

Village of Lindenhurst

Downtown

Business District Analysis

2015

Demographics

Population

Lindenhurst is a 3.8 square mile incorporated village in the south central area of the Town of Babylon, in southwestern Suffolk County on Long Island. Lindenhurst is classified by the U.S. Census Bureau as part of the New York City metro urbanized area. An urbanized area is defined as densely settled contiguous territory with a population density of at least 1,000 persons per square mile. The entire Town of Babylon is part of this urbanized area, with the exception of the barrier islands on the Great South Bay and the Atlantic Ocean.

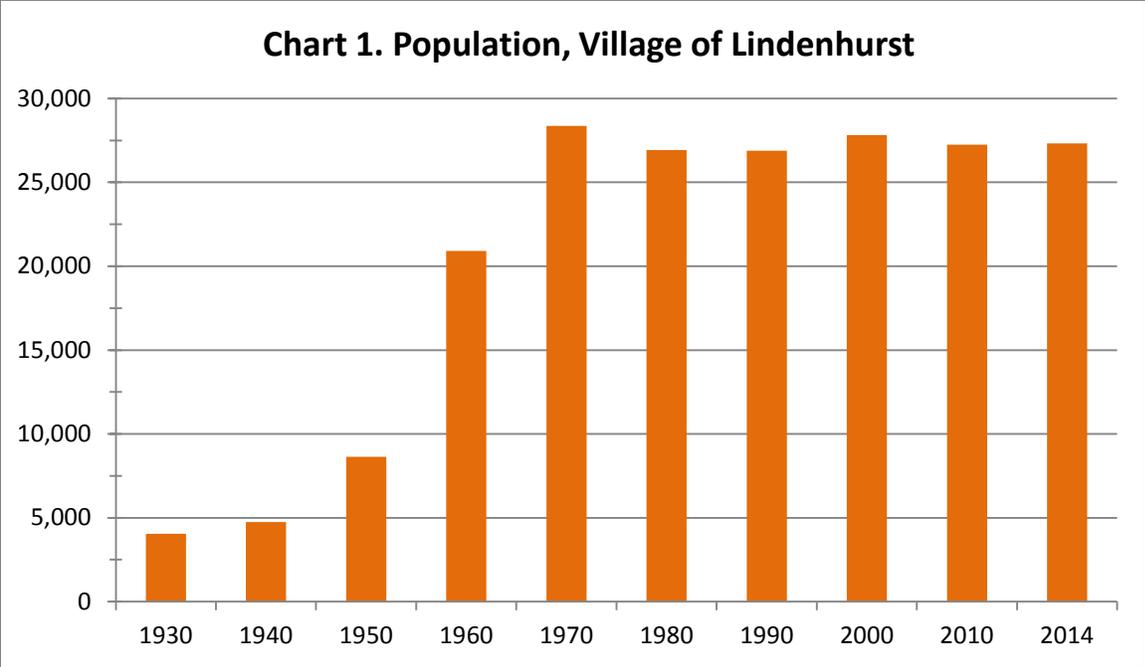
The U.S. Census Bureau has estimated that the Village of Lindenhurst had a population of 27,321 residents as of July 1, 2014. This figure represents an increase of 0.2% since the 2010 U.S. Census. Population density in the Village of Lindenhurst was 7,266 persons per square mile in 2014, significantly higher than the population density of the Town of Babylon as a whole (4,094 persons per square mile), and higher than the density in the Village of Amityville (4,513 persons per square mile) and the Village of Babylon (4,989 persons per square mile). As of the 2010 Census (the most recent year for which figures are available for incorporated and unincorporated communities), the Village of Lindenhurst was the second most densely populated place of the 157 communities in all of Suffolk County, after North Amityville.

Tremendous population growth took place in the Village of Lindenhurst in the 1950s as its population more than doubled. Significant growth also occurred in the 1940s and in the 1960s. Since 1970, Lindenhurst's population has been fairly stable. (See Chart 1.) The reason for this stability is that Lindenhurst was mostly developed by 1970. In 1966, 80% of the land in Lindenhurst was developed.¹ By 1981, 96% of the land in Lindenhurst was developed², and by 2007, 98% of Lindenhurst village was developed³.

¹ Nassau-Suffolk Regional Planning Board, *Existing Land Use* (1968). Hauppauge, NY.

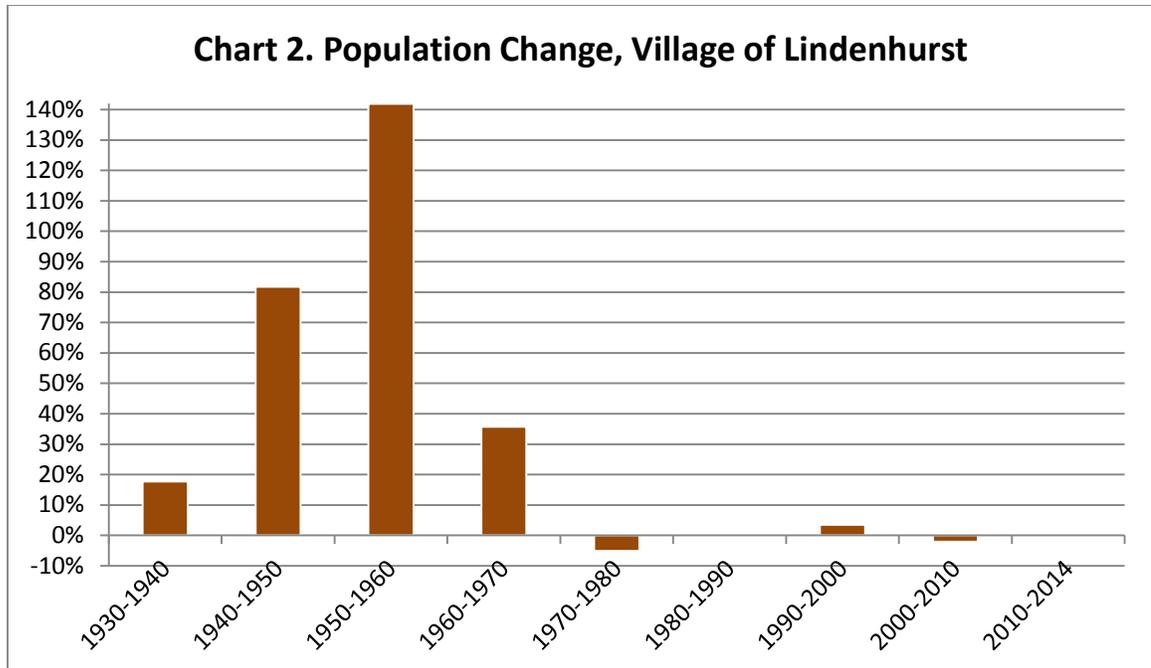
² Long Island Regional Planning Board, *Land Use – 1981 – Quantification and Analysis of Land Use for Nassau and Suffolk Counties* (1981). Hauppauge, NY.

