

Project Summary

Location:	435 North Trade Street
Owner:	Gibraltar Commercial III LLC
Agent:	Dennis E. Williams, AIA
Current Zoning:	B-1 (CD)
Proposed Zoning:	B-1 (CD) Change of Conditions
Existing Use:	Vacant
Proposed Use:	Bank Branch and Office Space
Community Meeting:	Occurred February 26, 2014

Summary of Request

The applicant requests a change of conditions to the existing B-1 (CD) zoning to allow for the construction of an approximately 11,000 sq ft building for a bank branch and office space.

Staff Recommendation

Many elements of the plan conform to the vision laid out in the Downtown Master Plan, including a green space that was envisioned as North End Park and the elimination of a curb cut on Trade Street. However, we ultimately feel that the original two story design for the parcel created a better gateway into Downtown Matthews and makes better use of this important infill site. Our recommendation at this time is that the applicant should further explore the possibility of building a two story structure at the site.

Planning Staff Review

Background And History

The subject parcel is part of a larger rezoning from 2002 that was amended in 2005. In addition to this site it, includes the Walgreen's store, the townhome project to the rear of the site and road infrastructure consisting of Chimney Hill and Overwood Drive. The original plan called for a 1 or 2 story building of up to 20,000 square feet.

Details of the Site Plan

Access to the site is provided via Overwood Dr, Chimney Hill Rd and a private drive with cross access easement to the adjacent Matthews Gateway development. The building fronts on North Trade St, with a pocket park/plaza between the bank branch portion of the building and the 3-story building next door with the "North End" branding on the façade. A drive through ATM lane and 2 drive through banking lanes are located in a freestanding structure in the middle of the parking lot.

Summary of Proposed Conditions

1. Access easement for park area between this project and Matthews Gateway
2. Construction of sidewalk and pedestrian lighting along North Trade Street
3. New driveway access on Fullwood
4. Plan allows for 11,72 sq ft of building area including freestanding ATM and Drive Through.
5. Sidewalk connection from the new park/plaza through the property connecting to Chimney Hill Rd adjacent to the townhome community.

Planning Staff Review

Outstanding Issues/Staff Comments

1. More clarification needed on ownership/allowed public usage of the park space.
2. More detail should be shown for planter/retaining wall facing the corner of Overwood and North Trade. This is a focal point entering Downtown and should be designed appropriately.
3. Staff would like to see a 2-story design implemented to create a better gateway corridor into Downtown. At a minimum, this could include a taller vertical design on the portion facing the park.
4. The sidewalk along the rear of the building should be connected to the sidewalk along the rear of the adjacent building at Matthews Gateway II, creating a continuous private sidewalk network behind the buildings.
5. The sidewalk connecting to the rear of the property should be moved from the edge of the parking spaces where cars may overhang and block movement. Placing the walk along the property line would eliminate this concern and allow trees to be planted on either side, creating a shaded midblock walk through the neighborhood.
6. Too many signs are shown on the elevations. A note should be added stating that signage is to be permitted separately. In addition, no monument signage is allowed due to inclusion in the overall Matthews Gateway development. The Walgreen's sign currently serves as the monument for the development.
7. The note regarding buried utilities should be more specific to the communication lines along the frontage of the property. It is most likely not feasible to bury the power lines that cross the street.

Consistency with Adopted Plans and Policies and Town Vision Statements

The plan is consistent with the Downtown Master Plan in all aspects except that mixed-use construction is called for as the primary occupancy for new construction in that document and the proposal is for a single story building with one user.

Reports from Town Departments and County Agencies

Matthews Police

Memo Attached

Matthews Fire

Memo Attached

Public Works

Memo Attached

Matthews Parks and Recreation

Memo Attached

Charlotte Mecklenburg Schools

N/A

PCO Concept Plan Approval Required?

Yes

Charlotte Area Transit

Route 51 will be rerouted through Downtown beginning March 24. New stops are planned on both sides of North Trade Street near the crosswalk at Andrew Caroline Boulevard. The new bus stop will be just across the property line from the proposed Charlotte Metro Credit Union.

