

## **Attachment 7** Staff and REBIC Correspondence on Attachment 6 Amendment Alternative

Jack,

Thank you for considering our position. We continue to believe these provisions violate the spirit and intent of SL 2015-86, by effectively forcing the use of rear-entry garages for lots 50' or narrower (through the alley requirement), and by forcing a garage setback for lots between 50' and 60' in width (through the maximum 12' curb cut, which forces a longer driveway). While none of the amendments specifically mandate a specific location for garage doors (a prohibited design element under SL 2015-86), they aim to achieve the same outcome through other regulatory tools at the Town's disposal.

However, because we are so concerned about the continued need for affordable, workforce housing in Huntersville, we will accept this proposed amendment as a compromise, recognizing the interpretive disagreement that exists over the language in the residential aesthetics bill. We are hopeful that the General Assembly will work with our industry to further refine the language in the zoning statute when it reconvenes in April, so that the original intent of the law is clarified.

But we believe the staff alternative to this language, which would eliminate lots narrower than 60' in Huntersville, is an unacceptable outcome that would delete an important zoning district which provides housing options for first-time buyers, as well as for police, firefighters, teachers and other civil servants who already challenged by a growing deficit of affordable housing.

This is how I will describe our position to the Planning Commission this evening, as well as to the Board of Commissioners when it meets next week. I would also like to show the diagram of the 12' driveway cut in my presentation, so they understand the potential consequences for lot design it may produce. Is there an overhead I can use for this purpose?

Thanks -- I'll see you this evening at 6.

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**From:** Jack Simoneau <[jsimoneau@huntersville.org](mailto:jsimoneau@huntersville.org)>

**Sent:** Monday, February 22, 2016 4:45 PM

**To:** Joe Padilla

**Cc:** Bob Wiggins ([Bob.Wiggins@mattamycorp.com](mailto:Bob.Wiggins@mattamycorp.com)); Rob Nanfelt; Greg Ferguson; Max Buchanan; Bill Coxe; David Peete

**Subject:** RE: Huntersville Ordinance Amendment

Joe,

After meeting, it is staff's position that we would be willing to support not requiring alleys for lots over 50' wide with a maximum driveway width of 12' at the right-of-way only if REBIC supports that amendment. The unanimous position of the staff is that the town is well served with the current standard requiring alley access for lots 60' wide or less but would be willing to support the reduction stated above in an effort to find compromise.

In the example below under the current standards, lots 60' wide or less would not have driveways on the public street but instead would be served by an alley. Under the compromise, there could be nine 12' wide driveways each side of the block representing about 23% of the block length dedicated to driveways (not including the driveway flare).

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### Driveways on 50+ Wide Lots

- 480' long block with 9 homes per side (53' average lot width)
- Today: No driveway cuts (0% of block length)
- Possible: 12' wide driveway at r/w (12' wide x 9 lots = 108' of driveway or 23% of block length)



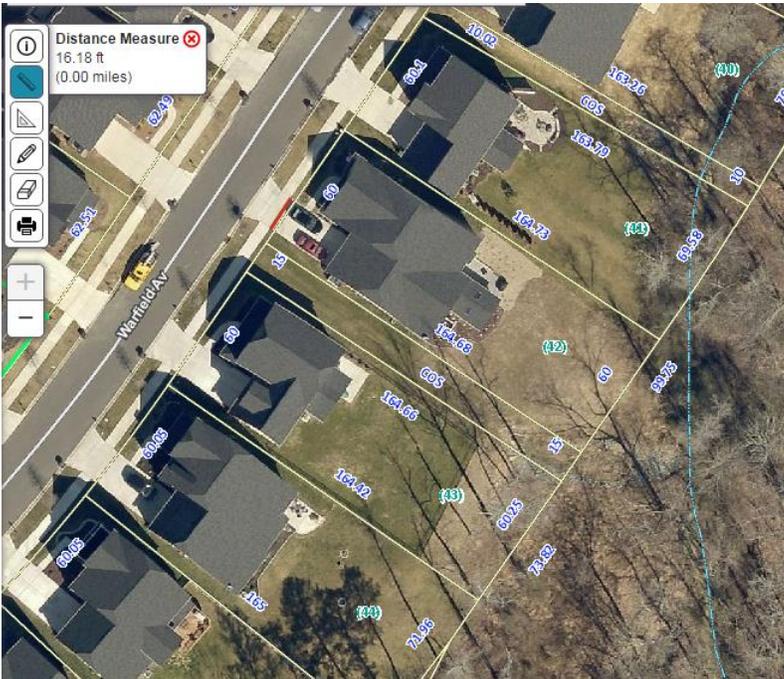
Regarding your point about driveways needing to be 20' so one does not step out of the car into the grass, the overwhelming majority of driveways being built today, even on wider lots, is in the 16-17' wide range. The photos below illustrate that point and the chart below that provides typical vehicle dimensions. If someone needs to widen their driveway so they have more room to get out of the car and not step onto the grass, that would be no problem since the extra driveway width is for someone to walk-on and not for the vehicle. We do not believe a 12' drive at the right-of-way creates a challenging movement into a 16' wide garage depending on how the house is placed on the lot.

