



# PLANNING COMMISSION MINUTES

CITY OF NOVI  
Regular Meeting

**February 26, 2025 7:00 PM**

Council Chambers | Novi Civic Center  
45175 Ten Mile Road, Novi, MI 48375 (248) 347-0475

## CALL TO ORDER

The meeting was called to order at 7:00 PM.

## ROLL CALL

Present: Chair Pehrson, Member Avdoulos, Member Becker, Member Dismondy, Member Lynch, Member Roney, Member Verma

Staff: Barbara McBeth, City Planner; Beth Saarela, City Attorney; Lindsay Bell, Senior Planner; Dan Commer, Staff Planner

## PLEDGE OF ALLEGIANCE

Chair Pehrson led the meeting attendees in the recitation of the Pledge of Allegiance.

## APPROVAL OF AGENDA

Motion made by Member Lynch and seconded by Member Avdoulos to approve the February 26, 2025 Planning Commission Agenda.

**VOICE VOTE ON MOTION TO APPROVE THE FEBRUARY 26, 2025 PLANNING COMMISSION AGENDA MOVED BY MEMBER LYNCH AND SECONDED BY MEMBER AVDOULOS. *Motion carried 7-0.***

## AUDIENCE PARTICIPATION

Chair Pehrson invited members of the audience who wished to address the Planning Commission during the first audience participation to come forward. Seeing no one, Chair Pehrson closed the first public audience participation.

## CORRESPONDENCE

There was not any correspondence.

## COMMITTEE REPORTS

There were no Committee reports.

## CITY PLANNER REPORT

There was no City Planner report.

## CONSENT AGENDA - REMOVALS AND APPROVALS

There were no consent agenda removals or approvals.

## **PUBLIC HEARINGS**

### **1. 2025-2031 CAPITAL IMPROVEMENT PROGRAM**

Mr. Carl Johnson, the Chief Financial Officer for the City, stated that the Planning Enabling Act requires the City to adopt a six-year capital plan. The six-year capital plan is required to be presented to the Planning Commission to inform the commission what is being done citywide. The plan includes information regarding improvements, road projects, and capital items; so, consideration can be given to these items as the Planning Commission looks to the future in making decisions. Mr. Johnson stated the plan is being brought to the Planning Commission for their recommendation to the City Council for approval.

Mr. Johnson presented the six-year capital plan to the Planning Commission with a PowerPoint presentation. He began by stating that while City revenues went up, operating expenditures also went up. He noted much of the revenue increase went toward operating costs for 2025-2026. He noted there is not a lot of new capital.

Mr. Johnson stated the six-year plan includes approximately 65 million dollars in road improvements, 20 million dollars in water and sewer, and 4 million dollars in parks and recreation items. It was noted that the emphasis of the plan is on infrastructure. Mr. Johnson stated that forty percent of the 138 million is being spent on roads, fourteen percent on water, sixteen percent on drains, and nine percent on walkways and pathways. Mr. Johnson reiterated that the emphasis of the plan is infrastructure.

Mr. Johnson summarized the totals by fiscal year and stated that the City receives approximately 20 million dollars of available funds to spend. He noted those funds come from a variety of funding sources. Mr. Johnson referred to the Power Point presentation which showed funding source categories. He noted the box which is highlighted red for the Major and Local Street Funds includes the amount the State gives the City from the gas and vehicle weight tax. The total amount in these two Street Funds equates to approximately 50 million dollars over 6 years. The City puts the entirety of this funding towards roads which includes snow plowing, routine maintenance, etc.

Mr. Johnson stated that much of the money the City receives is capital. It was noted that the Municipal Street Fund, which is a voter approved millage, amounts to an additional approximately 26 million dollars toward capital specifically related to roads.

The next category Mr. Johnson touched on was the Drain Fund, which has approximately 24 million dollars in planned expenses. He noted that the Parks and Recreation millage is primarily used to balance the Parks, Recreation and Cultural Services fund, which is half funded with user fees and half funded with its levy. He noted this fund does not have additional money for capital.

Next, Mr. Johnson listed the significant road projects upcoming in 2025-2026. These projects include Beck Road widening (1 1/2 mile to Grand River Ave.) and West Park Drive Rehab. He noted it is important to highlight the Neighborhood Road Program which looks at local neighborhood roads every year and determines which roads need repair. Annually, between four and five million dollars is put into neighborhood roads. Mr. Johnson explained that the City goes out to bid and determines how many roads can be done each year. There are a variety of repairs to roads such as cutting a concrete square out and repaving it, mill and overlay for asphalt, complete rehab, etc. He stated each year the City repairs as much as possible and continues to invest in neighborhood roads.

