

TABLE OF CONTENTS

Section	Page
1 INTRODUCTION	1-1
1.1 Introduction to the DEIR	1-1
1.2 Changes to the Project since Publication of the Notice of Preparation	1-1
1.3 Intended Uses of This DEIR	1-2
1.4 Lead and Responsible Agencies	1-2
1.5 Environmental Procedures	1-3
1.6 EIR Type, Use, and Process	1-4
1.7 Scope of This DEIR	1-5
1.8 Effects Found not to be Significant	1-5
1.9 Project Sponsors	1-6
2 SUMMARY	2-1
2.1 Introduction	2-1
2.2 Summary of the Project Description	2-1
2.3 Summary of Project Alternatives	2-1
2.4 Summary of LAFCo Issues of Interest and Level of Impact	2-5
2.5 Summary of Known Controversial Issues	2-5
2.6 Issues to be Resolved	2-6
2.7 Summary Table	2-7
2.8 Summary of Cumulative Impacts	2-7
3 PROJECT DESCRIPTION	3-1
3.1 Project Location	3-1
3.2 Existing Setting	3-1
3.3 Project Purpose	3-1
3.4 Project Objectives	3-5
3.5 Project Characteristics	3-6
3.6 Required Discretionary Actions	3-14
3.7 Related Projects	3-19
4 ALTERNATIVES TO THE PROPOSED PROJECT	4-1
4.1 Introduction	4-1
4.2 Alternatives Evaluated in this EIR	4-1
4.3 Alternatives Considered and Incorporated into the Project	4-2
4.4 Other Alternatives Considered and Rejected	4-4
5 PROJECT CONSISTENCY WITH PLANS AND POLICIES	5-1
5.1 Introduction	5-1
5.2 Existing Land Use Setting	5-1
5.3 Adopted Plans and Applicable Policies	5-1
5.4 Consistency with Plans and Policies	5-8
6 ENVIRONMENTAL ANALYSIS	6-1
6.1 Transportation and Circulation	6.1-1
6.2 Air Quality	6.2-1
6.3 Noise	6.3-1

TABLE OF CONTENTS (Continued)

Section	Page
6.4 Utilities.....	6.4-1
6.5 Public Services.....	6.5-1
6.6 Parks and Open Space.....	6.6-1
6.7 Aesthetics.....	6.7-1
6.8 Public Health and Hazards.....	6.8-1
6.9 Geology and Soils.....	6.9-1
6.10 Hydrology, Drainage, and Water Quality.....	6.10-1
6.11 Agriculture.....	6.11-1
6.12 Biological Resources.....	6.12-1
6.13 Cultural Resources.....	6.13-1
7 OTHER CEQA-REQUIRED ANALYSES.....	7-1
7.1 Growth Inducing Impacts.....	7-1
7.2 Cumulative Impacts.....	7-5
7.3 Significant Irreversible Environmental Changes that would be Caused by the Proposed Project.....	7-25
7.4 Summary of Significant Unavoidable Adverse Impacts.....	7-25
8 COMPARATIVE MERITS OF THE ALTERNATIVES.....	8-1
8.1 Consideration of an Off-site Alternative.....	8-1
8.2 Consideration of Dispersed Development Alternative.....	8-6
8.3 Consideration of a Reduced Size Alternative.....	8-11
8.4 Consideration of No Project Alternative – Continuation of Existing Land Uses.....	8-15
8.5 Summary of Comparative Effects of the Project Site Alternatives.....	8-18
8.6 Environmentally Superior Alternative.....	8-18
9 REFERENCES.....	9-1
10 REPORT PREPARATION.....	10-1
10.1 Co-Lead Agencies.....	10-1
10.2 EIR Consultant.....	10-1
10.3 EIR SubConsultants.....	10-2
10.4 Traffic Consultant.....	10-2
11 STANDARD TERMINOLOGY AND ACRONYMS.....	11-1
11.1 Standard Terminology.....	11-1
11.2 Acronyms and Abbreviations.....	11-1

TABLE OF CONTENTS (Continued)

APPENDICES – VOLUME II

- A Notice of Preparation and Comments
- B Traffic Data
- C Draft Greenbriar Finance Plan
- D Air Quality Modeling Data and Fee Worksheet
- E Greenbriar Master AQ/TSM Plan
- F Air Quality Health Risk Assessment