Finally, your point that the increased setback will result in a less pedestrian friendly streetscape is well taken. That is why we support keeping the minimum front build-to-line at 10' if the developer chooses. While today lots 60'-wide or less have no driveways on the street making it very pedestrian friendly, town staff is willing to support allowing driveways on lots over 50' wide with a maximum driveway width of 12' at the public right-of-way with REBIC's support. On balance, we see limiting driveway widths on narrower lots more beneficial to the pedestrian environment.

Since the text amendment is being presented to the Planning Board tomorrow evening, we would like to know if REBIC is willing to support the attached amendment by 3PM tomorrow if possible. Please note that the only reason we considered reducing the lot width before alleys are required is because that was suggested by a REBIC representative during one of our several meetings. You and Rob Niefert have done a great job representing the building industry and we appreciate all the time you have spent with us discussing the issue. I will call you to follow-up on this email.

Thank you,  
Jack Simoneau

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**DESIGN VEHICLE DIMENSIONS**

VEHICLE	LENGTH (L) (ft-in.)	WIDTH (W)	HEIGHT (H)	WEIGHT (W)
Small car <sup>1</sup>	14-9	5-9	4-4	8
All cars	16-6	6-1	4-8	5
Light truck	18-11	6-8	6-5	1
Van	18-8	6-7	6-10	1
Sport/utility vehicle	16-7	6-7	6-2	5
Sport wagon	15-8	7-1	5-11	8
Composite passenger vehicle <sup>2</sup>	17-2	6-7	7-6	5
Wheelchair lift van (personal use)	17-8	6-8	8-0	1
Boat trailer	20-0	8-0	6-0	5
RV-conventional trailer	27-0	7-0	9-0	5
RV-fifth wheel (pickup-based)	34-0	8-6	12-0	8
RV-folding trailer	16-0	7-6	5-0	1
Side-in pickup camper	18-11	10-0	7-3	1
Stretch limousine	24-6	6-0	5-0	1
Shuttle van (11 passengers)	20-0	6-6	6-10	1

Notes:

<sup>1</sup> Small car classes 5 through 7, per Parking Consultants Council (PCC).

<sup>2</sup> A composite passenger vehicle is a design vehicle that encompasses passenger cars, light trucks, vans, and sport/utility vehicles.

**From:** Joe Padilla [<mailto:Joe.Padilla@rebic.com>]

**Sent:** Monday, February 22, 2016 12:15 PM

**To:** Jack Simoneau <[jsimoneau@huntersville.org](mailto:jsimoneau@huntersville.org)>

**Cc:** Bob Wiggins ([Bob.Wiggins@mattamycorp.com](mailto:Bob.Wiggins@mattamycorp.com)) <[Bob.Wiggins@mattamycorp.com](mailto:Bob.Wiggins@mattamycorp.com)>; Rob Nanfelt <[Rob.Nanfelt@rebic.com](mailto:Rob.Nanfelt@rebic.com)>

**Subject:** RE: Huntersville Ordinance Amendment

Thanks, Jack. I don't think most homebuyers want a driveway pad that's no wider than their garage door. Two cars, parked side by side, would take up the entire pad, forcing the homeowner to step into the grass (or mud), when they

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exited the vehicle. As we discussed last week, I think this would also create a code enforcement nightmare for Huntersville, with cars parked off the side of the driveway or homeowners installing unsightly pavers to extend the pad width for convenience sake.

