



Caroline Lillico
<ashaka@shaw.ca>
10/15/2006 07:10 PM

To plan@lincoln.ne.gov, commish@lancaster.ne.gov
cc
bcc
Subject Petition

Hello,

I would like to submit my name for a petition which is **opposing the building and construction of a race track on HWY 77 between Davey Rd and Branch Oak Rd., Lincoln, Nebraska.**

It is my understanding that constructing such a race track would have detrimental effects:

- 1) There is an active cemetery across the road, and thus would have serious effects for the grievors of those left behind, as well as for this local business.
- 2) There is an active wildlife habitat across the road, and the disturbance and noise of both the construction and subsequent use of the race track would jeopardize the well-being of all animals in this particular natural sanctuary.
- 3) The noise from the race track would have compounding mental and emotional effects for several families living in the area. Several of these families have young children who require peace and quiet so that they may continue to be home-schooled by their parents. As well, it is also my understanding that there is a child with a pervasive developmental disability, who when subjected to loud and abrupt noises causes him severe distress.

Thank you for your attention.

Yours truly,

Caroline Lillico
217 - 13911 70th Avenue,
Surrey, BC V3W 6B4

OPPOSITION

COUNTY SPECIAL PERMIT NO. 06051



"Harman"
<harman@neb.rr.com>
10/15/2006 06:28 PM

To <plan@lincoln.ne.gov>
cc
bcc

Subject Oppose Drag Strip

I am writing to oppose a drag strip off of Highway 77. There are many families at that area and this would cause major noise pollution!

There is wildlife at that spot which would be destroyed. There is a cemetery across from that spot which would disturb families and those resting at PEACE.

Please do not build a drag strip. Please consider all of those that would be destroyed by it.

I live here in Lincoln and we do not want this drag strip. Thank you, Sheila Harman



"Shelley Tolan"
<pash2@orcon.net.nz>
10/15/2006 02:58 PM

To <plan@lincoln.ne.gov>
cc
bcc

Subject Opposition For Proposed Dragstrip

To whom this may concern,

I am writing to protest the proposed establishment of a dragstrip, which would be located off HWY 77 in the Nebraskan countryside. I am given to understand the name of the dragstrip applicant is Greg Sanford.

I have perused the many reasons against this track that petitioners have put forward, and I am in total agreeance with each and every point highlighted.

Among these reasons are:

- 1) there's an active cemetary across the road from the proposed site
- 2) there's a wildlife habitat across the road from there and in many places near the proposed site
- 3) there is no way they could possibly contain the noise from the dragstrip which would destroy local residents' peace and quiet.
- 4) Across the road from the proposed site, less then 50 yards away, is a family who home school their 6 or 8 children year round. One of the children has down syndrome/ autism , and the noise from the dragstrip could severely impact on his learning and emotional development.
- 5) Respect for the lifestyle and values etc.. of the local Amish and Menonite people in the community.

I may be on the other side of the world, and therefore, not personally affected by this situation, but I totally support this community's right to be able to continue to live in peace in their chosen rural setting.

I trust you will take my letter, along with the great many others you will receive, into thoughtful consideration of the consequences for these people if the dragstrip is approved.

Kind Regards,
Shelley Tolan
New Zealand



"carolyn milligan"
<cmilligan840@msn.com>
10/16/2006 08:33 AM

To <plan@lincoln.ne.gov>
cc
bcc
Subject

To whom this may concern:

I am writing in opposition to the drag strip you want to build in a quiet area of your community. Certain people live there to enjoy peace and quiet. It's a shame you don't care about people, especially those with children with special needs. How heartless can you be. Apparently you don't have God in your life or you wouldn't be so selfish. Why don't you look for another area to have this so called precious drag strip and leave these people alone. These drag strips are noisy and worthless and will drive down the value of property Please reconsider locating this drag strip in another area that is not close to housing. Please have a heart and reconsider. Don't be so selfish. Carolyn A. Milligan



"Carlee Walker"
<carlee@tiscali.co.uk>
10/15/2006 10:33 AM

To <plan@lincoln.ne.gov>
cc
bcc
Subject HWY 77 .

To the planners of the drag strip to be placed at HWY 77 .

I wish for my concerns to be recognized that by going ahead with this proposal, it is not in the best interests for this countryside. I understand that many of the residents are unhappy with this decision, and yet you still wish to go ahead.

I ask you please to reconsider your options as so much is at stake here. For example i am lead to believe there is a wildlife habitat across the road from there and in many places near the proposed site, an active cemetery across the road from the proposed site. I also understand that a family lives nearby with a small child who has down-syndrome and I believe autism, which i believe would effect his day to today living.

While i don't reside in the US, this is a cause i deeply believe in. I ask you again to please reconsider your options.

Yours sincerely

Mrs C Walker



"Sutcliffe Family"
<joandy@xtra.co.nz>
10/15/2006 11:13 PM

To <plan@lincoln.ne.gov>
cc
bcc
Subject Drag Strip

To Whom it May Concern

I am writing to express my opposition to the proposed Drag Strip to be situated on HWY 77 between Davey Rd and Branch Oak Rd. Although it will not affect me personally I am concerned for the people who do live close by and have chosen to live there for the peace and tranquility of the country. If a drag strip is put there they will be affected greatly. My main concern is for a family who live less than 50 yards away who home school their children and also one of their children has down syndrome and I believe, Autism. The noise from a drag strip would disturb this child greatly. Another concern is the wildlife which must be preserved and I believe there is an active cemetery across the road. I would ask you to put yourselves in the shoes of others at this time and think about how you would feel as a parent of a child with a disability who would suffer from the noise, think about how you would feel visiting the cemetery looking for a quiet time visiting the grave of your loved one and hear the noise from a drag strip. Also think about the wildlife and how they would suffer greatly. Thank you for your time and I thank you for considering the wishes of those who live close by this proposed venture.

Yours faithfully
Joanna Sutcliffe
Timaru
New Zealand

OPPOSITION

COUNTY SPECIAL PERMIT NO. 06051



LeorahSky@aol.com
10/15/2006 02:32 PM

To plan@lincoln.ne.gov
cc
bcc
Subject RE: Drag-Strip

Greetings,

We are writing to ask you to PLEASE avoid putting a dragstrip along HWY 77 (Between Davey Rd and Brand Oak Rd.) The surrounding area, including people and wildlife, would be hurt by the resultant noise and air-pollution.

More than ever, we all need to be environmentally aware and work to preserve the whole and thriving areas on our planet, the peace and nurturing places, as well as to repair whatever damages that we, collectively, have created.

Please help us by maintaining HWY 77 and NOT adding a dragstrip.

Thank you for your time.

*Wishing you Peace,
Sincerely,
Leorah Sky Parker
Lucy Monroe*

Monday, October 16, 2006

Dragstrip Planning Committee
Nebraska

RE: Letter to oppose Greg Sanford's proposed dragstrip (sent via email)

To Whom It May Concern:

It has recently come to my attention that Greg Sanford has proposed to build a dragstrip within the countryside in Nebraska.

I am writing this letter to oppose such plans of construction for many reasons. Firstly, there are many wildlife habitats directly across the road and the surrounding area of the proposed dragstrip site. The dragstrip would definitely hurt the animals and the environment by destroying the wildlife ecosystem.

Secondly, the peaceful countryside will become ridden with noise pollution AND air pollution, not to mention that a dragstrip contributes to global warming (which the government and other countries are trying to minimize, see EPA website). The noise, air, and global warming will undoubtedly and inevitably cause problems for all living bodies (human, animal, plant) within the area.

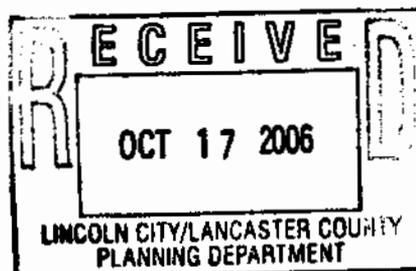
Also, there are families living near the proposed dragstrip site. The dragstrip will cause health problems as well as inhibit a child's growth. A simple search of "noise pollution" or "air pollution" on the National Library of Medicine's website (www.pubmed.gov) will bring up many studies about health problems developed from such pollution and children's growth impairment caused by noise and air pollution.

Another reason for opposing the dragstrip is that there is an ACTIVE cemetery near the proposed site. Not only will the noise from the dragstrip interfere with funeral services, there will be some people who will not like the fact that a dragstrip is being built near a cemetery, either for superstitious reasons or for want to honor their deceased loved ones' peace and quiet.

Dragstrips are also dangerous, since cars and motorcycles can catch on fire very easily. The countryside will become littered with chemical spills, automobile/motorcycle parts and/or other event paraphernalia. There are many other reasons not to build a dragstrip in the countryside that I may have missed in this letter, but I am sure that others will point it out.

Please take into heart this letter opposing the dragstrip plans with the reasons stated herein.

Sincerely,
LC
sylarcari@yahoo.com





"Collin & Maggie Aldrich"
<cmaldrich@neb.rr.com>

10/16/2006 08:30 PM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>

cc

bcc

Subject please vote against special use permit for drag strip in rural
 Lanc Cty

Members of the County Board and Planning Commission,

After watching 5 hours of testimony on 10/11/2006 regarding the proposed special use permit for a drag strip, I was very disappointed in the delay of this painful process. It is obvious that motor sports has quite a following in Lancaster County, and at the same time, at least 85% of the people in the 3 mile radius of this proposed rural site are in opposition. It is even more obvious that members of the Planning Commission are seeing dollar signs, and nothing else.

The issue here isn't whether or not Lancaster County should have a drag strip. The issue is that, at the present, the zoning laws do not allow for one in the area in which Greg Sanford is applying. Zoning laws do not allow for one **IN THE AREA IN WHICH GREG SANFORD IS APPLYING**. Common sense would dictate that Mr. Sanford should then try to find another location. Lancaster County residents are not trying to keep drag racing out of Lancaster County. Lancaster County residents are trying to preserve the peace and quiet of country life, and protect everyone's right to that kind of life. Build the drag strip elsewhere, where it is allowed. If an area suited for this kind of facility is not found in Lancaster County, it was not meant to be. It is as simple as that.

I'm concerned about the lack of educated thought that went into several of the noise comparisons put forth by supporters of the drag strip. One supporter compared it to noise from the Lincoln Airport, and sited all of the construction going on in that part of town. Residential construction around the Lincoln Airport started **AFTER** the Lincoln Airport was built. Anyone that builds out there is aware of the noises they will be hearing. An airport was not forced into their backyard after generations of silence. And, the last time I checked, the Lincoln Airport doesn't send out a flight every 60 seconds for 14 hours a day, 9 months out of the year. Mr. Sanford has provided no noise documentation. No noise studies have been done. And even if restrictions were put in place, who is going to be out there monitoring it? If this is a non-issue, as supporters would have you believe, why can't they provide any concrete documentation regarding this? They don't want to provide you with any information. In their highly educated opinions, as one of the supporters said, those rural residents will just have to "get used to it." According to supporters, any dragster would not be bothered by this noise. But, the funny thing is – none of them are out living in this area. And, sadly, should this be built, residents in this area will be able to sell to virtually no one. Would YOU buy a house within 1, 2 or 3 miles of a dragstrip?

Carol Brown, a well known public figure in Lancaster County, is using her position to try to sway your vote. Not because she has researched all the facts and is an unbiased party, but because she enjoys a good drag race. And she admitted to as much. She also let you know that she served on a motor sports task force; the "most disgusting task force" that she has ever served on. A task

force that is now defunct. After making a mockery of this task force, Ms. Brown had the audacity to try to validate a supposed recommendation from this “disgusting and defunct” group. She claims that this group found the area in question to be a “prime site” for a motor sports facility. Are you sure this is a fact? Was this site determined a “prime site” before or after Mr. Sanford purchased it? How could it have been considered a “prime site” if it doesn’t meet the current zoning restrictions? Why are these restrictions, that are there for a reason, being so disregarded?

Perhaps, instead of listening to Carol Brown, you should listen to the words of your Planning Director, Marvin Krout. Mr. Krout acknowledged that this process has been flawed from the beginning. He acknowledged that this does not at all fit in with the Comprehensive Plan. He acknowledged that something as major as a motor sports facility, which supposedly can draw thousands and bring in millions of dollars, should have a better “planning process”. And the planning, up to this point, has been nil. Your own Planning Director is telling you that this kind of sporting event does not fit within this rural area in question, and he is backed by the Comprehensive Plan. Your own Planning Director is saying something like this requires planning, and it could possibly work in a different setting, one that abides by zoning laws and noise ordinances. Do you think you have better and more information than City staff? If so, I would have to question our need for a Planning staff at all.

It is obvious that there are two sides to this issue, and there should be no question which side you take. There should be no question that you take the side of the laws that are in place. You should be listening to the recommendations of your City staff. The fact that there is even a doubt that this will happen is disturbing. Yes, motor sports has a large following. Yes, it might bring tourists to Nebraska. Yes, that might bring in revenue. No, it should not be in the middle of a farming and acreage community. No, you should not discount the concerns and livelihood of the people living in that farming and acreage community. You cannot, and should not discount their concerns because it is the law. The laws, as they are written, do not allow for this. And, as one dragster himself admitted, “no one wants a drag strip in their backyard.”

Maggie Aldrich
Lancaster County Resident



leni skaar
<leni.skaar@yahoo.com>
10/17/2006.01:02 AM

To plan@lincoln.ne.gov
cc
bcc
Subject Proposed Changes to Text Amendment CZ # 06065 and
Conditions of Approval for SP # 06051

Having read the changes proposed by Mr. Hunzeker, I wish to make the following comments regarding the applicant's total lack of respect for his neighbors.

He is requesting a Special Permit to allow a use for which he can't legally apply without a Text Amendment. One would expect a person seeking to change county ordinances in his favor to have the decency to consider those who were there long before him. Apparently, that is not the case.

I'm asking you to think what your response would be if "the shoe was on the other foot".

Suppose the drag strip had been there for a hundred years and the Danish Cemetery was before you today asking for a Special Permit, as currently required by 13.001(4). I'm sure one of the questions you would asked us is "And since you are aware of the dragstrip across the street, am I correct in assuming you have no objections to the noise, odors and lights emanating from that site?"

