SITE DATA:

OWNER:
CHARLOTTE METRO CREDIT UNION
718 CENTRAL AVENUE
CHARLOTTE NC 28204

ADDRESS:
435 N. TRADE STREET
MATTHEWS, NC
28105

ZONE:
EXISTING ZONING DISTRICT B-1 (CD) INCLUDING DOWNTOWN OVERLAY DISTRICT & HIGHWAY OVERLAY DISTRICT PROPOSED ZONING B-1 (CD) (CHANGE IN CONDITIONS)

PARCEL SUMMARY
LOT 2
MAP BOOK 43-737
PARCEL ID #
PIN: 193-271-17
DEED REF.: BOOK 27388, PAGE 408

AREA:
61,745 SQ.FT. OR 1.4175 ACRES
44,019 SQ. FT. IMPERVIOUS AS SHOWN
75% TOTAL IMPERVIOUS ALLOWED
71% IMPERVIOUS AS SHOWN
INC. BUILDINGS, WALKS, PAVEMENT, ETC.

BUILDING:
BRICK VENEER TWO STORY BUILDING
CREDIT UNION / OFFICE / SOCIAL RETAIL SPACE
GROSS BUILDING AREA 18,500 MAXIMUM AREA
+ DUMPSTER SCREENS & PLAZA WALLS
FIRST FLOOR BUILDING AREA = 9196
SECOND FL. BUILDING AREA = 9097
TOTAL 18,293 S.F.

PROPOSED USE:
CREDIT UNION + OFFICE + SOCIAL RETAIL SPACE
CREDIT UNION IS AN ALLOWED USE IN B-1 ZONE,
THIS IS A MODIFICATION TO AN EXISTING CONDITIONAL USE PERMIT.

YARD REQUIREMENTS:
FOR USES IN BUSINESS DISTRICTS ADJOINING THE RURAL AND RESIDENTIAL DISTRICTS:

MIN. LOT AREA ..... = NONE
MINIMUM LOT WIDTH = NONE
MIN. FRONT YARD SETBACK:
SITE IS ADJACENT TO NORTH TRADE STREET (A TYPE II ROAD)
THE FRONT SETBACK IS MEASURED FROM THE BACK OF CURB
FRONT SETBACK = 20' MINIMUM / 30' MAXIMUM AS SHOWN ON PLAN

MIN. SIDE YARD SETBACK = 10'
MIN. REAR YARD SETBACK = 20'
MIN. UNOBSTRUCTED
OPEN SPACE PER PCO AND AS DESIGNATED ON EXISTING COND. USE = 10%

MINIMUM BUILDING HGT. - 40'
MAXIMUM BUILDING HGT. - 40'

PARKING:
UDO GROSS FLOOR AREAS:
CREDIT UNION 4128 S.F.
OFFICE 9125 S.F.
SOCIAL RETAIL 1456 S.F.

BIKE PARKING:
MIN. 5% OF AUTO PARKING = 3 SPACES

CREDIT UNION
(1) SPACE PER 200 SQ. FT. OF GROSS FLOOR AREA
4,128 SQ. FT.
÷ 200 = 20.64 SPACES REQUIRED

OFFICE AND PROFESSIONAL BUILDING
(1) SPACE PER EACH 300 SQ. FT. OF GROSS FLOOR AREA
9,125 SQ. FT.
÷ 300 = 30.42 SPACES REQUIRED

SOCIAL RETAIL (1) SPACE PER (3) SEATS + (1) SPACE PER (2) EMPLOYEES
SEATING CAPACITY PER UDO @ 50 S.F. / PERSON = 1456 ÷ 50 = 29.13 PEOPLE
29.13 / 3 = 10 SPACES + (2) EMPLOYEE SPACES = 12 SPACES REQUIRED
TOTAL 63 SPACES REQUIRED
63 SPACES SPACES SHOWN INC. (3) H.C. SPACES
10' x25' LOADING ZONE REQUIRED & SHOWN.

SCREENING & LANDSCAPING:
ALL SCREENING, PARKING LOT LANDSCAPING, BUFFERS, ETC. SHALL BE INSTALLED IN ACCORDANCE WITH MATTHEWS ZONING CODE

CONDITIONAL NOTES:

1. THE PROPOSED DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE TOWN OF MATTHEWS DEVELOPMENT REGULATIONS EXCEPT AS MODIFIED AND DEPICTED ON THESE PLANS AS APPROVED

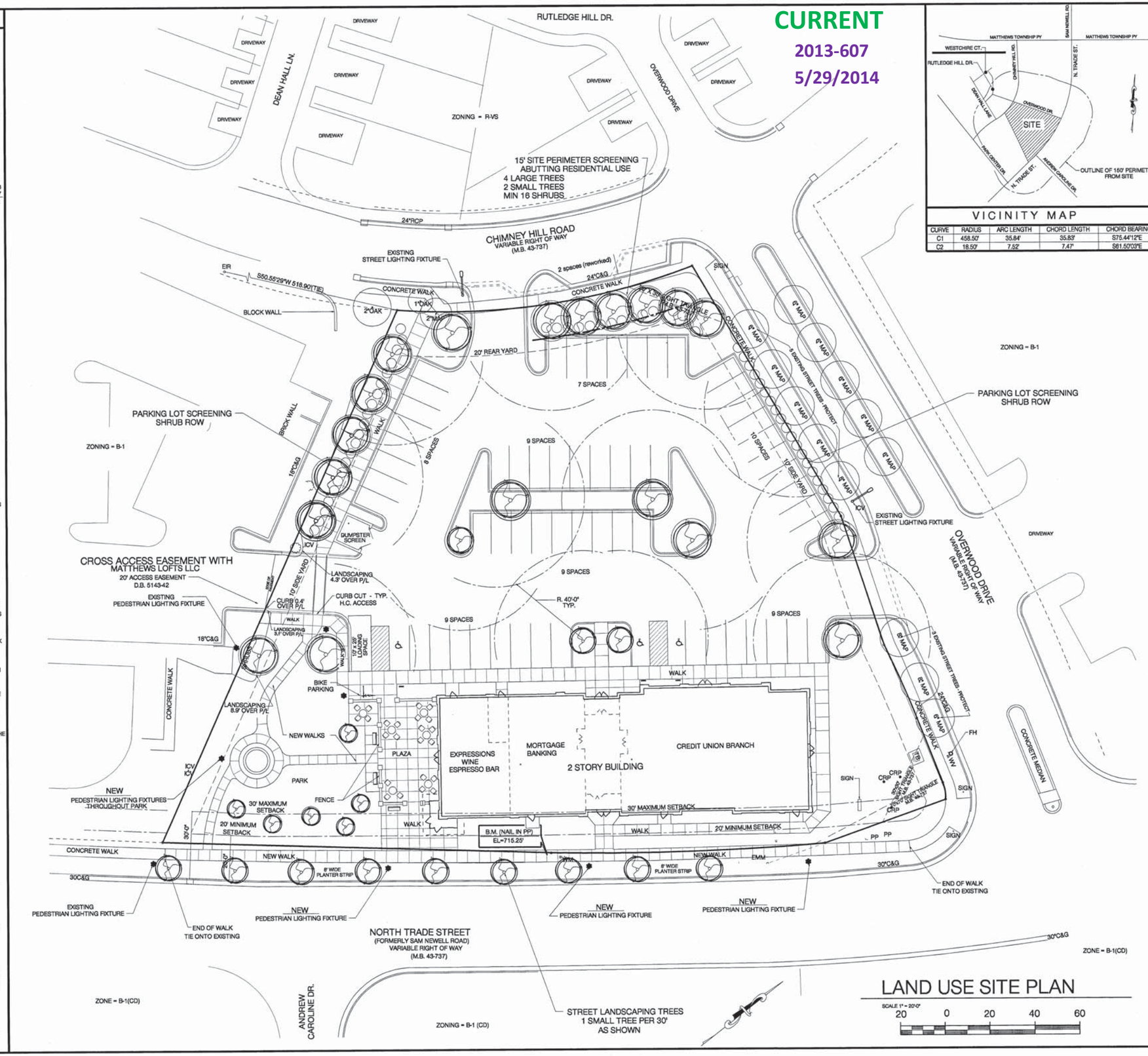
   THE ORIGINAL MULTI PARCEL CONDITIONAL USE PERMIT AS PREVIOUSLY APPROVED BY THE TOWN OF MATTHEWS SHALL BE MODIFIED FOR PARCEL 193-271-17 AND ADJACENT PERIMETER TO REFLECT THE PLAN AS INDICATED.

   THE ORIGINALLY PERMITTED DRIVE ACCESS ONTO N. TRADE STREET FROM THE SITE WILL BE RESCINDED, AND A NEW NORTH END POCKET PARK WILL BE CONSTRUCTED IN ITS PLACE ON THE SOUTHWEST CORNER OF THE SITE REFLECTING THE MATTHEWS DOWNTOWN PLAN. CONNECTING PUBLIC SIDEWALKS WILL BE EXTENDED FROM CHIMNEY HILL ROAD THRU THE PARK TO NORTH TRADE STREET. NEW SIDEWALKS WILL BE BUILT CONNECTING THE DISJOINTED WALK ALONG NORTH TRADE FROM OVERWOOD TO THE NORTH END BUILDING, THEREBY CREATING A CONTINUOUS WALK AROUND THE PERIMETER OF THE SITE.

   POCKET PARK:
   A. PARK CAN BE OWNED AND MAINTAINED BY THE CREDIT UNION AND WILL BE OPEN FOR PUBLIC USAGE AT ALL TIMES (EXCEPT DURING MAINTENANCE) FINAL AGREEMENTS WILL BE WORKED OUT WITH TOWN, OR PARK CAN BE OWNED & OPERATED BY THE TOWN AT THEIR OPTION.
   B. A VERTICAL PUBLIC ART PIECE WILL BE PROVIDED BY THE CREDIT UNION FOR THE PARK, VETTED THRU TOWN PARKS & REC. DEPARTMENT
   C. PARK WILL BE LANDSCAPED WITH TREES, LAWN, & SHRUBBERY
   D. WALKS WILL BE CONCRETE W/ SOME BRICK TRIM IN PARK, ADJACENT WALL WILL BE BRICK, ART BASE WILL BE BRICK.
   E. PUBLIC IMPROVEMENTS (BENCHES, TRASH RECEPTORS) WILL BE DRAWN FROM THE DOWNTOWN MASTER PLAN DESIGN PHOTOS.

2. STORM WATER DETENTION AND PCO REQUIREMENTS WILL BE ACHIEVED BY UNDERGROUND STORAGE AND FILTRATION.
3. A PCO CONCEPT PLAN HAS BEEN DEVELOPED & FILED W/ MECKLENBURG COUNTY
4. ANY ARCHITECTURAL RENDERINGS SUBMITTED DEPICT THE ARCHITECTURAL STYLE AND DESIGN OF THE BUILDING. MINOR AND INCIDENTAL CHANGES ARE PERMITTED AS A MATTER OF RIGHT BY THE PETITIONER, SO LONG AS THE OVERALL MASSING AND DESIGN THEME REMAINS AS DEPICTED BY THE RENDERINGS. ALL BUILDINGS WILL EMPLOY BRICK MASONRY FINISHING MATERIALS, AND SHALL COMPLY WITH ALL APPLICABLE TOWN OF MATTHEWS OVERLAY DISTRICT REQUIREMENTS PERTAINING TO ARCHITECTURAL DESIGN AND CONTROLS.
5. SIGNAGE WILL MEET THE REQUIREMENTS OF THE TOWN OF MATTHEWS OR AS APPROVED
6. EXISTING STREET TREES WILL BE PROTECTED DURING ALL GRADING ACTIVITIES.
7. CMCU WILL WORK WITH THE ADJOINING PROPERTY OWNER TO BLEND THE PARK AND ACCESS EASEMENT SEAMLESSLY BETWEEN THE PROJECTS
8. PEDESTRIAN LIGHTS WILL BE EXTENDED ALONG NORTH TRADE STREET IN STYLE TO MATCH EXISTING AND BE INCORPORATED INTO THE NEW PARK
9. CO-ORDINATION WITH ALL UTILITIES WILL MAKE EVERY EFFORT TO RELOCATE THE OVERHEAD UTILITY LINES TO UNDERGROUND WHENEVER IT IS FEASIBLE.
10. AN 8' MINIMAL PLANTING STRIP ADJACENT TO STREET WILL BE LANDSCAPED PER ORDINANCE. AN ENCROACHMENT AGREEMENT WITH THE TOWN WILL BE OBTAINED FOR SIDEWALK & C&G CONSTRUCTION IN RIGHT-OF-WAY
11. SITE PLAN REFLECTS THE MOST CURRENT SURVEY INFORMATION.
12. ALL STREETS AND DRIVEWAYS WITHIN 150' ARE SHOWN.
13. THE PLANS AS SUBMITTED ARE DEVELOPED TO REFLECT THE MATTHEWS LAND USE PLAN AND DOWNTOWN MASTER PLAN. THE BUILDING IS DESIGNED TO REFLECT A LINEAR STREET FRONT WITH PROPER MASSING PER THE DOWNTOWN MASTER PLAN AND OVERLAY DISTRICT. THE BUILDING IS TALLER THAN SURROUNDING TWO STORY BUILDINGS AND WILL HAVE A SECOND FLOOR. THE LAND USE PLAN INDICATED THE POCKET PARK AT THE PROPOSED LOCATION, WHICH WILL BE BUILT BY CMCU AS A PART OF THIS PROJECT. CONNECTING WALKWAYS, PEDESTRIAN LIGHTING, AND APPROPRIATE LANDSCAPING WILL REFLECT EACH OF THE TOWN PLANS.
14. PARKING WILL BE AVAILABLE FOR SHORT TERM CROSS USE BY THE PUBLIC DURING NON- BUSINESS HOURS FOR NEIGHBORHOOD USES, PARK ATTENDANCE, FESTIVALS AND EVENTS.

