

CEQA INITIAL STUDY

Blow Molding & Cold Storage Expansion



HP Hood / Sacramento

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May 2026



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1. INITIAL STUDY

This Initial Study has been prepared to evaluate potential environmental effects resulting from HP Hood's proposed Blow Molding and Cold Storage Expansions at its existing facility located at 8340 Belvedere Avenue, Sacramento, California 95826 (proposed "Project"). The Project expansion consists of two components, a new 27,072 square foot warehouse for Blow Molding with an enclosed conveyor bridge system and a new 45,000 square foot warehouse for Cold Storage with a 140-foot height deviation request. The boundary of the overall property parcels will not be changed. These facility modifications would not change the daily or annual processing rate, would not change the number of employees and would not change the operational traffic levels at this processing, storage and distribution facility.

All analysis methods are supported by the California Environmental Quality Act (CEQA) Statute (Public Resources Code [PRC] Section 21000 et seq.) and Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), applicable regulations and reference documents. The analysis in this Initial Study supports the Project determination for the City of Sacramento (City), the lead agency.

1.1 California Environmental Quality Act

This Initial Study has been prepared in accordance with the provisions of the CEQA (PRC Section 21000 et seq.), the State CEQA Guidelines (CCR Section 15000 et seq.), the rules, regulations, and procedures for implementing CEQA as set forth by the City of Sacramento. According to CEQA Section 21094(a)(1)(2), a subsequent project that is consistent with the following: (1) a program, plan, policy, or ordinance for which an Environmental Impact Report (EIR) was prepared and certified; and, (2) applicable local land use plans and zoning may rely on the analysis contained within the previously certified EIR prepared for the program, plan, policy, or ordinance and need not conduct new or additional analysis for those effects that were either: (1) avoided or mitigated by the certified EIR; or, (2) were sufficiently examined by the certified EIR to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or, by other means in connection with approval of the subsequent project.

Under State CEQA Guidelines Section 15183, where a project is consistent with the use and density established for a property under existing zoning, community plan, or general plan policies for which an EIR was certified, additional review is not required "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located;
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

As set forth by Sections 15168 and 15183 of the CEQA Guidelines, the program EIR, in this case the City's Sacramento 2040 General Plan Master EIR (Master EIR), serves as the basis for this Initial Study to determine if project-specific impacts would occur that are not adequately covered in the previously certified Master EIR (City of Sacramento, 2024). The information and analysis presented in this document is organized in

accordance with City of Sacramento guidance and standards of significance utilized from Appendix G of the State CEQA Guidelines.

Regarding “peculiar” impacts, CEQA Guidelines Section 15183(f) states the following:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

Based on the analysis and evaluation provided in this Initial Study, the proposed HP Hood Project is consistent with the development assumptions in the Sacramento 2040 General Plan (SGP or General Plan) (City of Sacramento, 2024). Thus, as described in greater detail below, this Initial Study analysis is limited to analyzing whether there are significant effects associated with implementation of the proposed Project that are not addressed in the SGP or Master EIR, consistent with the provisions of State CEQA Guidelines, as described above.

1.2 Incorporation by Reference

On February 27, 2024, the City of Sacramento City Council adopted the Sacramento 2040 General Plan and repealed the 2035 General Plan (City of Sacramento, Resolution No. 2024-0066, 2024). The City of Sacramento also certified the Master EIR associated with the Sacramento 2040 General Plan (State Clearinghouse [SCH] No. 2019012048) on February 27, 2024 (City of Sacramento, 2024). The Sacramento 2040 General Plan Master EIR was prepared pursuant to the State CEQA Guidelines Section 15169. The Sacramento 2040 General Plan Master EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse environmental impacts to the maximum extent feasible.

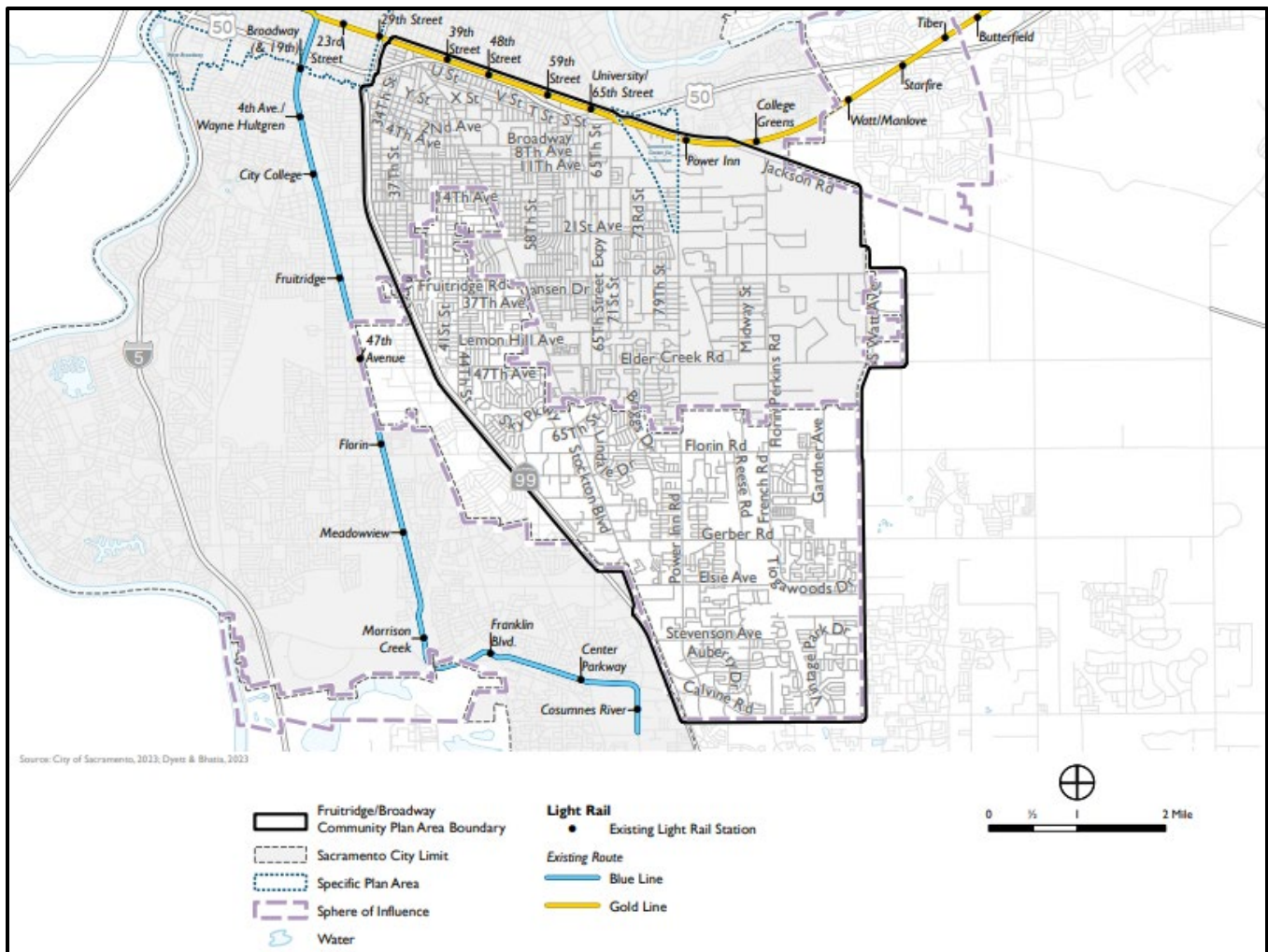
As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR prior to approving the proposed subsequent project (CEQA Section 15177[d]). Policies included in the Sacramento 2040 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. The mitigation monitoring plan for the Sacramento 2040 General Plan Master EIR, which provides references to applicable General Plan policies that reduce the environmental effects of development that may occur, is included in the adopted resolution for the Master EIR (City of Sacramento, Resolution No. 2024-0065, 2024). The Technical Background Report, the foundational document upon which planning policies and programs were formulated in the General Plan update, presents the physical, social, and economic resource information required to support the General Plan and is incorporated by reference in this evaluation. Pursuant to CEQA Section 15150(a), this analysis incorporates by reference the general discussion portions of the Sacramento 2040 General Plan and Master EIR.

The Master EIR and City Council Resolutions are available on the City of Sacramento’s website: <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>

The proposed Project is located within the Fruitridge/Broadway Community Plan Area of the Sacramento 2040 General Plan. The Fruitridge/Broadway Community Plan Area is in the southeast area of the city of Sacramento and encompasses approximately 28 square miles within both the City of Sacramento and unincorporated Sacramento County. The plan area is bounded by the Sacramento Regional Transit District (SacRT) Gold Line light rail tracks and Jackson Road to the north; Elk Grove, Florin Road, and South Watt Avenue to the east;

Calvine Road in unincorporated Sacramento County to the south; and State Route (SR) 99 to the west. The incorporated part of the Plan Area covers more than half of the total area (15 square miles) and terminates at the City Limit just north of Florin Road. Notable landmarks and neighborhoods in the community include the UC Davis Medical Center, Tahoe Park, Granite Regional Park, Sacramento Center for Innovation, and the Oak Park neighborhood. (SGP, 2024) **Figure 1-1** presents the boundary map of the Fruitridge/Broadway Community Plan Area.

Figure 1-1. Fruitridge/Broadway Community Plan Area Map



Source: Sacramento 2040 General Plan, 2024

1.3 Initial Study Form

State CEQA Guidelines Appendix G Environmental Checklist Form provides a sample format that is being used to meet the requirements for an Initial Study. The questions in the form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

Table 1-1. Initial Study Form

Background Project Information	
1. Project title:	HP Hood Blow Molding (DR25-226) and Cold Storage Expansion (DR25-207)
2. Lead agency name and address:	City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811
3. Contact person and phone number:	Charles Tschudin, (916) 808-8145
4. Project location:	8340 Belvedere Avenue, Sacramento, CA 95826
5. Project sponsor's name and address:	HP Hood LLC, c/o Chris Onishi 6 Kimball Lane, Lynnfield, MA 01940
6. General plan designation:	Employment Mixed-Use (EMU)
7. Zoning:	Light Industrial/Solid Waste Restricted Overlay (M-1S-SWR)
8. Description of project:	72,072 square foot Blow Molding and Cold Storage Expansion
9. Surrounding land uses and setting:	Project site is surrounded by industrial uses to the north, east, south, and west
10. Other public agencies whose approval is required:	City of Sacramento Building Division; City of Sacramento Public Works Department; Sacramento Fire Department

Note: See analysis below for complete project description, environmental setting and tribal consultation.

1.3.1 Project Description

HP Hood LLC (Hood) is a dairy and non-dairy product processing, storage and distribution facility located in the southeastern portion of the City of Sacramento, California, in a mixed-use industrial area. A range of products including milk, cottage cheese, cream, eggnog, and sour cream are processed and stored at the Hood facility. Hood is proposing the new construction of two buildings: 1) a 27,072 square foot warehouse Blow Molding expansion for activities (bottle manufacturing) with an enclosed conveyor bridge system twenty feet above ground surface connecting to the existing warehouse on-site; and 2) a 45,000 square foot warehouse expansion for Cold Storage at the existing processing facility. Together, these two new warehouses comprise the proposed Project. The proposed Project includes a request for a deviation from zoning standards for the Cold Storage building to be 140 feet in height where the maximum allowable height is 70 feet. The proposed facility modifications would not change the daily or annual processing or distribution rate, the number of employees, operational traffic levels, or electricity consumption levels at the facility from the existing operations. The new Cold Storage and Blow Molding buildings will each include a new 4000 amperes (A) electrical service panel.

The proposed Blow Molding and Cold Storage Expansion Project is located on Assessor's Parcel Numbers 061-0131-004, 061-0140-084, 061-0140-094, and 061-0140-096. The subject site comprises approximately 27.05 acres and is located within a light industrial area of the city, between Power Inn Road and Florin Perkins Road. The property is adjacent to industrial uses in all directions with the nearest residential area being roughly 0.65 miles to the west as the crow flies. The proposed development is a state-of-the-art cold storage facility that incorporates an Automated Storage and Retrieval (ASRS) storage system that utilizes dense, vertical storage racks up to 135 feet. The proposed Cold Storage structure would be located within a 1.13-acre portion and

the Blow Molding structure would be located within a 113,427 square foot portion of the 27.05-acre Hood operations boundary area.

The Cold Storage building would use ammonia to operate the chillers and the increased building height design enables high-volume, temperature-controlled storage and efficient product handling while maintaining minimal land consumption and reduced energy use. Currently Hood is using exterior truck trailers for cold storage. The proposed Project would replace the refrigeration trailers, which are less efficient than the proposed cold storage design. Additionally, the new Cold Storage building will have a refrigeration system with approximately 8,000 pounds of ammonia stored on-site, which is under the federal Occupational Safety and Health Administration (OSHA) Process Safety Management (PSM) threshold of 10,000 pounds. Considering the ammonia usage on-site as a whole, the facility will use approximately 29,500 pounds of ammonia. Hood currently has a PSM program in place; once the proposed Project is in operation, the PSM program for the facility will be updated to include the additional ammonia that will be used on-site as part of the new cold storage operation.

Under Section 17.220.230 of the Sacramento City Code (SCC), the maximum allowable building height within the M-1S zone is 70 feet. Hood requests approval to construct a high-bay, refrigerated warehouse with a maximum height of 140 feet, representing an increase of 70 feet. The rationalization for this increase in height is due to multiple factors, including the retention of local Hood employees, reduced emissions compared to standard facilities, no undue burden on residents of the city, and general constraints of the subject property.

Modern, high-bay cold storage facilities, like the one proposed, have several benefits and are more efficient when compared to low-bay spread out warehouses. The volume to surface ratio influences the energy efficiency of cold storage warehouses. A warehouse with a small footprint and high volume is more efficient than a warehouse with a large footprint and low volume. This is because less surface area reduces the heat gain inside the building which leads to lower refrigeration consumption per area volume chilled with more efficient temperature control.

Currently, HP Hood uses over 100 refrigerated trailers, however there is still not enough cold storage space available to meet their current demands. Additionally, these refrigerated trailers run continuously to ensure that the product is kept at the required temperatures. The proposed Project Cold Storage building will meet Hood's existing cold storage needs since it would represent a one-to-one replacement of refrigerated trailer volume displaced with cold storage. The refrigerated trailers would then be decommissioned. Once the refrigerated trailers are removed, the spaces where many of these trailers reside will then become staging parking for trucks coming to the site. This leads to improved truck circulation and safety as there will be enough staging space that no trucks will have to idle on the street while waiting to access the building. Overall, the approval of the height deviation would be a boon to the environment in many different facets.

The proposed Project is designed to minimize any potential aesthetic and noise effects on area residents. The nearest residential neighborhood is approximately 0.65 miles west of the proposed cold storage building location. At this distance, the angle of elevation to view the top of the building would be less than 2.5 degrees. This represents the viewshed analysis which means that the top of the proposed building would be very low to the ground from the perspective of the residential area, due to the distance from the site and would not substantially affect the views looking eastward from that neighborhood. As such, it would not create a visual obstruction for residents located more than 0.65 miles away. The proposed Cold Storage building is also surrounded by industrially zoned properties, so the Project will be consistent with the character of the surrounding development. The location of the Hood property is visually screened from other properties and vegetation in most directions from the surrounding major streets. Due to the shielding from existing structures

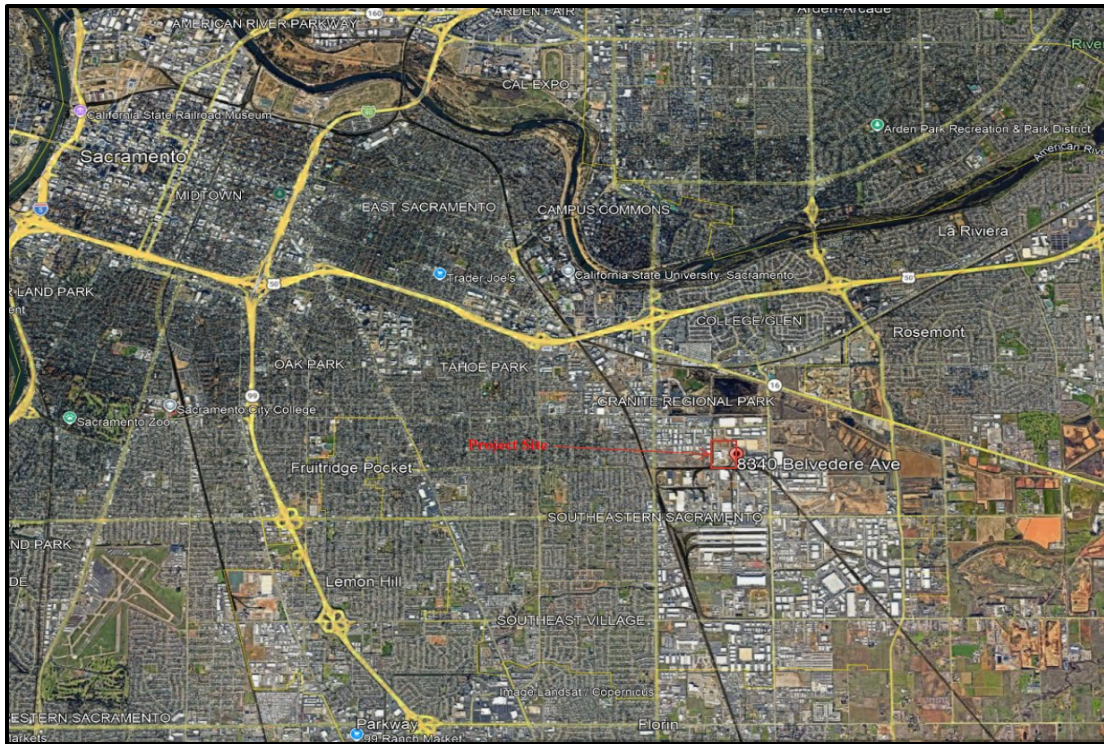
and the proposed modern building design, the proposed building would not substantially increase noise or light pollution. Further, the proposed Cold Storage building is designed to contain operational noise levels within the building itself. All new exterior lights would be positioned downward and include shielding, which is required by the City to minimize light pollution and glare. Additionally, lights would be activated only when necessary.

HP Hood currently employs 275 people at this facility, including roughly 30 people who work in the existing cold storage areas. As mentioned above, the proposed project would not increase the number of employees working on-site. Ultimately, the proposed Project facilitates the efficiency of Hood, a large local employer, to be successful.

The Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric Company (PG&E) have existing utility easements which constrain the location of any new development on Hood's site. There is an existing 82.5-foot-wide electrical transmission line easement that traverses the property diagonally from northwest to southeast. This easement encumbers the property by limiting the location for a proposed building on-site and restricting expansion of the existing buildings to the north and to the east. Due to the existing utility easements, there is not enough space available to place a traditional spread-out style structure for cold storage to accommodate the existing height limits for this zone district while meeting the required storage capacity. Further, the existing water treatment facilities are located just to the north of the proposed building. It would not be practical or cost effective to relocate the wastewater treatment facilities. The proposed building has been designed to adapt to the property restrictions while also meeting the facility's operational improvement needs.

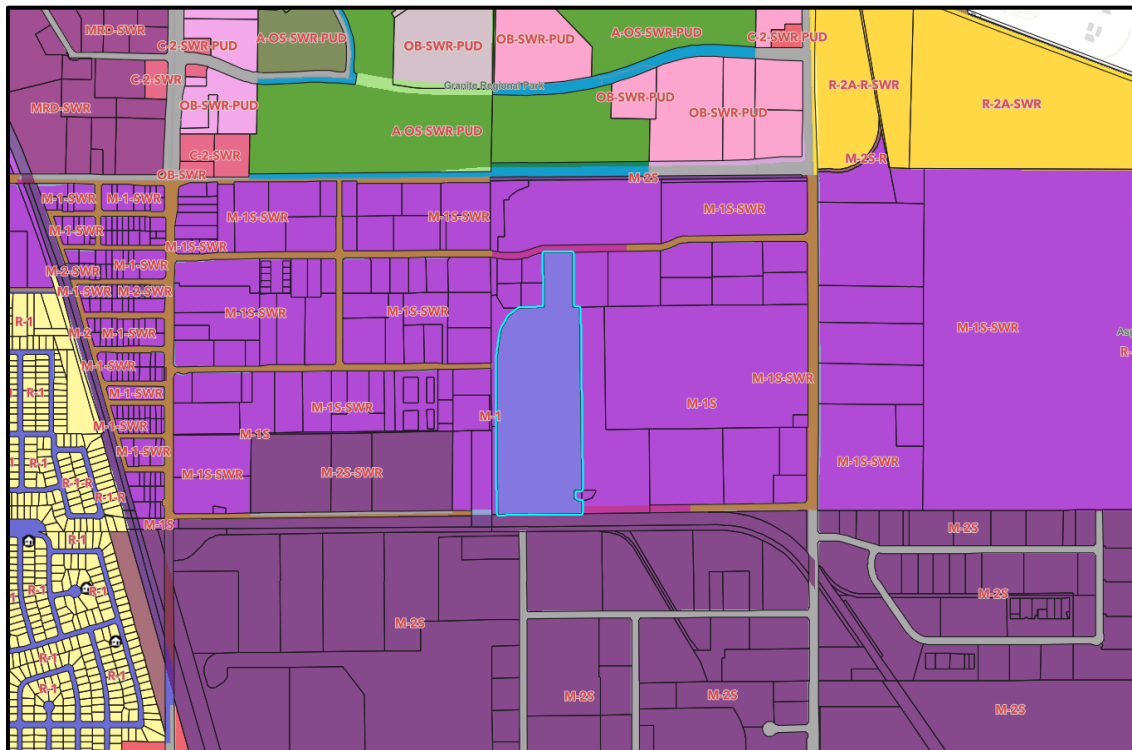
The proposed Project will contribute to a more compact and dense development pattern, that promotes infill development and industrial growth intensification by expanding an existing industrial use, consistent with the goals and policies of the City of Sacramento 2040 General Plan. The deviation request is the minimum necessary deviation as it represents the minimum height necessary to meet the operational needs of the building now and in the future. The applicant has requested the City's approval of this height deviation through submission of a variance as part of its Site Plan and Development Review (SPDR) application. **Figure 1-1** presents the Project vicinity map, **Figure 1-2** provides the land use and zoning of the site, and **Figures 1-3** and **1-4** present the proposed site plans for the new Blow Molding and Cold Storage structures.

