

~~**Mixed-use project.** For a project containing residential and nonresidential (on the same or different parcels), divide the total net floor area of the residential and nonresidential portions of a building(s) by the total area (in square feet) of the parcel, excluding area designated for structured parking and major street ROW.~~

Table LU-3. General Plan and Zoning Consistency

General Plan Land Use Designation	Zoning District
Residential	
Agricultural (AG)	Agricultural (A)
Rural Residential (RR)	Rural Residential (RR)
Very Low Density (VL)	Single-Family Residential (R-A, R-1-A, R-1-AH) Single-Family Planned Residential Development (R-1-PRD)
Low Density (L)	Single-Family Residential (R-1, R-1-B, R-1-C) Single-Family Planned Residential Development (R-1-PRD)
Medium Density (M)	Single-Family Residential (R-1) Single Family Medium Density (R-1-MD) Single-Family Planned Residential Development (R-1-PRD) Mobile Home Park, Single Family (MHP) Urban Center (U-C)
Medium High Density (MH)	Medium Density Multi-Family (R-2, R-2-A) Single-Family Planned Residential Development (R-1-PRD) Urban Center (U-C)
High Density (H)	High Density Multi-Family (R-3, R-3-A) Multi-Family Very High Density (R4) Urban Center (U-C)
Very High Density (VH)	Multi-Family Very High Density (R4)

Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.

Policy 1.1 **Multimodal network.** The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.

Policy 1.2 **Transportation decisions.** Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.

Policy 1.3 **Age and mobility.** The design of roadways shall consider all potential users, including children, seniors, and persons with disabilities.

Policy 1.4 **Jobs and housing.** Encourage infill development that would provide jobs and services closer to housing, and vice versa, to reduce citywide vehicle miles travelled and effectively utilize the existing transportation infrastructure.

Policy 1.5 **Neighborhood connectivity.** The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).

Policy 1.6 **Internal circulation.** New development shall utilize a grid or modified-grid street pattern. Areas designated for residential and mixed-use village developments should feature short block lengths of 200 to 600 feet.

Policy 1.7 **Narrow streets.** The City may permit curb-to-curb dimensions that are narrower than current standards on local streets to promote pedestrian and bicycle connectivity and enhance safety.

Policy 1.8 **Network completion.** New development shall complete the extension of stub streets planned to connect to adjacent streets, [where appropriate](#).