If our answer was "NO, actually we strongly object to all of those nuisances and we're proposing a Text Amendment, which will make it very difficult for the drag strip to remain in operation" would the Danish Cemetery win your approval? Or would you say "In that case, I suggest you look for another location?"

The applicant's motion to amend CZ # 06065 shows he has no intention of stopping his events while a burial is taking place, or while Memorial Day or Veterans Day commemorations are under way. Otherwise, there would be no need to delete 13.016(f).

He is also asking to have the decibel levels raised to 75 dBA and to have even that restriction limited to the hours between 10:00 p.m. and 10:00 a.m. When was the last time you attended a funeral, drove to the cemetery, listened to the graveside service, paid your respects to the family and got back in your car before 10:00 a.m.?

Since the applicant is unwilling to furnish any information about other possible events, does that mean he guarantees there will be no other use of the site?

Regarding the proposed changes to the Conditions of Approval for SP # 06051, the applicant is seeking to strike the restriction on the days of operation. It was bad enough thinking about races on Mothers Day and not being able to have services on Fridays, but now there would not be one single day of the week that anyone would be able to visit their relative's grave after 10:00 a.m. Even burying your son on any random Tuesday would now carry the additional stress of an

announcer and the "gunning" of engines. Does this man have no respect for the dead and those who loved them?

I'd like you to "suppose" one more time. If this application was for an airport, rather than a drag strip, it would be subject to Federal Aviation Administration noise attenuation regulations. In an A-E 65 Zone, those regulations would require the airport to pay for what ever was necessary to drop the dBA level by 25 decibels "where the public is received, in noise sensitive areas, or where the normal ambient noise level is low". I believe the Danish Cemetery would qualify under each of those restrictions. In an A-E 70 Zone, an airport would be required to pay to drop the dBA level by 30 decibels.

In other words, the FAA has found that 40 decibels is the acceptable level and the standard is imposed 24 hours a day, 365 days a year. The FAA imposes the same standard and requirement to pay for noise attenuation when an airport locates near detached single-family homes. I see no reason why engines that stay on the ground should not be subjected to the same standards as those that become airborne.

Because the Danish Cemetery is located on land that sits considerably higher than that proposed for the drag strip, I believe it would take berms 25' to 30' in height to have any positive impact at all on noise reduction. Trees will take 10 or 15 years to mature and it is unrealistic to think no one will die during that time frame.

It is also unrealistic to expect those living nearby to simply quit using their decks or yards for the next 10 to 15 years. Or that the local wildlife will simply put their wings or hoofs in their ears for a few generations.

This proposal would have a dramatic and drastic impact on all living things within a large portion of Lancaster County. I urge you to recommend denial of both CZ # 06065 and SP # 06051.

Respectfully,

Leni Skaar

Get your own [web address](#) for just \$1.99/1st yr. We'll help. [Yahoo! Small Business](#).



ekmcgovern@aol.com
10/16/2006 11:28 PM

To plan@lincoln.ne.gov, commish@lancaster.ne.gov
cc
bcc
Subject Opposition to drag strip

Dear Planning Commission and County Commissioners,

My name is Erin McGovern and I live within 1 mile of the proposed

drag strip. After sitting through that grueling meeting last Wednesday,

I have some thoughts in response to some of the comments made by the proponents.

First off, drag racing is a hobby. These people choose to spend their money on

their racecars and travel to and from racing venues. To say that we NEED a track

here that will negatively affect the quality of life for those of us who live near

the site is just plain self-centered. If my hobby is skiing, I have to travel to

go skiing. If it were inconvenient or too expensive to travel to continue their

hobby, then it would be wise to find a new hobby that is more affordable. This is

my quality of life that will be ruined, not an inconvenience to practice a hobby.

Then, to just throw out the claim that we won't hear it and we'll just have to

"get used to it" is just plain disrespectful. I've talked to and know several

people who live or have lived near racetracks, and they can't stand it. In one

breath they say that the sound won't be a problem and in the next say they will

mitigate the sound. My guess is, that anyone who has subjected themselves and

even their children to the extreme noise of dragsters have most likely diminished

or severely ruined their hearing. According to the Nebraska Commission for the Deaf

and Hard of Hearing, decibels of 140 and more (which is what a stock car or dragster

produces) are the threshold of pain and lengthy exposure is dangerous and causes

hearing loss. They say that as a rule; NEVER expose a child to noise above 120 decibels. Prolonged exposure to noise exceeding 90 dB will cause gradual hearing loss for anyone. Regular exposure of 110 dB longer than one-minute risks permanent hearing loss. Exposing a child to these levels of noise is child abuse to me. No wonder it doesn't bother them.....they can't hear ! ! ! I would like to keep my hearing.

The claims that this will be \$\$\$\$\$ for Lancaster County is another unsubstantiated statement. I believe that just like Scribner, the people that will use this track are mainly locals and would either go home after a race or stay in their motor homes. They are trying to compare this proposed strip to facilities that are 5 or 6 times bigger. This will NEVER be a Topeka or a Brainard, MN.

I am in agreement with Marvin Krout. This issue comes before you without proper planning, foresight, and an actual conclusion to the Motorsports task force that just plain fizzled out. I know 2 people that were on that task force and they say that this site was NEVER picked as the best site. It is just the site that the owner wishes it to be because he already purchased the land. Please stick to the Comprehensive Plan and keep our AG community, AG and residential.

Proposing that the NHRA sound "experts" do a sound study is like having a doctor who murdered his wife perform the autopsy. It doesn't make a lot of sense.

The decision you have before you will forever affect the citizens of this county and if approved, would change the whole rural nature of the area and affect real economic growth. Because of the noise pollution, a track like this should be at least in an area that is already surrounded by noise, such as airports, train yards, industrial areas, another race track, ect. I can't imagine this is the BEST place for a drag strip. Please vote no to this proposal that lacks many details and answers to important questions.



Steve McMaster
<bikeliker@yahoo.com>

10/17/2006 10:03 AM

To commish@lanaster.ne.gov, plan@lincoln.ne.gov

cc

bcc

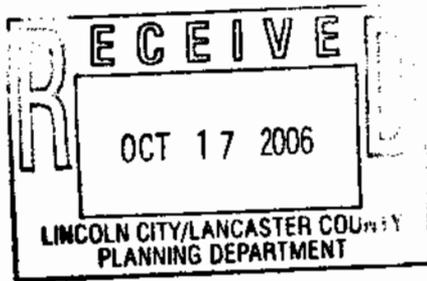
Subject Opposition to proposed drag strip

I find it surprising that this issue has gotten as much debate as it has. How can the County Commissioners be seriously considering allowing a drag strip in rural Lancaster County? Economic development is important, but if we put that before "The Good Life" of enjoying the tranquility of rural life, we have lost much more than we can gain. Planning and zoning ordinances are in place for good reasons, and allowing a special use permit for a drag strip goes against all that sound planning stands for.

Why not allow a land swap for a property between Arbor Road and I-80? There are not many residences in this area, it is zoned appropriately, and it would give the drag strip more visibility and connectivity from the transportation network.

At the very least, put yourself in the shoes of those who will have to hear the noise from the vehicles. Would you like that in YOUR backyard?

Sincerely
Steve McMaster
10870 N 136th Street
Waverly, NE 68462



Thomas A. Keep
8601 Davey Road
Lincoln, NE 68517
(402) 785-2039
takeep@aol.com

October 15, 2006

Lincoln Planning Commission
555 S. 10th Street
Lincoln, NE 68508

Re: County Special Permit No. 06051 (Highway 77 and Davey Road)
Applicant: Greg Sanford

Dear Planning Commissioners:

This is to advise you of my opposition to the issuance of a special use permit to GS Motorsports for the purpose of operating a motor sports facility on Highway 77 at Branched Oak Road.

I testified in opposition at the hearing on October 11, 2006 and listened to all of the testimony offered by the supporters of a racetrack. I also heard Mr. Hunzeker remark in his opening statement that Lancaster County should look at Cass County's ordinance for racetracks and perhaps pattern our ordinance after their language. Cass County zoning ordinances permit racetracks under commercial and industrial, and with a conditional permit under Recreational/Agriculture. I, too, like their language under Article 6, Conditional Use Permits, Section 6.05, which prohibits a permit until the Planning Commission and County Board have considered "protecting property against blight and depreciation." Section 6.06 lists considerations that the County Board may consider in determining the appropriateness of a conditional use permit, quoted below in pertinent part:

- A. ...establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, moral, comfort or general welfare of the County.
- B. ...use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, not substantially diminish and impair property values within the area of the County....
- E. ...not include noises which are objectionable due to volume, frequency or beat unless muffled or otherwise controlled.
- F. ...shall not include vibration which is discernible without instruments on adjoining lot or property....
- I. ...shall not involve any direct or reflected glare which is visible from any adjoining property... In addition, the conditional use is not injurious to the visual

appearance of the adjoining property.

- J. ...shall not involve any activity substantially increasing the movement of traffic on public streets....
- M. ... intended use will not adversely affect the health, safety and welfare of the people of the County.

Any or all of the above Cass County considerations would support denial of such a conditional use permit for GS Motorsports.

There was much testimony given about comparisons of this track to Heartland Park in Topeka, Kansas. Heartland is located on 750 acres in a commercially zoned area. The zoning regulations for Shawnee County, Kansas specifically only allow racetracks in industrial (Section 20.02) or commercial (Section 18.02) zoned areas and are not permitted under any condition in AG zoned areas. Perhaps that is the direction Lancaster County should be going as well. It seemed to work well for Topeka.

The whole controversy of this drag strip centers on its location. If you find the right location, I believe everyone can walk away satisfied. For example, it is my understanding that finally all relevant parties are ready to seal the deal on an agreeable site for Dr. Sumani's motocross facility near the Abbott Field Complex. Patience and clear heads must prevail until a suitable site is found for the drag strip. Highway 77 at Branched Oak Road is not that site.

Please consider prohibiting this type of special use in AG zoned areas and incorporate specific language to limit racetracks to commercial and industrial zoned areas.

Respectfully,

Thomas Keep



"Michele Bliven"
<mbliven@gmail.com>
10/18/2006 09:32 AM

To plan@lincoln.ne.gov
cc
bcc
Subject Permit #06051

I am opposed to the County special use permit #06051. I currently live in Lincoln, Ne, but I am selling my house and am planning on moving out to the rural area of Lancaster county. I feel it would definitely be a detraction from the wonderful life that residents have in our rural area of the county. You move out to the rural area to enjoy the peacefulness that only exists outside the city limits.

Please do NOT approve the special permit #06051. Thank you for your consideration.

Michele L Bliven

Lincoln and Lancaster county Resident



Dgensign@aol.com
10/18/2006 06:32 AM

To plan@lincoln.ne.gov
cc
bcc
Subject Opposition to Propose Dragstrip

I rise in opposition to the proposed dragstrip in Lancaster County for 2 reasons --

- (1) The noise pollution would be an invasion of the privacy of the local area residents.
- (2) It violates the Comprehensive Plan.

Thank you for considering my view.

David G. Ensign
Registered Voter
Lincoln, Lancaster County, Nebraska



"Wistancia"
<wistancia@adelphia.net>
10/17/2006 08:37 PM

To <plan@lincoln.ne.gov>
cc
bcc
Subject

May this letter serve to be a letter of opposition to the proposal by Greg Sanford to have a dragstrip put in among the quiet agricultural life. It has come to my attention that there are families closeby, a lot of wildlife, and even a healing center closeby. The noise and pollution of this dragstrip would destroy the quiet, peace and beauty of this part of the countryside. Surely it can go up somewhere else, away from families and people who live there solely for the peace and quiet that that area affords. It would be very detrimental to the animal life that live there, as well, displacing them.

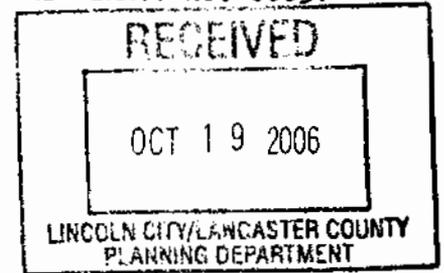
Please reconsider this project.

Respectively,
Wistancia Stone

OPPOSITION

COUNTY SPECIAL PERMIT NO. 06051

Thomas A. Keep
8601 Davey Road
Lincoln, NE 68517
(402) 785-2039
takeep@aol.com



October 15, 2006

Lincoln Planning Commission
555 S. 10th Street
Lincoln, NE 68508

Re: County Special Permit No. 06051 (Highway 77 and Davey Road)
Applicant: Greg Sanford

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- A. ...establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, moral, comfort or general welfare of the County.
- B. ...use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, not substantially diminish and impair property values within the area of the County....
- E. ...not include noises which are objectionable due to volume, frequency or beat unless muffled or otherwise controlled.
- F. ...shall not include vibration which is discernible without instruments on adjoining lot or property....
- I. ...shall not involve any direct or reflected glare which is visible from any adjoining property... In addition, the conditional use is not injurious to the visual appearance of the adjoining property.
- J. ...shall not involve any activity substantially increasing the movement of traffic on public streets....
- M. ... intended use will not adversely affect the health, safety and welfare of the people of the County.

October 15, 2006

Page 2

Any or all of the above Cass County considerations would support denial of such a conditional use permit for GS Motorsports.

There was much testimony given about comparisons of this track to Heartland Park in Topeka, Kansas. Heartland is located on 750 acres in a commercially zoned area. The zoning regulations for Shawnee County, Kansas specifically only allow racetracks in industrial (Section 20.02) or commercial (Section 18.02) zoned areas and are not permitted under any condition in AG zoned areas. Perhaps that is the direction Lancaster County should be going as well. It seemed to work well for Topeka.

The whole controversy of this drag strip centers on its location. If you find the right location, I believe everyone can walk away satisfied. For example, it is my understanding that finally all relevant parties are ready to seal the deal on an agreeable site for Dr. Sumani's motocross facility near the Abbott Field Complex. Patience and clear heads must prevail until a suitable site is found for the drag strip. Highway 77 at Branched Oak Road is not that site.

