

## PLANNING COMMISSION MINUTES

**Date of Meeting:** Monday, October 16, 2006  
**Time of Meeting:** 6:30 p.m.  
**Place of Meeting:** Red Bluff Community/Senior Center  
1500 So. Jackson Street  
Red Bluff, CA

**Commissioners Present:** James Brink  
Doug Dale  
Greg Latourell  
Bob Carrel  
Andrew Christ

**Commissioners Absent:** None

**Staff Present:** Scot Timboe, Interim Planning Director  
Rick Crabtree, City Attorney  
Gerry Gray, Fire Chief  
Mike Bachmeyer, Fire Marshal  
Mark Barthel, Public Works Director  
Cheryl Smith, Deputy City Clerk  
Al Shamblin, Police Chief

Chairperson Brink called the meeting to order at 6:35 p.m. and asked that everyone turn off their cell phones and/or pagers.

The Pledge of Allegiance was led by Fire Chief Gerry Gray and the assemblage joined in.

### **CITIZEN'S COMMENT:**

**None**

## **CURRENT BUSINESS:**

### **1. PUBLIC HEARING ON THE FINAL ENVIRONMENTAL IMPACT REPORT AND PROJECT APPLICATIONS FOR THE WAL-MART SUPERCENTER PROJECT – 608 LUTHER ROAD; APN's 033-180-08, 21, 26, 46, 47 AND 70; SCH NO. 2004012088**

Scot Timboe, Interim Planning Director, thanked everyone for attending the meeting and gave a power point presentation with a review of the project [A copy of this presentation is contained in the project file]. He reported that a new condition had been worked out with Wal-Mart in which Wal-Mart will provide for the signalization of the So. Jackson St./Luther Road intersection with an 8 phase signal system, Preemptive devise (Fire Department) and interconnect with other signals on Luther Road and include the pedestrian push button systems for ADA.

*He advised that the Commission would consider the following actions:*

1. Conduct the Public Hearing.
2. Consider all public testimony and all other information relating to this project submitted to the Commission.
3. Acknowledge and accept all PMC comments and responses to comments memo into the project record.
4. Adopt Resolution No. 06-014, recommending to the City Council certification of the Environmental Impact Report (SCH. No. 2004012088), with attached Statement of Overriding Considerations; readopting Resolution No. 06-004.
5. Adopt Resolution No. 06-015, recommending to the City Council approval of General Plan Land Use Map Amendment (GPA-03-002) and Rezoning of the Zoning Map (REZ-194), with attached map diagrams; readopting Resolution No. 06-005.
6. Adopt Resolution No. 06-016, recommending to the City Council approval of Tentative Parcel Map (TPM-04-12), Administrative Use Permit (AUP-03-007), Design Review (DRG-04-02-15), Parking Space Reduction (PCA-05-001), Tree Replacement Plan (TRP-04-02-15), with attached Conditions of Approval, Mitigation Measures, and reduced project plans.

Shell MacPherson, PacLand, presented a power point presentation [A copy of this presentation is included in the Project File] and requested that they be allowed to address and respond to comments made during the Public Hearing. Wal-Mart acknowledges the concerns of the public, City Police and Fire in regards to the intersection of So. Jackson and Luther Road and concurred with the City regarding the

design to construct an 8 phase signal with emergency transponders on Luther and So. Jackson as indicated by Mr. Timboe. He stated that Wal-Mart had studied 4 alternate site locations which were located at the intersection of Vista Way and So. Jackson, north on Main Street at the former Kmart site, north of Main Street on the south side of Adobe Road and south of the proposed site on Montgomery Road. These sites were studied but had identified impacts that were equal to or exceeded the impacts at the present site.

Kevin Loskatovf, Wal-Mart, thanked the City staff for their hard work over the years and the document shows the detailed hard work that they have put into the project. He also thanked the community for their input over the year as it has been a very involved process. He stated that this project will allow Wal-Mart to add an additional 300 new positions within the City, which are quality jobs. The construction of this new store would generate between 10 and 12 million dollars in construction contracts.

Chairperson Brink opened the public hearing at 7:10 p.m.

Bernie Gleason, concerned citizen, stated that he had nothing against Wal-Mart and expressed his concerns with comments that appeared in the Red Bluff Daily News, the problems with the SP Tracks underpass and stated that he felt that there was no room for the project where it's being promoted for as it's a terrible location.

Terry Bregman, concerned citizen, stated that he loved the area, but expressed his concerns Wal-Mart and also with the dangerous intersection of So. Jackson and Luther Roads.

