesspool systems are especially problematic when located in areas with high water tables and in close proximity to surface water. Excess nitrogen from this sewage threatens valuable natural resources, coastal defense, and human health. When flooded or submerged in groundwater, septic systems do not function as designed and they fail to adequately treat pathogens.
    - The 2015 Suffolk County Comprehensive Water Resources Management (CWRM) Plan discusses the pollution of our ground and surface waters which has led to degradation of these vital resources. The health and success of a community depends upon the quality of their water. The CWRM discusses the pollution of both our drinking water and coastal waters in Suffolk County. Not only does the degradation of our water resource have negative health effects but also leaves our shores more vulnerable to future storms.
    - Nitrogen primarily from on-site disposal systems is the primary contributor to the degradation of our drinking and coastal waters. Nitrogen creates harmful algal blooms, spurs hypoxia, and damages native species and wetlands. Other factors contributing to groundwater quality include volatile organic chemicals (VOCs), pesticides, pharmaceuticals, and personal care products. Many Suffolk County community wells are vulnerable to nitrate contamination and nearly 70% of the wells are rated as high or very high for contamination by VOCs.
    - Priority actions include creating and or expanding sewer districts for existing communities and upgrading current wastewater infrastructure to improve coastal resiliency, water quality, and targeted economic development. Nitrogen and other contaminants reduction goals should be established and develop new standards for innovative alternative septic systems with a corresponding incentive program to encourage the replacement of old cesspools and septic systems.

Town of Huntington Horizons 2020 Comprehensive Plan Update- In July 2008, the Town of Huntington prepared an updated Comprehensive Plan in order to address challenges faced in the Town and define a vision for the years beyond 2020. The plan emphasizes the importance of maintaining the high quality of life and community character in Huntington. It outlines the challenges of preserving open space, managing growth, and enhancing community facilities. The vision statement reflects the values and aspirations of Huntington's citizens. It emphasizes community character, quality of life, sustainable community structure, and responsive town government. Key initiatives include traffic circulation, open space preservation, housing, development quality, commercial corridors, and sustainable Huntington.

Environmental Resources and Open Space - This chapter focuses on protecting Huntington's environmental resources and natural systems, preserving open space and greenways, and providing excellent parks and recreation facilities. It includes strategies for improving regulatory protection, managing stormwater, and promoting sustainable practices.

Community Character - The plan aims to maintain and promote Huntington's historic resources, heritage, and cultural arts. It also seeks to preserve and enhance the town's visual character and community appearance through design standards, public improvements, and community beautification efforts.

Community Facilities - This section addresses the need for cost-effective community facilities and services, including schools, libraries, fire protection, police protection, health care, and municipal facilities. It emphasizes the importance of planning for future needs and promoting cooperation among service providers.

Land Use - The land use chapter outlines strategies for managing development and redevelopment to protect valued land use patterns and maintain or improve the character of areas experiencing change. It includes recommendations for updating zoning regulations, promoting mixed-use development, and preserving industrial land.

Economic Development - The plan promotes a healthy, diversified, and sustainable economy that provides a strong tax base, needed goods and services, and employment opportunities. It includes strategies for maintaining a strong office and industrial employment base, supporting retail development, and addressing cost of living factors.

Transportation - This chapter focuses on providing a safe, efficient, multi-modal transportation system that offers residents convenient choices for accessing destinations. It includes strategies for improving roadway efficiency, enhancing public transportation, and promoting walking and bicycling.

Housing - The housing section aims to provide a variety of housing choices that are suitable and affordable for Huntington's diverse households. It includes strategies for eliminating substandard housing, promoting workforce housing, and addressing the needs of low-income and special needs populations.

Geographic Focal Areas - The plan identifies specific areas within Huntington that have the greatest potential for change, including hamlet centers, commercial corridors, and the Melville Employment

Center. It provides detailed recommendations for managing growth and improving these areas.

Implementation - The final chapter outlines a program for implementing the plan's policies and strategies. It includes principles for ensuring consistency with the comprehensive plan, an action plan with short-term, mid-term, long-term, and ongoing actions, and a protocol for monitoring progress and updating the plan.

Dredging Assessment Report Lower Northport Harbor Channel – The Town of Huntington conducted a dredging assessment report for the lower/south channel of Northport Harbor. The study aims at assessing the feasibility and methods for dredging the lower/south channel of Northport Harbor. The report outlines the need for dredging the lower Northport Harbor channel to maintain navigational access. It includes a hydrographic survey to determine existing water depths and the volume of dredged material at varying depths below mean low water (MLW). The report also involves sediment sampling to determine the chemical and physical properties of bottom sediments and examines methods and feasibility of dredging, dewatering, and disposal of dredged material.

Northport Harbor is an important recreational boating area and an environmental resource. The harbor features recreational boating facilities including marinas, mooring areas, yacht clubs and docking facilities. Maintaining a navigational channel is important to the economic health and recreational value of Northport Harbor. The south channel specifically is important for access to Scudder Park and boat launch facilities at this location. Britannia Marina, located in the southeast corner of the harbor, maintains over 300 boat slops as well as boat fueling, hauling, storage, repair and related marine services in their yachting center. Navigational access for use of this facility is critically important for the economic vitality of the area and support of maritime recreational opportunities. There are also private docks throughout the south part of Northport Harbor as well as Bird Island moorings. As a result, maintaining the south channel is important for multiple users that rely on navigational access to Northport Harbor.

Northport Harbor was last dredged in 1963 and dredged material was used to create Bird Island with some material deposited south of the harbor in an area owned by the Town of Huntington identified as Phragmites Park. Given the constrained depths in the south channel, there has been extensive interest in determining the quality and quantity of sediments in order to work toward a project to dredge this channel to allow for boat navigation in lower Northport Harbor.

The projects as envisioned utilizes the channel width and alignment that is currently in use. The existing channel is marked with buoys and has a width of 100 feet and a straighter alignment than the historic surveys. As a result, the project descriptions outlined in this report all consider a dredging project of approximately 22,000 CY to a depth of -7 feet mlw, for a 100-foot width. The “natural” channel alignment that exists currently which connects the Britannia spur to the south with the Federal channel to the north. A dredged material screening report was prepared in order to characterize the physical properties of channel bottom sediments. A sieve analysis found that the material generally consists of gravel, very coarse to medium sand with fine sand to silt/clay. Chemical analysis was completed since the material did not meet the 90% sand threshold and the Total Organic Carbon (TOC) content exceeded the 0.5% threshold per NYSDEC as reported in the Dredged Material Sampling Report. This sampling and

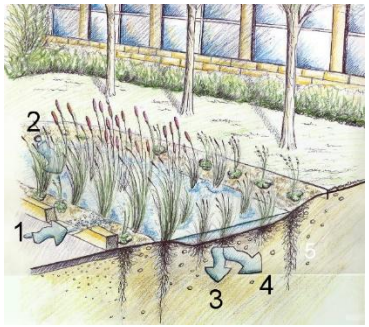
analysis program was focused on chemical quality of sediments for potential removal/disposal and was designed as a screening study to initially determine the composition of the material. Further sampling pursuant to a NYSDEC approved work plan will be needed for permitting and material disposal.

Three types of dredging projects were analyzed and appear to have a high level of feasibility: 1) Mechanical Dredging; 2) Traditional Hydraulic Dredging/Dewatering; and, 3) Hydraulic Dredging with Belt Press Dewatering. Each project was evaluated for implementation and potential impacts were identified as well as anticipated SEQRA processing and permitting. More specifically, preliminary listing and assessment of environmental impacts for each form of dredging project were provided and steps in the permitting and implementation process were outlined in this report.

Dredging the channel to -7 feet at mlw to a width of 100-feet will improve navigation dramatically over current conditions, will allow vessels with drafts up to 6 feet to navigate the channel at low water, and will provide a great benefit for the recreational use of lower Northport Harbor as compared to current conditions and the conditions that have persisted for many years due to the inability to implement a dredging project. Anticipated cost ranges for each type of dredging project are provided. Costs are based on the recommended channel depth and width and include connection to the Federal channel to the north and dredging of the Britannia spur to allow access to the Britannia marina.

Village of Northport Subwatershed Assessment – In 2017, Nelson Pope and Voorhis conducted a subwatershed assessment for the Village of Northport to identify areas contributing the highest volumes of stormwater and significant pollutant levels to the Harbor. The study also aimed to propose feasible drainage improvements across the Village. Both water quality and quantity are pressing concerns for the Village, with particular emphasis on Main Street, which experiences substantial flooding during rain events. Implementing measures to collect and redirect water before it reaches Main Street would greatly mitigate flooding issues.

The study examined potential sites for stormwater infrastructure, focusing on Village property or rights of way (ROW) to identify opportunities for water quality improvement projects that could also reduce stormwater volume. Raingardens are a method used to manage rainwater runoff. They are typically shallow, low-lying areas in the landscape that collect rainwater from roofs, driveways, and streets, allowing it to soak into the ground. These gardens are planted with native grasses, shrubs, and flowering perennials, which help to filter and clean the water as it moves through the soil.

