



**MINUTES**  
**CITY COUNCIL REGULAR MEETING**  
**CITY OF CERES, CALIFORNIA**  
**City Council Chambers, 2701 Fourth Street**

**Monday, May 14, 2018 – 6:00 p.m.**

Mailing Address: Ceres City Hall, 2720 Second Street, Ceres, CA 95307-3292  
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Members of the public are advised that all cellular telephones and any other communication devices are to be turned off upon entering the City Council Chambers.

**CALL TO ORDER**

Mayor Vierra called the May 14, 2018 Regular City Council Meeting to order.

**ROLL CALL – Present**

Mayor: Vierra  
Vice Mayor: Kline  
Council Members: Durossette, Lane, Ryno  
  
Absent: None

**INVOCATION**

Invocation was given by Chris Grigson, Valley Christian Center.

**PLEDGE OF ALLEGIANCE**

Pledge of Allegiance was led by Mayor Vierra.

**PRESENTATIONS**

- A. Proclamation Declaring the Week of May 13, 2018 as National Police Week and May 15, 2018 as Peace Officers' Memorial Day in the City of Ceres.

Mayor Vierra read the proclamation into the record and presented it to Brent Smith, Chief of Police.

**CITIZEN COMMUNICATIONS** to the Council on matters not included on the agenda (five minutes).

Sheila Brandt, member of the Ceres Street Faire Committee thanked Council for their support and reported on the number participants and attendees at the Street Faire.

Dave Pratt commented on the Street Faire and how well attended it was this year.

Len Shepherd commented on the 4<sup>th</sup> Street Ceres signs. He also stated that he wishes more people in Ceres would keep their homes up and yards clean. Mr. Shepherd believes Council Member Lane's home should be an example to everyone as his house is always kept up.

Eric Alvarez, Field Representative for Congressman Denham introduced himself to Council and the Community. He described the services provided by Congressman Denham. Council Member Ryno asked Mr. Alvarez for an update regarding the landscaping at the post office, which he stated he would provide to the Councilmember after the meeting.

**APPOINTMENTS TO BOARDS/COMMISSIONS**

None.

**CONFLICT OF INTEREST DECLARATION**

None.

**CONSENT CALENDAR**

All matters listed on the consent calendar are considered routine in nature and will be enacted by a single motion unless otherwise requested by an individual Council Member or public for special consideration. Otherwise the recommendation of staff will be accepted and acted upon by roll call vote.

1. Clerks Report of Posting. The agenda of the regular May 14, City Council meeting was posted on May 9, 2018. (Nayares-Perez)
2. Waive Readings. All Readings of Ordinances and resolutions are waived. (Nayares-Perez)  
*(Abstention from Vice Mayor Kline)*
3. Approval of Minutes (Nayares-Perez)
  - a. Minutes of the April 23, 2018 Regular City Council meeting.
4. Register of Audited Demands for Period covering April 18, 2018 through May 2, 2018. (Dean)
5. General Correspondence – **Information Only**
  - a. CYB 2018 First Quarter Report (Damas)
  - b. Redevelopment & Economic Development Department Monthly Report – April (Hallam)

6. **Resolution No. 2018-040**, authorizing the City Manager to execute a Professional Services Agreement with Water Quality & Treatment Solutions, Inc. for a Corrosion Study for the City's Groundwater System. (Damas)  
*(Removed from Consent)*
7. **Resolution No. 2018-041**, amending the current agreement with Ceres Unified School District to add a fourth School Resource Officer. (Smith)
8. **Resolution No. 2018-042**, accepting the 2017 Water Main Blow Off Replacement Project as Complete, Approve the Balancing Contract Change Order, Authorizing the Filing of the Notice of Completion and Retention Release to the Contractor. (Jordan)
9. **Resolution No. 2018-043**, accepting the 2017 Sewer Rehabilitation Project Phase II as Complete, Authorizing the Filing of the Notice of Completion and Retention Release to the Contractor. (Jordan)
10. **Resolution No. 2018-044**, accepting the 2017 Sewer Rehabilitation Project Phase III as Complete, Authorizing the Filing of the Notice of Completion and Retention Release to the Contractor. (Jordan)
11. **Resolution No. 2018-045**, accepting the Well # 32 Rehabilitation Project as Complete, Approve the Balancing Contract Change Order, Authorizing the Filing of the Notice of Completion and Retention Release to the Contractor. (Jordan)
12. **Resolution No. 2018-046**, authorizing the City Manager to sign a purchase order to Industrial Automation Group for the purchase of all parts required for the renovation of 14 Sewer Lift Stations for the Wastewater Division. (Damas)
13. **Resolution No. 2018-047**, a declaring its intention to levy and collect fees for the 1987 landscape and lighting districts for fiscal year 2018/19, and direct the City Engineer to sign and Public Works Director to file an Engineers Report, and establish a public hearing on May 29, 2018 for the levy of the annual assessments. (Damas)  
*(Removed from Consent)*
14. **Resolution No. 2018-048**, approving List of Projects to be Funded with Senate Bill (SB) 1, "The Road Repair and Accounting Act of 2017" and Incorporate the List of Projects to Appropriate Revenues and Expenditures into the Fiscal Year 2017-18 Budget. (Jordan)

Mayor Vierra asked if any Council Member or citizen would like an item pulled from the Consent Calendar and be heard under separate motion. Items 7 and 14 were removed from Consent.

Mayor Vierra asked, if anyone from the Public had any comments. There being no comments, Mayor Vierra brought the item back to Council for direction.

**MOTION:** Motion by Council Member Lane, seconded by Council Member Durossette approving Consent items 1-2, 4-6 and 8-13. **5/0/0 Motion passes see below** by the following roll call vote:

AYES: 5 Council Members: Durossette, Lane, Kline, Ryno, Mayor Vierra  
NOES: 0 Council Members: None  
ABSENT: 0 Council Members: None

(Item 3A Minutes)

**MOTION:** Motion by Council Member Lane, seconded by Council Member Durossette approving Consent item 3a Minutes **4/0/1 Motion passes see below** by the following roll call vote:

AYES: 4 Council Members: Durossette, Lane, Ryno, Mayor Vierra  
NOES: 0 Council Members: None  
ABSTENTION: 1 Council Members: Kline

**CONSIDERATION OF ITEM(S) REMOVED FROM THE CONSENT CALENDAR**

**Item 7 (Council Member Ryno)**

Council Member Ryno asked if the fourth SRO will be an existing employee. Chief Smith responded yes, but they will be hiring another police officer to fill the vacancy left by the existing employee. Council Member Ryno also asked, what the impact will be on street officers, when that position becomes vacant. How long before they have a new officer to cover that position? Chief Smith responded that he is trying to plan ahead to fill that position and will have that person hired and trained by August, in time for the new school year. Vice Mayor Kline asked how many officers are needed before the Police Department is made whole. Chief Smith stated that there are currently two vacancies with one position that was approved to be filled by Council as an over hire, and that position was advertised last week. Vice Mayor Kline stated, then the projection is to hire three officers. Hires for the two vacancies and then one for the SRO position. Chief Smith responded, yes.