Tony Betzold, concerned citizen, stated that he felt Wal-Mart had done great things for the City of Red Bluff and the Supercenter will beautify the community.

Frank McCaughey, concerned citizen, stated that he had a stack of letters that were sent to the Planning Commission, the ~~major~~ *majority* of which were opposed and stated that he was opposed to the project because of the location. He felt the peak hours on the intersections in the evenings were overlooked and the phasing traffic signals had not taken into consideration that in Red Bluff there are left turn lanes. He felt another location would be much more desirable for everyone.

Tamara Laborde, concerned citizen, stated that she was interested in the increase in jobs that the Wal-Mart Supercenter will provide and that she is in complete favor of the new supercenter and its location.

Wilkie Talbert, concerned citizen, stated that he felt the Mill Street/Luther Road site could have a much higher and better use as a show place location designed around multiply uses, such as a park along Luther, specialty shops and businesses, some housing and possibly an art center. He stated that he felt Wal-Mart would be better if it was moved to site number 4 on Montgomery, which would give complete visibility to the Freeway and Vista Way will be extended to Montgomery. He expressed his concerns

that a major traffic plan needs to be done as the current plans don't include the college and bikeways have not been addressed.

Kathy Bonner, concerned citizen, stated that she had visited the Anderson Supercenter and that she likes the fact that it was located on she would guess *to be* 40 acres which is more than this proposed location has, that it was located on the outskirts of Anderson and that she was embarrassed that anyone could condone such a location. She asked that this project not be set in a residential location and that Wal-Mart set this on the outskirts of town.

Liz Merry, President of the Downtown Red Bluff Business Association, introduced herself to Kevin Loskatovf. She stated that the Downtown Red Bluff Business Association had been contacted by Mr. Loskatovf a couple of years ago wanting to meet with the downtown businesses individually as business owners, but the Association wanted to meet as a group, that was OK until he heard that a reporter from the Daily News would be in attendance. She agreed with Mr. Talbert that the mitigations do not include the railroad underpass on Main Street or the Shasta College influx of traffic. She pointed out that blight could be overcome as the old Kmart and Wards buildings do have tenants and stated that she felt the site selected was bad.

John Elko, concerned citizen, complimented the people in attendance for taking an interest in their community. He questioned Wal-Mart representatives why the vacant land between the Home Depot and Ford Dealership was not considered. He stated that he was not impressed with the parking at Home Depot, as the islands in the parking lot make it difficult to get out of the parking lot. He also questioned the location of the bus stop in the middle of the block on the railroad side of the highway near Home Depot.

Toby Gray, concerned citizen, stated that he agreed that it's good for people to voice their opinion and that he believes the site is a good location. He felt that the mitigated measures show that Wal-Mart is interested in working with the City to improve traffic and that he strongly supports the supercenter.

William Kopper, *Attorney*, stated that he represented Gary Ramsey and Frank McCaughey. He provided to the clerk a packet of information [included in project file] regarding the lack of adequate analysis of noise impacts, air pollution issues, economic and urban decay impacts of the project and traffic impacts of the Wal-Mart Supercenter Project. He expressed concern that the EIR did not complete an adequate noise study, air pollution issues, economic and urban decay impacts of the project and traffic impacts. He was also concerned that there were no Saturday traffic counts completed. He expressed concern with the issue of parking and stated that usually the level significant is determined by a City's parking standards. He also felt the City needed to complete a study as to what the impact will be of allowing less parking than what is generally permitted by the City Ordinance. He stated that this was a very serious problem, as most supercenters of comparable size have at least 100 more spaces than is being provided with this supercenter. He asked that the impact of less parking than generally permitted by City ordinance be studied prior to moving forward on the project.

Tim Chapman ~~Chaffin~~, concerned citizen, stated that he has good and bad feelings for the project but asked that as much consideration as possible be given to those people who are concerned about the location. He feels that there needs to be a more effective location.

Jim Watt, Retail Strategies, representing three (3) leading grocery stores in Red Bluff, *stated* — ~~H~~ his primary focus has been a review of the economic impact analysis for the purpose of determining if the potential of store closings exist and if so the possibility of this could result in urban decay. He read from the EIR that the data suggests that one (1) established grocery store maybe closed after the Wal-Mart Supercenter is opened and that ~~the~~ one of the Holiday Markets and FoodMax may have greater than average number of sales taken away by the Supercenter. He agrees that this would be the minimum impact and that it would lead to urban decay.

