PUBLIC INPUT
SIGN UP SHEET

PUBLIC INPUT SHALL BE LIMITED TO THREE (3) MINUTES PER PERSON.

EACH PERSON SHOULD:
(1) STATE YOUR NAME
(2) IN WHAT AREA OF THE COUNTY YOU LIVE
(3) SPEAK IN A CLEAR AND COURTEOUS MANNER.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>ISSUE</th>
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<tbody>
<tr>
<td>Theron Maybin</td>
<td>Zirconia</td>
<td>Water</td>
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<tr>
<td>Bryan Mullish</td>
<td>Hend</td>
<td>Incorporate</td>
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<tr>
<td>Mark Stierwalt</td>
<td>Zirconia</td>
<td>Lifted</td>
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<td>Debra Stephens</td>
<td>Zirconia</td>
<td>Water</td>
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<td>Debra Stierwalt</td>
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<tr>
<td>Charles Polkwill</td>
<td>Zirconia</td>
<td>Water</td>
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<tr>
<td>Larry Rostetter</td>
<td>133 Pinnacle PK CN</td>
<td>Water</td>
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7:00 PUBLIC HEARING
Sign-up Sheet
Rezoning Application #R-2009-01
October 5, 2009

Please Print
Name: 

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September 30, 2009

Dear Sirs:

We are adamantly opposed to the upcoming proposed HR-2009-1.

Mr. & Mrs. George P. Fuchs
121 Williams Meadow Loop
Hendersonville, NC 28739
To The Henderson County Board of Commissioners,

Application of Mud Creek Baptist Church
Rezoning Hearing

I wish to record my objections to the above application to rezone approximately eight and 1/2 acres on the corner of Rutledge and Erskine Ave. in Hendersonville.

I own a hotel on the street at 76 Nolensville Dr., adjacent to the subject premises.

At the request I have a deep respect for the church and the good work they perform, however, in their have in such activity a victim of their own success creating the need for parking.

The church now has enough parking space, in fact, more than all of Hendersonville public parking.

Therefore there is no need for additional parking especially in light of the following suggestions. The church like many Churches in the Community could offer

...
Services on Sunday instead of only, or at other time when the need require it.

The granting of the application will also cause further traffic jams at the facility. On Sunday it is common to wait 2 to 5 minutes to get by to our own church.

The granting of such application will result in Rendleswell having to repair the loss of such tons from the demolishing of many houses for parking.

The granting of parking will lower the value of adjacent properties. It is not in keeping with the character of the neighborhood.

Now is time to take a stand against this encroachment.

P.S. If the Board should grant such application ignore it. Shall include at least the following instruction.
1. The entire perimeter should be buffered with at least 6' high fencing to avoid look at such eyesore - Remember if granted it will join the near parking 4 result in a barren ugly court.

2. All littering to be removed.

3. All exterior landscaping should be full & hide its view from the street.

4. It shall admit to prevent zoning if checked - no long short.

5. Ghurds should be placed at all entry to prevent traffic pile up.

P.S all of the above could be subject to Planning & Bel Approval & certain Conditions & restrictions.
RESOLUTION

Requesting the North Carolina General Assembly to Exclude the Appalachian Development Highway System Funding From the NCDOT Equity Formula

Whereas, in 1964, the President's Appalachian Regional Commission (ARC) reported to Congress that economic growth in Appalachia would not be possible until the Region's isolation had been overcome; and

Whereas, Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965; and

Whereas, the cost of building highways through Appalachia's mountainous terrain is very high, so the Region has never been served by adequate roads; and

Whereas, the nation's interstate highway system has largely bypassed the Appalachian Region, going through or around the Region's rugged terrain as cost-effectively as possible; and

Whereas, Henderson County is in the heart of the Southern Appalachian Region and has been isolated by geographical barriers; and

Whereas, the ARC report and the Appalachian governors have placed top priority on a modern highway system as the key to economic development; and

Whereas, the ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation; and

Whereas, the ADHS program was designed to channel additional funding into the Appalachian Region, not to supplant existing funding; and

Whereas, in 1998 the Federal Transportation Act known as TEA21 and subsequent acts began including ADHS funding in North Carolina's minimum guarantee for transportation funding essentially supplanting existing funding; and

Whereas, because ADHS funding is no longer considered additional money for North Carolina, it must, by law, be included in the state's equity distribution for highway improvements; and

Whereas, completion of the ADHS remains a top priority for the Appalachian Regional Commission; and
**Whereas**, Southwestern North Carolina, as a region, is more economically tied to its neighboring states versus the balance of North Carolina; and

**Whereas**, under current funding policies, Division 14’s allocation of ADHS money counts toward our division’s allotment through the equity formula and, as a result, decreases the availability of other funds to our region;

**Now, Therefore, Be It Resolved** by the Henderson County, North Carolina Board of Commissioners, that Henderson County concludes that counting the ADHS funding against North Carolina’s minimum guarantee and counting the funding received by North Carolina against this regions equity “fair share” violate the spirit and intent of the ADHS legislation.

Henderson County respectfully requests the North Carolina General Assembly to exclude the ADHS funding from the NCDOT equity formula in order to complete these remaining corridors to benefit the people of Southern Appalachia and Southwestern North Carolina.

Henderson County respectfully requests the United States Congress to exclude the ADHS funding from the minimum return of transportation funding to the State of North Carolina.

Henderson County requests that all funding of ADHS projects from 1992 to present not count against “equity adjustments” and adjustments be made to current equity calculations to correct the violation of the spirit of the ADHS program.

**ADOPTED** the 5th day of October, 2009

\[Signature\]

William L. Moyer, Chairman

Attest:

\[Signature\]

Teresa L. Wilson, Clerk to the Board