

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for October 11, 2006 PLANNING COMMISSION MEETING

P.A.S.: Co Special Permit #06051

PROPOSAL: A special permit for a drag strip as provided for in CZ #06065.

LOCATION: The east side of N. 56th Street / Hwy 77 between Branched Oak Road and Davey Road.

WAIVER REQUEST: NA

LAND AREA: 159.39 acres more or less.

CONCLUSION: A special permit of this character and magnitude will have a variety of impacts on the surrounding area and infrastructure. Adequate information for a proper review and development of appropriate conditions of approval is required. Because this application provided less information than is required by the proposed text (CZ06065) therefore sufficient information is not available to analysis the impacts and staff has no option but to recommend denial.

<u>RECOMMENDATION:</u>

Denial

GENERAL INFORMATION:

LEGAL DESCRIPTION: Lots 21, 22 and 24, located in the W1/2 of Section 28 T12N, R7E of the 6th P.M., Lancaster County, Nebraska.

EXISTING ZONING: AG Agriculture

EXISTING LAND USE: Pasture and farming

SURROUNDING LAND USE AND ZONING:

North: Farm land, farm house, zoned AG Agriculture

South: Farm land , farm house, zoned AG Agriculture

East: Farm land, one house, utility substation zoned AG Agriculture

West: Farming, Hwy 77, cemetery and two farm dwellings, zoned AG Agriculture

ASSOCIATED APPLICATIONS: Change of Zone # 06065, text amendment for race tracks.

HISTORY: On July 18, 2006, Co. SP #06035 for mining was denied by the County Board. Planning Commission recommended Denial, 5-4, on May 10, 2006 to a mining permit at this location (CO. SP 06029). The applicant withdrew that application on May 12, 2006. Changed from AA Rural and Public Use to AG Agricultural in the 1979 zoning update.

COMPREHENSIVE PLAN SPECIFICATIONS: The 2025 Plan shows this as Agriculture. This is outside the Lincoln Growth Tiers.

LONG RANGE REGIONAL PLANNING

Sustaining a healthy natural environment, keeping a desirable quality of life for all, and forging a viable economy are but a few of this Plan's aspirations. To secure such ends for everyone in the larger region will mean a thoughtful coordination. Planning and growth issues will need to be approached with care. The communities involved need to reach a common understanding of the value to be placed on the region's natural, cultural, economic, and historic resources. Time will be needed to faithfully craft a vision for regional planning and development. Pg F3

GUIDING PRINCIPLES FOR THE RURAL ENVIRONMENT

Acknowledge the fundamental "Right to Farm." Preserve areas throughout the county for agricultural production by designating areas for rural residential development — thus limiting potential conflicts between farms and acreages. Ensure that acreage and rural development preserve and protect environmentally sensitive areas. In the City and County, develop a strategy to maximize the preservation of our nonrenewable resources, such as land and fossil fuels. Preserve areas for the future growth of incorporated towns in the county, including areas outside of the current one mile zoning jurisdiction of certain towns. Support new commercial, residential, and industrial development within the incorporated towns in the county. Provide for about six percent of the total population in the County on acreages. pg F17

Agricultural: Land principally in use for agricultural production. Agricultural land may be in transition to more diversified agribusiness ventures such as growing and marketing of products (e.g., horticulture, silvaculture, aquaculture) on site. Pg F 22

GUIDING PRINCIPLES FOR RURAL AREAS

Rural Lancaster County is in transition from an area of predominantly agricultural uses to an area which includes more residential uses. Balancing the strong consumer demand for country style living and the practical challenge of integrating acreages with traditional agricultural land use will continue. Lands previously designated in the Comprehensive Plan or zoned for low density residential development must be recognized. Pg F 69

Acknowledge the "Right to Farm" and preserve areas for agricultural productions throughout the county by designating specific areas in advance for rural residential so as to limit areas of potential conflict between farms and acreages. Pg F70

UTILITIES: none.

TOPOGRAPHY: Rolling, with a north south ridge line draining east and west.

TRAFFIC ANALYSIS: N 56th / Hwy 77 is a four lane divided Federal Highway. Davey Road and Branched Oak Road are county gravel roads.

PUBLIC SERVICE: This is in the Ceresco Rural Fire District (Basic Life Support-5 miles distant), Waverly School District # 145 and Norris Public Power District.

REGIONAL ISSUES: NA

ENVIRONMENTAL CONCERNS: There are no identified Historic resources. There is no FEMA floodplain shown. A cemetery is located west across the street. The soil rating on this land is 4.67 on a scale of 1 to 10 where 1 to 4 are prime soils. This is not prime, but very good, ag land. Testimony on the prior applications on this site, indicated a private nature preserve to the south. There is no public record on this. Over ½ of this site is in the Rock Creek drainage basin, a known Salt Creek Beetle habitat area. Potential impacts are not known or addressed.

AESTHETIC CONSIDERATIONS: n/a

ALTERNATIVE USES: farming and up to 7 dwellings.

ANALYSIS:

1. This request is for a drag strip under the under the provisions of the proposed Article 13.016 " Race tracks. Drag Strips and Motor Sport Facilities in the "AG"District.
2. The application is for a 1/4 mile drag strip on a 159 acre parcel. The applicant's intent is to operate a National Hot Rod Association sanctioned facility. Additional motor vehicle events are proposed to include such events as auto shows, driver training, amateur races and charitable events. The facility is to be open from March through November, no days or times are noted.
3. The grading plan submitted shows a leveling of the ground for the track facility, including cuts of up to 38' and fill of up to 30'. The applicant states that on-site drainage will maintain the same direction of flow as exists today. Runoff rates will be controlled by detention ponds and flatter grades to no greater rate of runoff than exists today.
4. The site plan shows a 3/4 mile long track and run-off area, a pit area, parking for 602 parking stalls, a bleachers/concession/office/tower area and three entrance areas, one on Hwy 77 at the 1/2 mile line and one each on Branched Oak Road, and Davey Road. Total occupancy is not stated.
5. Health Department notes they have conducted background noise testing which is in the 51 to 57 dba (3 min Leq) range. They note 13 dwellings within one mile of the center of the property. They encourage the applicant to consider incorporating noise attenuation strategies. They will NOT approve the use of portable restroom facilities, plans for permanent facilities must be provided. A permanent water source must be provided that meets Safe Drinking Water Act standards. The Health Department also suggested adjustments to the proposed zoning amendment , including a noise analysis and noise mitigating measures, that are incorporated.
6. Norris Public Power notes easements exist on the property and any relocation will be at the expense of the owner.
7. The Lancaster County Engineer notes the applicant shall grade and pave Davey Road and Branched Oak Road to Hwy 77 and be responsible for "No Parking" signs on Hwy 77, Branched Oak Road and Davey Road.
8. Building and Safety note they are unable to determine parking needs based on the information submitted.

