

## ATTACHMENT A

ERRATA, RESPONSE TO COMMENTS MEMO AND  
COMMENT LETTERS FOR THE COTTON LANE  
APARTMENTS PROJECT (P24-022)

# ERRATA

## Errata

This errata sheet presents, in ~~striketrough~~ and underline format, revisions to the Draft IS/MND. The revisions to the Draft IS/MND reflected in this errata sheet do not affect the adequacy of the previous environmental analysis. Because the changes presented below would not result in any new significant impacts or increase an impact significance from what was identified in the Draft IS/MND, recirculation of the IS/MND is not required.

## Staff-Initiated Revisions to the IS/MND

The following staff-initiated changes are made to clarify the IS/MND.

1. The second paragraph under the *Project Description* on page 3 is revised to read as follows:

“The primary vehicular access point for the development is proposed from W. Stockton Blvd, with a secondary entrance from Cotton Lane. Secondary access along Cotton Lane is a requirement by the City for circulation within the project site and is proposed to be maintained as part of the project. The development comprises two three-story buildings with a total of 54 units and 54 parking spaces, which meets parking requirements. Each set of four units has its own stairway access, and the ground-floor units feature outdoor patio spaces. The project will be built in a single phase, with an I-shaped building layout. Landscaping around the building will create a buffer to provide privacy for the ground-floor unit balconies.”

2. The fourth paragraph under *Transportation* on page 54, is revised to read as follows:

“According to City code, driveway design and placement should allow for stopping sight distance per Caltrans standards, with the key requirement being a clear "sight triangle" of at least 25 feet, ensuring unobstructed visibility at intersections and driveways; landscaping and other obstructions within this area should be limited in height to maintain proper sight lines. The primary access off of West Stockton Blvd. meets the minimum “25 foot sight triangle” and will ensure an unobstructed visibility from the driveway/primary access for the project per the City code. Additionally, the project will include a secondary access along Cotton Lane, which will ensure that the circulation within the project site and along Cotton Lane and West Stockton Blvd. would reduce potential traffic circulation associated with the project. Secondary access along Cotton Lane is a requirement by the City for circulation within the project site and is proposed to be maintained as part of the project.”

3. The last paragraph under *Air Quality* on page 13 is revised to read as follows:

~~“The PM thresholds above are those listed if all feasible SMAQMD BACT/BMPs are applied, otherwise its zero for the thresholds of construction and operations. However, the thresholds above will be required to cover this project given the project will implement each of the tier 1 BMPs. BMP 1 & 2 are listed below as mitigation measures to ensure the thresholds listed within the SMAQMD BACT/BMPs.”~~

4. The last paragraph under *Air Quality* on page 14 is revised to read as follows:

~~"As discussed above, because the proposed project would fall below the SMAQMD's Operation Screening Criteria and will not exceed 1,100 metric tons/year after implementation of tier 1 BMPs, then the implementation of tier 2 BMPs (BMP 3) is not required for the project and the project thresholds above cover the project given the implementation of the SMAQMD BACT/BMPs. Therefore, with the implementation of the SMAQMD BACT/BMPs outlined below as part of the mitigation requirements, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Therefore, the proposed project would not result in any peculiar effects related to the generation of criteria pollutants given the following mitigation measures would ensure project related emissions would be less than significant for the proposed project."~~

5. The *Air Quality Mitigation Measures* on page 15 are revised to read as follows:

**"Mitigation Measures:**

**~~AIR-1 The PM thresholds listed above are those listed if all feasible SMAQMD BACT/BMPs are applied, otherwise its zero for the thresholds of construction and operations. However, the thresholds for PM during construction and operations listed above will be required as the thresholds for this project given the project will implement tier 1 BMPs (BMP 1) as listed below:~~**

- ~~• BMP 1 projects shall be designed and constructed without natural gas infrastructure.~~

**~~AIR-2 The PM thresholds listed above are those listed if all feasible SMAQMD BACT/BMPs are applied, otherwise its zero for the thresholds of construction and operations. However, the thresholds for PM during construction and operations listed above will be required as the thresholds for this project given the project will implement tier 1 BMPs (BMP 2) as listed below:~~**

- ~~• BMP 2 projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.~~

**AIR-31 SMAQMD BMPs shall be applied during construction per the Basic Construction Control Practices (Best Management Practices) as listed below:**

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. The BMPs to be implemented during construction per the SMAQMD BMPs include the following:

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off- road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations. The following shall be adhered to during construction to further minimize emissions:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, [doors@arb.ca.gov](mailto:doors@arb.ca.gov), or [www.arb.ca.gov/doors/compliance\\_cert1.html](http://www.arb.ca.gov/doors/compliance_cert1.html).

Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies and therefore, the following shall also be implemented:

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

AIR-2 All projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at [www.airquality.org/rules](http://www.airquality.org/rules)). Rules and regulations related to construction include, but not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and CCR requirements related to the registration of portable equipment and anti-idling.

Compliance with SMAQMD rules and regulations would ensure that construction emissions are minimized to the extent practicable and would reduce emissions below the threshold levels. Therefore, impacts related to the proposed project's construction emissions of criteria pollutants would be less than significant."

6. The third paragraph under *Greenhouse Gas Emissions* on page 32 is revised to read as follows:

~~“Therefore, the proposed project would not result in any peculiar effects related to greenhouse gas emissions, and impacts were adequately addressed in the 2040 General Plan Master EIR. A project is considered to have a significant effect relating to GHG emissions if it fails to satisfy the requirements of the City’s CAAP and as outlined within this chapter, the proposed project satisfies the requirements of the City’s CAAP. Therefore, impacts related to greenhouse gas emissions from project-related development would be less than significant for the proposed project. The PM thresholds above are those listed if all feasible SMAQMD BACT/BMPs are applied, otherwise its zero for the thresholds of construction and operations. However, the thresholds above will be required to cover this project given the project will implement each of the tier 1 BMPs. BMP 1 & 2 are listed below as mitigation measures to ensure the thresholds listed within the SMAQMD BACT/BMPs.”~~

7. The *Greenhouse Gas Emissions Mitigation Measures* under on page 32 is revised to read as follows:

**Mitigation Measures: ~~None required.~~**

**GHG-1            The PM thresholds listed above are those listed if all feasible SMAQMD BACT/BMPs are applied, otherwise its zero for the thresholds of construction and operations. However, the thresholds for PM during construction and operations listed above will be required as the thresholds for this project given the project will implement tier 1 BMPs (BMP 1) as listed below:**

- BMP 1 - projects shall be designed and constructed without natural gas infrastructure.

**GHG-2            The PM thresholds listed above are those listed if all feasible SMAQMD BACT/BMPs are applied, otherwise its zero for the thresholds of construction and operations. However, the thresholds for PM during construction and operations listed above will be required as the thresholds for this project given the project will implement tier 1 BMPs (BMP 2) as listed below:**

- BMP 2 - projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

## **Self-Storage Facility on Cotton Lane Apartments Project (P24-022) Responses to Comments Received on the Initial Study/Mitigated Negative Declaration**

The Initial Study/Mitigated Negative Declaration (IS/MND) for the Cotton Lane Apartments Project (P24-022) (proposed project) was circulated for public comment from December 5, 2024 to January 6, 2025. Written comments were received as follows:

<b>Date</b>	<b>Commenter</b>
December 31, 2024	Charlene Crabb, Neighborhood Watch Captain
December 31, 2024	Peter G. Minkel, Central Valley Regional Water Quality Control Board
January 3, 2025	Molly Wright, Sacramento Metropolitan Air Quality Management District
December 31, 2024	Satwinder Dhatt, California Department of Transportation District 3
January 6, 2025	City of Sacramento Department of Utilities
December 16, 2024	Rohrbach Family Trust

The written comment letters are attached. The comments are acknowledged by the City and have been considered as part of the project planning and its implementation. The comments received did not identify any new significant effect, increase in severity of an impact identified in the IS/MND, or any significant new information. Recirculation of the IS/MND is not required.

The responses below include responses to each comment letter submitted regarding the proposed project.

**Response to Charlene Crabb, Neighborhood Watch Captain, 12/31/2024:** Thank you for participating in the public review process of the IS/MND.