Impact Analysis

We are currently performing impact analysis primarily for residential properties. This site does not meet the threshold for a traffic impact analysis.

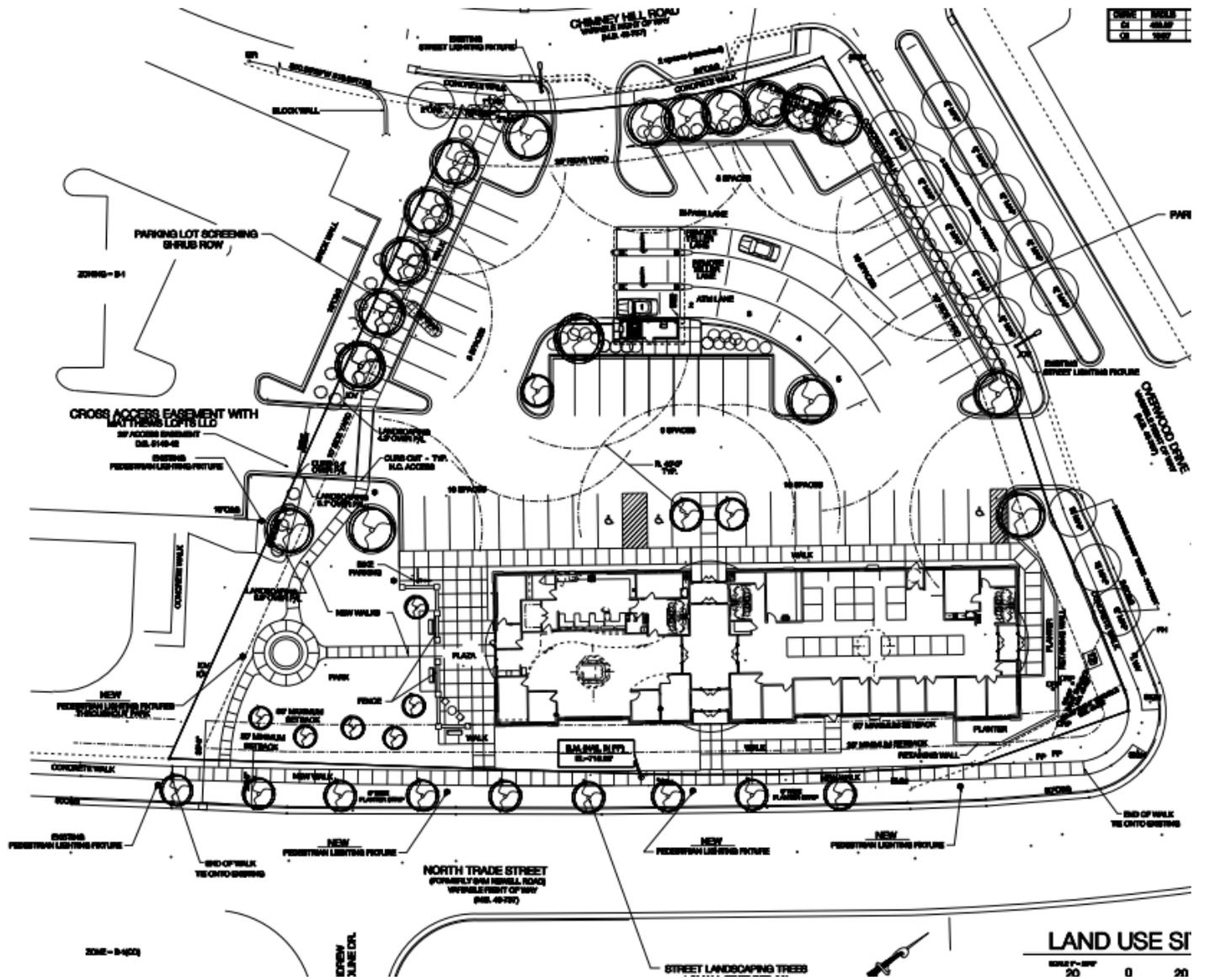
Projected Financial Impact of the Request

Staff examined numerous office buildings within a 1 mile radius of the site and found that about \$115 per square foot was a general comparable to determine building values in this submarket. Including the currently tax value of the land at \$617,700 with the anticipated value of the structure at 1,265,000 yields a total tax value at the site of approximately 1,882,700. Therefore, at the current Matthews tax rate of .3175, the site would generate approximately \$5,977.

