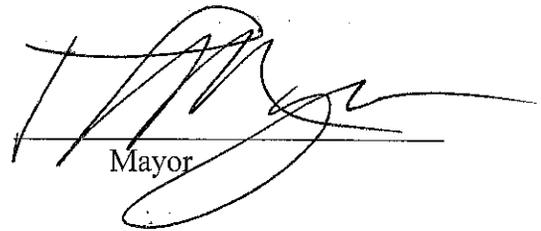


RESOLUTION ADDING STREETS TO THE TOWN'S STREET SYSTEM

PURSUANT to Article 15 of Chapter 160A of the General Statutes of North Carolina, the Board of Commissioners of the Town of Matthews hereby adopts this resolution to add streets from the Fairfax Woods Subdivision, Phase II - Candlelight Woods Drive and Straussburg Woods Drive.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews, North Carolina, that it hereby adds Candlelight Woods Drive, a 347 foot length, and Straussburg Woods Drive, a 926 foot length, to the Town's street system.

RESOLVED, this the 14th day of January, 2002.

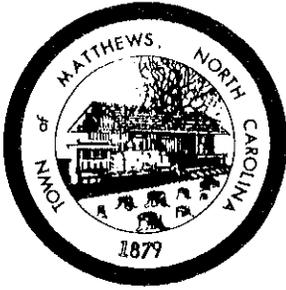


Mayor

ATTEST:



Town Clerk



TOWN OF MATTHEWS

P. O. Box 398
232 Matthews Station Street
Matthews, North Carolina 28106-0398
704-847-4411 Fax: 704-845-1964
www.matthewsnc.com

RESOLUTION

WHEREAS, the Town of Matthews, has requested the Department of Transportation to perform certain work under the Federal-Aid Highway Bridge Replacement and Rehabilitation Program, said work to consist of the reinspection and analysis of all public bridges on the Municipal Street System in the Town of Matthews; and

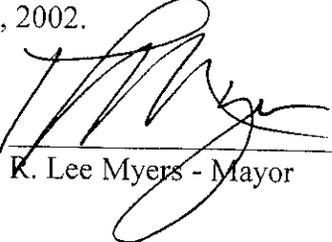
WHEREAS, the Town of Matthews proposed to enter into an agreement with the North Carolina Department of Transportation for said work wherein the Department of Transportation or a consulting engineering firm retained by the Department of Transportation will reinspect and prepare the necessary reports for all public bridges on the Municipal Street System in accordance with the National Bridge Inspection Standards; and

WHEREAS, under the proposed agreement the Federal Highway Administration shall reimburse the Department of Transportation for eighty (80) percent of the cost of the work subject to compliance with all applicable federal policy and procedural rules and regulations; and

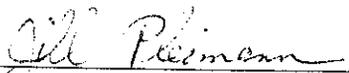
WHEREAS, under the proposed agreement the Town of Matthews shall reimburse the Department of Transportation for all costs of the work incurred by the Department of Transportation not paid by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED that the agreement for the hereinabove referenced bridge inspection work is hereby formally approved by the Town of Matthews and the Mayor and Clerk of the Municipality are hereby empowered to sign and execute the required agreement between the Town of Matthews and the Department of Transportation.

This Resolution passed and adopted the 14th day of January, 2002.



R. Lee Myers - Mayor



Town Clerk

(SEAL)

A RESOLUTION REVISING CAPITALIZATION LIMITS FOR AUDIT
PURPOSES FOR EQUIPMENT, BUILDING AND INFRASTRUCTURE

THAT WHEREAS, there is a major nationwide change being undertaken with respect to the reporting of governmental assets in annual audits, and

THAT WHEREAS, the change is being primarily dictated by the Government Standards Accounting Board (GASB) which has issued a new mandatory standard for governmental audits to be effective in fiscal year 2002/2003, and

THAT WHEREAS this standard called GASB 34 requires the restating of all physical assets in the audit, and the development of depreciation schedules for items that are capitalized, and

THAT WHEREAS in order to reduce the burden of making these accounting changes the GASB, the Governmental Finance Office Association and the North Carolina Local Government Commission are all recommending that all Municipalities change the definition of Capital Assets for audit purposes to raise the minimum capitalization levels as follows:

Equipment	\$ 5,000.00
Buildings	\$ 20,000.00
Infrastructure	\$100,000.00

THAT WHEREAS these changes will not have any effect on purchasing items or limits set by Board of Commissioners for budget purposes but will only change how these items are shown on the Balance Sheet in the annual audit.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews, at its regularly scheduled meeting held on the 14th

day of January, 2002, that it hereby raises the level which it will capitalize and depreciate assets as follows:

Equipment	\$ 5,000.00
Buildings	\$ 20,000.00
Infrastructure	\$100,000.00

and further resolved that this capitalization threshold changes the definition of Capital Assets for capitalized and depreciated audit purposes.

