



Chapter 6

Financial Analysis and Evaluation

6.0 FINANCIAL ANALYSIS AND EVALUATION

This chapter presents a financial strategy for Phase I elements of the Amended Draft Single Package. Because of the size of the Amended Draft single Package, not all projects can be built at one time. The Amended Draft single Package is included in the financially constrained *City of Lincoln-Lancaster County Comprehensive Plan*. This financial plan assumes it will take 15 to 20 years to implement the whole plan. The financial plan proposes implementation of a Phase I group of projects that are related to the purposes and needs established at the beginning of the Antelope Valley Major Investment Study (AV MIS). Plans of the Amended Draft Single Package are provided in Appendix I.¹

Only a portion of the total Amended Draft Single Package would be funded and constructed in the next ten years (FY 2000 – FY 2009), or less. Known as Phase I, the three program areas (stormwater management, transportation, and community revitalization) have been carefully analyzed to determine what needs to be built earlier, and what relationship there is among certain projects in the plan.

The plan assumes the elected bodies responsible for the Partners' budgets will wish to keep current tax support mechanisms and support levels very close to the levels of prior years. Any new sources of funds need to be closely related to the purpose proposed, and be normally available to applicants, such as the Antelope Valley Partners.

In addition, this chapter evaluates the overall merits of the two alternatives under consideration in the Draft Environmental Impact Statement (DEIS): the Amended Draft Single Package and the No-Action Alternative. The previous chapters summarize the potential costs, benefits, and impacts of the two alternatives. Much of the information focused on specific kinds of impacts and specific locations. The evaluation in this chapter organizes key findings into a concise summary that can be used to form judgments on the overall merit of the Amended Draft Single Package compared to the No-Action Alternative. The chapter describes the degree to which the Amended Draft Single Package and the No- Action alternative succeed in meeting each purpose and need identified by the community and its leaders early in the study.

6.1 Financing

A responsible financial plan sets out funding sources that are reasonably expected to pass the government's normal budgeting approval process while funding and sustaining other vital governmental services, programs, and other public improvements.

The financing discussion in this chapter focuses on Phase I project elements. The basic strategy for Phase I is to eliminate the flood plain threat as soon as local and federal funds can be committed. Redevelopment and new development in the

¹ Technical reports, which are identified in this EIS, are all incorporated by reference in this EIS. Appendix A provides a complete list of referenced reports. Copies of this EIS and the Antelope Valley Study Team reports are available for public viewing from the City of Lincoln-Lancaster County Planning Department, Suite 213, 555 South 10th Street, Lincoln, Nebraska, 68508. Copies of this EIS and Study Team reports are also available for viewing at city public libraries and available for purchase at Kinko's Copies, 1201 Q Street, Lincoln, Nebraska, 68508.

floodplain is limited until this correction is underway. The timing for getting funding for channel improvements in the next Water Resources Development Act for the US Army Corps of Engineers in 2000 looks positive. The Phase I roadways correct the safety concerns at the Burlington Northern Santa Fe (BNSF) Railroad's major grade crossings with the highest traffic and train volumes. Phase I also completes the downtown roadway segments that would have the most likelihood to promote new development in Lincoln. Community Revitalization continues to improve older neighborhood housing, adds infrastructure improvements, maintains existing public property, as well as builds the new public parks for currently under-served communities.

At the end of functional design, the Partners' elected officials would need to approve specific projects. Additionally, the federal government must approve the Final Environmental Impact Statement, before any construction requiring a federal action or federal funding would take place.

The total Amended Draft Single Package assumes a 15 to 20 year construction period (average \$10 - \$13 million in 1997 dollars per year) to complete all items. Figure 6.1 shows the general location of Phase I projects for FY 2000 – FY 2009. The identification of potential Phase I projects has been developed by discussion of the Advisory and Management Committees of the study. The Partners have looked for the greatest benefits in the early years for all program areas. After technical analyses and public involvement discussions, the Advisory Committee, the Partners and others concluded that the channel needed to be among the first construction priorities. Narrowing the flood plain of Antelope Creek to the width of the new channel has stormwater, roadway, and redevelopment implications. For example, the channel and the roadway between Vine Street and Military Road are adjacent to each other, and therefore need to be constructed jointly.