Mayor Vierra asked, if anyone from the Public had any comments. There being no comments Mayor Vierra brought the item back to Council for direction.

**MOTION:** Motion by Council Member Ryno, seconded by Vice Mayor Kline, approving Item 7. **5/0 Motion passes see below** by the following roll call vote:

AYES: 5 Council Members: Durossette, Lane, Kline, Ryno, Mayor Vierra  
NOES: 0 Council Members: None  
ABSENT: 0 Council Members: None

**Item 14 (Council Member Ryno)**

Council Member Ryno inquired about the roundabouts. She commented that it seems to her, that roundabouts create more of a traffic problem than what they are trying to fix, like the ones in Modesto. She asked if there is no other alternative especially at Central and Pine. How will that impact traffic going out of and into that shopping center? Daryl Jordan, City Engineer commented that, that particular question has been asked since the day

roundabouts appeared in the Central Valley and over time people have learned how to manipulate their way in and out of them. The roundabout was initially approved in the 2014-2015 budget and they have been putting monies together to fund the projects. CMAQ funding is based on clean air. The roundabout provides better air quality than signals due to the emissions. They were under funded until last year and then found SB 1 and CMAQ funds through StanCOG, due to their exemplary performance over the last eight years. That design compliments the entries and exits for that shopping center. He has spoken to those folks and others and they seem confident it will be good for their businesses due to the current terrible congestion at Pine and Central. They are happy it is coming. Council Member Ryno asked if it impacts the business on the right in the corner. Mr. Jordan responded that it impacts all of the businesses, but they are all in agreement that this is an improvement to what they have now. Council Member Ryno inquired if this is the only option. Mr. Jordan stated that the only other option would be an expensive traffic signal and there are five entry points. A five legged traffic signal is very complicated to where a roundabout blends those movements together. Staff believes this is the safest option. Council Member Ryno asked if it's a one lane or two lane roundabout. Mr. Jordan commented that it is one lane.

Vice Mayor Kline referenced the map, in particular the traffic coming on Industrial Way heading west bound. It appears the only way you are going to be able to turn is to turn to the right and go northbound. Someone is going to have to go all the way in a circle just to head south. Mr. Jordan responded that is correct. There was a lengthy discussion amongst Council and staff regarding maneuvering through roundabouts, traffic congestion, and access around the high school.

Vice Mayor Kline asked if there is another way to study it. City Manager Wells responded that it has already been studied. The design cost well over \$200,000; it's a very expensive project and out of all the options this is the far superior option. A traffic signal was impossible. Vice Mayor Kline further commented when school is in session and school gets out, which is ten months out of the year and that backs up, isn't there another way to study it. Council Member Durossette commented that roundabouts help with the flow of traffic. He thinks they work just fine. Mayor Vierra commented that if it gets backed up now, then it will be backed up then. He further commented that Omni Means is well-respected within the industry.

Mayor Vierra asked, if anyone from the Public had any comments and the following citizens spoke:

Dave Pratt commented that he is familiar with the traffic going south on that street and it's a blind area. People have to be careful. He wondered if traffic counts were surveyed. City Manager Wells responded, yes traffic counts and all of the volume was studied in every direction, thoroughly. There was low volume on Industrial and high volume on Pine Street.

Len Shepherd stated that he has been to England, Scotland and Ireland and they have eight lane roundabouts. He would not drive over there, but has someone drive that knows how to drive there. He was amazed at how traffic flowed. Nobody was honking their horns. The roundabouts in America do not have the islands on them. People need to take their time to learn how to drive in roundabouts. He thinks they are great.



A lengthy discussion ensued regarding the three streets that lead to the roundabout and how the fourth street does not bleed into it.

Vice Mayor Kline asked the City Attorney if he can approve the list, but voice his opposition on the roundabout on Pine Street. City Attorney Hallinan responded that he could approve the item and for the record, voice his opposition to the roundabout on Pine Street.

**MOTION:** Motion by **Council Member Lane**, seconded by **Council Member Durossette**, approving Item 14. **5/0/0 Motion passes see below** by the following roll call vote:  
(*Vice Mayor Kline opposed the roundabout on Pine Street; Council Member Ryno opposed the roundabout on Pine Street and Central Avenue*)

AYES:	5	Council Members:	Durossette, Lane, Kline, Ryno, Mayor Vierra
NOES:	0	Council Members:	None
ABSENT:	0	Council Members:	None

#### UNFINISHED BUSINESS

None.

#### PUBLIC HEARING

15. Public Hearing to consider the following:
    - a. **Ordinance 2018-1045** – Amendment to Cannabis Ordinances 2017-1039 and 2017-1043; Zoning Ordinance Text Amendment of Section 18.04.002 of the Ceres Municipal Code, Relating to Adult Use Cannabis.
    - b. **Ordinance 2018-1046** – Approving the First Amended Development Agreement by and between the City of Ceres, JMR Management Group, LLP, and Kase Manufacturing.
    - c. **Ordinance 2018-1047** – Approving the First Amended Development Agreement by and between the City of Ceres, Guaranty Holdings of California, Inc., and PACAFI Cooperative, Inc.
    - d. **Ordinance 2018-1048** – Approving the First Amended Development Agreement by and between the City of Ceres and Kase’s Journey.
    - e. Complete the Development Agreement Annual Review for Kase Manufacturing.
- 6:36 pm.

City Manager Wells gave the report. He provided background of Kase Manufacturing and the two dispensaries PACAFI and Kase’s Journey. During the course of the process of adopting the Development Agreement, a few things were uncertain and still are uncertain, and one was how the State regulations were going to impact how facilities operated. Emergency regulations were adopted by the State late last year, which impacted how the business operates. In January, Council had a discussion regarding next phase of cannabis and one was consideration of the difference between two markets, medical and adult use that the State had created. With those Emergency Regulations, the State eliminated the regulatory standpoint between those two items, Medicinal and Adult Use. In February of this year, Council approved side letters to allow the three dispensaries to sell for adult use. The agreements that are being presented tonight and the ordinances

that enact them are ratifying and clarifying what Council approved in February. The Development Agreement (DA) changes are essential to making the operators successful by eliminating the medical-only aspect of the operations. The changes to the agreements also allow all three operators to hold a distributor license to allow them to package products labeled either with an "M" for medical and "A" for adult use. The final regulations are still pending and have not been finalized. The DA Amendments also make technical, non-substantive amendments to remove the transporter license type from the Kase Manufacturing Development Agreement because the Emergency Regulations no longer issue that license type. The DA Amendments make no changes to the term of the agreements.

The last piece is the annual review of the DA for Kase Manufacturing. As they near the one year anniversary, approval of the development agreement required the City to review how that performance has occurred over the past year. He is happy to report that Kase Manufacturing has held up their end of the bargain. They have been outstanding with making payments timely. All operations are clean and open to the public and staff when necessary. They have conducted tours for Police and Fire and are a model corporate citizen. He is pleased that they have chosen to be in Ceres. Staff recommends review to be completed with the finding of sufficiency with another annual review next year.