Richard Martis, concerned citizen, stated that Wal-Mart had supported the community and that the community was still lacking commercial retail in the area. He felt that Wal-Mart would help the community grow with the population it will have in the future.

Ron Nye, concerned citizen, stated that Red Bluff already had a Wal-Mart in this location and that he did not believe that the number of people it would draw would impact the streets as the traffic already exists.

Charles Jackson, concerned citizen, stated that he felt the City had done nothing to alleviate the traffic around town the last 20 years and questioned what they were going to do when they build the college, as least Wal-Mart has more than one way in and out.

Anita Guzman, concerned citizen, stated that the proposed site is by a main thorough fair for children going to three (3) schools in the area, feels that this is a terrible location and asked that they reconsider the location.

Debbie Miller, concerned citizen, stated that she supports the Supercenter, the location and that she would like to keep her tax dollars in Red Bluff.

Grace Jackson, concerned citizen, stated that one of her concerns is with the location is the increased traffic problem from large motorhomes towing cars going into the undersize parking lot and taking up approximately 3 parking spaces each.

Amy Woods, concerned citizen, stated that she believed this was a very favorable opportunity for the community not only for new jobs but for the tax dollars that will stay in the community. She commented on the family support, the money given back to the community and that the 24 hours shopping would be a huge asset. She doesn't believe that this will take anything away from the *other* stores and that she supports the Wal-Mart Supercenter.

Barbara Collins, concerned citizen, stated that she felt this was a very residential area for a 24 hour store and that she felt this would change the community with the traffic and other store closings. She felt that out of the other four sites shown by Mr. MacPherson that site 4 would have been a better *choice*.

Jackson Williams, concerned citizen, stated that he was concerned that the City was trying to make Wal-Mart pay for lights that should have been installed 20 years ago and that he believed that housing projects will increase the traffic more than this store. He's not too happy with the location, but supports the Wal-Mart Supercenter.

Pamela Hogan, concerned citizen, stated that a light in the area will make the school children safer and *she* noted that will also make it lot easier for ~~the~~ disabled persons to ~~walk~~ get to Wal-Mart.

Melissa Reyes, concerned citizen, stated that she believed Wal-Mart will improve the community and roads and that Wal-Mart is a great place to shop.

Mark Warpula, concerned citizen, stated that you can't get away from growth and that this is a chance for the City to get the street lights in. He *stated he* has worked for Wal-Mart for approximately 12 years and that they will do everything they can to support their employees and the community.

John Gumm, concerned citizen, stated that it was up to the Planning Commission to make the decision on how the community will grow. He believes that Wal-Mart should be in a better location than selected.

Patricia Houck-Talbert, concerned citizen, stated that she was concerned with children that will have to walk, skateboard, run etc. in this area with its traffic and that she would hate to see the traffic impacts increase in that area. She asked that Wal-Mart consider switching locations and asked that the Planning Commission consider the welfare of the children in town when thinking about the placement of the new store.

Sheri Smith, concerned citizen, stated that she did not see why the store couldn't be out by the Distribution Center on the freeway as it's a good place and that she is opposed to Wal-Mart at anytime, but if it's going to go in she didn't believe it needed to be placed at the location they have selected.

William Kopper referred to articles presented to the Commission from the New York Times which reported that Wal-Mart moved from 20% to 40% part-time employees to transfer the cost of their social services such as health insurance to the taxpayer, because part-time employees can't afford medical insurance. What Wal-Mart is doing is making the taxpayers subsidize their profits because their stocks have been down and they want to get it up by cutting their employee costs. In his view that wrong and that it is irresponsible corporate citizenship and he thinks does relate to the Planning Commissions decision because Wal-Mart is asking for a subsidize here as well by

asking that they be allowed less parking than required by the City's Ordinance and they are not fully mitigating their traffic impacts, such as underneath the underpass on South Main. He expressed his concerns that Wal-Mart was asking for a reduced *number of* parking than required, not fully mitigating their traffic impact and asked that the Planning Commission keep that in mind that Wal-Mart's corporate policies is to shift their costs on to the taxpayers and cut their employee costs.

Neil Foster, concerned citizen, stated that most of the comments that he had heard were based on people's perception of Wal-Mart as a company. Finds it offensive that people talk about how Wal-Mart is such a bad company and that he has worked for Wal-Mart for 11 years. He believes that the Planning Commission is passing up a good opportunity if this is let go and that this is a good opportunity.