The vacant land currently generates \$1,961.20 in annual Matthews tax revenue.

**The above are estimates of potential tax generation based on research by the Planning Department. The tax assessors office will ultimately determine the value of the property.*

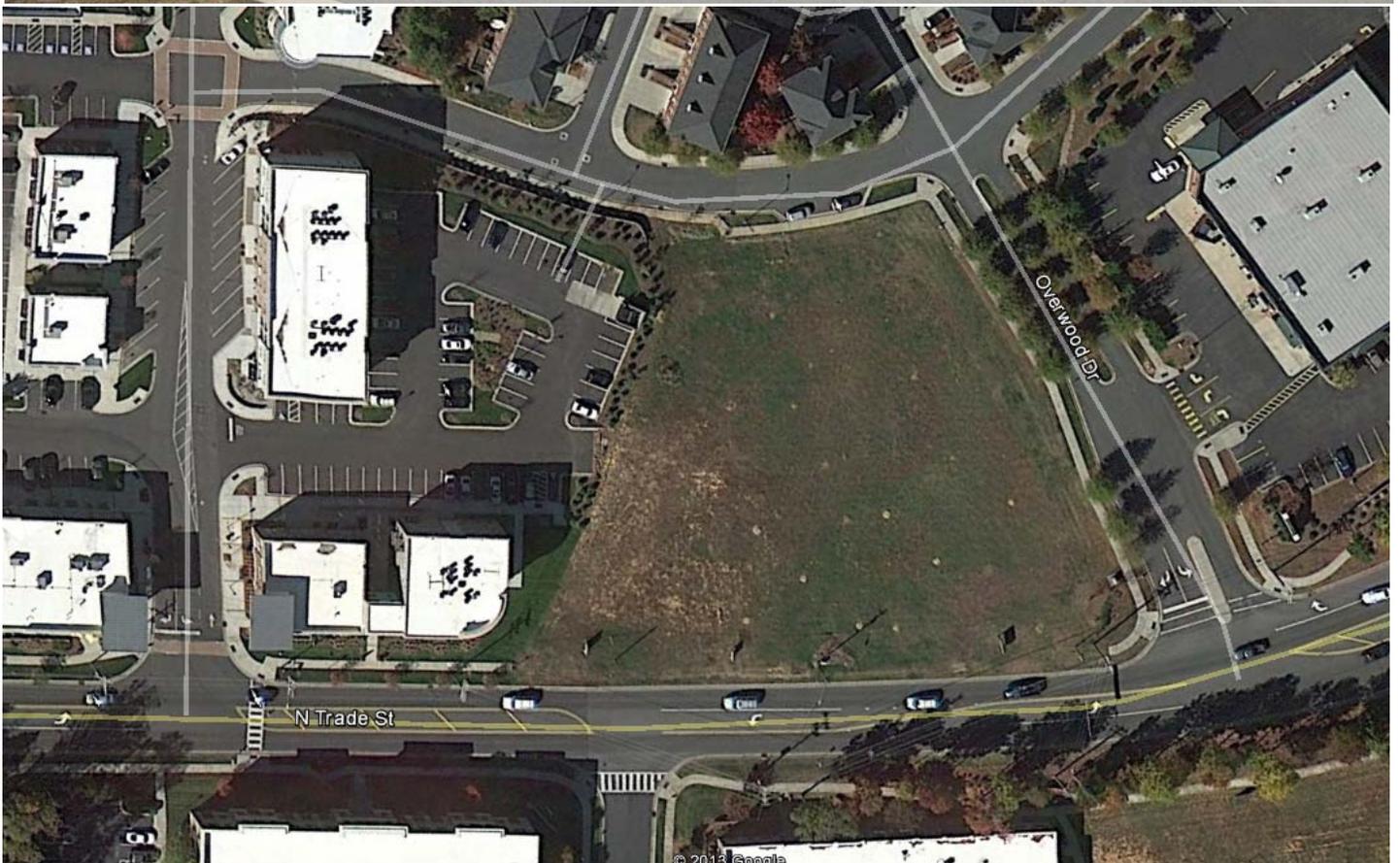