³ Suffolk County Department of Planning, *2007 Existing Land Use Inventory - Western Suffolk County* (2007). Hauppauge, NY.



Source: U. S. Census Bureau (Decennial U. S. Census and 2014 Population Estimate)

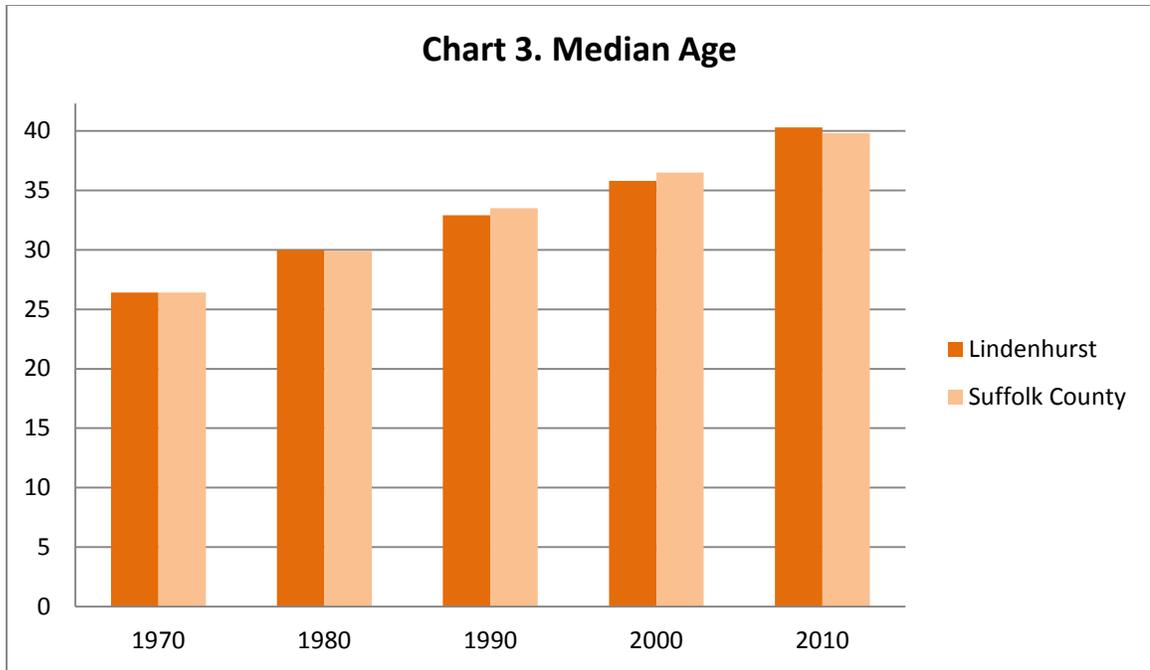
During the 1970s, the population in the Village began to mature, and household sizes decreased as children grew up and left home to form households elsewhere. This change caused the population of the village to decrease by 5% in the 1970s. Since 1980, Lindenhurst’s total population has remained steady. Population decreased by a negligible amount in the 1980s, increased by 3% in the 1990s, decreased by 2% in the 2000s, and has held steady since 2010. (See Chart 2.)



Source: U. S. Census Bureau (Decennial U. S. Census and 2014 Population Estimate)

The years of dramatic population change in Lindenhurst are over. The total population of the Village is expected to remain stable or increase very slowly in the near future. Little vacant land remains on which to build residential development in the Village. Potential redevelopment for housing could add a small percentage to the Village's population total.

Lindenhurst's population is aging. The median age of the Lindenhurst population decreased between 1950 and 1970, due to the influx of young families to the Village. Since then, the median age in Lindenhurst has slowly continued to increase, and was 40.3 in 2010. The median age in all of Suffolk County has increased similarly. (See Chart 3.)

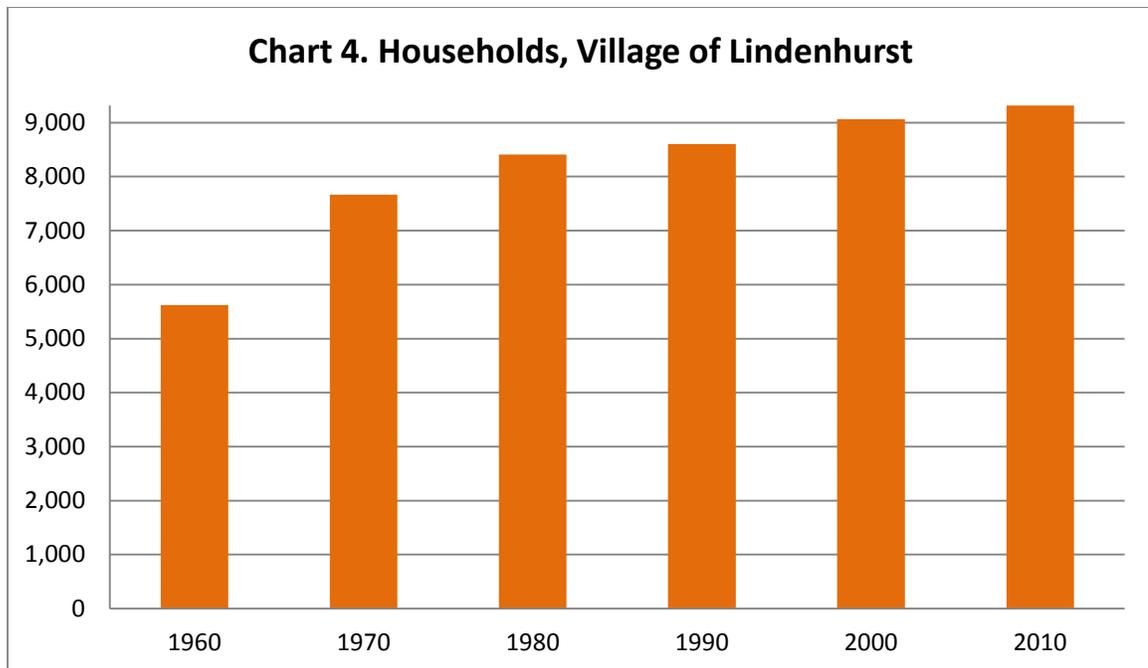


Source: U. S. Census Bureau (Decennial U. S. Census)

Households

A *housing unit* is defined by the U. S. Census Bureau as a house, an apartment, a mobile home, a group of rooms, or a single room that is intended for occupancy as separate living quarters. A *household* is an occupied housing unit. A household may consist of a single family, or one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