Another significant project is the ITC/Bosco Fields Connector. Mr. Johnson stated this project includes installing a pathway to connect the soccer fields to the ITC Trail through the acreage behind the fields. Additionally, the asphalt pathways at Ella Mae Park will be repaved.

Lastly, Mr. Johnson stated during the second year of the plan the City will invest significantly in Meadowbrook Commons from the rents generated. This includes updating the kitchens, bathrooms, appliances, etc. on all the ranches and apartments in the facility. He noted this is an exciting upcoming project.

Chair Pehrson invited members of the audience who wished to address the Planning Commission on this topic to come forward. Seeing no one, Chair Pehrson asked if any correspondence had been received. Having received no correspondence Chair Pehrson closed the public hearing and turned the matter over to the Planning Commission.

Member Lynch thanked Mr. Johnson for his work on the plan and inquired where the public can go to see which neighborhood roads will be done in the upcoming year.

Mr. Johnson stated that the City has a list internally of the roads that need to be done. He explained that annually we go out to bid for the cost of concrete and asphalt. When the bid comes back, DPW then determines exactly how many roads can be done. Which roads are being done is brought forward when it goes to Council for the awarding of the bid.

Member Lynch inquired if the information will be available on the website once the bid is awarded by City Council.

Mr. Johnson confirmed it would be on the website and can be found within the minutes from the City Council meeting.

Member Lynch inquired if the Meadowbrook Commons improvements would be completely funded by the rents generated.

Mr. Johnson confirmed that the improvements are fully covered by the rents generated.

Member Becker inquired whether neighborhood roads in need of sewer/water work in addition to the road surface itself are being looked at by DPW in an effort to combine those projects.

Mr. Johnson stated that DPW does combine projects to the extent that they are able to.

Member Dismondy had no comment.

Member Verma inquired whether the 50 million dollars given by the State is given in the first year or given incrementally.

Mr. Johnson replied that 50 million dollars is distributed over a total of six years. He expounded to say that money comes from Novi's share of the gas and weight tax that is collected at the pump. This equates to approximately 65-70 million. He noted that 50 million of the 70 million goes toward construction with the remainder going toward routine maintenance.

Member Roney had no comment.

Member Avdoulos thanked Mr. Johnson for the work that goes into the Capital Improvement Program.

Motion to adopt the six-year 2025-2031 Capital Improvement Program made by Member Avdoulos and seconded by Member Lynch.

**VOICE VOTE ON MOTION TO ADOPT THE SIX- YEAR 2025-2031 CAPITAL IMPROVEMENT PROGRAM MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. *Motion carried 7-0.***

## **MATTERS FOR CONSIDERATION**

### **1. 2025 DRAFT MASTER PLAN FOR LAND USE**

Consideration to recommend approval to the City Council to distribute the 2025 Draft Master Plan for Land Use for comment.

City Planner Barabara McBeth stated starting in 2022, The Master Plan Steering Committee has been in the process of drafting, reviewing and updating the Master Plan for Land Use. The Committee consists of 3 members of the Planning Commission and one alternate Commission member who served as needed, one member of the City Council and a number of staff members from various departments. A total of 16 meetings of the committee were held, during which the Committee members discussed and reviewed draft documents, provided feedback and direction, asked questions, and heard comments from the members of the public who were in attendance during the meetings and those who had provided written comments.

Additional public comment was received at two open house events that included opportunities for interaction with members of the committee, and through an online survey of the community. Staff shared components of the draft plan at various City events to seek additional comments. Dedicated spots on the City's Webpage provided links to documents as they were drafted and reviewed by the Committee. A video was prepared by Community Relations to provide highlights of the Master Plan efforts and encouraging public review and comment on the plan.

During this month's Steering Committee meeting, the latest version draft plan was reviewed. The Committee made a motion to forward the Draft Master Plan to the Planning Commission for the next step in the process.