Your illustration shows exactly why my members are so concerned about a 12' maximum driveway width at ROW. It either creates a challenging driveway pad or forces the house to be setback a minimum of 30', which goes against the pedestrian-friendly streetscape Huntersville is trying to create. I think we can live with a maximum width of 15' or 14' *at curb*, but anything less creates unintended consequences for neighborhood development.

Best,

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Joe,

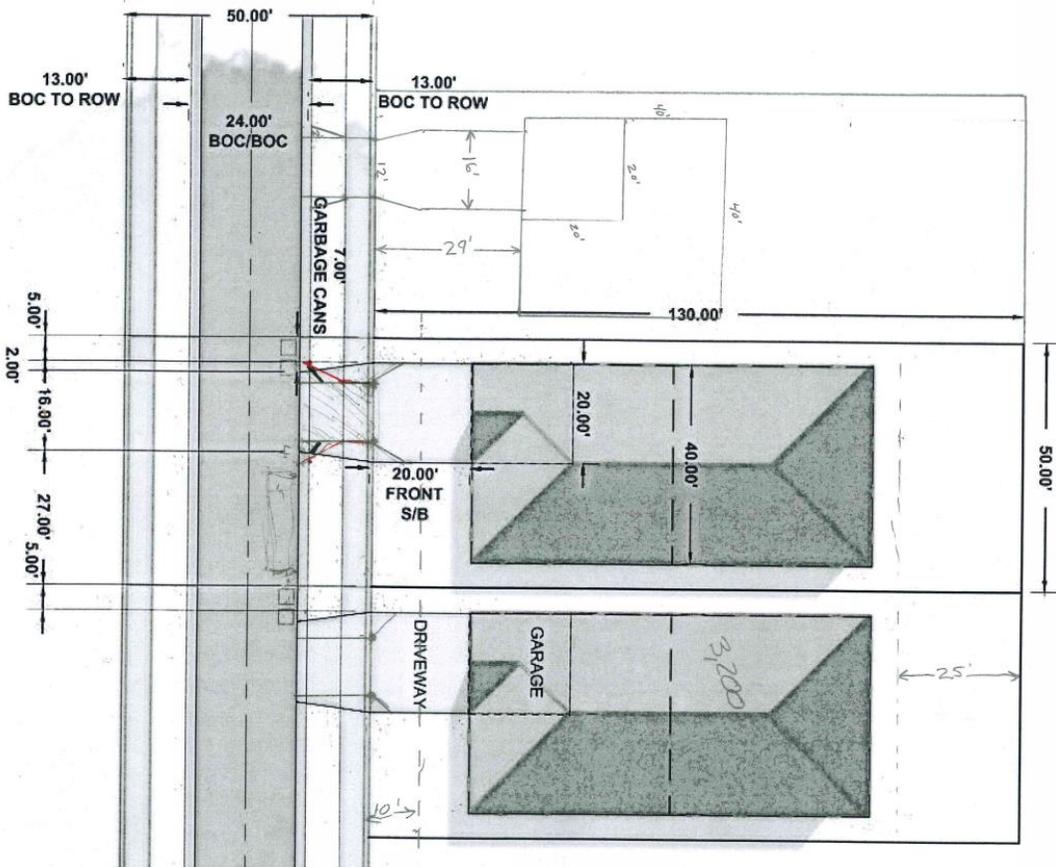
Thank you for the time you and Bob Wiggins took to meet with David Peete and I. Unfortunately I was unable to set-up the management team meeting today but hope to Monday. I spent some time looking at the realities of what is built in the field and found that houses on 50'+ -wide lots were around 40' (see attached). Certainly every home is different and they can be shorter or deeper, but I wanted to get at least some idea about what might get built on 50'+-wide lots. I also found that driveways were often the width of the garage door or slightly wider (16'-17' +/-) and the "flare-out" between the street and sidewalk was often about 2' each side (see photos below). I put that information into the attached site plan to see what that might look like with the 12'-wide drive we said we could accept with REBIC's buy-in. As an FYI, Huntersville has 3 roll-out carts (household, yard (weekly) and recycle (bi-weekly)).

Please know we are looking at this issue very carefully.

Take care and have a great weekend.

Jack Simoneau

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