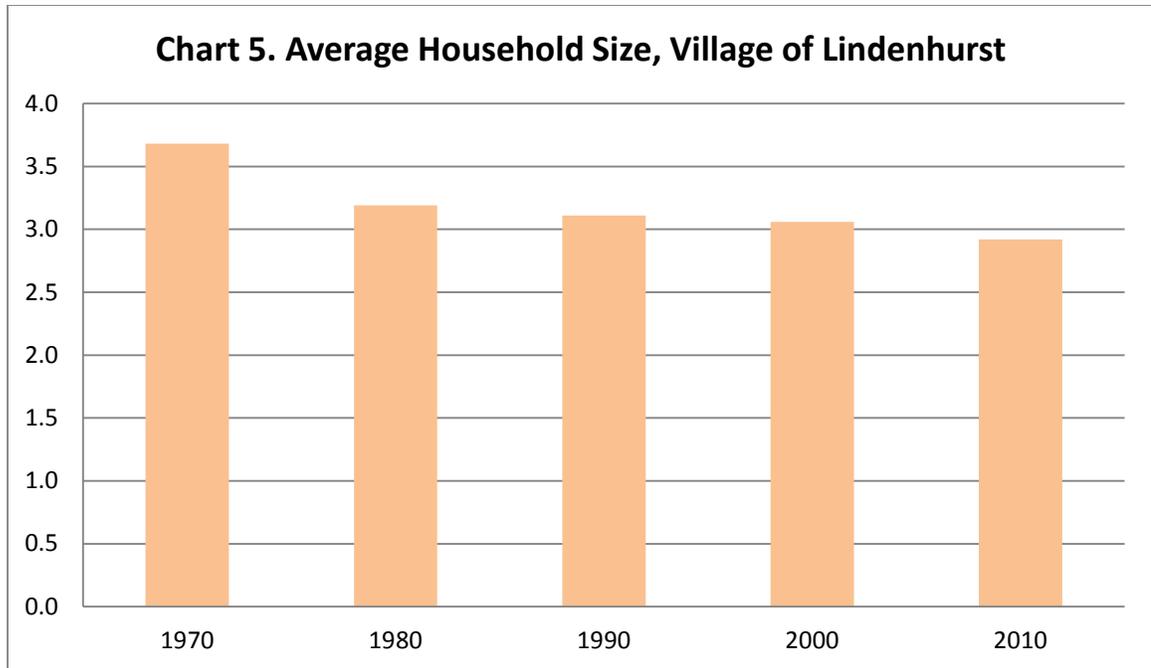
Although Village of Lindenhurst's total population has remained very stable in recent decades, the Village has continued to experience slow growth in the number of housing units and households. In 1980, Lindenhurst had 8,409 households and by 2010 that number had increased to 9,316. (See Chart 4.)



Source: U. S. Census Bureau (Decennial U. S. Census)

The number of households in the Village of Lindenhurst is expected to continue to increase very slowly in the coming years as houses are built on a few remaining vacant lots, and as redevelopment of older existing residences or other buildings may occur.

In recent decades, the number of persons per household has been decreasing in Lindenhurst, as it has in most Long Island communities. Smaller families, more people living alone, and young adults delaying marriage are all trends that translate to smaller household sizes. This is the reason why population in the Village has decreased or stabilized at the same time that the number of households has increased. The average household in Lindenhurst had 2.92 people in 2010, and the figure has decreased in every census since 1970. (See Chart 5.) However, Lindenhurst's average household size is expected to remain fairly stable near its current figure going forward.



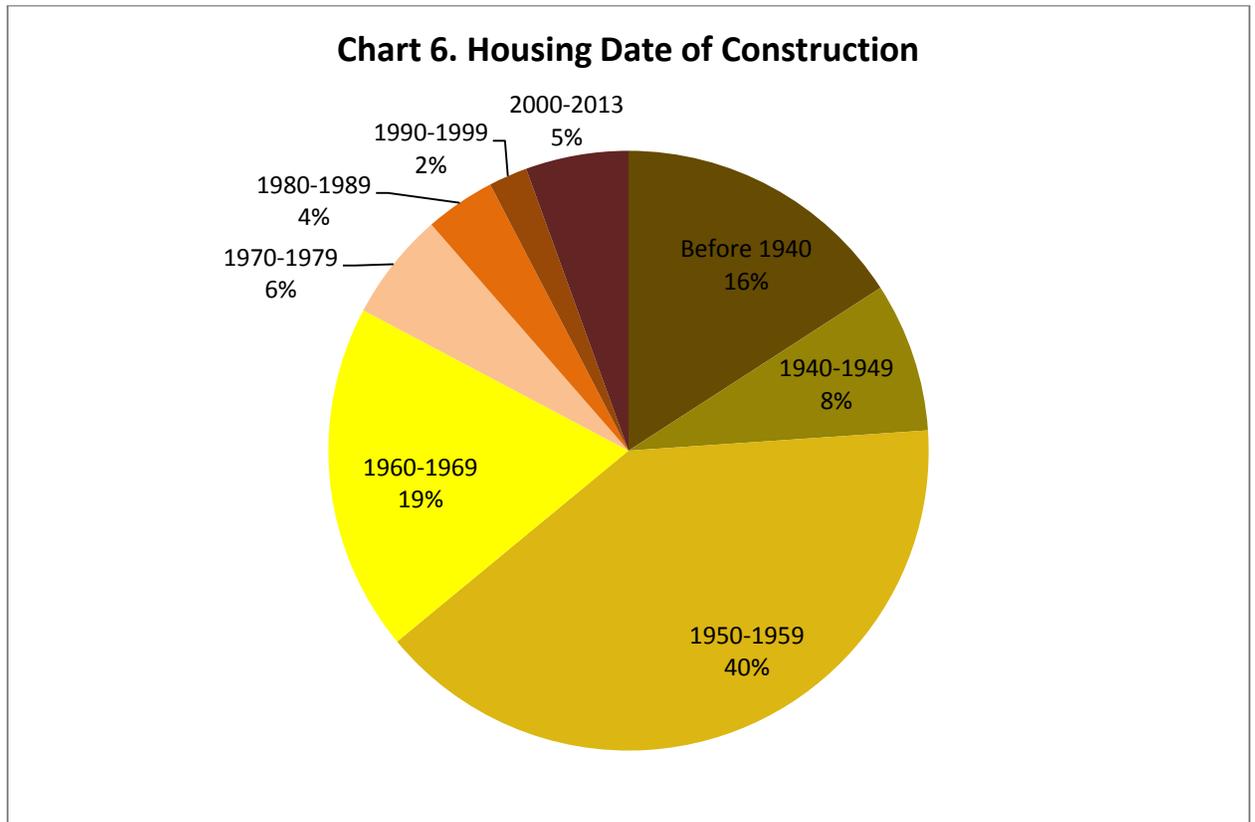
Source: U. S. Census Bureau (Decennial U. S. Census)

Housing

The 2010 U. S. Census showed that the Village of Lindenhurst contained 9,665 housing units. 96.4% of the housing units were occupied. The majority of the unoccupied housing units were homes for rent or for sale. The 2009-2013 American Community Survey reported that 78% of Lindenhurst's homes were single family detached units. There are also a relatively large percentage of 2-family homes (15% of all homes). The remaining 7% of homes were various other multi-family types.