Please consider prohibiting this type of special use in AG zoned areas and incorporate specific language to limit racetracks to commercial and industrial zoned areas.

Respectfully,

A handwritten signature in black ink that reads "Thomas Keep". The signature is written in a cursive, flowing style.

Thomas Keep



"J. W. Schmeackle"
<sweptwing@windstream.net
>

10/19/2006 07:52 PM

To <plan@lincoln.ne.gov>

cc

bcc

Subject Letter of Opposition Lincoln Drag Strip Application

Dear Planning Department, City of Lincoln/Lancaster County:

My name is Jason Schmeackle. My family and I live in View Point North on 65th and Waverly Rd. I am writing in regards to the proposed Drag Strip facility planned by Greg Sanford. As a member of the board of directors for our neighborhood association, I speak for the neighborhood when I say we are STRONGLY opposed to this being allowed. We are just under 3 miles from the proposed site. All homeowners in this development built here with a common goal in mind. We intend on being long term patrons and citizens of Lincoln/Lancaster County and want to stay here. We moved out here to get away from the noise and busy environment a city naturally has. The majority of the 13 houses in this acreage development have children under the age of 9 with at least three households having small children under the age of 3. This has been a wonderful two years getting to know our neighbors, enjoying the quietness, scenery and security of the acreage life and our neighborhood. Many of us have built our dream homes with the intent on never having to relocate and always having the city of Lincoln within arms reach.

The last house my family built in Lincoln was within the boundary of the Lincoln Municipal Airport. I fly jet aircraft for a living and know the noise they create on departure. I also know that no matter how hard you try, it is still going to be noisy anywhere near an airport. This would be true also with a motorplex close by. When we built at our previous site, we knew what we were in for. We even had a paper telling us we were in a boundary area. Nevertheless, the land was reasonable and we intended on building a new home within 5 years as our family became more than just husband and wife. We realized this dream almost 5 years to the day and two months later we were blessed with a baby boy. Though much of his first year of life was spent in and out of hospitals as far away as New York City. We always loved being able to bring him home to solace and quiet. We have many more years left of medical procedures for him but the prognosis is good. Our neighbors here are one in a million and feel more like family than mere neighbors.

I want to say that I have nothing against the idea of racing or people that participate. I do however believe something as intrusive as a drag strip or race track should be given the same consideration as an airport. If you build next to an existing race track or airport, you really don't have any reason for complaint. They were there first. I think the same respect needs to be applied to homeowners who are already established in their homes and lives. If we had known something of this magnitude were to be even a thought, we would have looked elsewhere and respectfully gave up our right to the purchase of this land and subsequent construction of our home.

We have been told by the proponents that our land value and quality of life will not be affected "that much". Who can really give that assurance? We have also been told we can "get used to it". I can tell you living next to a noise source like that is NOT something we should be forced to endure. Of course the noise is only part of the problem. Traffic, parking, litter, safety, water, cemetery/worship services and wildlife disruption are just a few of the many causes for concern.

Lancaster County is a great place to live and a wonderful setting for raising a family. We just want that quality to continue and for the good life of Nebraska to be all the more prevalent in everyone's lives.

Please consider our wishes and the future of our children when addressing this issue. Contact me anytime with questions, concerns or anything I can do to help. You have a very important job to do. As a lifetime resident of Nebraska and dedicated voting citizen, I wish you all, all the best.

Thank you for your time.

Sincerely,

Jason W. Schmeeckle
12601 Emmawalter Rd.
Lincoln, NE 68517

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



Craig Strobe
<astrode@microlnk.com>
10/19/2006 09:46 PM

To plan@lincoln.ne.gov
cc
bcc

Subject Drag strip #06051

Dear Planning Commission Members,

I am responding to different comments made by the attorney and proponents for the race track. Mr Hunzeker states that the dirt mining permit was denied because the opponents turned it into a slug fest of opposition to the drag strip. I would suggest he look at the minutes of the planning commission and will find that this is totally false. The only person to talk about the race track from the community was Carol Brown. As I'm sure you will remember she went off on a tirade about how her sons were drag racers and how fast they could change an engine out of a car. She then stormed out of the room without listening to the rest of the meeting. I am appalled that Mr. Hunzeker would minimize the concerns of the citizens who spent their time to point out the major problems with dirt mining in the county. This permit was denied account the many issues with runoff, safety, dust, and the applicants true intention. The next issue concerns the proponent and Hastings race track owner George Anderson. He states it's located right on the edge of Hastings. The fact he failed to mention is that it's located in a county zoned industrial park. I looked up the city council meeting when he first applied to locate his race track in the community. Mr. Anderson admitted that the types of races he envisions having are not very big spectator events, they are more for the enjoyment of the well to do car owners who want to have an opportunity to play with their very expensive cars. He is also planning to have an RV park because "Anderson said the RV park would be needed because most of the racers and even fans bring RVs with trailers and other equipment, and will need a place to park". Also an article from Hastings Tribune dated 2-11-2005 says he likely won't hear any grief from neighbors - because there really aren't any. Earlier, Anderson thought about using property at the airport for his racing complex. That didn't go over so well with neighbors who understandably didn't like the idea of a racetrack in their neighborhood. Being the gentleman that he is, Anderson took their complaints and advice to heart. He chose a different location. What a concept try to get along with the existing community. Now let's go over Carol Brown's testimony. First she states that the motor sports task force was "the most disgusting task force she has ever been on" but then wants you to believe they chose this spot. Why would you take anything from this task force to be legitimate when she definitely has biased opinions and no concern for anyone but Mr. Sanford. She also wants to ignore the comprehensive plan because she knows this doesn't fit. She also wants to ignore zoning because it doesn't fit. Lets just throw out all statutes that protect our citizens. I believe you should look at facts. Mr. Sanford and his attorney have used deception and false intentions from the beginning. Please tell him integrity still means something. Show him your backbone and vote against this proposal.

Craig Strobe
17330 N 84
Lincoln, Ne 68517



"Joni Christensen"
<jonichristensen@windstree
m.net>

10/19/2006 10:43 PM

To "LC Board of Commissioners"
<commish@lanaster.ne.gov>, "LC Planning Commission"
<plan@lincoln.ne.gov>

cc

bcc

Subject Continued Drag Strip Efforts

October 19, 2006

Lancaster County Planning Commission and
Lancaster County Board of Commissioners

Subject: Special Permit 06051

Dear Staff and Commissioners:

I am writing to demonstrate my opposition to the proposed drag strip to be located on N. Hwy 77 and Branched Oak Road. After attending the public hearing on this issue on October 11, 2006, and then reviewing the Channel 5 footage in its entirety, I am even more convinced that this is not the appropriate spot for such a venue. I have been a part of the opposition since the purchase of this property in January of this year. It began as an obvious noise issue and invasion of personal rights to enjoy the peace and quiet of our rural properties, but over the last 10 months it has evolved into so much more.

Mr. Sanford and Mr. Hunzeker have never been forthcoming with information. They have been very elusive, and vague with application information. Even their very latest attempt with the full fledged drag strip application had appeared to not have been given much thought and lacked the details that represent a well thought out plan. Mike Dekalb indicates this with his recommendation for denial based on lack of information. The only reason the drag strip application is on the table is due to adamant efforts of a large group of Lancaster County residents to strive for the truth with this issue.

I realize there are two sides to every story and nothing is ever black and white. There are many supporters with a passion for racing, but I'm not sure why 85 - 90% of the population that opposes this application, living near this site, has to adapt our lives and properties to accommodate their **hobby**. It's not their livelihood or main means of putting food on the family table, but it's only a **hobby**, a way to spend their extra time.

If you vote to deny this application, life goes on. We in opposition continue on with our rural lifestyle on our own private havens and the racers continue to go to their tracks in other areas for enjoyment. The city of Lincoln doesn't drop off the face of the Earth or collapse due to the lack of economic development. But, if you vote to approve this application, our lives and our children's lives are changed forever, and not for the good.

I request that you deny this application, and help us to preserve what we moved here to enjoy.

Respectfully,

Joni Christensen
8405 Davey Road
Lincoln, NE

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



<gmfitzke@windstream.net>

10/21/2006 12:10 PM

To <plan@lincoln.ne.gov>

cc

bcc

Subject

Dear planning commission,

I am strongly opposed to this drag strip from taking place! From a health standpoint the increased noise level is very damaging to the inner ear and the environment. What about the farmers that are already there? This will effect their livelihood Does the neighbors who are strongly opposed to this "drag strip" really have a choice? This area is THEIR home!!!!

Thank you,
Molly Fitzke, R.N.,B.S.N.

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



skk2818@aol.com
10/21/2006 05:09 PM

To plan@lincoln.ne.gov
cc
bcc
Subject Drag Strip

To Whom it may concern,

I would like to express my opinion about the drag strip being proposed north of Lincoln. I do not live in that area but have family and friends that do. I also travel Highway 77 frequently.

I am against the plans to open a drag strip in this area. It will bring alcohol and related alcohol related incidences, noise and unwanted traffic.

Respectfully,
Sandy Kendrick

Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing = 10/25/06)



Tmrb501@cs.com
10/21/2006 10:24 PM

To plan@lincoln.ne.gov
cc
bcc
Subject Drag Strip

Planning Commission:

I have to state again that I oppose the Drag Strip !!

I still have the same concerns I had when this all started. Where is the water going to come from, where is the waste water going to go? More over when my well runs dry or is polluted what do I do? Not to mention all the other pollution's that will go along with this.

There seems to be a lot of pushing to get this through without adequate planning or reasonable thinking on the applicants part. Where are all the plans and studies and etcetera that the applicant should have. Seems to me the lack of information is reflective on how the applicant chooses to conduct his business. Half stepping.

I don't have any technical information or information to offer other than my concerns, and concern for the quality of life in this area. This area is not appropriate for a Drag Strip.

Thank you for your time and the opportunity to offer comment.

Best Regards,
Elaine Willey

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051

(p.127 - Cont'd Public Hearing - 10/25/06)

SURGICAL ASSOCIATES P.C.

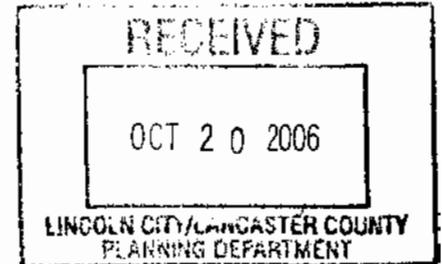
575 South 70th Street, Suite 310 • Lincoln, Nebraska 68510
Phone 402-441-4760 • Fax 402-441-4764

General and Laparoscopic Surgery

R. Michael Norris, M.D.
Benjamin J. Hung, M.D.
Greg A. Fitzke, M.D.
Raymond J. Taddeucci, M.D.
Robert W. Gantz, APRN

Bariatric Division

Benjamin J. Hung, M.D.
Raymond J. Taddeucci, M.D.



October 18, 2006

Lincoln/Lancaster County Planning Commission
555 South 10th Street
Lincoln, NE 68508

Dear Commissioners:

As a surgeon and a trauma leader in the City of Lincoln, I am opposed to any and all types of activity that encourages and endorses any "motor sports" racing. Be it motorcycles (which physicians cynically refer to as "donor cycles"), drag racing, motocross, etc.

The thought of young men and women (amateurs, all of them), testing their cars to see "what they will do in a quarter of a mile" fills me with dread.

The argument that it "gives the youth of Lincoln a safe place to race" is just a red-herring tactic used by the "older youth" of Lincoln to convince you to approve a track.

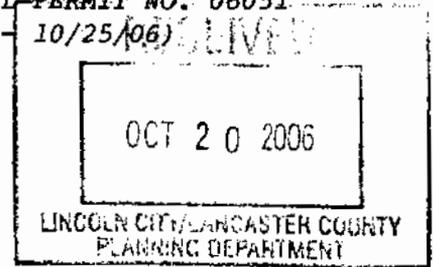
Please do not endorse an increase in very dangerous street racing by approving this application.

Greg Fitzke, MD

OPPOSITION

ITEM NO. 5.2b : COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)

October 17, 2006



Lancaster County Planning Commission
555 S. 10th Street
Lincoln, NE 68508

I am against SP 06051 or any Special Permit for the development of a motorsports facility at the proposed site on Hwy 77 between Branched Oak and Davey Road. I have lived near racetracks before found the persistent noise to be extremely irritating as well as the heavy traffic before and after the races.

Proponents of this race facility proclaimed at the meeting on 10-11-06 that a drag strip at this location would promote the development of commercial businesses such as motels restaurants, etc. These statements were made without any documentation to justify their statements. Words without proof/documentation are meaningless and even could be dangerous.

Finally, they want to build this facility within a half-mile of a beautiful Danish Cemetery. They claim that the facility will be "shut down or put on hold while funeral are in progress. I guess that sounds nice but races are booked in advance while funeral processions are not. I question seriously that they will halt their business operation.

As a private landowner in northern Lancaster County, I ask you to deny this Special Permit.

Sincerely,


Herbert Hoover
5611 Agnew Rd.
Ceresco, NE 68017

Please deny the application for a drag strip in Lancaster County

www.cprlife.org/

Here is a web site on an issue that literally hits way to close to home. I am a part of this expansive group of people. If you can please read the issues at hand on this website and contact us to sign the petition to help save the AG and AG(R) land in Northern Lancaster County.

99.9% of the people in this group started out, not in opposition to a drag strip but **where it is being proposed.**

****Now since there has been a great deal of underhanded, mudslinging, name calling and other accusatory remarks from the proponents, I have to believe perspectives have changed****

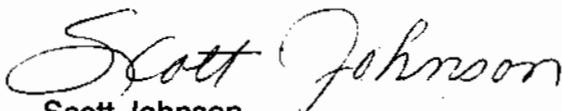
There are many other established areas that compliment the need for a drag strip other than a prime agricultural land and rural living developments.