The proposed project would be consistent with the site's land use designation of Residential Mixed-Use (RMU) and would comply with applicable policies set forth by the 2040 General Plan. Additionally, the proposed project would be consistent with all applicable zoning requirements. The adjacent apartment complex located immediately to the north of the proposed project is called Copperstone Village Apartments and also features a three-story walk-up apartment building and is zoned R-3A, which is being requested for the proposed project.

With regards to onsite drainage, as discussed in Section 10, Hydrology and Water Quality, of the IS/MND, the proposed project is conditioned to provide a City storm drain main extension in W Stockton Blvd and Cotton Ln for the proposed improvements within Cotton Ln. Additionally, there is an existing City of Sacramento storm drainage infrastructure that includes an inlet for runoff within the northeastern corner of the project site along West Stockton Blvd. Therefore, drainage within the proposed project area will be required and designed to flow into the existing City storm drainage infrastructure and then will enter into a newly constructed City storm drain main extension, which will adequately deal with drainage and stormwater within the proposed project site. The site has been designed to meet the LID requirements of the City as well as the City's grading and erosion and sediment control manual.

With regard to onsite parking, the proposed project meets the City requirements for the number of parking spaces and it complies with the Cal Green Code 2022, which requires 10% of the parking spaces to be equipped with EV chargers. A total of 6 parking stalls will be equipped with an EV charger while 40% will be EV-ready stalls to accommodate future electric vehicle infrastructure for a total of 22 parking stalls being equipped with EV ready vehicle infrastructure. The proposed project site has sufficient capacity for parking during construction. No construction vehicles will park along W Stockton Blvd or along Cotton Lane during construction.

**Response to Peter G. Minkel, Central Valley Regional Water Quality Control Board, 12/31/2024:** Thank you for participating in the public review process of the IS/MND. The comment is a standard comment letter that provides background information regarding applicable regulations and required permits. The comment does not address the adequacy of the IS/MND, has been noted for the record, and will be forwarded to the decisionmakers as part of their consideration of the proposed project.

**Response to Satwinder Dhatt, California Department of Transportation, District 3, 12/31/2024:** Thank you for participating in the public review process of the IS/MND. The comment is a response stating that the agency has no comments on the proposed project or the IS/MND. The comment requests that the agency be provided any additional actions to be taken for the proposed project. The comment does not address the adequacy of the IS/MND, has been noted for the record, and will be forwarded to the decisionmakers as part of their consideration of the proposed project.

**Response to Molly Wright, Sacramento Metropolitan Air Quality Management District, 01/02/2025:** Thank you for participating in the public review process of the IS/MND. Implementation of SMAQMD BACT/BMPs is noted as being required for project related mitigation for Section 8, Greenhouse Gas Emissions given the IS/MND currently includes the SMAQMD BACT/BMPs as Mitigation Measures AIR-1 and AIR-2. Mitigation Measures AIR-3 adequately addresses the comment related to BMPs that allow for less than significant PM impacts under the SMAQMD thresholds.

These updated clarifications regarding mitigation measures as they relate to Air Quality and Greenhouse Gas Emissions will be included as conditions of project approval and therefore, impacts to Air Quality and Greenhouse Gas Emissions will be mitigated to a level of less than significant under the IS/MND. The comment does not address the adequacy of the IS/MND and has been noted for the record.

**Response to City of Sacramento Department of Utilities, 01/06/2025:** Thank you for participating in the public review process of the IS/MND. Section 19, Utilities and Service Systems, includes the clarification that the proposed project will be subject to the City's water and drainage development fees. Additionally, the proposed project may be required to provide water and drainage main extensions along Cotton Lane to address existing conditions and project needs.

These updated clarifications will be included as conditions of project approval as required. The comment does not address the adequacy of the IS/MND and has been noted for the record.

**Response to Rohrbach Family Trust, 12/16/2024:** Thank you for participating in the public review process of the IS/MND.