Early community redevelopment opportunities are important for the potential tax revenues they bring to help the City carry out the rest of the development items in the Amended Draft Single Package. Redevelopment of the eastern side of Downtown Lincoln is important to attracting new business and office activities. Malone, Clinton, and Woods Park neighborhood redevelopment brings a better quality of life and can energize these communities to do even more privately.

The new Northeast Community Park and the expansion of Trago Park are included in Phase I to provide the earliest increase in public recreation space. The Northeast Park is also important as the relocation site for the three UNL softball fields displaced by the North-South Roadway. The Trago Park expansion land, and its development, is closely related to the channel land acquisition program and the completion of construction adjacent to the new channel.

Eliminating the two busiest mainline grade crossings of the BNSF Railroad in Lincoln brings safety improvements for trains, motorists, and pedestrians. It also improves access into the State Fair grounds and the UNL City Campus. The entire North-South Roadway and the portion of the East - West Roadway between 10th street and just east of 27th Street is included in Phase I. The Phase I roadways also provide alternate

Figure 6.1

routes that serve to reduce the need for traffic to go through existing neighborhoods. For example, 14th, Holdrege, R, and P Streets are likely to carry less traffic through the neighborhoods in the future after the new roadways are built. Through traffic on North 27th Street that mixes with shopping traffic will also have an alternative path.

6.1.1 Stormwater Management

Phase I includes all stormwater management improvements discussed in this document, meaning the full length of the channel and the adjacent linear park.

Potential funding sources for the stormwater management elements are:

- US Army Corps of Engineers Water Resources Development Act (WRDA) funds
- State of Nebraska funds to help take the University of Nebraska - Lincoln (UNL) City Campus out of the flood plain
- UNL and State of Nebraska land contributions
- Nebraska Natural Resources Development funds
- Lower Platte South land acquisition and channel development funds
- City and Railroad Transportation Safety District (RTSD) roadway funds for bridges and utilities

6.1.2 Transportation

The transportation elements in Phase I include the East-West Roadway from 9th to 29th Streets and the North-South Roadway from K Street to Military Road. Proposed capital funding sources for construction of the new roadways are as follows:

- Federal Highway Administration (FHWA) demonstration funds for the BNSF Railroad overpass
- FHWA funds for urban area projects
- Nebraska Department of Roads (NDOR) funds for urban area projects
- NDOR bridge replacement funds
- NDOR railroad grade crossing replacement funds
- UNL land contributions
- City of Lincoln road construction funds
- Tax Increment Financing (TIF) - Special assessment district funds for downtown local transportation infrastructure
- Railroad Transportation Safety District (RTSD) grade crossing improvement funds
- BNSF Railroad contributions to help eliminate 14th and 17th Street crossings

6.1.3 Community Revitalization

Community Revitalization elements in Phase I include the following:

- Non-flood plain housing improvements
- Closer to home improvements
- Northeast Community Park
- Trago Park (expansion)
- Downtown trail loop

Potential funding sources for the community revitalization elements are as follows:

- Federal Community Development Block Grant funds
- Federal Neighborhood Demonstration funds for “closer-to-home” projects
- Federal Department of the Interior Park Development funds
- FHWA Transportation Enhancement funds for trail system
- FHWA Transportation project mitigation funds
- Nebraska Park development funds
- TIF - Special Assessment District funds for development infrastructure
- Private sector contributions of land or dollars
- Private “foundation” grants for community development

6.1.4 Operating and Maintenance Financing

Operating and maintenance (O&M) costs are also considered. Often these costs, though far less than the capital costs, are more difficult to budget because they occur every year over the long-term.