Sharon Stone, concerned citizen, stated that no one had mentioned that most of the kids are bussed to school. The kids don't pay attention to the stop signs or any other safety measures and spoke about teaching kids to pay attention.

Grace Hood, concerned citizen, stated that she remembers when Louisiana-Pacific and Diamond National were in this area and can remember when logging trucks came into that area everyday. None of the homes in that area have changed except for the homes located on the old log deck and that Wal-Mart will not leave their trucks running at night, so there will not be any additional noise. She feels the Supercenter is a great thing.

Tony Vandorn, concerned citizen, spoke in favor of the Supercenter because of the jobs that it will provide for the people in the community looking for employment.

Chairperson Brink closed the public hearing at 8:20 p.m.

Mr. MacPherson addressed the comments made on the location and asked that everyone keep in perspective that the proposed store is a community store. He stated that people to the west of the proposed site still have to travel down Luther Road to get to Main Street, whether to the Wal-Mart at Mill and Luther or to a proposed location at Main and Montgomery or Main and Adobe. All these streets will be impacted by retail development. The proposed Wal-Mart is not generating new traffic to the community as the traffic exists in the community, it's a community store ~~build~~ *built* and designed to serve this community. In regards to the vacant property between the Home Depot and the Ford Dealership, it was analyzed prior to Home Depot purchasing it's site and what was needed was the additional piece of property between the Ford Dealership and Home Depot and that property owner was not willing to sell at that time. The Home Depot site alone was not as sufficient for a proposal alternative for Wal-Mart. In regards to noise and air quality due to idling trucks, Wal-Mart does not allow their trucks to idle. The trucks backed into a sealed door that attaches the trailer to the building, at which time the truck either immediately drops that trailer, picks up another trailer sitting at the dock and leaves or shut's down to save fuel. Idling trucks are monitored by Wal-Mart headquarters to prevent wasting energy and if they idle for 3 minutes they are shut

down. In regards to RV parking they had been working with Red Bluff for 2 ½ years on this site, he stated that Wal-Mart has expressed their concerns and will not encourage RV parking, and that the enforcement will be up to the Red Bluff Police Department.

Miriam Montesinos, Steefel, Levitt & Weiss, stated that the application was filed on October 16<sup>th</sup>, 2003, three (3) years ago to the day and that it's been a three (3) year process that is not typical for an EIR process. This shows how hard of a process it has been, there has been a lot of pushing by staff to bring Wal-Mart to the edge of the envelope and beyond to what they have to offer for this project. As a result this is one of the better planned projects that Wal-Mart has presented, both in site and design not to mention the amount of traffic improvements that are being taken care of by Wal-Mart, not just because they are required, but even when they are not required Wal-Mart is contributing or undertaking those improvements. She felt that the Mission Statement is true as staff is caring out that Mission statement which is why they have taken three (3) years of study on this project, they have carefully looked at the location, they have looked at other areas, but those areas are not consistent of the City's vision for those areas or what is proposed under the City's General Plan.

Commissioner Carrel stated that the amount of information was overwhelming, but he has taken it very seriously. His major issue is with the parking spaces and using of the word "approximately" bothered him as it was used in the report numerous times and felt it needed to be more defined. He questioned who was going to monitor the 90 day temporary use of the approximately 30 parking spaces for seasonal displays.

Mr. Timboe stated that the reason the word 814 is approximate is because you may get 814, 813 or even 815 once the lot is completed. He can't treat this store any different than the other stores in town and that it has not been an issue with staff at this time. In regards to who has to keep track of the seasonal use, it would be up to the Planning Department as they are they ones who normally approve and monitor the administrative use permit, however, the decision was made by previous administration to package the applications and formal requests for City Council approval, and that staff was trying to be true by stating "approximately" 814.

Commissioner Carrel stated that in his mind approximately doesn't represent a set number in his mind. He doesn't want to put a project where there is not sufficient parking. He stated that this has nothing to do with Wal-Mart, but these are issues that are very important to the community and he would hate to see a snarled traffic jam and that is his concern. His second issue is with the traffic signal at Jackson and Luther and he has no problem with it, but there is a major problem with that intersection which is a fence that sets on the northeast section of that intersection that extends to the sidewalk. He feels that this needs to be mitigated before a traffic light is put at this intersection. The other issue is minor, but it the railroad underpass which is very prone to flooding and when this happens Jackson Street becomes a freeway as all the traffic is routed to Jackson. The flooding on the railroad underpass needs to be addressed.