CV020 01/07/97 STONE 1" = 20'-0"



CURRENT
2013-607
5/29/2014

VICINITY MAP

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	458.50'	35.84'	35.83'	S75.44'12"E
C2	18.50'	7.52'	7.47'	S61.50'03"E

LAND USE SITE PLAN

SCALE 1" = 20'-0"
20 0 20 40 60

DATE: 05/28/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

NOTES:

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WILLIAMS DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159
126 E. SYCAMORE LINCOLNTON, N.C. 28092
704/732-4515

CLARENCE E. WILLIAMS JR. REGISTERED ARCHITECT 4589 NORTH CAROLINA LINCOLNTON, N.C. SEAL

A NEW BRANCH FOR: MATTHEWS

Charlotte Metro CREDIT UNION

LAND USE SITE PLAN
SHEET NO. SP-1.0
130617LU1

CURRENT
2013-607
5/29/2014

PARCEL LIST

① ZONING = R-VS
PARCEL ID # 19327206
OWNER NAME: SCOTT W. MORRISON, JACQUELINE S. MORRISON
MAILING ADDRESS & STREET ADDRESS: 1174 DEAN HALL LN. MATTHEWS, NC 28105

② ZONING = R-VS
PARCEL ID # 19327205
OWNER NAME: ANH-TUYET PHAM
MAILING ADDRESS & STREET ADDRESS: 1171 DEAN HALL LN. MATTHEWS, NC 28105

③ ZONING = R-VS
PARCEL ID # 19327204
OWNER NAME: GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS: 250 GIBRALTAR ROAD HORSHAM, PA 19044
STREET ADDRESS: 1165 DEAN HALL LN. MATTHEWS, NC 28105

④ ZONING = R-VS
PARCEL ID # 19327201
OWNER NAME: GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS: 250 GIBRALTAR ROAD HORSHAM, PA 19044
STREET ADDRESS: 1206 OVERWOOD DR. MATTHEWS, NC 28105

⑤ ZONING = R-VS
PARCEL ID # 19327202
OWNER NAME: MICHAEL E MOORE & MARIE MURPHY MOORE
MAILING ADDRESS & STREET ADDRESS: 1202 OVERWOOD DR. MATTHEWS, NC 28105

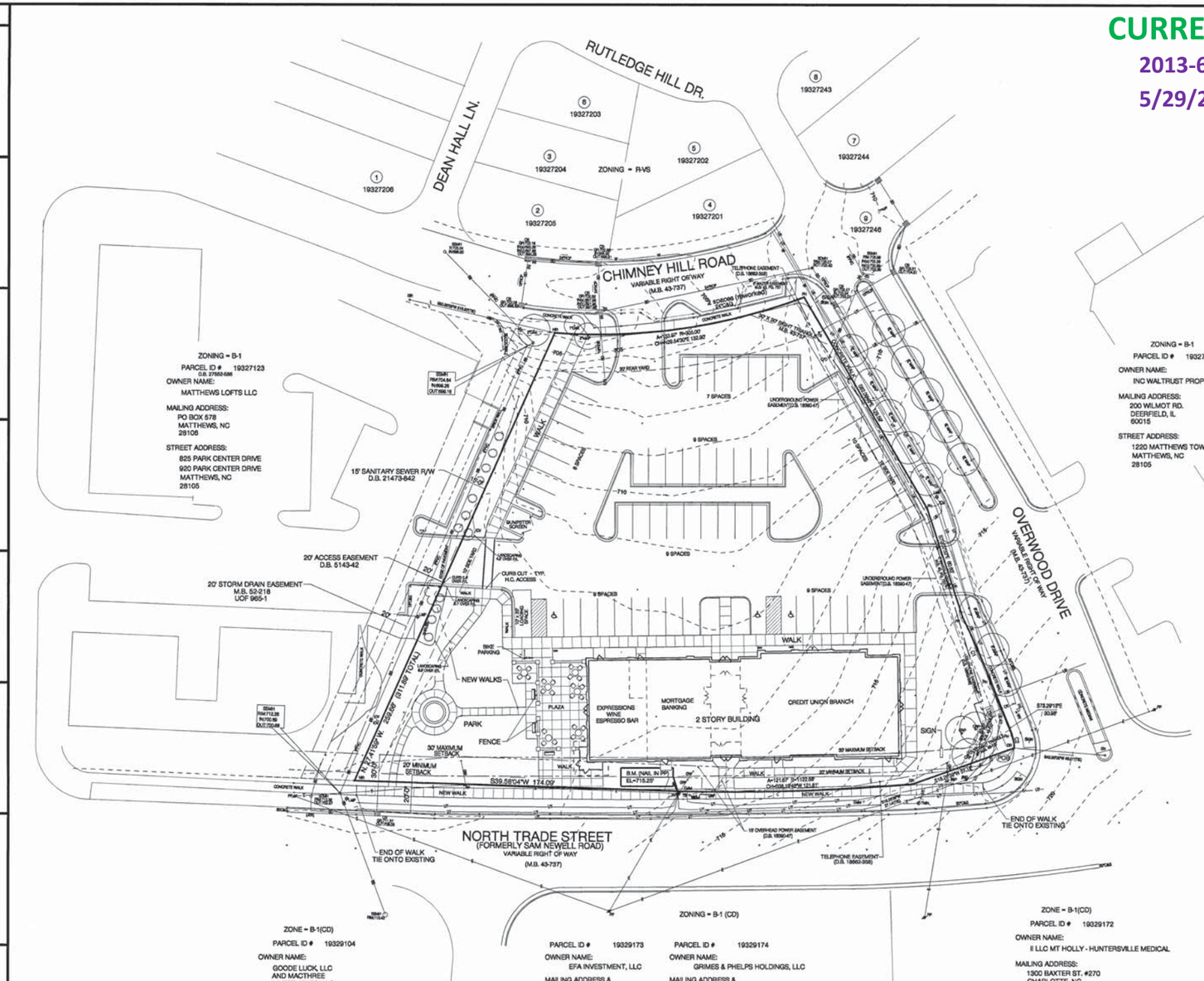
⑥ ZONING = R-VS
PARCEL ID # 19327203
OWNER NAME: JEFFERY STROUPE
MAILING ADDRESS & STREET ADDRESS: 1161 DEAN HALL LN. MATTHEWS, NC 28105

⑦ ZONING = R-VS
PARCEL ID # 19327244
OWNER NAME: DENNIS KIRVIN
MAILING ADDRESS & STREET ADDRESS: 1207 OVERWOOD DR. MATTHEWS, NC 28105

⑧ ZONING = R-VS
PARCEL ID # 19327243
OWNER NAME: GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS: 250 GIBRALTAR ROAD HORSHAM, PA 19044
STREET ADDRESS: 1203 OVERWOOD DR. MATTHEWS, NC 28105

⑨ ZONING = R-VS
PARCEL ID # 19327246
OWNER NAME: GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS: 250 GIBRALTAR ROAD HORSHAM, PA 19044
STREET ADDRESS: PRIVATE ROADS M43-737 INC. OVERWOOD DR. & CHIMNEY HILL RD.

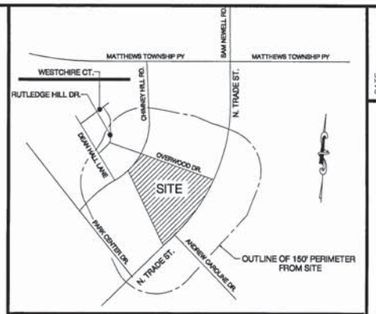
CVR38 81/435/97 STONE 1" = 30.0'



SITE PLAN DATA

SCALE 1" = 30'-0"

30 0 30 60 90



VICINITY MAP

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	458.50'	35.84'	35.83'	S75.44'12"E
C2	18.50'	7.52'	7.47'	S61.50'03"E

LEGEND:

B.M. - BENCH MARK
C&G - CURB & GUTTER
CB - CATCH BASIN
CMP - CORRUGATED METAL PIPE
C/O - CLEAN OUT
D.B. - DEED BOOK
DI - DROP INLET
EMM - EXISTING METAL MONUMENT
EIR - EXISTING IRON ROD
EL - ELEVATION
EN - EXISTING NAIL
E/U - END UNKNOWN
FH - FIRE HYDRANT
GP - GATE POST
GW - GUY WIRE
ICV - IRRIGATION CONTROL VALVE
JBX - JUNCTION BOX
LMP - LAMP POST
LP - LIGHT POLE
M.B. - MAP BOOK
N.G.S. - NATIONAL GEODETIC SURVEY
NIR - NEW IRON ROD
NN - NEW NAIL
PIN - PARCEL IDENTIFICATION NUMBER
P/L - PROPERTY LINE
PM - POWER METER
POB - POINT OF BEGINNING
PP - POWER POLE
PG. - PAGE
PVC - PLASTIC PIPE
P/L - PROPERTY LINE
(R) - RECORDED
R/W - RIGHT-OF-WAY
RCP - REINFORCED CONCRETE PIPE
SDMH - STORM DRAIN MANHOLE
SQ.FT. - SQUARE FEET
SSMH - SANITARY SEWER MANHOLE
(T) - TOTAL
TB - TELEPHONE BOX
TMH - TELEPHONE MANHOLE
TVB - CABLE TV BOX
WM - WATER METER
WV - WATER VALVE

TREE LEGEND:

CRP - CREPE MYRTLE
MAP - MAPLE

LINE LEGEND:

EASEMENT
PROPERTY LINE
PROPERTY LINE (NOT SURVEYED)
RIGHT-OF-WAY
RIGHT-OF-WAY (NOT SURVEYED)
SETBACK
CABLE TV LINE
GAS LINE
POWER LINE
POWER LINE (UNDERGROUND)
SANITARY SEWER PIPE
STORM DRAIN PIPE
TELEPHONE LINE
TELEPHONE LINE (UNDERGROUND)
WATER LINE

DATE: 05/26/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

NOTES:

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NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECTURAL CORPORATION CERT. NO 393 EXPIRES 12/31/2015 SEAL

WILLIAMS DESIGN, P.A.
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GEORGE E. WILLIAMS REGISTERED ARCHITECT 4589 NORTH CAROLINA INCORPORATED SEAL

A NEW BRANCH FOR: MATTHEWS

Charlotte Metro CREDIT UNION

SITE PLAN DATA SHEET
SHEET NO. SP-2.0

130617DATA2

CURRENT 2013-607
5/29/2014

FRONT ELEVATION

SCALE 1/8" = 1'-0"

LEFT ELEVATION

SCALE 1/8" = 1'-0"

RIGHT ELEVATION

SCALE 1/8" = 1'-0"

REAR ELEVATION

SCALE 1/8" = 1'-0"

CVR125 03/29/95 STONE SCALE = 1/8" = 1'-0"

DATE: 05/26/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

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REGISTERED ARCHITECTURAL CORPORATION
CERT. NO. 363
NORTH CAROLINA
LINCOLNTON, N.C.
SEAL

WILLIAMS DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 704/732-4515
126 E. SYCAMORE LINCOLNTON, N.C. 28092

DENNIS E. WILLIAMS
REGISTERED ARCHITECT
4589
NORTH CAROLINA
LINCOLNTON, N.C.
SEAL

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro
CREDIT UNION

PROPOSED ELEVATIONS
SHEET NO. A-2.0
130617PEL1

CURRENT
2013-607
5/29/2014

NORTH TRADE STREET VIEW

FRONT ELEVATION

SCALE 1/8" = 1'-0"

RIGHT ELEVATION

SCALE 1/8" = 1'-0"

CVR125 05/29/95 STONE SCALE = 1/8" = 1'-0"

DATE: 05/28/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

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WILLIAMS DESIGN CORPORATION — CERT. NO 363 — LINCOLNTON, N.C. — SEAL

WILLIAMS DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159
125 E. SYCAMORE LINCOLNTON, N.C. 28092
704/732-4515

DENNIS E. WILLIAMS — REGISTERED ARCHITECT — 4589 — NORTH CAROLINA — LINCOLNTON, N.C. — SEAL

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro CREDIT UNION

PROPOSED ELEVATIONS

SHEET NO. A-2.1

130617wallsiev

CURRENT 2013-607
5/29/2014

SUPERSEDED 2013-607
3-19-2014

WILLIAMS DESIGN, P.A.

ARCHITECTS • PLANNERS

(704) 732-4515
P. O. DRAWER 1159
126 E. SYCAMORE STREET
LINCOLNTON, N. C. 28093-1159

March 17, 2014

Mr. Jay Camp, Senior Planner
Town of Matthews
232 Matthews Station St.
Matthews, NC 28105

RE: Addressing Comments

Charlotte Metro Credit Union Proposed Branch

Dear Jay,

Per our conversations, I have received the preliminary minutes of the public hearing. These issues have been discussed and below I am summarizing how these are planned to be addressed. Blue text is the minutes received.

Zoning Application 2013-607/Charlotte Metro Credit Union: To change the existing conditions in that certain B-1(CD) zoning district located at 435 N. Trade Street to reduce in size the approved office building and to allow a two-lane drive-through and an ATM unit; eliminate the pre-approved driveway connection at N. Trade Street; and to allow construction of a neighborhood pocket park.

This remains the current request with no changes.

Senior Planner Jay Camp explained this is a change in conditions, not a change of zoning. This is a vacant parcel in the North End district along North Trade Street near Walgreens and the townhomes. The request is to change conditions on the existing B-1(CD) zoning to allow for the construction of up to 11,000 square feet of space for a credit union branch, general office space for their mortgage division and a drive through ATM in the middle of the site with one ATM lane and two full service banking lanes. The original zoning calls for up to 20,000 square feet of commercial space with a relatively vague rendering of a two story building against the street. The application now proposes conditions including a pocket park in the front of the site and the removal of a curb cut on Trade Street with access to the site on the back, side and through a cross-access agreement with adjoining property owner Brookechase Properties. Other conditions include the commitments to complete a length of sidewalk on North Trade Street, add pedestrian lighting, add a sidewalk connection from the new park through to Chimney Hill Road and to allow a maximum of 11,720 square feet of building footage.

The maximum area of construction has been changed on the site plan to reflect allowable space for a full second floor over the office section of the building. This has been the result of restudying the configuration per the comment below. The new requested maximum area is 17,000SF plus the drive thru at 1,150SF for a total built area of 18,150SF maximum. The other items above remain as stated.

Outstanding staff comments include the need for more clarification regarding ownership and allowed public usage of the park space. As proposed it would be private space so staff would like to clarify the hours of operation, usage, maintenance and other details. There is a planter retaining wall shown on a corner of the site plan. Staff would like more detail on that design.

SUPERSEDED 2013-607 3-19-2014

Notes have been added under Conditional Use Notes to generally describe the construction materials of the park. The park will be open for public access during all normal park and recreation hours, and additional hours as deemed desirable by Parks and Recreation. It is not intended that the park hours be restricted. Additional requirements will be as negotiated as desired by the Town. The retaining planter on the right end of the building is a step down from the current existing grade and is needed to create a level building pad the length of the building. It is not visible above existing the grade level, steps down 2' into a landscaped planter, and another 2' to the sidewalk entering the building. All exposed walls will be brick to match the building.

The Downtown Master Plan generally calls for more vertical development downtown with a mix of usage and higher usage of land. This application proposes a one story building and staff would like to see a two story structure implemented similar to the original plan. Staff is aware of some possible soil issues at the site and the applicant has more information on that. There could be some issues with two story construction but without further specific knowledge staff's general recommendation is for either a two story building or a two story design in appearance.

There has been much discussion with Charlotte Metro regarding the construction of a two story building. The elevations of the building have been revised to reflect a two story building. The intention currently is to construct approximately 3000SF on the second floor. Preliminary study is continuing to determine costs and structure for allowing a full second floor at the offices which would bring the second floor area to about 6000SF. The increase of the maximum building area to 17,000SF plus the drive thru includes a space allowance for the full second floor. Attached to this letter is a copy of summary sections of the geotechnical report which indicate the soils and foundation recommendations.

The sidewalk connection on the west side of the site needs a better connection to the adjacent North End development to create a continuous sidewalk along the back alley between developments. The sidewalk to the rear of the property at the back of curb should be located right on the property line to allow for more greenery and plantings to create some shade in that area of the site. There are issues with the number of signs depicted on the elevations. There is also a note about buried utilities – there is one communication line across that front that warrants being buried. Staff acknowledges that the Duke power lines that cross the street in two places would likely be difficult to bury.

The sidewalk connection can be worked out with the adjoining property owner and will be extended to the property line as requested. We have shown it on our revised site plan, but it is subject to move to an agreed upon point to adjoin the neighboring property owner. The sidewalk to the rear of the property has been widened to allow pedestrian passage in front of any vehicles parked at the curb. There is a rather steep bank up to the adjoining property along this walk which makes it not feasible to move the walk to the property line. From the back side of the walk there is about a 3 to 1 gradient to the property line which is envisioned as a plant strip with trees and ground cover as indicated on the drawing. Signage will comply with Town ordinances. Discussions with Duke Energy indicate that power will be served underground from an existing pad mount transformer between the site and the North End Building. They do not plan to and are not receptive to relocating the primary feeders along Trade Street. Discussions have started with Windstream regarding the communication lines and service. Charlotte Metro will make every possible effort to have the overhead communication cables remove as a part of the service discussions. This is all that can be done at this time.