Lindenhurst's housing is mostly owner-occupied. In 2010, the percentage of occupied units that were occupied by their owners was 79.3%. This figure is similar to the percentage for Suffolk County as a whole (78.7% owner-occupied), but higher than Babylon Town's owner-occupied percentage of 74.2%. Housing values in the Village are somewhat moderate. According to the Census Bureau's 2009-2013 American Community Survey, the median value of owner-occupied homes in the Village was \$353,100. This figure was 8% below the Suffolk County median of \$383,400 in the same period.

Data from the Census Bureau’s 2009-2013 American Community Survey details the age of the housing stock in the Village. Nearly two-thirds of Lindenhurst’s housing was built before 1960. A very high percentage of homes in Lindenhurst were built in the 1950s (40% of all housing units). Another 19% of the homes were built in the 1960s, and 16% of the housing units were built before 1940. Another 8% of homes were built in the 1940s, and the remaining 17% of housing units were built since 1970. See Chart 6.



Source: U. S. Census Bureau (2009-2013 American Community Survey)

Income and Employment

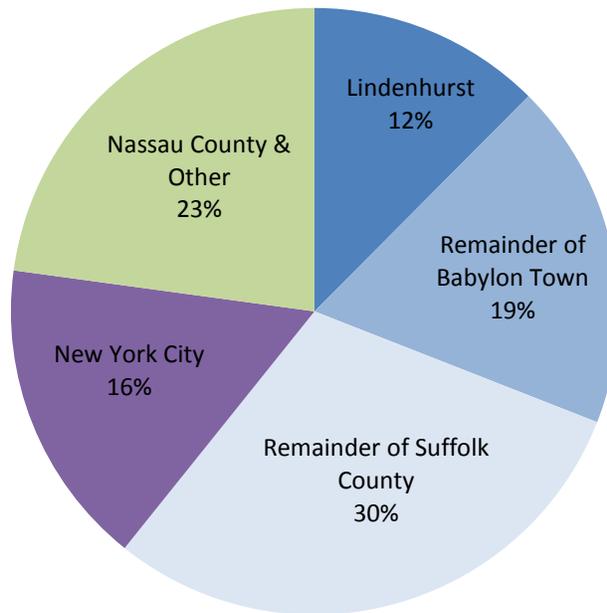
The median household income in the Village of Lindenhurst was \$86,791 in the years 2009-2013, according to the American Community Survey. This figure was similar to Suffolk County’s median of \$87,763, but 8% higher than the Town of Babylon median of \$80,453. In the same period, the percentage of Lindenhurst residents living below the poverty level was 4.4%, compared with 7.0% in the Town of Babylon, and 6.4% in all of

Suffolk County. In 2009-2013, the percentage of households receiving cash public assistance in Lindenhurst was 2.5%, higher than the 2.2% for Suffolk County as a whole, but lower than the Town of Babylon percentage of 3.1%.

In the years 2009-2013, 14,378 of Lindenhurst's residents were employed. The percentage of Lindenhurst's employed residents working in blue-collar occupations was 20%, comparable to the 19% of Suffolk County workers that worked in blue-collar occupations, and 21% in the whole Town of Babylon.

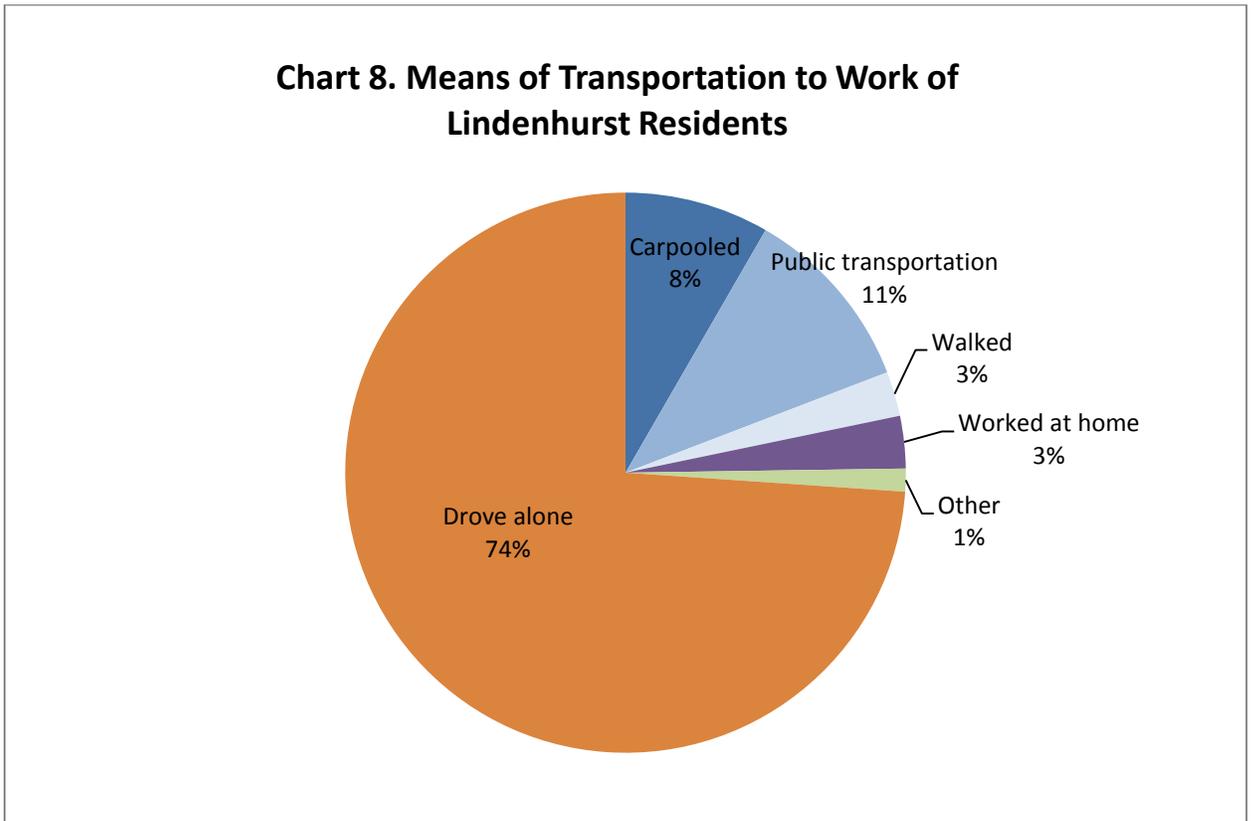
The 2009-2013 American Community Survey reported that 12% of employed Lindenhurst residents worked within the Village. Another 18% worked elsewhere in the Town of Babylon, and another 30% worked elsewhere in Suffolk County. (See Chart 7.) More than 60% of employed Lindenhurst residents therefore worked in Suffolk County. Approximately 23% worked in Nassau County, and 16% worked in New York City. Note that New York City includes not only Manhattan but the other boroughs such as Brooklyn and Queens.

