

## Menlo Park Downtown Parking Structure Example of A Private-Public Partnership

In the summer of 2016 the Menlo Park City Council initiated a study to determine the feasibility of adding public parking capacity downtown through a partnership with a developer who would build a residential and/or office project in one of the City's downtown parking plazas. The hope is the developer would fund most or all of the cost of construction for the public parking spaces in exchange for the use of the land at effectively "no cost" – perhaps via a favorable long-term lease.

Whether such an arrangement could be attractive to both parties largely depends on what type and size project the City would approve, and existing zoning clearly presents a potential obstacle. Currently building height cannot exceed 38' feet (three stories) according to the Downtown Specific Plan.

This document estimates the impact and costs of combining a residential development with a public parking structure, a type of development that generates the smallest amount of traffic and requires the fewest number of development-related parking spaces – minimum of 1.0 per unit at about 1,000 SF. Menlo Park zoning also requires 3.8 per 1,000 SF of office space and 4.0 per 1,000 SF of retail space, significantly more than residential usage.

### Base Case Key Assumptions:

- The project would be built in Plaza 3, an area with 212 existing public parking spaces and accessed from University, Crane and Oak Grove. (See appendix for more info)
- New public parking spaces: 150
- 100 Residential units with average space of 1,125 gross square feet:
- Private parking spaces: 125 (1.25 spaces per unit)
- Replaces existing 212 public parking spaces
- Total parking space construction: 487
- Total residential unit space: 112,500 gross square feet (about 90,000 Net rentable SF or 900 Net SF per unit)
- Residential floors: Two at 56,350 GSF each
- Parking levels: 4 at 140 spaces per floor = 560 spaces +/- (depends on efficiency...assuming 400 SF per space.)
- **Total parking levels & residential floors: 6**  
2 underground parking + 2 podium\* (1 for residential parking) + 2 for residential
- Podium parking costs: \$25,000 to \$40,000 per space (assumes \$32,500 average)
- Underground parking space cost: \$65,000 to 100,000 per space (assumes \$85,000 average)
- NO retail space

\* Podium = surface and above levels with building on top

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Podium public parking construction costs:  $\$32,500 \times 140 = \$4.55\text{M}$

Underground public parking construction costs:  $\$85,000 \times 280 = \$23.8\text{M}$

Total Public Parking cost =  $\$28.4\text{M}$  ( $\$67,600$  per space)

If Parking to be paid 100% by developer =  $\$284,000$  per unit or  $\$315$  per FAR SF.

Total Height 50' +/-.

### Alternative 1

Go to three stories of residential = 150 units need about 200 spaces (lose 60 spaces of public parking so new total would 360 total spaces a gain of 148 instead of 208. Height would be 62' for 5 stories now cost is  $\$190,000$  a unit or  $\$211$  per NRSF.

### Alternative 2

It would be attractive to more developers if there was 200 units (4 levels above parking) and maybe take a chance at 1:1 parking so only need 200 spaces leaving the 360 new spaces for the City to use. Now down to  $\$142,000$  per unit for land.... but requires a 6 story building.