Mr. Miller asked about the difference between bank drive-throughs, which are allowed in downtown, and fast food drive-throughs which are not. Mr. Camp explained that the zoning code allows accessory access drive through lanes such as those for banks and pharmacies in downtown but food uses are kept in the B-2 district due to the amount and type of use of each style. There are generally more concerns about volume and hours of use with food-related drive through uses. In addition, there are safety issues to consider with banks – if an ATM is not located in a very busy area then it is seemingly safer to use a drive-through ATM instead of a walk up ATM.

It is generally recognized that drive up ATMs are much safer than walk ups. Usage of walk up ATMs is typically extremely low and non-supporting for that reason, unless there is an extremely high volume of pedestrians, and then the pedestrians need protection. This is not viable at this location. The current Matthews CMCU branch has transacted an average of 86 drive up ATM transaction per day since the beginning of 2014 based on seven days per week, 24 hours per day. The current Matthews branch has transacted an average of 137 drive up non-ATM transactions per day since the beginning of the year during normal business hours.

Mr. Query asked for data on potential revenue loss from a one story instead of two story building. Mr. Camp said it was difficult to calculate without knowing what uses might go into the larger structure but staff can look into the question further. Mr. Query also noted the need for more residential development in downtown to help support the existing businesses, saying the lack of traffic around this site after bank hours are concluded is a concern.

The cost of construction for the proposed building is anticipated to exceed $3 million, which is substantially more that a standard office building and approximately twice that of a standard mixed use residential structure of equal size. The Credit Union is prohibited by federal regulation from owning apartments, so this has not been an option. It is recognized that businesses operate during business hours, however the Matthews branch completed an average of 424 transaction per day since the beginning of the year. This translates into direct feeder customers for surrounding downtown businesses, which is why the adjoining restaurant commented that this project will definitely improve their business.

Mr. Ross noted this project is for a credit union, not a bank, and said there are important differences between the two. He then asked if this site would replace the existing branch location on East Independence Boulevard. Mr. Camp confirmed it would. Mr. Ross asked about Police Chief Hunter's concerns regarding congestion points at the travel lanes on the site. Mr. Camp explained that will be addressed by the applicant after this public hearing.

Stacking diagrams have been added to the site plan to better illustrate that traffic will not be impeded, and will be further discussed with Chief Hunter.

Mr. Melton asked if there has been any discussion about shared parking after hours for other members of the complex, and Mr. Camp said no.

There was discussion at the neighborhood meeting and notes have been added to the Conditional Use notes that the parking can be used during non-business hours by the neighbors, for park access, and for community events and festivals.

Mr. Higdon asked about amenities at the pocket park. Mr. Camp explained there would be a public art amenity in the center circular area and staff is reviewing options for other amenities. Staff is very excited about this being a collaborative process and is working with adjacent property owner Garry Smith of Brookechase Properties on the adjacent space to make sure everything is done seamlessly so it looks like one space in the middle of the two sites. There are legal issues still to review but staff is also considering the ability of the Town to place some amenities there to further activate the area so it's not just a dead space.

CMCU will work collaboratively with Garry Smith and the Town for the park development. Preliminarily a public art amenity has been planned, which as indicated in the revised Conditional Use Notes, would be vetted by Parks and Recreation to insure appropriateness.

Mr. Pata asked about ongoing maintenance of the park. Mr. Camp said the space would remain privately owned but believes the applicants would not have a problem turning it over for public dedication and/or maintenance. The applicant has indicated it is the Town's choice as to whether or not this will be maintained as another green space or seen as a private plaza that is available for public use.

It is the Town's choice. Initially it has been discussed as private ownership and maintenance similar to one of the downtown plazas in downtown Charlotte. But this is the Town's option.

Architect Dennis Williams with Williams Design Architects, 126 East Sycamore Street, Lincolnton, North Carolina represented the applicants and addressed the Board. He presented additional details on the project, stating the intent is to build a single story structure with the appearance of a taller structure. The building would be 10,571 square feet and would be divided in two sections with the a credit union branch on one side and office facilities for the credit union - including mortgage, accounting and operations functions - on the other. The freestanding drive through structure would be an additional 1,150 square feet structure on the site. Fifty three parking spaces are included along with connections via Overwood Drive, Chimney Hill Road and an interconnection with the adjoining Brookechase Properties parcel. The applicant is fine with giving up the other driveway connection listed on the existing site plan and is agreeable with construction of the pocket park. There would be a total of approximately 800 linear feet of new sidewalk construction and the entire 1.4 acre site would be completely surrounded by walkable sidewalks. There would be no problems with connectivity.

As indicated earlier, the anticipated maximum area for the building now requested is 17,000 square feet, up from 10,571. Other items remain the same.

The credit union is requesting a one story structure due to security, financial and operational issues. Their business is difficult to operate on multiple levels and they don't wish to have tenants due to security and access issues. In addition, multistory buildings lose 15% of total floor space to vertical transportation so the structure needs to be built 15% larger to net the same usable square footage. That causes budget issues.

The issues above still pertain, but due to the request to restudy the second story option and an analysis of the employees that could be placed, Charlotte Metro has agreed to a minimum 3000SF second floor with the requested maximum floor space to allow a full second floor over the offices pending further study.

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Mr. Williams noted the earlier question about the difference in financial return of a one story versus two story building. He said staff's memo regarding the projected financial impact of this request listed the average cost of construction for this type of building at $115 per square foot, but in actuality this building will cost much more – approximately $274 per square foot – and will total about $3.1 million in construction costs alone. These numbers come from the actual costs of the Ballantyne branch on Ardrey Kell Road and another on WT Harris Boulevard.

The numbers are still accurate, with added costs expected for the 3,000SF second floor, or more with full second story.

Another issue with this site is the dirt. This site has the worst geotechnical conditions Mr. Willams has seen in the piedmont area of North Carolina. The top two to three feet are okay been under that is much down to about twenty five feet. There is nothing there to support a building. Structural engineering has determined that the foundation and drive though will have to be built on piles to avoid sinking. That helps increase the cost of construction and is a significant reason why they applicant does not want a two story structure. The proposed building was designed to project verticality with 24 and 28 foot tall sections. The three story sections of the North End building on the adjacent lot are in the mid-30 feet range so the proposed building would be close. They've also added windows to the upper area to add to that appearance of verticality. All of this is done to avoid adding the extra weight of a second story which will add to the foundation issues and lead to increased cost. The Walgreens is a one story building and there are others nearby so another one story structure would not be out of place.

With the proposed redesign, the lowest parts of the building wall are more that 27' above finished floor. The highest parts are more than 31 feet above the floor. The floor elevation and that of the North End building are very close to the same grade level. As indicated above summary of the geotechnical report is attached.

They will build the park in whatever way works best for the Town. They're willing to light it, irrigate it, keep it and maintain it or donate it to the Town…whatever Matthews wants. The credit union knows the park is an important part of all of the Town's master plans and they want to be involved with that. Regarding the retaining wall: it's a retaining wall down, not up. This is a 210 foot long building façade so it needs a relatively flat pad. There is almost seven feet of fall on the lot so it needs the retaining wall. It's designed with a step down to the walkway, a planter bed, another step down and then another planter bed. They have no problem connecting the sidewalks along the rear of the building connecting to Mr. Smith's property. The other sidewalk in the rear is located where it is because of the high bank going up to that parking area. They moved the sidewalk to the edge of the parking area so the sidewalk can be fully accessible. It's seven feet wide so even if a vehicle overhangs it the ADA minimum of 42 inches will be available.

All of this remains as indicated.

They understand the comment regarding signage. They will comply with the sign ordinance of course, but would like to note the ordinance allows for a maximum of three signs totaling 80 square feet. If there were separate tenants each tenant would be allowed that quantity and coverage area for signs, so they would ask the Town to consider viewing the credit union to be separate from the office uses as if each was a separate tenant. The building is very long and they would like to have signs at each main tenant door. They will work with all utilities to get as many lines buried underground as possible. They've already opened negotiations with Duke Power and will do the same with the communication companies.

The sign comments remain as indicated above. Utility location was addressed earlier.

Staff had questions on the bypass lanes and there has been some study on those. A vehicle layout and stacking report is available and the applicant will work with Police Department staff to make sure they're comfortable with the plan. There were also questions about lighting. There are federal guidelines that must be met regarding ATM lighting but the applicants will ensure the light is buffered from the adjoining residential neighbors. There were questions regarding two parking spaces in the rear. The original site plan included a driveway but drainage issues cause problems. The applicants have tried to work around that and put one or both parking spaces back because they're used as delivery spots for the townhomes. Staff has a concern about the sight triangle but there is no point of view that would be obstructed. This leads back to an issue raised at the neighborhood meeting – there is only one stop sign on Overwood Drive but none at the other three corners. A request was made for additional stop signs and the applicants are happy to add those if allowed to do so.

The comments above remain as indicated. We will review these items with Public Works or deemed as appropriate.

Charlotte Metro Credit Union is a good corporate partner and they will support the town in any way they can.

They are and continue to be, including sponsoring Town special events.

Planning Board member Rob Markiewitz asked for traffic count data on the drive through lane stacking. Mr. Williams said he will have to get specific numbers for the current Matthews location but said the largest drive through operations they have - excluding the one downtown that has an exclusive drive through with five lanes – is about the size of this planned drive through and there has never been more than two or three cars backed up.

As requested actual numbers of transactions have been obtained for the Matthews branch. The drive thru lanes averaged 137 transactions per day since the beginning of the year. The average transaction takes about 2 minutes. Allowing 3 minutes per transaction divided into two lanes, one car will be in one of the two transaction lanes at a drive up unit for about 3 ½ hours during the course of the business day. Peak loading occurs at about 3 to 4 times the standard volume, so cars can be expected to stack 3 to 4 deep at peak times in very short intervals. Five stacking spaces are provided in each lane to accommodate. These transactions represent about 1/3 of all transactions. As was pointed out in the meeting, this transaction method is shifting to mobile applications, and is expected to shrink. It is not anticipated to go away at any point in the foreseeable future, but allows for growth without increases in drive through traffic.

The actual number of ATM transaction in the drive up lane at the Matthews branch averaged 86 per day (in 24 hours). At an average transaction time of 2 minutes, there would be a car in the ATM location slightly less than 3 hours per day. ATM lane transactions generally back up no more than 2 deep, except during high peak times when 3 cars may be anticipated in short periods.

Mr. Melton said he thinks the renderings do the project justice. The black and white elevations are much more detailed but that information isn't duplicated on the rendering. He would like to see more detailed renderings and information on the retaining wall in particular.

The renderings are being revised to try to better convey the actual topography and landscape features that will be present. The revisions will also convey the two story look of the proposed changes.

Mr. Query said this plan calls for a small building on a large piece of land. The Town intended that to be higher density to help the downtown succeed. People are needed there, not just land. He is worried that the single story structure won't do what was in mind and thinks it should be a multistory building instead. He said the proposed building is attractive and that doesn't mean the Board doesn't want the credit union here, but that vibrancy is needed in this area.

These thoughts have been taken into consideration by the Credit Union and revised the design into a two story structure. The proposed building is a maximum of 17,000SF plus the 1,150SF drive thru. The proposed building will house up to 40 employees and represents a huge investment and a stable, viable, long term commitment to the downtown by a permanent business fixture in the Mecklenburg County community. It will bring an average of 424 transactions into downtown per day (22,879 since January 1 at the existing branch). Many of those customers then being funneled directly into the North End and the downtown and can be expected to create a new untapped dynamic customer base for the restaurants and businesses in the downtown.

Mr. Ross asked if this building would include any walk-up ATMs and Mr. Williams said no. Mr. Ross said he would expect the walkability issue to be addressed with a walk-up ATM on the Trade Street face.

As indicated above, it is not anticipated that walk up ATM units would be provided due to security concerns and an extremely low anticipated volume of use.

Mayor Taylor asked for more information on the soil issues. He thinks the lower level would be fine with something above it. He would like to see some sort of living feature above that would complement the whole area. He also noted staff comments regarding the three lane drive through and requested some sort of count estimate. It looks like there could be a cluster of blocked parking spots and that needs to be addressed. He would also like some sort of commitment regarding the utility lines before any decision is made by the Board. He suggested more visual aids as well.

Soils report information is attached as indicated above. As indicated above, apartment development by the Credit Union violates a federal regulation. The drive thru stacking arrangement has been better illustrated. The utility issues are discussed above. Renderings are being revised.

Mayor Taylor said he would like to see something more substantial of the corner south of Highway 51. It's a low spot and it seems like something more substantial could be a better fit.

The building profile has been increased to address these concerns. The building location is actually not in a low spot and the floor elevation will be very close to the floor elevation of the North End building next door.

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Mr. Melton said public input indicates neighbors would be able to use a few parking spots periodically. Mr. Williams confirmed and said the intent is to allow them to be used at night. There are no visitor parking spaces for the condos so that would be very useful. He noted the applicants do not want to reduce the number of parking spaces even though they could since parking is a needed amenity.

This is previously discussed.

Mayor Taylor asked about employee count and Mr. Williams explained there would be 9 or 10 in the branch and 16-18 in the office at the initial startup. He reiterated that the applicants do not want a residential use above the credit union and don't think it is possible to get the numbers to work out for multifamily development on that site anyway due to the poor soil conditions.

Due to the increase in the building area, more employees may be located at this location initially than previously thought. The anticipated total number is still 40.

The hearing was opened to comments from the public.

Public comments focused on the need for more apartments and the desire for a mixed use environment. Both of these are desirable. The original conditional use permit approved for the site was focused on a mixed use, being the condominiums at the rear, the retail in Walgreens, and the office building proposed for this site. What is being proposed is a mix of office building and financial center, which is more of a mix than was originally approved. It is an extremely vibrant and valuable asset to the Town. The Credit Union is a use by right in the B-1 zone in both the original zoning and then reaffirmed in the adoption of the UDO in December, so it is an appropriate use in this location according to the Town Plans. With the incorporation of the park per the Town plans, and the modifications of the plans to try to address all of the issues presented, an extreme good faith effort has been made by Charlotte Metro Credit Union to try to accommodate what they must have in a operational building, and to reflect very positively the goals and objectives of the Town.

Ten copies of a revised site plan and elevation drawings will be submitted before the end of the week. We are also diligently trying to rework the renderings to better reflect the grades, landscaping, and the new second floor look, and hope to have that by the end of the week also.

Attached are the summary sheets of the geotechnical report as requested, a pdf of the revised elevations, and a revised copy of the site plan with the conditional use notes revised for your review. Thank you for your efforts and please call if questions or comments

Thanks,

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aardvark ENGINEERS, INC

EXECUTIVE SUMMARY

Aardvark Engineers, Inc. has completed the authorized geotechnical exploration of the proposed site at 435 North Trade Street in Matthews, North Carolina. The following summarizes the findings of our geotechnical exploration. Please refer to the body of this report for more specific conclusions and recommendations of this report.

The site consists currently of a grassed outparcel within an existing mixed use development. We understand that the project will consist of a single story facility on the order of approximately 10,850 square feet. New parking lots will be constructed around the proposed building. We anticipate the structure will be metal framed with a brick and siding veneer. The proposed building will have a concrete floor system. Based on the existing site grades, we estimate less than 10 feet of cut (excavation) and fill is anticipated during grading to establish finished site grades.