Chart 7. Place of Work of Lindenhurst Residents



Source: U. S. Census Bureau (2009-2013 American Community Survey)

The 2009-2013 American Community Survey revealed information about how workers get to work. Among working Lindenhurst residents, 74% drove alone to work in the 2009-2013 period. Another 11% used public transportation, and 8% carpooled or vanpooled. In Lindenhurst, 3% of workers walked to work and another 3% worked at home. (See Chart 8.) Of the 1,530 residents who used public transportation to get to work, 1,386 people used the railroad.



Source: U. S. Census Bureau (2009-2013 American Community Survey)

The 2009-2013 American Community Survey revealed that 6,880 people worked *within* the Village of Lindenhurst. Of those, 5,353 or 78% drove alone to work. Another 625 (9%) carpooled, 427 (6%) worked at home, and 306 (4%) walked to work. The remaining 3% used other means of transportation to work in Lindenhurst. Out of 215 census places on Long Island, Lindenhurst village had the 52nd highest number of workers. It is a slightly larger employment center than the nearby villages of Amityville,

Babylon, and Farmingdale, and similar in size to the villages of New Hyde Park and Great Neck in Nassau County, and Sayville and Centereach in Suffolk County.

Analysis of Downtown Lindenhurst

Overview

Before World War II, commercial centers and shopping districts on Long Island consisted primarily of walkable downtown centers. Many of these downtowns clustered near railroad stations, such as Lindenhurst. Starting in the 1950s, many new retail commercial buildings and shopping centers were built in Lindenhurst and all across Long Island in areas outside existing downtown centers. By the 1970s, the vitality of the downtowns was depleted because of the continued competition from increasingly numerous large scale shopping centers and small strip shopping centers.

Starting in the 1980s, Long Island's downtowns began to transform. Service businesses and small office uses became a larger share of commercial space in downtowns. These non-retail uses helped keep vacancy rates lower in some downtowns. Through the 1990s and 2000s, construction of big-box retailers continued to drive the transformation of downtown uses away from traditional retail. Although some retail uses and boutiques have remained in downtowns, many downtowns contain even more medical and professional services and some downtowns have become centers for dining or entertainment, drawing evening visitors.

Definitions

A downtown or central business district is defined as an area that contains a traditional "main street" business core of a community. In Suffolk County, downtowns tend to have the following characteristics:

- Concentrated commercial development dominated by retail and service businesses;
- Buildings are closely clustered and are often attached;
- No setbacks – most buildings are built to the sidewalk;
- On-street parking, with off-street parking in municipal lots located behind the stores or nearby;
- Businesses that are separately owned and managed.

The exact boundaries of a downtown are subjective. In walking a downtown, the edge of the downtown is determined when a pedestrian can sense the end of concentrated commercial development. Over the years, Suffolk County Planning has undertaken numerous walking inspections of downtown areas in the County. The exact boundary of each downtown may vary from year to year depending on changing conditions and development patterns.

Downtown Lindenhurst is located primarily along Wellwood Avenue, a north-south roadway, on both sides of the LIRR tracks. The downtown also extends east and west along Hoffman Avenue. On Wellwood Avenue, the downtown extends northward from Gates Avenue, and extends as far north as Dover Street and West John Street. On Hoffman Avenue north of the LIRR, the downtown extends from North 4th Street eastward to the Waldbaums supermarket site. On Hoffman Avenue south of the LIRR, the downtown extends from South 5th Street eastward to South High Street. In 2015, downtown Lindenhurst contained 150 storefronts.

Types of Storefront Uses

For the purposes of this study, only the status of the ground level portion of each building was noted. The use of an occupied storefront or building was classified as either retail or non-retail. Examples of non-retail uses found in downtown areas include: bank, medical office, barber shop, nail salon, dry cleaner, and fitness center.

In downtowns in Suffolk County, the percentage of occupied storefronts that were retail stores has been declining in recent decades. This trend is especially evident in downtown Lindenhurst. In Lindenhurst, the retail percentage was 39% in 2015, down from 46% in 2000 and 57% in 1989 (See Table 1.)

Year	Retail	Non-Retail	Total Occupied	% Retail
1973	69	44	113	61%
1989	66	50	116	57%
1996	65	58	123	53%
1999	63	76	139	45%
2000	57	68	125	46%
2005	61	70	131	47%
2010	49	75	124	40%
2015	49	77	126	39%

Source: Suffolk County Planning

Vacancy Rates

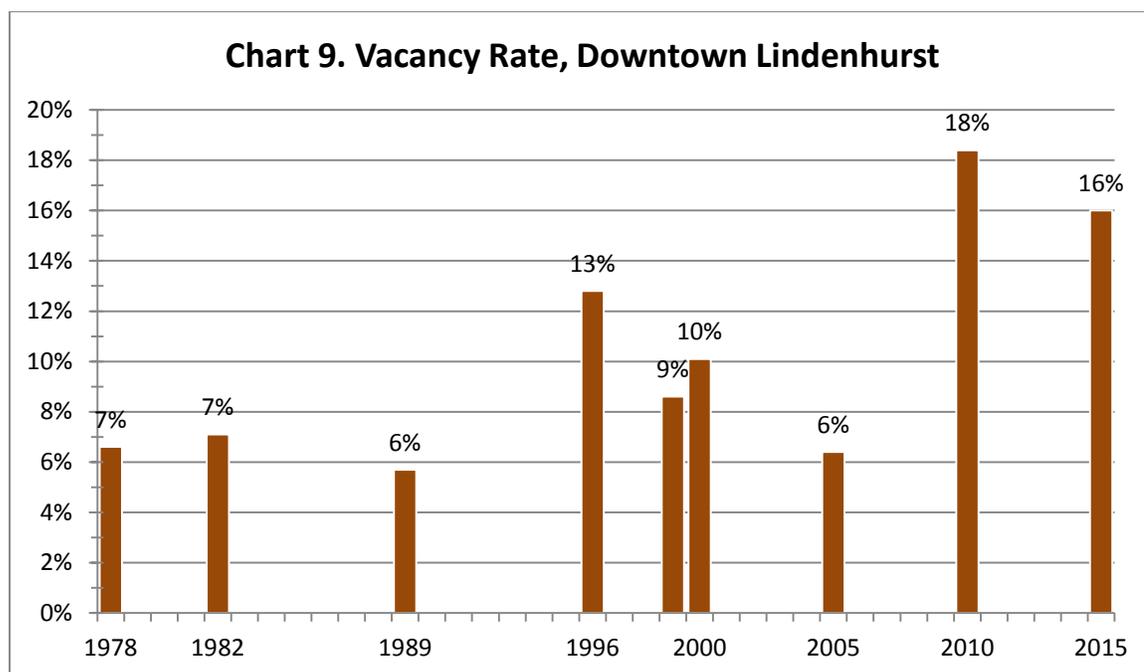
For several decades, Suffolk County Planning has monitored trends in retail commercial development and vacancy rates in downtowns and shopping centers in the County. Walking surveys of downtowns have been performed. In these walking surveys, the number of occupied stores and the number of vacant stores were noted in the downtown area. A store is defined as vacant if it is not occupied and is not in the process of being occupied. A store undergoing renovations or displaying a relatively new sign indicating that a store is “coming soon” is considered occupied. A store that is used simply for storage purposes is considered vacant. Various “non-traditional” buildings located within a downtown area are counted as storefronts (such as gas stations, churches, office buildings, institutional buildings, residences, and converted residences).