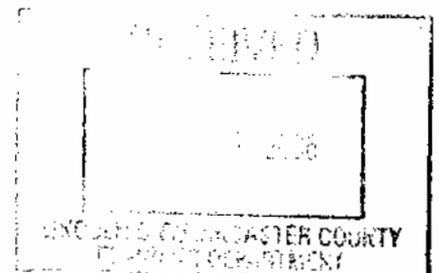
Keep in mind. The drag strip that is being proposed is **NOT** of high quality. The area in concern is not large enough to house the type of facility that the proponents believe it to be. A Midwestern track that it is being compared to is approximately **five times larger** and that area is **NOT ZONED AG or AG(R)**

If you can, please do your part in preserving prime agricultural land and a rural living in Lancaster Co. by being **opposed** to the location the drag strip is being **proposed.**

Please deny the application for a drag strip in Lancaster County.

Thank you.


Scott Johnson



Please deny the application for a drag strip in Lancaster County

I believe there is "NO NEED" for a motor sports facility in Lincoln or Lancaster County. During the process of the original dirt mining permit it had been brought to the attention of the board the nature of the application. It was to build a "Race Track".

A race track for the use of drag racing. The applicant was also an owner of a drag strip in Dodge County. This was a facility that seems to have been praised by drag racers as a great place to race. So why is it, this facility has been "abandon" and left to rot, becoming as an eyesore in that community.

The applicant is now stating he wants to build a race track. The track he owns and was so proud of is now defunct. The one he wants to build is slated to be called "Herrington raceway". This is not the name of the applicant. It is in fact the name of the prior owner of the land which is an insult to her and a slap in the face.

If the applicant is so proud of his tasks and ventures, one would think he would name it after himself.

The applicant has stated he wants to build a top notch facility. His site plan has limited space, **NO** restroom facilities, only port-a-potties, minimal and/or poor water availability, **NO** drainage run off management and a gravel lot for parking your vehicle and race equipment. I would imagine that "Top Notch" drag racers do not want to park their very expensive equipment in a gravel parking lot and change into their racing gear in a port-a-potty. This tells me the applicant is not being honest about what he is describing as a top notch facility.

There has been a great deal of name calling, mud slinging and childish behavior posted on the proponent's website. www.nemotorplex.com This has raised the awareness of a lot of racing enthusiast who have announced their departure of backing his venture. It also shows the poor character of other proponents which will carry over to this site as well.

This has been photographed and documented at the Dodge County facility.

The support in favor of the race track is weakening based in part by the proponent's **integrity**. Attached are a couple examples of this behavior.

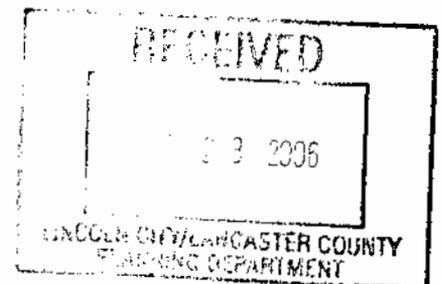
The dirt mining permit was denied. The area for the race track will still need to be mined so as to build it. Again the dirt mining permit was denied.

What's keeping the applicant from abandoning this site once he has compromised its integrity.

Please deny the application for a drag strip in Lancaster County.

Thank you.

Donna Johnson
6501 Rock Creek Rd
Ceresco, Mo. 68017



Please deny the application for a drag strip in Lancaster County

Lincoln and Lancaster County have been growing in a positive way. Increased awareness of its citizens as well as keeping on the cutting edge of a "Greener" environment is essential to growing as a city.

Lincoln is filling up Lancaster County very quickly with population growth, industry, technology, education, and agricultural information is what makes Lincoln and Lancaster County a great place to live.

In comparison to other major University cities such as Boulder and Ft. Collins in Colorado, Madison Wisconsin, Austin Texas; Lincoln is making changes to adapt to a better, cleaner way of living. Lincoln utilizes Bio-powered mass transit, and ethanol powered city and county vehicles. Lincoln has put in bicycle lanes for in town commuting. The "antelope valley project" is a major change in green space as well as the need for flood control. With the prior landfill sites such as Oak Lake and the most recent area North of Superior street, "Boosalis park" have and are becoming a family environment. It only makes sense that the growth that is taking place North of the I-80 and Highway 77 get the same treatment. In time the current landfill will receive the same respect as did the others. Based on the comprehensive plan the population growth will in fact thrive and bring new generations to the area.

The proposal of a motor sports facility will hinder and stop the growth of that community.

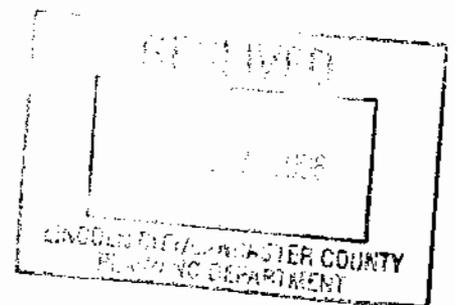
It will be a step in the wrong direction for Lincoln and Lancaster County being a "greener" environment and a welcome community to live in, if the motor sports facility comes into this area.

I believe, due to the growth in and around Lincoln with in Lancaster County; the drag strip is not advantageous to the community.

Please deny the application for a drag strip in Lancaster County.

Thank you.

*Donna Johnson
6501 Rock Creek Rd
Lincoln, NE. 68017*



Please deny the application for a drag strip in Lancaster County

Northern Lancaster County has been put aside and described in the comprehensive plan as Agricultural. Lincoln, Lancaster County and even the University of Nebraska are based on Agricultural living. Nebraska has one of the best AG schools in the country and has established itself throughout the world.

The residence that have homesteaded the land, inherited the AG life style as well as those who chose to move into the rural setting to start new families, begin their heritage and those who chose to retire all deserve the opportunity to establish themselves.

The area described has been explained in the comprehensive plan and zoned AG or AG(r). Being able to come into the area with a recreational facility like the purposed drag strip demeans the population that has made the choice to live there.

More than 85% of an approximate 100 square mile area is against the drag strip.

This area contains a multitude of wild life, wetlands, endangered species, viable farms, established rural residences and hard working, tax paying citizens.

A drag strip would "strip" the good nature from the area. The comprehensive plan designed for Northern Lancaster County put aside this resource to maintain a functioning, growing rural area that preserves the Agricultural life style.

Lancaster County chose it, we chose it. Let's preserve it.

www.cprlife.org

Please deny the application for a drag strip in Lancaster County.

Thank you

Donna Johnson
6501 Rock Creek Rd
Ceresco, Ne. 68017



Please deny the application for a drag strip in Lancaster County.

Northern Lancaster County or anywhere with in Lancaster County in not cohesive to the building of a motor sports complex. In fact, just a drag strip!!

The building of a drag strip in Lancaster County is a detriment to the city of Lincoln and Lancaster County. The proposed site is zoned for Agricultural use. This is also in the "Comprehensive plan" that has been written for Northern Lancaster County. There is a great deal of population growth taking place in a more than 100 square mile area of Northern Lancaster County.

Nothing in the area is complimentary to a race track and a race track is not complimentary to the area.

If a drag strip is built in that area it will absolutely kill the productive, positive population growth that is currently taking place.

The amount of space on the proposed site is not large enough to build a quality facility. There is no room for growth or any other commercial venture to come into that area.

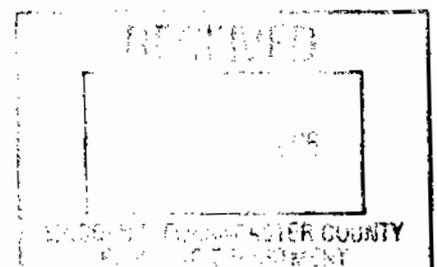
The applicant has stated there are other sites available outside of Lancaster County that are willing to bring the track in.

With this said.

Please deny the application for a drag strip in Lancaster County.

Thank you

*Donna Johnson
6501 Rock Creek Rd
Ceresco, Ne. 68017*



OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Gary Larsen"
<garyandphyllis@hotmail.com>

10/23/2006 12:01 PM

To plan@lincoln.ne.gov

cc

bcc

Subject CZ06065 and special Permit No.06051

To: Lancaster County Planning Commission
From: Gary Larsen- Resident within 1 Mile radius
Re: County Motorsports Zoning Ordinance #06065 and Special Permit #06061

A note of thank you for your patience in listening to all the testimony on the very emotional topic. I am an opponent of the application and live within one mile of the proposed site. I would ask you to please consider the testimony of the opposition from two weeks ago with equal weight to the rebuttal testimony you will hear on Wednesday.

I share in the many concerns with this proposed project that were voiced by the opposition at the last public hearing. I think all are valid points worth weighing in your decision. I was very disappointed in the lack of factual information from the proponent side. I was hoping for much more information to be shared concerning the business plan, site plan, environmental impact studies, noise studies, traffic studies and patterns, parking, fire and safety plans, since this was the "last public hearing on this issue". For whatever reason this information was held back. I am sure there will be new information on this at the coming meeting when there is no chance for a rebuttal from the opposition.

I am deeply troubled after reading Mr. Hunseker's motions to amend CZ#06065 and special permit #06051. This attempt to "gut" the county zoning recommendations to accommodate this project is appalling and not in the best interest of the county. Future projects will be determined using these guidelines. I urge you to keep some "teeth" in the ordinance. Deleting everything that doesn't fit with his plan is not a wise course of action. One prime example is there is no real mention of any control on noise except "between the hours of 10:00 p.m. and 10:00 a.m.". This is when the place would be CLOSED. There will be a lot of discussion on DB levels and ways of minimizing the impact. Please realize that there is more to noise than just its Db level. Low frequency noise and vibration is not easily controlled. It travels great distance with little dissipation. Public address systems are made to project sound. Engines roaring, tires squealing are NOISE at any level. I suspect that there will be plenty of "smoke and mirrors" in addressing this issue. I just ask for your decision to take this into consideration.

There will be discussion on the supposed "positive economic impact". It is unclear to me what we are considering. Is it a venue with 20,000 people and no parking or is it "local" races of less than 500 people? I question the claims of the "pie in the sky" estimates of economic impact. Local racers are not going to stay in hotels, eat in restaurants or go shopping at the mall. They will come race, buy gas and go home. The huge venues proposed are unrealistic for this site. Comparisons have been made to tracks in Kansas and Minnesota. These tracks are much larger, better managed and equipped for such events. Using these for comparison is ridiculous.

Through this whole process I have witnessed a developer and his lawyer use questionable tactics to confuse the issue. The first "soil mining" request that in actuality was a drag racing site preparation. There was a total lack of factual information at the "last public hearing". There has been a total failure to work with the community affected. The endless repetitive testimony to delay a decision and minimize rebuttal from the opposition and the delay in releasing amendments to limit rebuttal from opposition, to name a few. I am sure there will be more to add after this Wednesday. This is who we are to trust to make decisions greatly affecting our lives!

We are being told that all the problems with the dragstrip will be "taken care of" by Mr. Sanford. From what I have seen up to this point I am very skeptical of his "fixes". What will be the penalties and course of action needed if standards are not met.? I realize this is a tough call for the commission but I urge you to create a strong zoning ordinance and deny the special permit.

Thank you for you attention,

Sincerely,

Gary V. Larsen
17575 N. 70th street
Lincoln, NE 68517

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http://clk.atdmt.com/MSN/go/msnnkwsp0070000001msn/direct/01/?href=http://space.s.live.com/spacesapi.aspx?wx_action=create&wx_url=/friends.aspx&mkt=en-us

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 Cont'd Public Hearing - 10/25/06)



"Mary Herres"
<business@kzum.org>
10/24/2006 02:55 PM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>
cc
bcc
Subject Opposing Drag Strip

Dear Commissioners,

I am against SP 06051 or any Special Permit for the development of a drag strip at the proposed site on Hwy 77 between Branched Oak and Davey Rd.

John Sanford has taken an underhanded, fraudulent approach to attaining approval through the Planning Commission by applying for a "Mining Permit" for this development. This in itself shows that he is aware of the problems with locating a drag strip within the community. Racing proponents proclaimed at the Planning Commission meeting on 10-11-06 that a drag strip at this location would promote the surrounding development of commercial businesses such as motels, restaurants, ect. This does not fit into the Comprehensive Plan. There are not utility infrastructures in place at that location to support such commercial development. This is a weekend, seasonal, part-time venue, which is not likely to attract any significant business interest due to the inconsistent nature of events.

The propensity of fans and racers leaving the facility to drag down Hwy 77 with a mixture of alcohol and adrenaline, is great. We don't need this risk on our roads.

As a registered voter, I am asking that you deny this or any application for a motorsports facility at this location.

Sincerely,
Mary Herres
2631 Washington
Lincoln NE 68502

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Mary Aldrich-Knight"
<maidrichknight@unitedwayll
ncoln.org>

10/23/2006 03:03 PM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>

cc

bcc

Subject Drag strip please say no!

Dear Commissioners,

I am against SP 06051 or any Special Permit for the development of a drag strip at the proposed site on Hwy 77 between Branched Oak and Davey Rd.

Racing proponents proclaimed at the Planning Commission meeting on 10-11-06 that a drag strip at this location would promote the surrounding development of commercial businesses such as motels, restaurants, ect. There are not utility infrastructures in place at that location to support such commercial development. The cost to the City of Lincoln would be phenomenal to entertain such a venture. This is a weekend, seasonal, part-time venue, which is not likely to attract any significant business interest due to the inconsistent nature of events.

The millions of dollars this infrastructure expansion would cost the city and county taxpayers would constitute an unfair tax burden to support a small population of racers who have a selfish "need for speed". The propensity of fans and racers leaving the facility to drag down Hwy 77 with a mixture of alcohol and adrenaline, is great. We don't need this risk on our roads.

The Comprehensive Plan states this is a rural area with no plans for other development for well over a decade.

As a registered voter, I am asking that you deny this or any application for a motorsports facility at this location.

Sincerely,

Mary Aldrich-Knight
3740 J Street
Lincoln, Ne 68510

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OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Contd Public Hearing 10/25/06)



"ed mcgovern"
<magoos@neb.rr.com>
10/23/2006 11:10 AM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>
cc
bcc

Subject Opposition to Drag Strip on Highway #77

Gentlemen:

I am opposed to SP 06051 or any Special Permit for the development of a drag strip at the proposed site on Highway 77 between Branched Oak and Davey Rd.