A total of eighteen (18) drill borings and three (3) hand auger borings were performed for this evaluation. Borings B-7, B-22, and B-24 were eliminated from the exploration. Eleven (11) borings were aligned within the proposed building pad, three (3) borings were aligned within the proposed ATM location and corresponding drive lanes, three (3) borings were aligned within the proposed entrance drives, two (2) borings were aligned within the proposed parking lot area, and two (2) borings were aligned within the proposed sidewalk areas.

The conclusions and recommendations presented in this report have been based on our sampling and are somewhat general in nature. The sampling revealed the following generalized and limited subsurface profile. Please refer to section Subsurface Conditions for more specific information regarding the subsurface profile.

- Approximately one (1) to three (3) inches of topsoil was encountered at most boring locations. Below the topsoil at boring locations B-1, B-2, B-6 to B-8, B-10 to B-13, B-15 to B-23, and each hand auger location, old fill was encountered to depths ranging from approximately 2 feet to 14 feet below the existing ground surface. The old fill typically consisted of soft to firm clayey and sandy silt intermixed with deleterious materials. The deleterious materials primarily consisted of roots, topsoil and construction debris. Borings B-1, HA-16, B-19 and B-23 were terminated within the old fill.
- Below the old fill and below the topsoil at the remaining boring locations, residual soils were encountered to the depths explored. The residual soils typically consisted of soft to firm sandy and clayey silt.
- Groundwater was encountered within the boring locations B-4, B-6, B-12, and B-17 at depths ranging from 12-½ to 17-½ feet below the existing ground surface. It should be recognized that fluctuations in the groundwater level should be expected to occur due to variations in rainfall and other environmental or physical factors at the time measurements are made.
- Old fill was encountered at boring locations B-1, B-2, B-6 to B-8, B-10 to B-13, B-15 to B-23, and each hand auger location. Our limited exploration data indicate the fill is not well compacted. Deleterious materials consisting of roots, topsoil and construction debris were encountered in varying amounts at most boring locations. These materials could be present in other areas of the site. If our data are representative of the fill mass, there is risk of structurally significant settlement and cracking of fill supported foundations and floors. Because of the large fill thickness and extent, extending spread footing excavations to underlying residual soils does not appear to be a feasible option. Recommendations for foundation and floor slab support are presented in the following sections.
- Soil moisture contents within the old fill could vary considerably with weather conditions during construction. Drying or wetting of the soils may be necessary to achieve the recommended compaction criterion. The old fill and residual soils encountered in our borings appeared to be wet of its optimum moisture content. If grading occurs during wet weather, these materials likely cannot be dried sufficiently to obtain the recommended degree of compaction. As a practical consideration, they may have to be wasted and select materials trucked to the site. Any off-site materials should conform to the criteria for structural fill. The potentials for construction difficulties for a project of this type are anticipated to be less if construction is carried out during the dryer months of the year.
- Subgrade stabilization and/or increased pavement section thickness may be required based on the subgrade conditions encountered after stripping the site as indicated within our borings.

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OLD FILL

Old fill was encountered at drill boring locations B-1, B-2, B-6 to B-8, B-10 to B-13, B-15 to B-23, and each hand auger location. Our limited exploration data indicate the fill is not well compacted. Deleterious materials consisting of roots, topsoil and construction debris were encountered within most of our borings at varying amounts and depths. These materials could be present in other areas of the site. If our data are representative of the fill mass, there is risk of structurally significant settlement and cracking of fill supported foundations and floors. Because of the large fill thickness and extent, extending spread footing excavations to underlying residual soils does not appear to be a feasible option.

Other available foundation support options include using deep foundations to support grade beams and columns. If some risk of future slab cracking can be tolerated, the slab can be soil supported after reworking the upper five (5) feet of fill. Otherwise, the floor also must be structurally supported by deep foundations.

Another option is to completely undercut the old fill and replace it with new fill constructed to a specified degree of compaction. Then spread footings and the floor slab can be supported on the new fill. The following report sections contain our recommendations for each of these options.

SUBGRADE STABILIZATION

The exposed subgrade soil may exhibit instability due to the extent of the old fill encountered within our boring locations. A stone stabilization blanket placed over a geotextile fabric may be necessary to provide a stable base for placing compacted soil. We suggest the use of washed No. 57 stone or aggregate base course (ABC stone). The necessary thickness of the crushed-stone blanket must be determined in the field at the time of construction. The stone should be dumped in a stable area and then pushed out over the geotextile fabric with a light bulldozer. Because satisfactory subgrade performance depends on effective stabilization, placement of the stone blanket and geotextile must be monitored on a full-time basis by a representative of our firm.

Depending on the degree of soft soils encountered and time of year for construction, the subgrade soils might be stabilized with an initial thick, uncompacted soil layer called a "bridging lift." The soils used for the "bridging lift" should be near their optimum moisture content. They should be off-loaded in a stable area and then pushed out in a single layer over the unstable materials with a light bulldozer. The necessary thickness of the "bridging lift" should be determined in the field by a representative of our firm. After a relatively stable mass has been created, the surface of the bridging layer may be compacted by a light sheeps foot roller. After compacting this surface to the highest practical density, placement and compaction of succeeding thin fill lifts may begin. Typically, several feet of compacted fill should be placed with light equipment before allowing dump truck or scraper traffic on the area. Placement of the bridging lift and compaction of the fill above it must be monitored on a full-time basis by a representative of our firm.

aardvark ENGINEERS, INC

RECOMMENDATIONS

TIMBER PILES

As an alternative to shallow foundations, our exploration data indicates the proposed structures can be supported on conventional shallow spread footings and slabs bearing on timber piles for support of either individual caps or grade beams. We have assumed a typical cut off elevation of 20 feet below the existing ground surface for an approximate axial load capacity of 6 tons for a minimum tip diameter of 8 inches. Because of the upper soft old fill, we estimate the lateral capacity of the previously recommended sections will be limited or minimal. Any additional lateral capacity should be achieved with battered piles.

The previous capacity estimate is the capacity of the soil for a particular pile size at a specific depth. It does not necessarily reflect the allowable structural capacity of the member. Driven piles are typically subjected to driving stresses at least twice those implied by the design pile capacity. We recommend that all members be designed to withstand stresses required in the appropriate building codes. Another recommended reference is ASTM D-25 Specifications for Round Timber Piles.

The nature of the subsurface materials at this site could result in increased soil pore pressure during driving. This pore pressure increase may significantly reduce the available frictional resistance of the surrounding soil, causing the piles to "run" or experience inordinately large pile penetration per hammer blow. The loss of resistance is a temporary condition which will decrease as the soil pore pressure dissipates. A geotechnical engineer from our firm should be present during pile driving to assess whether this condition is occurring.

We recommend that a preconstruction conference be held with the contractor prior to pile installation. The objectives of this conference are to:

1. Review the contractor's equipment and proposed installation techniques;
2. Establish preliminary installation criteria to facilitate placement of a pile of the desired capacity;
3. Establish an agenda for modifying installation procedures if anomalous or unforeseen conditions occur; and
4. Discuss procedures, equipment, and logistics during performance of the load test.

A representative of our firm must observe the installation of production piles to check that the installation criteria, confirmed by the load test, are implemented.

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PAVEMENTS

A detailed design of pavement thicknesses was beyond our authorized scope of services for this project. We would be pleased to perform additional testing and analysis to provide pavement thickness recommendations if desired. We recommend thickness and density testing on the stone base and asphalt pavement during placement to assess whether the paving sections meet specifications.

The pavements may be conventionally soil supported on low plasticity residual soil, new structural fill, or existing old fill provided that the recommendations regarding site preparation and fill placement have been followed. The contractor will need to exercise extreme care during the grading and fill placement activities in order to achieve the necessary subgrade soil support for the pavement system. As stated in earlier sections, subgrade stabilization will likely be required due to the extent and consistency of the old fill.

Experience has shown that most asphalt or crushed stone pavement failures are caused by localized soft spots in the subgrade or inadequate drainage. Proofrolling by the geotechnical engineer will greatly reduce the incidence of weak spots in the subgrade as discussed earlier. However, the civil design must include proper drainage to reduce softening of the subgrade, soil migration, and pumping failures. The pavement surface and subgrade should have a minimum slope of 1½ percent. Any isolated areas that experience premature failure should be promptly repaired to prevent widespread problems from occurring due to loading and water infiltration. The pavement surfaces should be finished and sloped for positive drainage. Good perimeter drainage around the pavements is also recommended.

Any fill placed in pavement areas should be compacted to the recommended criteria. We recommend that the pavement subgrades be proofrolled just before pavement construction to help detect any soils disturbed due to weather extremes or construction activities. We also recommend that qualified geotechnical personnel from our firm perform in-place density tests and check the installed thickness of the aggregate materials. The technician can also monitor the placement and compaction of the asphaltic concrete and obtain periodic specimens for determination of the asphaltic cement content, aggregate gradation, Marshall Stability and density.

SUPERSEDED

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SITE DATA:

OWNER:
CHARLOTTE METRO CREDIT UNION
718 CENTRAL AVENUE
CHARLOTTE NC 28204

ADDRESS:
435 N. TRADE STREET
MATTHEWS, NC
28105

ZONE:
EXISTING ZONING DISTRICT B-1 (CD)
INCLUDING DOWNTOWN OVERLAY DISTRICT
& HIGHWAY OVERLAY DISTRICT
PROPOSED ZONING B-1 (CD) (CHANGE IN CONDITIONS)

PARCEL SUMMARY
LOT 2
MAP BOOK 43-737 PARCEL ID # PIN: 193-271-17
DEED REF.: BOOK 27388, PAGE 408

AREA:
61,745 SQ.FT. OR 1.4175 ACRES
43,965 SQ. FT. IMPERVIOUS AS SHOWN
75% TOTAL IMPERVIOUS ALLOWED
71% IMPERVIOUS AS SHOWN
INC. BUILDINGS, WALKS, PAVEMENT, ETC.

BUILDING:
BRICK VENEER BUILDING - DESIGNED AS A TWO STORY BUILDING
CREDIT UNION / OFFICE = 17,000 SQ. FT. MAX. AREA
ATM BUILDING _____ = 1,150 (BUILDING + ROOF AREA)
18,150 TOTAL SQ. FT. MAX. AREA
FIRST FLOOR = 10,700
SECOND FL. = 6,300
MAX. 17,000 S.F.

PROPOSED USE:
CREDIT UNION PLUS OFFICE SPACE WITH FREESTANDING DRIVE THRU
CREDIT UNION IS AN ALLOWED USE IN B-1 ZONE, CONDITIONAL USE PERMIT REQUIRED FOR DRIVE THRU.

YARD REQUIREMENTS:
FOR USES IN BUSINESS DISTRICTS ADJOINING THE RURAL AND RESIDENTIAL DISTRICTS:
MIN. LOT AREA _____ = NONE
MINIMUM LOT WIDTH = NONE
MIN. FRONT YARD SETBACK:
SITE IS ADJACENT TO NORTH TRADE STREET (A TYPE II ROAD)
THE FRONT SETBACK IS MEASURED FROM THE BACK OF CURB
FRONT SETBACK = 20' MINIMUM / 30' MAXIMUM AS SHOWN ON PLAN
MIN. SIDE YARD SETBACK = 10'
MIN. REAR YARD SETBACK = 20'
MIN. UNOBSTRUCTED
OPEN SPACE PER PCO AND AS DESIGNATED ON EXISTING COND. USE = 10%
MINIMUM BUILDING HGT. - 40'
MAXIMUM BUILDING HGT. - 40'

PARKING:
TOTAL BUILDING SQ. FT. = 17,000 MAX.
BIKE PARKING:
MIN. 5% OF AUTO PARKING = 3 SPACES
CREDIT UNION
(1) SPACE PER 200 SQ. FT. OF GROSS FLOOR AREA
3,950 SQ. FT.
÷ 200 = 19.75 SPACES REQUIRED
OFFICE AND PROFESSIONAL BUILDING
(1) SPACE PER EACH 300 SQ. FT. OF GROSS FLOOR AREA
13,050 SQ. FT. MAX.
÷ 300 = 43.5 SPACES REQUIRED
TOTAL 64 SPACES REQ'D
25% REDUCTION (ALLOWABLE)
64x.25 = 16 REDUCTION ALLOWED
48 SPACES REQ'D W/ 25% REDUCTION (ALLOWABLE)
53 SPACES AS SHOWN
INC. (3) H.C. SPACES

SCREENING & LANDSCAPING:
ALL SCREENING, PARKING LOT LANDSCAPING, BUFFERS, ETC. SHALL BE INSTALLED IN ACCORDANCE WITH MATTHEWS ZONING CODE

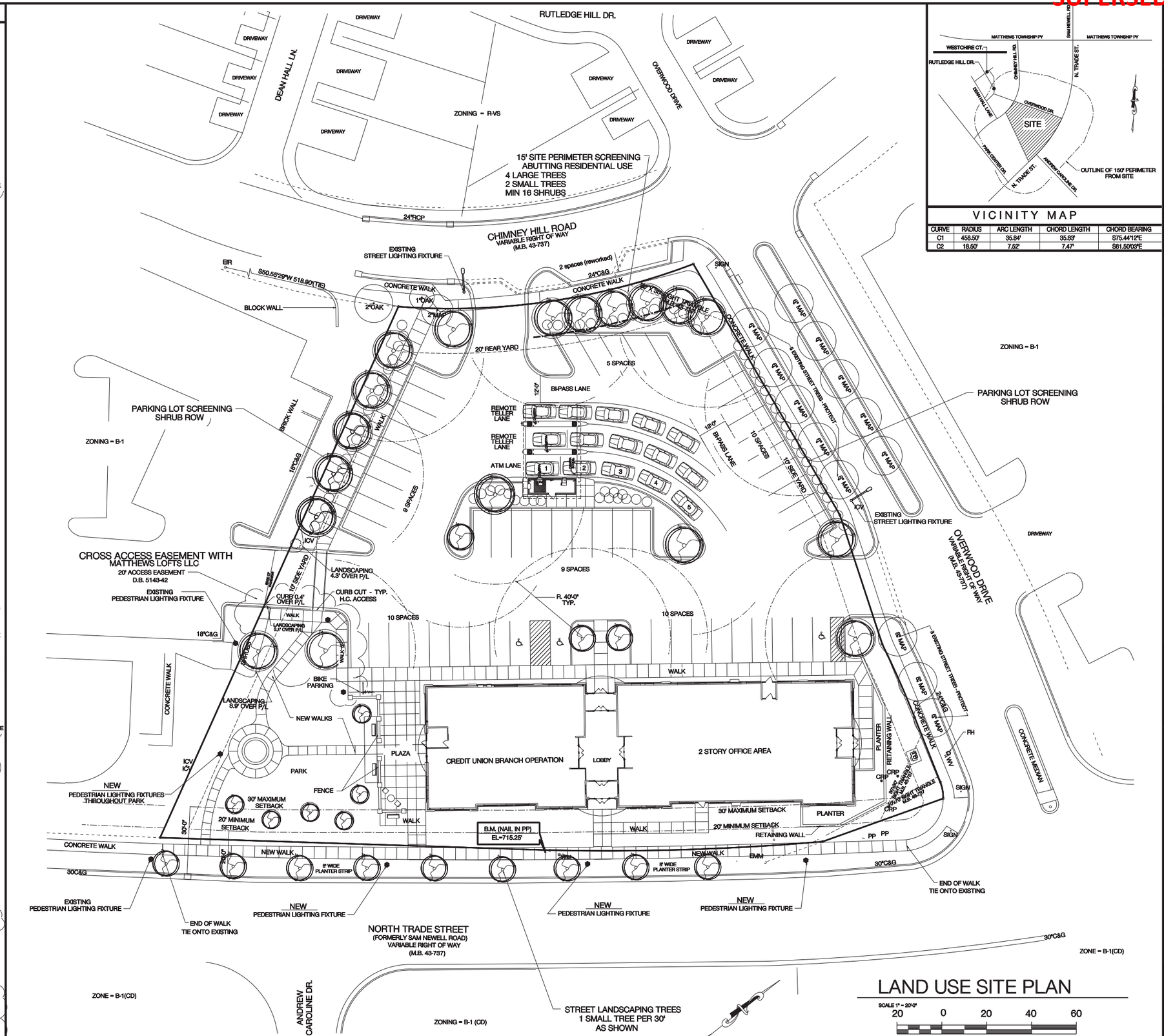
CONDITIONAL NOTES:

1. THE PROPOSED DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE TOWN OF MATTHEWS DEVELOPMENT REGULATIONS EXCEPT AS MODIFIED AND DEPICTED ON THESE PLANS AS APPROVED
   THE ORIGINAL MULTI PARCEL CONDITIONAL USE PERMIT AS PREVIOUSLY APPROVED BY THE TOWN OF MATTHEWS SHALL BE MODIFIED FOR PARCEL 193-271-17 AND ADJACENT PERIMETER TO REFLECT THE PLAN AS INDICATED.
   THE ORIGINALLY PERMITTED DRIVE ACCESS ONTO N. TRADE STREET FROM THE SITE WILL BE RESCINDED, AND A NEW NORTH END POCKET PARK WILL BE CONSTRUCTED IN ITS PLACE ON THE SOUTH-WEST CORNER OF THE SITE REFLECTING THE MATTHEWS DOWNTOWN PLAN. CONNECTING PUBLIC SIDEWALKS WILL BE EXTENDED FROM CHIMNEY HILL ROAD THRU THE PARK TO NORTH TRADE STREET. NEW SIDEWALKS WILL BE BUILT CONNECTING THE DISJOINTED WALK ALONG NORTH TRADE FROM OVERWOOD TO THE NORTH END BUILDING, THEREBY CREATING A CONTINUOUS WALK AROUND THE PERIMETER OF THE SITE.