Vacancy rates are then computed by dividing the number of vacant stores by the total number of stores. These vacancy rates are based on the total numbers of stores and not based on square footage. In October 2015, there were 24 vacant storefronts noted in downtown Lindenhurst. This figure translates to a vacancy rate of 16%, which is high by historical standards but a slight improvement over the 2010 figure of 18%. (See Table 2.)

Year	Occupied Storefronts	Vacant Storefronts	Total	Vacancy Rate
1978	57	4	61	6.6%
1982	104	8	112	7.1%
1989	116	7	123	5.7%
1996	123	18	141	12.8%
1999	138	13	151	8.6%
2000	125	14	139	10.1%
2005	131	9	140	6.4%
2010	124	28	152	18.4%
2015	126	24	150	16.0%

Source: Suffolk County Planning

The vacancy rate in downtown Lindenhurst was below 10% in the three walking surveys that were performed in the 1970s and 1980s. (See Chart 9.)



Source: Suffolk County Planning

By 1996, the vacancy rate had climbed to 13%, but the vacancy rate improved in the surveys of 1999, 2000, and 2005. However, by 2010 there were significantly more vacant stores in downtown Lindenhurst, and a vacancy rate of more than 18%. The vacancy rate did improve somewhat to 16% in 2015 but still remains high.

Land Use

Existing Land Use

The land use inventory conducted for downtown Lindenhurst and the surrounding area was prepared on a Suffolk County Real Property Tax Map base from 2012 and field verified in October 2015. GIS was utilized to link land use data with parcels shown on the tax map. The resulting land use map of the study area shows 13 categories of land use. The 13 general land use categories that are used by Suffolk County for planning purposes are:

- Low Density Residential (less than one housing unit per acre)
- Medium Density Residential (between one and five housing units per acre)
- High Density Residential (five or more housing units per acre)
- Commercial
- Industrial
- Institutional
- Recreation and Open Space
- Agriculture
- Vacant
- Transportation
- Utilities
- Waste Handling and Management
- Underwater Land

Each parcel on the tax map was assigned one of the 13 general land use categories. When more than one use was found to occur on a single parcel, the primary or predominant use of that parcel was determined and assigned to that parcel. Several other conventions were used in assigning land uses to each parcel. Some of those conventions are:

- When structures on improved parcels are unoccupied, the parcels are not classified as vacant. They are classified according to the type of structure present, such as commercial or residential.

- The existing zoning designation of a parcel is not a factor in how that parcel’s land use is classified.
- The number of housing units on a parcel was used in conjunction with parcel acreage to determine residential density, and therefore the classification of the parcel as low, medium, or high density residential.
- Parcels that are adjacent to commercial uses in business districts and are used as parking lots in connection with these uses were classified as commercial. Parcels that are municipally owned and used for parking or directly related to a nearby transportation use such as a railroad were classified as transportation.

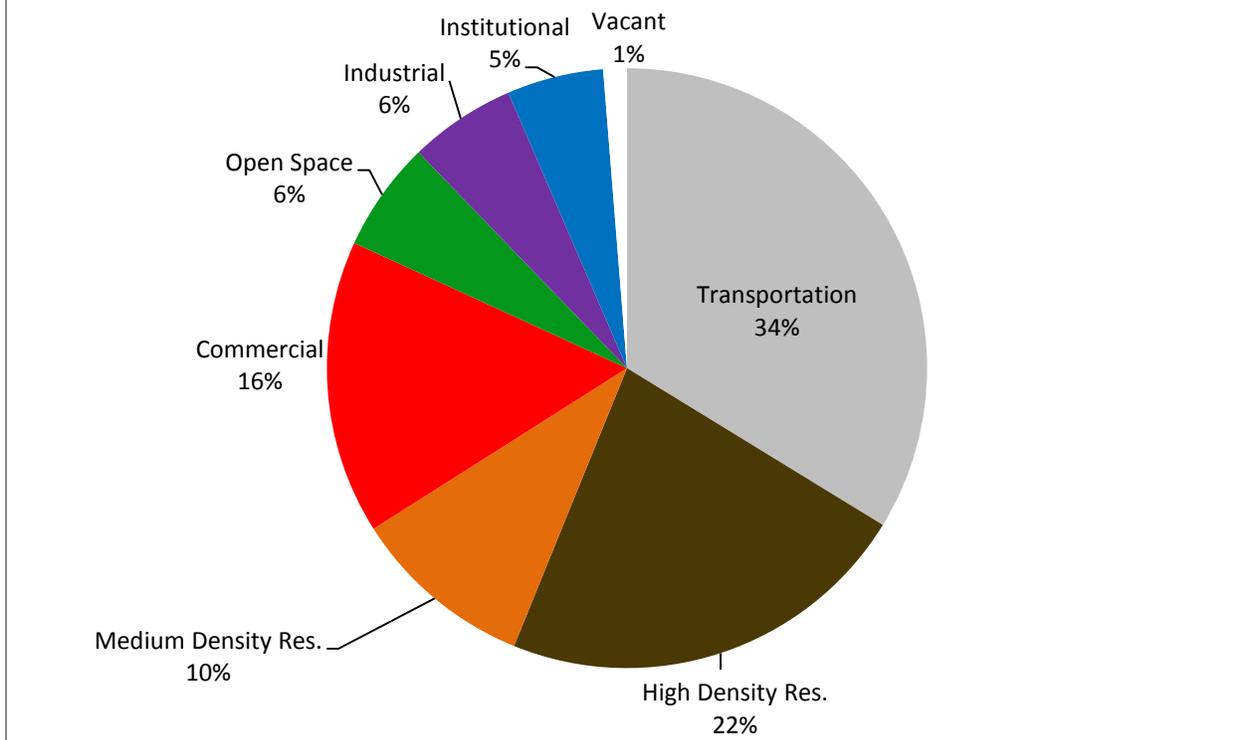
The study area covers 165 acres and contains 478 tax map parcels. Table 3 shows the number of parcels and the sum of the acreage contained in each land use category. Table 3 shows only those land use categories which are present in the study area. In the study area, there were no instances of: low density residential, agricultural, utilities, waste handling and management, and underwater land.