6:41 p.m. Mayor Vierra opened the Public Hearing and asked, if anyone from the Public had any comments and the following citizens spoke:

Mike Reynolds, owner/operator of Kase's Manufacturing commented that he is appreciative of the opportunity to make his son's medicine here. This medicine is helping children with medical conditions all over the State. He stated that KPIX CBS in San Francisco just did a story on them called the Modesto Miracle. The story gives a little insight to the families they are helping all over California. They have tried as best they can to work with hospitals. Doctors at Stanford Medical Center and University of California San Francisco Medical Center are referring patients to his facility. An FDA study has been fast-tracked for CBD to be prescribed legally. He thanked Council for the opportunity to demonstrate what they can do in an area of uncertainty. He is thankful Ceres trusted in them and he hopes that they continue to show that they can be a positive contributor to the City. He also hopes the City can look back and say this was a good opportunity for the City not for revenue, but because of what they are doing on a medical stance. There is a lot of uncertainty as the black market is thriving right now because of the high taxes. He also asked Council to consider allowing staff to work with him on the dispensary side of the business. The manufacturing business is not a problem. However, he requested that Council allow staff to work with him on adjusting the floor on the tax structure for dispensary. He wants to contribute, but there are many jurisdictions going to an 8% tax. Right now the current tax structure is a little tough, as they have just started on the dispensary side and would like some flexibility on that over the next six months as he grows his business,. He has enjoyed working with the City and is proud to have grown up in Ceres. He invited Council to come out and visit the facility to see what they are doing and to have a better understanding of how and what they do to be different.

6:45 p.m. There being no further comments Mayor Vierra closed the hearing and brought the item back to Council for direction.

Vice Mayor Kline thanked staff for everything they have done in putting this together. It

was a blind thing for the City to undertake and do by allowing Kase Manufacturing to start up in Ceres. They have been upfront and he has toured the facility. Back in January, Council approved a second medical cannabis dispensary, which was Kase's Journey. At that time, he asked the City to put the brakes on it to see where they stand and what the effects would be on Public Safety. To date, he does not know of any issues with it. He further commented he is wrestling with approving items 1 through 4 (A-D), for the simple reason that he was not present at meeting when Council allowed adult use. He has not heard of any issues, but he has not had a chance to sit down with Police and Fire and ask them what their concerns are and what they can do to alleviate things. This is a pilot program; Stanislaus County is taking the same undertaking. Oakdale and Riverbank are trying to do the same thing, but they don't have anything up and running. For Ceres allowing this and, staff has done a fantastic job, but he personally would have liked a little more of a study and a little more of a conversation when it came to adult use. He can support Item E to conduct the annual Development Agreement review, but the other four he cannot support.

Council Member Ryno commented that, originally when Mr. Reynolds approached the City about Kase Manufacturing, it was eye-opening. She had no idea children suffered that much and that what he was manufacturing could help them. So of course, she was supportive of it. Then they had another medical dispensary that opened up on Angie, and she thought ok an actual medical dispensary; that's good. It's medicinal and for what he showed them there is obviously other people who need the product. So she was okay with that. But then now they are talking about adult use and she said if before and will continue to say it, she does not want to see adult use dispensaries in the City. Maybe there hasn't been any problems, but unfortunately she thinks there are going to be, and she cannot support adult use dispensaries.

Council Member Durossette commented that he appreciates conversation. The tax base that they are getting is incredible. This is the first time they are going to have a positive budget because of adult and medical marijuana. If it is not being sold here, anyone can go to other side of Modesto which is four miles away if this adult person wanted to get it. He gets what the other Council Members are staying, but this is an opportunity. They have taken it and ran with it and he thinks this will be very good for the City. If you look at all the changes, there have no changes in the DUIs and the amount of possible infractions, with the exception of obviously the black market issue, but they are always going to have that regardless. Council Member Durossette proceeded to make a Motion approving Items A-D.

City Manager Wells interjected to clarify the motion that was just made. He commented that annual review and the flexibly to work with Mr. Reynolds was not in the motion. Those could be taken separately.

***(Items A-D)***

**MOTION:** Motion by Council Member Durossette, seconded by Council Member Lane, approving Items A-D. 3/2/0 Motion passes see below by the following roll call vote:

AYES:	3	Council Members:	Durossette, Lane, Mayor Vierra
NOES:	2	Council Members:	Kline, Ryno
ABSENT:	0	Council Members:	None



***(Item D. Annual Review for Kase Manufacturing)***

**MOTION:** Motion by Vice Mayor Kline, seconded by Council Member Durossette, approving Item D. 4/1/0 Motion passes see below by the following roll call vote:

AYES: 4 Council Members: Durossette, Kline, Lane, Mayor Vierra  
NOES: 1 Council Members: Ryno  
ABSENT: 0 Council Members: None

City Manager Wells commented that the next action for Council is the consideration of the request made by Mr. Reynolds regarding the Kase's Journey Development Agreement. As Council recalls, the floor of that agreement is \$40,000 per month up to a maximum of \$100,000. As his dispensary business is just getting up and running, Mr. Reynolds is asking for flexibility as the first month of operation is much slower than they expected. He is asking Council for some direction on flexibility to work with Mr. Reynolds over the next four to six months to come up for a more flexible payment schedule on the lower end of that as he gets his business up and running.

***(Request by Mr. Reynolds)***

**MOTION:** Motion by Council Member Durossette, seconded by Vice Mayor Kline, allowing staff allow staff to take time and to work through a better payment plan until Kase's Journey is up and running. 4/1/0 Motion passes see below by the following roll call vote:

AYES: 4 Council Members: Durossette, Kline, Lane, Mayor Vierra  
NOES: 1 Council Members: Ryno  
ABSENT: 0 Council Members: None

16. Public Hearing to consider **Resolution No. 2018-049**, approving the following actions: 1) Certification of an Environmental Impact Report (SCH #2017052063); 2) Adoption of the Findings of Fact and Statement of Overriding Considerations; 3) Adoption of the 2035 General Plan Update (with suggested revisions); and 4) Acceptance of the General Plan Update Financing Strategy. (Westbrook)

Director of Community Development, Tom Westbrook announced this is a very exciting day! As Councilman Durossette would probably like to say, we're at the goal line of the General Plan Update process. Two and a half years ago, in November of 2015, we started this process with visioning and kicked off this process. Today is the culmination of that two and a half years' worth of work; a number of folks have had their hand on that.

Mr. Westbrook noted that the Planning Commission, at their meeting on April 30<sup>th</sup>, recommended that the City Council certify the EIR and adopt the General Plan. Two things in the recommendation that the Commission made, that he wanted to make the Council aware of, because the Council will have that same discussion tonight:

- Classification of Faith Home Road. The existing General Plan classifies that as an expressway, and as a 6-lane facility. The Planning Commission elected to downgrade that classification to a 4-lane facility. So, that was part of their recommendation to the City Council.

- The second part of the Planning Commission's recommendation, you may recall there was some Light-Industrial property that was designated at Roeding and McGee Roads. The Planning Commission elected to take that back to the former designation of Low-Density Residential. So, their recommendation to the City Council showed that property being Low-Density Residential, in addition to the Faith Home Road classification at 4 lanes.