   POCKET PARK:
   A. PARK CAN BE OWNED AND MAINTAINED BY THE CREDIT UNION AND WILL BE OPEN FOR PUBLIC USAGE AT ALL TIMES (EXCEPT DURING MAINTENANCE) FINAL AGREEMENTS WILL BE WORKED OUT WITH TOWN, OR PARK CAN BE OWNED & OPERATED BY THE TOWN AT THEIR OPTION.
   B. A VERTICAL PUBLIC ART PIECE WILL BE PROVIDED BY THE CREDIT UNION FOR THE PARK, VETTED THRU TOWN PARKS & REC. DEPARTMENT
   C. PARK WILL BE LANDSCAPED WITH TREES, LAWN, & SHRUBBERY
   D. WALKS WILL BE CONCRETE W/ SOME BRICK TRIM IN PARK, ADJACENT WALL WILL BE BRICK, ART BASE WILL BE BRICK.
   E. PUBLIC IMPROVEMENTS (BENCHES, TRASH RECEPTORS) WILL BE DRAWN FROM THE DOWNTOWN MASTER PLAN DESIGN PHOTOS.

2. STORM WATER DETENTION AND PCO REQUIREMENTS WILL BE ACHIEVED BY UNDERGROUND STORAGE AND FILTRATION.
3. A PCO CONCEPT PLAN HAS BEEN DEVELOPED & FILED W/ MECKLENBURG COUNTY
4. THE ARCHITECTURAL RENDERINGS SUBMITTED DEPICT THE ARCHITECTURAL STYLE AND DESIGN OF THE BUILDING. MINOR AND INCIDENTAL CHANGES ARE PERMITTED AS A MATTER OF RIGHT BY THE PETITIONER, SO LONG AS THE OVERALL MASSING AND DESIGN THEME REMAINS AS DEPICTED BY THE RENDERINGS. ALL BUILDINGS WILL EMPLOY BRICK MASONRY FINISHING MATERIALS, AND SHALL COMPLY WITH ALL APPLICABLE TOWN OF MATTHEWS OVERLAY DISTRICT REQUIREMENTS PERTAINING TO ARCHITECTURAL DESIGN AND CONTROLS.
5. SIGNAGE WILL MEET THE REQUIREMENTS OF THE TOWN OF MATTHEWS
6. EXISTING STREET TREES WILL BE PROTECTED DURING ALL GRADING ACTIVITIES.
7. CMCU WILL WORK WITH THE ADJOINING PROPERTY OWNER TO BLEND THE PARK AND ACCESS EASEMENT SEAMLESSLY BETWEEN THE PROJECTS
8. PEDESTRIAN LIGHTS WILL BE EXTENDED ALONG NORTH TRADE STREET IN STYLE TO MATCH EXISTING AND BE INCORPORATED INTO THE NEW PARK
9. CO-ORDINATION WITH ALL UTILITIES WILL MAKE EVERY EFFORT TO RELOCATE THE OVERHEAD UTILITY LINES TO UNDERGROUND WHENEVER IT IS FEASIBLE.
10. AN 8' MINIMAL PLANTING STRIP ADJACENT TO STREET WILL BE LANDSCAPED PER ORDINANCE. AN ENCROACHMENT AGREEMENT WITH THE TOWN WILL BE OBTAINED FOR SIDEWALK & C&G CONSTRUCTION IN RIGHT-OF-WAY
11. SITE PLAN REFLECTS THE MOST CURRENT SURVEY INFORMATION.
12. ALL STREETS AND DRIVEWAYS WITHIN 150' ARE SHOWN.
13. THE PLANS AS SUBMITTED ARE DEVELOPED TO REFLECT THE MATTHEWS LAND USE PLAN AND DOWNTOWN MASTER PLAN. THE BUILDING IS DESIGNED TO REFLECT A LINEAR STREET FRONT WITH PROPER MASSING PER THE DOWNTOWN MASTER PLAN AND OVERLAY DISTRICT. THE BUILDING IS TALLER THAN SURROUNDING TWO STORY BUILDINGS AND WILL HAVE A SECOND FLOOR IN THE OFFICE SECTION. THE LAND USE PLAN INDICATED THE POCKET PARK AT THE PROPOSED LOCATION, WHICH WILL BE BUILT BY CMCU AS A PART OF THIS PROJECT. CONNECTING WALKWAYS, PEDESTRIAN LIGHTING, AND APPROPRIATE LANDSCAPING WILL REFLECT EACH OF THE TOWN PLANS.
14. PARKING WILL BE AVAILABLE FOR SHORT TERM CROSS USE BY THE PUBLIC DURING NON- BUSINESS HOURS FOR NEIGHBORHOOD USES, PARK ATTENDANCE, FESTIVALS AND EVENTS.

CVR28 01/07/97 STONE 1" = 20.0'



VICINITY MAP

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	458.50'	35.84'	35.83'	S75.44'12"E
C2	18.50'	7.52'	7.47'	S61.50'03"E

LAND USE SITE PLAN

SCALE 1" = 20'-0"
20 0 20 40 60

DATE: 03/17/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

NOTES:

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WILLIAMS DESIGN, P.A. REGISTERED ARCHITECTURAL CORPORATION CERT. NO 5 6 3 NORTH CAROLINA LICENSURE SEAL

WILLIAMS DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 LINCOLNTON, N.C. 28092
126 E. SYCAMORE 704/732-4515

OSMAN E. WILLIAMS REGISTERED ARCHITECT 4589 NORTH CAROLINA LINCOLNTON SEAL

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro CREDIT UNION

LAND USE SITE PLAN
SHEET NO: SP-1.0
130617SP1.2

SUPERSEDED 2013-607
3-24-2014

PARCEL LIST

1
ZONING = R-VS
PARCEL ID # 19327206
OWNER NAME:
SCOTT W. MORRISON
JACQUELINE S. MORRISON
MAILING ADDRESS & STREET ADDRESS:
1174 DEAN HALL LN.
MATTHEWS, NC
28105

2
ZONING = R-VS
PARCEL ID # 19327205
OWNER NAME:
ANH-TUYET PHAM
MAILING ADDRESS & STREET ADDRESS:
1171 DEAN HALL LN.
MATTHEWS, NC
28105

3
ZONING = R-VS
PARCEL ID # 19327204
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
1165 DEAN HALL LN.
MATTHEWS, NC 28105

4
ZONING = R-VS
PARCEL ID # 19327201
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
1206 OVERWOOD DR.
MATTHEWS, NC 28105

5
ZONING = R-VS
PARCEL ID # 19327202
OWNER NAME:
MICHAEL E MOORE & MARIE MURPHY MOORE
MAILING ADDRESS & STREET ADDRESS:
1202 OVERWOOD DR.
MATTHEWS, NC
28105

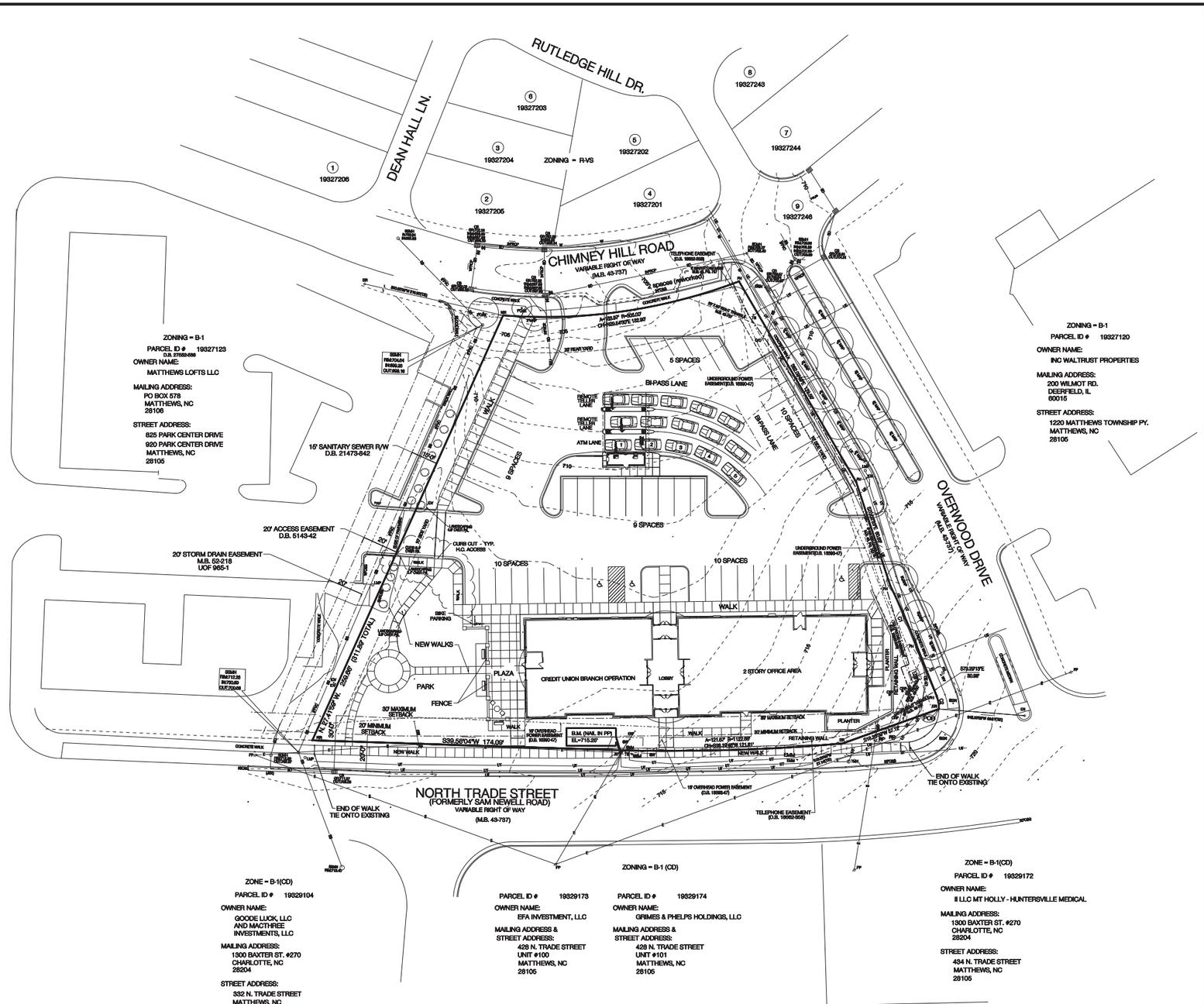
6
ZONING = R-VS
PARCEL ID # 19327203
OWNER NAME:
JEFFERY STROUPE
MAILING ADDRESS & STREET ADDRESS:
1161 DEAN HALL LN.
MATTHEWS, NC
28105

7
ZONING = R-VS
PARCEL ID # 19327244
OWNER NAME:
DENNIS KIRVIN
MAILING ADDRESS & STREET ADDRESS:
1207 OVERWOOD DR..
MATTHEWS, NC
28105

8
ZONING = R-VS
PARCEL ID # 19327243
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
1203 OVERWOOD DR.
MATTHEWS, NC 28105

9
ZONING = R-VS
PARCEL ID # 19327246
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
PRIVATE ROADS M43-737
INC. OVERWOOD DR. & CHIMNEY HILL RD.