Commissioner Latourell *requested* clarification on the re-tenanting *of the* existing store

and questioned if they already had a new potential tenant for the existing store in mind and asked if Wal-Mart had an alternative plan if this site is not approved. He questioned why the Antelope area was never considered as it's a four lane highway.

Mr. MacPherson stated they had received confirmation from Wal-Mart real estate that they had the store under contract for re-tenanting pending the completion of this new store. He stated that another location had not been explored at this time as they had been focused on the currently location at this time and he did not know if Wal-Mart executives had an alternative plan. As to the Antelope area, to his knowledge there was not any land for sale that was zoned adequately for the needs.

Commissioner Latourell questioned who would be paying for the physical expansion of the intersection at So. Jackson and Luther Road.

Mr. Timboe stated that the intersection would not be expanded at this point in time due to private property, which at this time it is unknown if these properties can be obtained, so the signalization will take place with the existing geometrics.

Commissioner Latourell questioned if this was from an Engineers standpoint a functioning feasible plan.

Paul Miller, Omni Means, stated that generally the concept is that it's an existing intersection and that it would be approached from a design standpoint to add signal equipment to it, so no specific conceptual engineering has been completed, but *in concept* it can be signalized as it is.

Commissioner Latourell asked that Mr. Miller expand on what an 8 phase signal system was.

Mr. Miller stated that an 8 phase signal is one that has 4 phases for the left turn, 4 phases generally for the through movements. In this situation is that the signal equipment could ultimately accommodate a full 8 phase intersection, however without widening it could not have left turn lanes at all the approaches without additional widening. The condition was written that standard intersection control hardware be installed so that if it got widened in the future that equipment would be adequate.

Commissioner Latourell questioned if a pedestrian safety study had ever been completed on the intersection at So. Jackson and Luther.

Mr. Timboe stated that it was brought to the attention *of staff* that there were schools in the area, that children were running across the street while people were stopped at stop signs, the interaction of the cars with children not minding the cars and *that* someone had indicated that a child had been hit recently. What the signalization of the intersection does is organizes the intersection with respect to pedestrian and vehicle interaction and it also provides a mechanism for the first responders to get through this intersection without maneuvering in and out of traffic.

Mr. Miller stated that typical pedestrian traffic is not looked at unless specific 3 year accident data is looked at.

Commissioner Latourell stated that with the volume of pedestrian traffic he felt it should have been looked at in this circumstance.

Mr. Timboe stated that staff has taken what was put on the public record with the Fire Department, first responders, the number of calls in the area, the children traveling through the area and putting in a signal which is the only other thing you can do with children crossing the street.

Commissioner Latourell stated that this Supercenter does not have the tire and lube and questioned if Wal-Mart was considering in the future to expanding their services and offer *it* or is it a non issue.

Mr. MacPherson stated that it will be a non issue for this store.

Commissioner Carrel questioned if Wal-Mart had considered another alternative in the project in the fact that maybe going to the City and asking them to abandon Mill Street and then expanding at the existing Wal-Mart.

Mr. MacPherson stated that the CC&R's for the shopping center in which the present Wal-Mart is located restricts any of the existing stores from offering food sales.

Commissioner Christ requested clarification on adopting Resolution No. 06-014 which deals with the statement of overriding considerations and questioned if it could be separated out of the resolution.

Mr. Timboe stated that the resolution acts as a recommendation, there's no approval and/or denial of the Draft Statement of Overriding Considerations, which is a part of the Resolution No. 06-014 and recommendation. There is one section on the overriding consideration and that is the intersection of Luther and So. Jackson and the reason that is still there is because even though the signalization will provide some order in the intersection with the way pedestrians and vehicles interact it still doesn't mitigate the intersection to an acceptable level of service.

Commissioner Dale requested clarification from Commissioner Carrel on his concerns with bicycles and the signalization of So. Jackson and Luther.

Commissioner Carrel stated that with a 4 way stop sign a child would not be tempted to run through as they would with a stop light where it may be turning yellow and they try to beat the light change.

Chairperson Brink stated that there are kids that go sailing down the hill on a bike and

they don't slow down for the stop sign, but keep right on going.

Mr. Timboe stated that the way the condition is written is for maximum functionality for the intersection and it's a big step for safety to get the signal at that intersection.

Commissioner Dale asked what the cost of the signal would be.

Mr. Timboe stated that it was his understanding in talking with the Public Works Director that it would be approximately \$650,000.