Mr. Westbrook briefly explained the copy of an email message that was left on the dais this evening. This came in from Michael and Patricia Cousins late last week and was emailed it to the Council as soon as it was received. In short, their correspondence really suggests leaving Faith Home alone, keeping it at a 2-lane facility, and they were also objecting to any type of Light-Industrial designation at Roeding and McGee.

Mr. Westbrook introduced Katharine Pan, Associate at Dyett & Bhatia, Urban and Regional Planners. She will give a PowerPoint presentation and then we'll have questions.

Katharine Pan remarked that she has been working with the City on this project for the past few years and is pleased to be here tonight to give this presentation on the General Plan and EIR.

Ms. Pan began by stating that the purpose of this presentation is to give an overview of the process and to also give a summary of some of the documents that are being considered tonight. She'll touch on the Planning Process, the Public Participation Program that we followed, the Draft General Plan, the Draft EIR, the Environmental Review Process, the Financing Strategy, the Findings of Fact and Statement of Overriding Considerations, and she'll give the Council some time to consider the policy question on Faith Home Road, as well as the recommendations from the Planning Commission before moving onto the Council's questions, public comments and also Council's discussion on this topic.

Ms. Pan continued, the Planning Process began back in the Fall of 2015. They started with a Visioning and Issues Identification Phase, as well as a Background Studies Phase. During that time they held some workshops and some Stakeholder interviews to get an idea of what the community's interests were and what their vision was, and also did some intense research into the background of the City, so they could come up with a Current Conditions of the City and Existing Conditions Report.

Ms. Pan explained that they took that information and developed three Land Use Alternatives, which they evaluated based on population, transportation, utilities, and fiscal impacts. After the community and Planning Commission weighed in on those, the City Council gave them direction on a Preferred Alternative, which they then took to create the Draft General Plan. That was released in October 2017. They spent the past winter doing the Environmental Review on that, which brings us to the Review and Adoption Phase, which we are in right now.

Public Participation Program – It was very important to the City that we incorporate publicity back into the process, so they looked into a couple of different methods to keep the community informed and also to get their feedback at critical moments. In order to keep the community on top of the project, they had a project website. There they posted news, meeting notices, and also any product that they completed. All the documents are

located in the library there for people to review. They also drafted a number of newsletters that went out by mail and also by e-mail. They also had some updates with the City Council and Planning Commission at some Joint Study Sessions.

Ms. Pan continued; to get community input, they had a number of activities and events. These included some Stakeholder interviews and workshops at the beginning of the process. The City Staff went out and gave some presentations; a road show at some various community organizations. Those all went into the development of the visioning, the community vision and guiding principles. They also had some more workshops to go over the alternatives with the community. Staff was at the Ceres Street Faire and then also recently there was an Open House in March for people to come and give their feedback on the Draft General Plan and the Draft EIR.

The Draft General Plan – This was completed and published in October of 2017. At that time, they had a more detailed Study Session with the Planning Commission and City Council. The community had an opportunity to give feedback on that over the past few months, including at the Open House in March.

Ms. Pan continued, as we've gone over before, the Draft General Plan is like a constitution for local development. It provides policies on the topics of land use, conservation, open space, circulation, noise, safety and environmental justice, which is part of state law. It also has some optional elements such as economic development and recreation.

This document expresses community visioning and guiding principles for the year 2035, and it outlines some goals, policies and implementation actions to help the City achieve those. This document includes six elements: Land Use and Community Design, Transportation and Circulation, Agriculture and Natural Resources, Health and Safety, Public Facilities and Services, and Economic and Community Development. There's also an Appendix at the end that includes a matrix for implementation. Just a reminder, the Housing Element is not included in this update because that is on its own separate schedule based on State Law.

Ms. Pan presented the current draft of the Land Use Map. She explained that it's a little different than it was the last time the Council saw it. It includes revisions that came out of the October 30, 2017 Joint meeting, as well as the change that Mr. Westbrook mentioned earlier, the industrial site at Roeding Road and McGee. It has been replaced by its original designation of Low-Density Residential.

Ms. Pan went on to explain; also in front of the Council is a list of some recommended changes to the Draft General Plan. These include some minor corrections throughout the document as well as some additional policies that they developed during the EIR process to address certain environmental impacts. There are also some revisions based on the review of the Draft General Plan that the consultants did for their Financing Strategy. Then also, some of the concerns that were identified during the EIR review process; they made some changes to address those as well.

The Draft General Plan Financing Strategy – This was a task undertaken by EPS. They are consultants for economics. It summarizes the types of infrastructure and investment identified during the General Plan Update. These include: utilities, wastewater, stormwater, water supply, etc., transportation and also some improvements to the public

realm, public spaces. So it also gives some preliminary cost estimates for those types of improvements. It gives us an overall financing framework as well as some potential mechanisms with which to fund those improvements. It also goes through the General Plan and lists some of the policies that are related to public improvements and gives us some actions to help us implement those policies.

Overview of the Environmental Review Process – This is based on the California Environmental Quality Act (CEQA). They put out their Notice of Preparation of the EIR back in May. During that time, they had a scoping meeting with the Planning Commission to get some public comments on issues that people were interested in us assessing as part of the EIR. So, based on that and some comments they received from public agencies, they did an environmental review, they did a lot of research, and also analysis of potential impacts in a number of areas, and published a Draft EIR, detailing all of that in February. After that there was a 48-day public comment period in which the EIR was publicly available and they received a number of comments during that time. The Final EIR came out in April. That addresses all of those comments; anything that came in during the public review period that they responded to, and any revisions that that necessitated in the Draft EIR, we incorporated those into the Final EIR document as well. So then that leads us now to the Public Hearing section and then hopefully certification of the EIR.

The Environmental documentation consists of two documents: the Draft EIR and the Final EIR. The Draft EIR is the big one; it's a very detailed assessment of current conditions and also potential impacts in about 14 issue areas. It also assesses some alternatives to the project, including the no project alternative, which means keeping the current General Plan as is. It also goes into cumulative impacts, growth-inducing impacts and significant and irreversible environmental changes that might occur as part of the General Plan Update.

The Final EIR, as she mentioned is slightly thinner. It incorporates the Draft EIR by reference, but it also includes all the comments they received, all of their responses to the comments and any revisions to the Draft EIR that were necessary in order to address the comments. So, none of the information added in that Final EIR identified any new or significant impacts that would have necessitated a recirculation of the Draft EIR.

Certifying the Final EIR prior to approving the General Plan Update, the City Council has to certify the Draft EIR. In certifying that, it's really stating that the Final EIR has been completed in compliance with CEQA, the Final EIR was presented to the City Council and the City Council reviewed and considered the information contained in the Final EIR prior to approving the Plan and that the Final EIR reflects the City Council's independent judgment and analysis. So, once the Draft EIR is certified, we have to follow these two requirements from CEQA: we have to make written findings for each significant environmental effect identified in the certified EIR and also make a Statement of Overriding Considerations regarding the specific reasons to support its action, even if there are significant impacts known.