Racing proponents proclaimed at the Planning Commission meeting on October 11, that a drag strip at this location would promote the surrounding development of commercial businesses such as motels, restaurants, etc. There are no utility infrastructures in place at that locaiton to support such commercial development. The cost to the City of Lincoln would be phenomenal to entertain such a venture. This is a weekend, seasonal, part-time venue which is not likely to attract any significant business interest due to the inconsistent nature of events.

The millions of dollars this infrastructure expansion would cost the city and county taxpayers would constitute an unfair tax burden to support a small population of racers who have a selfish "need for speed." The propensity of fans and racers leaving the facility to drag down Highway 77 with a mixture of alcohol and adrenaline is great. **WE DO NOT NEED THIS RISK ON OUR ROADS!!**

The Comprehensive Plan states this is a rural area with no plans for other development for well over a decade.

As registered voters we are asking that you deny this or any application for a motorsports facility at this locaiton.

Sincerely,

Edward P McGovern
Patricia C. McGovern
73109 Whitestone Drive, Lincoln, NE 68506

OPPOSITION

(p.121 & 127 - Cont'd Public Hearing - 10/25/06)

ITEM NO. 5.2a&b: COUNTY CHANGE OF ZONE NO. 06065
COUNTY SPECIAL PERMIT NO. 06051

**LAW OFFICES OF
CLINE, WILLIAMS, WRIGHT, JOHNSON & OLDFATHER, L.L.P.**

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(402) 397-1700

AURORA
1207 M STREET
P.O. BOX 510
AURORA, NEBRASKA 68818
(402) 694-6314

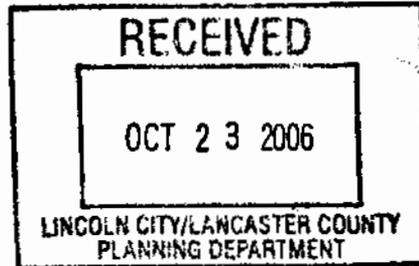
SCOTTSDLUFF
RAILWAY OFFICE PLAZA
115 RAILWAY STREET, SUITE A-115
SCOTTSDLUFF, NEBRASKA 69361
(308) 635-1020

October 23, 2006

CHARLES E. WRIGHT, COUNSEL
CHARLES M. PALLESEN, JR., COUNSEL
ALAN E. PETERSON, COUNSEL
RICHARD P. JEFFRIES, COUNSEL

VIA HAND DELIVERY

Mike DeKalb
County Planner
555 South 10th Street, Room 213
Lincoln, NE 68508



Re: Proposed Zoning Amendment and Drag Strip Application
County Change of Zone No. 06065
County Special Permit No. 06051

Dear Mr. DeKalb:

At the conclusion of the public hearing on October 11, 2006, members of the Planning Commission requested additional information on three topics: (1) the proceedings and recommendations, if any, of the Motor Sports Task Force; (2) a description of the land in Lancaster County that meets the requirements of the draft amendment to the County zoning ordinance; and (3) the availability of studies on the potential for noise mitigation.

I will leave the second issue to the staff of the Planning Department. However, on behalf of my clients who live and own land in the vicinity of the proposed drag strip, I would like to address the first and third of these issues. I would also like to address, briefly, the issues of economic development and the changes to the draft amendment that were proposed by Mr. Sanford and his attorney at the last public hearing.

Please forward copies of this letter to the members of the Planning Commission.

October 23, 2006

Page 2

I. THE MOTOR SPORTS TASK FORCE

It is my clients' understanding, after investigating the matter, that the Motor Sports Task Force met only a few times and never voted to recommend any site for a drag strip in Lancaster County. Minutes of the task force's meetings which were provided to Karen Kurbis, are enclosed with this letter as Attachment A.

At the public hearing, Carol Brown spoke at length on this issue and in support of Mr. Sanford's application to operate the drag strip. Ms. Brown has factual information on what took place at the task force meetings, but it should be acknowledged that she is not a neutral party. Nor is she simply a racing enthusiast or a friend of Mr. Sanford. In fact, Mr. Sanford has contributed \$1,400.00 to Ms. Brown's campaign in her bid to be elected to the Nebraska Legislature. According to reports filed with the Accountability and Disclosure Commission, this is the largest single contribution that has been made to Ms. Brown's campaign. A copy of the schedule filed with the Accountability and Disclosure Commission that describes this \$1,400.00 contribution is enclosed herewith as Attachment B.

There is nothing inherently improper about this contribution, but the Planning Commission should be aware of it in weighing Ms. Brown's testimony before the Commission.

II. NOISE MITIGATION

If the proposed drag strip were built, it would generate tremendous noise. The Planning Commission asked for information on a study from Pomona, California. We believe it is also important for the Planning Commission to review a study drag-strip noise that the County Health Department conducted at the Lincoln Municipal Airport. That study concluded that unmuffled vehicles would generate noise in the range of 57 to 71 decibels, depending on the vehicle, at a distance of 4500 feet, and noise levels greater than 50 decibels at a distance of one mile. Noise levels close to the track were presumably much greater. These noise levels exceed the 50 decibel and 65 decibel maximums in the City's ordinance and the draft amendment. A copy of the Health Department's report is enclosed herewith as Attachment C.

October 23, 2006

Page 4

Importantly, the vehicles tested by the Health Department do not appear to have included the “top fuel” and “funny car” racers that everyone agrees make the most noise.

Just how much noise Mr. Sanford’s track would produce is impossible to say. Mr. Sanford has not provided any studies to demonstrate the amount of noise that would be generated by the types of cars he intends to race. While Mr. Sanford has promised to undertake measures to mitigate noise, he has not provided any designs or specific details on the concrete barriers and earthen berms he says he will build. Needless to say, unless and until such information is provided — including information on the number, size, shape, and sound-absorbing characteristics of the berms and barriers — it is impossible to tell how much, if any noise, will actually be produced and/or mitigated.

In short, Mr. Sanford has provided no reasonable estimate of the amount of noise his proposed facility will produce and none of the information that would be required to determine how much, if any, of that noise will be dissipated or absorbed before it reaches his neighbors. Under these circumstances, there is no basis for the Planning Commission to conclude that the proposed race track will comply with the requirements of the draft amendment.

III. ECONOMIC DEVELOPMENT

It is also impossible to determine what, if any, economic benefits the proposed race track will bring to Lancaster County. Any reasonable assessment of the economic impact of the facility must take into account the harm it will inflict on the value of surrounding property. In addition, after the last public hearing, it is extremely difficult to determine what economic benefits will actually materialize. When faced with complaints about noise, Mr. Sanford and his supporters repeatedly testified that the worst noise comes from “top fuel” and “funny car” dragsters, and that those cars will only run once or twice a year. But these are the same cars that Mr. Sanford promises will draw large crowds of out-of-town spectators to inject money in the local economy. If these cars run only once or twice a year, how many spectators will actually travel to the Lincoln area, stay in hotels, and go to restaurants week in and week out?

October 23, 2006

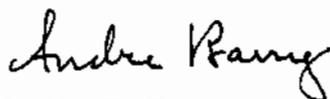
Page 4

Based on the testimony in support of Mr. Sanford's application, it appears that the track must be extremely loud to draw large crowds and generate significant revenues for other businesses in the County. If the track is merely loud (and still interfering with neighbors' quite use and enjoyment of their land), its economic effect on Lancaster County will be negligible at best.

IV. MR. SANFORD'S PROPOSED CHANGES TO THE DRAFT AMENDMENT

Mr. Sanford's attorney has proposed a number of changes to weaken the draft amendment. My clients continue to believe that the provisions of the draft amendment are reasonable and necessary to provide minimal protection to the public. In particular, it is important for any applicant to be up front with the County about the amount of noise his track will generate, the hours it will operate, and the types of cars that will race there, and the other activities that will take place there. Mr. Sanford has asked that these requirements be removed from the draft amendment. In addition, the draft amendment's prohibition on locating a race track next to a cemetery is necessary to comply with federal law. We request that the Planning Commission reject all of Mr. Sanford's proposals to water down the draft amendment.

Very truly yours,



Andre R. Barry
For the Firm

Minutes
Motor Sports Task Force
5:00 p.m., November 10, 2004

The Motor Sports Task Force had its first organizational meeting on November 8, 2004 for the purpose of discussing motor sports activities in the City of Lincoln and Lancaster County. The charge for this task force is to explore the financial costs and benefits for a variety of motor sports activities in this Lincoln-Lancaster County area.

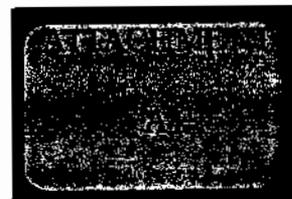
The first meeting included the following discussions:

- A search for motor sports activities in communities and counties of a similar size to Lincoln-Lancaster County, including creation of a matrix of motor sports events.
- Using the matrix, a financial analysis of these events using a computer program prepared by Georgia Tech University that is used nationwide by about 75% of Economic Development entities in the United States. The Convention and Visitors Bureau (CVB) estimated that it may take about two to four weeks to complete this analysis.
- Using the matrix, examination of land uses and restrictions for a variety of motor sports activities in communities and counties of similar sizes and the opportunity to locate such sites in Lincoln-Lancaster County.

The next meeting will be November 15, 2004 at 5:00 p.m. in the Mayor's Conference Room, City-County Building, 555 S. 10th Street. Should you have any questions, please call me at (402) 441-7514.

Sincerely,

Dr. Darl Naumann,
Director Economic Development
Lincoln-Lancaster County



Minutes
Motor Sports Task Force
5:00 p.m., November 15, 2004

The Motor Sports Task Force had its second meeting on November 15, 2004 for the purpose of discussing motor sports activities in the City of Lincoln and Lancaster County. The charge for this task force is to explore the financial costs and benefits for a variety of motor sports activities in this Lincoln-Lancaster County area.

The second meeting included the following discussions:

- A search for motor sports activities in communities and counties of a similar size to Lincoln-Lancaster County, including creation of a matrix of motor sports events. It was suggested that in addition to demographic analysis from the Lincoln Partnership for Economic Development, that this committee gather data lists from motor sports sales in the City of Lincoln to conduct a survey of Motor Sports users. In addition to drag racing, car racing, motor cross, sprint cars and other traditional sports, that we also explore water motor sports.
- Using the matrix, a financial analysis of these events using a computer program prepared by Georgia Tech University that is used nationwide by about 75% of Economic Development entities in the United States. Lisa Darlington, Research Director for the Lincoln Partnership for Economic Development is in the process of entering data to calculate the impact on Lincoln-Lancaster County. She is currently working with Mike Lang from Lincoln Electric System to complete the Utility data. The Convention and Visitors Bureau (CVB) estimated that it may be completed by November 29th.
- Using the matrix, examination of land uses and restrictions for a variety of motor sports activities in communities and counties of similar sizes and the opportunity to locate such sites in Lincoln-Lancaster County. Mike DeKalb from the City-County Planning Department suggested that we use conditions and restrictions already developed for Motor Sports activities in the

City of Lincoln.

- It was suggested that the task force have presentations from groups indicating interest in a variety of Motor Sports activities in two different meeting in December.

The next meeting will be November 29, 2004 at 5:00 p.m. in the Mayor's Conference Room, City-County Building, 555 S. 10th Street. Should you have any questions, please call me at (402) 441-7514.

Dr. Darl Naumann,
Director Economic Development
Lincoln-Lancaster County

Minutes
Motor Sports Task Force
5:00 p.m., November 29, 2004

The Motor Sports Task Force had its third meeting on November 29, 2004 for the purpose of discussing motor sports activities in the City of Lincoln and Lancaster County. The charge for this task force is to explore the financial costs and benefits for a variety of motor sports activities in this Lincoln-Lancaster County area.

The third meeting included the following discussions:

- A search for motor sports activities in communities and counties of a similar size to Lincoln-Lancaster County, including creation of a matrix of motor sports events. It was suggested that in addition to demographic analysis from the Lincoln Partnership for Economic Development, that this committee gather data lists from motor sports sales in the City of Lincoln to conduct a survey of Motor Sports users. In addition to drag racing, car racing, motor cross, sprint cars and other traditional sports, that we also explore water motor sports. The task force decided to explore the dealers within a 100 mile radius of Lancaster County, and the magazine "Dealer News." Dennis Bennett will report progress on this research at the December 13th meeting. Sample questions will also be distributed for review before that meeting.
- The matrix should include: motorcross (super, natural); drag racing; road course; go-cart/shifter kart courses; water motor sports. This is not an exclusive list.
- Using the matrix, a financial analysis of these events using a computer program prepared by Georgia Tech University that is used nationwide by about 75% of Economic Development entities in the United States. Lisa Darlington, Research Director for the Lincoln Partnership for Economic Development relayed through task member Jeff Maul that the Motor Sports Task Force needs to provide data to calculate the impact on Lincoln-Lancaster County. The Convention and Visitors Bureau (CVB) estimated that it may be completed in

January.

- Using the matrix, examination of land uses and restrictions for a variety of motor sports activities in communities and counties of similar sizes and the opportunity to locate such sites in Lincoln-Lancaster County. Web Sites in Chandler, AZ and Marshalltown, IA were reviewed. Another Web Site discussed is www.midamericamotorplex.com/code/track_main.asp. This site has motorplex designs which are as large as 240 acres.
- It was suggested that the task force have presentations from groups indicating interest in a variety of Motor Sports activities in two different meeting in December. Greg Sandford will be asked to give a presentation.

The next meeting will be December 13, 2004 at 5:00 p.m. in the Mayor's Conference Room, City-County Building, 555 S. 10th Street. Should you have any questions, please call me at (402) 441-7514.