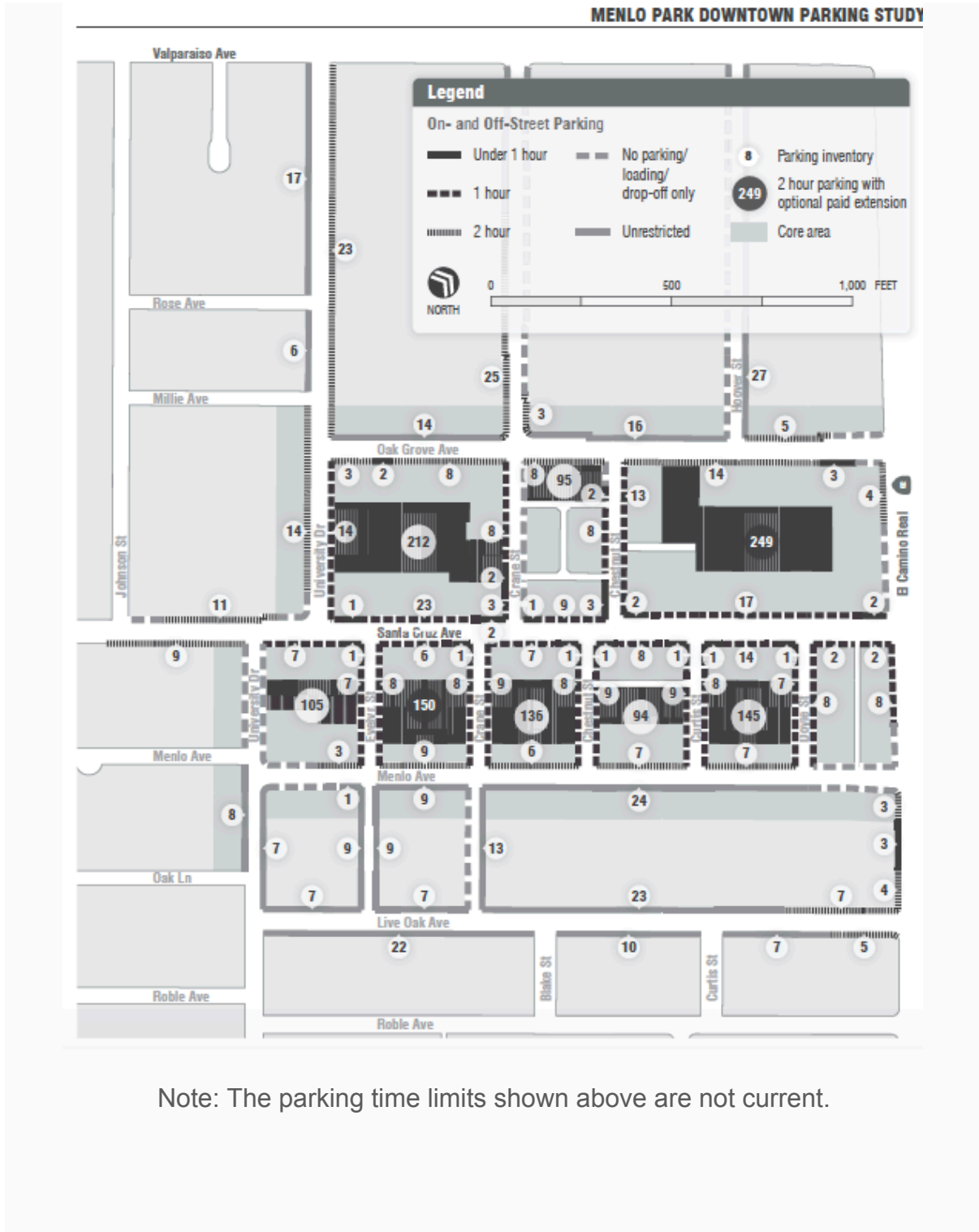
### Concerns:

- Would the city approve a 4 to 6 story building with two levels of underground parking?
- Would either option be economically attractive to a developer?
- A requirement to include retail or other types of space would increase developer construction costs and the height of a downtown building.
- Could the city and/or developer expect to charge parking fees that could “meaningfully” offset construction costs?

Author: Dana Hendrickson, Editor & Publisher, [danahendrickson2009@gmail.com](mailto:danahendrickson2009@gmail.com)

# Menlo Park Downtown Parking Structure Example of A Private-Public Partnership

## Appendix A - Plaza 3 currently has 212 parking spaces



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**Appendix B** - Estimated additional plaza parking opportunities given existing Specific Plan height limitations. Assumes NO underground parking and no additional land usage, e.g, retail, residential, movie theater, hotel

Existing and Future Downtown Parking Supply				
Parking Location	Existing Supply <sup>1</sup>	Specific Plan Change	Change In Spaces	Future Supply
<b><i>Parking Plazas</i></b>				
Parking Plaza 1	249	Added Parking Garage <sup>2</sup>	446	695 <sup>3</sup>
Parking Plaza 2	95	Added Parking Garage and Pocket Park <sup>4</sup>	155	250
Parking Plaza 3	212	Added Parking Garage and Pocket Park <sup>5</sup>	438	650
Parking Plaza 4	105	Pedestrian Link	-19	86
Parking Plaza 5	150	Pedestrian Link	-16	134
Parking Plaza 6	136	Pedestrian Link, Market Place	-32	104
Parking Plaza 7	94	Pedestrian Link, Market Place	-36	58
Parking Plaza 8	145	Pedestrian Link	-7	138
<b>Total</b>	<b>1,186</b>		<b>929</b>	<b>2,115</b>
<b>Total with 2 Parking Garages</b>	<b>1,186</b>		<b>483 - 774</b>	<b>1669 - 1960<sup>6</sup></b>
<b><i>On-Street Spaces</i></b>				
Santa Cruz Avenue	116	Sidewalk Widening	-48	68
Chestnut Street North	26	Sidewalk Widening	-11	15
Chestnut Street South	17	Chestnut Paseo	-11	6
Oak Grove Avenue	80	Added Bike Lanes	-35	45
Other Streets	170	No Change	0	170
<b>Total</b>	<b>409</b>		<b>-105</b>	<b>304<sup>7</sup></b>
<b>Downtown Core Area Total</b>	<b>1,595</b>		<b>824</b>	<b>2,419</b>