Figure 1-1. Vicinity Map



Source: Google Earth, 2026

Figure 1-2. Land Use and Zone Map



Source: City of Sacramento Land Information Lookup App, 2026

Figure 1-3. Proposed Blow Molding Site Plan

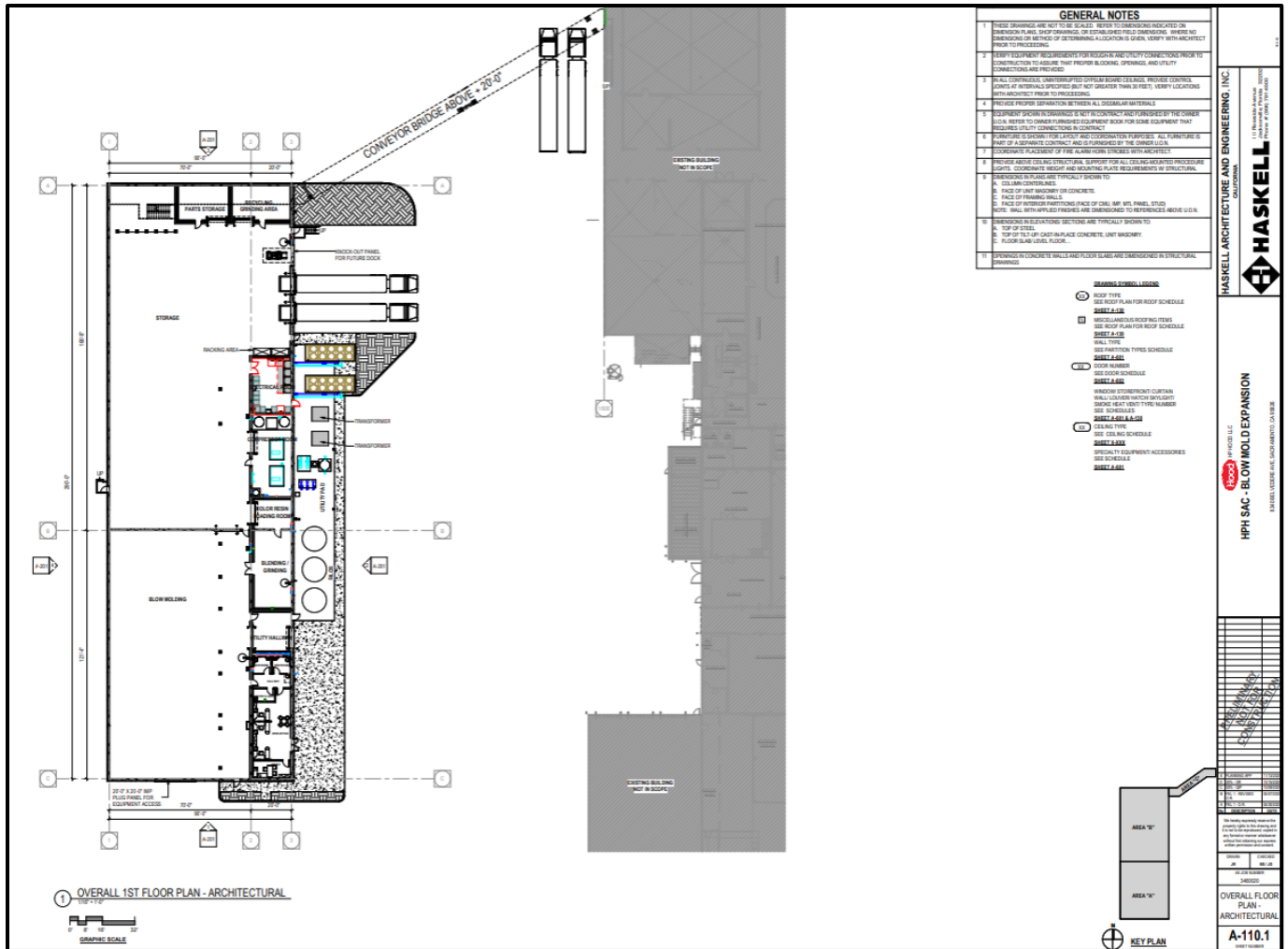
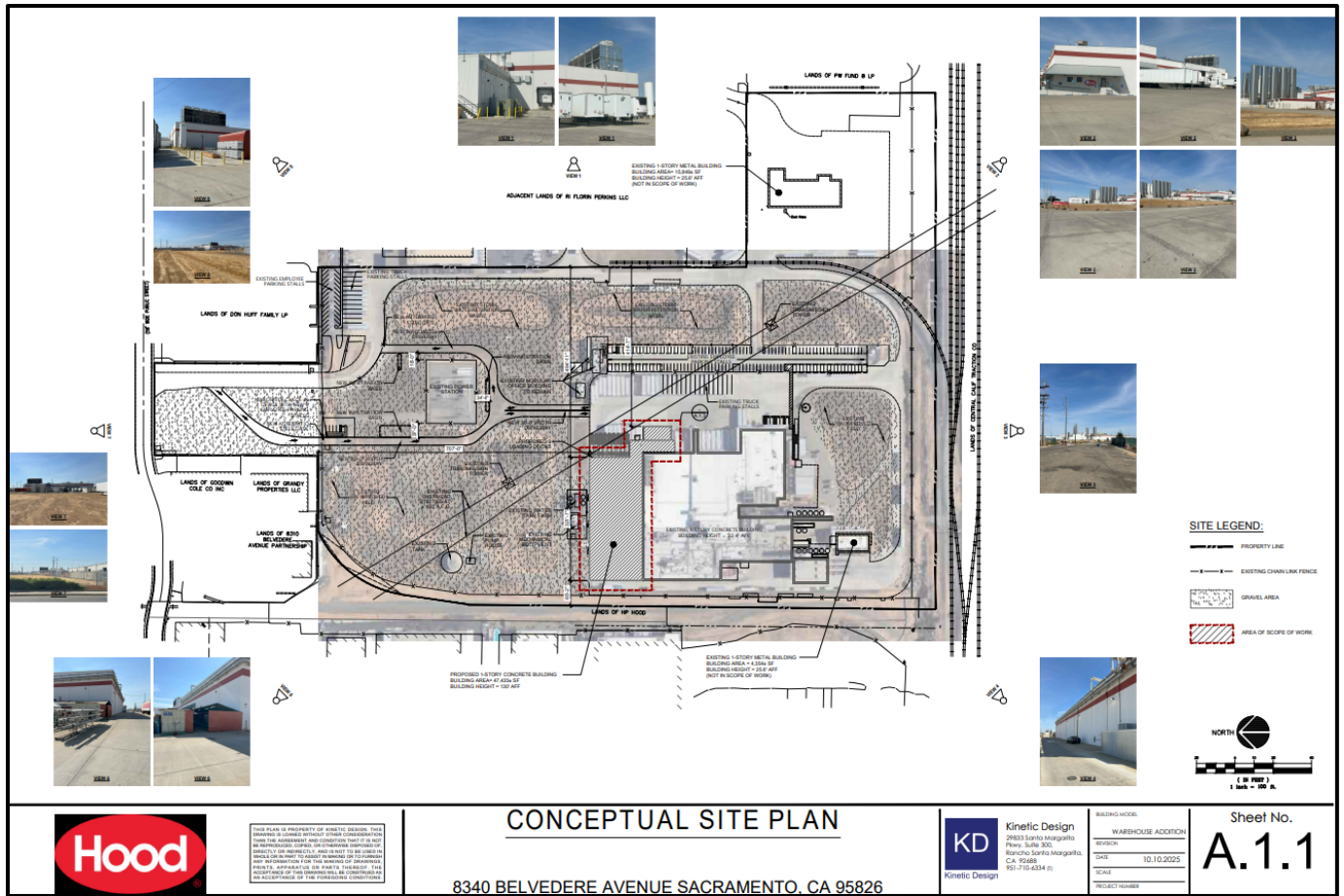


Figure 1-4. Proposed Cold Storage Site Plan



1.3.2 Environmental Setting

The proposed Project is surrounded to the north, east, south, and west by parcels within the jurisdiction of the City of Sacramento (City). The Project site is located between the Granite Regional Park and Power Ridge communities in the southeastern region of Sacramento. The area is characterized by the industrial sector and its industrial manufacturing and distribution land uses. **Table 1-2** below presents the existing land uses surrounding the Project site.

Table 1-2. Surrounding Land Uses

Direction	Zone Classification	General Plan Designation	Existing Land Use
Project Site	M-1S-SWR	EMU	HP Hood manufacturing and distribution processing and warehouse facility
North	M-1S-SWR	EMU	QXO Waterproofing building materials supplier
East	M-1S-SWR	EMU	Produce Express warehouse processing and distribution center

Direction	Zone Classification	General Plan Designation	Existing Land Use
South	M-2S	IMU	GWPG – Capital Corrugated & Carton packaging company and fabrication uses
West	M-1, M-1S-SWR	EMU	Various industrial, including metal fabricator and finisher, shipping services, HVAC contractor

M-1 = Light Industrial Zone

M-1S-SWR = Light Industrial/Solid Waste Restriction Overlay Zone

M-2S = Heavy Industrial Zone

EMU = Employment Mixed-Use

IMU = Industrial Mixed Use

As previously described, the site is located within the Fruitridge/Broadway Community Plan Area, which encompasses 28 square miles of land in both the City of Sacramento and the unincorporated Sacramento County. This area hosts the largest concentration of industrial space connected seamlessly by light rail in Sacramento. The Project is located in the Employment Mixed-Use (EMU) designation, which is intended to buffer residential uses from more intense industrial and service commercial activities and to provide a range of light industrial and high technology uses (SGP, 2024).

1.3.3 Public Agency Review

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

The proposed Project facility is potentially subject to the following compliance programs as part of operations: a Spill Prevention, Control, and Countermeasure (SPCC) Plan, Hazardous Materials Business Plan (HMBP), Stormwater Pollution Prevention Plan (SWPPP), National Pollution Discharge Elimination System (NPDES) permit, compliance with the Certified Unified Program Agency (CUPA) requirements, as well as OSHA Process Safety Management (PSM), Risk Management Plan (RMP), and California Accidental Release Prevention Program requirements. As such, the proposed Project may be required to obtain the following discretionary and ministerial permits and approvals from the following agencies:

1. City of Sacramento land use, design and environmental reviews, SPDR, building permits
2. Sacramento Metropolitan Air Quality Management District (SMAQMD) compliance with air rules and regulatory requirements
3. Sacramento County Environmental Health, CUPA LEA – HMBP and SPCC
4. Central Valley Regional Water Board, Rancho Cordova Branch – NPDES permit, SWPPP and other related Water Board actions
5. Sacramento Municipal Utility District (SMUD) – Electrical service panel at the proposed cold storage building

1.3.4 California Native Tribes

The CEQA Guidelines Appendix G Checklist threshold of significance question is as follows:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21080.3.2) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC section 5097.96 and the California Historical Resources Information System administered by the California Office of Historical Preservation. Please also note that PRC section 21082.3(c) contains provisions specific to confidentiality.

PRC Section 21080.3.1.(b) requires the lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Further, this Initial Study supports a CEQA Section 15183 exemption determination that would not result in a negative declaration, mitigated negative declaration, or environmental impact report for the Project. Although formal notices have not been sent out pursuant to the requirements of PRC Section 21080.3.1, the Project was routed to the tribes that are traditionally and culturally affiliated with the area that previously requested such notification by the City of Sacramento (City) as a courtesy and aligned with PRC Section 21080.3.(b). One letter was received in response to the notification, stating that there are no known cultural resources within the Project site. At the discretion of the City, this CEQA Initial Study Checklist has been prepared to evaluate the potential environmental impacts of the proposed Project. The site has been heavily disturbed, previously graded, graveled, and developed and therefore, no impacts or peculiar Project effects to tribal cultural or cultural resources are anticipated, as documented in this Initial Study Checklist.

2. ENVIRONMENTAL FACTORS

2.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology / Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology / Water Quality | ☐ Land Use / Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population / Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities / Public Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

2.1.1 Determination

The determination is to be completed by the lead agency. On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a CATEGORICAL EXEMPTION will be prepared.

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE

DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Scott Johnson
Signature

6/15/2026
Date

Signature

Date

2.1.2 Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in 5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.

- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

3. ENVIRONMENTAL CHECKLIST AND DISCUSSION

3.1 Aesthetics

I. AESTHETICS Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The significance criteria used to evaluate the Project impacts to Aesthetics are based on the State CEQA Guidelines Appendix G Environmental Checklist, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment.

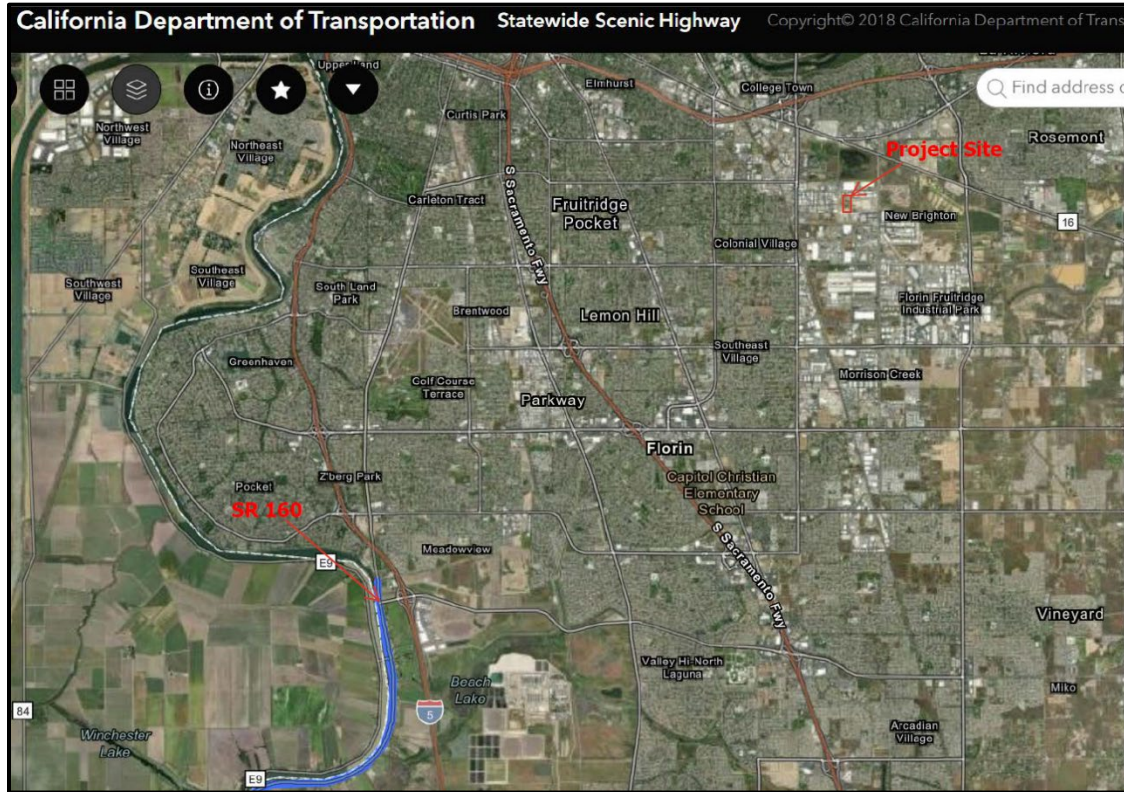
The Master EIR described the existing visual conditions in Sacramento's City Limits, and the potential changes to those conditions that could result from development consistent with the General Plan. Section 4.1, Aesthetics in the Master EIR identified potential impacts for light and glare (Impact 4.1-1) and concluded that impacts would be less than significant.

Policies in the SGP Land Use and Placemaking Element address placemaking, sustainable design, and the arts and encourage visually appealing development to support the vitality of local businesses, such as HP Hood, and were identified as mitigating potential effects of new development. For example, Policy LUP-4.6 Compatibility with Adjoining Uses requires lighting to be shielded from view and directed downward to minimize impacts on adjacent residential uses and Policy LUP-4.7 Visual and Physical Character calls for the

City to use development standards and design standards/guidelines to promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them. LUP-8 defines the SGP goal of creating a unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride. Policy LUP-8.10 Responsiveness to Context requires appropriate building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors and centers.

- a) **No Impact:** The proposed Project site is not located near a known scenic vista (City of Sacramento, 2024). There are no identified scenic vistas or resources identified within the Fruitridge/Broadway Community Plan boundary of the City of Sacramento 2040 General Plan (SGP) (City of Sacramento, 2024). Therefore, the Project site would not have a substantial adverse effect and would result in no impact on a scenic vista.
- b) **No Impact:** Also see the response to CEQA Appendix G Environmental Checklist Form (CEQA Checklist) question I.a) above. There are no identified scenic vistas or resources within the Project vicinity and generally southeast of the Central City Sacramento area as identified in the Fruitridge/Broadway Community Plan (SGP, 2024). Additionally, according to the California Department of Transportation (Caltrans) California State Scenic Highway System Map, the nearest State Scenic Highway is SR 160, which is approximately 15.2 miles southwest of the Project site. **Figure 3-1** presents the State Scenic Highway Map in relation to the Project site.

Figure 3-1. State Scenic Highway Map



Source: California Department of Transportation, California State Scenic Highway System Map, 2026

Since the Project operations would be limited to the parcels of property described in the Project Description above, and due to the distance from the nearest designated State Scenic Highway, the Project would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. As such, no impact would occur.

- c) **Less Than Significant Impact:** The Project setting is an urbanized area with several existing structures with on-going light industrial operations on-site. Much of the site is visually screened by existing buildings from surrounding industrial developments and would not degrade the existing visual character or quality of public views of the area. As described in the Project Description above, the Project site is located entirely within the City's Light Industrial/Solid Waste Restricted Overlay Zone (M-1S-SWR) district and Employment Mixed-Use (EMU) land use designation with proposed activities and uses permitted by Section 17.220.210 of the SCC, and thus would not conflict with applicable zoning, including SCC Title 17 Planning and Development Code.

The proposed Project is requesting a zone modification to deviate from current standards by allowing a portion of the proposed Cold Storage building to exceed the 70 feet maximum allowable height to 140 feet, representing an increase of 70 feet. To meet operational needs, the request for the height increase also accommodates a modern, high-bay cold storage facility to increase energy efficiency and reduce emissions, to a greater extent than traditional, low-bay spread out warehouses. There are several existing cylinders with equipment 70 feet in height and the building expansions would be in harmony with the existing area.

The location of the Hood property is also visually screened from other properties and vegetation in most directions from the surrounding major streets. The nearest residential neighborhood is approximately 0.65 miles to the west of the proposed Cold Storage building location. At that distance, the aerospace diagonal or the angle of elevation to view the top of the building would be less than 2.5 degrees. This means that the top of the proposed Cold Storage building would appear to be very low to the ground from the street view perspective of the residential area and would not substantially alter the views looking eastward from that neighborhood. Due to the shielding from existing structures and the proposed modern building design, the proposed building would not substantially alter the aesthetic character of the site and the surrounding industrial developments. Additionally, the Project operations would be entirely within the property boundary of the Project parcels, and therefore, the Project would continue to be consistent with the existing industrial visual characters of the area. For these reasons, there would be a less than significant impact to public views or regulations governing scenic quality as a result of the Project.

- d) **Less Than Significant Impact:** The proposed Project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. The Project activities would operate within enclosed buildings. All new exterior lighting would be directed downward and include shielding, to minimize light and glare impacts on adjacent uses. Additionally, lights would be activated only when necessary. Therefore, the Project would not produce substantial light or glare outdoors. Any additional outdoor lighting would be installed in accordance with local, state, and federal regulations and would minimize any substantial light and glare whenever possible. Therefore, a less than significant impact would occur.

Findings – The Project would have no additional project-specific environmental effects relating to Aesthetics.

3.2 Agriculture and Forestry Resources

II. AGRICULTURE AND FORESTRY RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

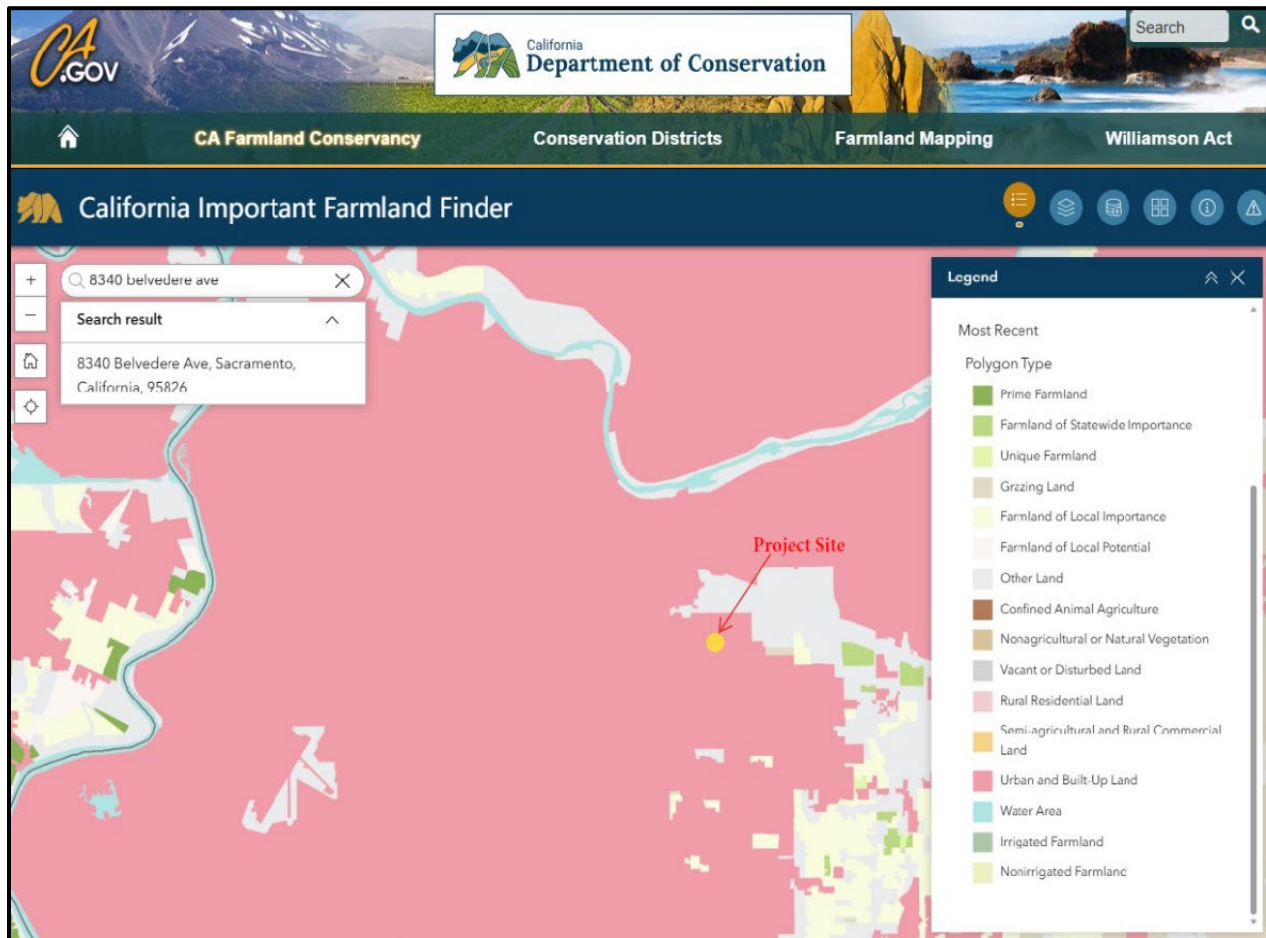
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
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The significance criteria used to evaluate the Project impacts to Agriculture and Forestry Resources are based on the State CEQA Guidelines Appendix G Environmental Checklist, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment.

The Master EIR Chapter 4.12 discussed the potential impact of development under the General Plan on agricultural resources. Although lands adjacent to the city are among the most productive agricultural regions in California, the Master EIR concluded that the impact of the General Plan on agricultural resources within the City was less than significant. SGP Environmental Resources and Constraints Element policies intend to sustain and enhance the city's urban forest, a valuable environmental resource that distinguishes Sacramento as a "City of Trees" and greatly benefits city residents. Policy ERC-3.1 Urban Forest Plan requires the City to maintain and implement an Urban Forest Plan and policy ERC-3.6 Urban Forest Maintenance advises the City to plant, manage and care for all trees on City property and within the public right of way to maximize their safe and useful life expectancy and to prioritize the selection of tree species that are adapted to future climate conditions. Policy ERC-3.4 Private Streets requires the inclusion of trees along private streets unless clearly infeasible and if infeasible, identifying green space and tree canopy areas within the development.

- a) **No Impact:** The Project is proposed within the Hood property boundary with an existing dairy and non-dairy processing, storage and distribution facility and is located entirely within the City's Light Industrial/Solid Waste Restricted Overlay Zone (M-1S-SWR) district and Employment Mixed-Use (EMU) land use designation. As such, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. According to mapping information available through the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the Project site is comprised of "Urban and Built-Up Land" and is not located within any areas designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation, 2022). **Figure 3-2** presents the DOC FMMP California Important Farmland Finder map. For these reasons, the Project would have no impact on this resource area.

Figure 3-2. California Important Farmland Finder Map



Source: California Department of Conservation California Important Farmland Finder, 2022

- b) **No Impact:** Also see the response to CEQA Checklist question II.a) above. The Project site is located entirely within the existing boundary of non-reporting participants and is not in the vicinity of any farmland or agricultural land use (DOC, 2022). Additionally, according to the Sacramento County GIS – Williamson Act layer, the Project site is not subject to the Williamson Act (also known as the California Land Conservation Act of 1965), not located within an agricultural preserve or Farmland Security Zone, nor zoned for agricultural use (Sacramento County, 2026). As defined above in the Project Description, the Project site is located within an area designated as EMU in the SGP; the EMU designation provides for employment-generating uses such as manufacturing or distribution that may produce loud noise or odors and tend to have a high volume of truck traffic, and the M-1S-SWR zoning classification is to permit the manufacture or treatment of goods (SGP, 2024). Therefore, the Project would not conflict with or require changes to the City’s existing General Plan or Zone classifications. For these reasons, the Project would not conflict with any Williamson Act contracts or existing zoning for agricultural uses, and therefore, there would be no impact.
- c) **No Impact:** As discussed in the response to CEQA Checklist question II.b) above, the Project site would not conflict with existing zoning for forest land because it is located within the EMU General Plan designation and M-1S-SWR zone classification for industrial uses (City of Sacramento, 2024). Since the Project parcels are zoned M-1S-SWR (Light Industrial/Solid Waste Restricted), the Project

site is not zoned for forest land, or timberland zoned Timberland Production by either the City, the County, or the state, nor is it surrounded by lands zoned as forest land or timberland zoned for Timberland Production. For these reasons, the Project would have no impact on existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production.

- d) **No Impact:** As discussed in the responses to CEQA Checklist questions II.b) and II.c) above, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use, as there are no forest lands on the Project site or within the vicinity. Specifically, the Project includes the construction and operation of Blow Molding and Cold Storage Expansion structures for processing, storage and distribution at Hood's facility located entirely within the parcels as described in the Project Description Section 1.3.1. Additionally, the Project parcels are designated as EMU and there is no evidence of forest land on-site. For these reasons, no impacts to the loss of forest land or conversion of forest land to non-forest use would occur.
- e) **No Impact:** Also see responses to CEQA Checklist questions II.a) and II.b) above. The Project site is designated as EMU by the SGP and is zoned M-1S-SWR for light industrial use. The Project consists of the construction and operation of a processing, storage and distribution facility's Blow Molding and Cold Storage Expansion structures that would be within the Hood property boundary. Since the Project would occur entirely within the existing disturbed boundaries of parcels designated as EMU, there would be no conversion or loss of farmland or forestland. Therefore, no impact would occur.