APPENDICES – VOLUME III

- G Noise Modeling Data and Reports
- H Greenbriar Water Study
- I Greenbriar Sewer Study
- J Greenbriar Master Drainage Study
- K Water Supply Assessment
- L Land Use Density Calculations
- M Berryman Ecological Surveys
- N LESA Modeling
- O Delineation of Waters of the United States
- P Analysis of Effects on the Natomas Basin Habitat Conservation Plan Report

TABLE OF CONTENTS (Continued)

Tables	Page
1-1 CEQA Guidelines Required Analyses	1-3
2-1 Summary of Environmental Impacts and Mitigation Measures	2-12
3-1 Proposed Housing Types and Number of Units	3-9
3-2 Proposed Land Use Designations and Acreages (Net) for the Project Site	3-10
3-3 Proposed Zoning Designations and Acreages for the Project Site	3-11
6.1-1 Level of Service Criteria for Signalized Intersections	6.1-7
6.1-2 Level of Service Criteria for Unsignalized Intersections	6.1-7
6.1-3 Level of Service Criteria for Roadways Segments	6.1-7
6.1-4 Freeway Ramp Merge and Diverge Level of Service Criteria	6.1-8
6.1-5 Freeway Ramp Level of Service Definitions	6.1-8
6.1-6 Freeway Mainline Level of Service Criteria	6.1-8
6.1-7 Existing Peak-Hour Intersection Operating Conditions	6.1-12
6.1-8 Existing Roadway Operating Conditions	6.1-12
6.1-9 Existing Peak-Hour Freeway Ramp Operating Conditions	6.1-13
6.1-10 Existing Peak-Hour Freeway Mainline Operating Conditions	6.1-14
6.1-11 Approved Projects Trip Generation	6.1-15
6.1-12 Baseline Peak-Hour Intersection Operating Conditions	6.1-18
6.1-13 Baseline Roadway Operating Conditions	6.1-18
6.1-14 Baseline Peak-Hour Freeway Ramp Operating Conditions	6.1-19
6.1-15 Baseline Peak-Hour Freeway Mainline Operating Conditions	6.1-20
6.1-16 Cumulative (2025) Peak-Hour Intersection Operating Conditions	6.1-25
6.1-17 Cumulative (2025) Roadway Operating Conditions	6.1-26
6.1-18 Cumulative (2025) Peak-Hour Freeway Ramp Operating Conditions	6.1-27
6.1-19 Cumulative (2025) Peak-Hour Freeway Mainline Operating Conditions	6.1-28
6.1-20 Proposed Project Trip Generation	6.1-29
6.1-21 Baseline plus Project Peak-Hour Intersection Operating Conditions	6.1-38
6.1-22 Baseline plus Project Roadway Operating Conditions	6.1-39
6.1-23 Baseline plus Project Peak-Hour Freeway Ramp Operating Conditions	6.1-39
6.1-24 Baseline plus Project Conditions Peak-Hour Freeway Mainline Operating Conditions	6.1-40
6.1-25 Cumulative (2025) Plus Project Peak-Hour Intersection Operating Conditions	6.1-46
6.1-26 Cumulative (2025) Plus Project Roadway Operating Conditions	6.1-47
6.1-27 Cumulative (2025) Plus Project Peak-Hour Freeway Ramp Operating Conditions	6.1-47
6.1-28 Cumulative (2025) Plus Project Peak-Hour Freeway Mainline Operating Conditions	6.1-48
6.1-29 Baseline Peak-Hour Intersection Operating Conditions	6.1-51
6.1-30 Baseline Peak-Hour Intersection Operating Conditions	6.1-52
6.1-31 Baseline Roadway Segment Operating Conditions	6.1-58
6.1-32 Baseline Roadway Segment Operating Conditions	6.1-59
6.1-33 Baseline Peak-Hour Freeway Ramp Operating Conditions	6.1-61
6.1-34 Baseline Peak-Hour Freeway Ramp Operating Conditions	6.1-62
6.1-35 Baseline Peak-Hour Freeway Mainline Operating Conditions	6.1-64
6.1-36 Baseline Peak-Hour Freeway Mainline Operating Conditions	6.1-66
6.1-37 Cumulative Peak-Hour Intersection Operating Conditions	6.1-68
6.1-38 Cumulative Roadway Segment Operating Conditions	6.1-73
6.1-39 Cumulative Peak-Hour Freeway Ramp Operating Conditions	6.1-75

