

San Leandro, CA

San Leandro BART Parking Privatization

Privatizing BART customer parking is a potential opportunity to increase ridership, revenue, and customer amenity. However, BART has some concerns about the development of sub-standard parking facilities and that private operators would emphasize parking revenue over ridership. BART is also concerned that multiple private operators may result in confusion to its patrons as they try to access parking at different stations operated by different vendors.

In 2007, Nelson\Nygaard was tasked by BART to explore the opportunities and constraints that arise when commuter parking is privatized in planned transit-oriented developments around BART stations. Privatizing BART customer parking presents two primary sets of concerns for BART:

- **Design:** BART is concerned that the parking facilities are designed to meet passenger needs, while the private sector is concerned with the additional capital costs incurred by adhering to BART Facility Standards (BFS).

- **Operations:** BART wants a consistent experience for its passengers, with a predictable set of parking payment media, fee policies, and management techniques, while the private operators want flexibility to optimize revenue and serve non-BART parkers.

These concerns were addressed and, from a general perspective, reconciled in a Phase I report completed in November, 2007.

In close cooperation with BART Property Management, Nelson\Nygaard has during 2008 initiated projects with a few developers to facilitate the process towards BART Board Approval of the privatization of each developer's replacement parking facility. One of the developers Nelson\Nygaard is providing guidance to is Westlake Development Partners for the approval of its 329-stall replacement parking garage in the San Leandro BART station district.



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Project Duration:
2008

Total Budget:
\$13,759

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