Findings – The Project would have no additional project-specific environmental effects relating to Agriculture and Forestry Resources.

3.3 Air Quality

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Sacramento is one of several counties that comprise the Sacramento Valley Air Basin (SVAB or Basin), which is a valley bounded by the Coastal Mountain Range to the north and west and the southern portion of the Cascade Mountain Range and northern Sierra Nevada Mountains to the east. Regulated by the Sacramento Metropolitan Air Quality Management District (SMAQMD), the SVAB is approximately 216 miles long from north to south and 95 miles wide east to west at the widest part (Sacramento Valley Basinwide Air Pollution Control Council, 2018). Elevation within the Basin varies significantly, reaching heights of approximately 10,500 feet in the northeast, 3,500 feet in the southwest and 25 feet in the valley portions, where the Project is proposed.

Air pollution within the SVAB is generated by stationary (point and area) and mobile sources. Stationary sources are fixed sites that emit pollutants into the atmosphere, typically associated with industrial factories, power plants and refineries. Point sources emit pollutants from a single identifiable location (i.e., smokestacks), while area sources release pollutants from multiple smaller sources concentrated in a specific area, such as landscaping equipment, consumer products, heating fuels, and architectural coatings. Mobile sources encompass air pollution emitted by on-road vehicles, including motorcycles, passenger cars and trucks, and commercial trucks and buses, and nonroad vehicles and engines, including aircraft, heavy equipment, locomotives, marine vessels, recreation vehicles, small engines, and tools (United States Environmental Protection Agency [U.S. EPA], 2026).

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), fine particulate matter with an aerodynamic resistance diameter of 10 microns or less (PM₁₀), fine particulate matter with an aerodynamic resistance diameter of 2.5 microns or less and (PM_{2.5}), and lead (Pb). O₃ is primarily formed through photochemical reactions between precursor pollutants, volatile organic compounds (VOC) (also commonly referred to as Reactive Organic Gases [ROG]) and oxides of nitrogen (NO_x); O₃ is not directly produced from any of the Project activities.

According to the Master EIR, construction and operation of future development under the General Plan would result in emissions of criteria air pollutants from mobile, area, energy, and/or stationary sources. The Master EIR relied on project-level thresholds of significance to determine if individual developments, such as the proposed Project, would result in significant impacts to air quality. Air emissions would be generated from the Project during construction and operation. The site is partially developed, and any new construction activities would be limited in scope and schedule; for these reasons, the construction emissions were anticipated to be well below construction thresholds and screening thresholds for not requiring further analysis. The significance of potential impacts from construction and operational activities are evaluated separately.

A project would be determined to have a significant impact on air quality if the sum of the emissions for any criteria pollutant exceeds its respective threshold of significance promulgated by the SMAQMD from mobile, area, energy, and/or stationary sources. **Table 3-1** summarizes SMAQMD’s thresholds of significance for criteria pollutants of concern applicable to the Project for operational emissions in pounds per day (ppd) and tons per year (tpy) (SMAQMD, 2020).

Table 3-1. SMAQMD Operational Thresholds for Criteria Pollutants

Pollutant	Construction	Operational
ROG	None	65 ppd

Pollutant	Construction	Operational
NO _x	85 ppd	65 ppd
PM ₁₀	80 ppd / 14.6 tpy ¹	80 ppd / 14.6 tpy ¹
PM _{2.5}	82 ppd / 15 tpy ¹	82 ppd / 15 tpy ¹

Source: Sacramento Metropolitan Air Quality Management District, 2020

¹PM₁₀'s applicable threshold is 80 ppd and PM_{2.5}'s applicable threshold is 82 ppd if all BACT and BMPs are applied.

The Master EIR Section 4.3, Air Quality, evaluated the effects of implementation of the SGP and Climate Action & Adaptation Plan (CAAP) on air quality in the Planning Area, and the potential for exposure of sensitive individuals to unhealthy pollutant concentrations. The Master EIR identified potential impacts to air quality (Impacts 4.3-1 through 4.3-5) and concluded that impacts would be less than significant with the implementation of applicable regulations and General Plan policies.

The SGP Environmental Resources and Constraints Element outlines collaborative actions to reduce air pollution and includes policies identified as mitigating the potential effects of development that could occur under the General Plan. Specifically, Policy ERC-4.3 Project Design encourages the use of new technologies, materials, and design techniques in private development to reduce air pollution, noise, excess heat, and other environmental impacts; Policy ERC-4.4 Sensitive Uses directs the City to consult with SMAQMD to assess exposure of sensitive receptors to toxic air contaminants (TACs); and Policy ERC-4.5 Construction Emissions requires that construction and grading activities implement measures and best management practices (BMPs) recommended by SMAQMD to minimize short-term air quality impacts.

Per SMAQMD's guidance for Operational Criteria Air Pollutant and Precursor Emissions, operational emissions typically represent the majority of a project's air quality impacts. After a project is built, operational emissions are anticipated to occur continuously throughout the project's lifetime. Due to their long-term nature, operational emissions will cumulatively contribute to the criteria air pollutant emissions inventory for Sacramento County. Operational activities also have the potential to expose sensitive receptors to substantial pollutant concentrations. Therefore, lead agencies shall assess emissions generated by project operations and determine if they could result in a significant impact to air quality. If operational emissions will result in a significant impact, lead agencies shall implement all feasible mitigation to reduce the impact. (SMAQMD, 2020)

As described above in the Project Description Section 1.3.1, the proposed Project is for the construction and operation of a new 27,072 square foot warehouse for Blow Molding activities with an enclosed conveyor bridge system twenty feet above ground surface connecting to the existing warehouse on-site and a 45,000 square foot warehouse for Cold Storage at an existing dairy and non-dairy processing and distribution facility. There will be no increase in the number of employees or truck trips, as stated in the Project Description above. Construction emissions were not estimated as they are found to be short-term and relatively small and thus would be below construction thresholds of significance.

Operational emissions would be processing emissions from various activities and equipment on-site. The proposed Project would not increase vehicle trips, employees or utility usage, and would be anticipated to continue operations at a similar level as existing. Pollutants such as CO, SO_x, and Pb are of less concern because operational activities are not likely to generate substantial quantities of these criteria air pollutants and the SVAB has been in attainment for these criteria air pollutants for multiple years (SMAQMD, 2020). Ground-level ozone is a pollutant of regional concern and Sacramento County is designated nonattainment for state 1-hour, State 8-hour, and the federal 8-hour Ambient Air Quality Standards (AAQS) for ozone (SMAQMD, 2020). As required by the federal Clean Air Act (CAA), air districts in the Sacramento region

developed the State Implementation Plan (SIP) to bring the region into attainment (SMAQMD, 2020). If a project's total emissions and/or emissions per capita are less than or equal to those that would result from buildout of the existing land use designation, then the project would not conflict with the emissions budget in the SIP and would be considered less than cumulatively considerable, and less than significant (SMAQMD, 2020).

Currently, the existing facility has eight active air permits, for boilers, water pumps, scrubbers, and printing press/box finishing, issued by the SMAQMD. The VOC emitting sources include ink jet printing processes, bottle sterilization, natural gas-fired boilers, and an emergency fire pump. Emissions from the bottle sterilizer are vented to scrubbers with a control efficiency of 90 percent. The printing process, from various sized printers, is limited to total VOC emissions of 2,500 pounds per quarter, but typically only emitting in the range of approximately 500 pounds per quarter based on the past five years of emission inventory data.

SMAQMD also provides guidance on Best Management Practices (BMPs) to reduce operational PM emissions from land use development projects. The BMPs must be identified and described in a proposed project's environmental document and are not mitigation measures. The BMPs are generally required by existing regulations and are as follows:

- ◆ Compliance with District rules that control operational PM and No_x emissions. Reference rules regarding wood burning devices, boilers, water heaters, generators, and other PM control rules that may apply to equipment to be located at the project.
 - ◆ Compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of energy at a residential or non-residential land use.
 - ◆ Compliance with mandatory measures in the California Green Building Code (Title 24, Part 11). The California Building Standards Commission provides helpful links on its website. Current mandatory measures related to operational PM include requirements for bicycle parking, parking for fuel efficient vehicles, electric vehicle charging, and fireplaces for non-residential projects.
 - ◆ Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). This BMP focuses on non-residential land use projects (retail and industrial) that would attract these vehicles. The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling.
- a) **Less Than Significant:** State CEQA Guidelines and the federal Clean Air Act (Sections 176 and 316) contain specific references on the need to evaluate consistencies between the proposed project and the applicable Air Quality Attainment Plans (AQAPs) for the proposed site. To accomplish this, the California Air Resources Board (CARB) has developed a three-step approach to determine Project conformity with the applicable AQAP:
1. Determination that an AQAP is being implemented in the area where the project is being proposed. The SMAQMD has implemented the current, modified SIP as approved by CARB.
 2. The proposed project must be consistent with the growth assumptions of the applicable AQAP/SIP. Light industrial land uses proposed by the Project would be consistent with the existing EMU land use designation of the Project site. The site is within an existing light industrial zone, and the proposed Project is an allowed use by right within the M-1S-SWR zone district (SCC, 2026). Therefore, growth assumptions in the City of Sacramento 2040 General Plan will not need to be modified with the approval of the proposed Project (SGP, 2024).
 3. The Project must contain all reasonably available and feasible air quality control measures in its design. The proposed Project incorporates various required rules and regulations through design features that will reduce related emissions.

The California Clean Air Act (CCAA) and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions, such as reductions in vehicle trips, vehicle use, vehicle miles traveled (VMT), vehicle idling, and traffic congestion, can be implemented as control measures under the CCAA to reduce vehicular emissions as well. The proposed Project would receive materials from nearby sources, process and distribute products in the immediate area to limit VMT.

Operations represented by the proposed Project, and any future growth that may or may not result, are already included in the SGP and the AQAP, conclusions may be drawn from the following criteria:

- ◆ That, by definition, the anticipated emissions from the proposed Project are below the SMAQMD's established emission impact thresholds.
- ◆ That the primary source of emissions from the proposed Project will be from the distribution operations and mobile sources which emissions are already incorporated into CARB's Emissions Inventory for the air basin (SGP, 2024).

Based on these factors, the proposed Project is consistent with the AQAP/SIP and would therefore have less than significant impacts relating to potential conflicts with or obstruct with the applicable air quality plan.

- b) **Less Than Significant:** Air pollution emissions associated with the proposed Project would occur over both short- and long-term time periods. The existing processing, storage and distribution facility is already in place, so this analysis looked at long-term operational emissions. Long-term emissions generated by the Project operations would include stationary source criteria pollutant emissions. As described above in the Project Description, there would be no increase in mobile source emissions over existing operations because the truck trips and number of employees would remain the same with the proposed Project. SMAQMD explains that an exceedance of the project level thresholds does not necessarily constitute a significant cumulative impact. Therefore, all emissions would be expected to be below SMAQMD thresholds for the operational scenario through the use of BMPs and compliance with the AQAP and would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

As discussed above, the proposed Project's estimated construction and operational emissions were not quantified against the established SMAQMD thresholds. The proposed Project would not result in an increase in truck delivery/ For these reasons, the proposed Project's potential impacts would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. Thus, the proposed Project's potential cumulative impact would be less than significant.

- c) **Less Than Significant:** As detailed in the Project Description Section 1.3.1, the Project is proposed to be operated within an existing EMU designated area. Joseph Bonnheim Preschool is the nearest school located approximately 1.2 miles to the east; Forever Friends Early Learning Center preschool is located approximately 1.6 miles to the south; and Earl Warren Elementary School is located approximately 1.64 miles to the west of the Project site. The nearest residence is approximately 0.65 miles to the west of the proposed Project, which is also the nearest sensitive receptor to the site.

In addition to the Cold Storage expansion warehouse, the proposed Blow Molding portion of the Project would use materials to produce bottles, involving a process that includes blow molding. This process is not expected to generate nuisance odors or dust given: 1) the nearest potential sensitive receptors are more than 0.65 miles to the west and further in other directions; 2) the proposed Project is within an existing EMU land use designation; and 3) the facility includes Best Available Control Technology (BACT) and dust control. For these reasons, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and there would be a less than significant impact.

- d) **Less Than Significant:** The proposed Project operational emissions would be anticipated to be below SMAQMD CEQA thresholds of significance. Further, the proposed Project would be located within the existing M-1S-SWR zone, with an EMU land use designation, and setback more than 0.65 miles from the nearest sensitive receptor, the Colonial Manor single family residential subdivision, also see response to CEQA Checklist question III.c) above. Proposed Project activities would occur indoors within the facility parcel boundary and would not generate substantial outdoor odor. For these reasons, the proposed Project would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people and would, therefore, have a less than significant impact.

Findings – The Project would have no additional project-specific environmental effects relating to Air Quality.

3.4 Biological Resources

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

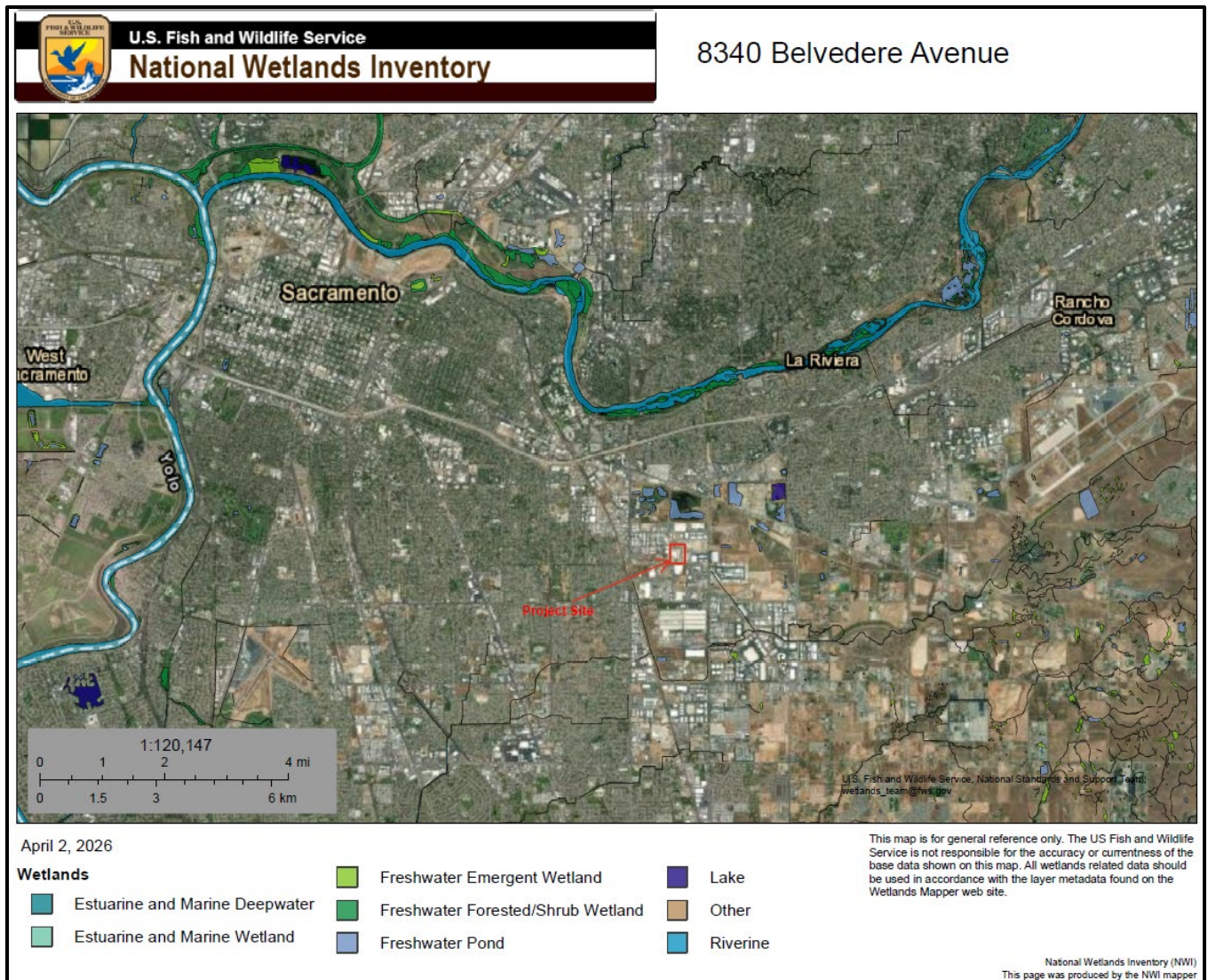
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The Master EIR Chapter 4.4 discussed the potential impact of development under the SGP on biological resources. There are no goals pertaining to biological resources that are specific to the Fruitridge/Broadway Community Plan Area, the plan area of the Project site. The Master EIR concluded that the General Plan has less than significant impacts on all special-status species and sensitive habitats.

- a) **Less Than Significant:** The proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). The Project would operate the facility expansions within a portion of the existing Hood property encompassing 27.05 acres, which has been in operation with a mixed-use industrial development for more than fifty years. Additionally, the site is heavily disturbed, designated EMU and is immediately surrounded by other industrial uses; therefore, it has little to no value as a wildlife habitat. Although the site facility's historical industrial operations and the highly disturbed nature of the surrounding area, there is potential for special status species to appear on-site. Any preclearance biological surveys shall be prepared in compliance with CDFW guidance and protocols prior to ground disturbing activities. For these reasons, the Project would not adversely affect candidate, sensitive, or special status species, and there would be a less than significant impact on candidate, sensitive, or special status species.
- b) **No Impact:** According to the USFWS National Wetlands Inventory interactive mapping service (Wetlands Mapper), presented in **Figure 3-3**, there are no riparian habitat or sensitive natural communities within the Project site or the surrounding area (USFWS, 2025). The Project site is devoid of any vegetation or bodies of water that would serve as a riparian habitat. Additionally, the site is immediately surrounded by other highly developed industrial operations devoid of riparian habitats. For these reasons, the Project site and surrounding areas possess no potential for riparian habitat or migration to occur. Therefore, the Project would not substantially affect any riparian habitat or other sensitive natural community, and there would be no impact.
- c) **No Impact:** Also see responses to CEQA Checklist questions IV.a) and IV.b) above. According to the USFWS National Wetlands Inventory interactive mapping service (Wetlands Mapper) and illustrated in **Figure 3-3**, there are no wetlands located within the Project site and only Freshwater Ponds are identified to the north within the Project vicinity (USFWS, 2025). The nearest wetland is a 1,364.33-acre Riverine habitat (ID No. R2UBH), for the American River and adjacent habitats located approximately 2.07 miles north of the Project site. However, the Project would not expand beyond

the existing Hood property that is 27.05 acres in size. Therefore, the Project would not substantially affect state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), and there would be no impact.

Figure 3-3. National Wetlands Inventory Map

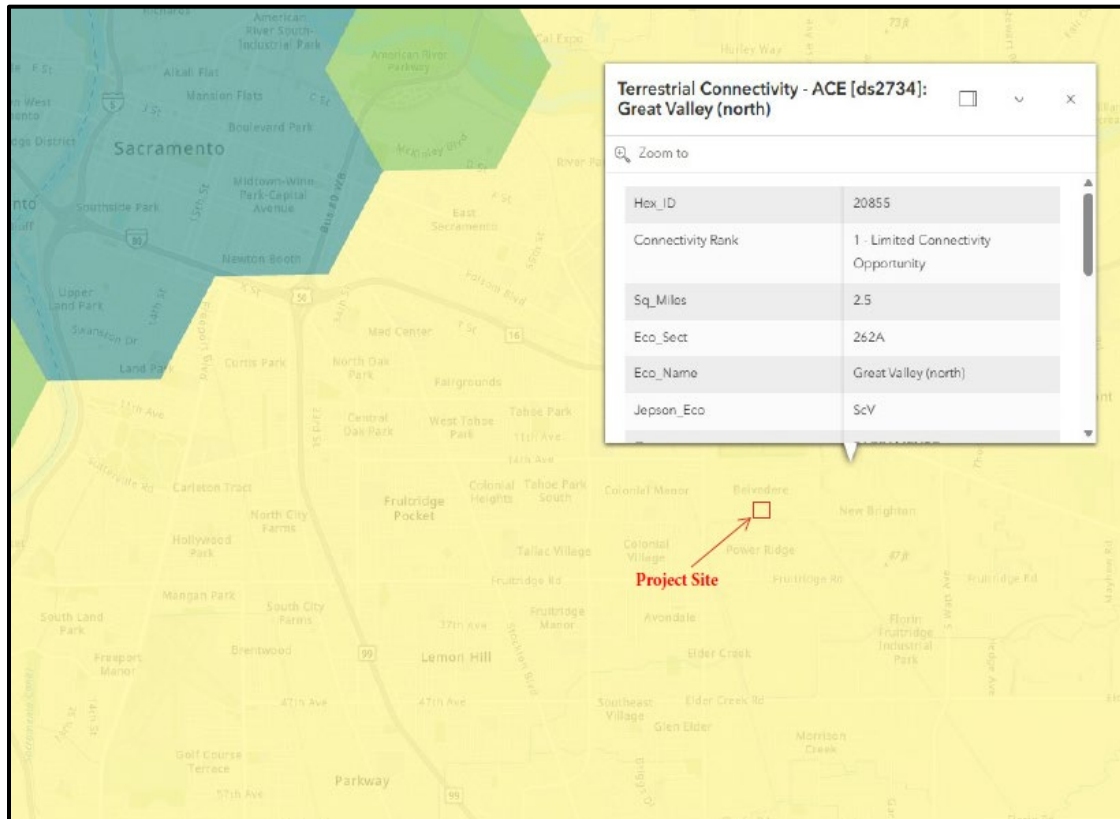


Source: United States Fish and Wildlife Service National Wetlands Inventory Wetlands Mapper, 2025

- d) **Less Than Significant:** Also see responses to CEQA Checklist questions IV.a), IV.b) and IV.c) above. The proposed Project area was previously disturbed, graded and developed into a manufacturing facility and is surrounded by other existing industrial operations. CDFW Essential Connectivity Areas – California Essential Habitat Connectivity (CEHC) Map shows a statewide network of 850 relatively intact Natural Landscape Blocks connected by 192 Essential Connectivity Areas (CDFW, 2023). As presented in **Figure 3-4**, CDFW's Terrestrial Habitat Connectivity Viewer shows the Project site is located in an area identified as having "limited connectivity opportunity," meaning it provides minimal support for wildlife movement (CDFW, 2026). There are no riparian habitats or corridors in the Project vicinity, and the site has been historically disturbed with industrial uses and is clear of native vegetation. Therefore, the Project site poses no potential for riparian passage. Since the site and

surrounding areas have been devoid of native habitat for an extended period, and there are no other known wildlife corridors or native nursery sites on-site, the Project would continue to not interfere with the movement of any resident or migratory fish and wildlife species, migratory corridors, or native wildlife nursery sites. For these reasons, a less than significant impact would occur.

Figure 3-4. Terrestrial Habitat Connectivity Viewer



Source: California Department of Fish and Wildlife Terrestrial Habitat Connectivity Viewer, 2026

- e) **No Impact:** The proposed Project is an expansion of an existing industrial processing, storage and distribution facility with EMU land use designation and M-1S-SWR zone classification (City of Sacramento, 2026). Given that the site is already cleared, the Project would not conflict with local policies or ordinances that protect biological resources, such as a tree preservation policy or ordinances. The Project would also not conflict with or require changes to the City's existing General Plan or Planning and Development Code. Currently the Project is incorporating new shade trees where feasible with the existing irrigation on-site with the proposed expansion. The Project site is fully clear of native vegetation, and no special status trees or other plant species inhabit the site. As such, the Project would not affect trees or other biological resources that are protected by the City, state or federal agencies. For these reasons, no impacts would occur as a result of this Project.
- f) **No Impact:** Neither the City nor the County of Sacramento implement any conservation plans within the Project area. For these reasons, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, there would be no impact.

Findings – The Project would have no additional project-specific environmental effects relating to Biological Resources.