Land Use Category	Parcels	Acreage	% of Total Acreage
Medium Density Residential	65	16.3	9.9%
High Density Residential	252	37.0	22.4%
Commercial	110	26.2	15.8%
Industrial	18	9.5	5.7%
Institutional	15	8.6	5.2%
Recreation and Open Space	3	9.8	5.9%
Vacant	9	2.1	1.3%
Transportation*	6	55.8	33.8%
TOTAL	478	165.3	100.0%

*Includes 49.1 acres or road rights-of-way that are not parcels. Source: Suffolk County Planning

Chart 10 depicts the relative land uses in the study area, and the corresponding percentages.

Chart 10. Land Use, Downtown Lindenhurst Study Area, 2015



Source: Suffolk County Planning

The most common land use in the study area is **transportation**, with 55.8 acres or nearly 34% of the entire study area. This figure includes roadways, the railroad, and parking associated with the railroad. The second most common land use in the study area is high density residential, comprising 37 acres or 22% of the study area. Together with medium density residential (16.3 acres, 10% of the study area), **residential** uses in total comprise 31% of the study area. **Commercial** land use was the next most dominant, with 26.2 acres (16% of the study area).

The next most common land use in the study area is **Recreation and Open Space**, which comprises 9.8 acres or 6% of the study area. **Industrial** uses, with 9.5 acres, also comprise 6% of the study area. **Institutional** uses added up to 8.6 acres or 5% of the study area. Finally, **vacant** undeveloped land totaled 2.1 acres in the study area, just 1.3% of the total.

Parking

On Long Island, if a downtown center is going to thrive, it must have adequate parking. The parking in and near downtown Lindenhurst can be grouped into the following categories:

- Municipal parking
- On-street parking
- Private parking
- Commuter parking

An inventory of existing public parking capacity was undertaken in downtown Lindenhurst in December 2015.

Municipal Parking

In downtown Lindenhurst, municipal parking includes parking in village- and County-owned parking lots. Lindenhurst village owns six municipal parking lots in downtown Lindenhurst. These lots allow unlimited free parking. These village-owned municipal parking lots are located throughout the downtown area. Three of the six lots are located north of Hoffman Avenue and three are located south of Hoffman Avenue, and all are west of Wellwood Avenue. These six parking lots total 2.09 acres. Additionally, a small 0.14 acre parking lot is owned by Suffolk County adjacent to the gazebo park east of Wellwood Avenue and north of Hoffman Avenue. Together, these six Village lots and one County lot provide **200** marked parking spaces. These lots are adequately maintained.

On-Street Parking

In Lindenhurst Village, metered on-street parking generally allows vehicles to park for a maximum of two hours between the hours of 9AM and 6PM, except Sunday and holidays. In downtown Lindenhurst, marked metered on-street parking is located along Wellwood and Hoffman Avenues and Bristol and Auburn Streets. There are **217** metered parking spaces in

downtown Lindenhurst. These parking spaces are adequately marked. Where parking is not permitted, curbs are painted yellow.

There are three areas along Hoffman Avenue in downtown Lindenhurst where free *unmetered* on-street parking exists: on the north side of Hoffman Avenue west of Wellwood Avenue (marked spaces), and on the south side of Hoffman Avenue east and west of Wellwood Avenue (unmarked spaces). These areas contain approximately **62** parking spaces. Near downtown Lindenhurst, free parking exists beyond Wellwood and Hoffman Avenues on numerous side streets.

In addition, under the elevated railroad tracks along Hoffman Avenue west of North Wellwood Avenue, there are **122** free and unrestricted marked parking spaces between Wellwood Avenue and N. 4th Street. Additional marked spaces exist west of this point beyond downtown Lindenhurst. These parking spaces are included as on-street parking spaces. In total, there are **401** metered and unmetered on-street parking spaces serving downtown Lindenhurst.

Private Parking

In downtown Lindenhurst, there are approximately **650** private parking spaces serving downtown businesses. These lots generally have signs posted indicating that parking is for customers only. The parking lot of the former Waldbaums supermarket has 303 parking spaces. This lot is the single largest parking lot in the downtown area. Other stores and businesses in the downtown area have private parking lots that vary in size from five to 40 parking spaces. These parking lots are generally accessible from the side streets of downtown Lindenhurst.

Commuter Parking

The Long Island Railroad station at Lindenhurst is located along Hoffman Avenue approximately four blocks east of Wellwood Avenue near downtown Lindenhurst. Trains travel between Lindenhurst and Penn Station in Manhattan in approximately one hour. In the study

area, there are **602** parking spaces near the Lindenhurst train station designated specifically for rail commuters. Commuter parking in Lindenhurst can be grouped into three categories:

- Village-owned parking lots
- Parking under the elevated railroad
- Metered railroad parking

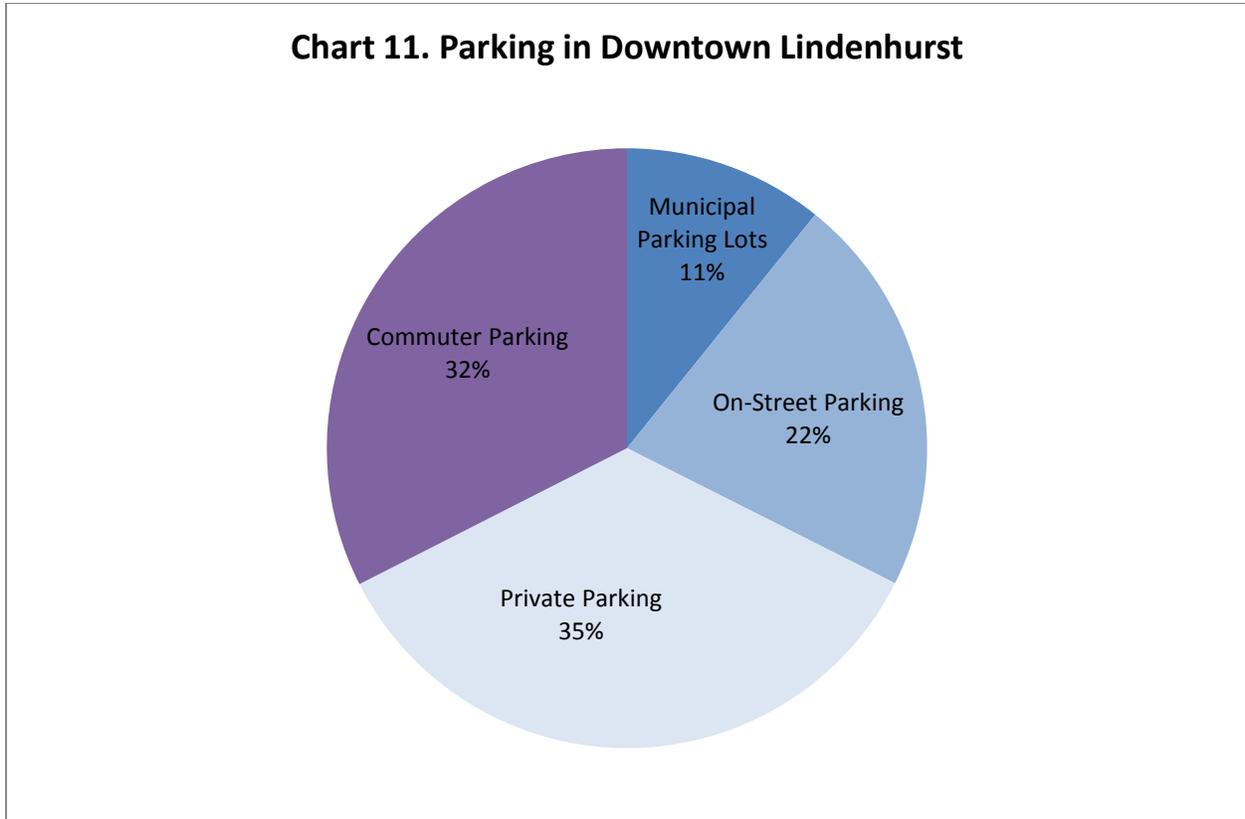
There are two Village-owned commuter parking lots north of the railroad station between Hoffman Avenue and John Street. These two lots together have **424** marked parking spaces and require a Village permit. Under the elevated railroad tracks along Hoffman Avenue west of Allegheny Avenue, there are **158** marked parking spaces that require a Village permit. (An additional 79 marked spaces requiring a Village permit also exist under the railroad tracks east of Allegheny Avenue outside the study area.) Another **20** metered parking spaces exist east of North Wellwood Avenue on Hoffman Avenue. These parking spaces have a 24 hour time limit. A summary of the parking capacity by type of parking follows in Table 4 and Chart 11.