City Planner McBeth stated the Draft Master Plan for Land Use is now ready for consideration by the Planning Commission to make a recommendation to the City Council for approval to distribute the Draft Master Plan to surrounding communities and other public agencies for comment. Once that is done, State law requires a sixty-three-day review period of the draft plan to allow time for public comment on the draft plan. Following the review period, a public hearing will be held to allow for additional community input before the plan is adopted.

The City's Consultant, John locoangeli from Beckett and Raeder is here tonight to share a presentation on the draft plan and provide highlights of some of the background of the development of the plan and some key recommendations moving forward. Traffic Engineering Consultant Lia Michaels from Hubble, Roth and Clark is also present this evening.

Mr. locoangeli presented the Draft Master Plan in summary to the Planning Commission. Mr. locoangeli stated that they were commissioned by the City of Novi about two and a half years ago to update the 2016 Master Plan for Land Use. He thanked the Members of the Planning Commission who were on the Master Plan Steering Committee for their guidance and insight. Additionally, he thanked City Planner Barbara McBeth and Senior Planner Lindsay Bell for providing much of the coordination with both the public and private sector and their intuitional history. Finally, he thanked Elizabeth Saarela and Tom Schultz from the City Attorney's office for their input.

Mr. locoangeli gave an overview of the Draft Master Plan process. He stated based on community engagement and the results of the survey they identified some of the guiding principles that the community values. Next, they looked at plan contents and future land use framework. Lastly, an action plan was put together with the administrative staff to identify goals and action strategies that can be accomplished in the next five to ten years.

Mr. locoangeli stated one of the main elements of the plan was an analysis of the community characteristics/demographics. He recognized City Planner Barbara McBeth for her role in scheduling interviews with a number of the major real estate developers in the City to get an idea of real estate trends, shifts in the market, potential projects, and areas that they thought the Master Plan should address.

Next, Mr. locoangeli's team looked at economic development and utilized a model which analyzed the areas within Oakland County that are emerging in growth industries and ones that are declining in employment and economic output.

Additionally, in partnership with Hubbel, Roth, and Clark the team looked at the transportation framework and forecasted future development improvements based on planned growth within the community and the immediate region.

Mr. Iacoangeli stated that they have been working primarily on steps one, two, and three of the Master Plan process. Step four of the process is Planning Commission's request to the City Council to distribute the plan to external agencies and surrounding communities for their review and comment. This includes the sixty-three-day review period by State statute. Once, review period is complete the comments will be looked at and another Steering Committee meeting may be held to review the comments and make any adjustments to the plan before it comes back to the Planning Commission for the public hearing and at some point, final adoption of the plan itself.

Mr. Iacoangeli summarized the community engagement strategy as consisting of three parts. First, a community survey was distributed in 2022. The survey received 842 responses and formed the foundation for community expectations and priorities. Second, two open houses were held on February 25, 2023, and March 2, 2023. Additionally, an educational video ran online outlining the Master Plan process and what the benefit is to a community for having an actionable Future Land Use Plan.

Mr. Iacoangeli stated that some of the guiding principles that came out of the process are that the community would like to build on its assets. Based on the input received, people enjoy living in Novi and there are many people that desire to live in Novi. Moreover, people place a high value on the natural environment and recreational facilities. The community also sees that some of the commercial areas will likely go through a transformation based on how people are shopping increasingly with e-commerce as opposed to brick-and-mortar stores. The community is striving to connect its neighborhoods and activity centers through a non-motorized system. This non-motorized system was adopted by the City last year as part of the Active Mobility Plan which was done concurrently with the Future Land Use Plan presented.

The plan's chapters include an introduction, demographics, natural features and resiliency, housing, market analysis, economic conditions, transportation framework, connectivity, neighborhood density, future land use, and an action plan. Mr. Iacoangeli stated as they went through the process each of the chapters was brought before and vetted by the Steering Committee as well as administrative staff. As the plan was drafted the team had constant input from both the committee and staff.

Mr. Iacoangeli stated in terms of community demographics the City is growing at a rate that has exceeded some of the projections based on County and regional forecasts. Novi's median age is 39.2, which is roughly the same as the State median. The community is becoming more diverse; this is one of the key factors that people enjoy about living in the community. The average household size has increased slightly. Families are choosing to move into the Novi community primarily because Novi Public Schools is one of the top-rated school systems in the State. The median household income has changed slightly but is still higher than the State average income.