RESOLVED this the 14th day of January, 2002.



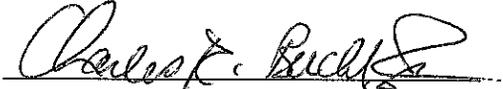
Mayor

ATTEST:



Town Clerk

APPROVED AS TO FORM:



RESOLUTION AUTHORIZING THE FINANCE DEPARTMENT AND THE TAX COLLECTOR TO DEPOSIT FUNDS AT SUCH TIME AS THE ACCUMULATED DEPOSIT AMOUNTS TO AS MUCH AS \$250.00.

WHEREAS, Chapter 159-32 of the Budget and Fiscal Control Act requires that each officer and employee of a local government or public authority whose duty it is to collect or receive any taxes or other monies shall deposit his collections and receipts daily; and that

WHEREAS, said Act further provides that if the Governing Board gives its approval, deposits shall be required only when the monies on hand amount to as much as \$250.00; but in any event a deposit shall be made on the last business day of the month; and that

WHEREAS, the Town of Matthews has contracted with Mecklenburg County to collect taxes on behalf of the Town of Matthews; and that

WHEREAS, daily receipts received by officers and employees of the Town of Matthews now some times amount to a total far less than \$250.00; and that

WHEREAS, in the spirit of governmental efficiency the Town of Matthews is desirous to take advantage of the exception provided by daily deposit requirements of Chapter 159-32

NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews that it hereby gives its approval that deposits of funds collected or received either taxes or other monies shall be required only when the monies on hand amount to as much as \$250.00, but that in any event a deposit shall be made on the last business day of each month.

RESOLVED this the 28 day of January, 2002.



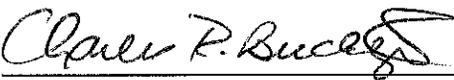
Mayor

ATTEST:



Town Clerk

APPROVED AS TO FORM:



Town Attorney

RESOLUTION AUTHORIZING THE EXECUTION AND DELIVERY
OF AN INSTALLMENT PURCHASE CONTRACT FOR THE PURCHASE OF A
2002 ELGIN STREET SWEEPER .

WITNESSETH

WHEREAS, the Town of Matthews is desirous to purchase a 2002 Elgin Street Sweeper for a purchase price of \$127,267.00 and to installment contract finance purchase said street sweeper; and that

WHEREAS, the Town of Matthews advertised and submitted for bids for the financing of the said equipment; and that

WHEREAS, RBC Centura Bank submitted the bid with the lowest quoted interest rate; and that

WHEREAS, the Town Attorney has rendered an opinion to the Town Board of Commissioners that the proposed undertaking is authorized by law and is a purpose for which public funds may be expended pursuant to the Constitution and laws of North Carolina; and

WHEREAS, the Town of Matthews is desirous to enter into an installment purchase contract for the purchase of the said street sweeper with RBC Centura Bank.

NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews at its regular session held on the 8th day of April, 2002, that it hereby authorizes the Town Manager and the Town Finance Director to execute and deliver an installment purchase contract for the financing of the purchase of a 2002 Elgin Street Sweeper and any related documents thereto; said installment purchase contract shall be based upon the stated purchase price and quoted interest rate as submitted by RBC Centura Bank in their bid documents.

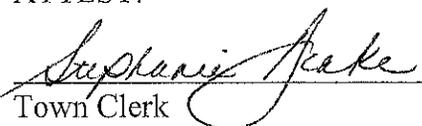
RESOLVED this the 8th day of April, 2002.