Dr. Darl Naumann,
Director Economic Development
Lincoln-Lancaster County



Campaign Finance
Lobbying
Ethics / Conflicts of Interest
Enforcement

Committee
Financial Summary
Schedule A
Schedule B
Schedule C
Schedule D

SCHEDULE A - Contributions Over \$250 Received from the Candidate and Other Individuals

List all individuals from whom contributions totaling more than \$250 were received during the period covered by the report and all individuals who have contributed a cumulative total of over \$250 during the election period. (Include contributions of over \$250 received from the candidate.) All contributions from the same donor must be listed under the same name. In the first column list the name and address of each individual who has contributed a cumulative total of over \$250 during the election period. In the next column list the date(s) of the contributions, except those which have been previously reported. In Column A, list the total amount of the contributions received to date during the election period as of the beginning of the reporting period from each of the individuals listed. If you are filing your first Campaign Statement for the Primary Election or an annual statement, the column will show zero. If you are filing your second election Campaign Statement or any subsequent election statement, this column must include amounts listed on previous election Campaign Statements. In Columns B, C, and D, list the contributions received during this period. In Column E, list the total contributions received from each of the individuals listed for the election period to date. (E.g., An individual who gave \$150 during the Primary Election and \$125 during the General Election would have his or her contributions accumulated and would be reported on this schedule.)

Name, Street Address or Rural Route, City and State of Each Individual Who Contributed a Cumulative Total of Over \$250 During the Election Period	Date of Each Contribution Not Previously Listed	Total Contributions Previously Reported During the Election Period	Cash Contributions This Period	In-Kind Contributions This Period	Unpaid Pledges This Period	Total Contributions Election Period to Date
		A	B	C	D	E
		+	+	+	=	

NOTE: DESCRIBE IN-KIND CONTRIBUTIONS IN THE FIRST COLUMN

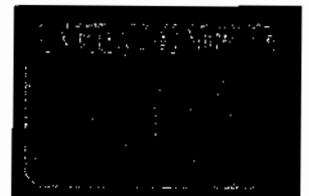
-- REFERENCE CANDIDATE COMMITTEE TREASURER'S GUIDE FOR EXAMPLES --

J.R. BROWN, III 5501 ROCKFORD DR. LINCOLN NE 68521		650.00				650.00
JIM CADA 2000 W. ARABIAN RD LINCOLN NE 68523		500.00				500.00
GREG SANFORD 1710 N. 87TH LINCOLN NE 68505		1400.00				1400.00

***REMINDER:** All individuals who contributed a cumulative total of more than \$250 during the election period must be listed, including those shown on previous Campaign Statements filed for this election period

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FAX

LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT

3140 N Street, Lincoln NE 68510 • Phone: 441-8000

Fax: 441-3890

DATE: 5/4/06

NUMBER OF PAGES: 6

TO: John Baumgartner, ADM

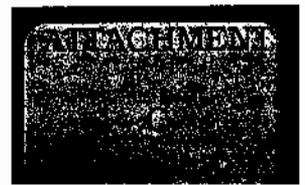
FAX #: 464-5956

SUBJECT: Airport Dragstrip Noise Testing

FROM: Gary Walsh, LLCHD

PHONE #: 441-8039

MESSAGE: John - This is the report you requested. The noise level limits (65 and 50 dba) that are mentioned in the report are unique to the Airport Environs where this testing was conducted. You may be aware of the fact that Lincoln's noise ordinance does not extend beyond its 3-mile area of zoning jurisdiction. The area in which the grading is planned is outside of that area and the County does not have noise regulations for that area. Note: Although the document is marked "DRAFT", this was the final report.



DRAFT

Race Vehicle Noise Testing at Lincoln Municipal Airport

Date: June 4, 2002

Time: 7:45 p.m.- 8:35 p.m.

Location of test strip: West tarmac, east of Duncan Avionics facility, Lincoln Municipal Airport. Measurement site: Northeast corner of NW 47th and West Mathis at a distance 4500 feet (0.85 miles) west of the test strip (see attached map, the blue line represents the one-mile distance from the test strip).

Weather conditions: Wind was north at approximately 5 mph, no precipitation but somewhat humid.

Type of vehicles tested: Muffled (6) and unmuffled (10-15) stock-bodied vehicles used for drag racing and two motorcycles, one of which was a drag bike.

Testing regime: Vehicles were accelerated in pairs in some cases, primarily the muffled cars, over a 200 foot test strip. Unmuffled vehicles for the most part were not run in pairs but there were several side-by-side contests. A number of vehicles engaged in "burnout" activity which was recorded as a noise event because this is part of normal drag racing activity.

Instrumentation: Noise measurements were taken with a calibrated B and K Model 2225 sound level meter equipped with a wind screen. An A-weighted scale is employed with this meter using slow response for background measurements and for muffled vehicles. The fast response meter function was used to obtain readings for the unmuffled vehicles (cars and motorcycles).

Noise Measurement Results

1) Background noise recorded at the measurement site in the absence of noise from the racing test strip was 43.5 db(a); decibels A-weighted scale = db(a). No aircraft noise was present, but some of the background noise was the result of traffic noise from NW 48th Street. Background levels were low enough during the testing so as to not interfere with the individual measurements of noise associated with the test vehicles.

2) There were 6 vehicles involved in the testing that were muffled. A total of 9 noise events associated with these vehicles were recorded. The range of readings for these events was 50 to 60 db(a). The equivalent sound level (Leq) computed for these 9 events was 57 db(a). The Leq is a common noise descriptor used to evaluate community noise levels because it is a reasonably good indicator of community annoyance according to the EPA. In order to develop a scenario that would simulate a typical 1/4 mile event at a drag strip, a 15 second time frame was used in conjunction with the 57 db(a) to compute a two-minute Leq at the measurement distance, i.e.,

T T A R O

4500 feet. The 15 second interval would include noise associated with staging, the 1/4 mile run, and shutdown after the run. A two-minute Leq of 50 db(a) is the limit established in the LMC 27.63.570(d) that is associated with racing events in the Airport Environs for areas greater than one-mile from the track site that are located outside of the Ldn 65 noise contour.

A two-minute Leq of 48 db(a) was computed for the muffled vehicle scenario at 4500 feet. The computation method accounts for the 15 second noise event and the remainder of the period during which there is no noise from racing activity. It is reasonable to assume that only a single event of this nature would occur during a period of two minutes.

Due to the fact that the measurement site is 0.85 miles from the test site it was necessary to extrapolate the two-minute Leq to a distance of one-mile. A typical assumption used for making this extrapolation is that a 6 db(a) reduction is realized for each doubling of distance from the noise source provided the majority of the distance over which the noise travels is a "soft" surface (such as dirt and grass). At a distance of 9000 feet, a noise level of 42 db(a) would be assumed. Where the distance is one-mile (5280 feet) the noise level would be approximately one to two decibels less than at the measurement site. The predicted two-minute Leq at a distance slightly greater than one-mile would be 46 to 47 db(a). Except for the extreme east side of Arnold Heights near West Mathis and NW 48th Street, almost all of this area is greater than one-mile from the test site. It is also noted that all of Arnold Heights is located outside of the Ldn 65 noise contour. Therefore, the 50 db(a) limit is applicable to almost all areas in Arnold Heights.

3) There were 10-15 vehicles involved in the testing that were unmuffled. A total of 28 noise events associated with these vehicles were recorded at the measurement site. The sound equivalent level (Leq) computed for these 28 events was 64 db(a). The range for these readings was 57 to 71 db(a). The same procedure described previously for muffled vehicles was used for the 1/4 mile racing scenario and computation of the two-minute Leq, except that 64 db(a) was used in conjunction with the 15 second time frame.

A two-minute Leq of 55 db(a) was computed for the measurement site. When this level was extrapolated to a distance slightly greater than one-mile, the predicted two-minute Leq was 53 to 54 db(a). As previously noted, the limit for almost all of the Arnold Heights area, given the location of the test site, is 50 db(a).

Conclusions:

1) The noise level associated with muffled racing vehicles is predicted to comply with the two-minute Leq limit of 50 db(a) at a distance greater than one-mile from the test site.

2) The noise level associated with unmuffled racing vehicles is predicted to exceed the 50 db(a) two-minute Leq limit at distances greater than one-mile from the test site. This area of exceedence covers almost the entire area of Arnold Heights and the area south of West Adams Street and west of NW 48th Street. Note: Approximately one-half of the Ashley Heights area is covered by the 50 db(a) limit (the entire area is located outside of the Ldn 65 noise contour). The portion inside of one-mile from the test site is subject to the Leq 10 minute limits of 65 db(a) and

55 db(a) for daytime and nighttime hours, respectively, that have been established in the LMC 8.24.090, Table 1. However, if muffled vehicles only are operated at the test site, the noise levels (Leq) in the portion of Ashley Heights that is within one-mile of the test site should be at or within 50 db(a).

Recommendations:

In the event additional noise testing is requested for muffled and unmuffled vehicles, it is suggested that testing be conducted using the following testing and measurement protocols:

- 1) Vehicles would be operated in a side-by-side manner for all test runs.
- 2) Each test run would be a minimum of 1/8 mile in distance, if possible.
- 3) All other activities associated with a normal run, such as staging, would be conducted in order to simulate an actual racing event to the extent possible.
- 4) After discussion with the event operator, all Leq measurements will be based on a one-minute sampling period.
- 5) All measurements will be taken in residential areas where the measurement sites are slightly in excess of one-mile from the test site. Two locations in Arnold Heights and one in Ashley Heights should be selected.

**Summary Table of Drag Race Noise Testing Results (in db(a))- Lincoln Municipal Airport
June 4, 2002**

Muffled Vehicles

<u>Noise Events</u>	<u>Peak Leq</u>	<u>Range</u>	<u>10 min. Leq (4500 ft)</u>	<u>2 min. Leq (4500 ft)</u>	<u>2 min Leq (> 1 mi.)</u>
N = 9	57	50-60	47	48	46-47

Unmuffled Vehicles

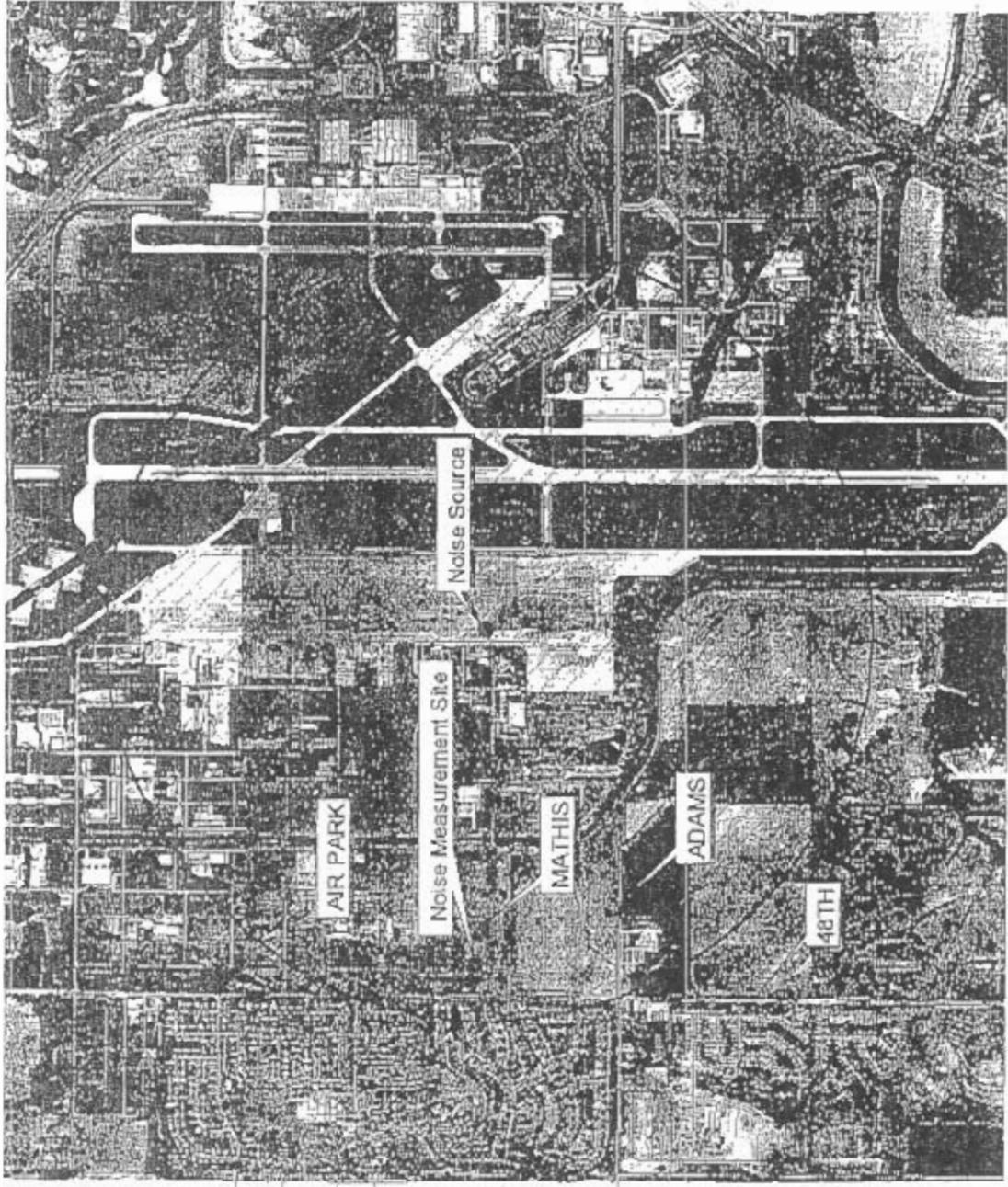
N = 28	64	57-71	54	55	53-54
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Notes:

- 1) The 10 minute Leq limits in the LMC 8.24.090, Table 1, are 65 db(a) for the time period 7 am to 10 pm and 55 db(a) for the time period 10 pm to 7 am. These would apply in the areas that are one-mile or less from the test site.
- 2) The 2 minute Leq limit in the LMC 27.63.570(d) is 50 db(a) for the Airport Environs. This applies in areas greater than one-mile from the test site that are outside of the Ldn 65 noise contour.