Next, Mr. Iacoangeli discussed the natural features of Novi. He noted that in Novi there have been seven flood advisories at the time the data was looked at in 2021. This is starting to exceed the ten-year averages. In addition, an analysis on heat islands was completed. According to July 2021 data, there is a temperature swing within the community. This swing can result in fluctuations of up to thirty degrees in the summer based on where you are located. In the core area, where there are numerous parking lots around malls and shopping centers, the temperature is warmer than in residential areas. Additionally, tree cover was mapped as part of the natural feature analysis.

Mr. Iacoangeli stated in regard to housing the City does keep very accurate data both for single family and the rental market housing. A priority from residents, which was determined from the survey, is that residents would like to age in place. It was noted residents who moved into the area twenty years ago would like to sell their larger home and move into something smaller. These residents are hoping those type of housing units will be available so they can stay within the community. Additionally, people have a high degree of desire to have connectivity within their neighborhoods in terms of trails and walking

paths.

In terms of market analysis, Mr. Iacoangeli stated they looked at four areas including residential, retail, office, and industrial. He noted each one of the markets is doing well. The initial analysis in 2022 looked at 2021 data as we were coming out of the pandemic. At this time, the vacancies were higher, and rental rates were lower. There was concern about vacancies in the industrial areas. However, the new data that was looked at three months ago showed each one of the sectors has increased and stabilized and many of them are very healthy within the City.

Mr. Iacoangeli touched on the economic conditions and stated that 65% of Novi workers work in manufacturing, professional, and educational services, and 8% work at Accension Providence Hospital and Novi Community Schools. He noted there are people who live and work within the community. He noted that a fair number of people commute outside of the community, as well as a fair number of people that commute into the city. During the day, the City's population increases due to the number of employees that commute into the community. This was considered when analyzing the traffic system. Mr. Iacoangeli then turned it over to Lia Michaels from Hubbel, Roth, and Clark.

Ms. Michaels discussed the transportation framework and stated that the goals were to improve connectivity, reduce congestion, improve safety, and provide overall network management to compliment the Master Plan for Land Use as it was being developed. This area built on previous plans that the City has accomplished over the years. Ms. Michaels stated the evaluation of the transportation network looked at the existing conditions of the roadways as they stand today, overall operations, as well as safety. When the study began, existing traffic data from 2022 was looked at and from there they projected into the next 10 years up to 2032.

Ms. Michaels stated they looked at existing conditions starting with existing throughfare classifications. She noted there is a wide range of different types of roads within the community. The operational evaluation was looked at using a volume to capacity ratio to measure the level of congestion that is on the roadways at any given time. This volume to capacity ratio takes into consideration the existing volume of traffic that is using the roadways and compares it to the overall capacity that is available on the roadways. The capacity is the maximum amount of traffic that can be accommodated based on existing lane configurations. There are several maps in the Master Plan that show what the existing volume to capacity ratio is ranging from zero, which indicates lesser demand on the road, to one and over one which indicates roads that have more demand than the existing roadway configuration can handle.

Ms. Michaels noted they looked at SEMCOG's model which takes into consideration all southeastern Michigan. She stated they updated the model based on planned improvements that the City has undergone or is undergoing; to see how the volume to capacity ratios throughout the network can be adjusted. Ms. Michaels explained that from there they proposed potential future capacity improvements that could be considered in the next ten years and showed how those improvements could allow for more volume on the roadways.

Finally, Ms. Michaels summarized the safety evaluation. She stated the goal of the safety evaluation was to prevent crashes, serious injuries, and fatalities on the roadways within the City. Hubbel, Roth, and Clark looked at five years of data, starting in 2016-2021. She noted that 2020 was removed when looking at the data due to traffic patterns being a lot different that year due to the covid-19 pandemic. The various segments and intersections were analyzed separately to see what stood out as far as hot spots or locations that had more crashes than others. From this data, site specific safety improvements were developed using proven countermeasures that are used across the State. This helps the City identify future projects that can help improve safety on the roadways.

Next, Mr. Iacoangeli stated that as part of the study they looked at connectivity. In looking at connectivity, they aimed to determine what the level of connection is between the various neighborhoods and activity centers. A method of looking at segments and nodes along with a modeling system was utilized. This modeling system determined that 62% of neighborhoods have a reasonable connectivity index. It was noted where connectivity could be improved is at mile roads where there is a large distance for pedestrians to cross. Internally in the neighborhoods, the connectivity is very good and will continue to improve based on the Active Mobility Study.