The Findings include significant impacts related to agriculture resources, air quality, hazards and hazardous materials, land use, population and housing, noise and transportation. The Statement of Overriding Considerations accompanies the findings and so this is really saying that even though we understand that there are significant impacts possible, the benefits of the project allow those impacts to be acceptable.



The benefits that we identified for the Statement include: the implementation of the Community Vision and Guiding Principles, the facilitation of long-term agricultural preservation in the region, and also promoting a balance of housing services and employment opportunities in the community.

Remaining Policy Question – Faith Home Road Classification. Right now, the Draft General Plan shows Faith Home Road as 6-lane expressway based on StanCOG’s plans. They received a number of comments over the course of the review period, from the public stating that they had some concerns about the expansion of the road to that size. So, for the EIR they actually analyzed the circulation system with Faith Home Road as both 6-lane and 4-lane, so that we would know the impacts of both. The difference is that under the 6-lane expressway, they found 13 study segments operating at below a deficient level of service. Under the 4-lane arterial, there are 15. Given that it’s not possible in the long term to keep it as a 2-lane road, staff actually recommends changing the classification of Faith Home Road in the General Plan to 4-lane arterial.

To go over the Planning Commission’s recommendation, at their April 30<sup>th</sup> meeting, they voted to certify the Environmental Impact Report as is, adopt the proposed Findings of Fact and Statement of Overriding Considerations, and adopt the 2035 General Plan Update, including the recommended revisions as well as the change of the classification of Faith Home Road to a 4-lane arterial, and then also to accept the General Plan Update Financing Strategies.

Ms. Pan stated that this is the end of the presentation and noted that Kathrin Tellez from Fehr & Peers is in attendance. Ms. Tellez did the transportation analysis. They are both here to answer any questions before we move on to Public Comment.

### Council Discussion

Council Member Durossette asked what the difference was between 13 study segments compared to 15 study segments.

Kathrin Tellez explained that when they analyzed Faith Home Road as a 6-lane expressway, they found that there were 13 roadway segments throughout the planning area that they were looking at, that would operate at a deficient service level E or F, meaning that they were at or over congested. Then when they analyzed Faith Home Road as a 4-lane arterial, two additional segments degraded; those two happened to be on Faith Home Road, which shows that the 4-lane cross-section is an appropriate cross-section for that facility that provides adequate travel flow throughout the City.

Council Member Durossette inquired that their recommendation is for a 4-lane arterial, if he heard that correctly.

Ms. Tellez replied yes.

Vice-Mayor Kline inquired, as it says, we support continued success with agricultural industry; how much farmland would be lost with Faith Home going to a 4-lane arterial?



Mr. Westbrook responded and explained that he did the calculations. Faith Home Road is a 2-lane roadway today, 40 feet of right-of-way, overall width. If you assume it's an arterial that's 100 feet wide, through the General Plan Study Area, because as you know, Faith Home Road is many, many miles long. It goes well beyond the City of Ceres General Plan Study Area. If you look at the expansion of that to a 100 foot right-of-way, as an arterial, it would be about 30 acres total. That would just be paralleling both sides of the roadway, all the way down. If it were an expressway, the number would be higher than that.

Vice-Mayor Kline inquired if that ag land would need to be mitigated.

Mr. Westbrook responded no. It's a right of way for a road.

Vice-Mayor Kline replied, really.

Mr. Westbrook continued, so when you're talking a roadway, if there's an existing right of way of 40 feet, and we were going to 100 that would be 50 feet, from each side of the roadway would be about 30 feet.

Vice-Mayor Kline remarked, so the idea is for Faith Home Road to be an expressway or a 4-lane road to take trucks from Modesto, down Faith Home Road, over the overpass to the freeway, correct?

Mr. Westbrook agreed.

Vice-Mayor Kline asked what road designation is Service Road.

Mr. Westbrook explained that Service Road is an expressway.

Vice-Mayor Kline inquired, so it's a 2-lane expressway, truck route.

Mr. Westbrook continued, Service Road is an expressway classification now. As you'll ultimately see with the development of the Service/Mitchell Interchange, that will be expanded to a 6-lane facility.

Vice-Mayor Kline asked, how far out; will it go all the way to Faith Home Road.

Mr. Westbrook stated he believes the classification is even beyond Faith Home Road.

City Manager Wells interjected, in the ultimate, yes. But, with the construction of the interchange, it would only go to approximately Moore Road in the initial stages. But as development occurred, it would be expanded further than that.

Vice-Mayor Kline stated that he understands that Faith Home Road; it might not be built in his lifetime. But, with that being said, to him, trucks that would go from Beard Industrial across from Faith Home, down to Faith Home; when they get to Service Road, they would turn onto Service Road because that is a quicker, more efficient check point to get to Highway 99, if they were going north or south. Otherwise, they would have to continue down Faith Home, go over the overpass, all the way to Keyes Road, and then go back sort of; what would you call it, south/southeast.

Mr. Westbrook replied they would go back to the east on Keyes Road, back to Highway 99, assuming they were going north or south on that facility. They could continue on Faith Home Road to the south and hit Crows Landing Road and go out to I-5; depends on where they were headed.

Vice-Mayor Kline inquired, so if we turn around and say we wanted a 4-lane and we approve all this; he knows it goes through the County, City of Modesto and everything like that, what mitigations could the City of Ceres do to keep the truck traffic off of Service, to keep the truck traffic down off Mitchell; to keep the truck traffic down off Hatch Road. That's the whole idea behind this.

Mr. Westbrook responded that he guesses if the facility is not built, then the traffic stays on those roadways as it is today. Building the road gives them an avenue, not to use Hatch Road, Service Road and Mitchell Road.

Vice-Mayor Kline stated that he's had conversations with Mr. Wells about this. If you're coming across the river at Faith Home and you want to go northbound on 99, there is in his mind, and even him as a traveling salesman, there's no way he's going all the way to Keyes Road, back over the overpass to get to northbound 99. That's really all he wants to say on Faith Home Road tonight.

Mayor Vierra inquired if could address one of those questions and proceeded to ask Ms. Tellez if when she did the analysis of the traffic, she looked at land uses outside of the City of Ceres.

Ms. Tellez explained that land uses outside the City of Ceres were consistent with the StanCOG projections as well as the current thinking for the City of Modesto General Plan.

Mayor Vierra remarked that he guesses where he was going to go with it is, the widening isn't just for truck traffic. It's also the impacts for the projected or the proposed land uses that we have here. So, it's not just for the truck traffic. That's what he wanted, but it's good that we did look at that.

Mayor Vierra asked if there were any other questions on this item before he opens it up for the public.

Vice-Mayor Kline stated, to go in a different direction; south of highway 99 and Service Road, it looks like we had put into our General Plan that we were looking at Commercial and it looks like on the original map it's part of the Williamson Act. He then asked, and the process is how many years to get that out of the Williamson Act?