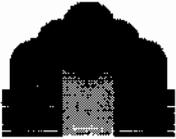
dragstripnoisetests,LAA.wpd

Airpark Noise Testing



OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



Jean L Walker/Notes
10/23/2006 06:03 PM

To
cc Marvin S Krout/Notes, Michael V Dekalb/Notes, Mark
Hunzeker, Greg Sanford,
bcc
Subject Opposition: County Special Permit No. 06051

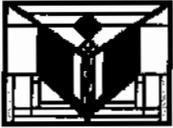
Dear Commission Members:

The petitions in opposition submitted by the opponents at the public hearing on October 11, 2006, consist of 81 pages and approximately 642 signatures. I believe each Commission member received a copy at the meeting. The petitions are also on file in the Planning Department office.

--Jean Walker, Administrative Officer
City-County Planning Department
441-6365

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



Michael V Dekalb/Notes
10/24/2006 07:44 AM

To Jean L Walker/Notes@Notes
cc
bcc
Subject Fw: Drag Strip

----- Forwarded by Michael V Dekalb/Notes on 10/24/2006 07:43 AM -----



"Sony L Lowrey"
<sony22@inebraska.com>
10/23/2006 06:36 PM

To <mdekalb@lincoln.ne.gov>
cc
Subject Drag Strip

Please respond to
"Sony L Lowrey"
<sony22@inebraska.com>

To Whom It May Concern:

I think it would be very unfair to the people in North Lincoln to put up with the tremendous noise a Dray Strip would create. Many live within a few miles. Their lives would be turned upside down. I on occasion visit a friend in Ashland and many times you can hear the noise from the Race Track in Greenwood, which is at least 8 miles away. I can't imagine if you lived within a couple miles how difficult it would be. Surely there is a place further out that would not affect so many people. Sony Lowrey 7128 Beaver Creek Lane, Lincoln, NE 68516

Add FUN to your email - [CLICK HERE!](#)



Karen Kurbis
<lama_mama@alltel.net>
10/23/2006 11:39 PM

To plan@lincoln.ne.gov, mdekalb@lincoln.ne.gov
cc
bcc
Subject CZ#06065 & SP#06051 drag strip opposition

To: Planning Department, Planning Commission and County Commissioners:

Re: Change of County Zone CZ#06065 – race track ordinance and Special Permit #06051 – drag strip

Good faith is a duty that all of us are charged with in our day to day life. I know that it is difficult for the staff of the planning department, planning commissioners and county board members to wade through the numerous letters and data being submitted to you. As you come to your decision of whether or not to support a drag strip at this location, or how to draft a fair motorsports ordinance for the county, we hope you keep in the back of your mind the question “would I support such a facility in my backyard as well as the backyard of the constituents I serve in Lancaster County?”.

I do not believe Greg Sanford is practicing good faith in regards to the drag strip application. In addition to what has already been documented, the lack of open communication with neighbors, there is much more.

Good faith would have been presenting government planning members with a detailed site map, sound mitigation details and a noise impact study. Planning staff were correct to recommend denial based on this lack of information. Failure to supply this information has resulted in the unnecessary expense of additional public hearing time of city officials, opposition and proponents.

Noise is a huge concern. Good faith would have been showing how he would intend to mitigate the noise, in the way of detailed site plans with the berms and other sound proofing identified. It could also have been demonstrated by displaying extensive tree plantings on the perimeters of the proposed site to assist in sound control.

As we all anticipated, the applicant waited until the last minute to hand in amendments and failed to be courteous enough to provide our attorney with a copy. A review of his amendments quickly shows why. Even with all I have witnessed to date, I am amazed at the lack of good faith demonstrated by the applicant's amendments. He wants to strike language in regards to submitting information or complying with the following items from 13.016:

- *Noise impact analysis -(a)(6)*
- *Effects of noise mitigating measures - (a)(6)*
- *Days and hours of operation – (a)(8)*
- *Description, type, frequency of other events/uses incidental to racing facility (a)(9)*
- *Reword the intent of (d) to restrict complying with noise levels only between 10pm and*

- 10am, as well as increasing sound levels by 10 decibels*
- *Delete the one mile restriction from existing cemeteries, hospitals & churches, residential areas, rural use/acreage areas, schools & parks*

How can you address the noise impact without this information? At this point, there is insufficient data to make an informed decision about the noise impact on surrounding residents.

Deleting time restrictions to allow running a drag strip all hours of the night, any day of the week, in no way demonstrates good faith; in fact it is just a blatant disregard for the neighbors in our community. His proposed schedule calls for race events Friday through Sunday, nine months of the year. Would you want unlimited hours of operation and noise levels like that in your neighborhood? His blatant disregard for society in general is evidenced here.

I do not want my neighbors, as well as myself, to be subjected to such a self centered ordinance which does not serve the best interests of Lancaster County. Act in good faith for your constituents, maintain the language as presented for race track ordinance CZ#06065 and then deny the application of the proposed drag strip on SP#06051.

Sincerely,
Karen Kurbis
17500 N. 84th Street
Lincoln, NE 68517

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Rod & Nancy Johnson"
<rodmj@microlnk.com>

10/23/2006 07:24 PM

Please respond to
"Rod & Nancy Johnson"
<rodmj@microlnk.com>

To <plan@lincoln.ne.gov>

cc

bcc

Subject Regarding the drag strip proposal

3821 Mill Rd.

Davey, NE 68336

October 23, 2006

To All Six Members of the Planning Commission:

We are writing to you again after having sat through the entire proceedings of your last meeting, particularly because of our concern regarding the question of a drag strip in the agricultural residential area on north #77.

May we say at the outset that from that meeting we appreciated the people who came to support the proposed drag strip. They were very obviously from confined city situations, expressing their longing repeatedly for some place to have the sport that gives them some freedom from confining city life. We respect their needs. We moved to the country because we had those same needs for active time in the country.

But they have chosen to live in the city; we have chosen to live in the country. They have chosen, by their own testimony, a noisy, polluted, rough sport; we have chosen a quiet lifestyle. We do not seek to impose our lifestyle on any city dwellers, nor do we expect them to try to impose their lifestyle on us.

Our group very carefully abided by your rules, depending on expert witnesses to represent us without any repetition that would waste your time. The proponents of the drag strip used endless repetition, evidently in hopes of wearing you down & driving us out. It was indeed too much for at least 2 of your number who gave up and walked out on it all.

Why did you, Chairman Jon Carlson, not insist that your own rules be kept? Why was the wise word of, we believe, Mr. Kraut, not listened to when he stated clearly at the very beginning that this drag strip is not a "right fit" for the proposed location & the question should not be taking up your time? Why was there no simple decision made to deny Greg Sanford's petition when even many of the proponents spoke of the high level of noise, the crowds that would come, and also the transience of those crowds? Are you really assuming that revenues from local traffic will support the drag strip, or that there is adequate provision for the proposed out of state enthusiasts? The hoped for outcomes absolutely do not fit the proposal.

And did you note the woman who said she took her little child back to her trailer, not to a motel, to rest when needed during these events? Just where in Greg Sanford's plans will there be room for RVs, and what benefit is there to Lincoln from people who eat and sleep in their own homes away from home? Has he made plans for accommodating the RVs with room for places to grill, picnic tables, and a dump station and fresh water? He's claiming this should be a facility drawing large crowds but his "facts" just don't add up to a credible case.

All the above and much more aside, we again beg you to return to the original plans for this area of Lancaster County, respecting the families located in the immediate and wider affected area around the location that Greg Sanford has purchased. We understand the desires of the drag strip proponents but ask that you make a clear recommendation that this present location be denied and a more suitable location be sought where so many country homes are not affected. If indeed common sense and good business sense do not prevail, we will wonder just what

perverse influences have been brought to bear on each of you sitting on the Lancaster Planning Commission.

Very Sincerely,

Rodney M. and Nancy E. Johnson

Rodmi@microlnk.com

Living within very clear earshot of the proposed facility.

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



<cksayre@windstream.net>
10/23/2006 06:52 PM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>
cc
bcc
Subject

Dear Commissioners,

I am against SP 06051 or any Special Permit for the development of a drag strip at the proposed site on Hwy 77 between Branched Oak and Davey Rd.

Racing proponents proclaimed at the Planning Commission meeting on 10-11-06 that a drag strip at this location would promote the surrounding development of commercial businesses such as motels, restaurants, etc. There are not utility infrastructures in place at that location to support such commercial development. The cost to the City of Lincoln would be phenomenal to entertain such a venture. This is a weekend, seasonal, part-time venue, which is not likely to attract any significant business interest due to the inconsistent nature of events.

The millions of dollars this infrastructure expansion would cost the city and county taxpayers would constitute an unfair tax burden to support a small population of racers who have a selfish "need for speed". The propensity of fans and racers leaving the facility to drag down Hwy 77 with a mixture of alcohol and adrenaline, is great. We don't need this risk on our roads.

The Comprehensive Plan states this is a rural area with no plans for other development for well over a decade.

As a registered voter, I am asking that you deny this or any application for a motorsports facility at this location.

Sincerely,

Christopher and Catherine Sayre
834 S 36
Lincoln, NE 68510

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"TIMOTHY J KUBICEK"
<Kubsqr189@man.com>
10/22/2006 10:28 PM

To <plan@lincoln.ne.gov>
cc
bcc
Subject CSP# 06051 DRAGSTRIP

Dear Planning Commission

My name is Kay Mellen and my husband and I built our home at 17800 N 84th st over 30 years ago. We looked for land as far north in Lancaster county as we could to get

noise, traffic and bright lights. We never dreamed that we would ever need to worry about any commercial development (especially a drag

My husband Walt Mellen has worked at Goodyear for 37 years and we have graciously paid our taxes and generally buy everything we r

One of the major concerns for many people residing within 5 miles or so is the very loud noise. Proponents believe the sound can be buff muffled as I believe most of the cars at the proposed track would as well. Some of the dragstrip proponents chose to live close to noisy tr

A second concern for me is the increased risk of fire. They claim they will have some kind of fire suppression on site but if just one fire gets out of hand it could turn into a wildfire in a matter of minutes. Waverly and Ceresco fire departments would be th

My third concern is the traffic on highway 77 and surrounding gravel roads. Spring and fall pose increased hazards due to farm machiner

I feel our area is not suitable for the proposed dragstrip. The excessive noise, bright lights, fire hazards, and inexperienced city drivers on peaceful and safe country living. This mans application for a dragstrip in a suitable area next to the airbase was turned down because of r

Sincerely,

A very concerned, Kay Mellen

October 23, 2006

Lincoln/Lancaster Planning Department
Lancaster County Planning Commission
Lancaster County Board of Commissioners

Subject: County Change of Zone No.CZ 06065 (race track text) and Special Permit 06051 (drag strip)

Dear Staff and Commissioners,

Thank you for your attention and patience as the issue of zoning and drag racing are being considered. You have a grave responsibility to weigh all the evidence and make a decision which will affect many citizens of Lancaster County. I appreciate your willingness to serve in this capacity and do not envy you as you approach your decision.

As I reviewed the minutes from the public hearing on October 11, a few things seem to stand out.

- 1 **Testimony.** Out of the 111 people who signed up to defend Mr. Sanford's application, only 68 remained to actually speak. Every person who signed up to oppose the application spoke. Of those who supported the drag strip, there were very few new topics presented, even though Mr. Carlson requested only those with new information to come forward, he graciously allowed all to speak who wanted to.
- 2 **Supporting information.** Although Mr. Sanford was given numerous suggestions at previous hearings, he still showed up with only minimal information to support his application. How can he expect to get a fair deal if he is unwilling to provide information on which to base decisions?
- 3 **Good neighbor.** Time and again Mr. Sanford, his counsel, and supporters expressed a desire to be good neighbors. In reality, there has been little or no attempt to date at any good will from Mr. Sanford or his supporters. As far as I'm concerned, it's a little too late to start now at being a good neighbor. That opportunity was lost back months ago when he tried to pass this off as soil mining.

As we continue the public hearing on Wednesday, please take into consideration all the concerns brought to you by the citizens residing in the area who will be affected by your decision.

These concerns include:

- 1 **traffic safety on Highway 77 and surrounding gravel roads**
- 2 **noise concerns which will disrupt life and wildlife in the area**
- 3 **deviation from the Comprehensive Plan**
- 4 **desecration of the Danish Cemetery across the street and interference with the practice of religion by members of churches in the Davey vicinity**
- 5 **undue burden on volunteer fire and rescue departments**
- 6 **inconsistent information related to submitted site plan**

- 7 concerns regarding litter, trash, debris, and disregard for surrounding properties**
- 8 preservation of rural agricultural land and wildlife preservation**

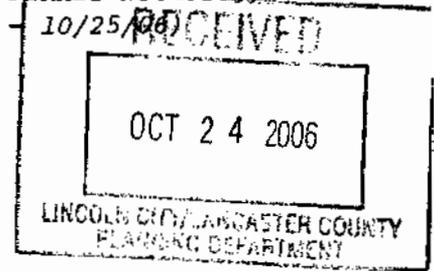
Please remember that the majority of the people living in the proposed area are opposed to this application. Please deny it.

Respectfully,

Marlene Tracy

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



October 23, 2006

Lincoln/Lanc. Co. Planning Commission
555 South 10th, Room 213
Lincoln, NE 69508

Dear Planning Commission members,

I am a concerned Lancaster County resident. I oppose the drag strip proposed for Hwy. 77 between Branched Oak and Davey Road.

I grew up on a farm and I value the advantages of rural living. There are many families living in the area of the proposed drag strip. Why should they lose their way of life so that one business can profit? There are no other businesses in this area to complement a drag strip, so the supporter's argument of increased economic development just doesn't make sense.

I am also concerned about the rapid loss of prime agricultural land to commercial expansion. Isn't our county's comprehensive plan supposed to protect ag land and carefully plan for growth in the future?

I hope you will remember the concerns of hundreds of Lancaster County citizens whose lives will be negatively impacted by this project—all so that some racers can pursue their hobby. A drag strip just isn't right in this location.

Please vote against the application for the proposed drag strip.

Sincerely,

A handwritten signature in cursive script that reads "Judith Yeck".