For stormwater management, the new channel and linear park O&M work is shared by the Lower Platte South Natural Resources District (LPSNRD) and City Parks and Recreation Department under an existing agreement: LPSNRD pays almost all O&M costs. Designs for the channel have been developed to minimize maintenance requirements. Creation of a new channel Business Improvement District is one idea for funding operation and maintenance of improvements within the designated area.

For the roadway, the City Public Works O&M budget will use local motor vehicle revenue allocations from state collections. The additional lanes included in Phase I of the Amended Draft Single Package are a very small percentage of the total city quantity of transportation infrastructure and less than that built over a similar span of years for other roadway developments.

For Community Revitalization, the O&M costs are far more diverse in amounts and sources. The new housing would typically be privately maintained, while LPSNRD and City Parks would maintain trails. The new parks would be the responsibility of UNL and the City (Northeast Community Park) or the City (Trago Park). Public and private groups through their existing budgets would operate the wrap-around centers. The new developments are expected to increase City tax collections and that would help pay their share of O&M costs.

6.1.5 Financial Feasibility

All of the sources and types of funding in the financial plan have regularly been used by the Partners for previous capital improvements. TIF District and special assessment district financing are funding sources that are suggested to assist the eastern downtown area or other redevelopment areas and help pay for local infrastructure improvements. The financial plan levels of funding recognize and permit continued funding of other vital services and projects throughout the Lincoln area.

The Partners have proposed entering into an Interlocal Agreement for Antelope Valley – as permitted under existing Nebraska law – in order to formalize their relationships

and responsibilities during implementation of Phase 1. Assuming that area elected officials approve proceeding with some, or all, of the Amended Draft Single Package.

The agreement would create a “Joint Antelope Valley Authority” (JAVA) to manage all of the processes of construction design, acquisition of rights of way (including relocations), construction, and construction inspection services. JAVA would prepare schedules and budgets for these activities and submit them to the elected officials of the Partners to approve funding, which would then be transmitted to JAVA. JAVA would not have any taxing powers of its own.

Once all of the approved projects are completed, they would be turned over to the appropriate Partner to own, operate, and maintain. When all projects are completed, JAVA would cease to exist.

Phase I implementation would require budgeting approximately \$54 million for stormwater management improvements, \$88 million for the new roadways, and \$33 million for community revitalization elements. Much of the local financial contribution will be budgeted through the Partners’ capital improvement programs. The City of Lincoln has a six-year program that is approved by City Council annually. The UNL uses Board of Regents Biennial Budgets, which are approved by Unicameral biennially, and the LPSNRD Directors annually approve a six-year program.

Table 6.1 shows the Phase I budget for each program area, the percentage of each toward the total program budget, and the total Phase I budget. All of the new channel work is included in Phase I, for example, and it constitutes about one-third of the cost of Phase I. These costs are expressed in 1999 dollars as the work completed in functional design allows an update of the cost estimate for Phase 1 activities.

Table 6.1
PHASE I IMPLEMENTATION BUDGET
(Millions of 1999 Dollars)

Program Area	Phase I Budget	Program Area as Percent of Phase I
Community Revitalization	33	19%
Stormwater Management	54	31%
Transportation	88	50%
Total	175	100%

Source: AV Study Team

Table 6.2 summarizes the status of identifying and allocating needed funds for Phase I. The City of Lincoln and the Lower Platte South Natural Resources District annually develop their budgets and the next six-year capital improvement programs (CIP). Staffs at each have identified sources and amounts of funds for official review, and eventual approvals are expected later in the year.

Other major potential fund sources are in the discussion stage with public agencies and private groups. These entities have indicated an overall willingness to participate in the funding of Phase I, although they have not yet included the funds in a formal

program or commitment document. These funds are believed to be reasonably likely to be available to Antelope Valley Partners, as needed for Phase I. See Table 6.2.

Table 6.2
PHASE I STATUS OF FUNDING
(Millions of 1999 Dollars)

Program Area	Phase I Budget	In CIPs or in Funding Discussion	Not Currently in Funding Discussion
Community Revitalization	33	5	28 **
Stormwater Management	54	52	2
Transportation	88	59	29
Total	175	116	59

Source: AV Study Team

Note: One-half of this budget is for private/public project development in the 100-Year floodplain. These projects are not likely to be committed by developers until the new channel is underway. "In Discussion" is not a formal commitment.