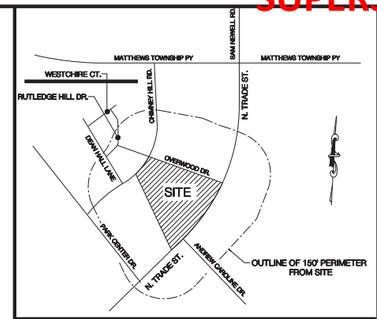
CVR30 01/09/97 STONE 1" = 30.0



SITE PLAN DATA

SCALE 1" = 30'-0"

30 0 30 60 90



VICINITY MAP

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
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C2	18.50'	7.52'	7.47'	S61.50'03"E

LEGEND:

B.M. - BENCH MARK
C&G - CURB & GUTTER
CB - CATCH BASIN
CMP - CORRUGATED METAL PIPE
C/O - CLEAN OUT
D.B. - DEED BOOK
DI - DROP INLET
EMM - EXISTING METAL MONUMENT
EIR - EXISTING IRON ROD
EL - ELEVATION
EN - EXISTING NAIL
E/U - END UNKNOWN
FH - FIRE HYDRANT
GP - GATE POST
GW - GUY WIRE
ICV - IRRIGATION CONTROL VALVE
JBX - JUNCTION BOX
LMP - LAMP POST
LP - LIGHT POLE
M.B. - MAP BOOK
N.G.S. - NATIONAL GEODETIC SURVEY
NIR - NEW IRON ROD
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P/L - PROPERTY LINE
PM - POWER METER
POB - POINT OF BEGINNING
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PVC - PLASTIC PIPE
P/L - PROPERTY LINE
(R) - RECORDED
R/W - RIGHT-OF-WAY
RCP - REINFORCED CONCRETE PIPE
SDMH - STORM DRAIN MANHOLE
SQ.FT. - SQUARE FEET
SSMH - SANITARY SEWER MANHOLE
(T) - TOTAL
TB - TELEPHONE BOX
TMH - TELEPHONE MANHOLE
TVB - CABLE TV BOX
WM - WATER METER
WV - WATER VALVE

TREE LEGEND:

CRP - CREPE MYRTLE
MAP - MAPLE

LINE LEGEND:

EASEMENT
PROPERTY LINE
PROPERTY LINE (NOT SURVEYED)
RIGHT-OF-WAY
RIGHT-OF-WAY (NOT SURVEYED)
SETBACK
CABLE TV LINE — C
GAS LINE — G
POWER LINE — E
POWER LINE (UNDERGROUND) — UE
SANITARY SEWER PIPE — SS
STORM DRAIN PIPE — SD
TELEPHONE LINE — T
TELEPHONE LINE (UNDERGROUND) — UT
WATER LINE — W

DATE: 03/17/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

NOTES:

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REGISTERED ARCHITECT DENNIS E. WILLIAMS 4589 NORTH CAROLINA LINCOLNTON, N.C. SEAL

WILLIAMS DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 704/732-4515
126 E. SYCAMORE LINCOLNTON, N.C. 28092

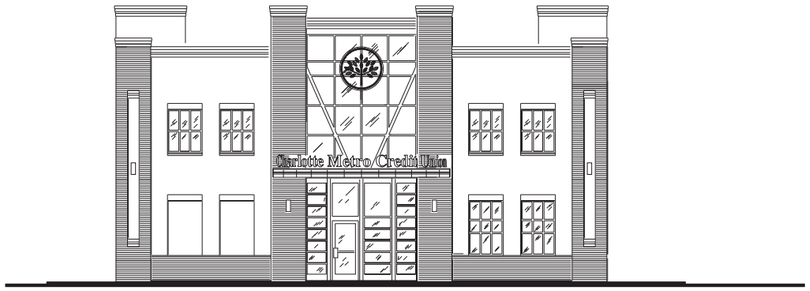
A NEW BRANCH FOR:
MATTHEWS
Charlotte Metro CREDIT UNION

SITE PLAN DATA SHEET
SHEET NO. SP-2.0
130617DATA1

SUPERSEDED 2013-607
3-19-2014

FRONT ELEVATION

SCALE 1/8" = 1'-0"

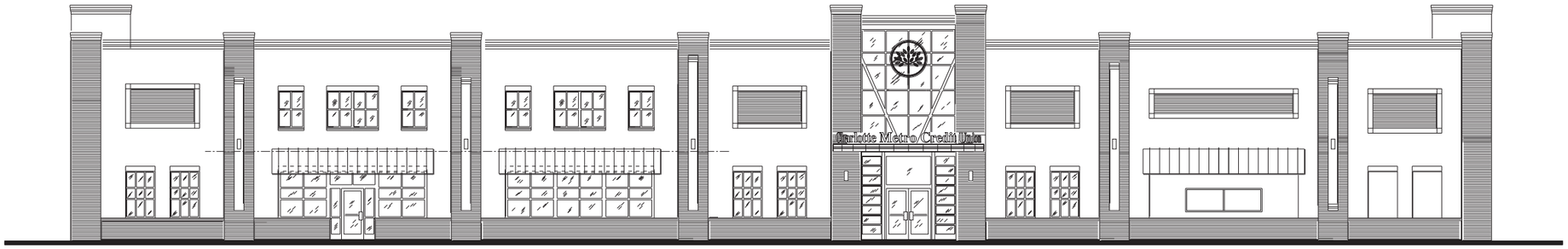


LEFT ELEVATION

SCALE 1/8" = 1'-0"

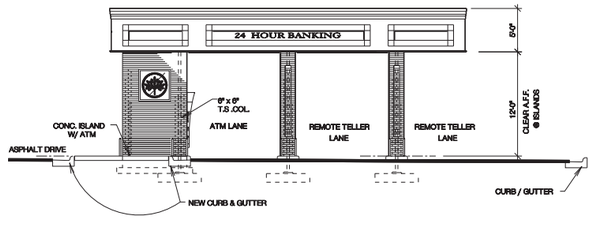
RIGHT ELEVATION

SCALE 1/8" = 1'-0"



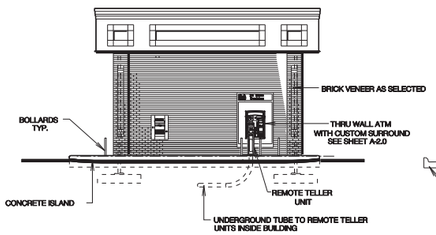
REAR ELEVATION

SCALE 1/8" = 1'-0"



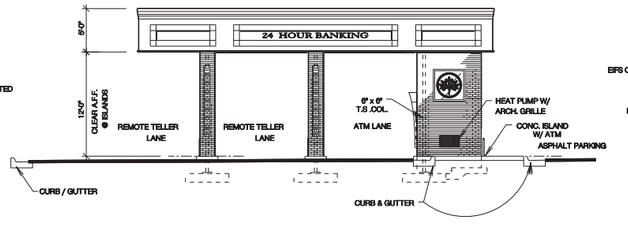
FRONT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



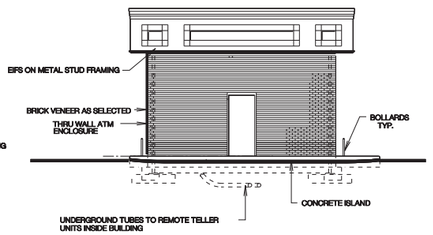
RIGHT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



REAR ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



LEFT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"

DATE: 03/14/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

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ARCHITECTS • PLANNERS
P.O. DRAWER 1159 704/732-4515
126 E. SYCAMORE LINCOLNTON, N.C. 28092

WILLIAMS DESIGN, P.A. REGISTERED ARCHITECTURAL CORPORATION CERT. NO 363 NORTH CAROLINA LINCOLNTON, N.C. SEAL

DENNIS E. WILLIAMS REGISTERED ARCHITECT 4589 NORTH CAROLINA LINCOLNTON, N.C. SEAL

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro CREDIT UNION

(HATCHED) PROPOSED ELEVATIONS

SHEET NO. A-3.0

130617ELEV3

CVR125 03/29/95 STONE SCALE = 1/8" = 1'-0"

SUPERSEDED

2013-607
3-24-2014

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro
CREDIT UNION

WILLIAMS
DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 704/732-4515
128 E. SYCAMORE LINCOLNTON, N.C. 28092

SUPERSEDED 2013-607 2-26-2014

SITE DATA:

OWNER:
CHARLOTTE METRO CREDIT UNION
718 CENTRAL AVENUE
CHARLOTTE NC 28204

ADDRESS:
435 N. TRADE STREET
MATTHEWS, NC
28105

ZONE:
EXISTING ZONING DISTRICT B-1 (CD)
INCLUDING DOWNTOWN OVERLAY DISTRICT
& HIGHWAY OVERLAY DISTRICT
PROPOSED ZONING B-1 (C-D) (CHANGE IN CONDITIONS)

PARCEL SUMMARY
LOT 2 — PARCEL ID #
MAP BOOK 43-737 — PIN: 193-271-17
DEED REF.: BOOK 27388, PAGE 408

AREA:
61,745 SQ.FT. OR 1.4175 ACRES
43,965 SQ. FT. IMPERVIOUS AS SHOWN
75% TOTAL IMPERVIOUS ALLOWED
71% IMPERVIOUS AS SHOWN
INC. BUILDINGS, WALKS, PAVEMENT, ETC.

BUILDING:
BRICK VENEER BUILDING - DESIGNED WITH THE APPEARANCE OF A TWO STORY BUILDING
CREDIT UNION / OFFICE = 10,571 SQ. FT.
ATM BUILDING ..... = 1,150 (BUILDING + ROOF AREA)
11,721 TOTAL SQ. FT.

PROPOSED USE:
CREDIT UNION PLUS OFFICE SPACE WITH FREESTANDING DRIVE THRU
CREDIT UNION IS AN ALLOWED USE IN B-1 ZONE, CONDITIONAL USE PERMIT REQUIRED FOR DRIVE THRU.

YARD REQUIREMENTS:
FOR USES IN BUSINESS DISTRICTS ADJOINING THE RURAL AND RESIDENTIAL DISTRICTS:

MIN. LOT AREA ..... = NONE
MINIMUM LOT WIDTH = NONE
MIN. FRONT YARD SETBACK:
SITE IS ADJACENT TO NORTH TRADE STREET (A TYPE II ROAD)
THE FRONT SETBACK IS MEASURED FROM THE BACK OF CURB
FRONT SETBACK = 20' MINIMUM / 30' MAXIMUM AS SHOWN ON PLAN
MIN. SIDE YARD SETBACK = 10'
MIN. REAR YARD SETBACK = 20'
MIN. UNOBSTRUCTED
OPEN SPACE PER PCO AND AS DESIGNATED ON EXISTING COND. USE = 10%
MINIMUM BUILDING HGT. - 40'
MAXIMUM BUILDING HGT. - 40'

PARKING:
TOTAL BUILDING SQ. FT. = 10,571
BIKE PARKING:
MIN. 5% OF AUTO PARKING = 3 SPACES

CREDIT UNION
(1) SPACE PER 200 SQ. FT. OF GROSS FLOOR AREA
4,088 SQ. FT.
÷ 200 = 14 SPACES REQUIRED

OFFICE AND PROFESSIONAL BUILDING
(1) SPACE PER EACH 300 SQ. FT. OF GROSS FLOOR AREA
6,533 SQ. FT.
÷ 300 = 22 SPACES REQUIRED
TOTAL 36 SPACES REQ'D
53 SPACES AS SHOWN
INC. (3) H.C. SPACES

SCREENING & LANDSCAPING:
ALL SCREENING, PARKING LOT LANDSCAPING, BUFFERS, ETC. SHALL BE INSTALLED IN ACCORDANCE WITH MATTHEWS ZONING CODE

CONDITIONAL NOTES:

1. THE PROPOSED DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE TOWN OF MATTHEWS DEVELOPMENT REGULATIONS EXCEPT AS MODIFIED AND DEPICTED ON THESE PLANS AS APPROVED

   THE ORIGINAL MULTI PARCEL CONDITIONAL USE PERMIT AS PREVIOUSLY APPROVED BY THE TOWN OF MATTHEWS SHALL BE MODIFIED FOR PARCEL 193-271-17 AND ADJACENT PERIMETER TO REFLECT THE PLAN AS INDICATED.

   THE ORIGINALLY PERMITTED DRIVE ACCESS ONTO N. TRADE STREET FROM THE SITE WILL BE RESCINDED, AND A NEW NORTH END POCKET PARK WILL BE CONSTRUCTED IN ITS PLACE ON THE SOUTHWEST CORNER OF THE SITE REFLECTING THE MATTHEWS DOWNTOWN PLAN. CONNECTING PUBLIC SIDEWALKS WILL BE EXTENDED FROM CHIMNEY HILL ROAD THRU THE PARK TO NORTH TRADE STREET. NEW SIDEWALKS WILL BE BUILT CONNECTING THE DISJOINTED WALK ALONG NORTH TRADE FROM OVERWOOD TO THE NORTH END BUILDING, THEREBY CREATING A CONTINUOUS WALK AROUND THE PERIMETER OF THE SITE.

2. STORM WATER DETENTION AND PCO REQUIREMENTS WILL BE ACHIEVED BY UNDERGROUND STORAGE AND FILTRATION.

3. A PCO CONCEPT PLAN HAS BEEN DEVELOPED

4. THE ARCHITECTURAL RENDERINGS SUBMITTED DEPICT THE ARCHITECTURAL STYLE AND DESIGN OF THE BUILDING. MINOR AND INCIDENTAL CHANGES ARE PERMITTED AS A MATTER OF RIGHT BY THE PETITIONER, SO LONG AS THE OVERALL MASSING AND DESIGN THEME REMAINS AS DEPICTED BY THE RENDERINGS. ALL BUILDINGS WILL EMPLOY BRICK MASONRY FINISHING MATERIALS, AND SHALL COMPLY WITH ALL APPLICABLE TOWN OF MATTHEWS OVERLAY DISTRICT REQUIREMENTS PERTAINING TO ARCHITECTURAL DESIGN AND CONTROLS.

5. SIGNAGE WILL MEET THE REQUIREMENTS OF THE TOWN OF MATTHEWS

6. EXISTING STREET TREES WILL BE PROTECTED DURING ALL GRADING ACTIVITIES.

7. CMCU WILL WORK WITH THE ADJOINING PROPERTY OWNER TO BLEND THE PARK AND ACCESS EASEMENT SEAMLESSLY BETWEEN THE PROJECTS

8. PEDESTRIAN LIGHTS WILL BE EXTENDED ALONG NORTH TRADE STREET IN STYLE TO MATCH EXISTING AND BE INCORPORATED INTO THE NEW PARK

9. CO-ORDINATION WITH ALL UTILITIES WILL MAKE EVERY EFFORT TO RELOCATE THE OVERHEAD UTILITY LINES TO UNDERGROUND WHENEVER IT IS FEASIBLE.

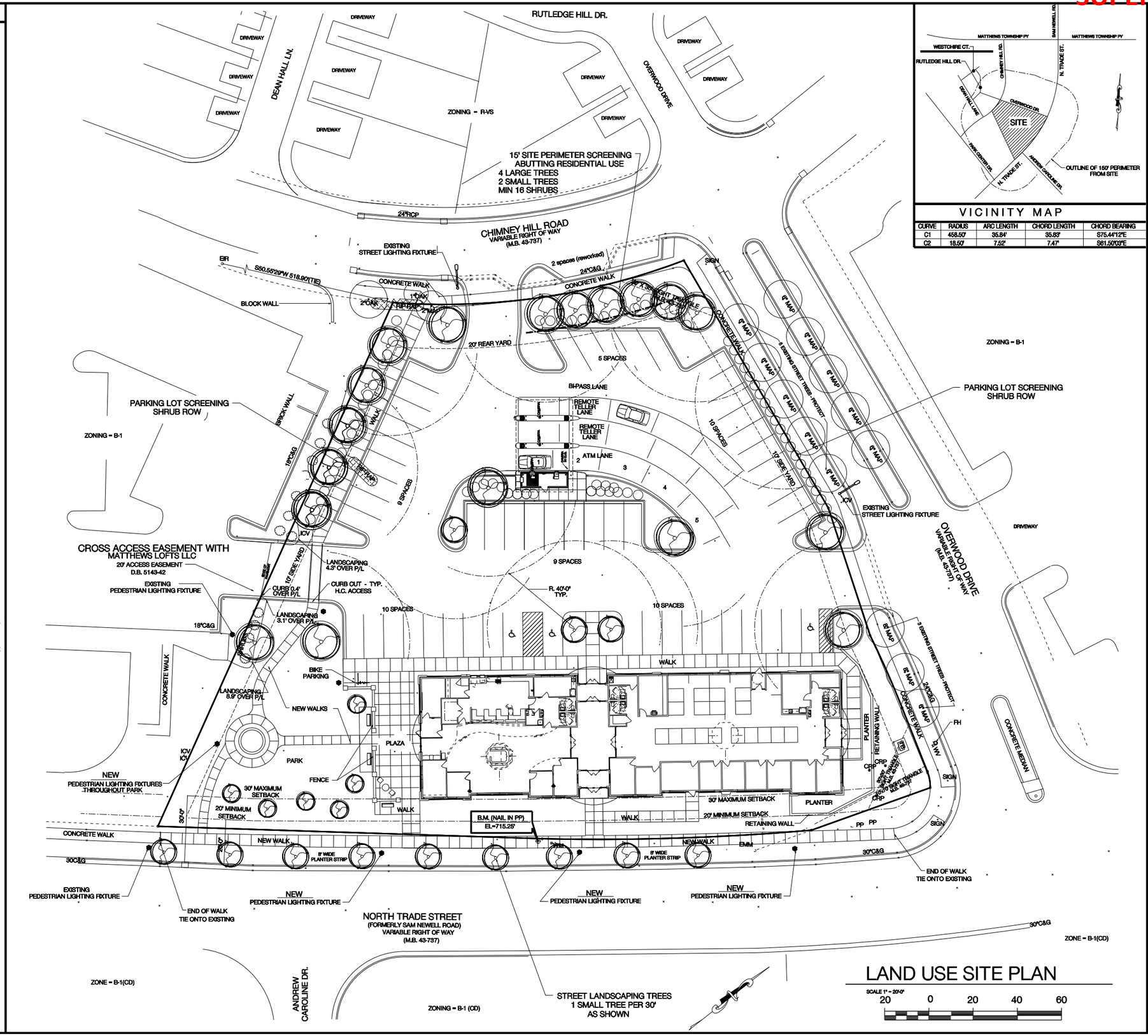
10. AN 8' MINIMAL PLANTING STRIP ADJACENT TO STREET WILL BE LANDSCAPED PER ORDINANCE

11. SITE PLAN REFLECTS THE MOST CURRENT SURVEY INFORMATION.

12. ALL STREETS AND DRIVEWAYS WITHIN 150' ARE SHOWN.

13. THE PLANS AS SUBMITTED ARE DEVELOPED TO REFLECT THE MATTHEWS LAND USE PLAN AND DOWNTOWN MASTER PLAN. THE BUILDING IS DESIGNED TO REFLECT A LINEAR STREET FRONT WITH PROPER MASSING PER THE DOWNTOWN MASTER PLAN AND OVERLAY DISTRICT. ALTHOUGH THE BUILDING IS A ONE STORY BUILDING, IT IS THE APPROXIMATE HEIGHT OF SURROUNDING 2 STORY BUILDINGS AND HAS INCORPORATED UPPER STORY WINDOW ELEMENTS TO ASSIST IN THE TWO STORY VISUAL ELEMENT. THE LAND USE PLAN INDICATED THE POCKET PARK AT THE PROPOSED LOCATION, WHICH WILL BE BUILT BY CMCU AS A PART OF THIS PROJECT. CONNECTING WALKWAYS, PEDESTRIAN LIGHTING, AND APPROPRIATE LANDSCAPING WILL REFLECT EACH OF THE TOWN PLANS.