Mr. Westbrook explained that if someone is going to protest the Williamson Act contract, it's a ten-year renewal. None of those properties that have those Williamson Act lands are actually in the City limits. But, there is a ten-year protest process, but then there's also a way to purchase yourself out of that sooner.

Vice-Mayor Kline remarked that he knows that we've talked, in the General Plan, the vision is to develop that for a commercial site.

Mr. Westbrook responded, absolutely.

Mayor Vierra opened the public hearing at 7:20 p.m.

- Dave Pratt, Ceres Citizen

Mr. Pratt commented that there's already truck traffic on Service between Crows Landing and Mitchell Road. So, basically you're only talking about a mile, and there are several truck businesses over in that area anyways, that use that. So, once you get the bridge across the river and then hopefully by then, maybe they'll do something with Faith Home Bridge to get traffic on the freeway. That's his opinion on that. You're only talking about a mile, extra traffic, truck traffic at that.

- Scott Siegel, Superintendent, Ceres Unified School District

Dr. Siegel thanked the Mayor, Council Members, Mr. Wells and City Staff for the opportunity to speak tonight, noting that he's here to address the portion of the General Plan that is directly north and adjacent to the Berryhill campus, which houses over 500 students for the Whitmore Charter School. He knows this has been an area that there's been some back and forth on. He wants to be sure that the School District's position is very clear. He thinks it is. The District's position is that this should be a residential area, adjacent to the school. He remarked that it should not be Light-Industrial and that is due to the health and welfare impacts that a Light-Industrial usage on those lots directly adjacent to our playgrounds would have. He appreciates the actions of the Planning Commission, in changing it back to, he believes the residential use. And he wants to thank the Council in advance for the consideration of the version that's before them, that has it as residential use, in question. He again thanked the Council for the opportunity, and also for the support for the SRO.

- Ray Dias – Property Owner in the Ceres rural area

Mr. Dias stated that he has addressed the Planning Commission before on this subject and he'd like to reiterate a few of the points here tonight.

One of the points he brought up previously with the Planning Commission was regarding the Green Belt that's discussed within the EIR. It's a bit vague; there's no identification of where it will be. His suggestion is that it should be at the outer boundary of the sphere of influence, which is Washington Road, he believes. He was told that at the policy decision that the Council would take up at the appropriate time. He's a little bit confused, because he knows within the EIR, there are policy items that are included in there and there are non-policy items that are excluded. He's not sure how that works. He just wants to let the Council know how he believes it should be addressed.

Mr. Dias continued, regarding Faith Home Road; the property he has is on Faith Home Road, and he does not concur with the conclusion that it should be an expressway. The conclusion that they just saw on the PowerPoint presentation was that it remain a 2-lane road is not feasible; however, he doesn't see any analysis on that. He only heard analysis on 4-lanes or 6-lanes. He does believe, knowing that the StanCOG is the lead agency on this and that Ceres will work with them, he would ask that the Ceres involvement would be

to make sure that all available alternatives are properly assessed before any decision is made on Faith Home Road widening, and not just make it; it's going to be a 4-lane and slam dunk and close the book on it. He thinks that's important, because when you're talking about mitigating ag land, the actual ag land amount may not be huge, but at one time he thinks he counted what was 60 residents that were going to be impacted, by going all the way to Highway 99. So, it's just not ag land; it's impact to the residents along the Faith Home Road as well too. He thinks that's an important thing not to miss.

And lastly, Mr. Dias stated that he would also wish to comment on the parcel that wasn't their contention on Roeding Road by McGee, that was re-designated back to be a Low-Density housing by the Planning Commission. That was a very wise move. The impacts for the School District, as were previously mentioned, would be substantial. And, while their measurement is to a quarter mile away from the potential parcel that we're talking about, we know that noise and air pollution doesn't stop at the boundary, and while it may be diminished a bit, it'll continue on and could affect more schools than just the closest ones. It's important that that parcel remain a Low-Density housing area. Thank you very much.

- Patricia Cousins – 3865 Roeding Road, Ceres, CA

Mrs. Cousins stated that she is here again to reiterate what she has said before. She does appreciate the many opportunities in the last two and half years, and she has been to not all the meetings, but most of them and has expressed her opinion. She really has nothing new to add, only to say that what Superintendent Siegel said about the impact on the school is certainly a position that she agrees with. It's far more than just the negative impact on the school, but the industrial change would have caused and she thanks the Planning Commission and anticipates that the Low-Density Residential will be maintained and there will not be another opportunity to end run this decision.

Mrs. Cousins continued, as to Faith Home itself, 4-lanes is certainly better than 6; but 2 is better than 4. What she remembered from the earliest meetings here when the EIR was being contemplated, is everyone wanted to protect agriculture. Everyone talked about the importance of agriculture. They talked about the seal of the City of Ceres showing not freeways, but the cornucopia and the wealth of produce that our farms can produce, but not if they've been paved over. That's her position. Thank you.

Mayor Vierra closed the public hearing at 7:27 p.m. and brought the meeting back to the Council for discussion and direction.

Vice-Mayor Kline remarked that he would like to make a comment. He would like to thank the Staff and Consultants for their hard work in putting the document together. There was a lot of work coordinating, compiling, planning, scheduling and getting this final document. After reading comments from the Planning Commission, there were good questions asked. With him, he's having so many concerns. The main concern he has, is for him, Faith Home Road. But, with the changes and the conversations with staff, he does want to comment on the Consultants and Staff on the great job they've done. It's exciting for him to be a part of it, and see the vision. He knows that a lot of these things won't be implemented while he's on the City Council, but it is exciting to be a part of it. So, thank you.



Council Member Lane stated that he would agree with Vice-Mayor Kline. Staff has done an excellent job. He wants to bring back; he thinks on the Faith Home, he would assume that two lanes would build out, wouldn't handle. He would assume that would be the assumptions that you're kind of making.

Ms. Tellez replied that's correct. If it were two lanes based on the land use assumptions that are within the traffic forecast, it would then be very congested and it would also cause traffic to divert to other parallel roadways, so we would see much higher levels of traffic on Mitchell Road, even Crows Landing and Carpenter as traffic sort of diverts to get through the City.

Council Member Lane thanked Ms. Tellez, noting that that answers that question.

Council Member Lane continued, going back to the corner of Roeding and McGee. He went out and took a look at that himself, and the School District and residents, Patricia; you guys are absolutely right. It's not a good area for a truck terminal. Certainly, he's glad that's kind of been pulled out. He'd like to see if possibly, looking at it out there from the south, analyzing what you've got with the school, and the east, you've got the church, the north you've got some light-industrial out there. That to him seems like a good area and he brings this up because he doesn't know if you've ever been in a room and he knows they've been in this Chambers and it's happened to where we're going to put some high-density in a regular residential area. It tends to not go over very well. And, he kind of looks at that area out there, looking at possibly giving it some room for some high density out there too; residential. He doesn't know; he hasn't talked to the school district about that; don't know if they'd be opposed to it at all. But again, it's residential, but get a little more use of it. He knows they could always come back and do this at a later time, but he'd like the Council to consider some high-density residential there. With that, he would say though, that the rest of the Plan; the other 14,000 acres that were in this Plan, less this 7, a heck of a job. He thanked staff. He knows that Mr. Westbrook was excited to get going on this and it's been a heck of an undertaking. He thanked Marjorie Blom for coming on board with us too and being a big help with this along with the other consultants. Staff just did an excellent job and he thinks this is something we can all be proud of. With that said, he would just like some consideration on that one piece of property.

