

Applicant's (P25-013) 2040 General Plan and Climate Action and Adaptation Plan
Consistency Analysis

February 26, 2026

The Applicant prepared this document to provide a brief overview of the Project's consistency with the 2040 General Plan and Climate Action and Adaptation Plan.

1. **LUP-1.1 Compact Urban Footprint.** The City shall promote 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.
2. **Goal LUP-4** Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.
3. **LUP-4.1 Transit-Supportive Development.** The City shall encourage increased residential and commercial development intensity within ½-mile of existing high-frequency bus stops and existing and planned light rail stations, bus rapid transit stations, and commuter rail stations to support more frequent, reliable transit service and vibrant, walkable neighborhoods.
4. **LUP-4.9 Enhanced Pedestrian Environment.** The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of building frontages with displays, landscaping, and seating areas for cafes and restaurants.
5. **LUP-4.10 Multi-Modal Access.** The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for onsite parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.
6. **M-1.15 Improve Walking Connectivity.** The City shall require new subdivisions, new multi-unit dwelling developments, and new developments along commercial corridors to include well-lit, tree-shaded walkways where feasible, that provide direct links to the public realm or adjacent public destinations such as transit stops and stations, schools, parks, and shopping centers.
7. **M-1.20 High-Frequency Transit Service.** The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.
8. **M-1.24 Transit-Only Lanes.** Where appropriate, the City shall support implementation of transit-only lanes to facilitate high-frequency reliable bus and/or light rail service to and

between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.

9. **Infill Development (pg. 11-SA-4).** While most of the South Area is fully built out in established neighborhoods and commercial areas, vacant lots near Cosumnes River College, along commercial corridors such as Mack Road, and in the Delta Shores development, and at the City owned 102-acre parcel, as well as underutilized lots, such as those along Florin Road, represent opportunities for infill development that can help realize the community vision. Development in these areas can support existing community-serving businesses like grocery stores and mercados, helping new ones to establish and creating new jobs for residents by building on the area's strength as a healthcare and education centers. Many of these vacant or underutilized parcels have excellent access to light rail, providing direct access to Downtown.

10. **SA-LUP-3 Neighborhood Serving Land Uses Around Commercial Corridors.** The City shall continue to support commercial, recreation, residential, and community-serving retail uses – particularly family-owned, culturally diverse local businesses – along the Franklin Boulevard, Mack Road, Florin Road, and Freeport Boulevard corridors through land use regulations that foster a diverse mix of old and new development.

11. **ERC-3.11 Planting.** The City shall encourage development to provide trees with appropriate irrigation methods and adequate growing space; site trees to reduce building heat and provide shade to public walkways to the extent feasible; and include appropriate soil treatment methods to promote healthy thriving trees

12. **ERC-4.3 Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.

13. **2024 Climate Action Plan Building Strategy E-5.** Support infill growth with the goal that 90% of new growth is in the 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.

14. **2024 Climate Action Plan Transportation Strategy Measure TR-2.** Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.

15. **2024 Climate Action Plan Transportation Strategy Measure TR-2.3.** Encourage SacRT to provide frequent, reliable transit in the City's priority corridors to reduce VMT and support SacRT in implementing priority transit corridors. Coordinate transit priority corridors with consideration of transportation needs as well as land use planning to provide transit-supportive land uses. Encourage the expansion of frequent, reliable transit services throughout the City.