C:\R26 01/07/97 STONE 1" = 20.0'



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SCALE 1" = 20'-0"
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DATE: 02/24/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

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DESIGNED E. WILLIAMS ARCHITECT 4589 NORTH CAROLINA LINCOLNTON, N.C.
SEAL

WILLIAMS DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 LINCOLNTON, N.C. 28092
126 E. SYCAMORE 704/732-4515

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro CREDIT UNION

LAND USE SITE PLAN
SHEET NO: SP-1.0

130617SP1.2

SUPERSEDED 2013-607
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MATTHEWS, NC
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ZONING = R-VS
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250 GIBRALTAR ROAD
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19044
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1203 OVERWOOD DR.
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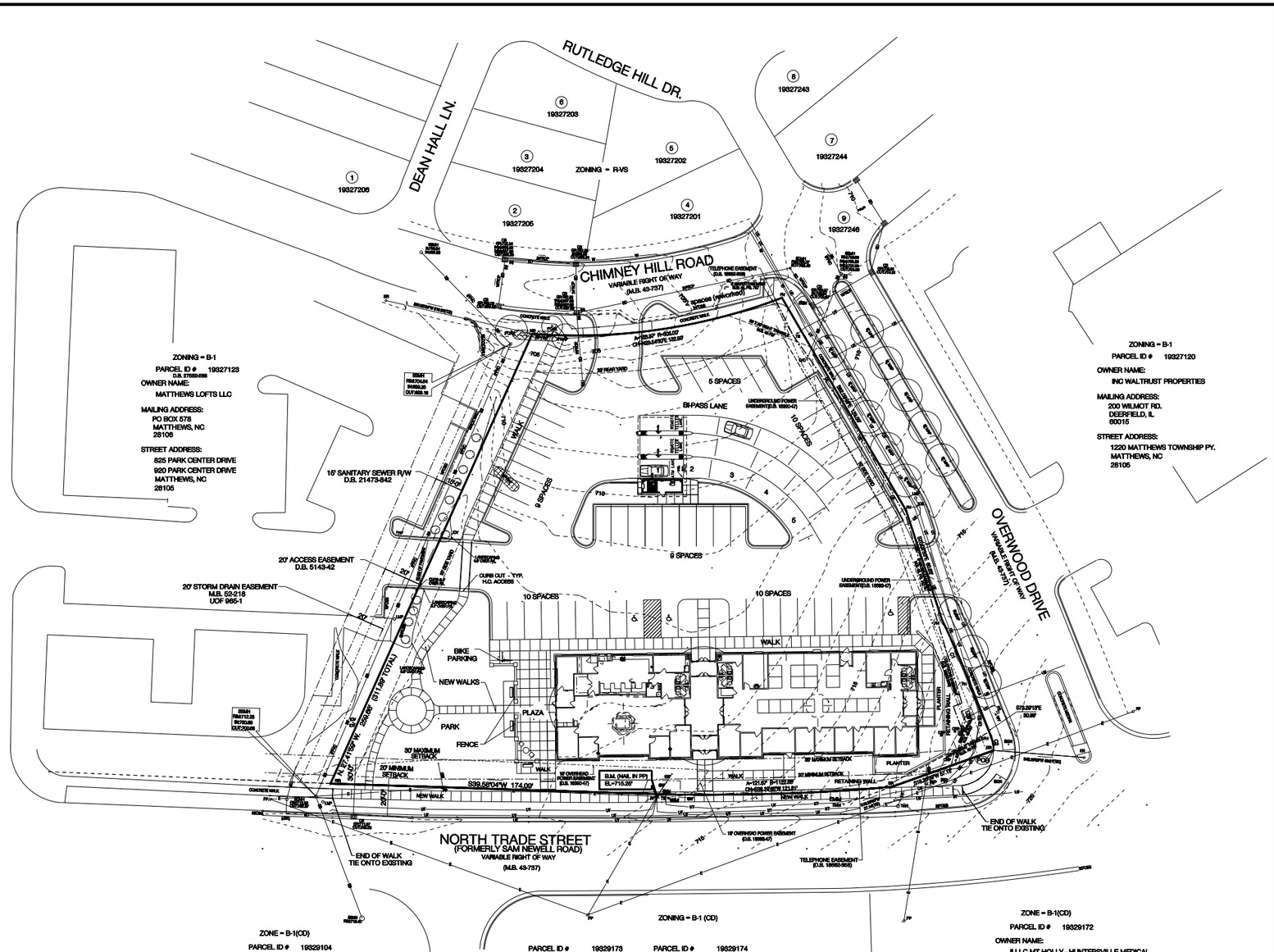
INC. OVERWOOD DR. & CHIMNEY HILL RD.

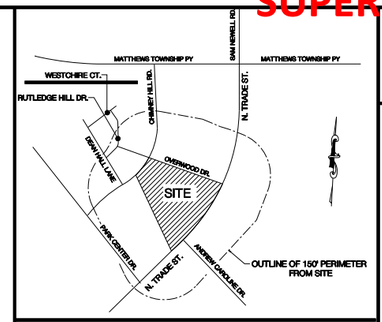
CVR30 01/05/97 STONE 1" = 30.0'



SITE PLAN DATA

SCALE 1" = 30'-0"

30 0 30 60 90



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SDMH - STORM DRAIN MANHOLE
SQ.FT. - SQUARE FEET
SSMH - SANITARY SEWER MANHOLE
(T) - TOTAL
TB - TELEPHONE BOX
TMH - TELEPHONE MANHOLE
TVB - CABLE TV BOX
WM - WATER METER
WV - WATER VALVE

TREE LEGEND:

CRP - CREPE MYRTLE
MAP - MAPLE

LINE LEGEND:

EASEMENT
PROPERTY LINE
PROPERTY LINE (NOT SURVEYED)
RIGHT-OF-WAY
RIGHT-OF-WAY (NOT SURVEYED)
SETBACK
CABLE TV LINE — C
GAS LINE — G
POWER LINE — E
POWER LINE (UNDERGROUND) — UE
SANITARY SEWER PIPE — SS
STORM DRAIN PIPE — SD
TELEPHONE LINE — T
TELEPHONE LINE (UNDERGROUND) — UT
WATER LINE — W

DATE: 02/24/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

NOTES:

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ARCHITECTS • PLANNERS
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126 E. SYCAMORE LINCOLNTON, N.C. 28092

DENNIS E. WILLIAMS REGISTERED ARCHITECT 4589 NORTH CAROLINA LINCOLNTON, N.C. SEAL

A NEW BRANCH FOR:
MATTHEWS

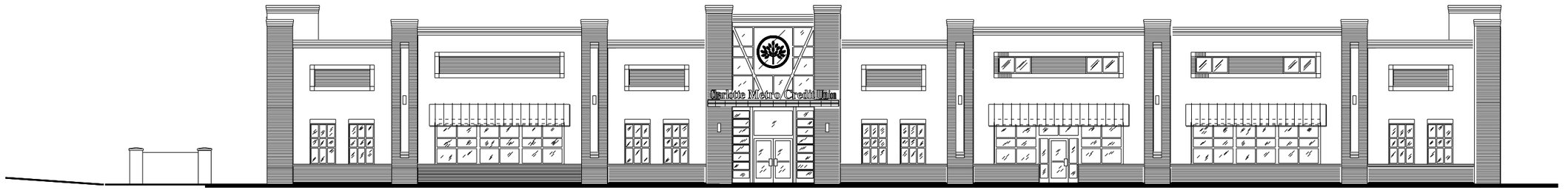
Charlotte Metro CREDIT UNION

SITE PLAN DATA SHEET
SHEET NO: SP-2.0

130617DATA

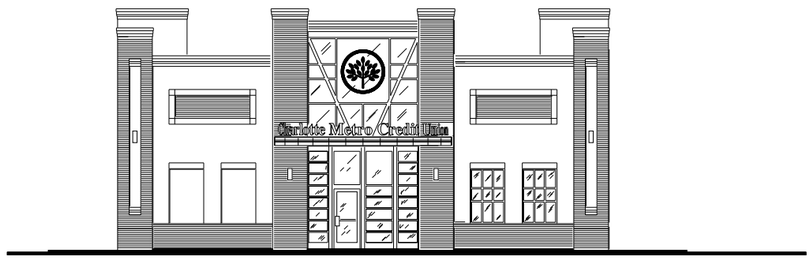
2013-607

SUPERSEDED 2-26-2014



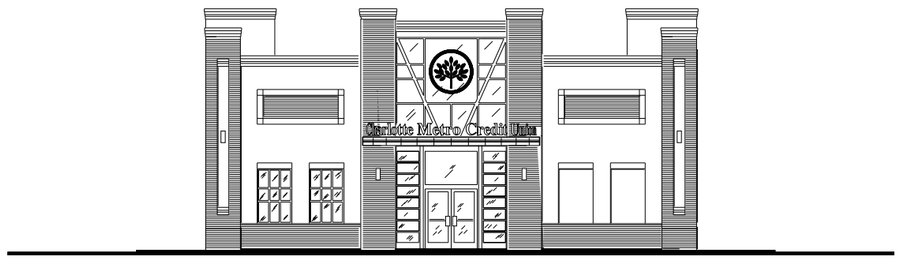
FRONT ELEVATION

SCALE 1/8" = 1'-0"



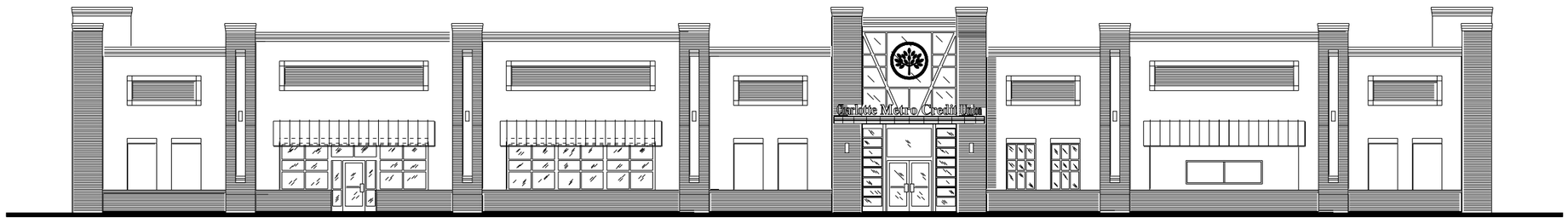
LEFT ELEVATION

SCALE 1/8" = 1'-0"



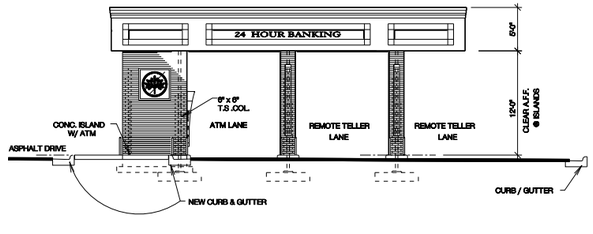
RIGHT ELEVATION

SCALE 1/8" = 1'-0"



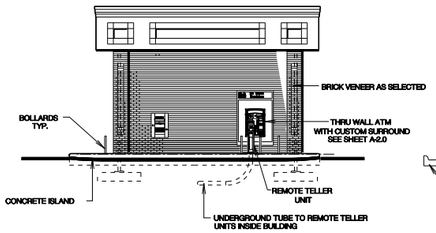
REAR ELEVATION

SCALE 1/8" = 1'-0"



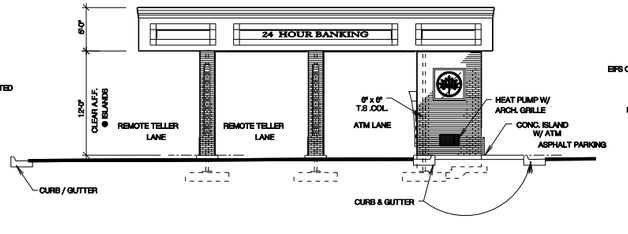
FRONT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



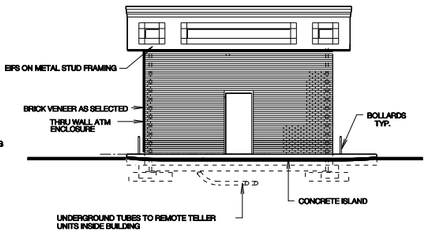
RIGHT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



REAR ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



LEFT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"

NOTES:

DATE: 02/24/2014
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

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REGISTERED ARCHITECTURAL CORPORATION WILLIAMS DESIGN, P.A. CERT. NO 3653 NORTH CAROLINA SEAL

WILLIAMS DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 704/732-4515
126 E. SYCAMORE LINCOLNTON, N.C. 28092

DENNIS E. WILLIAMS REGISTERED ARCHITECT 4589 NORTH CAROLINA LINCOLNTON, N.C. SEAL

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro CREDIT UNION

(MATCHED) PROPOSED ELEVATIONS

SHEET NO. A-2.0

130817ELEV1

CVR125 03/29/95 STONE SCALE = 1/8" = 1'-0"

SUPERSEDED 2013-607
2-26-2014

Charlotte Metro
CREDIT UNION

A NEW BRANCH FOR:
MATTHEWS

WILLIAMS
DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 704/732-4515
128 E. SYCAMORE LINCOLNTON, N.C. 28092

