

Findings for Override of adverse environmental impacts

1. CV would provide 388 affordable units (or equivalent) for low and moderate-income households, and 400 units for middle-income households.
2. CV would provide land, capital funds, and operating funds for the fire station necessary to meet General Plan goals for public safety response times in existing neighborhoods.
3. CV would contribute to an integrated off-road network linking Sandy Motley Park and Nugget Fields to Northstar Park and points west.
4. The arrangement between CVP and DJUSD will result in the preservation of Nugget Fields for community recreation use.
5. CV will provide additional shopping opportunities for Davis residents and provide sales tax benefits to the City of Davis.
6. CV provides an appropriate location for the 60 percent of the City Council's 1% growth parameter that is anticipated to be on greenfields sites.
7. CV would result in the preservation of __ acres of significant farmland, including __ acres directly north of the Davis city limits.
8. CV will provide land and construction for a community recreation building> The City's Parks Master Plan identifies need for additional community buildings but the Capital Improvements Plan does not include construction funds.

Findings for Override of some or all impacts on Pole Line Road north of Covell Boulevard and rejecting mitigation measures to widen the street and install signals.

1. Roundabouts provide a more continuous flow of traffic
2. Roundabouts improve flow from side streets
3. The narrower street reduces the distance of the bicycle undercrossing of PLR
4. Roundabouts and a narrower road would reduce speed and noise on PLR
5. Roundabouts are safer, more orderly, and have greater capacity than signals. They are more attractive, easier and cheaper to operate and maintain, and don't require electricity.
6. We could always widen to 4 lanes later; we will need to get the right-of-way at this time, just in case.
7. A narrower (two-lane) road has greater capacity for aesthetic treatments of edges and medians within the same right-of-way.
8. As a bicycle-friendly community, a four-lane road at the entrance to the City would not create the impression we would desire.