TOWN OF MATTHEWS

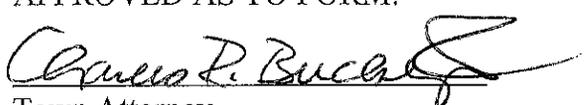
By: 

Mayor

ATTEST:


Deputy Town Clerk

APPROVED AS TO FORM:


Town Attorney

RESOLUTION

WHEREAS, U.S. 74 at or near the Mecklenburg/Union County line is a major thoroughfare in the region which must provide safe and efficient movement of traffic; and

WHEREAS, traffic records indicate a high volume of motor vehicle collisions at or near the intersection of CPCC Lane and U.S. 74 which have predominantly been rear-end type collisions; and

WHEREAS, the placement of a traffic control signal at or near this location would reduce the efficiency of U.S. 74, from a transportation standpoint, and would increase the propensity for motor vehicle collisions at that location; and

WHEREAS, there is a need for greater connectivity and access to properties south of I-485 and between U.S. 74 and Monroe Road; and

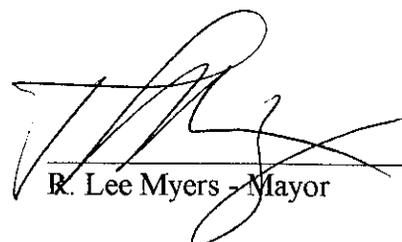
WHEREAS, there are alternatives to a traffic control signal at this location including additional access or collector roads along U.S. 74 and acceleration of construction of access to Monroe Road and eventual connection to the current terminus of McKee Road at Pleasant Plains Road; and

WHEREAS, these alternatives provide for a better, safer access to the affected areas than any proposal which includes a traffic signal.

NOW, THEREFORE, BE IT RESOLVED that the Town of Matthews, by unanimous vote of its Mayor and Town Council respectfully request that no new traffic signal be installed between I-485 and Stallings Road on U.S. 74 but that the NCDOT consider alternative methods for traffic control on U.S. 74;

IT IS FURTHER RESOLVED that the Mayor and Town Council of Matthews supports and requests acceleration of efforts to build additional access roads/collector roads adjacent to U.S. 74 which can serve the properties south of I-485 between U.S. 74 and Monroe Road and that the connection to Monroe Road from these properties, including connection to the terminus McKee Road, be accelerated and built as soon as practical.

This 6th day of May, 2002.


R. Lee Myers - Mayor

Attest:


Jill Pleimann, Town Clerk

RESOLUTION

ADOPTION OF RESOLUTION SUPPORTING TRANSIT STATION AREA JOINT DEVELOPMENT PRINCIPLES

A motion was made by Commissioner Paul Bailey and seconded by Commissioner Paula Lester for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, transit supportive development around transit stations will help to make the transportation system successful; and,

WHEREAS, transit station area plans that promote transit supportive development will be developed around transit stations; and,

WHEREAS, implementation of these plans will require the participation of numerous agencies; and,

WHEREAS, it is desirable for these agencies to have a common policy framework for implementing these plans supporting transit-oriented development; and

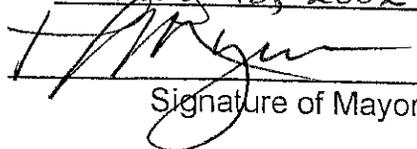
WHEREAS, public policy actions should be consistent with the adopted Centers and Corridors land use vision and the 2025 Integrated Transit/Land Use Plan.

NOW, THEREFORE, be it resolved that the Matthews Town Board of Commissioners

1. Approves and adopts the Transit Station Area Joint Development Principles presented in Attachment A hereto.
2. Urges other local government entities to adopt the Principles and utilize them in their land use, infrastructure and facility planning.
3. Directs that this Resolution shall take effect immediately upon its adoption.

ATTACHMENT A – Charlotte Region Transit Station Area Joint Development Principles

I, R. Lee Myers, Mayor, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Matthews Town Board, duly held on May 13, 2002.


Signature of Mayor

CHARLOTTE REGION TRANSIT STATION AREA JOINT DEVELOPMENT PRINCIPLES

The purpose of these principles is to provide a framework to be used by local governments to promote and support development at transit stations. These principles will help achieve selected public policy objectives and priorities in a manner consistent with the Centers and Corridors land use vision; the 2025 Integrated Transit/Land Use Plan and will further support pedestrian oriented urban design.

Public Facilities

- ❖ Encourage complementary public facilities (such as schools, parks/open space, libraries and social service organizations) at or near transit stations to serve both transit users and surrounding neighborhoods.

Public Infrastructure

- ❖ Provide the basic public infrastructure within available jurisdiction resources in station areas (such as water and sewer and sidewalk facilities) needed to serve transit supportive development. At selected stations or in selected portions of the station areas, prioritize and provide for additional infrastructure improvements to serve as a catalyst for new transit supportive development.