TABLE OF CONTENTS (Continued)

Tables	Page
6.1-40 Cumulative Peak-Hour Freeway Mainline Operating Conditions	6.1-81
6.1-41 City Parking Requirements	6.1-87
6.2-1 Summary of Annual Ambient Air Quality Data (2003–2005).....	6.2-6
6.2-2 Ambient Air Quality Standards and Designations	6.2-7
6.2-3 Summary of Modeled Worst-Case Daily Short-Term Construction-Generated Emissions	6.2-17
6.2-4 Summary of Modeled Daily Long-Term Operational Emissions	6.2-20
6.2-5 Predicted Local Mobile Source Carbon Monoxide Concentrations.....	6.2-23
6.2-6 Summary of Health Risks from Toxic Air Contaminants Sacramento Valley Air Basin	6.2-27
6.3-1 Summary of Modeled Existing Vehicular Traffic Noise Levels.....	6.3-6
6.3-2 Existing Ambient Noise Levels.....	6.3-10
6.3-3 Noise Level Measurements Commercial Aircraft Activity	6.3-12
6.3-4 Noise Level Measurements of Military Aircraft Activity	6.3-13
6.3-5 State Land Use Noise Compatibility Guidelines.....	6.3-14
6.3-6 County of Sacramento Noise Level Performance Standards for Residential Areas Affected by Nontransportation Noise	6.3-15
6.3-7 City of Sacramento General Plan Land Use Compatibility Noise Levels Shown as dBA, L _{dn} or CNEL	6.3-15
6.3-8 City of Sacramento Maximum Acceptable Interior and Exterior Noise Level Standards for New Development without Mitigation.....	6.3-16
6.3-9 Noise Control Standards of the City of Sacramento Municipal Code and County of Sacramento Code	6.3-18
6.3-10 Typical Construction Equipment Noise Levels	6.3-21
6.3-11 Summary of Modeled Traffic Noise Levels Along Area Roads Affecting Residences in the City of Sacramento.....	6.3-23
6.3-12 Summary of Modeled Traffic Noise Levels Along Area Roads Affecting Residences in Unincorporated Sacramento County	6.3-24
6.3-13 Predicted Traffic Noise Contours under Future Plus Project Conditions	6.3-27
6.3-14 Awakenings Associated with Measured Single Event Noise Levels	6.3-40
6.3-15 Typical Construction Equipment Vibration Levels	6.3-43
6.4-1 Water Demand Projections for Greenbriar.....	6.4-10
6.4-2 Supply and Demand Comparison during Conference Years.....	6.4-10
6.4-3 Peak Day Surface Water Supply and Demand Comparison during Normal Flow Conditions	6.4-11
6.5-1 Projected Student Generation, Greenbriar Project and Project Alternatives.....	6.5-8
6.6-1 Park Category Descriptions.....	6.6-6
6.9-1 Summary of Project Site Soil Characteristics	6.9-4
6.9-2 Faults Affecting the Project Area.....	6.9-6
6.9-3 Modified Mercalli Scale of Earthquake Intensity	6.9-7
6.9-4 Approximate Relationships between Earthquake Magnitude and Intensity.....	6.9-7
6.10-1 Applicable Beneficial Use Designations.....	6.10-9

TABLE OF CONTENTS (Continued)

Tables	Page
6.11-1 Acreages of Important Farmland in Sacramento County	6.11-1
6.11-2 Agricultural Ratings of Soils on the Greenbriar Project Site	6.11-6
6.11-3 California LESA Model Scoring Thresholds	6.11-6
6.12-1 Special-status Plant Species with the Potential to Occur in the Project Vicinity	6.12-15
6.12-2 Special-status Wildlife Species with the Potential to Occur in the Project Vicinity	6.12-15
6.13-1 Relevant Cultural Resource Studies	6.13-6
6.13-2 Cultural Resources in the Project Area	6.13-7
7-1 Cumulative Projects	7-8
7-2 Joint Vision Development Densities	7-10
8-1 Comparison of Environmental Impacts of Alternatives in Relation to the Proposed Project	8-18