Other funding needs where the discussions have not started, the need is farther into the up to ten-year program or for other reasons, are deemed less certain and are found in the last column of Table 6.2. Close to \$120 million of the \$175 million budget for Phase I seems reasonably available. This large share will be used to leverage other, less certain sources to "join the bandwagon."

Another way of looking at the funding sources is to categorize all the likely sources (from both columns) into groups by what level of government or private funds they are coming from. Overall there are several diverse sources that contribute to the improvements that comprise the Amended Draft Single Package. There are some in the City of Lincoln who have expressed concern that the City can not afford to pay what they assume would be over \$100 million for improvements in the study area. However, for Phase I, the actual amount expected from the City of Lincoln over ten years is about \$38 million (1999 dollars) (or less than \$4 million per year), and most of the \$4 million each year will be for transportation improvements.

It should be noted that each Federal, State and City amounts often are composed of a group of individual funding authorities and categories. In the case of State transportation funds, for example, these are often a combination of State and Federal dollars available to Nebraska to interchangeably use to the best advantage as budgeted by the Department of Roads.

6.2 Evaluation

This section compares the No-Action Alternative and the Amended Draft Single Package in their entirety. Emphasis is on the Amended Draft Single Package's effectiveness in addressing purposes and needs identified in Chapter 1. Table 6.3 summarizes the evaluation results.

6.2.1 Stormwater Management

As discussed in Chapter 1, flooding of Antelope Creek would cause serious property damages. The need to define a floodway and reduce the 100-year floodplain along

Antelope Creek through the study area was identified early in the study. The Amended Draft Single Package would effectively address this purpose and need, while the No-Action Alternative would not.

The US Army Corps of Engineers has completed a Draft Feasibility Report analyzing the potential stormwater management improvements in the lower Antelope Creek basin. This report is incorporated by reference in this EIS.

The stormwater management component of the Amended Draft Single Package would narrow the Antelope Creek floodplain along the channel from approximately A Street to the BNSF Railroad, resulting in less population, properties, and infrastructure in the floodplain. The Amended Draft Single Package would have positive long-term impacts on the community. Narrowing and containing the 100-year floodplain and delineating the new floodway along Antelope Creek would reduce the risk of flooding damages.

The stormwater management improvements would result in an estimated 1,200 fewer persons living in the 100-year floodplain of Antelope Creek. Similarly, 560 residential buildings and 230 commercial or industrial buildings would no longer be in the floodplain. Therefore, the channel would substantially reduce risk to human life during a major storm.

Table 6.3
EFFECTIVENESS OF ALTERNATIVES IN MEETING
PURPOSES AND NEEDS

Purposes and Needs	Amended Draft Single Package	No-Action Alternative
Stormwater Management	The Amended Draft Single Package reduces the floodplain to the width of the new floodway.	The floodplain remains the same size and the potential for flooding would continue along Antelope Creek.
Land Use Patterns	The stormwater channel and the new roadways reinforce and help define neighborhood boundaries. In addition, the reduction of the Antelope Creek floodplain would facilitate additional development in the study area. New development and/or private investment could, in turn, improve the quality of life for existing residents.	With the No-Action Alternative, flooding would continue along Antelope Creek and therefore continue to limit redevelopment opportunities.
Traffic Operations	Expanded traffic capacity provided by new roadways is expected to alleviate some traffic congestion on parallel facilities. Elimination of railroad grade crossings results in safety improvements and some changes to traffic access.	Higher volumes of traffic are expected to result in increasing traffic congestion and delay throughout the study area. Railroad grade crossings would remain.