9. Agencies that were advised of the application and have not responded at the time of this writing are:

Village of Davey
Village of Ceresco
Ceresco Rural Fire
Nebraska Department of Roads
Lancaster County Sheriff
Emergency Communications
Nebraska Game and Parks Commission
Army Corps of Engineers
Lower Platte South NRD
City/County Economic Development Coordinator

10. The Planning Department has reviewed aerials of the surrounding area and has estimated the following dwellings and population:

Within one mile of the property boundary - 33 dwellings and about 90 persons.

Within two miles of the property boundary - 88 dwellings plus the Village of Davey (pop 158), estimated total population of about 400.

11. This application is being reviewed against the proposed special permit text that would allow this application. The issues and how they are addressed are as follows:

(a) The application shall be accompanied by the following information:

(1) A plot plan drawn to an accurate scale showing the layout of the entire site including the track, seating area, restrooms, parking lot, concession stands, lighting facilities, and other pertinent information.

The submitted plot plan shows some of the above information. Lighting and attendance are not addressed.

(2) Proposed water and sewer systems.

Well and bottled water and portable toilets are proposed. The Health Department notes permanent waste facilities must be shown and water must be from a permanent source that meets state standards

(3) Drainage and grading plan.

The grading plan shows cuts of 38' and fill of 30'. Drainage calculations are not provided. The applicant states the direction of flow will not change. The plans note that NPDES and 404 permits will be required.

(4) Description of the racing facility, including the type, number and average speed of motorized vehicles and time and frequency of operations.

This is not addressed

(5) Landscaping and screening plan.

This is not addressed or shown

(6) Proposed measures to mitigate potential adverse environmental impacts, such as air quality, noise, hazardous liquids and glare.

The applicant states the owner will provide concrete barriers to deflect sound and act as safety barriers. No additional information on noise levels or attenuation is provided.

(7) Anticipated peak event attendance and parking needs.

Not provided.

(8) Days and hours of operation.

The applicant state the facility will be open from March to November, weather permitting. No additional information is provided.

(9) Description, type, and frequency of other anticipated events or uses incidental to the racing facility described above.

The applicant states other events may include, auto shows, test driving new vehicles, amateur street legal racing, driver training, driver education and charitable events. Accessory uses such as food or alcohol sales are not mentioned. Other events such as flea markets and music concerts are not mentioned.

(10) Entrances, exits and traffic flow.

One entrance each is shown on Hwy 77, Branched Oak Road and Davey road. No distinction is noted for the entrances. Traffic flow is not addressed. Need for turn lanes is not addressed.

(b) the site shall contain at least seventy (70) acres in the AG district.

The site contains 159.39 acres.

(c) The proposed water, sewer and drainage facilities shall be reviewed and approved by the Lincoln Lancaster County Health Department.

Health Department notes revisions required.

(d) The operation of the facility shall not create an A-weighted sound level (dBA) which exceeds 50 dBA, measured as a one minute equivalent A-weighted sound level (Leq) at any point beyond one mile from the boundary of the property legally described in the application. Longer or shorter Leq periods may be used that are appropriate to the type of racing event involved after consultation with the track operator. A 65 dBA limit shall apply to any dwelling within the one mile radius of the boundary of the property legally described in the application. To determine any noise level, a laboratory certified noise level meter meeting American National Standards Institute (ANSI) standards shall be used.

No information provided.

(e) The site shall not be located in areas for residential use, rural use/low density residential, parks and open space, and the major ecological and environmental protection areas in accordance with the Comprehensive Plan.

The site is not in an area designated for low density residential, park or open space or ecological/environmental area environmental resources are noted about two miles to the north.

(f) The boundary of the property legally described in the application shall be located at least one mile away from existing cemeteries, hospitals and churches, and residential areas, rural use/acreage areas, and parks and open space as designated by the Comprehensive Plan.

The boundary of the application is within one mile of a church and within one mile of about 33 acreages and farmsteads.

(g) The site shall be readily accessible from a major street or paved road with adequate access for law enforcement and emergency vehicles.

The site is adjacent to Hwy 77 and two county gravel roads. Access for law enforcement and emergency vehicles to the site via Hwy 77 is unimpeded.

(h) The site shall be located within reasonable reach of existing fire protection facilities. A report thereon shall be obtained from the fire protection district or authority in which the site is located.

This is in the Ceresco Rural Fire District. The station is located about five miles north on Hwy 77. The district is a Basic Life Support service. No response from the district has been received.

(i) The events shall not operate between the hours of 10 PM to 10 AM.

No time restriction was proposed by the applicant.

The County Board may amend any of the above conditions of the special permit, or impose additional conditions, upon a showing that such conditions are reasonably related to the interest of public health, safety, morals, and the general welfare.

Staff are recommending denial due to the serious lack of information provided. That same lack of information makes it nearly impossible to recommend adequate conditions of approval. However, if the Planning Commission and County Board wish to approve the special permit, the following conditions are suggested as a starting point. With the intent that additional conditions be added based on new and additional information provided at the hearings.

CONDITIONS:

1. This approval permits a drag strip. Under the following conditions, with the approval of the Planning Department, with the assistance of other agencies as needed.
 - a) Revise the plot plan drawn to show the layout of the entire site including the track, seating area, restrooms, parking lot, concession stands, lighting facilities, and other pertinent information.
 - b) Show a drainage and grading plan to include detention facilities.

- c) Provide a description of the racing facility, including the type, number and average speed of motorized vehicles and time and frequency of operations.
- d) Revise the site plan to show landscaping and screening plan.
- e) Describe and show the proposed measures to mitigate potential adverse environmental impacts, such as air quality, hazardous liquids and glare. Provide a noise impact analysis to include the projected noise levels, e.g. one-minute Leqs, at noise sensitive locations. The effects of the noise mitigating measures, such as barriers, will be part of this analysis.
- f) Note the anticipated peak event attendance and parking needs.
- g) Note the days and hours of operation. These shall be limited to Friday through Sunday, and Holidays. Hours of racing and practice operation shall be 10 AM to 10 PM.
- h) Describe the type, and frequency of other anticipated events or uses incidental to the racing facility described above and all other activities approved in this permit. Note if alcohol will be provided.
- i) Note the entrances, exits and traffic flow and the main gate. Note any turn lanes or other provisions required by the County Engineer and Nebraska Department of Roads.
- j) The proposed water, sewer and drainage facilities shall be reviewed and approved by the Lincoln Lancaster County Health Department.
- k) The operation of the facility shall not create an A-weighted sound level (dBA) which exceeds 50 dBA, measured as a one minute equivalent A-weighted sound level (Leq) at any point beyond one mile from the boundary of the property legally described in the application. Longer or shorter Leq periods may be used that are appropriate to the type of racing event involved after consultation with the track operator. A 65 dBA one minute Leq limit shall apply to any dwelling within the one mile radius of the boundary of the property legally described in the application. To determine any noise level, a laboratory certified noise level meter meeting American National Standards Institute (ANSI) standards shall be used.
- l) An agreement shall be provide from the fire protection district or emergency response provider that adequate emergency response is provide for.