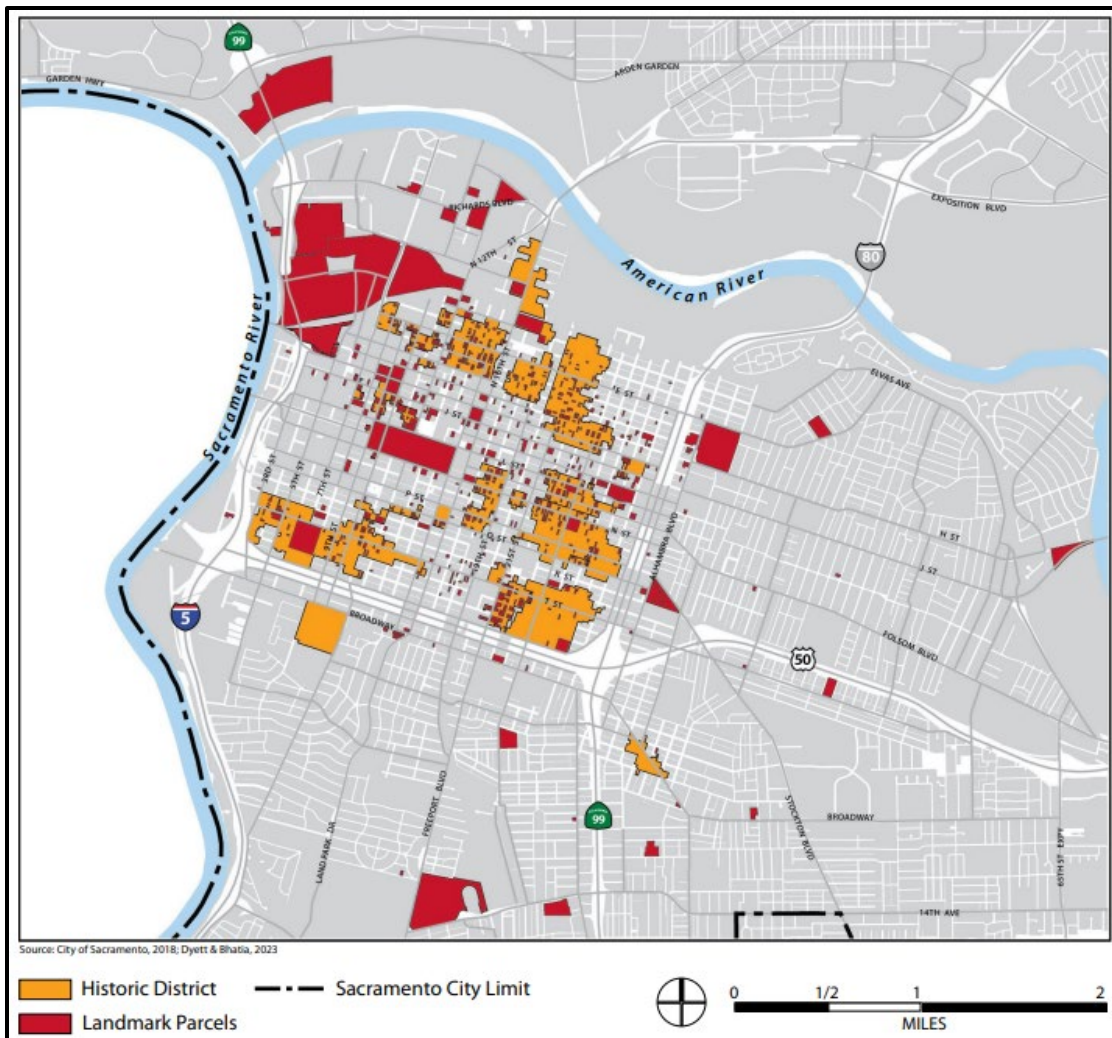
3.5 Cultural Resource

V. CULTURAL RESOURCES				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

All projects must comply with state and federal guidelines, including Public Resources Code Section 5097.5 and Section 7050.5 of the California Health and Safety Code, when conducting ground-disturbing activities. However, since the proposed Project involves minor ground disturbance of the existing disturbed Hood property, the discovery of archaeological or historic resources or human remains is not anticipated.

- a) **No Impact:** The Project would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Section 15064.5. As shown in **Figure 3-5**, there are no landmarks or historical resources within the immediate vicinity of the Project site, according to Map HCR-1: Historic Districts and Landmark Parcels of the Historic and Cultural Resources Element of the Sacramento 2040 General Plan (SGP, 2024). Specifically, the nearest landmark parcel is located adjacent to State Route 50, approximately 3.42 miles northwest of the Project site. Additionally, the Project site is designated as EMU and is surrounded by other industrial uses. Therefore, due to the considerable distance from the nearest historic resource and since the Project is located within an existing developed industrial area, the Project is not anticipated to cause substantial adverse changes to historic resources. For these reasons, no impact would occur.

Figure 3-5. Map HCR-I: Historic Districts and Landmark Parcels



Source: Sacramento 2040 General Plan, 2024

- b) **Less Than Significant:** Also see response to CEQA Checklist question V.a) above. The Project would not cause a substantial adverse change in the significance of archaeological resources pursuant to CEQA Section 15064.5. The Project would be located within a 27.05-acre existing disturbed area of Hood's manufacturing and distribution facility. Additionally, grading and ground-disturbing activities would occur as part of this Project, including utility extension/connection improvements required for the proposed structure. As such, the Project would not cause a substantial adverse change to archeological resources since the site was previously graded and disturbed. For these reasons, a less than significant impact would occur.
- c) **Less Than Significant:** The Project would not disturb any human remains, including those interred outside of dedicated cemeteries. As discussed above, the Project site, a processing, storage and distribution facility operation, is located entirely within an existing developed industrial area. No known human remains have been discovered on-site during any previous grading and development activities. However, as with any project, in the unlikely event that human remains are discovered during operations, work in the immediate vicinity will cease, and the County Coroner would be contacted

pursuant to State Health and Safety Code Section 7050.5. For these reasons, impacts to undiscovered human remains would be less than significant, with no mitigation required.

Findings – The Project would have no additional project-specific environmental effects relating to Cultural Resources.

3.6 Energy

VI. ENERGY				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Consumption of electricity and fuel usage will occur during Project operations. The California Energy Commission's Food Production Investment Program provides grants to help food processors accelerate the adoption of advanced energy and decarbonization technologies to support electrical grid reliability and reduce greenhouse gas emissions. Hood was awarded a grant for the wastewater improvement project and steam improvement project at the facility. Both project improvements would be for increased operational energy efficiency and work towards a low-carbon future.

- a) **Less Than Significant:** The Project is proposing a Blow Molding and Cold Storage expansion at the existing Hood facility with ancillary improvements. As described in the Project Description above, the proposed Project would not increase the annual product processing or distribution rates and would not increase truck trips or the number of employees. The new Cold Storage structure would use electricity and ammonia. As described in the Project Description above, the proposed Project would not increase electricity usage over existing operations but would add a refrigeration system with approximately 8,000 pounds of ammonia stored in the Cold Storage warehouse, and approximately 29,500 pounds of ammonia on-site. As the site is already participating in OSHA's Risk Management Plan (RMP) program, this would not change the facility's participation in this program. Given there would be no increase in employees and truck trips to the site over existing operations, the proposed Project would not change fuel usage from existing operations. As such, the proposed Project annual fuel usage and electricity consumption estimates would not change from baseline conditions since the removal of mobile refrigerant units would offset the new structures, and there would be no wasteful, inefficient or unnecessary consumption of energy. For these reasons, the Project would have a less than significant impact on energy consumption during both construction and operation.
- b) **Less Than Significant:** Sacramento Municipal Utility District (SMUD) supplies power to the Project site. The proposed Project would operate in an EMU area which would not be used for future

renewable energy developments. This proposed Project would not impede the development of renewable energy sources and would not impact energy efficiency goals; therefore, the Project would have a less than significant impact on renewable energy development and energy efficiency.

Findings – The Project would have no additional project-specific environmental effects relating to Energy.

3.7 Geology and Soils

VII. GEOLOGY AND SOILS				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
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While California is considered a seismically active region, there are no known faults within the city or greater region (SGP, 2024). Sacramento does not commonly experience strong ground shaking as a result of earthquakes and does not include any Alquist-Priolo Earthquake Fault Zones within the General Plan Planning Areas. Policies in the SGP Environmental Resources and Constraints Element protect the public from seismic and geologic hazards by requiring enforcement of safety standards, state of the art site design and construction methods, and mitigation to minimize the impacts of new development.

a) **No Impact:** See discussion below.

- i. **No Impact:** According to the California DOC's Earthquake Zones of Required Investigation interactive mapping service, the Project site is not located within a designated earthquake fault zone (DOC California Geological Survey, 2026). Pre-Quaternary Faults, with a concealed fault type, are the nearest and approximately 1.5 miles from the site according to the Fault Activity Map of California (DOC California Geological Survey, 2026). Therefore, the Project will not be exposed to significant fault rupture, and the Project would have no impact associated with the rupture of a known earthquake fault.
- ii. **No Impact:** According to the California DOC's Earthquake Zones of Required Investigation interactive mapping service, the Project site is not located within an earthquake fault zone and, therefore, will not be exposed to strong seismic ground shaking events (DOC California Geological Survey, 2026). For these reasons, there would be no impact.
- iii. **No Impact:** Liquefaction is a phenomenon where loose, saturated, non-cohesive soils (e.g., silts, sands and gravels) undergo a sudden loss of strength during earthquake shaking. According to the California DOC's Earthquake Zones of Required Investigation interactive mapping service, the Project site is located within an area not evaluated for liquefaction hazards (DOC California Geological Survey, 2026). However, the portion of the Project site planned for the expansion structures currently consists of an area that is covered with concrete pavement and graded areas and is not anticipated to become saturated and would not be subject to liquefaction. Predominant soils within the Project site consist of layers of clayey sand with gravel, silty clay, sandy clay, sandy silt, silty sand, silty clayey sand, and sandy clayey silt types, which is defined as having low strength characteristics, and are highly compressible when saturated (Krazan, 2025).

According to the Safety Element of the Sacramento County General Plan, the areas most vulnerable to seismic and geologic hazards are those areas subject to liquefaction and subsidence, such as the downtown core of the City of Sacramento and the Delta (Sacramento County, 2017). The Project site is located in the Fruitridge/Broadway Community Plan Area of the City, approximately 40 miles northeast of the Delta area and approximately 6.0 miles southeast of the City's downtown core, which is defined as "Central City" in the City of Sacramento's Central City Community Plan (SGP, 2024).

Free groundwater was not encountered within a depth of 32 feet below existing site grade during exploratory drilling, and soils above this depth are non-liquefiable due to the absence of groundwater (Krazan, 2025). Due to the considerable distance between the Project site and

areas susceptible to liquefaction and subsidence, and since the site is located on stable soil with no indication of any soil problems, the Project is unlikely to be subject to a seismic-related ground failure, including liquefaction (Krazan, 2025). For these reasons, no impact would occur.

- iv. **No Impact:** According to the California DOC's Earthquake Zones of Required Investigation interactive mapping service, the Project site is not located within an earthquake fault zone but in an area that has not been evaluated for landslide hazard zone (DOC California Geological Survey, 2026). The Local Hazard Mitigation Plan (LHMP), a Sacramento Countywide plan partnered with the City, outlines reducing and eliminating natural risks in the community based on various hazards, including landslides (Sacramento County, 2021). Landslides, Mudslides, and Debris Flow were identified as having a limited geographic extent and low significance in the area per the LHMP (Sacramento County, 2021). Further, the Project site is located on and surrounded by a relatively flat topography, highly disturbed by industrial uses. For these reasons, it is unlikely that the Project would be exposed to landslides. As such, no impact would occur.
- b) **No Impact:** The Project site is located on relatively flat property, that was previously graded, paved and highly disturbed. The Project would place the Cold Storage warehouse and equipment on a 1.13-acre portion and the warehouse for the Blow Molding operations will disturb 113,427 square feet of the larger 27.05-acre Hood property. Since the portion of the site would remain graded and paved, there would be no potential for substantial soil erosion or loss of topsoil. Additionally, the existing storm water system would capture any surface flow from impervious surfaces and Hood would continue to implement and follow the Best Management Practices prescribed within the site-specific Stormwater Pollution Prevention Plan (SWPPP) to minimize erosion at the Project site. Through the continued implementation of the facility's SWPPP, it would remain in place to ensure minimal potential erosion occurs on-site. For these reasons, there would be no impact on substantial soil erosion or the loss of topsoil due to the Project.
- c) **Less Than Significant:** As discussed in response to CEQA Checklist questions VII.a) above, the Project site is not within an earthquake hazard zone. Additionally, according to the Sacramento County General Plan Safety Element, the Project site is located outside areas susceptible to liquefaction (Sacramento County, 2017). Surface soils have a loose consistency and are recommended to be recompacted to stabilize the surface soils and locate any unsuitable or pliant areas not found during the geotechnical field investigation of the Project site (Krazan, 2025). At soils below a depth of 22 feet, there is a slight potential for soil liquefaction during a seismic event due to predominately medium dense to very dense sandy soils and the anticipated moderate seismicity in the region (Krazan, 2025). There is a low potential for lateral spreading since the Project site is situated on moderately well drained soils and further is not expected to experience liquefaction. The Project is also located on relatively flat topography, and because the soils have a low potential to experience landslides in the County, there is a low potential for landslides on-site (Sacramento County, 2017). As such, these soil properties, coupled with the generally flat topography of the Project site, would minimize concerns related to unstable soils. Therefore, the Project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. For these reasons, the Project would have a less than significant impact.
- d) **Less Than Significant:** Table 18-1-B of the Uniform Building Code (1994) classifies expansive soils based on expansion index and assigns a potential rating from very low to very high potential to mitigate soil-related risks. The on-site soils that do not contain clay will be suitable for re-use as non-

expansive engineered fill, provided they are cleansed of excessive organics and debris. Clayey soils with an expansion index greater than 20 (very low potential) will not be suitable for reuse as non-expansive engineered fill. Clayey soils encountered on-site appear to have a moderate swell potential. To reduce the potential soil movement, it is recommended that the upper 18 inches of soil within the slab on grade and exterior flatwork areas would be non-expansive fill. (Krazan, 2025) While some of the clayey soils on-site have moderate swell potential, the Geotechnical Engineering Investigation made several recommendations and measures to minimize the expansive soil potential. Clayey soil types present a moderate shrink and swell potential and the Project site is already graded and paved according to the guidance of the soils engineer. Therefore, the Project would have a less than significant impact associated with expansive soils.

- e) **No Impact:** The proposed Project would not include the construction of septic tanks or alternative wastewater disposal systems. Existing restroom facilities would continue to be utilized on-site and discharged into the existing sanitary sewer. New sanitary sewer lines would be rerouted in the existing warehouse to connect to the new Cold Storage expansion warehouse for continued use. Therefore, there would be no impact on septic or alternative wastewater disposal systems.
- f) **Less Than Significant:** The proposed Project would not include significant earthwork activities that would result in the destruction of paleontological resources. Specifically, the Project would include the construction of 72,072 square feet total between two warehouses, potential demolition of some of the existing concrete slabs to add foundation and footings for the new buildings, the extension of water, fire water, sewer, gas, storm drain lines, and saw cutting in the existing warehouse for utility extensions. All construction and grading work would occur in accordance with City, state, and federal guidelines to minimize potential impacts on paleontological resources. No other grading work would occur as part of the Project. Additionally, the Project site has been used for light industrial operations for several decades, and there were no previously identified areas with paleontological resources or unique geological resources on-site. Therefore, the foundations for equipment and structures would create a less than significant impact on unique paleontological resources or unique geological features.

Findings – The Project would have no additional project-specific environmental effects relating to Geology and Soils.

3.8 Greenhouse Gas Emissions

VIII. GREENHOUSE GAS EMISSIONS				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Greenhouse gases (GHGs) are compounds, released by natural sources or formed from secondary reactions, in the atmosphere that influence the Earth's energy balance by absorbing and re-emitting infrared radiation. This process, similar to how a greenhouse retains heat, helps regulate the Earth's temperature. However, human activities such as fossil fuel combustion and vehicle emissions have increased GHG concentrations, contributing to long-term global temperature rise.

Scientific consensus links rising GHG emissions to climate change, though debate exists regarding the rate and extent of human-caused impacts. Regulated GHGs in California are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and nitrogen trifluoride (NF₃), while others, like water vapor, remain unregulated. Addressing GHG emissions is an ongoing environmental issue due to growing concerns about GHG emissions and their adverse impacts on the world's climate and on the environment.

To quantify the impact of specific GHGs, each gas is assigned a global warming potential (GWP). Individual GHG compounds have varying GWP and atmospheric lifetimes. The GWP of a GHG is a measure of how much a given mass of the GHG is estimated to contribute to global warming relative to CO₂, which is assigned a GWP of 1.0. The GWP is used to determine the carbon dioxide equivalents (CO₂e) mass of each GHG. Calculation of CO₂e is the accepted methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, CO₂. For example, CH₄'s GWP of 25 indicates that the global warming effect of CH₄ is 25 times greater than that of CO₂ on a molecule per molecule basis. CO₂e is the mass emissions of an individual GHG multiplied by its GWP. **Table 3-2** lists GHGs, GWPs, a description of each GHG, and sources for each of the GHGs.

Table 3-2. GWPs, Properties, and Sources of GHGs

GHG	GWP	Descriptions, Physical Properties, and Sources
CO ₂	1	▶ CO₂ is an odorless, colorless, naturally occurring GHG. ▶ Natural sources of CO₂ include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. ▶ Anthropogenic (man-made) sources are from burning coal, oil, natural gas, and wood.
CH ₄	25	▶ CH₄ is an organic, colorless, naturally occurring, flammable gas. Its atmospheric concentration is less than CO₂, and its lifetime in the atmosphere is brief (10-12 years) compared to other GHGs. ▶ CH₄ is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). ▶ Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH₄. Other anthropogenic sources include fossil-fuel and biomass combustion, as well as landfilling and wastewater treatment.

N ₂ O	298	▶ N₂O, commonly referred to as “laughing gas,” is a colorless, nonflammable GHG. It is a powerful oxidizer and breaks down readily in the atmosphere. ▶ Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. ▶ In addition to agricultural sources, industrial processes (e.g., fossil fuel power plants, nylon and nitric acid production, and vehicle emissions) contribute to its atmospheric load. It is also used as an aerosol propellant, in food packaging, and in rocket and race car engines.
HFCs	92 - 14,900	▶ HFCs are synthetic man-made chemicals that form one of the GHGs with the highest global warming potential. ▶ HFCs are man-made for applications such as automobile air conditioners and refrigerants.
PFCs	6,288 - 17,700	▶ PFCs are colorless, non-flammable, dense gases with stable molecular structures, giving them lifetimes of 10,000 to 50,000 years in the atmosphere. ▶ The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
SF ₆	22,800	▶ SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. ▶ SF₆ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
NF ₃	17,200	▶ NF₃ is an inorganic, colorless, odorless, nonflammable gas. ▶ NF₃ is used primarily in the plasma etching of silicon wafers
Source: California Air Resources Board, 2024		

“Global climate change” refers to change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms, lasting for decades or longer. The term “global climate change” is often used interchangeably with the term “global warming,” but “global climate change” is preferred by some scientists and policy makers to “global warming” because it helps convey the notion that in addition to rising temperatures, other changes in global climate may occur. Climate change may result from the following influences:

- ▶ Natural factors, such as changes in the sun’s intensity or slow changes in the Earth’s orbit around the sun;
- ▶ Natural processes within the climate system (e.g., changes in ocean circulation); and/or
- ▶ Human activities that change the atmosphere’s composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, and desertification).

As determined from worldwide meteorological measurements between 1990 and 2005, the primary observed effect of global climate change has been a rise in the average global tropospheric temperature of 0.36 degrees Fahrenheit (°F) per decade. Climate change modeling shows that further warming could occur, which could induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns or more energetic aspects of extreme weather (e.g., droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones). Specific effects from climate change in California may include a decline in the Sierra Nevada snowpack, erosion

of California's coastline, and seawater intrusion in the Sacramento-San Joaquin River Delta. Several climate change effects can be expected in California based on trends established by the Intergovernmental Panel on Climate Change (IPCC) and are summarized below.

- ▶ A diminishing Sierra snowpack declining by 70% to 90%, threatening the state's water supply.
- ▶ A rise in sea levels, resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Sea level rises of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.¹
- ▶ An increase in temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- ▶ Increased risk of large wildfires if rain increases as temperatures rise. Wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30% toward the end of the 21st century because more winter rain will stimulate the growth of more plant fuel available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90% more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- ▶ Increasing temperatures from 8 to 10.4 °F under the higher emission scenarios, leading to a 25% to 35% increase in the number of days that ozone pollution levels are exceeded in most urban areas (see below).
- ▶ Increased vulnerability of forests due to forest fires, pest infestation, and increased temperatures.
- ▶ Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- ▶ Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85% more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- ▶ A decrease in the health and productivity of California's forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.
- ▶ Increased electricity demand, particularly in the hot summer months.
- ▶ Increased ground-level ozone formation due to higher reaction rates of ozone precursors.

Human activities, including fossil fuel combustion and land use changes, release carbon dioxide (CO₂) and other compounds cumulatively termed greenhouse gases. GHGs are effective at trapping radiation that would otherwise escape the atmosphere. This trapped radiation warms the atmosphere, the oceans, and the Earth's surface (USGCRP 2014). Many scientists believe "most of the warming observed over the last 50 years is attributable to human activities" (IPCC 2017). It is indicated that the increased amount of CO₂ and other GHGs in the atmosphere is the primary result of human-induced warming.

¹ This condition would not affect the Proposed Project area, as it is a significant distance away from coastal areas.

Worldwide emissions of GHGs in 2008 were 30.1 billion metric tons of CO₂e and have increased considerably since that time (United Nations 2011). It is important to note that the global emissions inventory data are not all from the same year and may vary depending on the source of the data (U.S. EPA 2019). Emissions from the top five emitting countries and the European Union accounted for approximately 70% of total global GHG emissions in 2014. The United States was the number two producer of GHG emissions behind China. The primary GHG emitted by human activities was CO₂, representing approximately 76% of total global GHG emissions (U.S. EPA 2019).

CARB is responsible for developing and maintaining the California GHG emissions inventory and for implementing California regulations aimed at reducing statewide GHGs. The inventory estimates the amount of GHGs emitted into and removed from the atmosphere by human activities within the state of California and supports the Assembly Bill (AB) 32 Climate Change Program. CARB's current GHG emission inventory covers the years 2000 through 2022 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

CARB estimates that in 2023, the transportation sector accounted for approximately 37.1% of California's GHG emissions, followed by industrial sources at 18.6%. Additional contributions came from the electricity sector (15.9%), the combined residential and commercial sector (12.0%), and agricultural activities (8.1%) (CARB 2025). Within the available GHG data, the residential sub-sector alone represented an estimated 7.9% of 2023 emissions, an increase of 7.1% compared to 2022. This rise is attributed to higher heating degree days, which serve as a proxy for the additional energy required for space heating, based on data from the National Oceanic and Atmospheric Administration (NOAA), Degree Days Statistics. While an increase was observed, CARB also notes that on a per housing unit basis, emissions have generally decreased compared to 2020. The scientific tools needed to evaluate the impacts that a specific project may have on the environment are yet to be developed.

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United Nations Framework Convention on Climate Change established an agreement with the goal of controlling GHG emissions, including methane. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The plan consists of more than 50 voluntary programs. Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete O₃ in the stratosphere (chlorofluorocarbons [CFCs], halons, carbon tetrachloride, and methyl chloroform) were phased out by 2000 (methyl chloroform was phased out by 2005).

While acknowledging that national and international actions will be necessary to fully address the issue of global warming, the California Global Warming Solutions Act of 2006 (AB 32) lays out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the state that serve California residents and businesses. AB 32 charged CARB with responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. CARB adopted a list of discrete early action measures that can be implemented to reduce GHG emissions. AB 32 mandated a cap of California's GHG emissions at 1990 levels by 2020. AB 32 was the first enforceable statewide program in the U.S. to cap all GHG emissions from major industries that includes penalties for non-compliance.

Subsequent legislation by the California legislature has included Senate Bill (SB) 32, which expanded upon AB 32 to reduce GHG emissions to 40% below the 1990 levels by 2030; AB 197 which increased the legislative oversight of the CARB by adding two legislatively appointed non-voting members to the CARB Board and provided additional protection to disadvantaged communities; SB 350, which increased California's renewable energy electricity procurement goal and SB 100, which established a landmark policy requiring renewable

energy and zero-carbon resources to supply 100 percent of electrical retail sales to end use customers and 100 percent of electricity procured to serve state agencies by 2045.

State CEQA Guidelines Section 15064.4 specifies how to evaluate the significance of GHG emissions. This includes guidance for various methodologies to prepare the quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. Emissions identification may be quantitative, qualitative or based on performance standards. CEQA Guidelines allow the lead agency to “select the model or methodology it considers most appropriate” (CEQA Section 15064.4(a)(1)). At each of these steps, the GHG guidelines afford the lead agency with substantial flexibility.

The City of Sacramento adopted its Climate Action and Adaptation Plan (CAAP) in 2024 (City of Sacramento, 2024). The Sacramento CAAP was designed with the goal of achieving compliance with the foregoing state requirements for the reduction of GHG emissions, as well as state goals for the conservation of natural resources. The CAAP is implemented through municipal and communitywide emissions reduction and resource conservation measures. **Table 3-3** presents the strategies adopted by the City of Sacramento in the 2024 CAAP for reducing GHG emissions to achieve the 2045 goal laid out by the California Air Resources Board (CARB).