Judith Yeck
1411 Smith
Lincoln, NE 68502

October 23, 2006

Lincoln-Lancaster County Planning Commission
555 S 10th Street
Lincoln, NE 68508

Re: County Special Permit No. 06051, For a Drag Strip, on property generally located on highway 77 between Branched Oak Road and Davey Road. (Applicant: Greg Sanford)

This letter is in **OPPOSITION** to this proposed drag strip in Lancaster County.

Our farm (bought in 1973) starts 1 ½ miles from the proposed drag strip site, & we have lived 2 miles from the site for 31 years. My husband & I are registered voters & vote in every election.

Mr. Sanford, should have invited **all the land owners & residents who live within 5 miles of his proposed drag strip (the people MOST AFFECTED)** for an informational meeting. He would have heard the objections by the neighbors and determined there was no way to eliminate these objections. He then could have sold the land to a farmer and saved everyone a lot of time & trouble. **On Feb 11, 2003, Don Wesley, then Mayor of Lincoln, wrote to Mr. Sanford "I encourage your continued work with neighbors near any site you propose to place your business. It is essential that any noise, traffic, environmental or other concerns be worked out with them."** This has not happened by Mr. Sanford. Anyone who wants to be a good neighbor would have done this.

We oppose the proposed drag strip for the following reasons:

1. **Agricultural land should be used for AGRICULTURE!** Mr. Sanford writes, "This land is highly erosive . . . The Proposed plan will help control run-off." If it is farmed "no-till", horizontal to the hills (not up & down) & terraces put on it (all common farming practices), any run-off is minimal.
2. **CEMETERY:** on Hwy 77, directly across from the proposed site. Families should be able to visit the cemetery at all times & have peace & quiet to meditate at the graves of loved ones. Cemeteries are visited more frequently during warm weather months, especially on weekends. Just "delaying racing for 30-60 minutes" for a funeral is not sufficient.
3. **NOISE:** Contented Cows will **NOT** be contented with the **NOISE** of a drag strip nor will any other domestic or wild animal or bird (or human). We also would not be surprised to see that the production of milk would be decreased & rate of weight gain for animals would be decreased due to increased stress, thus causing increased cost of production for surrounding farmers. Who would pay the farmers for this increased production cost?

We already hear 1 car being “tuned up” before races & neighbors 3 miles away, say they also hear it. We DO NOT want to hear the sounds of many cars associated with a drag strip for up to 16+ hours a day. This noise would be a source of torture for neighbors & animals for miles around. Even a dripping faucet, becomes amplified in the evening, this would be much worse.

4. **Sound Test Results:** I saw that Mr. Sanford was waiting for some sound ratings from California. Why go to a different topography and sea level for test results, it is not the same? He has the drag strip at Scribner, are there no sound tests from there that could realistically be used, or are they too loud? Scribner results may be similar, but they still would not tell you what the sound would be in the proposed area. Compare apples with apples!

5. **WELL WATER** is limited in the surrounding area, with some wells producing only 3-5 gal/minute. A well would not be able to meet the needs of up to 27,000 people (participants & spectators) for drinking, bathrooms, washing hands, etc.

6. **BATHROOMS:** Port-a-Potty’s are not an effective on going means of furnishing bathroom facilities (they start to smell & people avoid them) & where is the water for washing hands after using them?

7. **EFFECTS ON HEARING:** As a nurse, I am concerned about the blasts of loud to very loud sounds that are known to contribute to hearing loss. Mufflers must be required to dampen the sounds.

8. **PARKING:** On Fri nights if there are 350 participants, their cars/pickups & trailers, would more than take up the 602 parking spaces indicated, so either the 2000 spectators are also in these cars/pickups (avg. 8 per vehicle) or they are parking on the side of the roads. If it was a Special Event with 700 participants & 20,000 spectators there would no place for 400 participants to park & each car/pickup & trailer at the track would have to bring 90 people in it. This is impossible!

9. **TRAFFIC CONTROL:** A Traffic Light & lighting along the entrance and side roads would be needed to help with safety. Who would pay for these?

10. **SCHEDULE:** Is the schedule Mr. Sanford gave you a true idea of what he would really do? I notice the dates are all for 2006. The hours should not start before 10 AM on Saturday or 12 Noon on Sunday and they should end by 9 or 10 PM on every day.

11. Some of the letters given by Mr. Sanford showing “support”, were written in 2001 & 2003 when the track at Scribner was still going strong. Would he get the same letters today? If that track was operating well previously, failure to pave the road, did NOT cause it to close! What did??

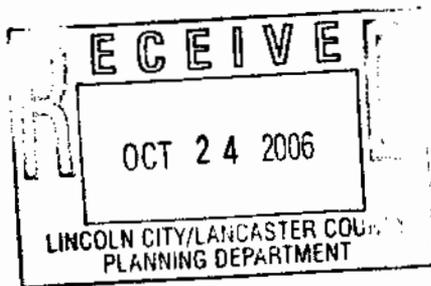
ALTERNATE SITE: If a drag strip is needed in Lancaster County, **look very seriously at making it happen at the Lincoln Airpark** Races used to be held there. It already has long strips of concrete, lots of space for parking (over 100,000 people attended the recent air show), restrooms, sewer connections & lighting. (More farm ground would not have to be ruined for such facilities.) There is easy access via I-80, Hwy 6 (& 77), Hwys 34 (& 79) with some existing traffic lights, so traffic could be much better controlled. Lincoln already has cafes, hotels, gas stations, etc. this would give them a new source of revenue. By having the Race Track at the Lincoln Airpark, it would make it very easy for people to attend.

In the area that Mr. Sanford proposed on Hwy 77, **the majority of the neighbors, do not want or need a drag strip. They would be negatively affected by a drag strip at this site due to disruption of the normal peace of country living.**

Please vote to **DENY the DRAG STRIP** at Highway 77 between Branched Oak & Davey Road.

Thank You,

Carol J. Sherman
Ceresco, NE



October 23, 2006

Lincoln Planning Commission
555 S 10th Street
Lincoln, NE 68508

Re: County Special Permit No. 06051, For a Drag Strip, on property located by Highway 77 between Branched Oak Road and Davey Road. (Applicant: Greg Sanford)

This letter is in **OPPOSITION** to this proposed drag strip in Lancaster County.

We have owned our farm since 1973, it starts 1 ½ miles from the proposed drag strip site. We are registered voters, and vote in every election. **We would be negatively affected by a drag strip at this site which would disrupt the normal peace of country living.**

The Race Track at **Highway 77 between Branch Oak and Davey Road** would be a **VERY BAD** idea. The traffic control would be a nightmare. If there were the amount of cars that Mr. Sanford said, traffic lights would have to be installed on Highway 77 or the Highway Patrol would need to direct the traffic. This would create a **very dangerous** problem on Highway 77. The other option would be for cars to go to No 70th street to Cornhusker Highway so that there would be a traffic light.

If Mr. Sanford closes the race track here, like he did in Scribner, it would leave the land in a mess for farming and of very little value for anything else.

If a drag strip is needed in Lancaster County, look seriously at the Lincoln Airpark. It already has long strips of concrete or runways, lots of space for parking, restrooms, & lights. Races were held there before. It also has easy access from many highways. Or, you could look at No 70th street, South of I-80 or along Arbor Road West of No. 70th. This area is NOT good farm land, there are very few (if any) residents in the area, & the city landfill is North of I-80. This would give Lincoln a new source of revenue and the traffic could be much better controlled. Lincoln already has cafes and hotels, this would give them a new source of revenue. (More farm ground would not have to be ruined for such facilities.) By having the Race Track in Lincoln it would make it easier for people from Lincoln to attend.

Also, since drag racing is said to be "Family Entertainment", **Alcohol** and **smoking** should be **prohibited** to make it more enjoyable for folks that attend. This would make it safer for others on the roads, as people leave the drag races. Racing should be limited to the hours of 8:00 AM to 8:00 PM on Saturday and NOON to 8:00 on Sunday.

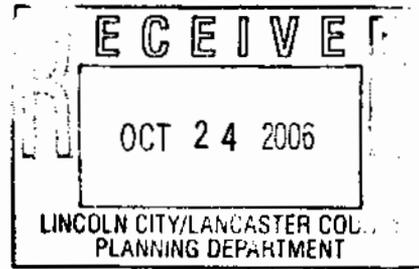
The **majority of the neighbors**, of the area that Mr. Sanford proposed on Hwy 77, **do not want or need a drag strip.** **They want to maintain the rural environment that they are used to.**

Please vote to **DENY the DRAG STRIP** at Highway 77 between Branched Oak &

Davey Road.

Thank You,

Gary E. Sherman
Ceresco, NE



OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Tim Kubicek"
<tsckubbie@windstream.net>

10/24/2006 12:10 PM

To <plan@lincoln.ne.gov>
cc
bcc
Subject SP 06051 drag

To all County Planners

It is my understanding that someone wishes to build a drag racing strip about a mile from my home. Now I don't mind some noise from time to time but I would not be able to tolerate the effect it would have on the area as a whole. Nearly all of the families residing in this area have either farmed this land for countless years or have moved to the area with Lincolns' long range plan in mind. This long range plan indicates no development of this nature for many decades.

I have looked through many past applications to the planning commission and have found that the common criteria for approval is "does it fit the Comprehensive Plan". A commercial venture, such as this would be, miles away from Lincolns' infrastructure does not fit the Comprehensive Plan. I believe approval of this application would be comparable to approving a large feedlot at 48th & O streets.

In conclusion, I urge the Planning Commission to be farsighted in their decision. Prospective businesses will locate in counties that follow development plans and will stay clear of unpredictable ones. As we see fuel (which drag racing depends on) and energy costs continually rising, we should understand the need to keep commercial/ Industrial entities well within Lincolns' infrastructure.

Sincerely,

T. J. Kubicek
18707 N 70th st
Ceresco, NE 68017

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)

October 25, 2006

Lincoln/Lancaster County Planning Commission
555 South 10th Street, Room 213
Lincoln, NE 68508

Re: Proposed drag strip

Dear Members of the Planning Commission:

I would like to add my voice to those opposed to the proposed drag strip along Highway 77. I am not against a drag strip in Lancaster County, per se, but believe the location currently under consideration is not a good one.

My main reason for opposing this particular site relates to noise and the sanctity of the nearby cemetery. Cemeteries hold the dead, but are largely for the benefit of the living. To have scheduled services or even private visits disrupted by loud speakers and squealing tires is abhorrent. Certainly there is a better site for this drag strip that will allow racing fans to enjoy themselves without infringing on the peacefulness of a cemetery.

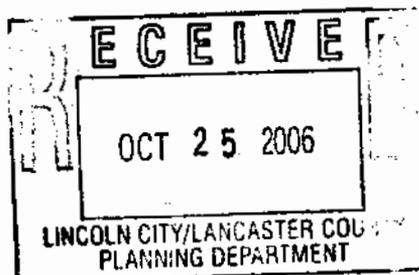
There is the argument that the semi-trucks going by on Highway 77 make similar levels of noise. I have not done any scientific research, but relying on my many travels up and down that highway, I find it hard to believe that the numbers of trucks going by (which is arguably significant) amount to an equivalent number of race cars racing in the same period of time. The noise of a truck comes and goes rather quickly, certainly less than the 10 to 15 seconds of an actual race, plus the pre-race engine revving and squealing of tires, multiplied by several races each racing day.

Besides, the drag strip noise will not displace the truck noise, so regardless of which is louder, which is more annoying, etc., the end result will be increased noise to the area.

Please deny the special permit to allow a drag strip on the proposed site. Thank you.

Sincerely,


Mary J. Stanley



OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Sharon Loudon"
<sloudon@bryanlgh.org>
10/25/2006 08:38 AM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>
cc
bcc
Subject Say no to drag strip!

Dear Commissioners,

I am against SP 06051 or any Special Permit for the development of a drag strip at the proposed site on Hwy 77 between Branched Oak and Davey Rd.

Racing proponents proclaimed at the Planning Commission meeting on 10-11-06 that a drag strip at this location would promote the surrounding development of commercial businesses such as motels, restaurants, ect. There are not utility infrastructures in place at that location to support such commercial development. The cost to the City of Lincoln would be phenomenal to entertain such a venture. This is a weekend, seasonal, part-time venue, which is not likely to attract any significant business interest due to the inconsistent nature of events.

The millions of dollars this infrastructure expansion would cost the city and county taxpayers would constitute an unfair tax burden to support a small population of racers who have a selfish "need for speed". **The propensity of fans and racers leaving the facility to drag down Hwy 77 with a mixture of alcohol and adrenaline, is great. We don't need this risk on our roads.**

The Comprehensive Plan states this is a rural area with no plans for other development for well over a decade.

As a registered voter, I am asking that you deny this or any application for a motorsports facility at this location.

I know that this is a form letter, but it conveys my thoughts exactly. It sounds like a nightmare to me, and what a waste of fuel, a precious commodity, no?

Sincerely,
Sharon Loudon,
Lincoln

OPPOSITION

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



Michael V Dekalb/Notes
10/25/2006 11:30 AM

To Jean L Walker/Notes@Notes
cc
bcc
Subject Fw: Opposition to the Drag Strip

— Forwarded by Michael V Dekalb/Notes on 10/25/2006 11:29 AM —



**Courtney.Petersen@Duncan
Aviation.com**
10/25/2006 10:15 AM

To mdekalb@lincoln.ne.gov
cc
Subject Opposition to the Drag Strip

To whom it may concern:

I am opposed to the Drag Strip not only because my parents live 2 miles away, but also because I think that it is a very poor location. There are so many other places that would be better suited for such an attraction. Why can't it be by the Ashland race track or the one in McCool Junction. They are set up for those kinds of things. The planned area on HWY 77 is a growing community of families and retirees that moved there because of the quiet country life. My Parents for example have lived there for 30 years. Do you think they would appreciate having such a facility so close. I am not saying that a Drag Strip is a terrible thing. I know it will bring money into the city of Lincoln, but there are many other locations that would be better suited for such an attraction. HWY 77 is busy enough and has it's fair share of fatalities, it doesn't need the added traffic, drunk drivers, etc. that would come with the Drag Strip.
Thank you!

Courtney Petersen