

Wednesday, July 18, 2001

Alan & Shirley Retzlaff  
1905 South 148<sup>th</sup> Street  
Walton, Nebraska 68461

Members of the Planning Commission, Good Afternoon.

I am appearing today on behalf of Alan and Shirley Retzlaff. They are part owners of Retzlaff Brothers Trucking Company and of the Retzlaff Farms, a family corporation that owns property along 148<sup>th</sup> Street between A and VanDorn streets. They live on this property which includes two historically eligible barns and a hollow tile silo. The Far-East (EF-1) beltway route would go through their property and come very close to their historic barns and silo. They represent the fifth generation of Retzlaffs to own and reside on this historic farm.

After reviewing the report from the planning department staff, they support their recommendation that the Comprehensive Plan Amendment No. 94-63 be denied.

Through Alan and Shirley's involvement with the trucking company, they are well aware of the noise, fumes, vibrations, and light that are associated with trucks on a highway. One truck alone produces all of these. It has been estimated that beltway traffic would average 17,000 to 20,000 vehicles every day. When you add that many trucks and cars traveling at a high rate of speed, the effect would destroy their historic farm and rural landscape.

They are also concerned about the high risk of accidents that will occur between large farm equipment and motorist using access roads to travel to and from the beltway. The further east this route is located, the greater the possibility of these types of accidents since this area is primarily occupied by farmers.

Furthermore, if EF-1 would be built, the beltway would cut right through their farm! In their back door they would have a major express way. In their front yard they would have a paved highway. It makes no sense to place a beltway less than three tenths of a mile from an already paved roadway. The land that is caught in between becomes a breeding ground for commercial and industrial development. The strip of land between these two roadways would forever change their property's use and diminish the integrity of its history and its historic function today. It would also land lock a portion of their farm.

In summary, Alan and Shirley have seen over \$2.5 million dollars spent on consultants to determine the best beltway corridor for the citizens of Lincoln and Lancaster County. As early as June of 1997, the consultants recommended that EF-1 no longer be considered due to its greater costs and lowest projected usage of the alternatives considered. It is clear that the Planning Department Staff made a business decision rather than a political rollover when they recommended that Comprehensive Plan Amendment No. 94-63 be denied.

After seven years of being in limbo, it is time to make a decision. Again, Alan and Shirley support the Planning Department Staff's recommendation that Comprehensive Plan Amendment No. 94-63 be denied.

Thank you for your time and consideration.



**Exhibit 36**  
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