Housing

- ❖ Support the development of housing, which is affordable to a broad cross-section of the workforce and community and provides a variety of housing choices near transit stations.

Joint Public/Private Development

- ❖ Develop public/private partnerships aimed at promoting transit-oriented development, zoning, and land use in transit station areas to enhance transit system ridership and provide services for those living and working around transit stations.

Private Sector Development Incentives

- ❖ Provide incentives, establish partnerships with the private sector, encourage targeting of incentives to promote significant demonstration projects, and remove barriers to allow for appropriate transit-oriented development in station areas.

MarketPlace Venues

- ❖ Encourage the location and retention of a healthy mix of private transit supportive businesses in transit stations.

RESOLUTION ADDING STREETS TO THE TOWN'S STREET SYSTEM

PURSUANT to Article 15 of Chapter 160A of the General Statutes of North Carolina, the Board of Commissioners of the Town of Matthews hereby adopts this resolution to add to the Town's street system the entire length of Windsor Chase Drive, Ritz Lane and Alaqua Court.

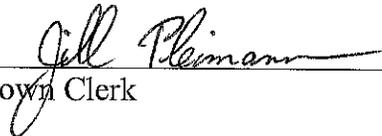
NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews, North Carolina, that it hereby adds the entire length of Windsor Chase Drive, Ritz Lane and Alaqua Court to the Town's street system.

RESOLVED, this the 10th day of June, 2002.



Mayor

ATTEST:



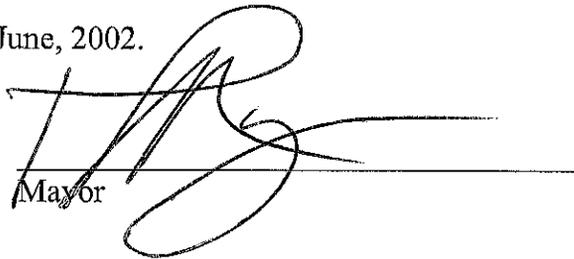
Town Clerk

RESOLUTION ADDING STREETS TO THE TOWN'S STREET SYSTEM

PURSUANT to Article 15 of Chapter 160A of the General Statutes of North Carolina, the Board of Commissioners of the Town of Matthews hereby adopts this resolution to add to the Town's street system the entire length of Jill Lane, Old Depot Lane, Matthews Station Street, Tilbury Trail Court, Bumble Bee Drive, Wilrose Place, Patten Hill Drive, and a portion of Thornblade Ridge Drive within the Thornblade Hills subdivision.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews, North Carolina, that it hereby adds the entire length of Jill Lane, Old Depot Lane, Matthews Station Street, Tilbury Trail Court, Bumble Bee Drive, Wilrose Place, Patten Hill Drive, and a portion of Thornblade Ridge Drive within the Thornblade Hills subdivision.

RESOLVED, this the 24th day of June, 2002.



Mayor

ATTEST:



Town Clerk

RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF CERTAIN REAL PROPERTY

WHEREAS, the Board of Commissioners of the Town of Matthews, North Carolina, hereby determine that it is necessary and in the public interest to acquire certain property owned by Jimmy L. Crowell and wife, Belinda J. Crowell, for the following public purposes:

To promote the public safety and welfare, to provide means of convenient transportation for the general public, to facilitate the orderly flow of traffic throughout the Town, and to provide and improve means of public passage, the Plaintiff is condemning the here and described interest for public street purposes, specifically, to the Sam Newell Road Sidewalk Improvement Project.

WHEREAS, Representatives of the Town of Matthews, North Carolina, have been unable to acquire the needed interest in this property by negotiated conveyance.

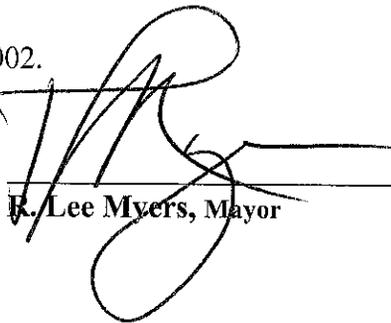
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE TOWN OF MATTHEWS, NORTH CAROLINA, THAT:

1. The Town of Matthews shall acquire by condemnation, for the purposes stated above, the property and interest described as follows:

The amount necessary for the Sam Newell Road Sidewalk Improvement Project and estimated to be approximately 0.004 acres for permanent right-of-way, and a temporary construction easement, and any additional property or interest as the time may determine to complete the Project, as it relates to tax parcel 193-231-10, said property currently owned by Jimmy L. Crowell and wife, Belinda J. Crowell; or the owners successor-in-interest.