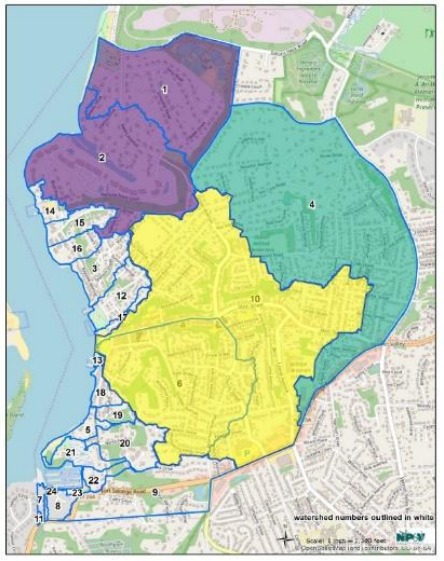


Native plants possess deep root systems that play a crucial role in filtering and purifying rainwater runoff. This process effectively removes pollutants, such as oils, heavy metals, and fertilizers, which might otherwise contaminate water sources. Furthermore, the deep roots of native plants contribute to soil stabilization, thereby preventing erosion. By absorbing and directing water deeper into the ground, native plants help reduce surface runoff and mitigate flooding, which also benefits local groundwater systems. Additionally,

native plants provide essential habitat and food for local wildlife, including birds, bees, butterflies, and other insects, thus supporting and enhancing biodiversity in the region. Because native plants are adapted to the local climate and soil conditions, native plants are more resilient and require less maintenance compared to non-native species.

A watershed is an area of land that channels rainfall and snowmelt to creeks, streams, and rivers, and eventually to outflow points such as reservoirs, bays, and the ocean. Subwatersheds are smaller areas within this larger watershed that drain into smaller streams or tributaries, which then flow into the main water body. In the Village of Northport, subwatersheds 1 and 2 (highlighted in purple in the image to the right) drain into Northport Bay. Subwatershed 4 (highlighted in blue) drains to crab meadow, and all other subwatersheds drain into Northport Harbor. Subwatershed 6 and 10 collect stormwater that drains down Main Street. The study focused on potential raingarden locations primarily in subwatershed 10 and 6 as flooding on Main Street is a primary concern for the Village.

The Village has already taken action in implementing proposed raingardens throughout the Village. A conceptual design has been developed for the grassy island located in front of the Brosnan School building. Rain garden designs have also been developed along Valley Avenue as well as behind the First Presbyterian Church at the intersection of Church Street and Main Street. Additionally, the Village has already installed rain gardens at the James Street Island. The Village is continuing to pursue additional opportunities for design and installation of rain gardens throughout the Village.



Appendix

C

Community Survey



Survey Questions
Comprehensive Plan for the Village of Northport

Thank you for participating in our survey!

The Village of Northport received grant funds from New York State to prepare a Comprehensive Plan for the Village. This planning effort is guided by the Comprehensive Plan Committee (CPC) which will analyze the existing conditions of the Village, develop a future vision for the Village based on community input, and develop policy recommendations to make that vision a reality. A Comprehensive Plan that clearly states the goals and visions of a community is essential to pursuing additional grant opportunities to implement that shared vision. To ensure that the Plan is based on the needs and preferences of residents and stakeholders in the Village, we are asking that you take a few minutes to fill out this survey.

This survey is open to anyone who lives, works, owns property, or goes to school in the Village. Additionally, more than one person in your household can take this survey. Paper copies of this survey are available at Village Hall and the Northport Public Library. You can complete the paper surveys and return them to those locations, if preferred.

The CPC will also be holding a public workshop to gather additional information. You can find additional information on the Comprehensive Plan, outreach events, and the Plan schedule at: https://northportny.gov/comp-plan-survey

ALL ABOUT YOU

Please help us get to know you by answering the following questions:

1. **Which of the following do you represent? (choose all that apply)**
   - I live in Northport Village:
     - Own Home
     - Rent Home
     - Seasonal or Second Home
   - I do not live in Northport Village
   - I own property in the Village:
     - Residential Owner in Northport Village
     - Commercial Property Owner
   - Business Owner in Northport Village
   - Employed in the Village
   - Concerned Citizen who lives outside of the Village but visits the Village for entertainment/services/recreation
   - Other (please specify):_____

2. **Please select which age category you fall into:**
   - Under 18 years old
   - 18-29 years old
   - 30-39 years old
   - 40-49 years old
   - 50-59 years old
   - 60-69 years old
   - 70-79 years old
   - 80 years old and older

3. **If you live in the Village of Northport, how long have you lived here?**
   - Less than 1 year
   - 1 - 5 years
   - 5 - 10 years
   - 10 - 15 years
   - 15 - 20 years
   - 20 - 40 years
   - 40 years or more
   - I don't live here.

4. **If you are a resident of the Village, what type of housing unit do you live in?**
   - Single family home
   - Two or three family home
   - Townhouses/condominiums
   - Multifamily dwelling/apartment
   - Mixed development housing (apartments and condos over storefronts)
   - I do not live in the Village
   - Other (please specify):_____

5. **If you live in the Village of Northport, why did you choose to live here? (choose all that apply)**
   - Raised in the Village of Northport and chose to stay as an adult
   - Good Schools
   - Natural Beauty
   - Good proximity to employment centers
   - Proximity to NYC
   - Employed in the Village
   - To be closer to family/friends
   - Recreational opportunities
   - Sense of community
   - Style of living
   - Available services
   - Downtown environment
   - Proximity to Harbor/Waterfront
   - I do not live here
   - Other (please specify):_____(provide up to two)

6. **Your neighbors. Do you know of families or households who moved out of the Village? If so, do you know the reasons for the move?**
   - New job/ change of employment
   - Family changes
   - Desire for different schools
   - Cost of living in the Village
   - Cost of living in Suffolk County
   - Downsizing
   - Upsizing (wanted a bigger home/property)
   - Location with more commercial/retail services nearby
   - Concerns about rising property and school taxes
   - Other (please specify): _____
   - Do not know people who have moved out

ALL ABOUT NORTHPORT

7. **Please provide three words or phrases that describe what you love about the Village of Northport or the strengths the Village has that it should be enhancing and protecting.**

8. **Which parks and recreational areas do you currently use in the Village?**
   - Steers Beach Park
   - Steers Park
   - Scudder Park
   - Northport Village Park
   - Cow Harbor Park
   - Other (please specify): _____

9. **Are there any improvements that can be made to these parks to make them more enjoyable?**

10. **What do you believe are the three greatest challenges that the Village needs to address right away, and within the next 10 years?**

VISIONING

11. **A vision for the Village of Northport. A vision statement captures what community members value most about their community, and the shared image of what they want their community to become. It describes a community's values and aspirations, issues that affect the quality of life of Village residents, and a shared image of how it wishes to evolve over the next 10 to 20 years. The following draft Vision Statement has been prepared for your review and input:**

The Village of Northport is a historic maritime village on the north shore of Long Island, in Suffolk County. The Village is defined by its unique history and culture, architecture, tree-lined streets, and scenic waterfront. The Harbor continues to be central to the Village's history, unique identity, and current development patterns. The quality of life in the Village is evidenced by the generations of families who call it home. The Vision for the Village is to protect and preserve the intimate nautical atmosphere, excellent quality of life, and community integrity while embracing future demographic needs. In the next 10 years, the Village of Northport will continue to evolve in a sustainable manner by:

- protecting its defining historic, cultural, architectural, natural and scenic resources
- preserving existing open space
- providing additional recreational opportunities
- protecting the harbor and improving stormwater management
- maintaining a family-oriented environment

- encouraging a variety of housing options
- increasing access to the Harbor
- ensuring the overall beauty and character of the Village is maintained for future generations.