Table 3-3. Sacramento CAAP GHG Reduction Strategies

Measure	Description	Applicability/Conformance
Strategy 1: Built Environment		
MEASURE E-1	Support SMUD as it implements the 2030 Zero Carbon Plan.	N/A
MEASURE E-2	Eliminate natural gas in new construction.	N/A – The proposed Project operations do not include use of natural gas.
MEASURE E-3	Transition natural gas in existing buildings to carbon free electricity by 2024.	N/A – The proposed Project operations do not include use of natural gas.
MEASURE E-4	Increase the amount of electricity produced from local resources and work with SMUD to install additional local storage by 2030.	N/A
MEASURE E-5	Support infill growth with the goal that 90% of new growth is in established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project-level VMT should be 15% below (or 85% of) the regional average.	Applies – The proposed Project would process and distribute products for local and regional needs.
Strategy 2: Mobility		

Measure	Description	Applicability/Conformance
MEASURE TR-1	Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045.	N/A
MEASURE TR-2	Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.	N/A
Measure TR-3	Achieve zero-emission vehicle (ZEV) adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045.	N/A
Strategy 3: Waste		
MEASURE W-1	Work to reduce organic waste disposal 75% below 2014 levels by 2025.	N/A
Strategy 4: Water and Wastewater		
MEASURE WW-1	Reduce water utility emissions (in metric tons [MT] of carbon dioxide equivalent [CO ₂ e] per million gallons delivered) by 100% by 2030 and maintain that through 2045.	N/A
MEASURE WW-2	Reduce wastewater emissions by 22% by 2030 and 40% by 2045.	N/A
Strategy 5: Carbon Sequestration		
MEASURE CS-1	Increase urban tree canopy cover to 25% by 2030 and 35% by 2045.	N/A

- a) **Less Than Significant:** The projected increase in CO₂e emissions associated with the proposed Project's operations will include two new 4000A electricity panels with SMUD service for the new Cold Storage and Blow Molding structures. While the proposed Project would not increase electricity usage over existing operations, 8,000 pounds of ammonia storage will be added on-site for the new cold storage refrigeration system. Although ammonia is not a GHG, it may be converted to nitrous oxide after deposition to soil, contributing to radiative forcing of climate and indirectly impacting climate through indirect contribution to particulate matter. New GHG emissions sources that would be introduced by the proposed Project have not been quantified for the proposed Project for insignificance. The 2022 Scoping Plan, which is the state's blueprint for how GHG reductions would be achieved, generally regulates fuels and electricity at a level in the supply chain above the proposed Project, such that the proposed Project has no choice but to use energy in California that is already regulated through statewide programs such as the Cap-and-Invest Program and the Low Carbon Fuel Standard (LCFS). Ultimately, the proposed Project is intended to assist in regional development which would be compliant with the City of Sacramento CAAP (City of Sacramento, 2024). Further, the GHG emissions of the generator(s) would be temporary and eventually replaced by grid electricity. Since emissions from generators are temporary and electricity and mobile fuels emissions are part of the statewide Cap-and-Invest Program, GHG impacts from proposed Project operations are considered individually and cumulatively less than significant.

- b) **Less Than Significant:** The proposed Project would not conflict with the federal, state, or local policies or regulations, including the City's CAAP, adopted for the purpose of reducing the emissions of greenhouse gases. The proposed Project would not increase the number of employees and truck trips over existing operations and would not increase vehicle miles traveled. The proposed Project is designed to increase energy efficiency consistent with the City's strategy to develop infrastructure while reducing GHG emissions. Therefore, the Project would have a less than significant impact on conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

As noted above, the City is committed to reducing GHG emissions through the implementation of reduction measures outlined in the CAAP. As proposed, the Project would not conflict with City policies aimed at reducing GHG emissions, as CAAP policies are either not applicable to the proposed Project or the proposed Project is in compliance and consistent with CAAP policies (City of Sacramento, 2024). Therefore, a less than significant impact would occur.

Findings – The Project would have no additional project-specific environmental effects relating to Greenhouse Gas Emissions.

3.9 Hazards and Hazardous Materials

<u>IX. HAZARDS AND HAZARDOUS MATERIALS</u>				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

<u>IX. HAZARDS AND HAZARDOUS MATERIALS</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The Master EIR Chapter 4.9 evaluated effects of development related to hazardous materials, emergency response, and wildland fire hazards. The Master EIR determined that implementation of the 2040 General Plan (SGP) may result in the exposure of people to contaminated soil, hazardous building materials, or contaminated groundwater during construction activities. Impacts identified during construction activities were found to be less than significant with adherence to applicable regulations and policies. Specifically, SGP Policy EJ-1.8 Site Contamination ensures that prior to development, site investigations are conducted and remediation and construction techniques are implemented to protect construction workers, future occupants, and adjacent residents from contamination or hazardous materials, and Policy PFS 2.3 Evacuation Routes directs the City to partner with Caltrans and neighboring jurisdictions to protect critical evacuation routes and develop contingency plans should roads be inoperable due to flooding or wildfire. Additionally, compliance with federal, state, and local regulations for hazardous materials handling and abatement would further mitigate risks.

The Master EIR concluded that risks related to cumulative exposure to hazardous materials and wildland fire hazards were site-specific and not cumulatively considerable. Emergency response access impacts would be minimized through traffic management plans and adherence to building and fire codes.

For the purposes of this Initial Study, an impact is considered significant if the proposed Project would:

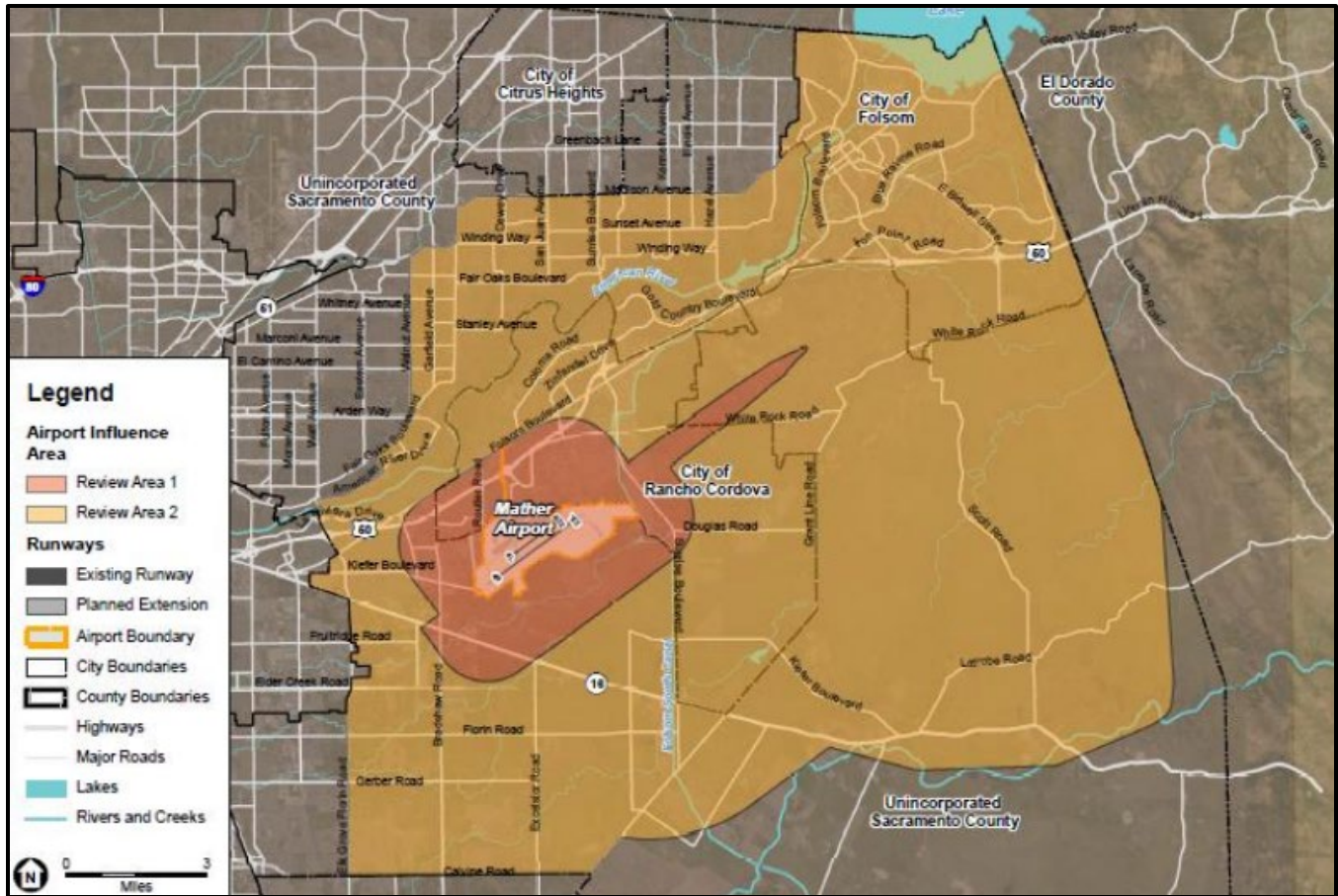
- ▶ Expose people to contaminated soil during construction activities;
- ▶ Expose people to hazardous building materials (e.g., asbestos and lead-based paint) or other hazardous materials;
- ▶ Expose people to contaminated groundwater during construction activities or dewatering activities; or
- ▶ Obstruct emergency response or access such that response times are substantially affected.

- a) **Less Than Significant:** The proposed Project would increase the amount of ammonia storage on-site by 8,000 pounds. As the facility is already subject to OSHA's RMP program, the proposed Project's use of additional ammonia would not create a new significant hazard to the public or the environment through the routine transport, use, or disposal of ammonia, a hazardous material. The proposed

Project is required to prepare and comply with an HMBP submitted to the Sacramento County Environmental Management Department that addresses potential effects to the public or the environment that could be attributed to the transportation, use, and disposal of hazardous materials associated with the proposed Project. All materials would be handled in accordance with corresponding Safety Data Sheet (SDS) requirements. Therefore, any risk of release into the environment from hazardous materials would be managed in accordance with SDS guidance, California Accidental Release Prevention (CalARP) and OSHA RMP requirements. For these reasons, there would be no new hazards impact through the routine transport, use or disposal of hazardous materials. Based on the above, the proposed Project would not result in any new hazardous materials impacts and would have a less than significant impact to the public or the environment through the routine transport, use, or disposal of ammonia, a hazardous material.

- b) **Less Than Significant:** As described in impact IX.a) above, the proposed Project would increase the amount of ammonia storage on-site by 8,000 pounds. As the facility is already subject to OSHA's RMP program, the proposed Project would be required to comply with CalARP and OSHA's RMP programs. These include preparing and reporting the risk of upset from the additional ammonia potential flammability on-site from the use of additional ammonia. All materials would be handled in accordance with corresponding Safety Data Sheet (SDS) requirements, CalARP and OSHA RMP requirements. For these reasons, the proposed Project would not create a new significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment over existing operations. Based on the above, the proposed Project would not result in any new hazardous materials impact and therefore would have a less than significant impact regarding reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment over existing operations.
- c) **No Impact:** Joseph Bonnheim Elementary School is the nearest school located 1.2 miles west of the Project site, which is more than one quarter mile. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing school, and thus, have no impact.
- d) **No Impact:** The Project site is not located on the California Environmental Protection Agency's Hazardous Waste and Substances Site List (Cortese) per Government Code Section 65962.5 (Department of Toxic Control [DTSC], 2026). Therefore, the Project would have no impact on creating a significant hazard to the public or the environment.
- e) **No Impact:** The Project is not located within the boundaries of an airport land use plan nor within two miles of a public airport. The nearest airport is the Mather Airport which is located 7.3 miles northeast of the Project site, and 7.6 miles to the west is the Sacramento Executive Airport. Per the Airport Land Use Commission for Sacramento, the Project site is not located within any Airport Land Use Compatibility Plan (ALUCP) for the public-use airports (SACOG, 2026). **Figure 3-6** presents the Airport Influence Area for Mather Airport. Therefore, the project would not result in a safety hazard for people residing or working in the Project area and would have no impact.

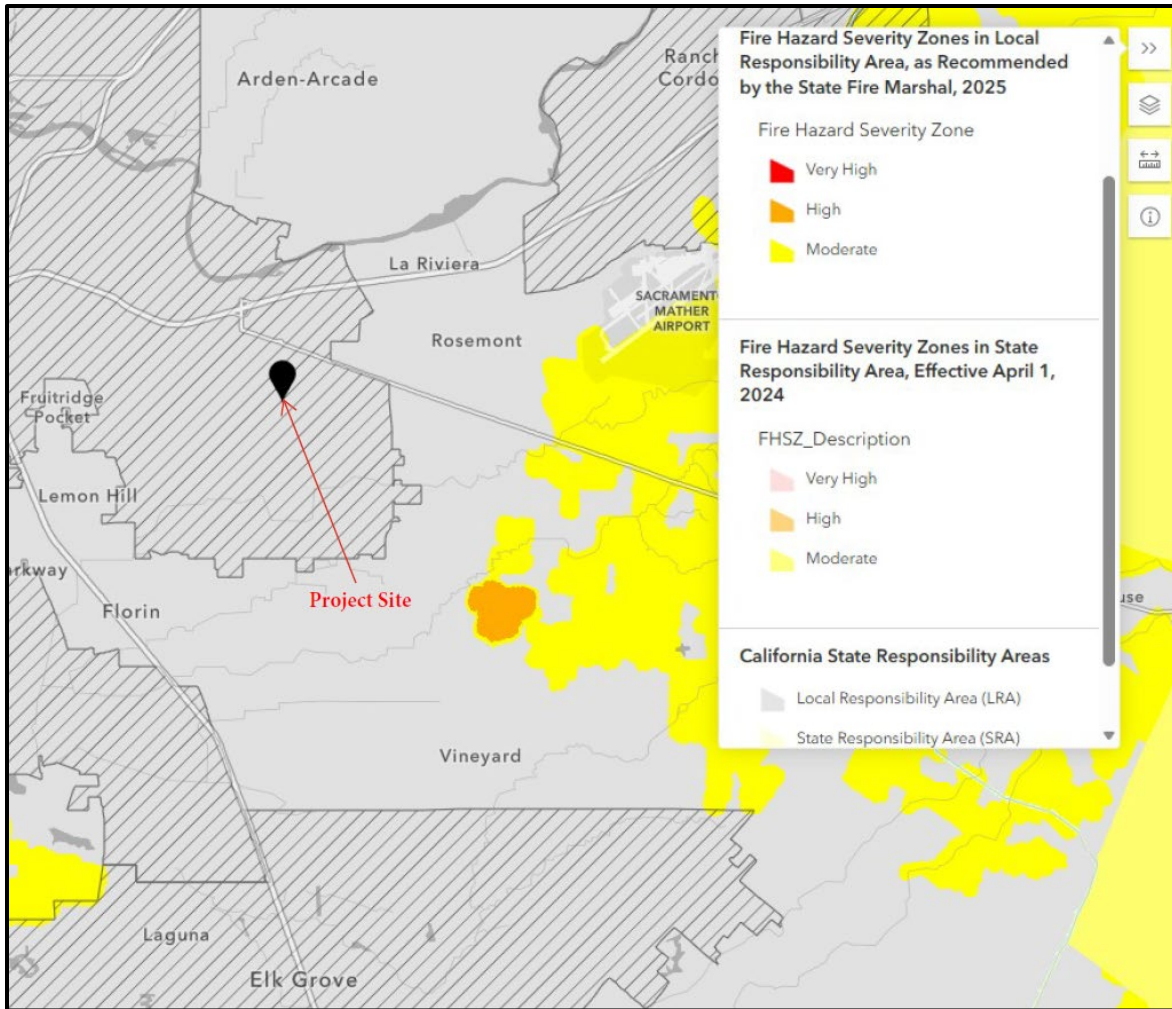
Figure 3-6. Mather Airport Influence Area



Source: Mather Airport Land Use Compatibility Plan, 2022

- f) **Less Than Significant:** As indicated in response to CEQA Checklist question IX.a) above, the site has an existing HMBP and SPCC Plan, which includes an emergency response and contingency plan. The existing HMBP and SPCC Plan would be updated as needed to account for any changes resulting from the proposed Project. The proposed Project would not adversely change the emergency response or evacuation protocols for the facility, and therefore, there would be a less than significant impact.
- g) **No Impact:** Also indicated in the response to CEQA Checklist question XX.a) below, the site is not located within or near a State Responsibility Area (SRA) or lands considered very high Fire Hazard Severity Zone (FHSZ) based on the California Department of Forestry and Fire Protection (Cal Fire) FHSZ viewer (CalFire, 2026). The Project site is identified as having no Fire Hazard Severity Zone in Local Responsibility Area (LRA), meaning the financial responsibility of preventing and suppressing wildfires is primarily the responsibility of a local agency, per Government Code Section 51178 (Cal Fire, 2026). The nearest FHSZ is located over 7 miles east of the Project site, near Bradshaw Ranch Golf Course in unincorporated Sacramento County, as presented in **Figure 3-7** (Cal Fire 2026). Further, the proposed Project is an existing dairy product processing facility on an already graded, paved and heavily disturbed development area. For these reasons, there would be no exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires from the proposed Project. Therefore, there would be no impact.

Figure 3-7. Fire Hazard Severity Zone Map



Source: California Department of Forestry and Fire Protection Fire Hazard Severity Zone Viewer, 2026

Findings – The Project would have no additional project-specific environmental effects relating to Hazards and Hazardous Materials.

3.10 Hydrology and Water Quality

X. <u>HYDROLOGY AND WATER QUALITY</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

X. <u>HYDROLOGY AND WATER QUALITY</u>				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

The proposed Project site is within the Fruitridge/Broadway Community Plan area. Located in a developed light manufacturing zone with EMU land use designation, the Project site has existing buildings and graded areas. The Project will include the extension of the existing system on-site for stormwater retention.

Projects that would disturb more than 50 cubic yards of soil during construction activities would be required to adhere to the City's Code of Ordinances (Title 15 Buildings and Construction, Chapter 15.88 Grading, Erosion and Sediment Control). The grading ordinance was enacted for the purpose of regulating grading on properties within the City limits to avoid pollution of watercourses with nutrients, sediments, or other materials generated or caused by surface water runoff. The ordinance regulates site operations and conditions in accordance with the City's NPDES requirements, issued by the California Central Valley Regional Water Quality Control Board (RWQCB), and to ensure that the intended use of a graded site within the City limits is consistent with the underlying land use designation and zoning classification as well as the goals and policies in the SGP,

any specific plans adopted, and all applicable City ordinances and regulations. Intended to control all aspects of grading operations, the City's grading ordinance implements requirements in order to minimize, to the maximum extent practicable, the degradation of water quality for any receiving waters. Policy ERC-1.4 (Construction Site Impacts) requires contractors to comply with the City's erosion and sediment control ordinance through implementation of construction measures (e.g., Best Management Practices or BMPs) that are protective of water quality for any off-site discharges.

The City's Stormwater Quality Improvement Program (SQIP), first established in 1990, requires construction activities to reduce any pollution carried by stormwater into local creeks and rivers. The SQIP is based on the NPDES municipal stormwater (MS4) discharge permit issued by the RWQCB (Order R5-2016-0040-009, NPDES No. CAS00085324) (CVRWQCB, 2016). The SQIP is a comprehensive program that includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

Potential effects to utility infrastructure as related to domestic water treatment, groundwater, stormwater, wastewater collection, flooding, and water quality are evaluated in the Public Facilities and Safety Element of the SGP (2024). Ensuring that this infrastructure operates in ways that minimize adverse impacts on the environment, protect public health, and optimize benefits to the community is essential for a sustainable and equitable city (SGP, 2024). Goals and policies in the SGP relevant to hydrology, water quality and flooding and the proposed Project include the following:

Location and Design of Facilities

- ▶ **PFS-3.1 Provision of Adequate Utilities.** The City shall continue to provide reliable water, wastewater, and stormwater drainage utility services.
- ▶ **PFS-3.2 Utility Sustainability.** The City shall continue to improve the sustainability, resilience, and energy efficiency of its facilities, infrastructure, and operations consistent with the Climate Action and Adaptation Plan and the goal of achieving carbon neutrality by 2045.
- ▶ **PFS-3.3 Development Impacts.** Through the development review process, including through development impact fees and off-site improvements constructed by new development, the City shall ensure that adequate public utilities and services are available to serve new development.
- ▶ **PFS-3.4 Water Distribution System Management.** The City shall maintain and periodically update the Water Distribution System Master Plan to guide rehabilitation, replacement, and management of the potable water distribution system.
- ▶ **PFS-3.5 Water Treatment Capacity and Infrastructure.** The City shall plan, and secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected maximum daily water demands. Options to explore may include the following:
 - Expansion of rehabilitation of existing treatment plant infrastructure;
 - Development and management of groundwater wells; and
 - Collaboration on regional water supply solutions.
- ▶ **PFS-3.6 Combined Sewer System Rehabilitation and Improvements.** IN keeping with its Combined Sewer System (CSS) Long Term Control Plan (LTCP), the City shall continue to rehabilitate and improve the CSS to decrease flooding, CSS outflows, and Combined System Overflows (CSOs). Through

these improvements and requirements for new development, the City shall also ensure that development in the CSS area does not result in increased flooding, CSS outflows or CSOs or reduce the overall percentage of flow routed to the Sacramento River Water Treatment Plan (SRWTP).

- ▶ **PFS-3.11 Joint-Use Facilities.** Wherever feasible, the City shall pursue the development of joint-use water, stormwater quality, flood control and other utility facilities as appropriate in conjunction with schools, parks, bike paths, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.
- ▶ **PFS-3.15 Adequate Drainage Facilities.** The City shall ensure that all new municipal drainage facilities are adequately sized and constructed to accommodate stormwater runoff, including incorporating “green infrastructure” design and Low Impact Development (LID) techniques, where appropriate, stormwater treatment features, and, if applicable, trash capture devices for its stormwater facilities.
- ▶ **PFS-3.16 Stormwater Design in Private Development.** The City shall require proponents of new development and redevelopment projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including “green infrastructure”, LID techniques, stormwater treatment, and, if applicable, trash capture devices, to prevent on- or off-site flooding and improve runoff water quality.
- ▶ **PFS-3.17 Regional Stormwater Facilities.** The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities.

Water Supply

- ▶ **PFS-4.1 Exercise and Protect Water Rights.** The City shall exercise and protect its water rights and entitlements in perpetuity.
- ▶ **PFS-4.2 Water Supply Sustainability.** The City shall maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.
- ▶ **PFS-4.3 Surface Water Supply.** The City shall continue to explore and advance options for diverting, treating, and conveying surface water to be able to continue to fully meeting potable supply demand.
- ▶ **PFS-4.5 Comprehensive Water Supply Planning.** The City shall prepare and implement an Urban Water Management Plan, updating it on a 5-year cycle, to ensure a reliable, long-term water supply and service under projected future conditions.
- ▶ **PFS-4.8 New Development.** The City shall ensure that water supply capacity is in place prior to granting building permits for new development.
 - a) **Less Than Significant:** The proposed Project is eligible as a “Notice of Intent” (NOI) facility under the California Stormwater Industrial General Permit (IGP) for facilities with exposure to stormwater with potential discharges and is connected to a municipal stormwater system. All stormwater would be captured on-site in the existing retention basins. The proposed Project is made up of both impervious and pervious surfaces with the potential for infiltration of stormwater to groundwater. Hood’s facility is subject to maintaining a Stormwater Pollution Prevention Plan (SWPPP) that requires conducting annual employee training, performing sampling, submitting the laboratory results of the

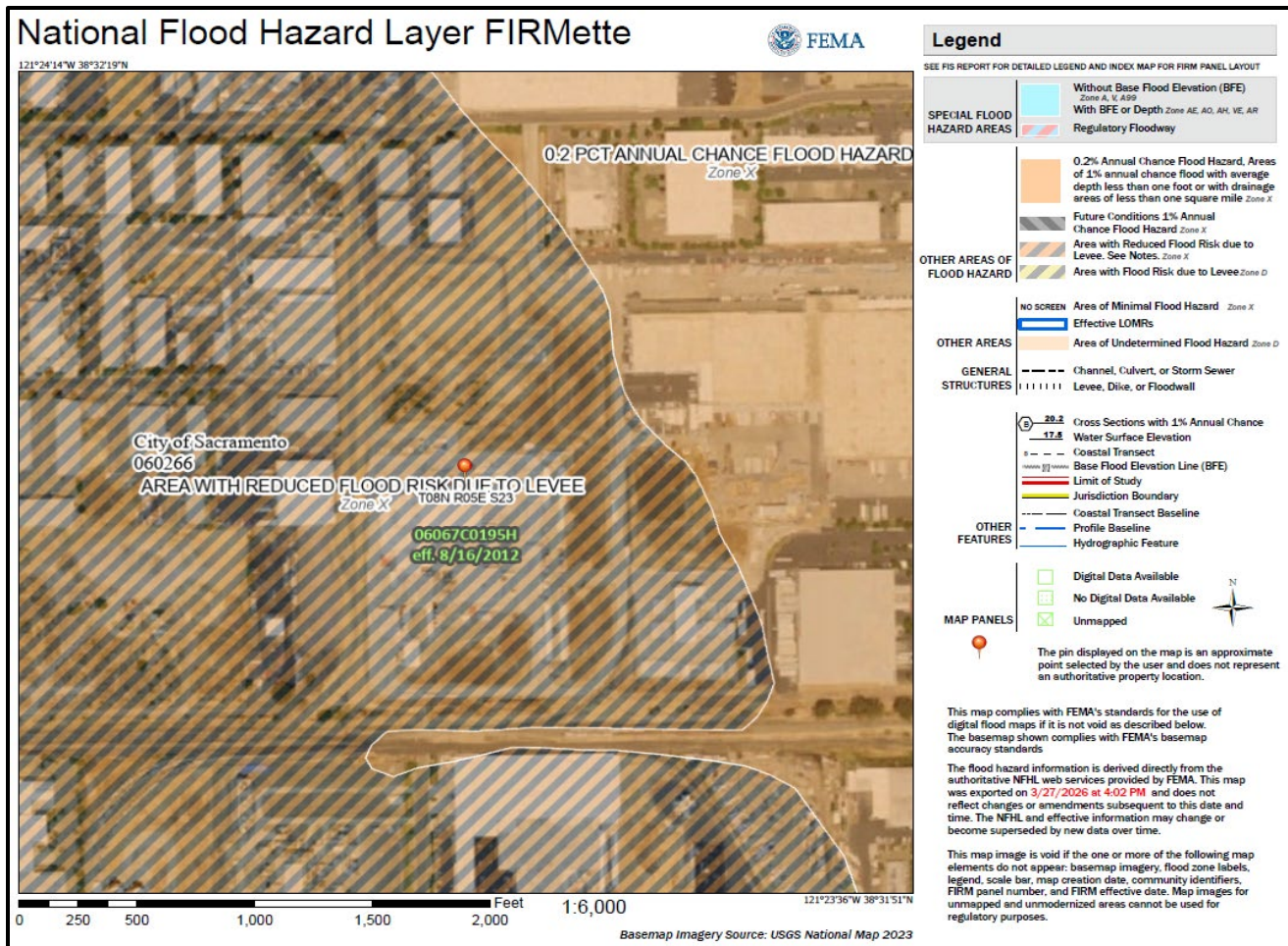
samples, and annual evaluations. Additionally, the facility follows stormwater BMPs to minimize stormwater pollution from industrial pollutants as outlined in the site-specific SWPPP. The proposed Project will continue to comply with the applicable state and federal regulations for stormwater and groundwater discharges. For these reasons, the Project would have a less than significant potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. As such, the Project's impact in this regard would be less than significant.