General:

2. Before beginning drag strip operations:

2.1 The permittee shall have

- 2.1.1 Received review and permits, if required, for the Federal NPDES and 404 Permits.

- 2.1.2 Any required driveway permits for access on to Hwy 77 shall be approved by the Nebraska Department of Roads.
- 2.1.3 Any access to County Roads shall have approval of the County Engineer and the roads shall be paved..
- 2.1.4 Parking has been determined by Building and Safety to meet the permitted maximum visitor demand.
- 2.2 The construction plans shall comply with the approved plans.
- 2.3 An erosion control plan shall be approved by Nebraska Department of Environmental Quality or the Lower Platte South NRD.

STANDARD CONDITIONS:

- 3. The following conditions are applicable to all requests:
 - 3.1 Before operating this drag strip facility, all development and construction shall have been completed in compliance with the approved plans.
 - 3.2 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
 - 3.3 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
 - 3.4 The Permittee shall file a certified copy of the resolution approving the permit and the letter of acceptance with the Register of Deeds. The Permittee shall pay the County Clerk's certification fee at the time of certification and shall pay the recording fee to the Register of Deeds at the time of filing.

Prepared by:

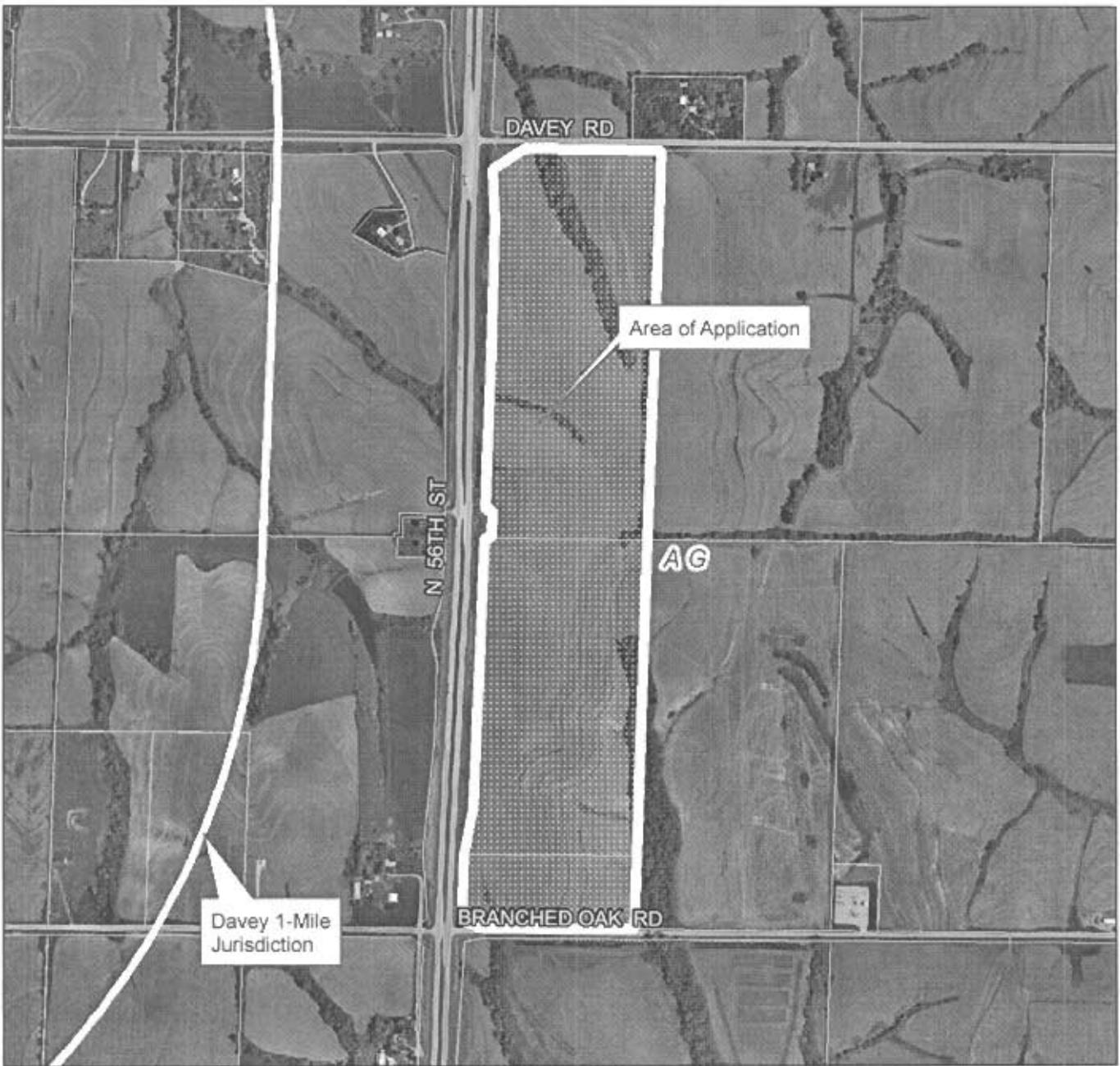
Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov

DATE: September 29, 2006

APPLICANT: GS Motorsports, Inc.
1440 Linwood Ln
Lincoln, NE 68505
402-429-3364

OWNER: Greg Sanford
1440 Linwood Ln
Lincoln, NE 68505
402-429-3364

CONTACT: Mark Hunzeker
1045 Lincoln Mall
Lincoln, NE 68508
(402) 476-7621



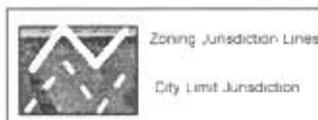
**County Special Permit #06051
Hwy 77 & Branched Oak Rd.**

2005 aerial

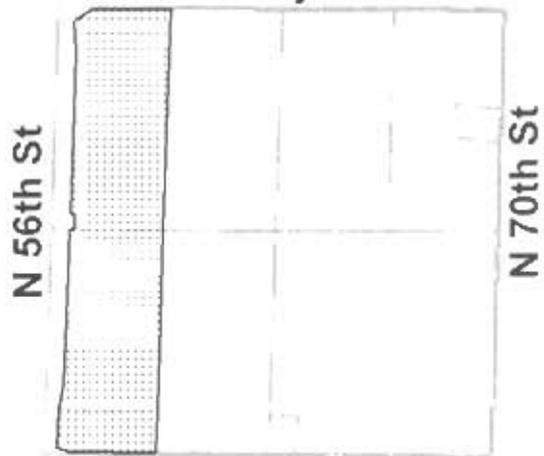
Zoning:

- R-1 to R-4 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- RC Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- RT Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- HC-1 Interstate Commercial District
- HC-2 Highway Business District
- HC-3 Highway Commercial District
- HC-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- EP-1 Employers Center District
- P Public Use District

One Square Mile
Sec. 28 T12N R07E

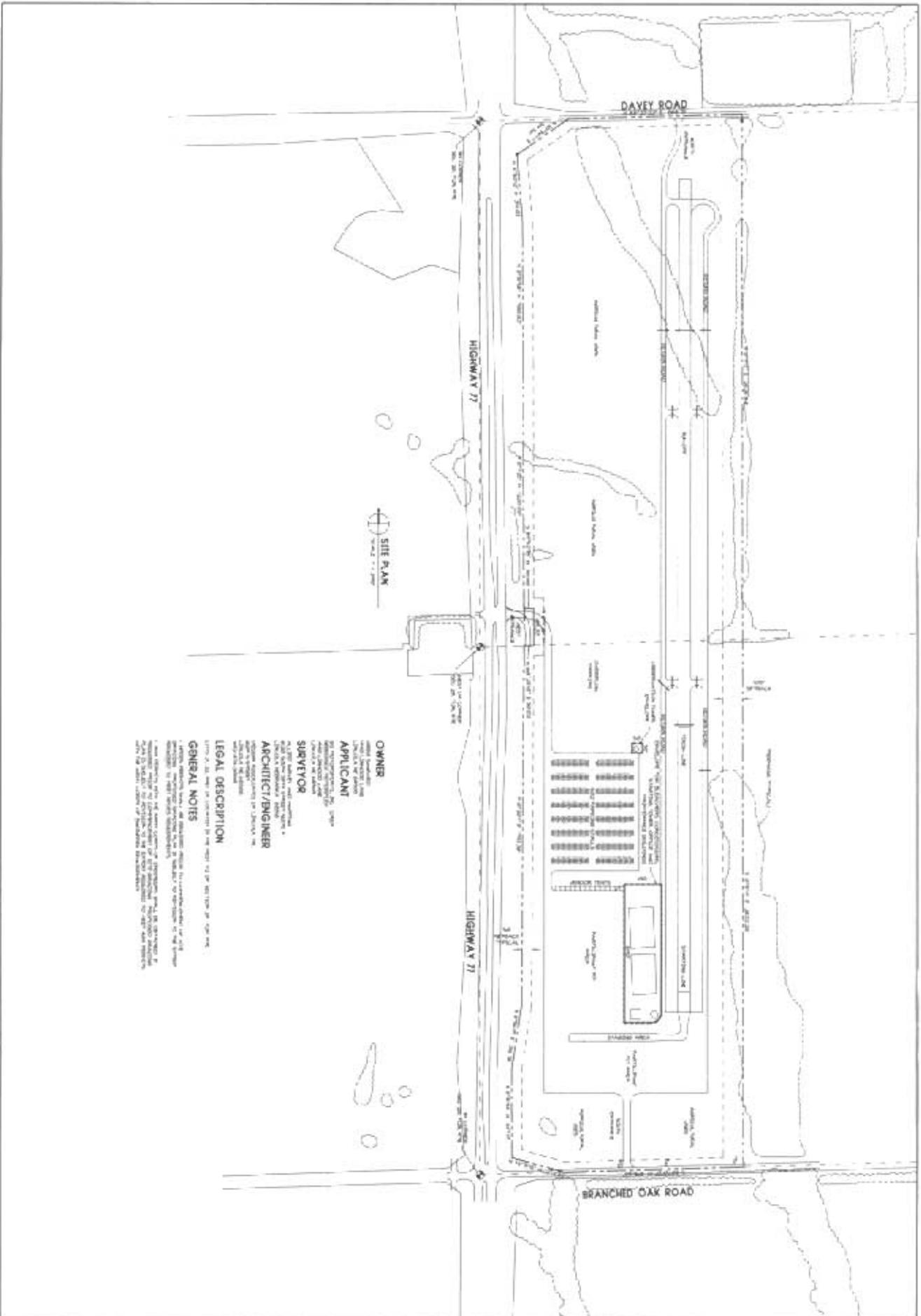


Davey Rd



Branched Oak Rd

County Special Permit #06051
 Hwy 77 & Branched Oak Rd.



OWNER
 [Name]
 [Address]

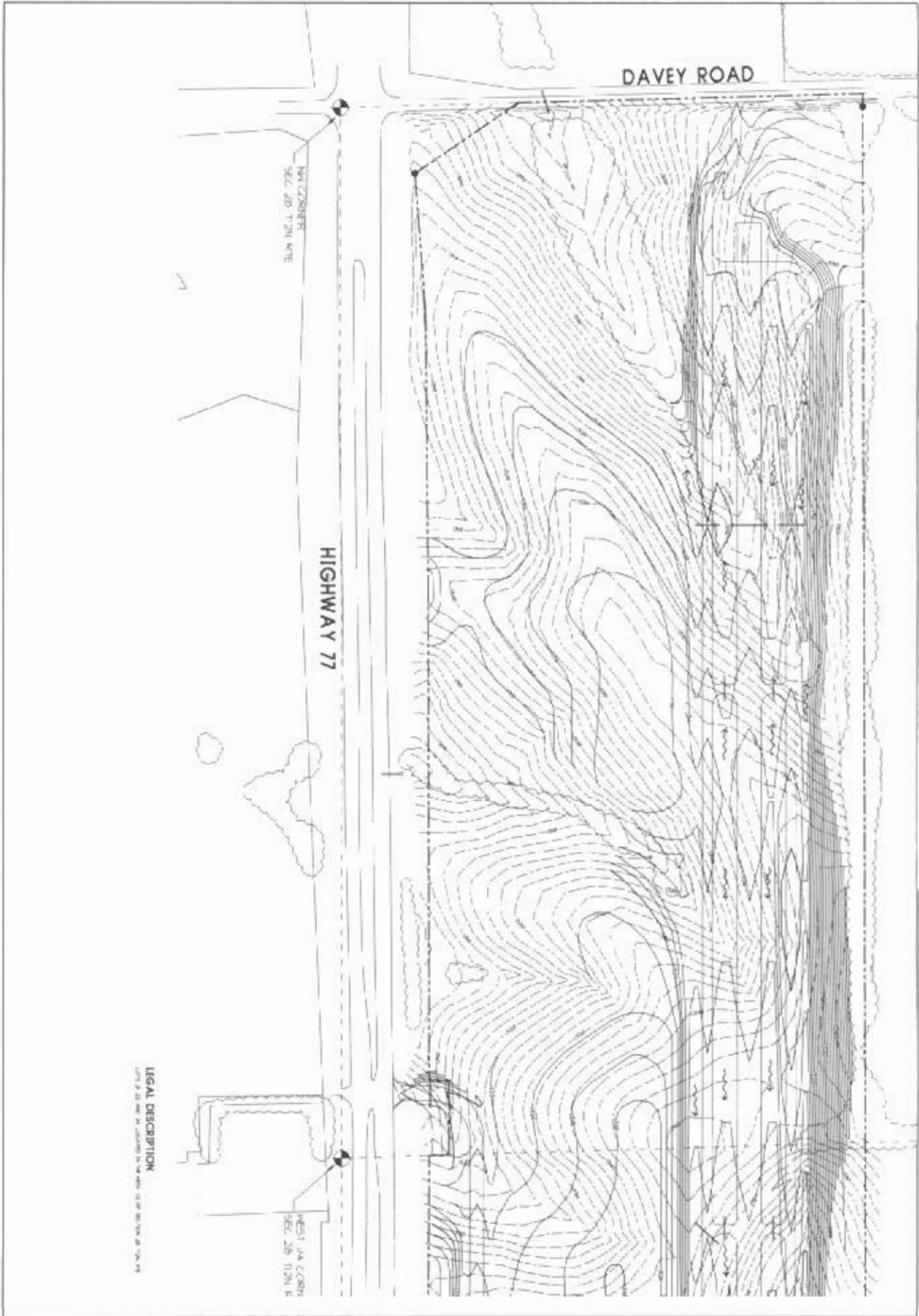
APPLICANT
 [Name]
 [Address]