The proposed project would be consistent with the site's land use designation of Residential Mixed-Use (RMU) and would comply with applicable policies set forth by the 2040 General Plan. Additionally, the proposed project would be consistent with all applicable zoning requirements. The adjacent apartment complex located immediately to the north of the proposed project is called Copperstone Village Apartments and also features a three-story walk-up apartment building and is zoned R-3A, which is being requested for the proposed project.

**From:** [Dhatt, Satwinder K@DOT](mailto:Dhatt.Satwinder.K@DOT) on behalf of [D3 Local Development@DOT](mailto:D3.Local.Development@DOT)  
**To:** [Ron Bess](mailto:Ron.Bess); [Angel Anguiano](mailto:Angel.Anguiano); [Marcus Adams](mailto:Marcus.Adams)  
**Cc:** [Scott Johnson](mailto:Scott.Johnson); [Arnold, Gary S@DOT](mailto:Arnold.Gary.S@DOT)  
**Subject:** RE: Notice of Availability/Intent to Adopt the Cotton Lane Apartments Project (P24-022)  
**Date:** Monday, December 9, 2024 9:51:13 AM

---

Hi Ron,

Thank you for including the California Department of Transportation in the review process for Cotton Lane Apartments Project (P24-022). We wanted to reach out and let you know that we have no comments at this time.

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

Should you have questions please contact me, Local Development Review and System Planning Coordinator, by phone (530) 821-8261 or via email at [D3.local.development@dot.ca.gov](mailto:D3.local.development@dot.ca.gov).

Thank you!

**Satwinder Dhatt**  
**Local Development Review and Complete Streets**  
**Division of Planning, Local Assistance, and Sustainability**  
**California Department of Transportation, District 3**  
**703 B Street, Marysville, CA 95901**  
**(530) 821-8261**

---

**From:** Ron Bess <[RBess@cityofsacramento.org](mailto:RBess@cityofsacramento.org)>  
**Sent:** Thursday, December 5, 2024 11:33 AM  
**To:** Angel Anguiano <[AAnguiano@cityofsacramento.org](mailto:AAnguiano@cityofsacramento.org)>; Marcus Adams <[MAdams@cityofsacramento.org](mailto:MAdams@cityofsacramento.org)>  
**Cc:** Scott Johnson <[SRJohnson@cityofsacramento.org](mailto:SRJohnson@cityofsacramento.org)>; Ron Bess <[RBess@cityofsacramento.org](mailto:RBess@cityofsacramento.org)>  
**Subject:** Notice of Availability/Intent to Adopt the Cotton Lane Apartments Project (P24-022)

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Good Morning,

This email is to inform you that the City of Sacramento, Community Development Department, as Lead Agency, has issued a **Notice of Availability/Intent to Adopt the Cotton Lane Apartments Project (P24-022)**.

**The Comment Period is from December 5, 2024, to January 6, 2025.**



The document is now available for public review and comment. The NOA/I is available, along with the Initial Study/Mitigated Negative Declaration and Appendices on the City's Community Development Department webpage at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>

Comments are invited from all interested parties. Written comments on the Initial Study/Mitigated Negative Declaration should be submitted to the following address **NO LATER THAN 4:00 pm on Monday, January 6, 2025**. (NOTE: The Public Counter is open on Tuesday, Wednesday, and Thursday by appointment only). All comments should be submitted via email or mailed to:

Ron Bess, Associate Planner  
City of Sacramento  
Community Development Department  
Environmental Planning Services  
300 Richards Blvd. 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
(916) 808-8272  
[Rbess@cityofsacramento.org](mailto:Rbess@cityofsacramento.org)

Thank You.

**From:** [Charlene Crabb](#)  
**To:** [Ron Bess](#)  
**Cc:** [Jeff Sharma](#); [Jenny Lam](#); [PAVAN Bob's Property](#); [Tommy Crabb](#); [Marcus Adams](#); [Jaime R. Cervantes](#); [Susan Khang](#); [Angel Anguiano](#)  
**Subject:** Comments on mitigated negative declaration for project 24-022  
**Date:** Tuesday, December 31, 2024 4:48:14 PM

---

As the neighborhood watch Captain, I am presenting these concerns on behalf of our neighbor group. The most pressing concern we have is about drainage on our one lane dirt road. This is a private road that we have to maintain. The second concern is we object to the rezoning to a multi unit project. We are five property owners with acreage in a rural setting. We already have about 400 apartments facing us on the north. It would be more advantageous, as other developers have requested, to have apartments built closer to Bruceville Road.