Please indicate if you agree or disagree with the Vision Statement:

- I agree with this Vision
- I agree with parts of this Vision and have suggestions on how it can be improved
- I disagree with this Vision
- I disagree with parts of this vision and have suggestions on how it can be improved
- Comment box for suggestions: _____

PLANNING FOR THE NEXT 10-20 YEARS

12. Do you think the Village needs more of the following housing options? (choose all that apply)

- Owner occupied dwellings
- Renter occupied dwellings
- None of the above

13. Does the Village need more of the following types of housing? (choose all that apply)

- Single family homes
- Two or three family homes
- Townhouses/condominiums
- Multifamily dwellings/apartments
- Independent senior housing/ 55+ communities
- Assisted living for seniors
- Mixed development housing (apartments and condos over storefronts)
- Accessory apartments (part of an existing residential dwelling or in an accessory building, e.g., apartment over garage)
- None of the above
- Other (please specify):_____

14. Please choose all of the following recreational opportunities that you think the Village needs more of:

- Picnic Areas
- Swimming Pool
- Community Center
- Indoor skating rink
- Lighted Ballfields and Courts
- Nature Areas & Trails
- Fishing Access
- Harbor Access
- Pickle Ball Courts
- Other (please specify):_____

15. Which elements do you believe are important planning considerations for the future of the Village of Northport?

Housing Considerations	**Yes**	**No**
Maintaining residential serenity		
Encouraging affordable housing options		
Encouraging a variety of housing types		
Supporting the ability of seniors to age in place in the community		
Environment and Recreation Considerations	**Yes**	**No**
Providing parks/recreational opportunities		
Protecting open space		
Implementing green infrastructure (rain gardens)		
Building sustainably and implementing renewable energy		
Minimizing flooding		
Protecting/enhancing the water quality of the Harbor		
Improving stormwater management and protections		
Providing public access to the waterfront		
Protecting natural and ecological resources		
Protecting viewsheds		
Transportation Considerations	**Yes**	**No**
Enhancing the pedestrian network/maintaining safe pedestrian pathways		
Improving traffic flow		
Increasing parking for residents in the downtown		
Increased parking for visitors in the downtown		
Minimizing additional traffic volume on Village roadways		
Downtown and Economic Considerations	**Yes**	**No**
Protecting the existing downtown character		
Preserving locally important historic sites in the Village		
Expanding commercial uses around the existing downtown		
Consolidating government services outside downtown and freeing up downtown buildings for more commercial uses		
Expanding local convenience, retail, restaurants and personal service businesses within the Village		

Economic development/expanding employment opportunities		
Other (please specify)		

OTHER COMMENTS

16. **Please write in any comments or questions that you would like the Comprehensive Plan Committee to consider 32on any topic that was not covered in the questions above.**

CONTACT INFORMATION

- **If you would like to receive updates on the Comprehensive Plan and information about future public outreach events, please provide your name and email address.**
- Name:
- Email:

Appendix D

Survey Summary

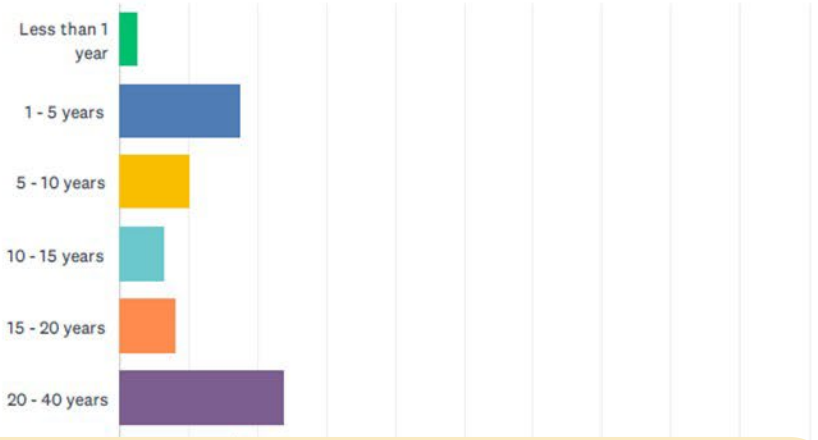
Q1 Which of the following do you represent? (choose all that apply)

Answered: 237 Skipped: 0



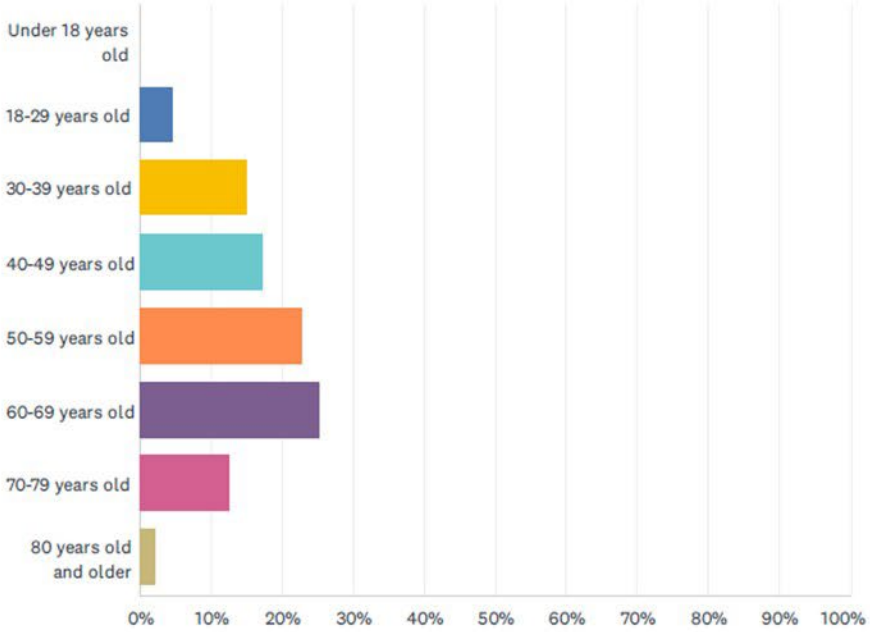
Q3 If you live in the Village of Northport, how long have you lived here?

Answered: 234 Skipped: 3



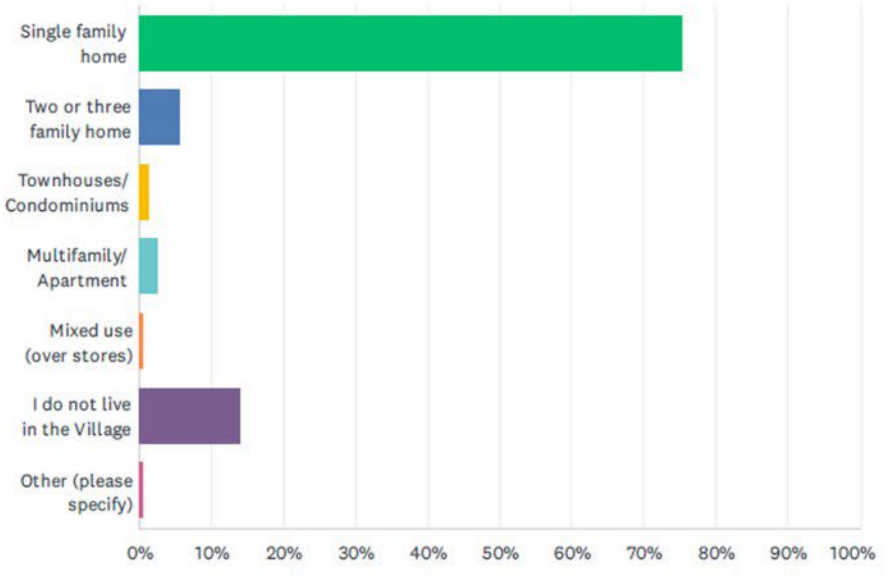
Q2 Please select which age category you fall into:

Answered: 237 Skipped: 0



Q4 If you are a resident of the Village, what type of housing unit do you live in?

Answered: 233 Skipped: 4



Survey Summary

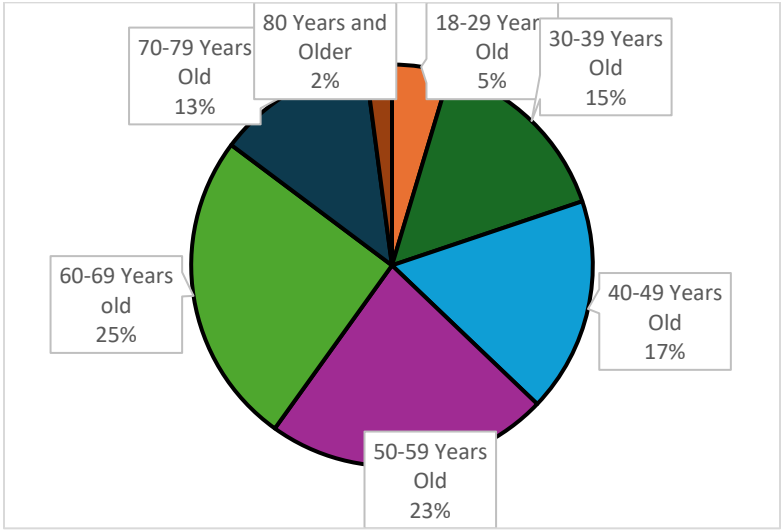
In March 2024, NPV, in conjunction with the CPC, circulated a survey to the community. The survey was primarily web-based; although paper copies were available at Village Hall and the Library which were then inputted into the online survey. The survey posed a series of questions about the Village including topics regarding basic demographics about the respondent (if they live in the Village, for how long, age, housing type), strengths and weaknesses of the Village, priorities and vision for the Village, challenges the Village is facing, desired parks and recreation improvements, and housing needs. The survey was conducted from March 24, 2024 through June 3, 2024 and a total of 237 responses were received. The following is a summary of the input received from the community.