SUBMITTER
 [Name]
 [Address]

ARCHITECT/ENGINEER
 [Name]
 [Address]

LEGAL DESCRIPTION
 [Text]

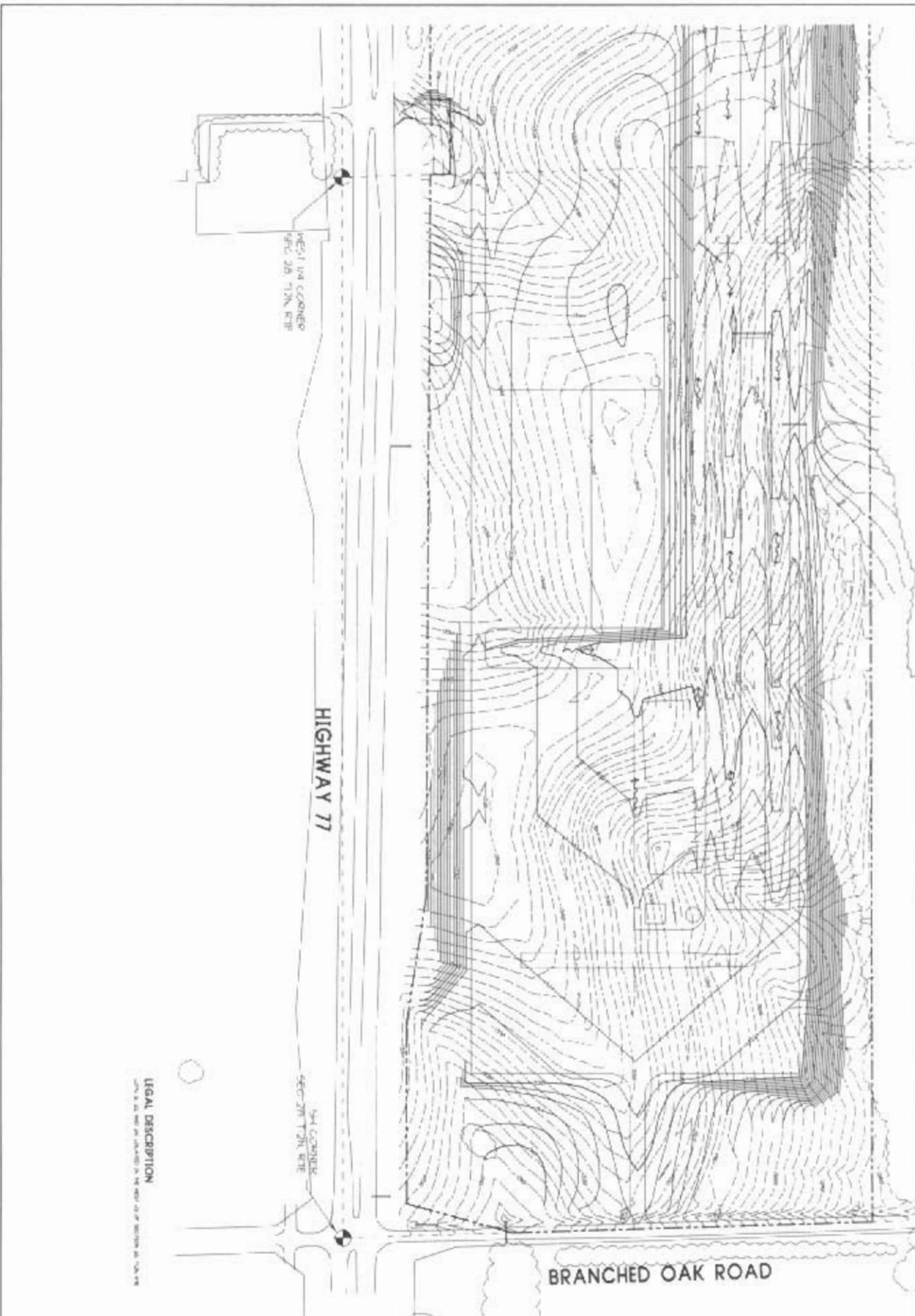
GENERAL NOTES
 [List of notes]



County Special Permit #06051
 Hwy 77 & Branched Oak Rd.

LEGAL DESCRIPTION
 LOT 28 AND 29 ADJACENT TO THE WEST 1/4 OF SECTION 28, T.2N. R. 12E.

County Special Permit #06051
Hwy 77 & Branched Oak Rd.



C-22	Design Associates 2700 S. 10th St. Lincoln, NE 68502 781-441-2200 www.designassociates.com	DATE: 07/14/14 SCALE: AS SHOWN	NEBRASKA MOTORPLEX SPEEDWAY SITE PLAN DAVEY, NEBRASKA	1" = 100' N
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OWNER

GREG SANFORD
1440 LINWOOD LANE
LINCOLN, NE 68505

APPLICANT

GS MOTORSPORTS, INC. D/B/A
NEBRASKA MOTORPLEX
1440 LINWOOD LANE
LINCOLN, NE 68505

SURVEYOR

ALLIED SURVEY AND MAPPING
6120 SOUTH 58TH STREET SUITE A
LINCOLN, NEBRASKA 68516

ARCHITECT/ENGINEER

DESIGN ASSOCIATES OF LINCOLN, INC.
1609 N STREET
LINCOLN, NE 68508
402-474-3000

LEGAL DESCRIPTION

LOTS 21, 22, AND 24, LOCATED IN THE WEST 1/2 OF SECTION 28, T12N, RTE

GENERAL NOTES

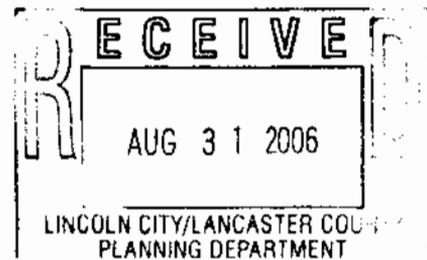
1. NPDES PERMITS SHALL BE REQUIRED PRIOR TO COMMENCEMENT OF SITE GRADING. PROPOSED GRADING PLAN IS SUBJECT TO REVISION TO THE EXTENT REQUIRED TO MEET NPDES REQUIREMENTS.