- b) **Less Than Significant:** The proposed Project would not substantially decrease or otherwise affect groundwater supplies and recharge. The Project site is located within a portion of the Sacramento Valley South American Groundwater Subbasin, which is monitored by the Sacramento County Groundwater Sustainability Agency (GSA) (Sacramento County GSA, 2026). As discussed in the Project Description and response to CEQA Checklist question V.b) above, the Hood facility is located within an existing graded and heavily disturbed area. According to the 2022 South American Subbasin Groundwater Sustainability Plan (GSP), the South American Subbasin has a sustainable yield of 273,000 acre-feet per year (AFY) for the basin (GSP, 2022). The Water Forum sustainable yield value has been established and engraved in much of the groundwater and water supply planning process and work over the past twenty years. The proposed Project's water demand is minimal, as municipal water usage in the previously permitted light industrial buildings will continue as existing. Any surface runoff would be captured by the storm drainage system to minimize impacts to groundwater. Therefore, the proposed Project would not adversely impact the quality of groundwater resources. For these reasons, the Project would have a less than significant potential to decrease groundwater supplies or interfere substantially with groundwater recharge to impede sustainable groundwater management of the basin. Based on the above, the proposed Project would have a less than significant impact on groundwater supplies and recharge.
- c) **Less Than Significant:** The proposed Project includes an expansion of a new 27,072 square foot Blow Molding warehouse and 45,000 square foot Cold Storage warehouse to accommodate the operations described in the Project Description above in Section 1.3.1. The Project will increase the impervious surfaces on-site with the two additional warehouse structures. Morrison Creek is the nearest stream or river located approximately 1.10 miles from the Project site. Since the Project will be constructed and operate upon Hood's existing facility's parcels, the Project would not alter or interfere with Morrison Creek. As discussed above in response to CEQA Checklist questions X.a) and X.b) and further discussion below, any stormwater within the Project site would be captured in the existing system and not be discharged to surface waters. The following evaluates whether the proposed Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.
 - i. **Less Than Significant:** Hood's facility is engineered to contain stormwater from the maximum precipitation event. Any silt or other sediment from stormwater is captured in the existing basins on-site. As discussed in CEQA Checklist question VII.a) above, the only areas subject to liquefaction are in the City's downtown core and the geotechnical investigation provides guidance and recommendations for maintaining soil stability (Krazan, 2025). Therefore, the Project construction and operations would not result in a substantial increase in erosion or siltation on- or off-site. For these reasons, a less than significant impact would occur.
 - ii. **Less Than Significant:** As discussed above, the proposed Project would add impervious surfaces for the two newly proposed structures, which would slightly alter the surface

characteristics of Hood's facility. However, the site would continue to use the existing system and basins on-site for stormwater retention and adequate drainage. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. For these reasons, there would be no new impact. Based on the above, the proposed Project would have a less than significant impact relating to increasing or altering impervious surfaces.

- iii. **Less Than Significant:** As discussed above, any stormwater within the facility would be adequately contained within the existing basins and would be discharged into the City's stormwater drainage system. The proposed new structures would be added to the facility's existing SWPPP and subject to the same rules and regulations. The Project would not create or contribute runoff water that would exceed the capacity of the existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. For these reasons, impacts would be de minimis and the Project would have a less than significant impact.
- iv. **Less Than Significant:** According to the Federal Emergency Management Agency's (FEMA's) National Flood Hazard Layer (NFHL) Viewer map, the Project site is classified as Flood Zone X Area with Reduced Flood Risk due to Levee (FEMA, 2026). Flood Zone X is designated for areas with 0.2 percent chance of annual flood hazard (FEMA, 2026). **Figure 3-8** presents the NFHL Flood Insurance Rate Map (FIRM) (i.e., FIRMette) that shows the property's official flood hazard designation. Since the site is located outside of flood hazards zones, the Project would not impede or redirect flood flows and there would be less than significant impacts.

Figure 3-8. National Flood Hazard Layer FIRMette



Source: Federal Emergency Management Agency National Flood Hazard Layer Viewer, 2026

- d) **Less Than Significant:** As depicted in the FIRMette and CEQA Checklist question X.c)iv. above, the Project site is surrounded by areas also located in Flood Zone X and Zone X Area with Reduced Flood Risk and there are not any flood hazard, tsunami or seiche zones in the vicinity. Since the Project site is located outside of flood hazards, tsunami, or seiche zones, there is low risk of release of pollutants due to Project inundation. As such, there would be less than significant impacts.
- e) **No Impact:** As discussed above in CEQA Checklist question X.b), the Project site is located within a portion of the Sacramento Valley South American Groundwater Subbasin, which is monitored by the Sacramento County GSA (Sacramento County GSA, 2026). The South American Subbasin is subject to the California Department of Water Resources approved 2022 South American Subbasin Sustainability Plan pursuant to the 2014 Sustainable Groundwater Management Act (SGMA) (South American Subbasin GSP, 2022). As discussed above, the proposed Project's water demand is minimal as municipal water is used in the previously permitted light industrial buildings which has been in existing operation. Additionally, any stormwater would be contained within the basins on-site. Therefore, the Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. For these reasons, there would be no new impact.

Findings – The Project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

3.11 Land Use Planning

XI. LAND USE AND PLANNING				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

The Master EIR, Chapter 3, evaluated effects of development related to land use, population and housing. The SGP Land Use and Placemaking Element provides the goals and policies which are relevant to land use, populations, employment and housing within the City’s general plan area.

- a) **No Impact:** The proposed Project is located on a disturbed and partially developed site, within a dense, industrial land use vicinity, as presented in **Table 1-2**. An established community exists 0.65 miles west of the site and none of the proposed improvements for the Project would be located outside the Hood parcels consisting of 27.05 acres as described in the Project Description in Section 1.3.1 above. No new streets will be constructed, installed or Project features that would interfere with or physically divide the established Colonial Manor community located over 0.65 miles to the west. Therefore, the Project would have no new impact on established communities.
- b) **Less Than Significant:** As discussed in the Project Description in Section 1.3.1 above, the Project site has an existing Employment Mixed-Use (EMU) land use designation and Light Industrial/Solid Waste Restricted Overlay (M-1S-SWR) zone classification. The proposed Project is for the construction of two warehouse structures to perform Blow Molding and house Cold Storage operations for Hood’s existing light industrial processing, storage and distribution facility. Manufacturing, warehousing, and distribution centers located greater than 0.5 mile from the center of an existing or proposed light rail station platform are permitted uses by right per Title 17 Planning and Development Code (Sacramento City Code, 2026). The Sacramento Regional Transit District (SacRT) light rail system includes 53 stations spread across the region and the nearest to the Project site is the Power Inn Station located approximately 1.19 miles northwest (SacRT, 2025). **Figure 3-9** presents the light rail system map. The site is envisioned by the SGP as an Employment Center – Production/Service type that feature the city’s premier industrial and manufacturing areas and can accommodate new job-generating businesses and supportive uses, including live/work developments and employee housing (SGP, 2024). Allowable uses for light industrial, advanced manufacturing, production, distribution, repair, testing, printing, research, and development are provided in the Employee-Mixed Use (EMU) designation, as intended to buffer residential and service commercial activities and to provide compatible employment uses near higher-density and mixed-use housing (SGP, 2024). Pursuant to the SGP’s EMU designation application to a range of light industrial and high technology uses, the proposed Project utilizes a

unique and more compact design using high technology to increase efficiency (SGP, 2024). Consistent with both the SGP and Sacramento City Code, including Title 17 Planning and Development Code, the continued expansion of light industrial uses proposed by the Project will not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Thus, the Project will have a less than significant impacts to land use plans, policies, or regulations.

Figure 3-9. Light Rail System Map



Source: Sacramento Regional Transit District, 2025

Findings – The Project would have no additional project-specific environmental effects relating to Land Use Planning.

3.12 Mineral Resources

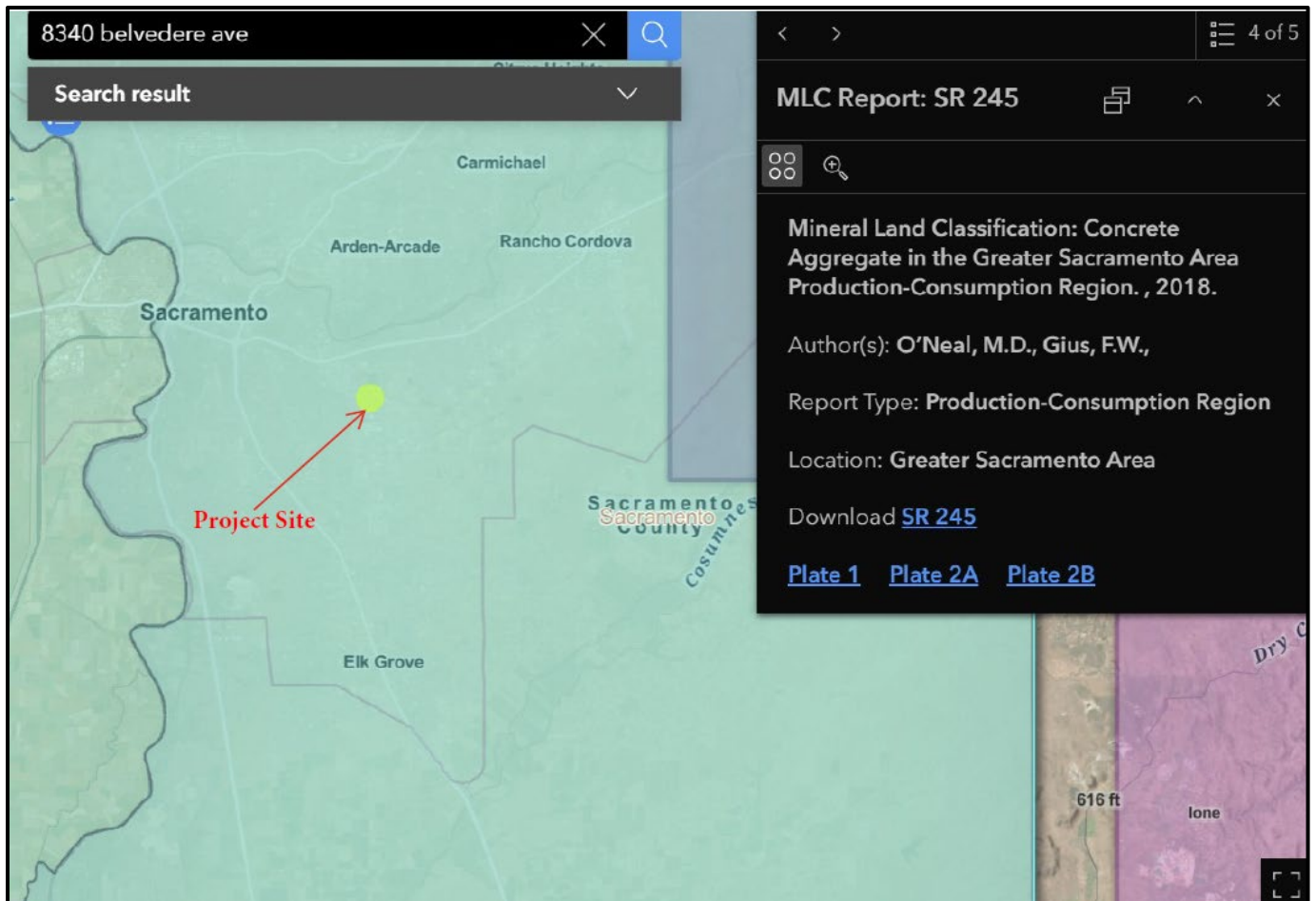
XII. MINERAL RESOURCES				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

The Master EIR Chapter 4.7 discussed the potential effects of development under the SGP on mineral resources. The Master EIR concludes that the SGP would not result in loss of the availability of known mineral resources that would be of value and impacts would be less than significant.

- a) **No Impact:** The proposed Project would not result in the loss of availability of known mineral resources that would be of value to the region and residents of the state. According to the California Mineral Resources Data Portal, the Project site has a Mineral Land Classification of Concrete Aggregate (DOC California Geological Survey, 2018). **Figure 3-10** presents the California Mineral Resources Data Portal map of the site (DOC, 2018). Therefore, there would be no impact on the availability to mineral resources.

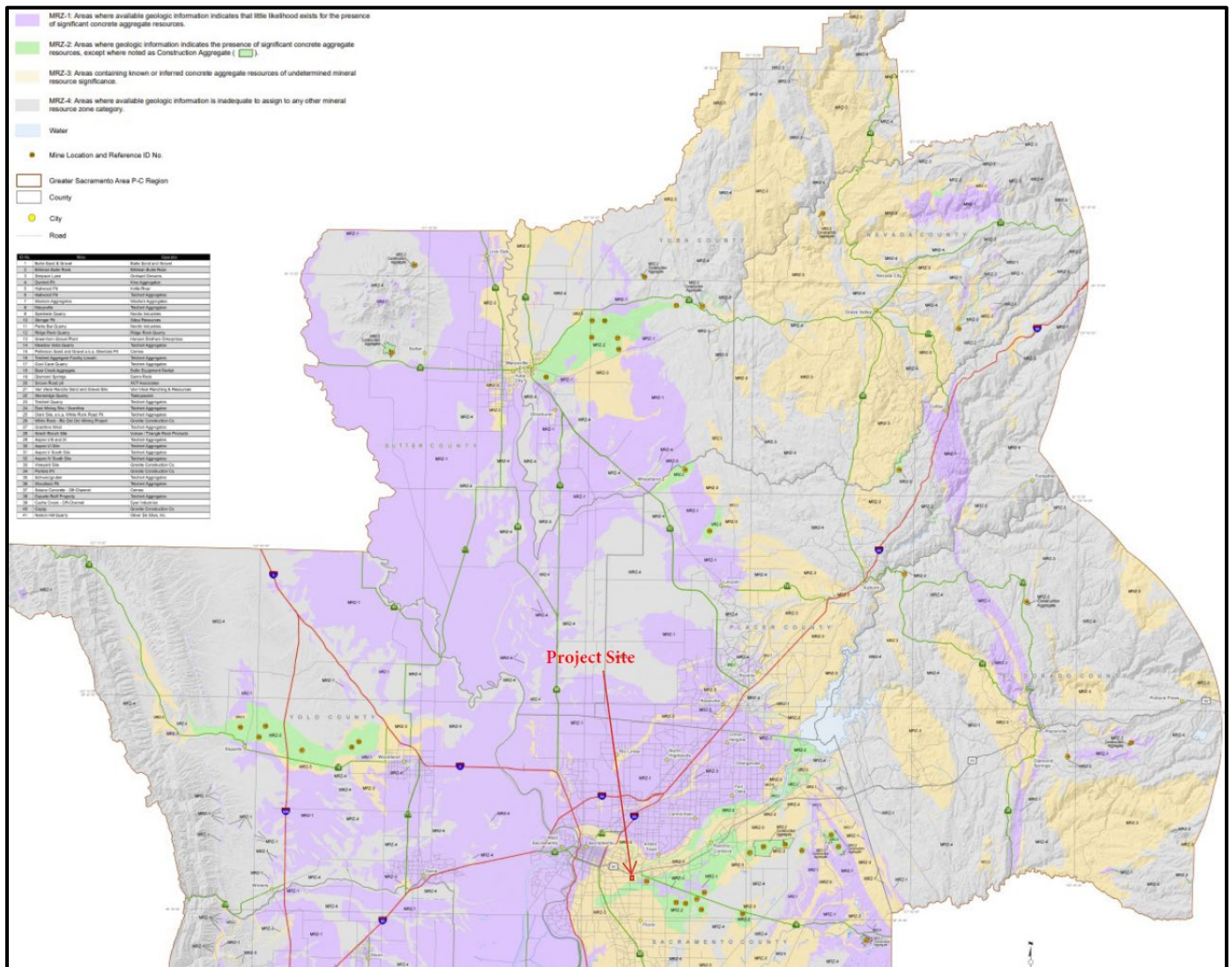
In 1975, the Surface Mining and Reclamation Act (SMARA) was enacted and provides for the reclamation of mined lands and directs the state Geologist to identify and map the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data (California Geological Survey - Mineral Resources Program [MRP], 2026). Urban expansion in the Greater Sacramento Area Production-Consumption (P-C) Region threatens to preclude mineral resource extraction and at present, the P-C Region contains sufficient concrete aggregate resources to meet the projected 50-year demand (California Geological Survey - MRP, 2026). The California Geologic Survey Mineral Land Classification Map of the Greater Sacramento Area is presented in **Figure 3-11**. The proposed Project does not include any mining activities and will only include minor earthwork and grading for the two new proposed structures. All materials needed for the operations of the proposed Project would be transported to the facility for processing, storage and distribution. Additionally, the SGP states there are no identified Mineral Resource Zones (MRZs) on the Project site (SGP, 2024). Therefore, the Project would have no impact on the loss of availability of a known mineral resource that would be of value to the region and the residents of the site.

Figure 3-10. California Mineral Resources Data Portal Map



Source: DOC California Geologic Survey, 2018

Figure 3-11. Mineral Land Classification Map of Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region



Source: DOC California Geologic Survey, 2018

b) **Less Than Significant:** As discussed above in CEQA Checklist question XII.a) above, the SGP identified no MRZs within the general plan area. Additionally, the Project would not conduct mineral extraction activities and thus would not interfere with or result in the loss of availability of any existing, locally-important mineral resource recovery sites. Therefore, the proposed Project would have no impact on the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Findings – The Project would have no additional project-specific environmental effects relating to Mineral Resources.

3.13 Noise

XIII. NOISE Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The Master EIR, Section 4.11, evaluated the potential for development under the Sacramento 2040 General Plan (SGP) to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail, and stationary sources. Traffic noise was identified as the primary contributor to ambient noise levels, particularly along major roadways such as Interstate 5, Interstate 80, U.S. Highway 50, State Route 99, and State Route 160. SGP policies establish exterior (Policies ERC-10.1 and ERC-10.9) and interior (Policy ERC-10.3) noise and vibration (ERC-10.7) and standards to mitigate impacts from transportation and stationary sources of noise.

A variety of policies provide standards for the types of development envisioned in the SGP. Policy ERC-10.2 emphasizes noise impacts in new developments to be controlled at the noise source where feasible, through site design, building orientation and design, and hours of operation to minimize impacts on sensitive receptors. Policy ERC-10.9 regulates construction noise by limiting hours of operation and requiring noise attenuation measures through the City Code. Policy ERC-10.8 promotes the use of alternative paving materials, such as rubberized asphalt, to reduce roadway noise generation, extended maintenance cycles, and improve air quality and stormwater management. Additionally, Policy LUP-1.14 requires deed notices for new developments within airport-defined over-flight zones to inform future residents of potential flight and noise impacts.

The Master EIR found that several noise-related impacts remain significant and unavoidable. For example, exterior noise levels (Impact 4.11-1) were predicted to exceed City thresholds at numerous roadway segments under both baseline and cumulative scenarios, with increases of up to 5.5 A-weighted decibels (dBA) in certain locations. Temporary construction noise (Impact 4.11-2) was identified as a potentially significant impact due to activities like pile driving and large concrete pours, especially near noise-sensitive receptors. Vibration impacts (Impact 4.11-3) from construction and railway operations

were also determined to be potentially significant, particularly for historic structures and sensitive uses near rail lines.

Mitigation measures, such as noise barriers, setbacks, and construction noise management plans, were evaluated but determined to be infeasible or insufficient in some scenarios due to constraints like right of way limitations or the nature of the noise sources. Consequently, these impacts remain significant and unavoidable, particularly for existing noise-sensitive land uses adjacent to high-traffic corridors or active construction zones.

Shown in **Figure 1-2** above, the proposed Project is located in a heavily disturbed and developed industrial corridor of the City. The proposed Project will generate temporary construction noise and the operational noise will be contained completely indoors. Additionally, the nearest sensitive receptors are single family residences located approximately 0.65 miles to the west of the Project site. These design measures are in compliance with the noise mitigation measures in the SGP.

- a) **Less Than Significant:** The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards in the vicinity of the Project. The Project is located within an existing industrial area, is an operation that is permitted by right for "distribution and warehouse" under M-1S-SWR zoning, surrounded by existing industrial developments which are within an area setback from residential communities given the background noise environment of an industrial area. Hood is a processing, storage and distribution facility and the proposed Project involves the operation of industrial processing, warehouse cold storage, and distribution. While noise may be generated as a result of Blow Molding conveyor bridge system operations, these would be localized to the center and southerly portions of the existing parcels. Noise levels would be dampened off-site due to the existing industrial buildings and operations surrounding the Project site. Building setbacks from the public roadway attenuate the noise levels. For these reasons, the proposed Project would not increase the long-term ambient noise levels of the surrounding vicinity. Therefore, the Project's impact would be cumulatively de minimis when considered alongside the existing industrial noise levels surrounding the Project site. For these reasons, the Project would have a less than significant impact on generating substantial temporary or permanent increase in ambient noise levels in the Project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- b) **Less Than Significant:** The Project would not generate excessive groundborne vibration or groundborne noise levels. The Project might include the use of mobile construction equipment that would generate minimal ground vibration during the additional site grading in portions of the Project site. However, the Project would not result in vibrations that would be felt outside of the existing industrial area. As discussed in response to CEQA Checklist question III.c) above, the Project site is approximately 0.65 miles east of the nearest residential neighborhood. Given the placement of buildings to shield the operations and the distance to the nearest residences, vibration levels resulting from the Project would be below the threshold of human perception outside of the immediate vicinity. Therefore, the Project would have less than significant impacts related to the generation of excessive groundborne vibration or groundborne noise levels.
- c) **No Impact:** As discussed above in CEQA Checklist question IX.e) above, the Project is not located within two miles of an area governed by an airport land use plan, public, or private airport or airstrip. Mather Airport is approximately 7.3 miles northeast and Sacramento Executive Airport is 7.6 miles west of the site, which represents the closest airports in the Project vicinity. The proposed Project site is not located within the Sacramento Mather Airport or the Sacramento Executive Airport land use

compatibility plan. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels and there would be no impact.

Findings – The Project would have no additional project-specific environmental effects relating to Noise.

3.14 Population and Housing

XIV. <u>POPULATION AND HOUSING</u>				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The Master EIR, Chapter 3, evaluated effects of development related to land use, population and housing. The Land Use and Placemaking Element provides the goals and policies from the SGP which are relevant to land use, populations, employment and housing within the general plan area.

The Proposed Project would include the final grading and Blow Molding and Cold Storage operations in the Fruitridge/Broadway Community Plan area. The proposed Project would not generate any housing and therefore its operations would not add to the population in the city.

- a) **Less Than Significant:** The existing Hood facility currently employs 275 full-time staff on-site and does not intend to increase employees with the proposed Project expansions. The proposed Project would not change the number of employees at the Hood facility as described above in Section 1.3.1, Project Description. According to the state of California Department of Finance (CADF) January Population and Housing Estimates, the total population within the city of Sacramento was 526,327 in 2024 and increased to 527,979 by 2025, which is a 0.3 percent population increase between 2024 and 2025 (CADF, 2026). Based on the Project Description in Section 1.3.1, there would be no potential population growth from the Project due to no increase in employment. The population generation associated with the Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) that would exceed local or regional planned projections. Therefore, there would be less than significant impacts on unplanned population growth.
- b) **No Impact:** The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. There are no housing or guardhouse units on-site, nor are any proposed. As discussed in the Project Description above, the Project is

approximately 0.65 miles east of the nearest residential neighborhood and approximately 1.19 miles southeast of the Power Inn Station, the nearest light rail line station (SacRT, 2025). Due to these reasons, no impact would occur to displace substantial numbers of existing people or housing, necessitating the construction or replacement housing elsewhere.