Q1. Residency of Respondents

All 237 individuals who responded to the survey provided an answer to this question. Nearly 83% (198) of respondents either own or rent property within the Village, with a notable majority of Village residents being property owners. Other respondents included business owners, employees, or concerned citizens with a stake in the Village.

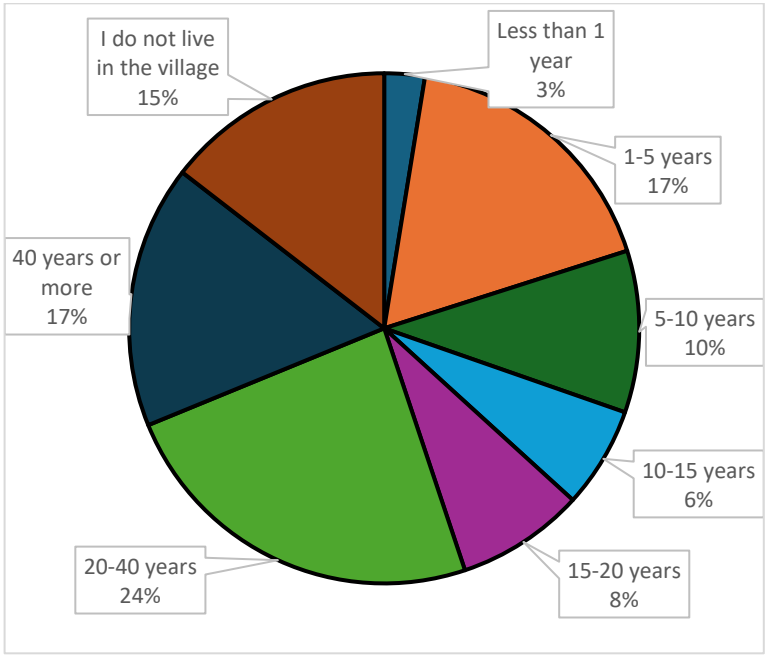
Q2. Age of Respondents

All 237 individuals who participated in this survey responded to this question. Of the respondents, 149 (63%) were over 50 years old with the majority of the respondents in the age group of 60-69 which consisted of 60 individuals.



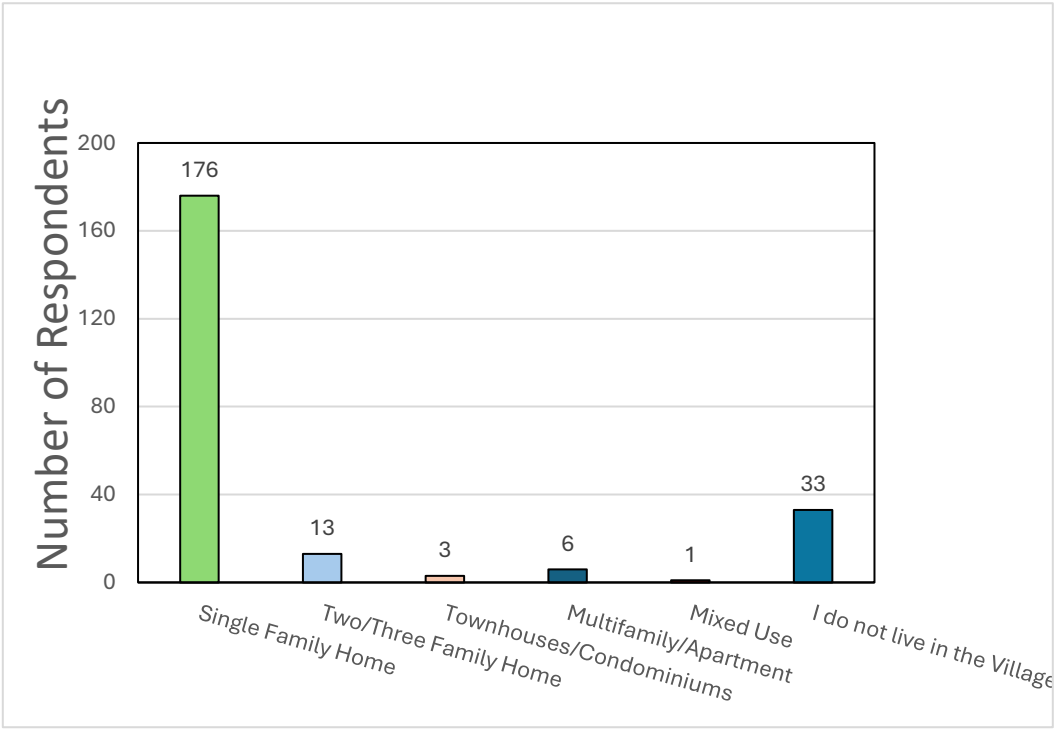
Q3. Length of Time Lived in Village

This question was intended to show the length of time that respondents have resided in the Village. Out of the 234 people that responded to this question, many are long-term residents of the Village. 24% (56) of the individuals have indicated that they have lived in the Village of Northport for 20-40 years, and 17% (41) of individuals have lived in the Village for 1-5 years.



Q4. Type of Housing Unit

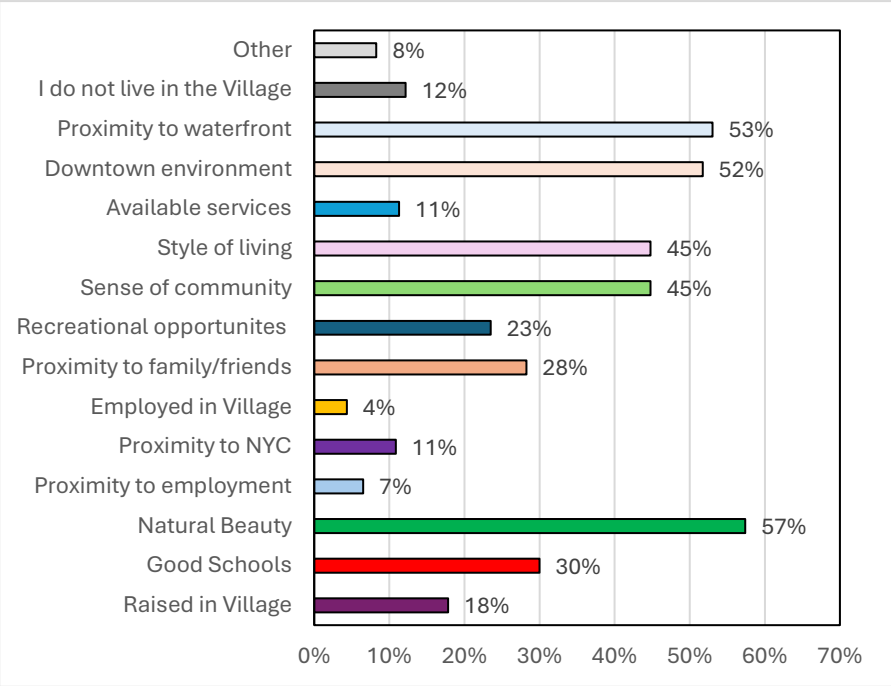
233 respondents answered this question concerning the type of housing that Village residents reside in. Individuals who took this survey, but do not live in the Village, consisted of about 14% (33) of all responses. Most respondents that answered this question, about 75% (176) reside in single family homes. Other responses included two or three family homes (5%), multifamily/apartments (2%), and townhomes (1%).



Q5. Why Reside in the Village of Northport?

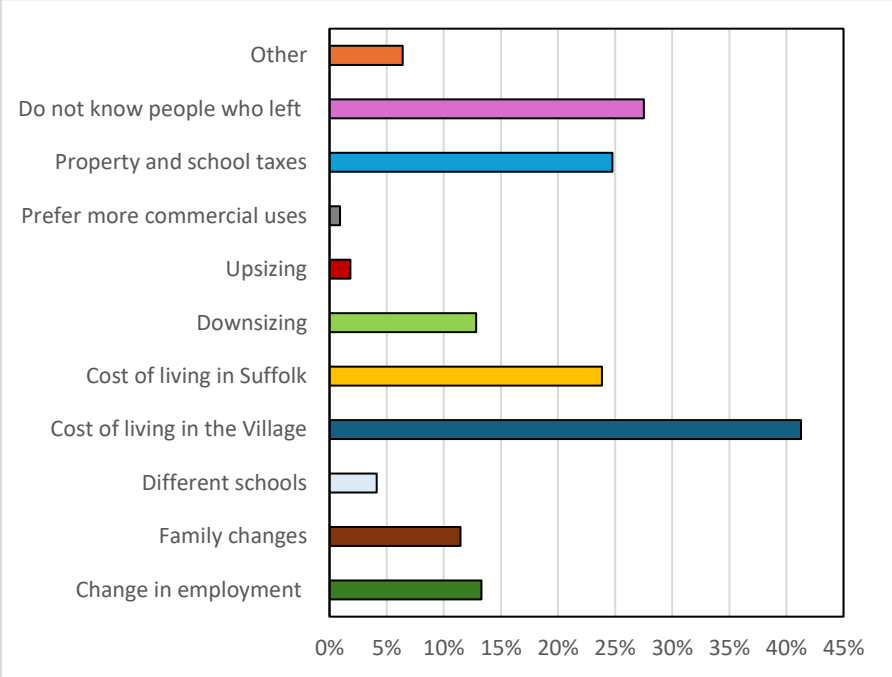
Participants were given an opportunity to express why they chose to live in the Village. 230 individuals answered this question and were able to choose any and all options that are applicable to their situation. Common answers that were chosen among the respondents included:

- Natural beauty
- Waterfront proximity
- Downtown Environment
- Sence of community
- Style of living
- Village Charm (specified in 'Other')



Q6. Why have people you know left the Village?