Site Plan



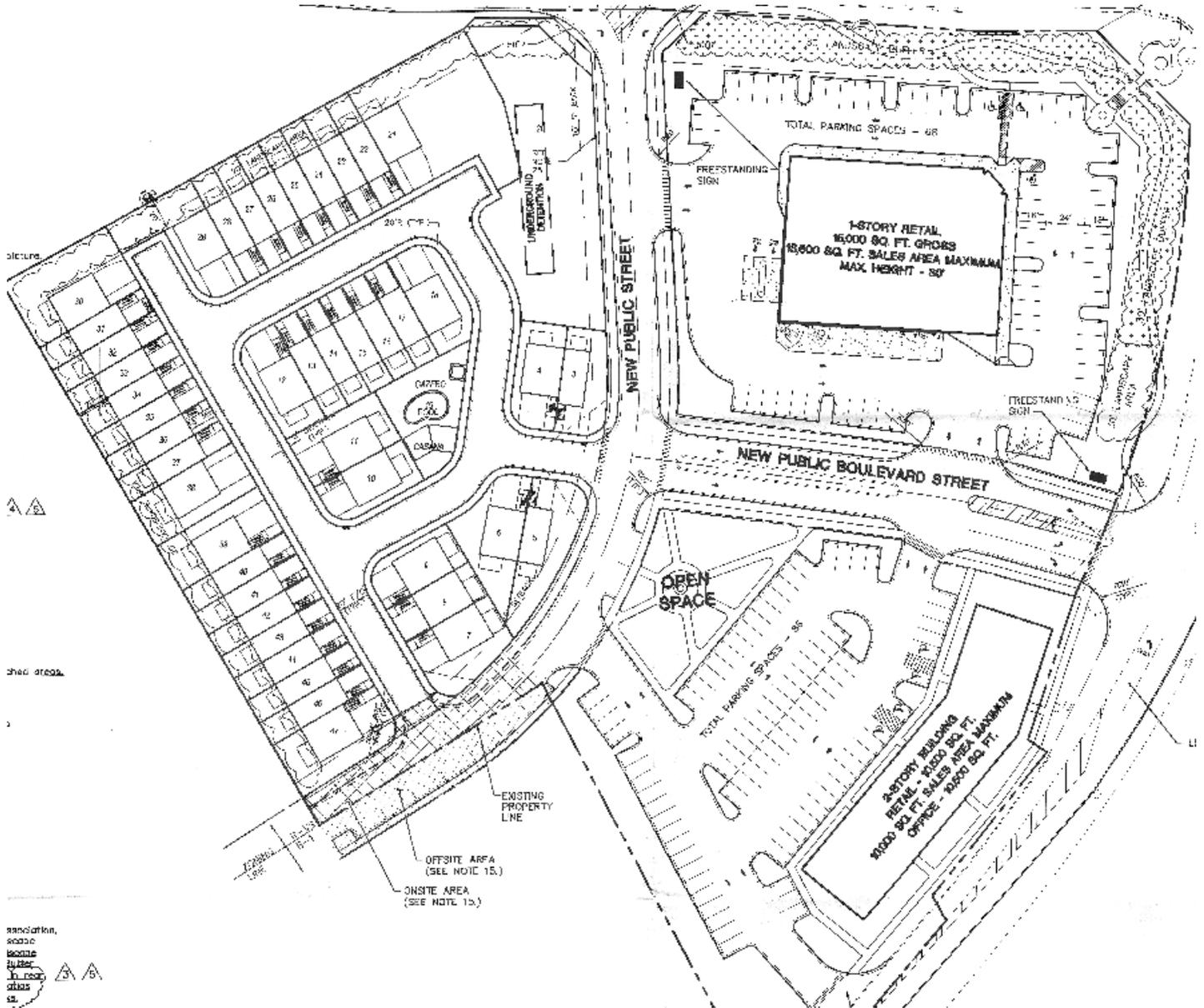
Renderings



Current Site Imagery



Original Zoning Plan



Memorandum

From: Chief Rob Hunter
To: Jay Camp, Town Planner
Date: March 5, 2014
Subject: Review of Proposed Site Plan