2. The Town Attorney is hereby directed to institute the necessary proceedings under Chapter 40A of the North Carolina General Statutes to acquire the property herein described.
3. IT IS FURTHER RESOLVED that the estimated just compensation for the property is hereby authorized to be deposited in the office of the Clerk of Superior Court, Mecklenburg County, North Carolina, together with the filing of the *Complaint* and *Declaration of Taking* as required by law.

RESOLVED this the 22nd day of July 2002.



R. Lee Myers, Mayor

ATTEST:



Jill Pleimann, Town Clerk



TOWN OF MATTHEWS

P. O. Box 398
232 Matthews Station Street
Matthews, North Carolina 28106-0398
704-847-4411 Fax: 704-845-1964
www.matthewsnc.com

RESOLUTION

WHEREAS, Charlotte Zoning Petition #2002-106, asking for a change in classification from R-3 to MX-2, affects the current and future residents of the Town of Matthews; and

WHEREAS, the property in question (tax parcel 227-147-07) is directly across from property under the zoning jurisdiction of the Town of Matthews; and

WHEREAS, Weddington Road, a two (2) lane minor thoroughfare consisting of many curves and curb cuts, is an area which must provide safe and efficient movement of traffic; and

WHEREAS, Weddington Road is currently overcrowded and congested on a daily basis with traffic backups adding to the congestion and traffic in the Town of Matthews; and

WHEREAS, Weddington Road is not scheduled for any major road improvements in the foreseeable future; and

WHEREAS, this zoning change would allow for far more dwellings to be built on the property than would realistically be built under the current zoning; and

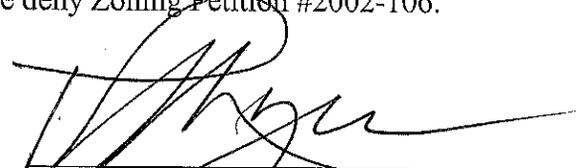
WHEREAS, this zoning change would increase the propensity for motor vehicle collisions at and around this location; and

WHEREAS, this zoning change would provide more pressure to build the interchange at I-485 and Weddington Road, a project Matthews has stated was not wanted or needed; and

WHEREAS, this zoning change would allow for a site plan that does not naturally fit or flow with the surrounding neighborhoods;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Matthews, to respectfully request that the City of Charlotte deny Zoning Petition #2002-106.

This the 23rd day of September, 2002.



R. Lee Myers - Mayor

ATTEST:



Jill Fleimann, Town Clerk



TOWN OF MATTHEWS

P. O. Box 398
232 Matthews Station Street
Matthews, North Carolina 28106-0398
704-847-4411 Fax: 704-845-1964
www.matthewsnc.com

RESOLUTION

Upon Motion duly made by Mayor Pro Tem Kress Query and seconded by Commissioner Paul Bailey making the following findings and adopting the **RESOLUTION** as set forth below:

WHEREAS, the "Center and Corridors" plan adopted in 1994 envisioned a system of interconnected corridors emanating out from the center of Charlotte in five different directions; and

WHEREAS, all governmental bodies within Mecklenburg County together with numerous private concerns endorsed a local option sales tax in 1998 to provide for public rapid transit financing under a 2025 Transit/Land Use Plan; and

WHEREAS, as a part of the studies and plans as aforementioned, a transit alignment for the southeast corridor running adjacent to or in close proximity to Independence Boulevard to Krefeld, and then from Krefeld along Independence Pointe with a terminus at the Levine Campus of CPCC in Matthews is the alignment which meets or exceeds both the transit and land use criteria; and

WHEREAS, rail technology is a technology which will provide the best, most cost effective, and environmentally sound technology for the southeast corridor into the future; and

WHEREAS, rail technology, when considering both present and future riders, results in the most cost effective technology for any of the three alignments (N, NE, and SE) under consideration for rail technology; and

WHEREAS, the Metropolitan Transit Commission should strive to adopt technologies which are uniform with other technologies and are cost effective; and

WHEREAS, other urban areas (e.g., Dallas, Texas) throughout the United States have found success with rail technology over continued bus service; and

WHEREAS, Mecklenburg County business leaders, development community, and entertainment community have endorsed and support a rail technology on this corridor; and

WHEREAS, rail technology provides for a stable, permanent infrastructure that will attract more development/redevelopment along the selected corridor; and