Touching on some of the items in the declaration includes the land use plan to be compatible with "walkable areas for errands can be accomplished on foot, bicycle or by transit." Cotton lane is not a serviceable road, nor a walkway to any of these possible locations. Nowhere in the declaration does it indicate that Cotton Lane is not a through road.

In the project description, it stated that there will be 54 parking spaces (+3 more for EVs). That is inadequate. It is not reasonable to assume that each apartment would only have one vehicle, even if it's just one couple that has a vehicle for a husband and a wife, it would still be problematic. Where would visitors park? We have the same issue with the apartments that were built. They still do not have enough parking spaces and people are parked illegally in the field. We had to have NO parking signs posted on W. Stockton Blvd. because people would park on the edge of the pavement and were a visual barrier.

On page 37, "less than significant impact" was checked for drainage runoff. This rural area was never properly landscaped for drainage. The current vacant field for the proposed apartments floods every winter, along with the road. When we talked to the city before, they were unwilling to go to the expense of fixing the drainage to Shasta Ave, but were willing to dig a culvert to the north side of Cotton Lane, hoping it would be helpful.

On page 53, it's implying that "continuous sidewalks exist along both sides of W. Stockton Blvd." That is not a true statement. On page 54, it states that Cotton Lane would be a secondary access to the apartments. That could be problematic.

Also, there is inadequate space for workers to park at this location for construction. W. Stockton Boulevard is a two lane road and there is no parking on Cotton Lane because it is only one lane wide.

I am sure we will have other questions when we have a chance to review this 120 page document more carefully. All other projects that have gone on in this general location have conveniently had community meetings at the Valley High library. Developers were very open and transparent, and shared their plans with the community and answered questions. I don't understand why this procedure has changed.

Respectfully submitted,

Charlene Crabb  
Neighborhood Watch Captain  
916-947-1899

---

## Central Valley Regional Water Quality Control Board

31 December 2024

Ron Bess  
City of Sacramento  
Community Development Department  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811  
[Rbess@cityofsacramento.org](mailto:Rbess@cityofsacramento.org)

### **COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, COTTON LANE APARTMENTS (P24-022) PROJECT, SCH#2024120211, SACRAMENTO COUNTY**

Pursuant to the State Clearinghouse's 05 December 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Cotton Lane Apartments (P24-022) Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

#### **I. Regulatory Setting**

##### **Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/)

### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

[https://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/sacsjr\\_2018\\_05.pdf](https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the

State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml)

#### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

#### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:  
[https://www.waterboards.ca.gov/centralvalley/water\\_issues/water\\_quality/certification/](https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality/certification/)

#### **Waste Discharge Requirements – Discharges to Waters of the State**

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:  
[https://www.waterboards.ca.gov/centralvalley/water\\_issues/waste\\_to\\_surface\\_water/](https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/)

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources

Control Board website at:

[https://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2004/wqo/wqo2004-0004.pdf](https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf)

### **Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

[https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2018-0085.pdf](https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf)

### **Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2016-0076-01.pdf](https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf)

### **NPDES Permit**

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or [Peter.Minkel2@waterboards.ca.gov](mailto:Peter.Minkel2@waterboards.ca.gov).

A handwritten signature in blue ink that reads "Peter G. Minkel". The signature is written in a cursive, flowing style.

Peter G. Minkel  
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,  
Sacramento

Kosh Grewal, RK Properties & Management, [koshgrewal@gmail.com](mailto:koshgrewal@gmail.com)

**From:** [Molly Wright](#)  
**To:** [Ron Bess](#)  
**Subject:** RE: Notice of Availability/Intent to Adopt the Cotton Lane Apartments Project (P24-022)  
**Date:** Friday, January 3, 2025 10:36:27 AM  
**Attachments:** [image003.png](#)  
[image004.png](#)

---

Good Morning Ron,

Thank you for providing Sac Metro Air District with this MND for review. We do not have comments on it except for a small clarification. The MND uses BMPs from our [Greenhouse Gas Thresholds](#), available on our website, as mitigation for PM, when they should be used for Greenhouse Gas (GHG) mitigation to ensure less than significant operational impacts. Specifically, these are the BMPs calling for no natural gas, and for meeting current CalGreen Tier 2 standards except that all stipulated electric vehicle capable spaces shall instead be electric vehicle ready.