Council Member Durossette stated, going back to the Faith Home Road, he was on StanCOG before Vice-Mayor Kline was, and he still couldn't figure out why they were doing 132 and going through Dakota, and why that was the fit that was needed. And again, you kind of answered that with regards to as time goes on. There's just not going to be enough space there. As far as the Roeding and McGee, he would have no problem with making that high-density. On top of that, he would like to thank the staff and use a sports analogy; great team work. Two and a half years is a long time to go through this process. He knows that Council had pretty good working relationships with the Planning Commission. From citizens to business owners to just any individual that had input to this, he'd like to say thank you. Great, great project. We're almost home, right Tom?

Council Member Ryno remarked, as she initially said, she was not for the industrial at Roeding and McGee, because if you go out and you drive it, it just wouldn't make sense and with Council Member Lane's suggestion that we look at high-density, she's visualizing again what that whole area looks like and she doesn't see that. She still believes it should be Low-Density Residential, not High-Density. As far as Faith Home Road, she knows the



people that live out there may not be happy with the 4-lane, but it certainly is better than a 6-lane. We all have to look towards the future, and it has to be wider than two lanes.

Mayor Vierra stated, first of all he wants to echo the comments of his colleagues. This is a wonderful job that was done by the staff and consultants. As we sit here and go through this, he's really only hearing two issues, and in a document that's four inches thick, that's pretty tremendous. He explained that he's involved in a lot of General Plans up and down the state, and to only have two hot button issues says a lot for public outreach we did; listening to the citizens, and wrapping this all up. He will take a moment to kind of address a couple of the items that were the hot buttons; the first one being Faith Home. He kind of looks at it a bit differently than maybe some of the residents do. He kind of sees it as a bit of a win going to 4 lanes, because it's currently 6 lanes in the General Plan and we've gone down to at least 4 and that was done in 1997. So, we're talking 21 years ago, we thought we were going to go to 6 lanes and we haven't even gone off of two. Could it be another 20 years before we get to 4? Yes, probably pretty easily be another 20 years before we get to four. Because if you look at the dynamics of cost of infrastructure; that's a very very costly infrastructure that he doesn't see too many people waving the flag to go and build. And there's a massive bridge that needs to be built, and environmental that goes along with that. He would never advocate for someone to challenge something that, if you want to delay a process, that's how you can go ahead and do it. And, the City of Ceres isn't driving the bus on the whole Faith Home widening. It's not going to do us any good if we have just little portions of it that would be 4-lane. You need to do the whole thing. And so that's a bigger undertaking than he thinks people understand. So from that, again he sees it as a win. It's something that we have to plan for. It's not saying that we're going to be building it today or tomorrow or even in his lifetime. But it's something that we have to at least properly plan for which is what he thinks they did in 1997 when they felt we needed a 6-lane, and at least we're going to four.

Mayor Vierra continued, as far as the Roeding property, he knows there has been some discussions back and forth; but he can support it being back at residential. That probably makes for a good use in that area. At this time, he's really pleased with what has been put together and where we are with it. At this point, he doesn't have any other comments. It's been a long time in coming and it's a big hurdle to get done.

Council Member Lane inquired, so changing it, Mayor; he doesn't know how he feels about that.

Mayor Vierra responded, so he guesses his comment would be, have we studied High-Density in the EIR. So, can we make that change without that analysis?

Mr. Wells remarked that we have not studied it as High-Density. We have to talk to legal about that potential. There is some risk associated with making that change; however, the Council could make findings that there's some consistency there but it would be a little bit of a stretch. The safer route is to leave it as Low-Density Residential.

Mayor Vierra interjected, that doesn't preclude them from coming back at a later date.

Mr. Wells commented correct and it may be better for Council to kind of consider that piece first; kind of separate that out; make a determination on that piece, on what you'd like to do as a Council and then consider the full General Plan. As a recommendation, just as a

suggestion to separate those two issues out, and to not muddle the full General Plan to make that determination.

Council Member Lane stated that he would like, for clarity, whether or not we can do it now or...he would support it. He thinks Council Member Durossette said he would support it, but if there's not enough support here, obviously...He'll make a motion that we change it.

Mayor Vierra remarked; just so he's hearing Council Member Lane correctly, if the request is to go to High-Density, then there needs to be direction on that.

Mr. Wells stated that the current staff recommendation; what's included in the Draft General Plan, is Low-Density Residential. So to make a change, to change that implementation, we recommend you make...Council could do it all as one, but we think it would be more practical to make that separate and then make a decision on the full General Plan.

Council Member Lane would make a recommendation that it would go to High-Density; Council Member Durossette seconded.

Mayor Vierra stated before we get there, he had a question for City Attorney, Tom Hallinan. He believes the City received a letter from legal counsel associated with the property owner that wants the request.

Mr. Hallinan confirmed, that yes we have.

Mayor Vierra remarked that he has to disclose that that legal counsel is a client of his, so as a result of that he has to think he would probably have to abstain from this discussion due to potential conflict.

Mr. Hallinan agreed.

Mayor Vierra asked if he should step back from this or does he have to leave the room.

Mr. Hallinan kindly replied there's the door.

Vice-Mayor Kline stated, now his question for counsel, because we're taking this separate, and yet we have a motion and second on the floor, do we need to open it up for public comment because it's separate from what's on here.

Mr. Hallinan responded that it's Vice-Mayor Kline's call. We've had the discussion on it, but with the motion on the floor, you can open it up for additional comment.

Vice-Mayor Kline stated at this time he'd like to open it up to the public for comment on the one motion that is on the table. Please come up and address the Council.

- Ray Dias

Mr. Dias stated he'd take that opportunity; thank you. He thinks if you look at the infrastructure in the area, as you've driven it, it would be very questionable if it would support High-Density. Roeding Road in that area is marginally maintained, and if you put

High-Density in there, you would put an awful lot of load on the roadway. And he doesn't know about the sewer system in there; it would have to be significantly developed, as well as any crossing over the canal in that area. So, he thinks the infrastructure would require significant work on that and it would behoove the Council to do some serious analysis before you take a vote to change that particular Low-Density designation to a High-Density. Thank you.

- Patricia Cousins

Mrs. Cousins stated that what Mr. Dias says, she believes in too. When the Planning Commission two weeks ago, discussed all this, there was no mention whatsoever of the High-Density. She realized that anybody can end run at any time; to her it's just another version of well, gee, we'll have a truck stop out there. We might as well take it back. Changing from Low-Density to High-Density, seems like another version of this same thing. Think about it for a while, consider it, do traffic studies. High-Density would enormously, she assumes increase vehicle miles. Without those studies, how can you know?

