

# McCRONE

- Engineering & Redevelopment
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June 30, 2009

Debbie Renshaw, Zoning Administrator  
Town of St. Michaels  
300 Mill Street  
St. Michaels, MD 21663

**RE: MILES POINT III – 150  
SKETCH PLAN RE-SUBMITTAL – REVISED PARKING CALCULATIONS  
McCRONE, INC. PROJECT NO. D1040456**

Dear Ms. Renshaw:

Based on the revised site layout titled “SKETCH TND DEVELOPMENT PLAN” and information provided by you, we have revised our previous parking analysis dated 4/17/07 to reflect the latest sketch plan.

## **Residential Lots:**

The Town of St. Michaels zoning ordinance requires two spaces be provided for every residence under Section 6.0 1. C.1) p). As shown on the Sketch TND Development Plan, each lot (including the multi-family lots) has room for two parking spaces or a double garage, thereby satisfying the requirement.

## **Non-Residential Lots:**

### **Required Spaces:**

**Inn:** The TND Ordinance 297 Subsection 15, e. 3) b) (3) allows an Inn with one sleeping room per 3 acres of land area in the TND zone. Based on the proposed 72 acre site, a 24-room Inn would be allowed. The Town zoning ordinance requires one space for each sleeping room plus one parking space for every three employees under Section 6.0 1. C.1) h). Assuming nine employees in the largest work shift, the required spaces would be 24 for the sleeping rooms and three spaces to serve the employees, for a total of 27 spaces required.

**Live/Work Units:** Parking requirements vary depending upon building use, so we have assumed that half (four) of the units would be classified as office space and the

remainder (four) would be retail. For office space, the Town zoning ordinance requires one space for every 300 square feet under Section 6.0 1. C.1) m). For retail space, the Town zoning ordinance requires one space for every 175 square feet under Section 6.0 1. C. 1) r). According to the latest site statistics, a maximum of 911 square feet of commercial space are provided in each unit on the first floor. It is not anticipated that the design of the live/work units will contain second floor commercial space. Therefore, 13 spaces would be required to serve 3,644 square feet of office, and 21 spaces would be required to serve 3,644 square feet of retail space. The grand total of all parking spaces required for the commercial component of the live/work units would be 13 + 21 or 34 spaces.

### Provided Spaces:

The TND Zoning Ordinance No. 297 allows that the parking spaces along roads adjacent to the frontage of a lot shall count toward fulfilling the parking requirement, according to Subsection 15, e. 5). As shown in the attached parking exhibit, we have allocated on-street parking spaces in accordance with the provisions of the design code for the different roadway sections specified in the layout plan.

**Inn:** We have shown a conceptual layout for the off-street parking area behind the Inn lot that provides 30 spaces. On-street parking provides an additional 9 spaces for a total of 39 spaces.

**Live/Work Units:** The total on-lot parking provided is 16 spaces, or two spaces per lot. On-street parking, as shown on the plan, amounts to 17 spaces, and an additional six (6) spaces are provided in an off-street parking lot in the alley behind the live work lots. Therefore, the total parking count is 39 spaces provided. The Town has previously agreed that the 16 spaces required to serve the residential component of the live/work units is adequately served by the on-lot spaces due to the offset timing of the parking uses.

**Total Parking Spaces:** There are an additional 37 on-street parking spaces in the Neighborhood Center Zone that are not assigned to a commercial use. Thus, there are a grand total of 115 spaces in the Neighborhood Center<sup>1</sup>. Compared to the 91 spaces proposed on Exhibit 124 dated April, 2008, the current sketch plan provides an additional 24 spaces.

### Conclusion:

We believe that the proposed layout meets the requirements of the applicable zoning regulations relating to the number of required parking spaces. In addition, we feel that this analysis is conservative for several reasons. First, the pedestrian-friendly design of the community means that nearby residents will be very likely to walk or bike to the neighborhood center destinations rather than driving a car. Second, sharing parking between the Inn,

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<sup>1</sup> This number does not include on-lot parking for single family and townhouse lots, which each have two spaces.

residences and multiple business types will tend to offset peak parking requirements between uses. Finally, when considering the proximity of the additional on-street parking spaces, the parking within the neighborhood center zone will adequately serve the variety of commercial uses at the floor areas allowed by the zoning ordinance.

Please do not hesitate to contact me if you have any questions.

Sincerely,

McCRONE, INC.

A handwritten signature in blue ink, appearing to read "Steve Layden", with a long horizontal flourish extending to the right.

Steve Layden, P.E.  
Project Manager

sel

Enclosures

pc: Thaddeus Pecorak, TND Development, Inc.