Purposes and Needs	Amended Draft Single Package	No-Action Alternative
Safety	Elimination of four at-grade crossings of the BNSF greatly improves motorist and pedestrian safety. Also, reduction of the Antelope Creek floodplain would reduce flooding hazards.	Safety improvements associated with removing at-grade crossings of the railroad and reduction of the floodplain would not be realized.
Youth Recreation	The Northeast Community Park would add land for recreation and, therefore, opportunities for expanded youth recreation. Also, Trago Park would be expanded.	There would be no change to the existing park and recreation space.
Trail Continuity	The channel would accommodate a major bicycle and pedestrian trail system extending the Billy Wolff/Rock Island Trail into Lincoln's core, through the UNL City Campus, and past State Fair Park north to Salt Creek.	Opportunity for major trail linkages through Lincoln's core and UNL City Campus would not be provided.
Neighborhood Vitality	Reduction of the floodplain, aesthetic qualities of the water feature, improved transportation infrastructure, elimination of railroad grade crossings, the new Northeast Community Park, expanded Trago Park, wrap-around centers, and improved trails all contribute to enhanced neighborhood vitality.	Neighborhood vitality would be somewhat enhanced by ongoing City projects, although not to the extent possible with stormwater management and transportation improvements.
Downtown Vitality	Reduction of the floodplain, improved transportation infrastructure, elimination of railroad grade crossings, and improved trails all contribute to enhanced downtown vitality.	Downtown vitality would be somewhat enhanced by ongoing City projects, although not to the extent possible with stormwater management and transportation improvements.

Source: AV Study Team

Positive impacts of stormwater management would also include the greater potential for multi-use, diverse development opportunities within the areas currently located in the 100-year floodplain, an area of approximately 166 hectares (409 acres). The No-Action Alternative does not address the stormwater management purpose and need. The restricted capacity of the Antelope Creek conduit would continue to pose a threat of flooding that would damage residential and commercial buildings, public facilities,

and other infrastructure within the floodplain. The Corps' estimated damage from the 100-year flood event would exceed \$20 million, with potential loss of human lives.

6.2.2 Transportation

The Amended Draft Single Package is expected to result in overall transportation benefits and satisfy the transportation-related purposes and needs of the AV MIS. Particularly, traffic operations would be improved, pedestrian safety enhanced, neighborhood through traffic reduced, roadway continuity improved, and at-grade rail crossings eliminated.

Traffic Operations. The BNSF Railroad angles through the study area creating problems for traffic operations. The railroad blocks some streets from physically connecting over the railroad, and more and longer trains block automobile traffic for several hours every day on the streets that do cross the railroad. The Amended Draft Single Package eliminates four at-grade crossings of the BNSF Railroad at 14th Street, 17th Street, 33rd Street and Adams Street. The grade crossings are eliminated, and a new bridge at 16th Street and two roadway underpasses at an extension of Huntington Avenue and at 33rd Street would accommodate traffic. These improvements greatly reduce the potential for auto/train accidents by physically separating motorists and train movements. In addition, a pedestrian underpass and trail connection is provided under the railroad at 16th Street.

In the No-Action Alternative, future traffic (approximately 75,000 vehicles per day) would continue to be subject to delays at railroad crossings at 14th, 17th, 33rd, and Adams Streets. In addition, drivers avoiding train-related delays at 14th and 17th Streets today often use the 27th Street bridge over the railroad. Motorists then continue to use Holdrege, Vine, and O Streets to downtown, thus increasing traffic on these streets.

- **Screenlines.** The Amended Draft Single Package traffic analysis indicates that six of the screenlines are expected to have a volume to capacity ratio (v/c) greater than 1.0, compared to eight of the 11 screenlines in the No-Action Alternative. Therefore, the Amended Draft Single Package's screenline analysis predicts better v/c when compared to the No-Action Alternative. In fact, when comparing the Amended Draft Single Package to the No-Action Alternative, most screenlines have a lower v/c ratio in the Amended Draft Single Package relative to the No-Action Alternative. This indicates that the Amended Draft Single Package does a better job of providing adequate roadway capacity compared to the No-Action Alternative.
- **Levels of Service.** The new East-West Roadway is expected to have some traffic congestion, with intersection operations ranging from LOS B to E. For the Amended Draft Single Package a total of 40 intersections were analyzed (23 existing and 17 future). Traffic operations in the 16th and 17th Street corridors are better in the Amended Draft Single Package relative to the No-Action Alternative. Vine and Holdrege Streets are also better in the Amended Draft Single Package relative to the No-Action Alternative, as are the 27th and 33rd Street corridors. The better traffic operation with the Amended Draft Single Package in these areas is primarily because of additional capacity provided by the new North-South Roadway, which is expected to operate at LOS C, D or E at intersections analyzed.