218 individuals answered this question pertaining to reasons why people they know left the Village. The main responses include the cost of living in the Village (41%) and the property/school taxes (24%). Additionally, the second most commen answer was that the respondents did not know anyone that had left the Village which consisted of (27%)



Q7. Village of Northport's Strength's

Question 7 asked the respondents to describe what they love about the Village or the strengths of the Village in up to three words or phrases. Below is a word cloud that identifies the most common themes (words and phrases) expressed by respondents with the larger words/phrases being the most commonly used.



Q8 + Q9. Park Use and Improvements

This series of questions focused on which parks are most visited by respondents, and their suggestions for improvements. For Question 8, 202 out of 210 respondents (96%) indicated using Northport Village Park. Cow Harbor Park was the second most used, with 149 responses, followed by Scudder Park and Steer's Beach Park. Question 9 asked for suggestions for park improvements, which included:

- General Park Improvements: Cleaning and maintenance, more green spaces and shade, additional seating, family-friendly amenities, better public restrooms, new recreation areas (e.g., pickleball courts), and enclosed dog parks.
- Specific Parks:
    - Steers Beach Park: Improved restrooms, concessions, recreational boating, and a gazebo.
    - Northport Village Park: More police presence, fewer events.
    - Cow Harbor Park: More greenery, less development, opposition to the basketball court expansion.
    - Scudder Park: Improved cleanliness, better boating facilities, and screening for maintenance areas.

Q10. Three greatest challenges facing the Village

Respondents were asked to identify what they thought the three greatest challenges that the Village needs to address right away, and within the next 10 years. 205 individuals responded to this question with thoughts and ideas on how the Village needs to improve. These responses were visualized in a word cloud, with the most common themes displayed prominently.

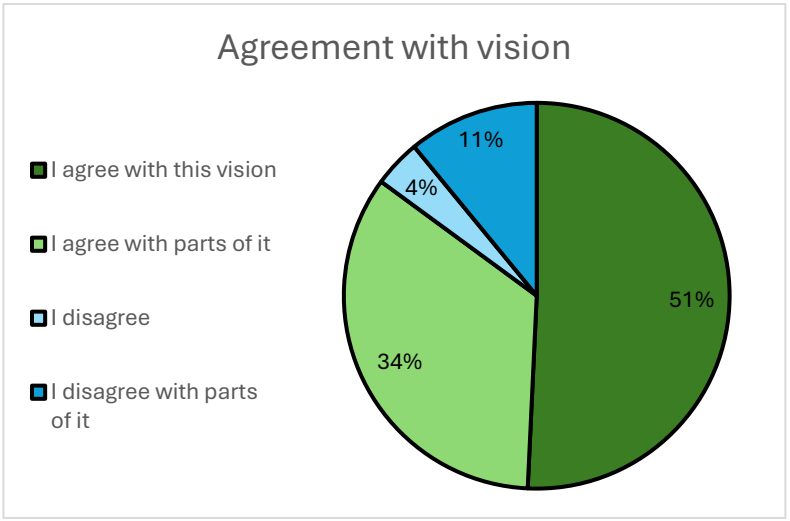


Q11 + Q12. Vision of the Village of Northport

201 individuals participated in question 11 concerning the "Vision" of the Village and were asked if they agreed or disagreed with the entire or portions of the vision that was incorporated into the question. The main tenants of the vision statement were as follows:

- Protecting historic, cultural, architectural, natural, and scenic resources
- Preserving existing open spaces
- Offering more recreational opportunities
- Protecting the harbor and improving stormwater management
- Maintaining a family-oriented environment
- Encouraging diverse housing options
- Increasing access to the Harbor
- Preserving the Village's beauty and character for future generations

About 85% of respondents either agreed with the vision listed or agreed with parts of it.



Question 12 then gave participants a chance to write suggestions for improvements to the draft vision statement. Although more than half of the total respondents for the whole survey did not answer this question, a general idea and suggestions on vision improvements were provided by participants as shown below:

Housing:

- Concerned about "encouraging a variety of housing options". If you allow overdevelopment, or too many rental units, the quality of the Village will decline.

Recreational Opportunities:

- Building a basketball court in Cow Harbor is contrary in keeping the historic look of our Village.
- Support for increasing recreation only in Steers Park.
- Consider addition of a dog park in the Village.
- Support for dredging the Harbor.
- Create an ongoing tree assessment, pruning and tree replacement program.

Congestion/Walkability/Transit/Parking:

- Focus on reducing congestion.
- Safe, walkable Village and neighborhoods.
- Repair/replace sidewalks and increase accessibility for all ages and abilities.
- Challenging to find parking stalls.

Economy/Business:

- Encourage and support artists, writers, theater and small business owners- carving out funding or support that encourages the arts in Northport.
- Maintain our sense of community and people's participation in community groups and community affairs. Supporting a diverse, locally-based business community.
- Foster the small businesses that line our historic downtown Main Street continue to allow residents to enjoy a quality of life that includes a robust downtown shopping district.
- People come, they spend money, stores stay open. Prioritizing the waterfront and downtown will help the whole community.

Diversity:

- Include a focus that benefits smaller households, including seniors.
- Keeping young families in the Village.
- Welcome people from all backgrounds.

Architecture:

- Preserve the architectural heritage of the Village by streamlining the permit process required for repairs and maintenance.
- Consider limiting the colors and architectural changes that can be made to Village storefronts.

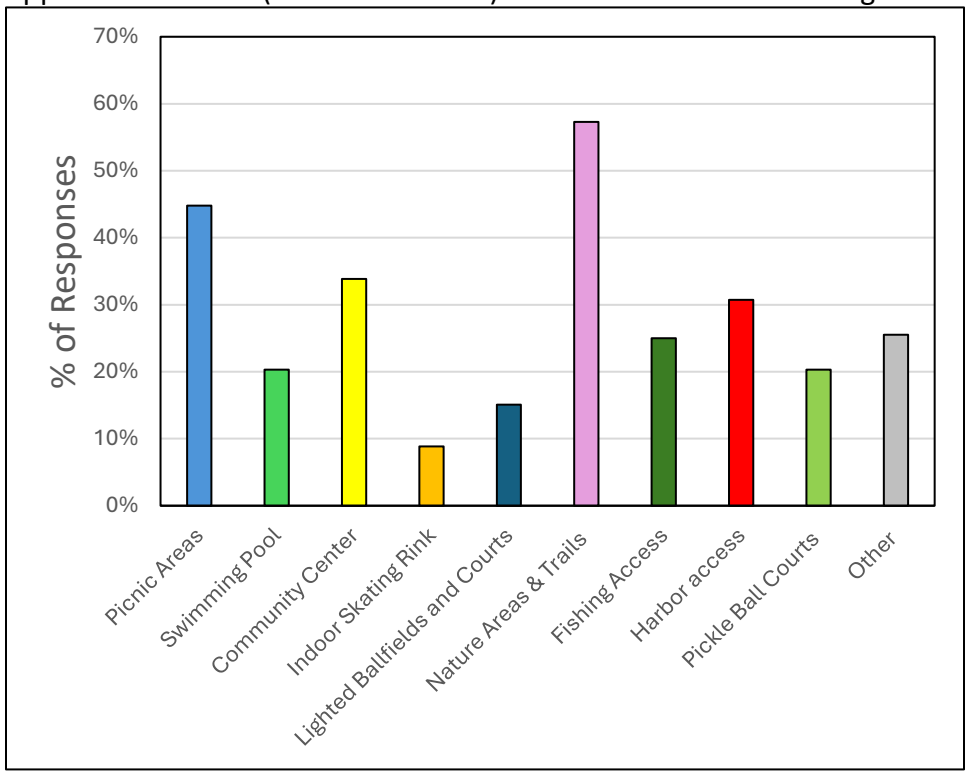
Q13 + Q14. Increase in Housing Options/Types

Both of these questions dealt with the theme of an increase in housing in the Village, but more specifically the housing type and option. The majority of the respondents for both questions indicated that they are not in favor for an increase in any housing for the Village. Specifically, question 13 asked participants if they thought the Village needed more housing options (owner occupied dwellings & renter occupied dwellings) with an additional choice of 'none of the above', resulting in about 66% (130) of participants in this question choosing 'none of the above'.