SUPERSEDED 2013-607
2-26-2014

Charlotte Metro
CREDIT UNION

A NEW BRANCH FOR:
MATTHEWS

WILLIAMS
DESIGN, P.A.
ARCHITECTS • PLANNERS
P.O. DRAWER 1159 704/732-4515
128 E. SYCAMORE LINCOLNTON, N.C. 28092

SUPERSEDED 2013-607 11-1-2013

PARCEL LIST

1
ZONING = R-VS
PARCEL ID # 19327206
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
1174 DEAN HALL LN.
MATTHEWS, NC 28105

2
ZONING = R-VS
PARCEL ID # 19327205
OWNER NAME:
ANH-TUYET PHAM
MAILING ADDRESS &
STREET ADDRESS:
1171 DEAN HALL LN.
MATTHEWS, NC
28105

3
ZONING = R-VS
PARCEL ID # 19327204
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
1165 DEAN HALL LN.
MATTHEWS, NC 28105

4
ZONING = R-VS
PARCEL ID # 19327201
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
1206 OVERWOOD DR.
MATTHEWS, NC 28105

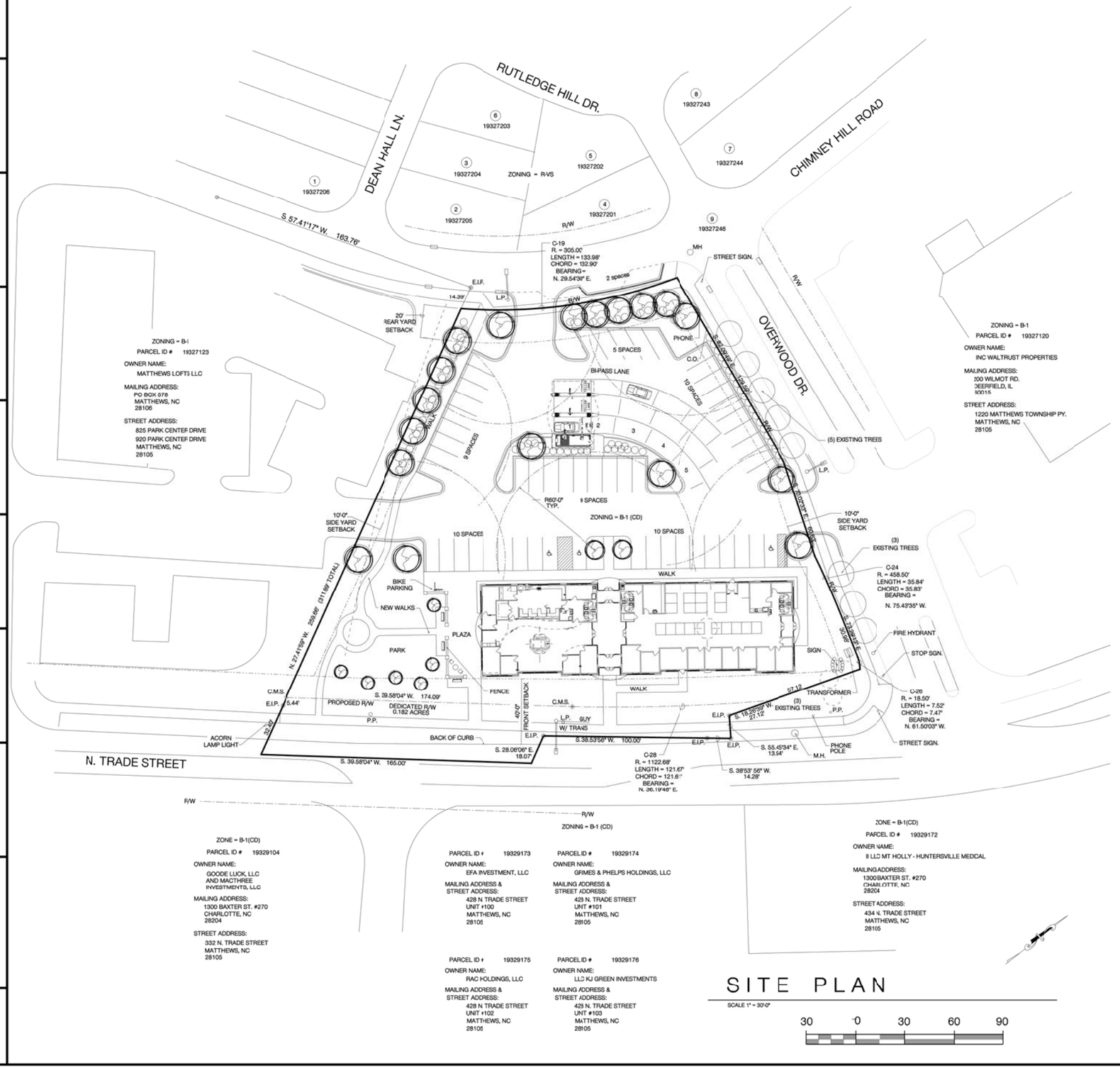
5
ZONING = R-VS
PARCEL ID # 19327202
OWNER NAME:
MICHAEL E MOORE & MARIE MURPHY MOORE
MAILING ADDRESS &
STREET ADDRESS:
1202 OVERWOOD DR.
MATTHEWS, NC
28105

6
ZONING = R-VS
PARCEL ID # 19327203
OWNER NAME:
JEFFERY STROUPE
MAILING ADDRESS &
STREET ADDRESS:
1161 DEAN HALL LN.
MATTHEWS, NC
28105

7
ZONING = R-VS
PARCEL ID # 19327244
OWNER NAME:
DENNIS KIRVIN
MAILING ADDRESS &
STREET ADDRESS:
1207 OVERWOOD DR.
MATTHEWS, NC
28105

8
ZONING = R-VS
PARCEL ID # 19327243
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
1203 OVERWOOD DR.
MATTHEWS, NC 28105

9
ZONING = R-VS
PARCEL ID # 19327246
OWNER NAME:
GIBRALTAR COMMERCIAL III LLC
MAILING ADDRESS:
250 GIBRALTAR ROAD
HORSHAM, PA
19044
STREET ADDRESS:
PRIVATE ROADS M43-737
NC. OVERWOOD DR. &
CHIMNEY HILL RD.



SITE PLAN

SCALE 1" = 30'-0"

30 0 30 60 90

VICINITY MAP

SITE DATA:

OWNER:
CHARLOTTE METRO CREDIT UNION

ADDRESS:
435 N. TRADE STREET
MATTHEWS, NC
28105

ZONE:
ZONING DISTRICT B-1 (CD)
INCLUDING DOWNTOWN OVERLAY DISTRICT
& HIGHWAY OVERLAY DISTRICT

PARCEL SUMMARY

GIS ID#	PARCEL ID #
193227117	193227117

AREA:
69,645 SQ. FT. - 1.59 ACRES
46,562 SQ. FT. IMPERVIOUS AS SHOWN
75% TOTAL IMPERVIOUS ALLOWED
70% IMPERVIOUS AS SHOWN

BUILDING:
CREDIT UNION / OFFICE = 10,571 SQ. FT.
ATM BUILDING _____ = 1,150 (BUILDING + ROOF AREA)
11,721 TOTAL SQ FT.

USE:
CREDIT UNION WITH DRIVE THRU
CONDITIONAL USE PERMIT REQUIRED

YARD REQUIREMENTS:
FOR USES IN BUSINESS DISTRICTS ADJOINING THE RURAL AND RESIDENTIAL DISTRICTS:

MIN. LCT AREA _____ = NONE
MINIMUM LOT WIDTH = NONE
MIN. FRONT YARD SETBACK = 40'
MIN. SIDE YARD SETBACK = 10'
MIN. REAR YARD SETBACK = 20'
MIN. UNOBSTRUCTED
OPEN SPACE _____ = NONE

MINIMUM BUILDING HGT. - 40'
MAXIMUM BUILDING HGT. - 40'

PARKING:
TOTAL BUILDING SQ. FT. = 10,571
BIKE PARKING:
MIN. 5% OF AUTO PARKING

CREDIT UNION
(1) SPACE PER 200 SQ. FT. OF GROSS FLOOR AREA
4,038 SQ. FT.
÷ 200 = 14 SPACES REQUIRED

OFFICE AND PROFESSIONAL BUILDING
(1) SPACE PER EACH 300 SQ. FT. OF GROSS FLOOR AREA
6,533 SQ. FT.
÷ 300 = 22 SPACES REQUIRED

TOTAL 36 SPACES REQ'D
53 SPACES AS SHOWN
INC. (3) H.C. SPACES

SCREENING & LANDSCAPING:
ALL SCREENING, PARKING LOT LANDSCAPING, BUFFERS, ETC. SHALL BE INSTALLED IN ACCORDANCE WITH MATTHEWS ZONING CODE

SIGNAGE:
ALL SIGNAGE SHALL BE IN ACCORDANCE WITH MATTHEWS ZONING CODE

DATE: 10/30/2013
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

NOTES:

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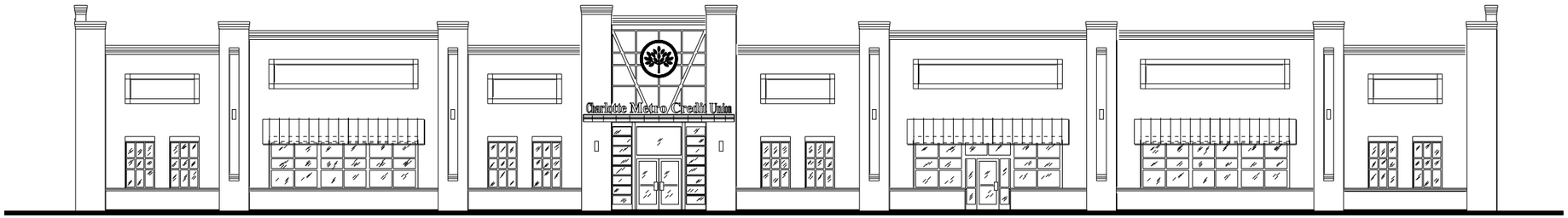
326 E. STANCIL LINCOLNTON, N.C. 28092

A NEW BRANCH FOR:
MATTHEWS
Charlotte Metro CREDIT UNION

SITE PLAN
SHEET NO. SP-1.0
130617PSP5

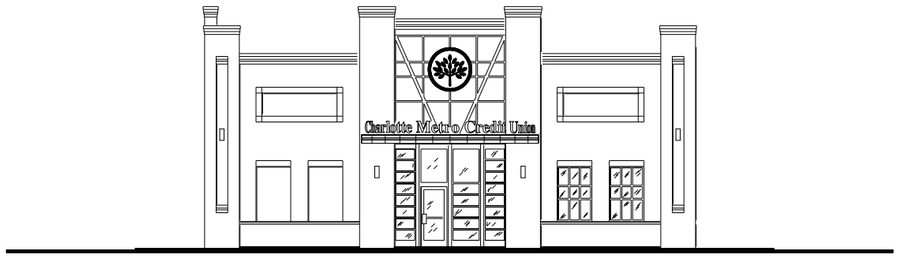
C:\H2R 01-05-07 STONE 1" = 30'-0"

SUPERSEDED 2013-607
11-1-2013



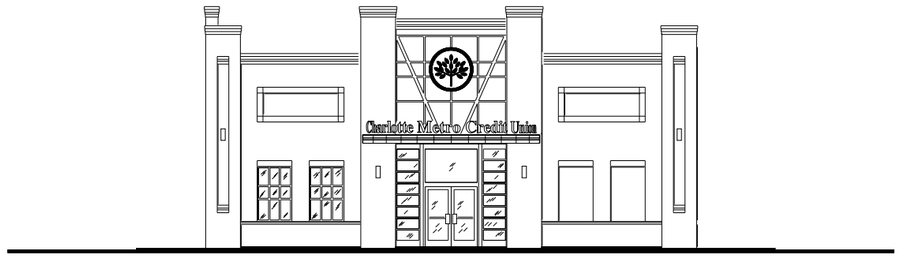
FRONT ELEVATION

SCALE 1/8" = 1'-0"



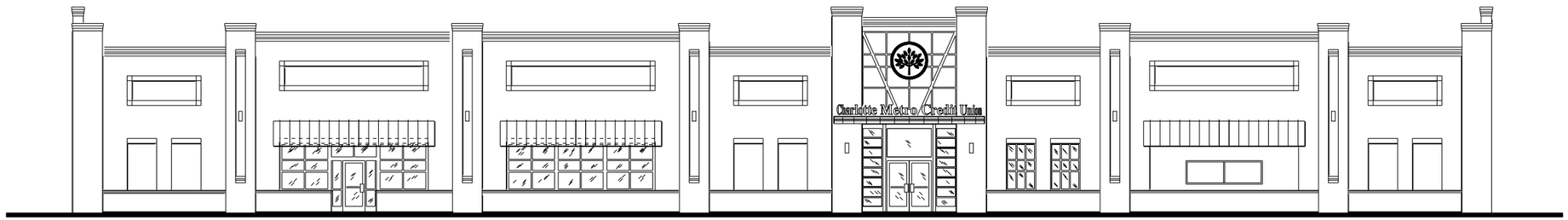
LEFT ELEVATION

SCALE 1/8" = 1'-0"



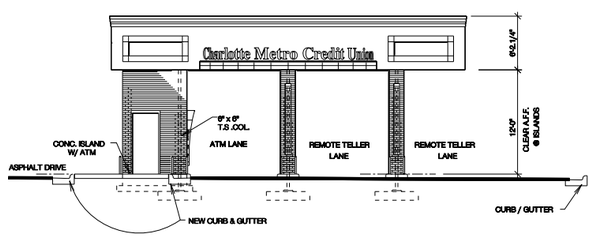
RIGHT ELEVATION

SCALE 1/8" = 1'-0"



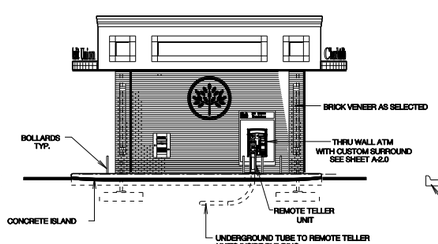
REAR ELEVATION

SCALE 1/8" = 1'-0"



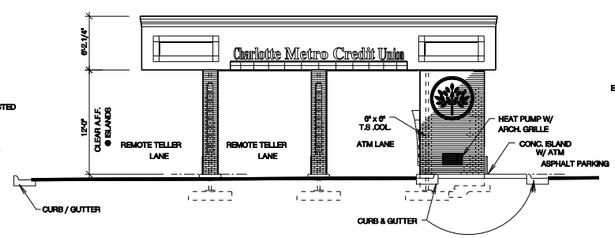
FRONT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



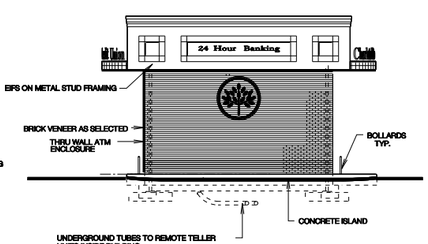
RIGHT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



REAR ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"



LEFT ELEVATION OF DRIVE THRU

SCALE 1/8" = 1'-0"

CVR125 03/29/95 STONE SCALE = 1/8" = 1'-0"

DATE: 10/30/2013
COMM. NO.: 130617
DRAWN BY: STONE
CHECKED BY: WILLIAMS

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NOTES:

SEAL

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126 E. SYCAMORE LINCOLNTON, N.C. 28092

SEAL

A NEW BRANCH FOR:
MATTHEWS

Charlotte Metro CREDIT UNION

PROPOSED ELEVATIONS

SHEET NO. A-2.0

130617PFP2A