Table 4. Parking Capacity, Downtown Lindenhurst, 2015				
Type of Parking		Parking Spaces	Disabled Parking Spaces	Total Parking Spaces
<i>Downtown Parking:</i>				
	Municipal Parking Lots	190	10	200
	<i>On-Street Parking:</i>			
	Metered	214	3	217
	Unmetered	61	1	62
	Under Railroad (unrestricted)	118	4	122
	On-Street Parking Total	393	8	401
	Private Parking (estimated)	NA	NA	650
	<i>Downtown Parking Total</i>			1,251
<i>Commuter Parking:</i>				
	Village-Owned Parking Lots	416	8	424
	Under Railroad	150	8	158
	Metered Railroad Parking	20	0	20
	<i>Commuter Parking Total</i>	586	16	602
	GRAND TOTAL			1,853

NA – Not Available. Source: Suffolk County Planning

The total number of parking spaces serving downtown shoppers is 1,251. This figure includes municipal parking lots, on-street parking, and private parking lots serving businesses. The total number of commuter parking spaces is 602, including permit restricted parking in Village-owned parking lots and under the railroad tracks, and metered daily parking. The grand total number of parking spaces in downtown Lindenhurst is therefore 1,853 spaces. Chart 11

shows the proportion of parking in downtown Lindenhurst that falls into each of these categories.



Source: Suffolk County Planning

Of the 1,853 parking spaces in downtown Lindenhurst, municipal parking lots account for 11% of the total, on-street parking represents 22%, and private parking comprise 35% of the total. The 602 commuter parking spaces represents 32% of all parking in downtown Lindenhurst.

Municipal Parking Utilization

The public parking within the downtown Lindenhurst study area is utilized at varying rates, depending on the location. The utilization of all public parking in downtown Lindenhurst

was assessed midweek during the late morning in early December 2015. Table 5 shows the percentage of parking spaces that were occupied among the different types of parking. These numbers reflect a one day snapshot of parking utilization. They don't account for varying occupancy throughout the course of each day.

Table 5. Utilization of Public Parking, Downtown Lindenhurst, December 2015				
Type of Parking		Vehicles	Parking Spaces	% Utilization
<i>Downtown Parking:</i>				
	Municipal Parking Lots	89	200	45%
	<i>On-Street Parking:</i>			
	Metered	118	217	54%
	Unmetered	30	62	48%
	Under Railroad (unrestricted)	48	122	39%
	On-Street Parking Total	196	401	49%
	<i>Downtown Parking Total</i>	285	601	47%
<i>Commuter Parking:</i>				
	Village-Owned Parking Lots	353	424	83%
	Under Railroad	120	158	76%
	Metered Railroad Parking	9	20	45%
	<i>Commuter Parking Total</i>	482	602	80%
	GRAND TOTAL	767	1,203	64%

Source: Suffolk County Planning

On the day when Lindenhurst's parking was sampled, 64% of the public parking spaces were occupied. Commuter parking had a much higher occupancy rate (80%) than downtown parking (47%). The type of parking that had the highest occupancy rate in the study area was Village-owned commuter parking lots, with an 83% occupancy rate. The next highest occupancy rate was commuter parking under the railroad tracks, at 76%. The type of parking that had the lowest occupancy rate in the study area was the unrestricted parking under the railroad tracks, west of North Wellwood Avenue (39% occupied). The next lowest occupancy rate was the seven municipal parking lots, which were 45% occupied.

Parking occupancy rates from 2015 were compared to occupancy rates of the same types of parking in 1999. The occupancy rates of all types of parking in the study area were

lower in 2015 than they were in 1999. This is true for commuter as well as downtown parking. See Table 6.

Table 6. Comparison of Utilization of Public Parking, Downtown Lindenhurst, 1999 and 2015		
Type of Parking	% Utilization 1999	% Utilization 2015
<i>Downtown Parking:</i>		
Municipal Parking Lots	55%	45%
<i>On-Street Parking:</i>		
Metered	58%	54%
Unmetered	NA	48%
Under Railroad (unrestricted)	NA	39%
On-Street Parking Total	NA	49%
<i>Downtown Parking Total</i>	57%	47%
<i>Commuter Parking:</i>		
Village-Owned Parking Lots	80%	83%
Under Railroad	96%	76%
Metered Railroad Parking	100%	45%
<i>Commuter Parking Total</i>	87%	80%
GRAND TOTAL	77%	64%

NA – Not Available. Source: Suffolk County Planning

The lower occupancy rate of downtown parking in 2015 can be explained by the higher vacancy rate of storefronts in the downtown in 2015 compared to 1999. The reasons for the slightly lower utilization of commuter parking are less clear. The employment picture could be less favorable for jobs in New York City, or the employment mix of Lindenhurst residents could have changed in the 16 years, favoring more local jobs over jobs in New York City.

The 2015 occupancy rate of commuter parking was a healthy 80% in Lindenhurst. This figure shows that this type of parking is well-utilized but is not so well-utilized that parking is difficult to find. Municipal parking lots had an occupancy rate of 45% in the 2015 survey. On-street parking was 49% utilized, with metered on-street parking having a 54% occupancy rate. These figures all indicate that there is adequate parking in downtown Lindenhurst and for commuters using the Lindenhurst railroad station.