WHEREAS, rapid transit will, in the future, be extended beyond the Levine Campus of CPCC into Union County, City of Monroe, and points beyond; and

WHEREAS, rail technology has been endorsed by the Union County Board of Commissioners, Monroe City Council, and Union County Chamber of Commerce; and

WHEREAS, the citizens and businesses along the southeast corridor have overwhelmingly demanded rail technology be implemented in the corridor; and

WHEREAS, it should be the policy of the MTC not to build simply the most inexpensive system but a system which will provide good environmentally sound transit which will retain current riders and attract the most new riders; and

WHEREAS, technology standards and policies will continue to evolve and that lessons learned in other jurisdictions and from the European rail system would clearly and strongly suggest that rail is the technology of the future; and

WHEREAS, a plan which envisions conversion to rail in the future is an admission that bus technology is not the technology of the future and should not be employed in the corridor; and

WHEREAS, for this to be an integrated system, all corridors should be afforded and allowed the same technology unless the technology presents an insurmountable economic obstacle to implementation of that technology in the corridor; and

WHEREAS, the plan adopted is a “2025 plan” not a “2017 plan”, and the commitment to the voters should be honored so that if it is necessary to develop a comprehensive, first-class transit system beyond 2017, then it be done up to and including the year 2025; and

WHEREAS, the southeast corridor meets or exceeds all criteria established for consideration for rail technology and is superior in most evaluation criteria for rail technology to both the northern corridor or the northeast corridor; and

WHEREAS, a transit plan should be adopted which can be embraced and supported by all municipal bodies and by the greatest number of citizens and businesses, and failure to do so will pose a grave threat to the overall transit plan potential resulting in nothing but delay and eventual failure of an integrated transit system for the region.

NOW, THEREFORE, be it unanimously resolved by the Mayor and Board of Commissioners as follows:

1. The alignment to be selected by the MTC be the alignment along or adjacent to Independence Boulevard to Krefeld, and then along Independence Pointe extension to the Levine Campus of CPCC and that further consideration be given to then utilizing the existing CSX track to points in Union County;

2. The MTC adhere to the established completion date of 2025 in developing all plans to ensure fair and equal treatment to all corridors and that the transit system produced be the best available the day it opens and for many years into the future;

3. Light rail/DMU/commuter rail be established on the same track alignment and that there be one rapid transit corridor that extends from the center City of Charlotte through Matthews and into Union County;

4. Further study be done, and should it be determined that commuter rail technology is not feasible along the Independence/Krefeld/ Independence Pointe alignment, serious consideration be given to utilizing the existing CSX track/right-of-way to establish a commuter rail service but only as a last resort.

This 11th day of November, 2002.



R. Lee Myers, Mayor
Town of Matthews



TOWN OF MATTHEWS

P. O. Box 398
232 Matthews Station Street
Matthews, North Carolina 28106-0398
704-847-4411 Fax: 704-845-1964
www.matthewsnc.com

RESOLUTION

WHEREAS, the recently adopted State budget for 2002-2003 repeals \$333 million in local reimbursables; and

WHEREAS, this loss of revenue will directly and adversely impact the ability of all local governments to provide service to their citizens; and

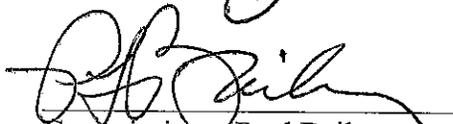
WHEREAS, Conference Committee Report on S1292 appears to be the only remaining potential source of replacement revenues;

NOW, THEREFORE, the Matthews Town Council unanimously urges the members of the North Carolina General Assembly to support and vote for the Conference Committee Report on S1292.

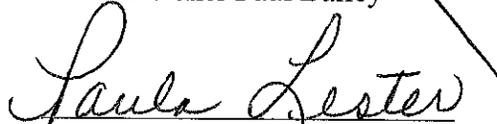
This the 21st day of September, 2002.



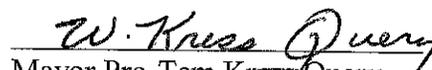
Mayor R. Lee Myers



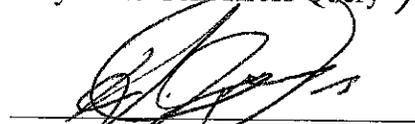
Commissioner Paul Bailey



Commissioner Paula Lester



Mayor Pro-Tem Kress Query



Commissioner Jack Davis



Commissioner James Taylor