Findings – The Project would have no additional project-specific environmental effects relating to Population and Housing.

3.15 Public Services

XV. <u>PUBLIC SERVICES</u>				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☒	☐

The Master EIR Chapter 4.12 discussed the potential effects of development under the SGP on public services.

- a) **Less Than Significant:** The proposed Project will be located within Hood’s existing industrial facility boundary. The proposed Blow Molding and Cold Storage expansion structures are ancillary to the existing facility operations and will be located within the footprint of parcels. Per the discussion of each of the public services below, the Project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives for any public services.
- i. **Less Than Significant:** The City of Sacramento has twenty-four active Fire Stations strategically positioned throughout the city. Both located in District 6, the nearest active stations to the Project site are Fire Station No. 60 and Fire Station No. 10, which are approximately 1.11 miles north and 1.63 miles southwest of the site, respectively (City of Sacramento, 2026). The Sacramento District

Fire Stations provide fire protection and emergency services for the City of Sacramento, including the Project site. The proposed Project would allow Hood to accommodate all current cold storage needs on-site. There would be materials stored on-site, and those materials used in the Blow Molding and Cold Storage operations that are hazardous or flammable are discussed above in CEQA Checklist question IX.a). Materials would be stored in accordance with local, state and federal regulations as well as in accordance with the material's Safety Data Sheet to reduce the risk of ignition. Additionally, the facility has installed a fire suppression system. Hood would also maintain fire extinguishers on-site in accordance with local, state and federal regulations. In the unlikely event of a fire originating from the Project site, Sacramento Fire Stations 60 and 10 would be able to reach the Project site in a timely manner and would have sufficient ingress/egress to control the fire. For these reasons, the Project would not pose a significant fire hazard, nor would the Project be a candidate to cause a significant demand for fire protection services. Therefore, the Project would have less than significant impacts on the performance of fire protection services.

- ii. **Less Than Significant:** Since 1849, the mission of the Sacramento Police Department has been to work in partnership with the community to protect life and property, solve neighborhood problems, and enhance the quality of life in the city. The nearest police station to the Project site is the Joseph E. Rooney Police Facility - South Command, located at 5303 Franklin Boulevard, Sacramento, CA 95820, which is approximately 5.5 miles west of the Project site. The City of Sacramento Police Department provides police protection and emergency services for the City, including the Project site. The Project would not involve land uses or activities that would likely attract criminal activity, and unauthorized trespassing is considered unlikely given that the Project site is equipped with an existing gated, security entrance. Therefore, given the Project site is within an existing industrial area, the Project would not substantially increase the demand for law enforcement beyond that already existing at the Project site, and there would be less than significant impacts.
- iii. **Less Than Significant:** The Project does not propose any new employees with the proposed Blow Molding and Cold Storage expansion structures and thus, would not directly add to the existing demand of local schools. The Project is not anticipated to generate any new direct demand for the local schools as the Project would not induce substantial population growth in the city. It is assumed that any new employee would be local or regional residents and therefore not create a new or increased demand for local schools. The Project itself would also contribute City taxes to the general fund, which in turn would support school districts. As such, the Project would have a less than significant impact on increasing student rates and generating the need for new schools.
- iv. **No Impact:** The Project would not directly add to the existing demand for local recreational facilities. The Project will not increase the number of employees beyond the existing 275 employees on-site. As discussed above, these employees would not induce substantial population growth within the local community because they are already established employees with the Hood facility. As proposed, the Project would not induce any new demand for parks or other recreational facilities. Therefore, there would be no new impact on recreational facilities.
- v. **Less Than Significant:** Other public facilities include libraries and general municipal services. Since the Project would not directly induce substantial population growth, it would not increase the use or need of such public services within Sacramento. The Project would have a less than significant impact on the need for an expansion of services or new public facilities.

Findings – The Project would have no additional project-specific environmental effects relating to Public Services.

3.16 Recreation

XVI. RECREATION				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The Master EIR discussed the potential effects of development under the 2040 General Plan on recreational resources in Chapter 4.12.

The Sacramento Department of Youth, Parks, and Community Enrichment (YPCE) maintains and manages 243 parks providing approximately over 4,500 acres of recreation space and green space within the City. YPCE classifies parks according to five distinct types: 1) neighborhood parks; 2) community parks; 3) regional parks, 4) parkways; and 5) open space parks. Neighborhood parks typically range from 1 to 8-acres in size and are intended to be used primarily by neighbors within walking or bicycling distance. Community parks are generally 10 to 40-acres and serve a portion of the city or several neighborhoods within driving distance. Regional parks are large parks that protect unique natural or cultural features, include additional improvements not usually found in local neighborhood and community parks, and/or provide major recreation facilities that attract visitors from across the entire city and beyond. Parkway are linear parks designed primarily for trail use and secondarily for passive recreation, open space, wildlife habitat, and food control. YPCE manages several open space areas to provide river access, ensure access to other natural features, or protect habitat, conserve natural resources, and promote urban greening and ecological functions.

The Project site is located within proximity to one regional park that serves the community. Granite Regional Park is less than one mile away from the proposed Project. This regional park provides green space and recreational amenities which contribute to the overall recreational resources available to the community.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Section 18.56.220 of the City's Code of Ordinances (Title 18 Additional Development Requirements). The fees collected pursuant to Chapter 18.56 are primarily used to finance the construction of neighborhood and community park facilities. The proposed Project would be subject to these fees to finance the design, construction, installation, improvement, and acquisition of park facilities.

- a) **No Impact:** The proposed Project expansion structures to the existing facility will not increase the number of employees on-site and thus would not induce any long-term population growth. Since the Project would not induce substantial population growth within the city of Sacramento, the Project would also not result in a substantial increase in the use of the existing local, regional parks and recreational facilities. Therefore, the Project would result in no impact on the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- b) **No Impact:** The Project is not proposing the inclusion or construction of any parks, trails, or recreational facilities in the project design. The site is already partially developed with Hood's existing processing, storage and distribution facility. The proposed Project will include the addition of two warehouse structures that are consistent with the existing local land use and zoning rules and regulations. Light Industrial project types are not subject to the Quimby Act (Government Code Section 66477, 2021) which requires that new residential development must dedicate land or pay fees to acquire, expand, or improve park and recreational facilities for new residents. The facility will operate with the existing 275 employees already working for Hood. For these reasons, the Project would not cause a substantial long-term increase in the City's population and thus would not require the construction or expansion of recreational facilities. Therefore, the Project would not include recreational facilities nor require the construction or expansion of recreational facilities. The Project would not have an adverse physical effect on the environment in this regard, and no impacts would occur.

Findings – The Project would have no additional project-specific environmental effects relating to Recreation.

3.17 Transportation

XVII. TRANSPORTATION				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Transportation and circulation were discussed in the Master EIR, Chapter 4.14. Various modes of travel were included in the analysis, including vehicle, bus transit, bicycle, pedestrian, aviation, waterways, and railways. Provisions of the SGP Mobility Element that provide substantial guidance include Mobility Goal M-1, calling for an equitable, sustainable multimodal transportation system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities; Policy M-1.11, which promotes increased bicycling and walking citywide; Policy M-1.22, which promotes increased transit ridership citywide; and Policy LUP-1.1, which promotes a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality. The Master EIR concluded that the General Plan development would result in less than significant effects with respect to vehicle miles traveled (VMT), public transit, and bicyclists and pedestrians.

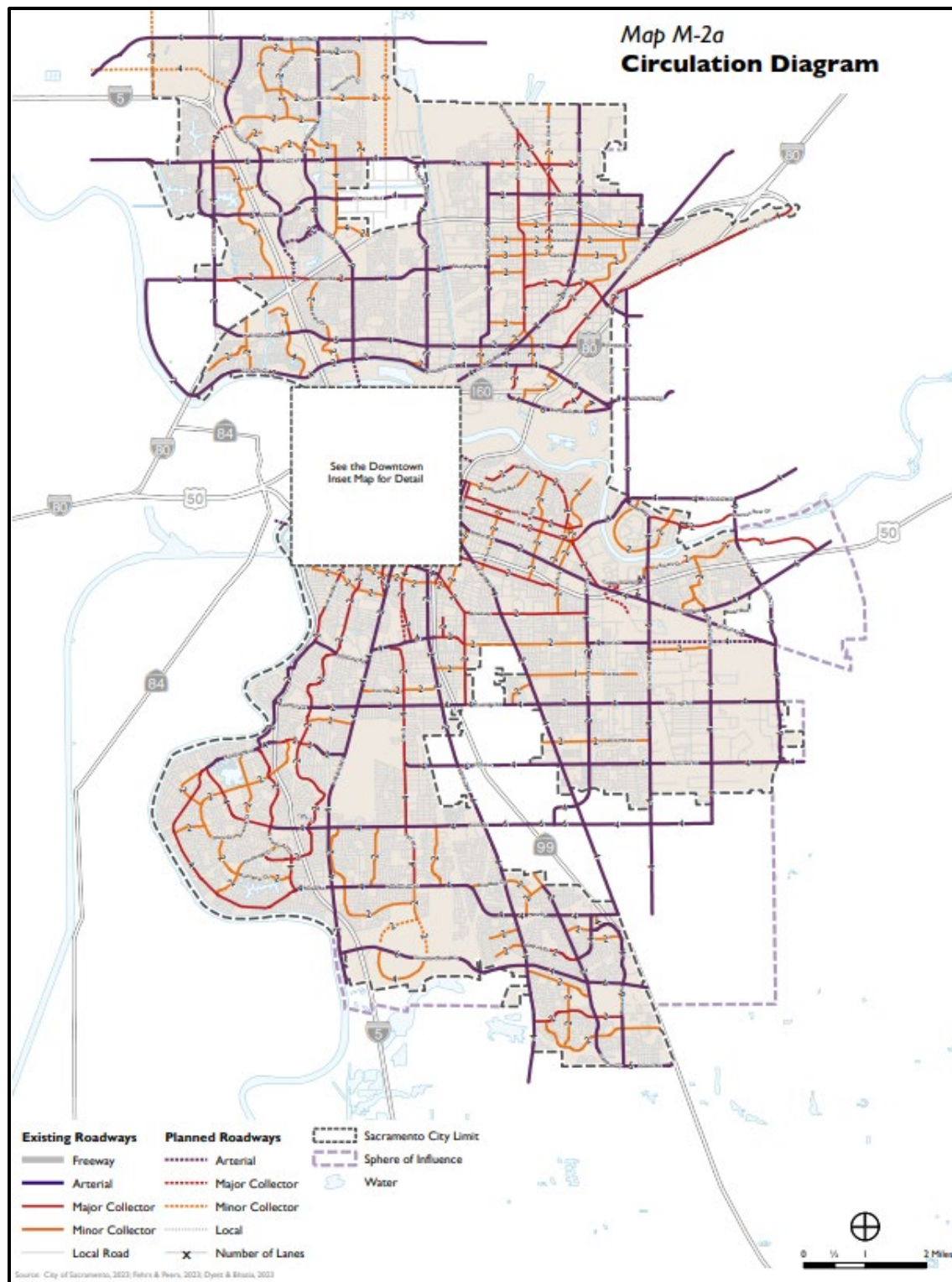
- a) **Less Than Significant:** The SGP Part 2: Citywide Goals and Policies, Section 8 Mobility Element aims to provide guidance for decisions that expand and improve the transportation system for local and regional trips, to accommodate the diverse transportation needs of the residents of the Planning Area and to specify the City's policies for coordination of transportation infrastructure with planning of public utilities and facilities (SGP, 2024). A complete streets approach that balances the needs of all users of the street is integral to achieving a diverse transportation network and improving circulation and reliability (SGP, 2024). **Figure 3-12** presents the Circulation Diagram, the City's circulation system that supports development consistent with the Land Use and Placemaking Element. Hood's facility is located at 8340 Belvedere Avenue in the southeast area of the City within an EMU designation of the General Plan. According to the SGP Circulation Diagram, the Project site is located in an area of major arterial roadways including: Florin Perkins Road to the east classified as an Arterial, Fruitridge Road to the south classified as an Arterial, Power Inn Road to the west classified as an Arterial, Belvedere Avenue the Project frontage classified as a Minor Collector, and just further north 14th Avenue classified as a Planned Arterial (SGP, 2024). Since the Project site is surrounded by regional arterial and minor collector roadways, the Project will not interfere with mobility and regional connectivity in the area.

Hood currently receives and loads approximately 65 to 85 trucks daily at the Florin Perkins Boulevard site. The City's VMT thresholds of significance would be based on the recommendations put forth by the state, as described in Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California Governor's Office of Planning and Research [OPR], 2018). The Technical Advisory suggested that out of land use projects, residential, office and retail projects tend to have the greatest influence on VMT and recommended quantified thresholds for purposes of analysis and mitigation. The OPR guidance does not specify a threshold of significance for industrial use projects and recommends the lead agency make the determination based on local conditions. The City has determined the VMT standards of significance for industrial employment are 100 percent of the regional average. Transportation impacts would be considered significant if a project would result in a VMT per employee above 100 percent of the existing baseline SACOG regional average. To support SB 743 and CEQA Section 15064.3 transportation impact requirements based on VMT, SACOG developed thresholds and screening maps for residential and office projects, using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG's SACSIM-19 activity-based travel demand model land use inputs are the primary data source for households and jobs on each parcel. **Figure 3-13** presents SACOG's travel demand model SACSIM work VMT per job estimates using HEX geography. Based on the SACOG SACSIM-19 model, the on-site M-1S-SWR uses are anticipated to generate 18.69 VMT per employee, which is 87.7 percent of the regional average VMT. Therefore, the proposed Project employment VMTs would be below the regional threshold and would result in less than significant VMT impacts.

Additionally, the Project site is consistent with the 2025 Blueprint (Metropolitan Transportation Plan/Sustainable Communities Strategy 2020-2050), including the plan's increased emphasis on compact development and better coordination of that development with transportation projects to create significant benefits for travel around the region (SACOG, 2025). The 2025 Blueprint draws on the goals, analysis and strategies of the recent We Prosper Together regional initiative which identified the Precision Manufacturing Sector as a high-potential tradable sector that offers distinct opportunities for the regional economy (SACOG, 2025). The overall economic mobility strategy of the 2025 Blueprint is the implementation of enhancing transportation to improve connectivity across the region and facilitate access to job opportunities (SACOG, 2025). The Project as proposed is an expansion consisting of two new warehouses at an existing facility, located within the same parcels, with no increase in operational throughput, employees, truck deliveries and electricity consumption. These structures will utilize technology and design features for increased energy efficiency and more compact footprints for the Blow Molding and Cold Storage warehouses and are consistent with federal, state and local transportation and mobility plans.

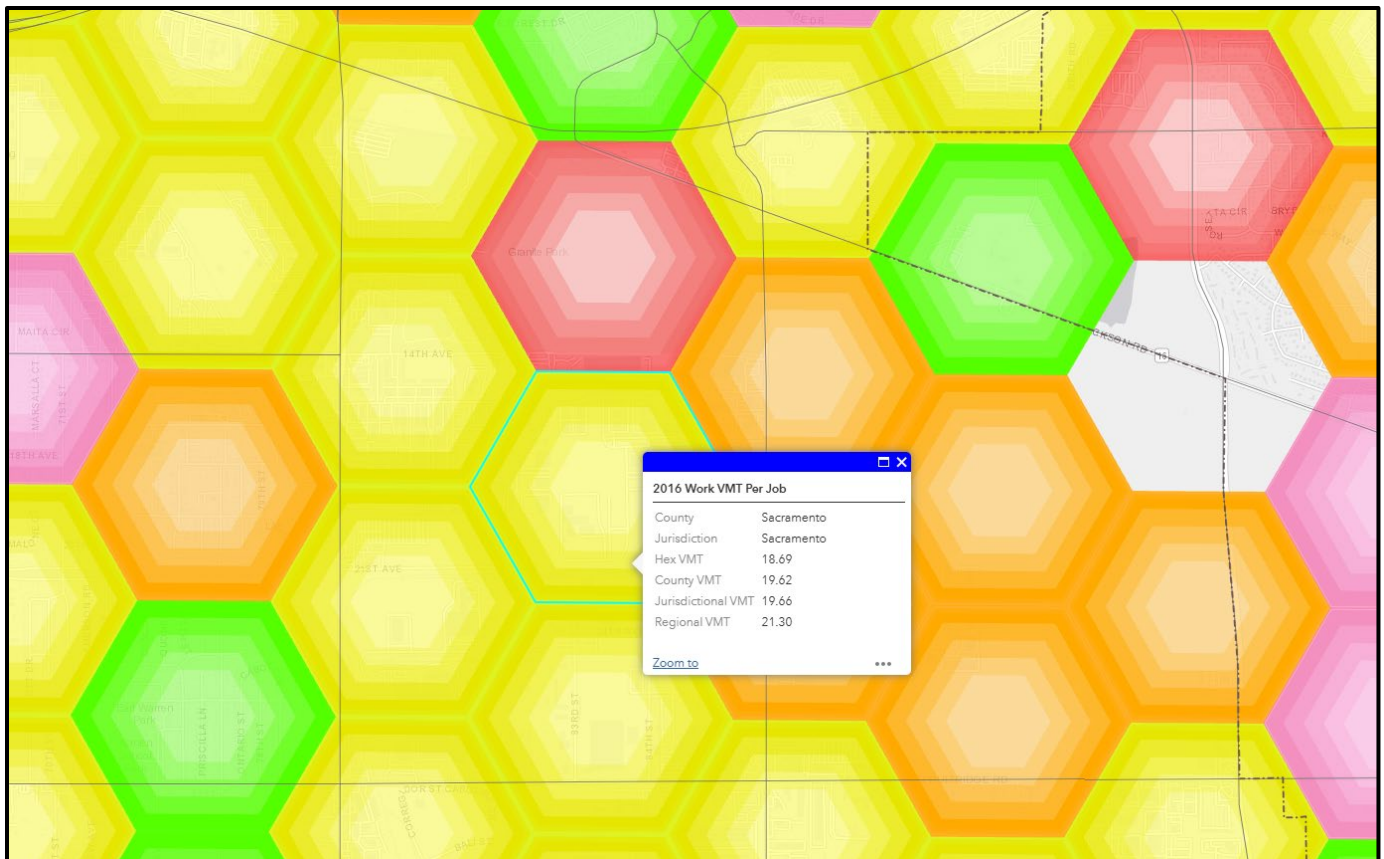
As a result, the proposed Project would have a less than significant impact on the local and regional circulation system. The operation of the proposed Project would have no potential to impact on alternative transportation plans, policies or programs. The operational activities of the proposed Project would not create the need for any new public roads or alterations to any existing public roads. The Project area is located on Belvedere Avenue, which is in an existing EMU area and is not served by a transit route. There may be cyclists or pedestrians along Belvedere Avenue, but given the industrial nature of the area, any pedestrian and cycling activities would be intermittent and low volume. The Project itself does not include any off-site construction or other activities that would not conflict with programs, plans, ordinances or policies addressing the circulation system, including transit, roadways, bicycle or pedestrian systems. Given the Project would not modify existing roads, it would not create new hazards or barriers for pedestrian or bicycle use of this road. No potential exists to adversely impact any of the above alternative modes of transportation; as such, the proposed Project would generate no new impact with respect to this criteria.

Figure 3-12. Circulation Diagram



Source: City of Sacramento 2040 General Plan, 2024

Figure 3-13. Work VMT Per Job



Source: Sacramento Council of Governments SACSIM-19, 2021

- b) **Less Than Significant:** Section 15064.3 of the State CEQA Guidelines describes specific considerations for evaluating a project's transportation impacts and "vehicle miles traveled" (VMT) refers to the amount and distance of automobile travel attributable to a project. Based on current practice of the City, transportation impacts are considered significant if the proposed project would result in a VMT per capita or office VMT per employee above 85 percent of the regional average, consistent with technical guidance published by the OPR. The City of Sacramento Transportation Impact Analysis Guidelines do not specify a screening or significance threshold for industrial land uses. As discussed above, the City, along with other jurisdictions in the Sacramento region, has determined the VMT standards of significance for industrial employment are 100 percent of the regional average. Pursuant to CEQA Guidelines Section 15064.3(b), the Project is located within one-half mile of an existing major transit corridor and should be presumed to cause a less than significant transportation impact. The Project's VMT per employee is 87.7 percent and does not exceed the 100 percent regional average threshold.. Since the Project is not proposing additional employees, not increasing truck loading and distribution trips, and is consistent with the 2025 Blueprint (MTP/SCS), the Project would have a less than significant impact as to whether there would be conflicts or inconsistencies with CEQA Guidelines section 15064.3(b).
- c) **Less Than Significant:** As discussed in the Project Description Section 1.3.1 above, the proposed Project would be located on partially developed parcels, include two new structures totaling 72,072 square feet, with no expansion to annual product processing or distribution capacity and no new employees, no additional truck trips and no increase in electricity usage. The existing streets fronting

and entering the Project site have been constructed and installed in the past. The proposed Project does not include any geometric design features, including sharp curves or dangerous intersections, that would pose a hazard to any motorists, cyclists, pedestrians, airplanes, or emergency personnel accessing the site or vicinity. The Project is for an expansion of light industrial indoor uses located in a Light Industrial zone with EMU land use designated for employment mixed-use centers and light industrial activities. In the long term, impacts to any hazards or incompatible uses in existing or planned roadways would be less than significant. Therefore, the Project would have a less than significant impact on substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- d) **Less Than Significant:** As discussed in CEQA Checklist question XVII.a) above, the proposed Project would be located within an EMU land use designation with emergency or secondary access from Safeway Distribution Driveway via 21st Avenue. The Project would not require the construction of any additional off-site roadways. As also discussed in response to CEQA Checklist question XVII.c) above, Project access would be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. Emergency response and evacuation procedures would be coordinated with the City and the County, as well as the police and fire departments. New internal, on-site roads within the proposed Project site would be designed and constructed in accordance with local and state building codes and policies. Since the proposed Project would be located within an existing mixed-use industrial area, the proposed Project would not change existing off-site emergency access. No new points of public access are being proposed. As such, emergency access to the site during operation would be maintained. Therefore, the Project have a less than significant impact on adequate emergency access.

Findings – The Project would have no additional project-specific environmental effects relating to Transportation.

3.18 Tribal Cultural Resources

XVIII. TRIBAL CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☒	☐
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined	☐	☐	☒	☐

	in Public Resources Code section 5020.1(k), or				
ii.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Section 4.15 of the Master EIR and incorporated into the 2040 General Plan (SGP), the Technical Background Report (TBR) (City of Sacramento, 2020) contains a detailed overview of the existing setting for the City's Policy Area as it relates to Tribal Cultural Resources (TCRs) (City of Sacramento, 2024). As indicated in the TBR, the Policy Area is located on the western edge of the Sacramento Valley which comprises roughly the northern third of an area that is called Valle Grande (Clark, 1929), Great Valley (Fenneman, 1931; Hackel, 1966), Central Valley (Jahns, 1954), Great Central Valley (Piper et al, 1939; Davis et al, 1957), or California Trough (Piper et al, 1939). The major portion of the Policy Area lies in the territory attributed to the Nisenan indigenous tribe, a branch of the Southern Maidu group of the Penutian language family. The southern portion of the Policy Area was occupied at the time of European contact by the Plains Miwok. Surrounding indigenous communities, including the Patwin, Wintuan, Yokuts, and others, also have traditional cultural associations with the broader Sacramento Valley through trade and other precontract tribal relationships. Local tribes are living communities that remain deeply tied to their culture and ancestral cultural sites and landscapes. While resource surveys since 1930 have recorded approximately 80 archaeological sites within the Policy Area including village sites, smaller occupation or special use sites, and lithic scatters, a large portion of the Policy Area has not been surveyed for archaeological resources. Additionally, archaeological sites do not necessarily represent TCRs, nor are all TCRs archaeological resources. As such, consultation with contemporary traditionally culturally affiliated tribes is necessary for the identification and management of possible TCRs within the Policy Area. (City of Sacramento, 2020)

The Master EIR Chapter 4.15 evaluated the potential effects of development under the SGP on TCRs. Consistent with AB 52 and Senate Bill 18 notification of and consultation requirements, the City engaged in consultation with two Native American tribes (UAIC and Wilton Rancheria) during preparation of the 2040 General Plan Master EIR. Future development projects for which the City requires CEQA and initiates environmental review would be subject to AB 52 consultation requirements that could lessen the potential for impacts through the identification of Tribal Cultural Resources and potential solutions to avoid or otherwise leave such resources unmodified/unaltered (City of Sacramento, 2020).