Safety. Another transportation-related purpose and need identified early in the AV MIS was the need to provide safety improvements, particularly at the grade crossings of the BNSF Railroad. These crossings create safety hazards for motorists and pedestrians, as well as for the railroads. The Amended Draft Single Package eliminates four at-grade crossings of the BNSF Railroad at 14th Street, 17th Street, 33rd Street and Adams Street. The grade crossing improvements greatly reduce the potential for auto/train accidents by physically separating motorists and train movements. In addition, a pedestrian underpass and trail connection is provided under the railroad at 16th Street connecting the south and north sides of the railroad. Under the No-Action Alternative, the at-grade railroad crossings would remain and the safety benefits to motorists and pedestrians of new facilities would not be realized.

The Amended Draft Single Package also includes trail connections that provide additional safety benefits to bicyclists. The pedestrian and bicycle trail along the new open stream provides an off-street connection to the existing trail along Antelope Creek and the UNL City Campus. This reduces the need for bicyclists to use city streets, and reduces the hazard of bicyclists mixing with automobile traffic.

6.2.3 Community Revitalization

The various community revitalization components of the Amended Draft Single Package address all eight purposes and needs identified early in the study and discussed in Chapter 1. Actions that address the stormwater management, transportation, and safety purposes and needs also have the potential to contribute to revitalizing the community and were discussed in Sections 6.2.1 and 6.2.2. This section focuses on the remaining purposes and needs: land use patterns, youth recreation, trail continuity, neighborhood vitality, and downtown vitality.

Land Use Patterns. The Amended Draft Single Package reduces the potential for flooding along Antelope Creek and provides improved transportation facilities. Combined, these improvements can encourage positive land-use changes throughout central Lincoln. The North-South Roadway is located along the edges of established areas, to minimize any adverse impact to nearby residents. Similarly, the stormwater channel is adjacent to the roadway and helps to reinforce neighborhood boundaries. The mixed-use development in the downtown development area provides a transition between downtown Lincoln and the nearby residential areas.

During the Major Investment Study, design charrettes were undertaken to propose potential land use changes to complement or enhance existing neighborhood, business, and UNL land uses in the area. Future scenarios also build on transportation and stormwater improvements. Future scenarios include a four-block neighborhood retail area; an open, linear space between Trago Park and Antelope Park/Lewis Fields; residential development; and the possible expansion of P Street Market Place beyond that planned under the No-Action Alternative.

Under the No-Action Alternative, the new North-South Roadway and the channel would not be constructed. The potential for flooding of Antelope Creek would continue and therefore opportunities for redevelopment would continue to be limited. The No-Action Alternative includes current plans for the P Street Market Place. The City of Lincoln and

Downtown Lincoln Association are in the process of extending retail and leisure activities along P Street, from 10th Street to 17th Street.

Youth Recreation. The Amended Draft Single Package includes the Northeast Community Park, expansion of Trago Park, and improved trail connections. Each enhances opportunities for youth recreation. Conversely, the No-Action Alternative does not include the expansion of these recreation facilities and would not enhance recreational opportunities.

The Amended Draft Single Package would add an 13-hectare (33-acre) Northeast Community Park to serve the residents of the Clinton, University Place, Hartley, and other area neighborhoods. The park would have facilities for programmed recreation activities, including multiple softball and soccer fields, a picnic facility, restrooms, a playground, sand volleyball courts, and multi-use sports courts to accommodate tennis or basketball.