Commissioner Latourell questioned how much Wal-Mart contributes in projected sales taxes that would be brought in each year.

Mr. MacPherson stated that a supercenter this size would generate in the approximately \$600,000 in sales tax revenue.

Commissioner Latourell requested clarification that there were no existing bike lanes nor any new bike lanes proposed in this project.

Mr. Timboe stated that was correct with the exception of Reeds Avenue which might be used for a future bike trail.

Commissioner Christ questioned how to deal with the EIR and how it takes into consideration projects that are in the works or in the planning stages. But how as a Planning Commissioner does he take into consideration now that they know where the college is planning to locate and that there is only Diamond Avenue for their Main Street access.

Mr. Timboe stated that is was correct and that the only access point that the college has at this time is Diamond Avenue and the EIR for the college will generate traffic numbers. The Notice of Preparation required by CEQA initiates and indicates the time period in the project where people and other agencies can make their comments on the proposed scope of work and potential parameters of the project boundaries. The EIR addresses those comments and moves forward with the draft EIR, the final EIR with response to comments. When we went through the Notice of Preparation none of these projects that we know about now existed and none of these public agencies commented about that, including Shasta College District and that is why it's not in the report to be studied.

Commissioner Dale stated that Wal-Mart should be happy that the college will have to solve their problems before building here. In regards to Luther and So. Jackson he was of the opinion that a signal would be better. In regards to monitoring outdoor sales, he felt that the City had a long history of code enforcement with Wal-Mart at its current location and the City is not new to monitoring what Wal-Mart does in their parking lot. Also his experience with staff using approximate is more along the lines of 814.3, 814.4 etc. He also stated that he believed that this supercenter would be a benefit to the people who want to shop there and that there is a good portion of the population that

needs this store.

Commissioner Carrel clarified that the reason he was concerned with using the word “approximately” was because this store amounted to 198,000 sq. ft. of space which adds up to a lot of parking spots and he worries that there will be sufficient parking available for the store.

Mr. Timboe stated that 814 parking spaces ~~are~~ *is* consistent with the way he reads the code and that he feels comfortable with the number of spaces.

Commissioner Dale noted that this was a 24 hour store and that this should spread the customer base and employees over a greater period of time. He questioned if it was true that if there was a parking problem staff had an inroad to talk to them and solve any problems.

Mr. Timboe stated that he believed it was true.

Commissioner Latourell questioned if it was a typo on alternative recommendation B where there was a semicolon then or. He also questioned if denying the EIR was not an option.

Mr. Timboe stated that it was a typo.

Richard Crabtree, City Attorney, responded that recommending a denial is always an option of the Planning Commission, whether it’s stated so on the agenda or not.

Commissioner Latourell stated that considering the level of service drop is unacceptable, the traffic study data and how it was collected and revised, the new developments that are post the beginning of this application, no bike path, extended emergency response time and the long term detrimental impact to the circulation plan of the City of Red Bluff that he would move for a denial of the project.

Motion by Commissioner Latourell, seconded by Commissioner Carrel to deny the EIR as it pertains to this project and everything proposed ~~for~~ *in the* recommendations.

Mr. Crabtree stated that in the event that this motion carries he would suggest that another resolution and/or resolutions that reflects that *be prepared and brought back*.

AYES: Commissioners: Carrel and Latourell  
NOES: Commissioners: Brink, Christ and Dale  
ABSENT OR NOT VOTING: None

The motion did not carry.

M/S/C Dale, Christ to accept the PCM comment and response to comments memos into the project record.

AYES: Commissioners: Brink, Christ and Dale  
NOES: Commissioners: Carrel and Latourell  
ABSENT OR NOT VOTING: None

M/S/C Dale, Christ to adopt Resolution Nos. 06-014, 06-015 and 06-016 recommending City Council approval.

AYES: Commissioners: Brink, Christ and Dale  
NOES: Commissioners: Carrel and Latourell  
ABSENT OR NOT VOTING: None

Chairperson Brink thanked the citizens of Red Bluff for attending and providing comments.

There being no further business the meeting was adjourned at 9:25 p.m. until October 24, 2006 at 5:15 p.m., City Council Chambers, Red Bluff City Hall.

Respectfully submitted,

Scot Timboe  
Interim Planning Director

**These minutes were adopted at the November 28, 2006 Planning Commission Meeting with the corrections as presented by Commissioner Latourell which are noted as ~~strikethroughs~~ and/or *italic* in these minutes.**