Regarding: 2013-607 Charlotte Metro Credit Union

After a complete review of the applicant and the requested location, I find / recommend the following:

No concerns / recommendations with proposed site / location

X Concerns / recommendations with proposed site / location (see below)

Comments: No general concerns with business location or proposed development, with two development recommendations:

- It appears the ('By-Pass') travel lane located behind the Remote Teller Lanes may create congestion or dangerous maneuvers. At the very rear point, it appears only single-lane width, but along the northern edge of the Teller lanes, should the parking spaces along that side of the property be occupied, three lanes of waiting teller traffic would block any thru-traffic. While there are egress points at either side that would reduce this incidence, it may result in dangerous required backing for non-Teller traffic proceeding in that circumferential direction should they encounter waiting Teller service.

- I would ask that sufficient lighting be required in the parking areas and especially around the ATM/Teller building to enhance safety and provide for discernable past-dark video recordings when necessary.

If you have any questions, please let me know.

The employees of the Matthews Police Department strive to promote a safe community by preventing crimes and reducing the fear of crime, while treating all individuals fairly and with respect.

Our members will demonstrate honesty, professionalism and integrity, while building the partnerships necessary to enhance the safety of our community.

To: Jay Camp, Sr. Planner
From: Ralph S. Messera, Public Works Director
Date: March 4, 2014
Subject: Rezoning 2013-607- Charlotte Metro C/U

Regarding this rezoning petition, the Public Works Department offers the following comments and questions:

1. Pocket Part- who will maintain this area? How is public access to private property to be accommodated?
2. Plan seems to show sidewalk along N. Trade extending over the property line. An easement document to the benefit of the Town will need to be provided at the time of construction.
3. The sidewalk on the NW corner of the property- is this sidewalk will need to be wide enough to meet ADA requirements, while still accommodating vehicle overhang from the adjacent parking spaces?
4. The two revised parking spaces on Chimney Hill Road may create a site triangle problem to drivers coming down Overwood Dr. Petitioner's engineer should evaluate and provide the Town an answer prior to final Board approval.
5. Public and private streets should be properly labeled on the final plans.

Should you have any questions regarding these comments, please advise.

MEMORANDUM

TO: Jay Camp, Senior Planner

FROM: Chief Dennis N. Green, Fire & EMS Chief

DATE: Wednesday, March 05, 2014

RE: Charlotte Metro Credit Union

Fire & EMS has reviewed the current plans for the new Charlotte Metro Credit Union. I do not have any issues with the current plan.

Charlotte Metro Credit Union Project

TO: Jay Camp, Senior Planner
DATE: March 4, 2014
RE: Comments on Zoning Project
FROM: Corey King, Director
Parks, Recreation & Cultural Resource Department

In review of the zoning request for the Charlotte Metro Credit Union Project, comments from the Parks, Recreation and Cultural Resource Department (PRCRD) include:

- I. We would like for the “park” to be available for public access and observe the same operating hours (open dawn to dusk) as other Town owned park facilities. The park location lends opportunities for acceptable use after dusk. I encourage the land owner to allow these acceptable types of park use to the public (pedestrians, patrons of area businesses, etc.) beyond dusk.
- II. The PRCRD would like to also offer input to final lay-out of the park area at the appropriate time.
- III. The PRCRD agrees to fund the purchase of an amenity to activate the park area, encouraging public use within the site. The amenity would complement the type of use conducive to this “pocket park” setting. The PRCRD would solicit input from the property owner during the selection process of the amenity.
 - a. The PRCRD will determine a maximum amount to contribute toward purchase of the amenity. Should cost of a mutually desired amenity exceed the maximum funding allotted, the contribution from the PRCRD could be used to assist the total purchase of the amenity.