Trago Park would see expansion on its south edge with the implementation of the Amended Draft Single Package. Not only would Trago Park provide an attractive corridor for the stormwater conveyance channel and parallel trail, but also the park expansion would allow for new play fields and other active uses to be developed. These changes would enhance the park amenity for Malone, Hawley, and Clinton neighborhood residents.

Trail Continuity. The stormwater channel provided in the Amended Draft Single Package would accommodate a major bicycle and pedestrian trail system extending the Billy Wolff/Rock Island Trail into Lincoln's core, through the UNL City Campus, and past State Fair Park north to Salt Creek. In addition to constructing a new path parallel to Antelope Creek east of downtown, the loop would border the UNL's City Campus to its north. From there, it would proceed south through the Haymarket, possibly using the existing area near the train platform, and turn east at G Street using the wide right-of-way to develop the trail. The trail would complete its downtown loop near Lincoln High School where it connects with the Antelope Creek path.

This loop system would act as a "hub" of Lincoln's trail system, connecting the "spokes" of the Billy Wolff, John Dietrich, Salt Creek, and the MoPac trails. This hub would permit access to all points of the UNL City Campus and the Central Business District of downtown, with minimal on-street use. The Billy Wolff trail would connect to the loop trail in Antelope Park. The John Dietrich trail would extend along Holdrege Street to connect to the loop at the channel. The Salt Creek trail would connect to the loop via G Street between 1st and 8th Streets, where it would meet the new trail eastward from 8th Street. The MoPac trail would tie in to the loop at the channel, near 18th and X Streets. Thus, bicyclists would make better and safer intra-city connections.

Opportunity for major trail linkages through Lincoln's core and UNL City Campus would not be provided in the No-Action Alternative.

Neighborhood Vitality. Reduction of the floodplain, improved transportation infrastructure, elimination of railroad grade crossings, the new Northeast Community Park, expanded Trago Park, wrap-around centers, closer-to-home strategies, and

improved trails all contribute to enhanced neighborhood vitality under the Amended Draft Single Package. The North-South Roadway location in the 19th Street corridor, from K to Q Streets, allows several key concepts desired by the community to be included in the downtown development opportunity area. The Amended Draft Single Package includes the opportunity for a new downtown supermarket, mixed-use development with convenience retail, and new residential options. The open channel provides benefits to the neighborhoods, and is envisioned to be an aesthetically pleasing water feature with accompanying trails at some locations.

The Amended Draft Single Package encourages Lincoln to continue to incorporate closer-to-home strategies. These include efforts to improve the area's attractiveness, remove blight, and elements such as linking unconnected or fragmented sidewalks. Strategies can also help define neighborhoods using landscaping, and special street light standards, as well as slowing traffic in residential areas.

With the No-Action Alternative, neighborhood vitality would be somewhat enhanced by ongoing City projects, although not to the extent possible with stormwater management and transportation improvements.

Downtown Vitality. Similar to neighborhood vitality, downtown vitality would be enhanced with the Amended Draft Single Package improvements. New downtown housing along 18th Street and near the stormwater channel in the form of townhouses and mixed-use development would help supply the population required to support activity beyond the typical work day hours. Both the Market Place Plan, assuming it is extended eastward, and the new downtown supermarket would benefit from new housing. The housing, in turn, would benefit from a location adjacent to an expanded Trago Park.

6.2.4 Preservation and Protection of the Environment

Environmental impacts of the Amended Draft Single Package and the No-Action Alternative are summarized below. See Section S.5 for a summary and Chapter 4 for more discussion of potential environmental impacts. Table 6.4 summarizes potential environmental impacts.

**Table 6.4
SUMMARY OF ENVIRONMENTAL IMPACTS**

Potential Impacts	Alternatives Considered	
	Amended Draft Single Package	No-Action Alternative
Affected Communities	Impacts are overwhelmingly positive since linear improvements follow neighborhood boundaries.	There would be no impacts, other than those associated with non-Antelope Valley projects.