Similarly, question 14 asked participants to choose what type of housing they thought the Village needs, resulting 54% of respondents choosing the none of the above option. However, three housing types that were chosen from the participants were accessory apartments (15%), single family homes (14%), and senior housing (13%). Respondents also specified thoughts and ideas in the 'other' option, which resulted in comments generally against the increase of housing in the Village due to concerns about 'overcrowding'.

Q15. Recreational Opportunities in the Village

Out of the 237 individuals who participated in this survey, 192 provided an answer to this question. Respondents were asked to choose recreational opportunities that they think the Village needs more of, about 45% of responses supported an increase in Picnic Areas, however, this was second to respondents wanting an increase in Nature Areas and Trails which consisted of 57% of all responses. Additionally, participants were also given the option to write another option that they thought should be included in the Village, which consisted mainly of ideas like including dog parks and outdoor dining opportunities (food trucks) in the Village.



Q16. Important planning elements for the future of the Village

Participants for this question were given 25 different planning elements and were asked if they believed that those considerations are important to the Village future by selecting 'yes', 'no', or 'not sure'. Many of these elements had a overwhelming 'yes' response, specifically, the following elements had a total 70% or more of 'yes' responses:

- Maintaining residential serenity

- Supporting the ability of seniors to age in a place in the community
- Providing parks/recreational opportunities
- Protecting open space
- Minimizing flooding
- Protecting/enhancing the water quality of the Harbor
- Improving stormwater management and protections
- Protecting natural and ecological resources
- Enhancing the pedestrian network/maintaining safe pedestrian pathways
- Improving traffic flow
- Minimizing additional traffic volume on Village roadways
- Protecting the existing downtown character
- Preserving locally important historic sites in the Village

Additionally, there were a few planning elements for the future of the Village that participants mainly responded 'no' to. These elements include:

- Encouraging affordable housing options
- Encouraging a variety of housing types
- Increasing parking for visitors downtown
- Expanding commercial uses around the existing downtown
- Consolidating government services outside downtown and freeing up downtown buildings for more commercial uses

Respondents were also given the opportunity to share thoughts about other planning elements for the Village future which included key themes like:

- Parks and Recreation: Participants suggested several improvements, such as better upkeep, more green space, and addressing the basketball court expansion in Cow Harbor Park, which many felt was negatively impacting the park's charm and tranquility.
- Facilities and Amenities: Requests included adding or improving public restrooms, offering more picnic areas, and enhancing playground equipment, including rubber flooring for safety.
- Environmental Concerns: Many respondents emphasized the need to preserve natural beauty, replant trees that were removed, and minimize further development and concrete additions.
- Community and Relaxation: The desire to keep parks family-friendly, quiet, and free from overdevelopment was a common theme, with concerns about noise from sports activities and events affecting the ambiance.
- Practical Improvements: Suggestions included improving path cleanliness, addressing drainage issues, and creating more accessible recreational spaces for diverse community use.

Q17. Final Questions and Comments

At the end of the survey, participants were given a chance to write any comments or questions about greater Comprehensive Plan about topics that were not included in the survey. Over half of the total respondents of the survey did not participate in this question and the main themes were mainly already discussed throughout the survey, however, there were a few main takeaways:

- Recreational Improvements: Participants called for enhancements to parks, such as adding new playground equipment, shaded picnic areas, and more green space.

- Basketball Court Concerns: Many respondents expressed dissatisfaction with the expansion of the basketball court in Cow Harbor Park, criticizing the loss of trees and green areas.
- Restroom Upgrades: There were several requests for the renovation and better maintenance of public restrooms in park areas.
- Parking and Accessibility: Suggestions included relocating parking lots to improve waterfront views and enhancing overall park accessibility.
- Community Spaces: Some recommended using available land for new recreational facilities, like tennis courts, and creating native garden spaces.
- Environmental Considerations: Respondents highlighted the need to remove concrete, reintroduce native trees, and implement sustainable practices, such as addressing flooding issues.
- Events and Overdevelopment: Concerns were raised about overcrowding and the impact of frequent events on the parks, advocating for preserving the natural charm of the area.

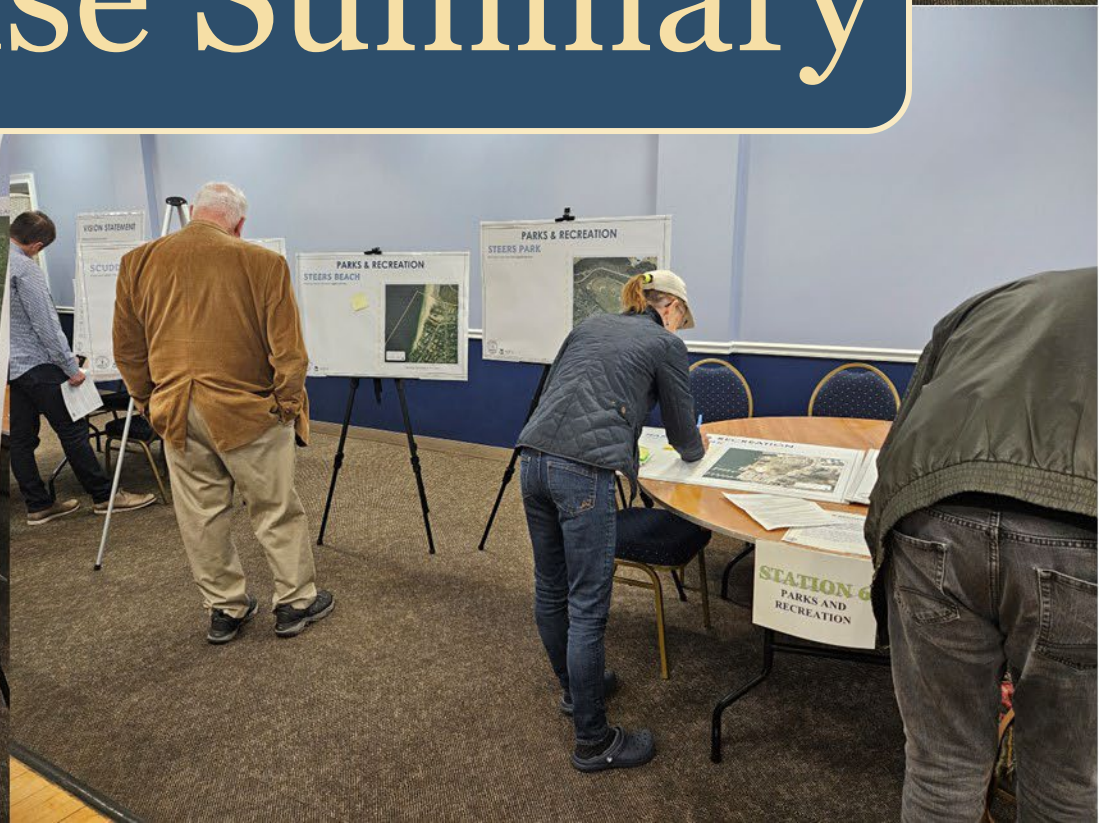




Appendix E

Open House Summary

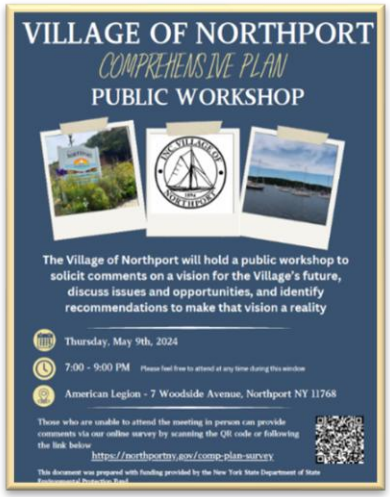




Open House Summary

On May 9, 2024, the Village of Northport hosted an Open House Public Workshop at the American Legion, located at 7 Woodside Avenue Northport, as part of Northport's Comprehensive Plan process. The Open House was facilitated by project consultant Nelson, Pope & Voorhis (NPV), and the Comprehensive Plan Committee (CPC). Interactive public workshops and visioning are core elements of the Comprehensive Plan process. The Open House provides an opportunity for the public to learn about the planning process, ask questions, and provide feedback (verbally and written) that will ultimately inform the Comprehensive Plan.

The Public Workshop was the first community-wide public forum held as part of the Comprehensive Plan process and follows nearly a years-worth of research, analysis, CPC meetings, and an online survey. The Public Workshop was designed to be flexible - attendees could arrive any time between 7:00 and 9:00 p.m. and move between the stations at their own pace, ensuring that community members could participate as their schedules allowed. The Open House was advertised via flyers (which were displayed throughout the Village including in the library, Village Hall, and Chamber of Commerce), the Village website, Facebook, and the local newspaper. Approximately 50 people signed in (additional participants were present but chose not to sign in), including Village Board members, the Village mayor, and the CPC members.