- Dave Pratt

Mr. Pratt remarked that he thinks the same thing. That part of it should be taken off the table. If you decide to take it from Low-Density to High-Density, then just vote on the rest of it. Separate that part of it off from this for right now. If originally it was Low-Density, in the midst of trying to change that to something else, it needs to be taken off. Thank you.

Vice-Mayor Kline closed the Public Hearing at 7:42 p.m. and brought the motion back for a roll-call vote.

*(Change Designation of Parcel at the Corner of Roeding and McGee Road/ MOTION FAILS)*

**MOTION:** Motion by Council Member Lane, seconded by Council Member Durossette, to change the designation of the parcel located at the corner of Roeding and McGee Roads from Low-Density Residential to High-Density Residential **2/2/0 Motion Fails. See below** by the following roll call vote:

AYES:	2	Council Members:	Durossette, Lane
NOES:	2	Council Members:	Ryno, Vice-Mayor Kline
RECUSAL	1	Council Members:	Mayor Vierra

Vice-Mayor Kline remarked since the vote was 2/2, we'll just leave it in the General Plan as it is currently stands as Low-Density.

Vice-Mayor Kline asked, so now do we bring the Mayor up to speed. He deferred to City Manager Wells.

Mr. Wells reported that the motion was deadlocked at 2/2, so no action was taken on that land use change. So, Staff recommendation is still on the table and we would look for Council action on the overall items that are before the Council as presented. That property as Low-Density Residential and the Faith Home roadway as the 4-lane arterial.

Vice-Mayor Kline commented that we didn't vote on Faith Home Road.

Mr. Wells remarked that he was just telling the Mayor what happened and what the Staff recommendation is, to reiterate that the only thing that was considered was that particular item, with no action taken to change that land use on that particular parcel.

Mr. Hallinan explained that the four actions that Council needs to take are all contained in that Resolution No. 2018-049.

Mayor Vierra asked if there was any further discussion on this subject before we take action. He remarked, he'll look for direction.

Vice Mayor Kline proceeded to make a motion to approve Resolution No. 2018-049, with the opposition of Faith Home Road, and it was seconded by Council Member Ryno, to approve Resolution No. 2018-049, with the opposition of Faith Home Road.

Mr. Wells asked for clarification of "opposition of Faith Home Road."

Vice-Mayor Kline explained that he opposes Faith Home Road going to a 4-lane or a 6-lane.

Mayor Vierra interjected; you want to change it to 2-lane.

Vice-Mayor Kline stated it's 2-lane right now, he wants to change it to say 2-lane.

Mayor Vierra noted it's 6-lane right now. The document says four.

Vice-Mayor Kline remarked he wants to keep it at 2-lane.

Mr. Wells explained that the existing General Plan lists it as a 6-lane expressway.

Vice-Mayor Kline repeated that he wants to keep it at 2-lane.

Mayor Vierra stated no, you want to take it from a 6 to 2.

Vice-Mayor Kline agreed.

*(Approve Resolution 18-49, with opposition of Faith Home Road/MOTION FAILS)*

**MOTION:** Motion by Vice-Mayor Kline, seconded by Council Member Ryno, to approve Resolution No. 2018-049, with the opposition of Faith Home Road **2/3/0 Motion fails see below** by the following roll call vote:

AYES:	2	Council Members:	Ryno, Vice-Mayor Kline
NOES:	3	Council Members:	Durossette, Lane, Mayor Vierra
ABSENT:	0	Council Members:	None

*(Approve Resolution 18-49 as presented in the staff report)*

**MOTION:** Motion by **Council Member Durossette**, seconded by **Council Member Lane**, to approve **Resolution No. 2018-049 5/0/0 Motion passes see below** by the following roll call vote, noting Vice-Mayor Kline's comments:

AYES: 5 Council Members: Durossette, Lane, Kline, Ryno, Mayor Vierra  
NOES: 0 Council Members: None  
ABSENT: 0 Council Members: None

*(Vice-Mayor Kline voted yes, but for the record would like it to remain a 2-lane)*

Mayor Vierra stated just for the record, they could build six lanes before we took this vote.

Vice-Mayor Kline remarked that he understands but he's voting his conscience. And he sort of assumes, and he'll say this out loud, that the direction the Council was going to go and with the 4-lane, which is acceptable, but his conscience is, because he doesn't think that you're going to really divert that much truck traffic.

### NEW BUSINESS

None.

### DISCUSSION ITEMS

None.

### COUNCILMEMBER REFERRALS

Any Council Members that would like to have an agenda item placed on a future agenda shall make a request under this section of the agenda.

No Council referrals.

### REPORTS

At this time, any Council Members or City Staff will make an announcement, or report briefly on his or her activities.

- Mayor Vierra congratulated everyone on the success of the Ceres Street Faire and the Centennial.
- City Council Vice Mayor Kline commented on the fantastic Street Faire and reported on the crew working on the moving of trash cans.
- City Manager Wells reported that the Centennial Committee will meet on Wednesday, May 16. The Draft budget will be reviewed at the May 29 Council Meeting. He also thanked Tom Westbrook and his staff and consultants for their efforts on the General Plan.
- City Attorney Hallinan thanked the City of refurbishing the street he lives on.
- Departments  
Tom Westbrook, Director Community Development, thanked Council for their commitment to the General Plan Amendment. He also thanked the Planning Commission for the job that they did and thanked the members of public, property and business owners for their participation. He also thanked Dyett & Bhatia for their assistance.



Daryl Jordan, City Engineer/Engineering Director, reported on the construction n Mitchell and Service Roads.

Richard Scola, Battalion Chief, reported on the success of the Ceres Fire Association's booth at the Ceres Street Faire. One hundred percent of those proceeds go back to kids. He also reported on the Child Car Seat Inspection event held at Fire Station No. 3 and also thanked the two long time Fire employees that recently resigned to take on new jobs.

- County Supervisor – nothing to report

There being no further business, Mayor Vierra adjourned the Regular City Council meeting at 7:54 p.m. and convened in a Closed Session meeting with the below listed items being discussed.

### CLOSED SESSION

#### 1. CONFERENCE WITH LABOR NEGOTIATOR

(Pursuant to Section 54957.6 of the Government Code)

*City Negotiator:* Liebert, Cassidy, Whitmore

Employee Organization: **Miscellaneous Bargaining Unit**

Employee Organization: **First Line Supervisors/Confidential Bargaining Group**

Employee Organization: **Mid-Management Employees**

Employee Organization: **Public Safety Mid-Managers**

Employee Organization: **Ceres Professional Firefighters Association**

Employee Organization: **Ceres Police Officers Association**

### REPORTS FROM CLOSED SESSION

8:24 p.m. Reconvened to Open Session.

**ACTION:** No reportable action.

### ADJOURNMENT

The next regularly scheduled City Council Meeting is scheduled to be held on Tuesday, May 29, 2018 at 6:00 p.m. in the City Council Chambers located in the Community Center at 2701 Fourth Street, Ceres, CA

There being no further business, Mayor Vierra adjourned the meeting at 8:24 p.m.



Mayor Vierra



Diane Nayares-Perez, City Clerk