1. 404 PERMITS WITH THE ARMY CORPS OF ENGINEERS SHALL BE OBTAINED, IF REQUIRED, PRIOR TO COMMENCEMENT OF SITE GRADING. PROPOSED GRADING PLAN IS SUBJECT TO REVISION TO THE EXTENT REQUIRED TO MEET 404 PERMITS WITH THE ARMY CORPS OF ENGINEERS REQUIREMENTS.

**County Special Permit #06051
Hwy 77 & Branched Oak Rd.**

Lots 21, 22 and 24 Irregular Tracts in the West ½ of Section 28, Township 12 North, Range 7
East of the 6th P.M., Lancaster County, Nebraska

**County Special Permit #06051
Hwy 77 & Branched Oak Rd.**



This application is for a Recreational Facility pursuant to § 4.007(b) of the County Zoning regulations.

The purpose of this application is to construct and operate a drag racing facility as shown on the attached site plan and grading plan. The intent is to operate a facility sanctioned by the National Hot Rod Association (NHRA) and to conduct racing meets from approximately March through November, weather permitting.

In addition to NHRA sanctioned events, there will be regularly scheduled events for amateur racers for strictly street-legal vehicles. Other events and uses of the site may include auto shows, test driving of new vehicles sponsored by vehicle manufacturers and dealers, driver training for law enforcement personnel, driver education for student drivers, and charitable events.

Water for starting line and other non-driving uses will be supplied by either well or truck. Bottled water will be supplied by vendors during events. Restroom facilities will initially be portable units, in number proportional to the anticipated crowds.

Fire suppression will be handled by on-site fire equipment and crews. Paramedic ambulance services will be on-site for all events. Operator will contract with area fire and rescue departments to be on-site during all times the track is open for use, even if only for private testing and tuning of vehicles.

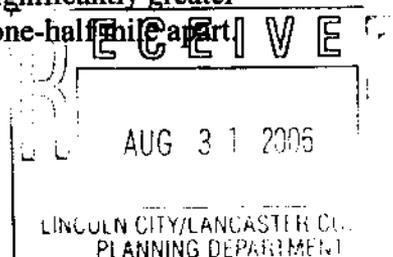
Owner is willing and able to enter into appropriate agreements with the Lancaster County Engineer for maintenance of Davey Road and Branched Oak Road, or potentially paving if it proves to be warranted.

Owner intends to leave the vast majority of existing trees on site and will provide concrete barriers to deflect sound and as safety barriers.

On-site drainage will maintain the same direction of flow as it exists today. Runoff rates will be controlled by detention ponds and flatter grades to no greater rate of runoff than exists today.

Drag racing is a fast-growing family-oriented spectator sport. Many local racers participate in events across the region, and a large contingent of local fans attend racing events in Iowa, Minnesota, Kansas, Missouri and beyond. Racers, crews and spectators will bring business to local hotels, restaurants, auto parts and accessories businesses and retail establishments. Cities with racing facilities all over the country will verify that such facilities provide an economic boost. In addition, the availability of low-cost, legal, safe facilities will reduce the incidence of illegal street racing, which is a growing concern of law enforcement agencies.

Unlike other racing facilities, the sound associated with drag racing is short in duration, with several minutes between races. The location of their proposed facility, adjacent to Highway 77, is ideal, in that ambient sound levels from traffic already are significantly greater than isolated countryside, and the site will be served by three access points one-half mile apart.





Status of Review: **Active**

Reviewed By

ANY

Comments:

Status of Review: **Approved**

Reviewed By 911

ANY

Comments:

Status of Review: **FYI**

09/01/2006 1:53:34 PM

Reviewed By **Building & Safety**

Terry Kathe

Comments: **Unable to determine parking requirement compliance based on the information provided**

Status of Review: **Active**

Reviewed By **County Attorney**

ANY

Comments:

Status of Review: **Approved**

09/08/2006 1:03:59 PM

Reviewed By **Health Department**

ANY

Comments: **LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

TO: **Mike DeKalb** DATE: **September 8, 2006**

DEPARTMENT: **Planning** FROM: **Chris Schroeder**
ATTENTION: **DEPARTMENT: Health**

CARBONS TO: **EH File** SUBJECT: **Nebraska Motorplex**
EH Administration **SP #06051**

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the special permit application with the following noted:

- The LLCHD conducted background noise testing at the proposed racetrack site. The results were as follows:
 - (1) On Branched Oak Road approximately 100 ft east of Hwy 77 - 57.8 dba (3 min. Leq), primary source of noise was Hwy 77 traffic
 - (2) On Branched Oak Road approximately 400 ft east of Hwy 77 - 55.3 dba (3 min. leq), primary source of noise was Hwy 77 traffic
 - (3) On Branched Oak Road approximately 3/8 mile east of Hwy 77 - 51.0 dba (3 min. Leq), Hwy 77 noise was barely audible

□ Through the use of Geographic Information Systems (GIS), the LLCHD identified 13 residences within a 1-mile radius of the proposed racetrack centroid.

□ To minimize the impact of noise pollution, the LLCHD encourages the applicant to consider incorporating the use of noise attenuation strategies such as earthen berms, concrete barriers, fencing, etc.

□ All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.

□ During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary.