The Open House format of this meeting featured a series of seven stations set-up around the room with members of the CPC and NPV available to provide attendees an opportunity to learn at their own pace, spend as much time as they need at each station, and speak with members of the team directly. In addition, the Open House format allows attendees to move between stations in any order they want to prevent overcrowding and long lines.

The following provides a summary of each station's goals, presentation materials, handouts for participants, and a summary of the input received.



Station 1: What is a Comprehensive Plan? The posters and handouts at the first station provided an overview of the comprehensive planning process and the goals of a Comprehensive Plan. In addition,

the poster provided a timeline of the Plans progression and the expected completion date for the Plan.



Station 2: **Existing Conditions.** Station 2 provided an overview of existing conditions within the Village. Posters at this station included existing demographics in the Village, zoning, land use patterns, property sizes, and FEMA floodplains. Participants were enthusiastic about finding their property on the maps and many were surprised at the numbers represented on the demographic's poster.

Station 3: **SWOT. Strengths, Weaknesses, Opportunities, and Threats.** Participants were asked to write their ideas about strengths, weaknesses, opportunities, and threats facing the Village on a sticky-note and attach it to the poster board. If someone agreed with another respondent's odea, they were asked to put a tally-mark on the sticky note.

- Strengths- What about the Village today makes it a great place to live and work?
    - *Responses: Community spirit, family-oriented village, love for the community, historic buildings on Main Street, walkable waterfront, the harbor, local government on Main Street, restaurants downtown, the theater, village police, safety, good access to Long Island and off Island.*



- Weaknesses- What about the Village today would you improve?
    - *Responses: 8 responses were regarding the sirens in the Village and the desire for them to be removed. A few individuals had comments related to landscaping noise and the desire to phase out gas powered equipment. Flooding was another main concern for participants, particularly on Main Street. Other comments were about invasive plants within the Village, trees being cut down, parking, traffic, and poor street signage.*

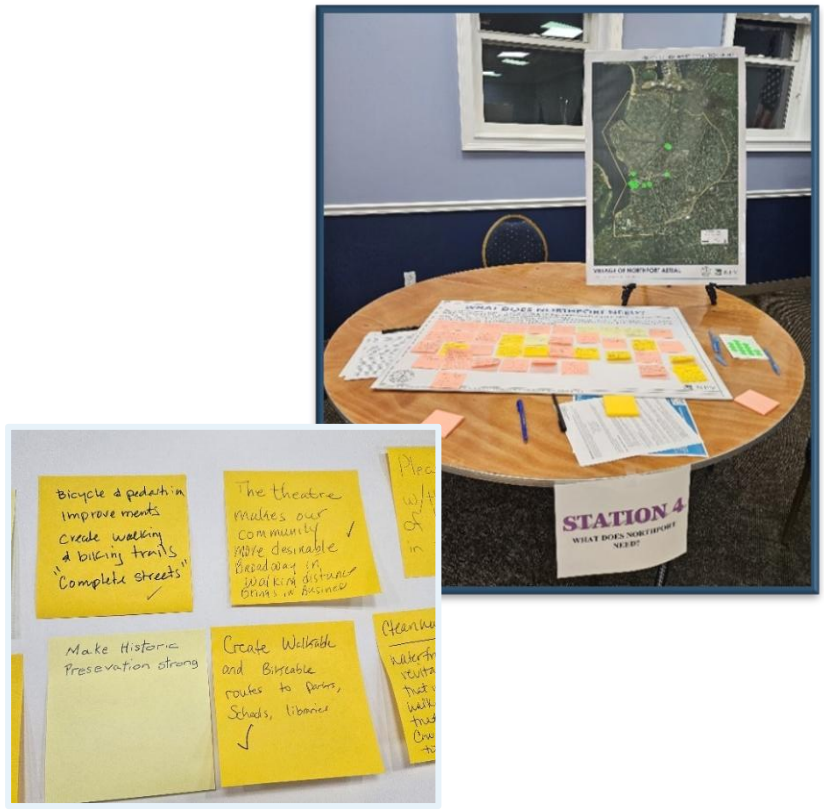
- Opportunities- Are there untapped resources in the Village that could make it a better place to live and work?
    - *Responses: Major dock system and waterway updates, trolley car "tourist visitor center," or trolley-esque shuttle bus, bike paths and dog park at the Bronsan building, more activities for non-athletic youth, extension of the sewer line, more bike/jogger paths, more public art, creation of a streetscape for Main Street including bioswales and large street trees, more native plantings, as well as alerts on the Northport app to warn of flooding events*.
- Threats- Are there any obstacles that might prevent the Village from being a better place to live and work?
    - *Responses: high taxes, waterfront drainage, quality of water in the harbor, pollution, flooding and water from storm surges, climate change, lack of middle-class housing supply, destruction of historic buildings, landscaper noise, speeding on side streets, and lack of safe sidewalks.*



Station 4: **What Does Northport Need?** Participants were asked to brainstorm what they think the Village of Northport needs. The ideas could include anything related to land use, services, businesses, employment/jobs, utilities, infrastructure or any other topic. Participants wrote down their ideas on a sticky-note and attached them to the poster board. If their idea referred to a specific place or property within the Village, participants were asked to place a numbered dot on a map to indicate the location and include that number on the sticky-note with their suggestion.

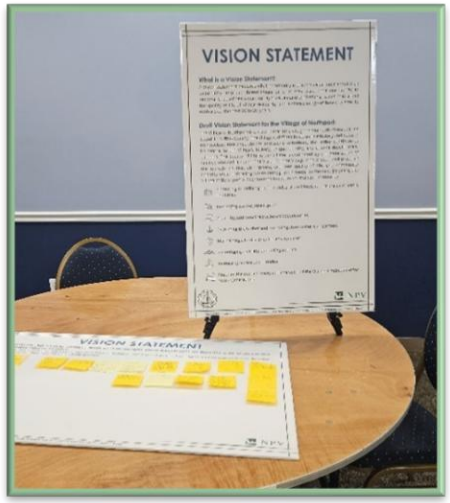
- *Responses: Many comments related to safety within the Village. These included suggestions to make Bayview Avenue a one-way street, additional stop signs and traffic lights at specific intersections, wider sidewalks and additional sidewalks, and enforcement of speed limits. Seven comments were related to the need for a tree inventory and a policy to replace trees that are cut down on Main Street. Additionally, residents would like to see a requirement for more native species. Other comments included affordable housing for*

elderly and young families, better flood mitigation measures, electric car charging stations, and dredging of the harbor.



Station 5: A Vision for Northport.

A Vision Statement is a positive, forward-thinking statement that broadly describes the future of the Village. It captures what community members value most about their community. In a Comprehensive Plan, the Vision Statement sets the stage for the goals, objectives and recommendations of the plan. It answers the question, "where are we going?" Participants were asked to review the draft vision statement below and determine if they agreed or disagreed with the Vision and provide suggestions as to how they would revise it.



"The Village of Northport is a historic maritime village on the north shore of Long Island, in Suffolk County. The Village is defined by its unique history and culture, architecture, tree-lined streets, and scenic waterfront. The Harbor continues to be central to the Village's history, unique identity, and current development patterns. The quality of life in the Village is evidenced by the generations of families who call it home. The Vision for the Village is to protect and preserve the intimate nautical atmosphere, excellent quality of life, and community integrity while embracing future demographic needs. In the next 10 years, the Village of Northport will continue to evolve in a sustainable manner by: Protecting its defining historic, cultural, architectural, natural and scenic resources.

Preserving existing open space. Providing additional recreational opportunities. Protecting the harbor and improving stormwater management. Maintaining a family-oriented environment. Encouraging a variety of housing options. Increasing access to the Harbor. Ensuring the overall beauty and character of the Village is maintained for future generations."

- *Responses: Comments and suggestions on the draft visions statement include – preservation of historic buildings, addition of historic markers, emphasis on people before cars, walkable and bikeable routes throughout the Village, an emphasis on sustainability, clean water for wildlife and people, protection of our natural environment, and encouragement of small businesses and restaurants.*

Station 6: Parks and Recreation. Participants were asked to brainstorm what amenities they would like to see at each park within the Village. This could include active recreation such as playgrounds, ball fields, pickleball courts, ice skating rinks, or passive recreation such as benches, walking trails, gardens, or open space areas. Each park was displayed on a poster and participants wrote on a sticky note what improvements they would like to see at each park.

