



MEMORANDUM

October 16, 2025

TO: Molly McGuire, Senior Planner
FROM: Patrick Yamashita, City Engineer
SUBJECT: Reduction for Cooperative Parking (DSR25-009)

I have reviewed the attached Memorandum dated October 14, 2025, prepared by Anjali Grant Design requesting a 25 percent reduction on the total required parking stalls in accordance with MICC 19.04.040(E). Based on my review, the applicant has demonstrated that **no adverse impact will occur due to the reduced number of stalls.**

Additionally, the conditional use permit (CUP24-001) for the project includes a requirement for the permittee to provide a Transportation Demand Management Plan (TDMP) in condition of approval #7. It manages parking demand between the uses on site and parking for large events; identifies programming for site uses; and identifies a Transportation Coordinator responsible for the TDMP, communications/coordination, and responds to concerns. The TDMP will provide the mechanics for the efficient use and management of parking on site.

Patrick Yamashita, PE
City Engineer

Attachment – Memo for DSR25-009 on Cooperative Parking dated 10-14-25



206-275-7600



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Mercer Island, WA 98040



mercerisland.gov

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可根據要求提供這些資訊，以幫助殘障人士和需要翻譯協助的人士。

14 October 2025

MEMORANDUM

by digital delivery only

To: City of Mercer Island, Attn: Hearing Examiner and Planning Department

From: Anjali Grant, Architect of Record

Re: Memorandum for DS25-009 on cooperative parking

MICC 19.04.040(E) allows for cooperative parking between two or more adjoining property owners; provided the code official, with approval from the design commission (now Hearing Examiner) and city engineer, may reduce the total required spaces by 25 percent of the total combined required spaces when the applicant has demonstrated that no adverse impact will occur due to the reduced number of stalls.

This Memorandum demonstrates that no adverse impact will occur.

1. Existing Conditions

- a. The typical weekday operations of the synagogue do not generate much traffic; generally, there are a handful of people in the office and occasional visitors.
 - i. We can glean some information from Google Earth photos of the parking lot over time, which supports the parking matrix that we have assembled:
 1. 4/30/25 (Wednesday): 2 cars; likely a typical weekday
 2. 4/30/24 (Tuesday): 33 cars; likely parking for the French-American school (daytime) or a religious school program (early evening)
 3. 4/30/23 (Sunday): 57 cars; likely a religious school program
 4. 7/30/22 (Saturday): 11 cars (blurry); likely a religious school program
- b. On High Holidays, visitors to the existing synagogue swell to large numbers. The synagogue has a capacity of 408.
- c. 105 parking spaces are existing to remain.
- d. The current parking arrangement with the French American School will terminate on 11/30/2025, assuming a construction mobilization start date of 12/1/2025. The agreement is on a month-to-month basis.

2. Proposed Conditions

- a. Please see attached parking matrix that shows existing and new uses, both code-required and projected.
- b. With the addition of the new building, there will be three new uses:
 - i. Typical weekday office uses
 1. Code-required parking: 33 spaces
 2. Projected peak parking demand: 23 spacesⁱ
 - ii. Typical weekday school uses
 1. Code-required parking: 24 spaces
 2. Projected peak parking demand: 21 spacesⁱⁱ
 - iii. Special events at the new building
 1. Code-required parking: no additional spaces would be required.
 2. Anticipating occasional use of large or small multipurpose rooms within school building; previously these would have taken place in the synagogue building. Using the Mercer Island Municipal Code formula for civil & social organizations per 19.04.040: parking for the large multipurpose room is calculated at 5,373 sf/75 gross floor area = 72 spaces; parking for the small multipurpose room is calculated at 200 sf/4 seats = 50 spaces. Typical weekday uses can comfortably coexist with the existing synagogue; the existing parking lot, at 105 spaces, can accommodate the school use, the office use, and the typical weekday synagogue use.
 - iv. Large events, such as High Holiday services, cannot comfortably coexist with school functions – thus the school will be closed during High Holiday services.

3. Neighbor concerns

- a. Our understanding is that the highest concern is parking overflow from the French American School during High Holiday Services. This project will avoid those issues by ensuring that the school is closed when the synagogue has holidays and large services.
- b. HNT typically arranges for additional parking from neighboring institutions during High Holiday services. This practice is expected to continue.

In conclusion, we can demonstrate with the attached parking matrix that the new building can comfortably co-exist with the existing synagogue with a 25% reduction in required parking, and that a 25% reduction in the number of required spaces will not have adverse impacts. The school and office uses do not add to the parking burden; per the attached table, the projected parking need for the entire campus on typical weekdays during business/school hours ranges from 62-27; on typical weekday evenings it ranges from 20-20; on typical weekends it ranges from 20-65. We anticipate that occasional special events will occur; special events on weekday evenings and weekends could increase the parking demand to 92-102.

ⁱ Transportation Impact Analysis prepared for the Barnabie Point Project on January 2025 by Transpo Group.

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	Code-required Parking	Code-required parking with 25% reduction	Projected Need Based on Scheduled Uses								Comments from Users
			Weekdays 8:30-4:45	Weekdays 3:45-6	Weekdays after 6	Friday night	Saturday	Sunday morning to 12:15	Sunday 1:30 and after	High Holidays	
Office/B Occupancy	33	24.75	23	23	20	0	0	0	20	0	Friendship circle in the evenings is maybe 20 people and 2 Sundays per month could be up to 50 people, but parking is more like 20 cars.
School	24	18	21	20	0	0	0	0	0	0	Monday, Wednesday, Thursday there might be 10-15 cars with faculty for after care and faculty staying to work in their rooms. Tuesdays and Fridays, it would only be 3-5 cars of those people with aftercare and possibly some admin. During volleyball and basketball seasons we might have 10-20 cars parked for games from roughly 4-5 p.m. once a week.
Religious School (existing use)	0	0	0	6	0	0	12	65	0	0	Tuesdays – about 40-50 kids and 3-4 teachers; Tuesdays almost no one beyond the teachers are parking; 5-6 cars. Saturdays – about 40-50 kids and 2 teachers; 10-12 cars. Sundays – about 80-90 kids, 6 teachers and 18-20 madrichim (teen helpers); most people park for the first half hour or so and then leave, returning for pick up at 12:15; 12-15 staff cars (including teen drivers) plus 40-50 cars for morning assembly time.
Synagogue (existing use)	82	61.5	18	18	0	30	50		0	0	regular religious services (Friday night/Saturday morning) 50 people, 30 cars parking lot at capacity, plus If we have a B'nai Mitzvah on a Saturday morning, then 80-100 people, 50 cars additional spaces rented by HNT Staff is 10 people right now. With vendors and visitors, it could get up to as many as 18, 18 cars
TOTAL: typical use	139	104.25	62	67	20	30	62	65	20	0	see above
Occasional Special Events (existing use)	0	0	0	0	72	72	0	0	72	0	Anticipating occasional use of large or small multipurpose rooms within school building; previously these would have taken place in the synagogue building. Using the Mercer Island Municipal Code formula for civil & social organizations per 19.04.040: parking for the large multipurpose room is calculated at 5,373 sf/75 gross floor area = 72 spaces; parking for the small multipurpose room is calculated at 200 sf/4 seats = 50 spaces.
TOTAL: with a special event					92	102			92		