Status of Review: **Active**

Reviewed By **Lancaster County Sheriff Department**

ANY

Comments:

Status of Review: **Active**

Reviewed By **Natural Resources District**

Any

Comments:

Status of Review: **Active**

Reviewed By **Nebraska Department of Roads**

ANY

Comments:

Status of Review: **Complete**

Reviewed By **Planning Department**

RAY HILL

Comments:

Status of Review: **Routed**

Reviewed By **Planning Department**

COUNTER

Comments:

Status of Review: **Active**

Reviewed By **Planning Department**

MIKE DEKALB

Comments:

Status of Review: **Active**

Reviewed By **Rural Fire District**

ANY

Comments:

Status of Review: **Active**

Reviewed By **Rural Power Company**

ANY

Comments:

**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

TO: Mike DeKalb	DATE: September 8, 2006
DEPARTMENT: Planning	FROM: Chris Schroeder
ATTENTION:	DEPARTMENT: Health
CARBONS TO: EH File EH Administration	SUBJECT: Nebraska Motorplex SP #06051

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the special permit application with the following noted:

- The LLCHD conducted background noise testing at the proposed racetrack site. The results were as follows:
 - 1) On Branched Oak Road approximately 100 ft east of Hwy 77 - **57.8 dba (3 min. Leq)**, primary source of noise was Hwy 77 traffic
 - 2) On Branched Oak Road approximately 400 ft east of Hwy 77 - **55.3 dba (3 min. leq)**, primary source of noise was Hwy 77 traffic
 - 3) On Branched Oak Road approximately 3/8 mile east of Hwy 77 - **51.0 dba (3 min. Leq)**, Hwy 77 noise was barely audible
- Through the use of Geographic Information Systems (GIS), the LLCHD identified 13 residences within a 1-mile radius of the proposed racetrack centroid.
- To minimize the impact of noise pollution, the LLCHD encourages the applicant to consider incorporating the use of noise attenuation strategies such as earthen berms, concrete barriers, fencing, etc.
- The LLCHD will not approve the temporary use of portable units for restroom facilities. The applicant must provide plans for permanent facilities based on projected usage.
- The applicant must supply a drinking water source that meets the requirements of the Nebraska Safe Drinking Water Act. A permanent water supply will be required for food service and restroom facilities.
- All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.

- During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary.

**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

TO: Mike DeKalb **DATE:** September 26, 2006

DEPARTMENT: Planning **FROM:** Chris Schroeder

ATTENTION: **DEPARTMENT:** Health

CARBONS TO: EH File **SUBJECT:** County Motor Sports
EH Administration SP CZ #06065

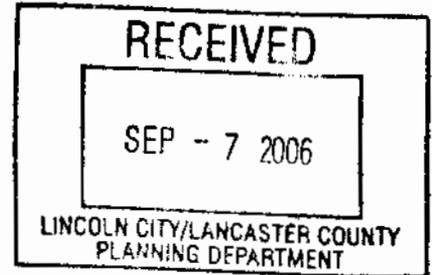
The Lincoln-Lancaster County Health Department has reviewed the change of zone application with the following noted:

- Add the following language to 13.016 (a) (6): "A noise impact analysis to include the projected noise levels, e.g. one-minute Leqs, at noise sensitive locations. The effects of noise mitigating measures, such as barriers, will be a part of this analysis."
- Under 13.016 (d), add the following modification: "A 65 dB(A) one-minute Leq limit shall apply to any dwelling within the one mile radius of the boundary of the property legally described in the application.



AREA 2
SERVICE CENTER

R.R. 1 BOX 56
ROCA, NEBRASKA 68430
402/423-3855
FAX 402/423-8090



September 6, 2006

Mike Dekalb, Project Planner
555 S. 10th St. #213
Lincoln, NE 68508

RE: Nebraska Motorplex

Dear Mike,

With regards to this plat, I have no objections. As I've stated in previous correspondence, the Norris District has a 34.5 KV overhead line, on easement, at the south end of the project. On the north end, we have a 12.5 KV underground, on easement as well. Any re-location of any of these facilities will be done at the expense of the developer.

Please feel free to call me at 423-3855 if you have any questions.

Sincerely,

Rick Volmer, Staking Engineer

Lancaster
County

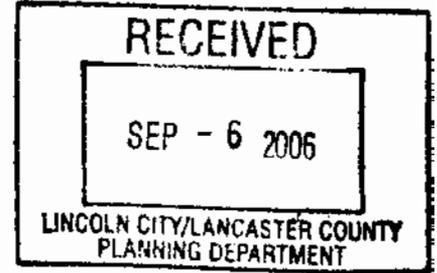
DON R. THOMAS - COUNTY ENGINEER

Engineering

DEPUTY- LARRY V. WORRELL
COUNTY SURVEYOR

Department

DATE: September 5, 2006
TO: Mike Dekalb
Planning Department
FROM: Larry V. Worrell
County Surveyor
SUBJECT: NEBRASKA MOTORPLEX SP#06051



Upon review, this office would have the following comments:

- 1) Applicant shall grade & pave Davey Road & Branched Oak Road to radius returns of the entrances to the site. Plans on the grading and paving shall be submitted for approval.
- 2) If Motorplex is approved, applicant will be responsible for "NO PARKING" signs that will have to be installed on Davey Road and Branched Oak Road, on east & west sides of Highway 77.

LWV/pb
Special Permits Events & Others/#06051 NE MotorPlex



"J. Dixon Esseks"
<jesseks@msn.com>
09/15/2006 09:51 AM

To <mdekalb@lincoln.ne.gov>
cc
bcc
Subject Racing Facility

Mike,

At the hearing in October, I'd like to be able to evaluate the pros and cons of the following kinds of arguments that were sent to us from adherents of the drag strip project off of Highway 77:

"Nebraska and Lincoln desperately needs those tourism dollars for our local economy for successful business and lower taxes. We now lose those dollars to other states with facilities located in Pacific Junction Iowa and Topeka Kansas."

"Kansas Speedway is another example with retail giants Cabela's and Nebraska Furniture Mart and The Legends shopping mall with over 80 retail stores building next to the Speedway after it was built."

"According to Lincoln Chamber of Commerce, Americruise has brought in over 2 million to the local economy for a 3 day event this past July. There are many more of these types of events that would even bring of this same dollar amount and more revenue for a week or weekend event if this facility was built. "

Here are some questions that I would hope we could address at the hearing:

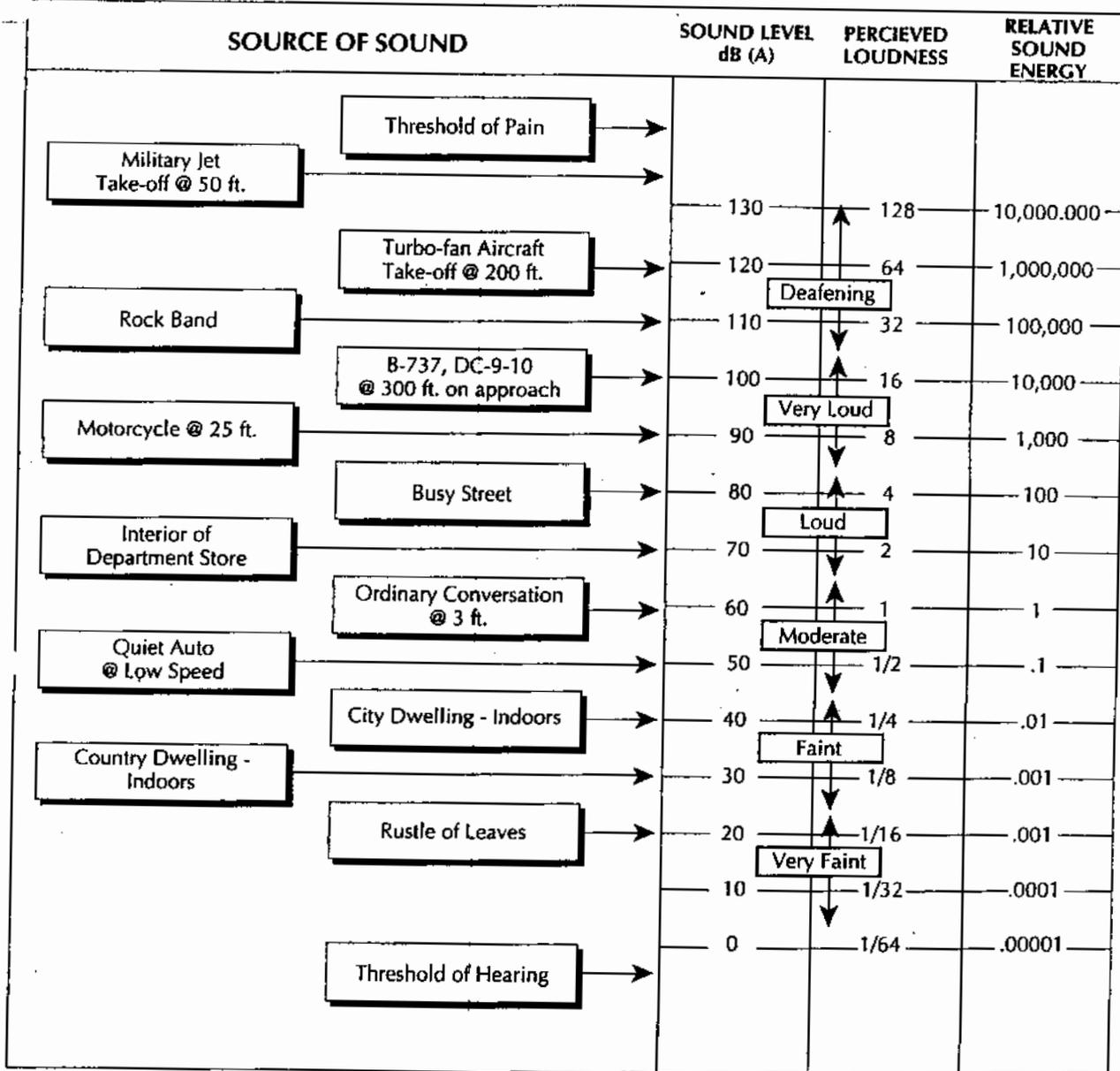
1. The likely number of hours and days of racing and practicing at the strip per year.
2. The days of the week and hours of the day that the racing and practicing would likely take place.
3. The likely decibels or other sound measures resulting from the racing and practicing.
4. The number of people residing within two radiuses from the tract, such as "very close" and "moderately close."
5. The likely effects of racing and practicing on their property values. Of course, some neighbors could benefit if their properties became attractive for commercial uses.
6. The likely number of employees of the tract, their numbers of hours of work, and their average wages.
7. The likely numbers of participants (drivers and associates) in the practicing and racing per month.
8. The percentage of them who are likely to use our hotels and restaurants, as well as shop at our stores, and some useful estimate of the amounts they would spend at those places.

If the track's proponents are serious about persuading with claims of significant business income,

employment, and fiscal benefits to the community, they should offer us credible estimates of such positive outcomes. Hopefully, the opponents will also offer empirical bases for their arguments.

Dick

Figure 1. Typical Sound Levels



Source: Coffman Associates, Inc., Master Plan Update and Noise Exposure Map Update, Port Columbus International Airport.

Table 2.1 A-weighted Sound

Level (dBA)	
110-120	Discotheque, rock-n-roll band
100-110	Jet flyby at 300m (1000ft)
90-100	Power mower, cockpit of light aircraft
80-90	Heavy truck 64km/h(40mph) at 15m(50ft), food blender, motor cycle at 15m(50ft)
70-80	Car 100km/h(65mph) at 7.6m(25ft), clothes washer, TV, audio
60-70	Vacuum cleaner, air conditioner at 6m(20ft)
50-60	Light traffic at 30m(100ft)
40-50	Quiet residential - daytime
30-40	Quiet residential - nighttime
20-30	Wilderness area

**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

TO: Mike DeKalb	DATE: October 3, 2006
DEPARTMENT: Planning	FROM: Chris Schroeder
ATTENTION:	DEPARTMENT: Health
CARBONS TO: EH File EH Administration	SUBJECT: Nebraska Motorplex SP #06051 Addendum

The Lincoln-Lancaster County Health Department (LLCHD) has received additional information from the applicant and continued review of the special permit application and would like to add the following comments to our previous correspondence on this matter.

- Approximately two months ago, LLCHD met with the applicant and recommended that a noise consultant be hired who could provide guidance on how to minimize the noise impact of this drag racing facility. In addition, we recommended that noise impact analysis (computer modeling) of the noise created by racing be performed using the geography and elevations of the area and based on the specific design of this facility. This would include modeling the effectiveness of various noise attenuation strategies. To our knowledge, this has not been done and we have no data to review to provide further comment on if this facility may or may not achieve compliance with the proposed noise limits.
- The site plan provided by the applicant does not provide proposed designs for noise attenuation strategies, such as earthen berms or concrete barriers. LLCHD recommended to the applicant that incorporating the use of noise attenuation strategies such as earthen berms, concrete barriers, fencing, would likely be necessary to minimize the impact of noise from racing. Again, to evaluate the effectiveness of such noise attenuation strategies, the applicant should provide the LLCHD with a noise impact analysis to include the projected noise levels, e.g. one-minute Leq's, at noise sensitive locations already identified.
- LLCHD provided technical assistance to the applicant regarding a previous proposal to consider constructing a drag racing facility near the Lincoln Municipal Airport. As part of that work, on June 4, 2002, the LLCHD conducted noise testing at the Lincoln Municipal Airport while a mock drag racing event was staged by the applicant. The purpose of this testing was to simulate the noise from a drag strip for the purposes of determining compliance with Lincoln Municipal Code 27.63.570. LLCHD has attempted to extrapolate the data collected from this testing and analysis and apply it to the current proposal. LLCHD believes that relative to this application, that without any noise attenuation strategies (earthen berms,

barrier, etc.), the noise level associated with muffled racing vehicles may comply with the proposed one-minute Leq limit of 50 dB(A) at a distance greater than one-mile from the proposed track and the Leq limit of 65 dB(A) at a distance up to one-mile. However, LLCHD believes the noise level associated with unmuffled racing vehicles is likely to exceed both of these levels and would then violate the conditions LLCHD proposed for the Special Permit.

- Information provided by the applicant from the National Hot Rod Association identifies peak noise levels for various kinds of drag racing vehicles. While somewhat useful, without the benefit of noise impact analysis (computer modeling) for this specific site and drag strip design, it is of limited value.