- *Responses:*
- ***Northport Village Park:** Improvements participants want to see in Northport Village Park include replacing dying trees, a walkable waterfront that links Cow Harbor Park including a greenspace connection, recycling bins, enhanced signage, safe zone pedestrian crossings at stairway entrance, bike racks, splash area for kids, additional art shows and storytelling events, rentable lawn games.*
- ***Cow Harbor Park:** Interactive panel about the history of the park with historic pictures, plant rain gardens, reduce parking space to create more green space, improved walking paths, educational information about native gardens, "greenway" walkway between Cow Harbor and Northport Village Park, solar panels on roof of picnic areas.*
- ***Scudder Park:** Overall cleanup, native species planting, oyster restoration floats, restoration of wetlands, develop the park as a botanical and greenway resource, develop a waterfront trail, new pavilion with tables, dog park, rec center, live music, more kayak racks, improvement of blind corner.*
- ***Steers Beach:** Cleanup, more picnic tables, outdoor showers, new bathrooms.*
- ***Steers Park:** Pickleball courts, dog park, restrooms, outdoor classroom, rain gardens, host more Village functions.*



Station 7: This optional station provided an opportunity to complete the Comprehensive Plan survey. Laptops were set up so participants could take the survey before they left the Open House. The survey was also accessible via a QR code displayed on flyers throughout the Village and was posted on the Village Website. In addition, paper copies were available at Village Hall and the Library.





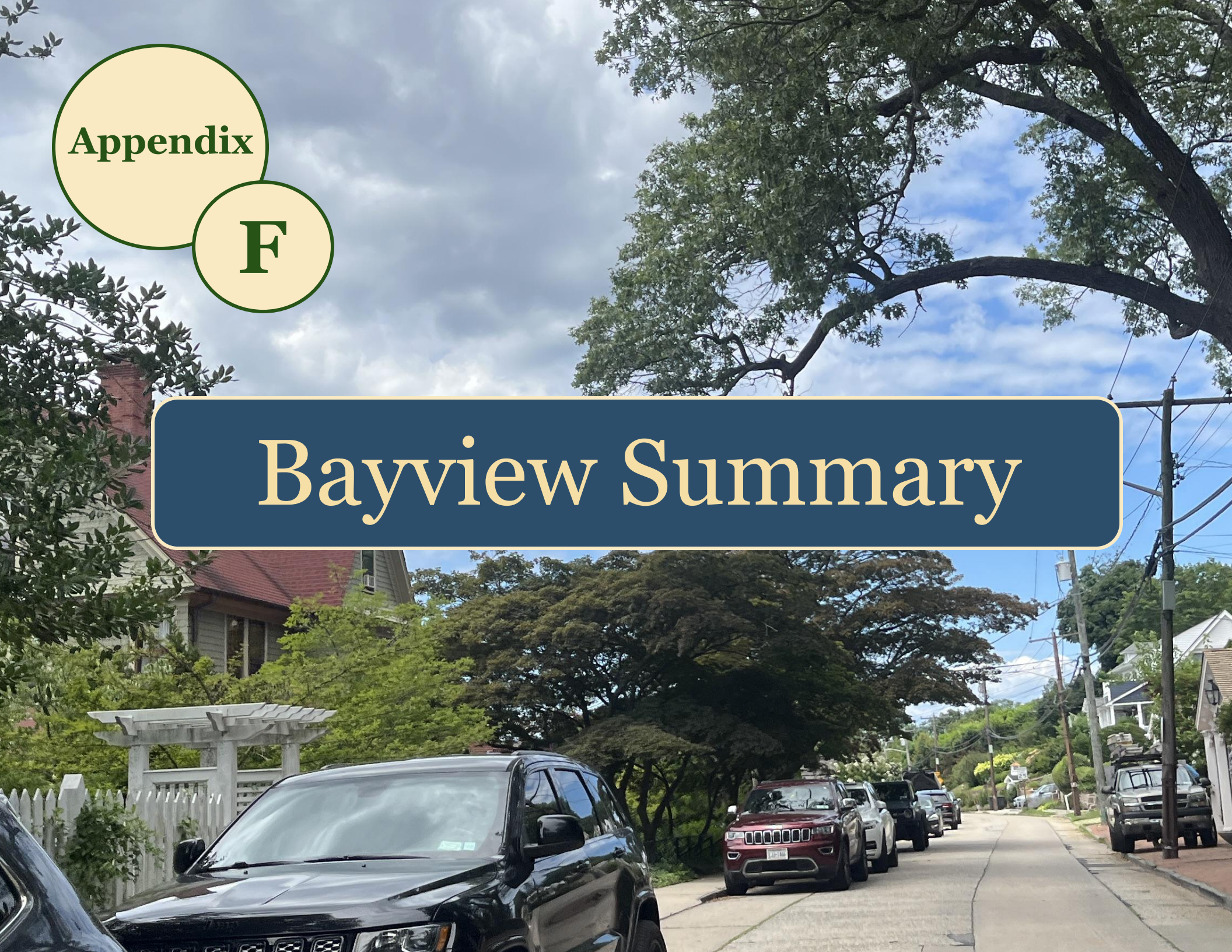




Appendix

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Bayview Summary



Bayview Traffic Meeting Summary

The Village of Northport has received feedback from residents regarding traffic and parking on Bayview Avenue. In order to collect input from residents regarding their concerns and ideas for improvements to the roadway, the Village held a public meeting on September 12, 2024 at the American Legion Post 694 located at 7 Woodside Avenue. The following is a summary of public input received at the meeting.

Background

Bayview Avenue is a two-way north-south roadway that runs along Northport Harbor between Main Street and James Street. Parking is allowed on the west side of the roadway with sidewalks on both the east and west side. Bayview Avenue is narrow, measuring only 21 feet wide in certain areas. Residents who live on Bayview have expressed concerns related to safety, property damage, and the inability to find street parking outside their homes. Residents who have lived on Bayview for many years have noted an increase in the volume and speed of traffic in the past few years. Many residents also noted that they have seen cars failing to stop at stop signs which contributes to safety concerns. In order to help resolve these issues some residents have expressed a desire to convert the roadway into a one-way street. Others have expressed the need for improvements and have suggested other potential solutions besides conversion to a one-way street.

Comments in Favor of Converting Bayview Avenue to a One-Way Street

- Volume and speed of traffic has increased significantly in the past few years.
- Increased number of large trucks, landscaping vehicles, buses, and larger SUV's than in the past.
- There have been many instances of side swiping and minor property damage (front and backs of parked cars are getting hit).
- Danger to pedestrians, unsafe conditions.
- Between Stanton and James, the road is especially narrow. If cars are parked along the west side and a large truck is coming towards you, there is not enough room to get by and there is nowhere to go.
- State regulations – two-way streets must be 29 feet wide, Bayview is only 21 feet wide in some areas.
- Delivery trucks to Seymour's causing issues.

Comments Opposed to Converting Bayview Avenue to a One-Way Street

- Residents who live on the side streets surrounding Bayview Avenue are concerned with increased traffic and safety on their streets.
    - Conversion of Bayview to a one-way street could impact Lewis Road, Highland Avenue, Stanton Street, and James Street as these roads will be used as cut throughs.

  - There are lots of families, strollers, and kids walking on these side streets. Many of these streets do not have sidewalks and are extremely hilly. Speeding and blind turns will be very dangerous for pedestrians.
  - People who drive down Bayview to look for parking and do not find any open spots will then speed around these side streets to come back down to Main Street.
  - In the winter, residents who live on Bayview and potentially Bluff Point would have a hard time driving up the hills on Lewis, Stanton, and James, during snow storms and inclement weather.
- Stop sign located Ocean Avenue is already frequently backed up. Conversion of Bayview to a one way would increase the number of people using Ocean Avenue and increase the congestion.
- There is a speeding problem on Bayview and in the Village as a whole. Conversion of Bayview would likely only increase the speeding on Bayview.
- Many cars parked on Bayview are parked very far away from the curb. If individuals parked better, the problem would not be as exacerbated.
- When people are polite and respectful there is no problem. People need to be respectful and pull over for people passing.

Suggested Alternatives to Converting Bayview Avenue to a One-Way Street

- Speedbumps to slow down cars.
- Rumble strips to slow cars down.
- Speed tables at pinch points – try rubber speed tables to see if they work before investing in permanent speed tables.
- Through traffic for residents only.
- Resident-only parking on Bayview.
- Don't allow cars to park at pinch points.
- Better lighting at pinch points.
- Signage is faded and confusing.
  - Parking should be clearly delineated. Many people currently park where parking is not permitted.
  - No standing area should be clearly delineated with stripes and colors on the road.
  - Intersection of Thomas and Bayview has confusing signage.
- Do not allow parking right in front of a stop sign.
- Police should enforce parking rules.

Topics/Questions for Traffic Study

- How many reported accidents have there been on Bayview and in the Village?
- Examples of streets that converted from two-way traffic to one-way and the results of that conversion.

- Potential impacts to emergency service providers.
- What direction would traffic flow?
- How will conversion to a one-way effect Woodbine, which is already heavily trafficked, and other surrounding streets?
- Would conversion to a one-way increase speeding?