The BMPs that allow for less than significant PM impacts under our thresholds are available at this link: <https://www.airquality.org/LandUseTransportation/Documents/ch4OperationalBMPs-PMFinal10-2020.pdf> . They are referenced on page 4-4 in our CEQA Guide's chapter on [Operational Criteria Air Pollutant and Precursor Emissions](#), also available on our website. The PM BMPs are based on compliance with existing regulations.

Please let me know if you have any questions,

**Molly Wright**

Air Quality Planner/Analyst

Desk: (279) 207-1157

[mwright@airquality.org](mailto:mwright@airquality.org)

[www.AirQuality.org](http://www.AirQuality.org)

X [@AQMD](#)



---

**From:** Ron Bess <[RBess@cityofsacramento.org](mailto:RBess@cityofsacramento.org)>  
**Sent:** Thursday, December 5, 2024 11:33 AM  
**To:** Angel Anguiano <[AAnguiano@cityofsacramento.org](mailto:AAnguiano@cityofsacramento.org)>; Marcus Adams <[MAdams@cityofsacramento.org](mailto:MAdams@cityofsacramento.org)>  
**Cc:** Scott Johnson <[SRJohnson@cityofsacramento.org](mailto:SRJohnson@cityofsacramento.org)>; Ron Bess <[RBess@cityofsacramento.org](mailto:RBess@cityofsacramento.org)>  
**Subject:** Notice of Availability/Intent to Adopt the Cotton Lane Apartments Project (P24-022)

---



**\*\*\* THIS EMAIL ORIGINATED OUTSIDE  
AIRQUALITY.ORG \*\*\***

Good Morning,

This email is to inform you that the City of Sacramento, Community Development Department, as Lead Agency, has issued a **Notice of Availability/Intent to Adopt the Cotton Lane Apartments Project (P24-022)**.

**The Comment Period is from December 5, 2024, to January 6, 2025.**

The document is now available for public review and comment. The NOAI is available, along with the Initial Study/Mitigated Negative Declaration and Appendices on the City's Community Development Department webpage at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>

Comments are invited from all interested parties. Written comments on the Initial Study/Mitigated Negative Declaration should be submitted to the following address **NO LATER THAN 4:00 pm on Monday, January 6, 2025**. (NOTE: The Public Counter is open on Tuesday, Wednesday, and Thursday by appointment only). All comments should be submitted via email or mailed to:

Ron Bess, Associate Planner  
City of Sacramento  
Community Development Department  
Environmental Planning Services  
300 Richards Blvd. 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
(916) 808-8272  
[Rbess@cityofsacramento.org](mailto:Rbess@cityofsacramento.org)

Thank You.

including the 100 square feet of open space per unit. All other zoning requirements would also be met by the project.

## 8. Project Description:

The proposed development is located at the corner of W. Stockton Blvd. and Cotton Lane, close to Highway 99 to the east. There's a three-story apartment complex to the north, while to the south and west are single-family homes. Additionally, Shasta Community Park is in close proximity. The 1.63-acre lot currently sits empty and undeveloped. As part of the entitlement process, the applicant seeks to rezone the property from R-1A to R-3A to allow for higher density. The proposed development includes a 54-unit, complex with 54 parking spaces. Among the 54 units, two will be Accessory Dwelling Units (ADUs). The property to the north, Copperstone, is already zoned R-3A and features a three-story walk-up apartment building.

Will this still be the case, given the challenges from the neighboring parcel?

The primary vehicular access point for the development is proposed from W. Stockton Blvd, with a secondary entrance from Cotton Lane. The development comprises two three-story buildings with a total of 54 units and 54 parking spaces, which meets parking requirements. Each set of four units has its own stairway access, and the ground-floor units feature outdoor patio spaces. The project will be built in a single phase, with an I-shaped building layout. Landscaping around the building will create a buffer to provide privacy for the ground-floor unit balconies.