Historic and Cultural Resources Element policies and implementing actions relevant to TCRs and the proposed Project include:

- ▶ Policy HCR-1.6 Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed.
- ▶ Policy HCR-1.14 Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources, as well as tribal cultural resources.
- ▶ Policy HCR-1.15 Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.
- ▶ Policy HCR-1.17 Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
 - Consideration of existing reports and studies,
 - Consultation with Native American tribes as required by state law,
 - Appropriate site-specific investigative actions, and
 - On-site monitoring during excavation if appropriate.
- ▶ Implementing Action HCR-A.8 Conditions for Resource Discovery. The City shall establish and implement procedures for the protection of historic, archeological, and tribal cultural resources, consistent with the following:
 - In the event any materials, items, or artifacts are discovered during excavation at a project site that may have historic, archeological or tribal cultural resources, the project proponent and/or contractors should cease all work in the vicinity of the discovery, notify the City's Preservation Director or Manager of Environmental Planning Services, and coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources.
 - In the event any human remains are discovered during excavation, the project proponent and/or contractors shall comply with state law, including notifying the Sacramento County Coroner and following all procedures required by state law, including notifying the Native American Heritage Commission in the event the remains are determined to be Native American in origin.

The Master EIR concluded that future development that would occur under the SGP could result in substantial adverse changes in the significance of a TCR (i.e., site, feature, place, cultural landscape, sacred place, or object) with cultural value to a California Native American tribe. Existing regulations and implementation of the SGP would not ensure the protection of all TCRs including unanticipated TCRs that have yet to be identified, would not be known in advance, and could be discovered and/or destroyed during construction activities. Compliance with the legally required tribal notification and consultation requirements and General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact remains significant and unavoidable (SGP, 2024).

- a) **Less Than Significant:** On July 1, 2015, California AB 52 went into effect, expanding CEQA by defining a new resource category, "Tribal Cultural Resources." AB 52 states "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). The Bill further

stipulates that the lead agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

AB 52 also established a formal notification and consultation process for California indigenous tribes regarding tribal cultural resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies (in this instance, the City of Sacramento) are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency. Under AB 52, Native American tribes have 30 days to respond and request further project information.

As discussed in Section 1.3.4 above, PRC Section 21080.3.1.(b) requires the lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Further, this Initial Study supports a CEQA Section 15183 exemption determination that would not result in a negative declaration, mitigated negative declaration, or environmental impact report for the Project. Although formal notices have not been sent out pursuant to the requirements of PRC Section 21080.3.1, the Project was routed to the tribes that are traditionally and culturally affiliated with the area that previously requested such notification by the City as a courtesy and aligned with PRC Section 21080.3.(b). Since none of the listed environmental documents will not be issued, the Project is not subject to AB 52 notification requirements.

The proposed Project consists of Blow Molding and Cold Storage expansions of an existing facility with no expansion in annual processing or distribution rates, no additional employees, no additional truck trips and no increase in electricity consumption. The site is located in a light industrial zone with EMU land use designation. The site vicinity is heavily disturbed with industrial type uses. No tribal cultural resources were found on-site with the previous grading and construction work and the SGP did not recognize the Project site as a sensitive area for indigenous occupation. The TBR discusses that the chance of discovering artifacts on sites likely used for indigenous occupation, such as creeks, watercourses, and early high spots near waterways, is substantially lower with moderate sensitivity. The Project would comply with the local policies of the SGP, ordinances and regulations and would cease work if any remains or objects with cultural value are discovered during any ground disturbing or construction activities and the appropriate agency would be notified. Therefore, the Project would have a less than significant impact on causing a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.

- i) **Less Than Significant:** PRC Section 5020.1(k) defines a local register of historical resources as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. The State Historical Resources Commission (SHRC) has designed an authoritative guide to the state's significant historical and archeological resources and encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance (California State Parks, 2026). The Project will include ground disturbing activities with the potential to uncover undiscovered tribal cultural resources on-site. As discussed in CEQA Checklist question XVIII.a) above, the Project would be subject to all rules and regulations with the grading permit, including dust control, and

would cease work if any remains or objects with cultural value are discovered during any ground disturbing or construction activities and the appropriate agency would be notified. Therefore, the Project would have a less than significant impact on listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1.

ii) **Less Than Significant:** Public Resource Code Section 5024.1(c) provides the criteria for a resource to be listed as an historical resource in the California Register as follows:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site is heavily disturbed and partially developed with an existing processing, storage and distribution facility. Additional ground disturbing activities would have a small potential to uncover undiscovered tribal cultural resources because the site has been previously disturbed by historic industrial activities in the area since at least 1972. If a resource of historic significance is discovered during grading and construction activities, work would cease and the appropriate authority would be contacted. Therefore, the Project would have a less than significant impact on a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Findings – The Project would have no additional project-specific environmental effects relating to Tribal Cultural Resources.

3.19 Utilities and Service Systems

XIX. UTILITIES AND SERVICE SYSTEMS				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Utilities and service systems were discussed in the Master EIR, Chapters 4.12 and 4.13.

- a) **Less Than Significant:** As described in the Project Description above, municipal water usage and wastewater generation would occur from the existing light industrial buildings that have been operational on-site since 1972 and the two newly proposed warehouses for expansion. The proposed Project would connect to and extend the existing water lines and storm drain system for wastewater at the existing facility. All on-site stormwater would be retained in basins on-site, per the site NOI/NONA certification. Although the new structures will consume electricity during operations, this would be offset by the removal of the more than 100 cold storage trailers currently in operation and so there would be no increase in electricity usage from what is currently being provided by the site's current SMUD service provider. The proposed Project would not use any natural gas as part of its operations. Additionally, the Project would not pose substantial changes to telecommunications facilities.

Given the fact that water usage and wastewater discharges would not substantially change, stormwater would be retained on-site, telecommunications facilities would remain generally unaffected, there would be no natural gas service and SMUD already provides electrical service to the existing mixed-use industrial area, the Project's projected usage of utility services would create less than significant impacts.

- b) **Less Than Significant:** See response to CEQA Checklist question XIX.a) above. As described in the Project Description above, municipal water usage and wastewater generation would occur from the light industrial buildings, which have previously been permitted and in operation, and the two new warehouse expansion structures. The proposed Project would require extending and connecting to water and wastewater infrastructure at the existing facility. All stormwater would be retained in the existing basins on-site. Therefore, the Project would have sufficient water supplies in the foreseeable future, during normal, dry, and multiple dry years, and less than significant impacts would occur.

- c) **Less Than Significant:** As described in the Project Description in Section 1.3.1 above, municipal water usage and wastewater generation would occur from the light industrial buildings, which have previously been permitted and in operation, and the two new warehouse expansion structures. The proposed Project would require extending and connecting to water and wastewater infrastructure at the existing facility. The Project would utilize existing on-site restrooms that are hooked up to the public sewer system. The Project would not substantially change existing wastewater flows from the site and, for this reason, would not exceed the City's wastewater capacity. Therefore, the Project would have less than significant impacts on wastewater treatment provider services.
- d) **Less Than Significant:** The Project would generate minimal quantities of solid waste (i.e., packaging, debris, etc.). The quantity of solid waste generated on-site is anticipated to remain minimal and would be consistent with the quantity of solid waste and recyclables currently generated by the Hood facility. Additionally, the Project site is serviced by the Republic Services of Sacramento, which collects waste from the Project site. The Keifer Landfill is approximately 12.9 miles southeast of the site. Given the proposed Project would not substantially change the waste streams currently bound for landfill disposal, the landfill would be able to accommodate solid waste produced on-site adequately. For these reasons, the proposed operations would not substantially change existing solid waste infrastructure over the long term, and therefore, the Project would have a less than significant impact on the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- e) **Less Than Significant:** The Project would generate minimal quantities of solid waste and is anticipated to remain consistent with the amount of solid waste currently generated at the site. Additionally, the proposed Project includes constructing two new warehouse structures and would not generate substantial construction activities given the site is graded and partially developed. Any construction would be short-term and conducted in compliance with local, state, and federal regulations. Given Hood's existing processing, storage and distribution facility on-site, compliance with the rules, regulations and required permits shall be obtained for the new on-site improvements. The construction would not result in a significant amount of solid waste, and any solid waste generated during construction would be managed according to federal, state and local requirements and properly disposed of offsite. For these reasons, the Project would comply with federal, state, and local solid waste management and reduction statutes and regulations, and less than significant impacts would occur.

Findings – The Project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

3.20 Wildfire

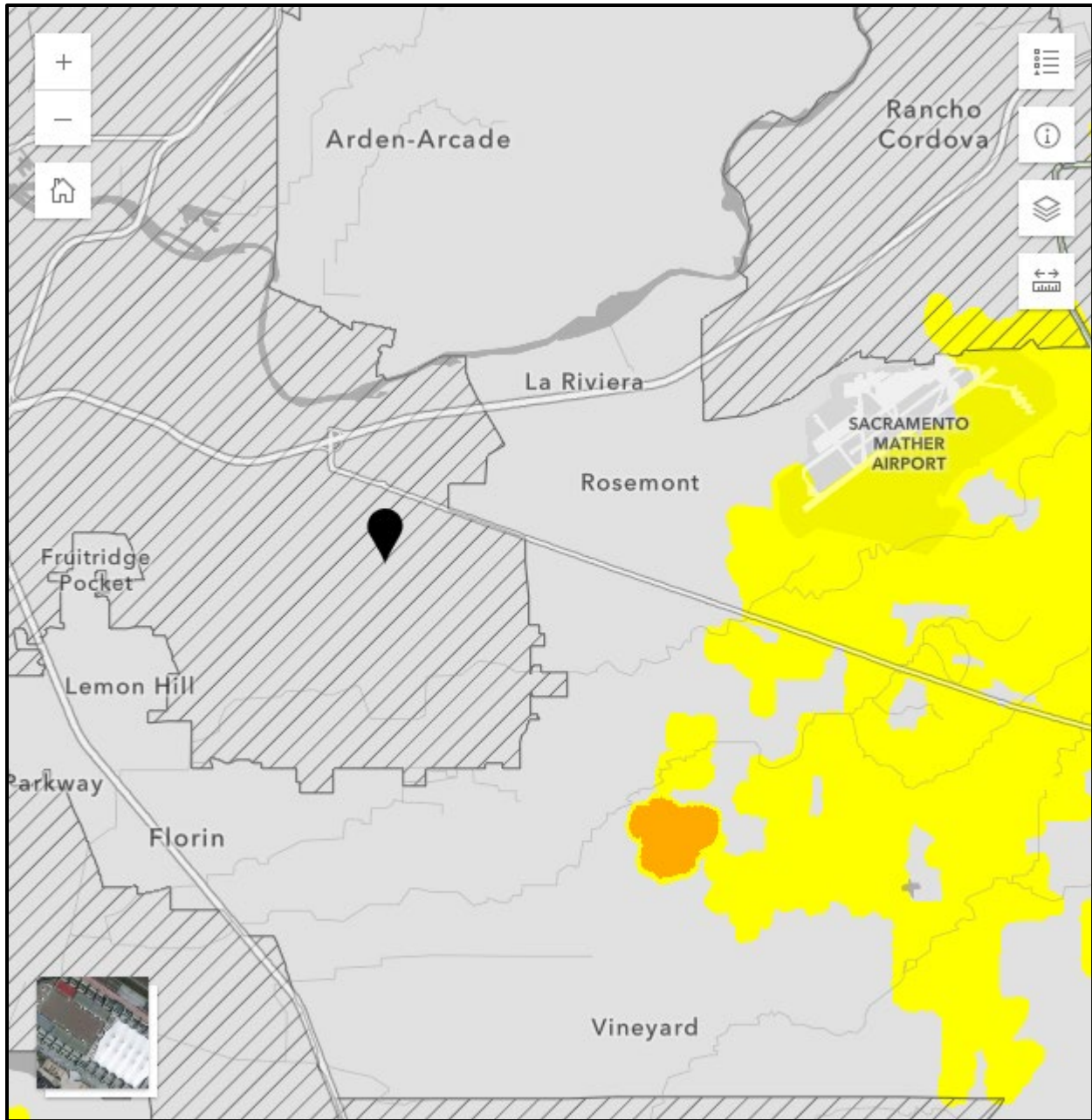
XX. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

The Master EIR does not identify any significant impacts related to wildfire risk. According to the California Department of Forestry and Fire Protection (Cal Fire) Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (FHSZ).

- a) **Less Than Significant:** The Project site is located in Local Responsibility Area, and not within or near a SRA or lands considered very high FHSZ based on the Cal Fire FHSZ viewer (Cal Fire, 2026), see **Figure 3-13**. The nearest FHSZ, designated as a High FHSZ, is located over 6.3 miles southeast of the Project site. Additionally, Hood would maintain an HMBP that includes the emergency response plan for the site. It is anticipated that the proposed Project would continue to generate the same amount of traffic with no additional employee, delivery/loading truck trips. The existing amount of traffic has not and would not impair an adopted emergency response or evacuation plan. For these reasons, the Project would have no new impact associated with the impairment of an adopted emergency response plan or emergency evacuation plan. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Figure 3-14. Fire Hazard Severity Zone Viewer Map



Source: California Department of Forestry and Fire Protection, 2026

- b) **Less Than Significant:** As discussed in response to CEQA Checklist question XX.a) above, the Project site is located outside of the State Responsibility Area (SRA) and is approximately 6.3 miles northwest from the nearest high FHSZ and 15.9 miles south of the nearest very high FHSZ. Additionally, the Project site is located entirely within the existing Hood facility boundary, which is already disturbed with minimal vegetation. As such, the site would continue to primarily consist of building structures, and the Project would construct two new structures on-site for operations. The site is located in an EMU designation that is heavily disturbed with industrial uses, with minimal vegetation in the vicinity, and barren soil which could serve as a fire break during the unlikely occurrence of a fire on-site.

Further, the Project site has existing stormwater containment infrastructure on-site, which would also serve as a fire break.

Hood would continue implementing the Hazardous Materials Business Plan (HMBP) that has been submitted to the California Environmental Reporting System (CERS) pursuant to the California Environmental Protection Agency (CalEPA) and Certified Unified Program Agency (CUPA) rules and regulations. The HMBP includes the Project site's emergency response and fire management plans. Hood would also continue to store all hazardous materials in accordance with the material's Safety Data Sheet (SDS) to reduce fire risk. Therefore, the likelihood of fire occurring due to the materials stored on-site is minimal and chemicals managed by the HMBP since the material would be maintained per the guidelines outlined in the SDS. Additionally, the Project site's topography is relatively flat due to previous grading and construction activities, and there are no slopes proposed with the Project additions. There would be less than significant impacts related to slope, prevailing winds, and other factors that exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire would result.

- c) **Less Than Significant:** The Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. As discussed above, the Project's proposed new structures would extend and connect to the existing utilities installed on the site parcels consisting of 27.05 acres of partially developed and highly disturbed industrial property. Further, the Project would not change existing public roadways or other infrastructure, such as emergency water sources, power lines, or other utilities. Therefore, there would be less than significant Project impacts that may exacerbate fire risk or result in temporary or ongoing environmental impacts.
- d) **Less Than Significant:** As discussed in CEQA Checklist questions XX.a) through XX.c) above, the Project site is not located within or near a very high FHSZ. Additionally, the Project would occur on relatively flat topography, which would not be modified as part of the proposed operations. Since the site's overall topography would not change, the Project would not construct new slopes that could potentially present a risk to on-site employees or neighboring properties due to instability or changes in drainage/runoff resulting from wildfire. Therefore, the Project would result in less than significant impacts associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Findings – The Project would have no additional project-specific environmental effects relating to Wildfire.

3.21 Mandatory Findings of Significance

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the	☐	☐	☒	☐

habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

- a) **Less Than Significant:** As detailed in CEQA Checklist Section IV. above, the Project would have less than significant to no impacts on biological resources. The Project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by CDFW or USFWS. In addition, the Project would operate the new warehouses entirely within a previously disturbed and partially graded portion of the parcels described in the Project Description. As such, the Project would not have the potential to substantially degrade the quality of the environment, reduce the habitat of a fish or wildlife species or cause a population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce or restrict the number and range of rare and endangered plants and animals, or eliminate important examples of the major periods of California history or prehistory.
- b) **Less Than Significant:** The Project, as documented in all of the responses to the CEQA Checklist questions above, would have either no impact or less than significant impacts. The Project's incremental contribution is either small or temporary for all the resource areas. For these reasons, the Project's incremental contribution would not be cumulatively considerable, and there would be less than significant impacts. As such, this Initial Study does not include any substantially new information that shows significant adverse impacts, and further analysis is not required.
- c) **Less Than Significant:** As described in above, the proposed Project would comply with all applicable 2040 General Plan policies, City Code and ordinances, and other applicable federal, state and local regulations. In addition, as discussed in the Air Quality, Geology and Soils, Hazards, and Noise sections of this Initial Study, the proposed Project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise. Therefore, the Project would have a less than significant impact and further analysis is not required in this Initial Study evaluation.

4. ACRONYMS

ACRONYM	DEFINITION
AAQS	Ambient Air Quality Standard
AB	Assembly Bill
AFY	Acre-feet per year
APN	Assessor's Parcel Number
AQAP	Air Quality Attainment Plan
BACT	Best Available Control Technology
BMP	Best Management Practice
CAAP	Climate Action and Adaptation Plan
CADF	State of California Department of Finance
Cal Fire	California Department of Forestry and Fire Protection
CalEEMod	California Emission Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	Methane
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
CUPA	Certified Unified Program Agency
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
EMU	Employment Mixed-Use
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHSZ	Fire hazard severity zone
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse gas
GSA	Groundwater Sustainability Agency
GWP	Global Warming Potential
HMBP	Hazardous Materials Business Plan
IGP	Industrial General Permit
IMU	Industrial Mixed-Use
kWh	Kilowatt-hour
LCFS	Low Carbon Fuel Standard
LEA	Local Enforcement Agency
LHMP	Local Hazard Mitigation Plan
LOS	Level of Service
MSDS	Material Safety Data Sheet
MT	Metric Tons
N/A	Not Applicable
N ₂ O	Nitrogen Dioxide
NFHL	National Flood Hazard Layer
NONA	Notice of Non Applicability
NO _x	Nitrogen Oxides

NPDES	National Pollution Discharge Elimination System
NZE	Near Zero Emissions
OSHA	Occupational Safety and Health Administration
OPR	Office of Planning and Research
PM ₁₀	Particulate matter with a diameter of 10 micrometers (µm) or less
PM _{2.5}	Fine particulate matter with a diameter of 10 micrometers (µm) or less
PPD	Pounds Per Day
PRC	Public Resources Code
PSM	Process Safety Management
RMP	Risk Management Plan
ROG	Reactive Organic Gasses
SB	Senate Bill
SCC	Sacramento City Code
SDS	Safety Data Sheet
SGMA	Sustainable Groundwater Management Act
SGP	Sacramento 2040 General Plan
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPCC	Spill Prevention, Control, and Countermeasure
SPDR	Site Plan and Development Review
SR	State Route
SRA	State Responsibility Area
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan
TPY	Tons Per Year
USFWS	U.S. Fish and Wildlife Service
VMТ	Vehicle Miles Traveled
WWTP	Wastewater Treatment Plan
ZE	Zero Emissions
ZEV	Zero Emission Vehicle

5. REFERENCES

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Figure 5-1. Summary of Project Consistency with CARB's 2022 Scoping Plan

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome	Project Consistency
GHG Emissions Reductions Relative to the SB 32 Target	40% below 1990 levels by 2030	▶ SB 32: Reduce statewide GHG emissions. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. SB 32 and AB 197 set statewide GHG reduction targets implemented through top-down regulatory programs that the Project will comply with.
Smart Growth / Vehicle Miles Traveled (VMT)	VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	▶ SB 375: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. ▶ In response to Board direction and EJ Advisory Committee recommendations	Consistent. The Project will incorporate energy efficient equipment and infrastructure, pedestrian-oriented siting, supporting reduced VMT and alignment with SB 375 smart-growth objectives.
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)	100% of LDV sales are ZEV by 2035	▶ EO N-79-20: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory ▶ 2035 target aligns with the EJ Advisory Committee recommendation.	Not applicable. The Project will not impact ZEV sales.
Truck ZEVs	100% of medium-duty (MDV)/HDV sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report)	EO N-79-20: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project will not impact ZEV sales.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome	Project Consistency
Aviation	▶ 20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. ▶ Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries."	▶ Reduce demand for petroleum aviation fuel and reduce GHGs. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory ▶ In response to Governor Newsom's July 2022 letter to CARB Chair Liane Randolph	Not applicable. The Project does not include aviation fuel usage.
Ocean-going Vessels (OGV)	▶ 2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. ▶ 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	▶ Reduce demand for petroleum fuels and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include OGVs.
Port Operations	▶ 100% of cargo handling equipment is zero-emission by 2037. ▶ 100% of drayage trucks are zero emission by 2035.	▶ Executive Order N-79-20: Reduce demand for petroleum fuels and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include port operations (e.g., cargo handling equipment, drayage trucks).
Freight and Passenger Rail	▶ 100% of passenger and other locomotive sales are ZEV by 2030. ▶ 100% of line haul locomotive sales are ZEV by 2035. ▶ Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	▶ Reduce demand for petroleum fuels and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include freight or passenger rail emissions.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome	Project Consistency
Oil and Gas Extraction	Reduce oil and gas extraction operations in line with petroleum demand by 2045.	▶ Reduce GHGs and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include oil and gas extraction.
Petroleum Refining	▶ CCS on majority of operations by 2030, beginning in 2028 ▶ Production reduced in line with petroleum demand.	▶ Reduce GHGs and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include petroleum refining.
Electricity Generation	▶ Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO₂e) in 2030 and 30 MMTCO₂e in 2035 ▶ Retail sales load coverage ▶ 20 gigawatts (GW) of offshore wind by 2045 ▶ Meet increased demand for electrification without new fossil gas-fired resources.	▶ SB 350 and SB 100: Reduce GHGs and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory ▶ In response to Governor Newsom's July 2022 letter, Board direction, and EJ Advisory Committee recommendation	Not Applicable. The Project does not include electricity generation.
New Residential and Commercial Buildings	▶ All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	▶ Reduce demand for fossil gas and GHGs, and improve ambient and indoor air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory ▶ In response to Governor Newsom's July 2022 letter	Consistent. The Project will be an all-electric development.
Existing Residential Buildings	▶ 80% of appliance sales are electric by 2030 and 100% of	▶ Reduce demand for fossil gas and GHGs, and improve	Not Applicable. The Project is new industrial construction.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome	Project Consistency
	appliance sales are electric by 2035. ▶ Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	ambient and indoor air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory ▶ In response to Governor Newsom's July 2022 letter	
Existing Commercial Buildings	▶ 80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. ▶ Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	▶ Reduce demand for fossil gas and GHGs, and improve ambient and indoor air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory ▶ In response to Governor Newsom's July 2022 letter	Not Applicable. The Project does not include existing commercial buildings.
Food Products	7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045	▶ Reduce demand for fossil gas and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Consistent. The Project includes electrified structures and no increase in natural gas use.
Construction Equipment	25% of energy demand electrified by 2030 and 75% electrified by 2045	▶ Reduce demand for fossil energy and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Consistent. The Project will comply with rules, regulations, or laws promulgated under AB 197 if applicable.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome	Project Consistency
Chemicals and Allied Products; Pulp and Paper	▶ Electrify 0% of boilers by 2030 and 100% of boilers by 2045. ▶ Hydrogen for 25% of process heat by 2035 and 100% by 2045 ▶ Electrify 100% of other energy demand by 2045.	▶ Reduce demand for fossil energy and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include chemical or allied product manufacturing nor pulp and paper manufacturing.
Stone, Clay, Glass, and Cement	▶ CCS on 40% of operations by 2035 and on all facilities by 2045 ▶ Process emissions reduced through alternative materials and CCS	▶ SB 596: Reduce demand for fossil energy, process emissions, and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include stone, clay, glass, or cement manufacturing.
Other Industrial Manufacturing	0% energy demand electrified by 2030 and 50% by 2045	▶ Reduce demand for fossil energy and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Consistent. The Project includes electrified structures and no increase in natural gas use.
Combined Heat and Power	Facilities retire by 2040.	▶ Reduce demand for fossil energy and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include heat and power facilities.
Agriculture Energy Use	25% energy demand electrified by 2030 and 75% by 2045	▶ Reduce demand for fossil energy and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions	Not applicable. The Project does not include agricultural energy use.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome	Project Consistency
Low Carbon Fuels for Transportation	Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	▶ Reduce demand for petroleum fuel and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include manufacturing of fuels.
Low Carbon Fuels for Buildings and Industry	▶ In 2030s biomethane blended in pipeline ▶ Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 ▶ In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters"	▶ Reduce demand for fossil energy and GHGs, and improve air quality. ▶ AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	Not applicable. The Project does not include manufacturing of fuels.
Non-combustion Methane Emissions	▶ Increase landfill and dairy digester methane capture. ▶ Some alternative manure management deployed for smaller dairies ▶ Moderate adoption of enteric strategies by 2030 ▶ Divert 75% of organic waste from landfills by 2025. ▶ Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	SB 1383: Reduce short-lived climate pollutants.	Not applicable. The Project does not emit non-combustion methane.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome	Project Consistency
High GWP Potential Emissions	Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	SB 1383: Reduce short-lived climate pollutants.	Consistent. The Project will comply with rules, regulations, or laws promulgated under SB 1383 if applicable.
Source: Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory sectors			