Potential Impacts	Alternatives Considered	
	Amended Draft Single Package	No-Action Alternative
Environmental Justice	Most benefits and impacts occur in the southernmost one-fourth of the study area, the area of Lincoln with the highest percentage of minority and low-income residents. Extensive public involvement effort has included representatives from the southernmost study section.	There would be no impacts, other than those associated with non-Antelope Valley projects. Benefits of the Amended Draft Single Package would not be realized.
Land Use	The Amended Draft Single Package would introduce facilities that are consistent with land uses in the study area.	The No-Action Alternative would maintain mismatched land uses downtown, and is less consistent with the officially adopted plans of the study Partners
Acquisition and Relocation	121 buildings would be acquired, including 46 residential buildings (48 households), 75 commercial buildings (44 businesses), and 11 public buildings.	There would be no impacts, other than those associated with non-Antelope Valley projects.
Economic Impacts	Long-term gains in tax revenues would result as the downtown redevelopment plans are realized, offsetting any short-term losses. The Amended Draft Single Package would generate construction jobs for 15 years. Some jobs would be moved outside the study area, but downtown redevelopment and revitalization measures would create new jobs for area residents.	Tax revenues would remain the same or decline, while far less construction-related employment and little long-term job creation would occur.
Pedestrians and Bicyclists	New trails and trail connections would be provided at key links.	Trails would remain unlinked through downtown, with no new north-south scenic trail along Antelope Creek.
Air Quality	No air quality impacts are anticipated.	No impacts are anticipated.
Noise	Impacts would occur at 15 properties, with mitigation considered for each.	No impacts are anticipated.
Vibrations	No long-term impacts are anticipated, and short-term impacts would be mitigated.	No impacts are anticipated.
Lighting	No impacts with light side-shields.	No lighting impacts are anticipated.

Potential Impacts	Alternatives Considered	
	Amended Draft Single Package	No-Action Alternative
Wetlands	An estimated 0.36 hectare (0.90 acre) of wetlands would be affected and potential mitigation sites are under investigation. Permit applications would be prepared during final design, prior to construction.	No impacts would occur, other than those associated with non-Antelope Valley projects
Floodplains	Antelope Creek floodplain would be reduced. Reduced risk of flooding would remove disincentives to redevelopment, reduce flood insurance costs for many, improve public safety, and enable revitalization of urban core.	No change to Antelope Creek floodplain would occur.
Threatened / Endangered Species	No impacts would occur.	No impacts would occur.
Farmland	No impacts would occur.	No impacts would occur.
Water Quality	No impacts are anticipated. Potential aquatic wildlife benefits with well water supplements to Antelope Creek during low flow periods.	No impacts are anticipated.
Water Body Modifications	Long-term wildlife and aquatic habitat improvements would occur through improved channel morphology, a continuous landscaped greenbelt, and possible supplementation of streamflow and a new pond.	No impacts are anticipated.
Cultural Resources	Three potentially National Register-eligible archeological sites and four historic buildings would be adversely effected.	No impacts are anticipated.
Environmental Risk Sites	Hazardous substance and petroleum release sites would be avoided to the extent possible. Where encountered, contaminated soil will be removed and contaminated water treated in accordance with state law.	No impacts are anticipated.
Visual Impacts	The few important views in the study area, such as that of the State Capitol, would not be negatively impacted. The intersection of the North-South and East-West Roadways would be elevated and would be visible in the surrounding vicinity—thus, changing the existing visual character.	No impacts would occur.

Potential Impacts	Alternatives Considered	
	Amended Draft Single Package	No-Action Alternative
Energy	The one-time expenditure of energy during construction would eventually be compensated somewhat by long-term energy savings.	No impacts would occur.
Physiography, Topography, Geology and Soils	No impacts would occur.	No impacts would occur.
Wild and Scenic Rivers	No impacts would occur.	No impacts would occur.
Coastal Zones and Management	No impacts would occur.	No impacts would occur.
Permits	Those listed in the EIS will be applied for prior to construction.	No impacts would occur.
Construction	Short-term impacts to be mitigated to the extent practical.	No impacts would occur.

Source: AV Study Team