Under the Cal Green Code 2022, 10% of the parking spaces will be equipped with EV chargers (a total of 6 parking stalls will be equipped with an EV charger), while 40% will be EV-ready stalls to accommodate future electric vehicle infrastructure (a total of 22 parking stalls will be equipped with EV ready vehicle infrastructure). The site has been designed to meet the LID requirements as well as the city's grading and erosion and sediment control manual.

Approximately 5,200 square feet of open space is provided, which meets the zoning requirement of a minimum of 100 square feet per unit. The open space will include outdoor space is allocated for common outdoor space. Bicycle storage is conveniently distributed throughout the site, with provisions for long-term bike parking spaces within the buildings and 3 short-term bike parking spots.

The primary exterior materials are cement plaster and cement board siding. The windows will be dual glazed vinyl product. The roofing will be a single-ply TPO roofing membrane. The proposed materials are complimentary with the adjacent neighborhood context. The architectural design incorporates key elements such as a single-sloped roofs, varied parapet heights, alterations in building façade planes for visual intrigue, and projecting balconies. The primary exterior materials including cement plaster and cement board siding are harmoniously used to create visual interest. A gable roof breaks the horizontal roof line, while material transitions soften the building's massing against its one-story neighbors.

Note in this section that the project site will be subject to the City's water and drainage development fees.

## **19. UTILITIES AND SERVICE SYSTEMS.**

### **Environmental Setting:**

The project site is not currently connected to existing utilities and service systems. The project site is located adjacent to existing development, including multi-family residences and commercial uses. Therefore, utility infrastructure exists in the project vicinity. The existing utilities and service systems in the project vicinity are discussed below.

Wastewater collection and treatment services for the proposed project would be provided SASD and SRCSD. Wastewater generated in the project area would be collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, wastewater flows into the SRCSD interceptor system, where the wastewater is conveyed to the SRWWTP located near Elk Grove. The City of Sacramento's Department of Utilities (DOU) is responsible for providing and maintaining the majority of the water, sewer collection, storm drainage, and flood control services for residents and businesses within City of Sacramento limits.

The City of Sacramento uses surface water from the Sacramento and American rivers to meet the majority of its water demands. To meet the City of Sacramento's water demand, the City of Sacramento uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City of Sacramento's 2020 Urban Water Management Plan (UWMP), under all drought conditions, the City of Sacramento possesses sufficient water supply entitlements to meet the demands of the City of Sacramento's customers up to the year 2040.<sup>17</sup> In addition, according to the DOU's 2021 Consumer Confidence Report, the City of Sacramento's drinking water meets or exceeds all federal and State drinking water standards

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, and yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City of Sacramento. The Sacramento County Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste for the City of Sacramento. According to the Master EIR, the Kiefer Landfill should serve the City of Sacramento adequately until the year 2065. As growth continues in the City of Sacramento, in accordance with the County General Plan and the City of Sacramento's General Plan, population would increase, and the solid waste stream would continue to grow.

### **Impact Discussion:**


Based on the review of the proposed project and the Master EIR, adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required as part of the development of the proposed project. As previously demonstrated, the development of the project site was anticipated and analyzed in the Master EIR.

Therefore, project impacts related to utilities and service systems were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

**Mitigation Measures: None required.**

### **FINDINGS**

The proposed project would not have any significant effects relating to utilities and service systems that either have not already been analyzed in a prior EIR or that are more fully analyzed previously analyzed.



Note that this project may be required to provide water and drainage main extensions within Cotton Lane to address existing conditions and projects needs.

12/16/24

Attention: Ron Bess  
Associate Planner

Re: COTTON LANE APARTMENTS  
PROJECT (P24-022)

From: ROHRBACH FAMILY TRUST  
7916 COTTON LANE  
ELK GROVE, CA. 95758

We strongly reject this multi  
unit Apartment complex project.  
(P24-022.)

Our rural neighborhood on Cotton  
Lane should not be further encroached  
upon by more multi unit apartments.

12/16/24