TABLE OF CONTENTS (Continued)

Exhibits	Page
3-1 Project Vicinity Map	3-2
3-2 Project Location Map	3-3
3-3 Aerial Map of the Project Site	3-4
3-4 Project Site Plan	3-7
3-5 Water Distribution System	3-13
3-6 Wastewater Conveyance System	3-15
4-1 Reduced Size Alternative	4-3
6.1-1 Roadways within the Project Vicinity	6.1-2
6.1-2 Existing Peak-Hour Turning Movement Volumes	6.1-5
6.1-3 Existing Lane Configurations	6.1-6
6.1-4 Location of Approved Projects	6.1-16
6.1-5 Baseline Peak-Hour Turning Movement Volumes	6.1-17
6.1-6 Cumulative (2025) Peak-Hour Turning Movement Volumes	6.1-21
6.1-7 Cumulative (2025) Lane Configurations	6.1-23
6.1-8 A.M. Peak-Hour Project Trip Distribution without Meister Way Overpass	6.1-31
6.1-9 P.M. Peak-Hour Project Trip Distribution without Meister Way Overpass	6.1-32
6.1-10 A.M. Peak-Hour Project Trip Distribution with Meister Way Overpass	6.1-33
6.1-11 P.M. Peak-Hour Project Trip Distribution with Meister Way Overpass	6.1-34
6.1-12 Baseline Plus Project Peak-Hour Turning Movement Volumes	6.1-35
6.1-13 Baseline Plus Project Lane Configurations (without the Meister Way – SR 70/99 Overpass)	6.1-37
6.1-14 Cumulative (2025) Plus Project Peak-Hour Turning Movement Volumes	6.1-41
6.1-15 Cumulative (2025) Plus Project Lane Configurations	6.1-43
6.1-16 Baseline Plus Project Peak-Hour Turning Movement Volumes (with the Meister Way – SR 70/99 Overpass)	6.1-53
6.1-17 Baseline Plus Project Lane Configurations Peak (with the Meister Way – SR 70/99 Overpass)	6.1-55
6.1-18 Proposed Traffic Controls	6.1-89
6.3-1 Typical Noise Levels	6.3-3
6.3-2 1999 CNEL Noise Contours for Sacramento International Airport	6.3-8
6.3-3 Sacramento International Airport Noise Contours	6.3-9
6.3-4 Sound Level Measurement Locations	6.3-11
6.3-5 Predicted Interstate 5, Highway 99, and Elkhorn Boulevard 60 dBA L _{dn} /CNEL Noise Contours under Future Plus Project Conditions	6.3-29
6.3-6 Noise Impact Study Areas and Mitigation	6.3-31
6.3-7 Example Noise Mitigation for Lots Adjacent to Major Roadways	6.3-33
6.4-1 Proposed Drainage System	6.4-5
6.4-2 Water Distribution System	6.4-12
6.6-1 Open Space in Sacramento County	6.6-3
6.7-1 Viewpoint Locations	6.7-2
6.7-2 Representative Photographs	6.7-4
6.7-3 Representative Photographs	6.7-5
6.7-4 Representative Photographs	6.7-6

TABLE OF CONTENTS (Continued)

Exhibits	Page
6.7-5 Representative Photographs	6.7-7
6.8-1 Sacramento International Airport CLUP Airport Safety Zones	6.8-13
6.8-2 Airport Safety Zone and Proposed Land Uses in the Project Area	6.8-14
6.9-1 Soils on the Project Site	6.9-3
6.10-1 Primary Drainage System in the Natomas Basin	6.10-5
6.10-2 Major Watersheds on the Project Site	6.10-7
6.11-1 Important Farmland Map	6.11-5
6.12-1 Project Site Habitat Map	6.12-2
6.12-2 Wetland Delineation Map	6.12-5
6.12-3 Representative Photographs	6.12-7
6.12-4 Location of Greenbriar Project in Natomas Basin	6.12-11
7-1 Project's Contribution to Potential Cumulative Impacts.....	7-9