Additionally, Mr. Iacoangeli spoke on neighborhood density. He stated that currently the City's highest density is 30 dwelling units per acre. It was noted that a target threshold of 40 dwelling units per acre was being looked at in the plan, this is referred to as walkable density. This is a concept used in mixed use development projects where urban planners have determined when the density approaches 40 dwelling units per acre the walking population within the development is sufficient to support much of the smaller retail within those developments. The land use framework for the City encourages the transformation of current retail centers into mixed use developments.

At the outset of the Master Plan process the City sponsored a tour to the Nickel Plate District in Fishers, Indiana as well as visit to the mixed-use development in Carmel, Indiana. Both trips looked at how these locations reinvented areas within their community to have walkable mixed-use developments that are a combination of higher density apartments, retail, and recreation. These examples were used as case studies to look at what can happen over the next 10-15 years to facilities such as 12 Oaks Mall and Main Street Town Center, as these retail spaces start morphing into different uses. These were important case studies that the Steering Committee was apprised of that their sessions.

Mr. Iacoangeli stated that the framework plan was reduced from twenty-two land use categories to seventeen categories. He expounded to say the categories of educational facilities, city owned facilities, and utility stations were aggregated into what was called public/public quasi land use. This gave a better idea of where larger land use groups are located. Mr. Iacoangeli expressed they are proposing, as part of the zoning plan, an amendment to include a planned unit development overlay option to achieve some of the mixed use we are envisioning.

The future land use map details the major categories and subcategories. He noted the map went through many iterations. Additionally, once the existing land uses were mapped a taxable valuation map/square foot was created. A three-dimensional model was created which showed the highest valuations per square foot are in the residential areas. It shows that some of the larger commercial developments due to acreage in parking lots are not generating as high of taxable valuations.

Mr. Iacoangeli explained that each land use has its own page which outlines its purpose, the regulated uses, residential vs. nonresidential, and what the built form would be. The categories include single family, multiple family, manufactured home, public park, public/quasi-public, private park, office service commercial, neighborhood commercial, community commercial, community office, suburban low rise, light industrial/office, general industrial, commercial mixed-use, town center mixed-use, general mixed-use, and office/service/technology mixed-use. Following these categories are the overlay districts. These are primarily located within the city's core on either side of I 96.

Mr. Iacoangeli stated a zoning plan was prepared per State statute, which serves as the bridge between the future land use map and what changes need to be made in the ordinance. He noted fundamentally there are very few changes that need to be made in the ordinance. The only change that came out of this process is that if the Planning Commission and the community would like to implement the Planned Unit Development Overlay option, an ordinance would be added to the zoning code. This would be an option for developers much like the Planned Rezoning Overlay process, which is a development agreement between the developer and the City. We believe it incorporates more innovation and creativity and gives more flexibility as a development option.

Finally, Mr. Iacoangeli summarized the action plan as consisting of thirty actionable items, which are categorized into five goals. The goals include quality/variety of housing, community identity, environmental stewardship, infrastructure, and economic development. Actionable items are listed under each goal along with an indication of who the responsible party is. The goals which are highlighted are the goals that the City administration felt needed to be transferred over from the 2016 plan because they were still valuable. There is an integration between the 2016 plan and the 2025 plan. In the action plan goals, we wanted to make sure that the goals were measurable and actionable.

Member Lynch stated they did a great job and thanked everyone who participated. Member Lynch inquired about the traffic on Beck Road, he asked how we get to a point where we go from roadways showing yellow to roadways that are green over the next 10 years.

Lia Michaels stated that it can be achieved by adding capacity and additional through lanes to the roads, which would grant additional space for the traffic.

Member Lynch stated as part of the Capital Improvement Program we should start looking at the Beck Road corridor. Secondly, regarding the Grand River area and City West, Member Lynch inquired how we are addressing the traffic and if there were any recommendations that would improve the throughput, as well as slowing down the traffic in that area.

Ms. Michaels stated they discussed walkability and creating situations where people can walk to alleviate traffic.

Mr. Iacoangeli stated the City does have a Corridor Improvement Authority. The Corridor Improvement Authority commissioned a plan for Grand River that included recommendations for traffic calming in that area. He stated something to look at regarding what is happening in the marketplace today, is that over time trips may decrease to a degree due to delivery services such as Kroger, Walmart, and Meijer. When these services are utilized, a single vehicle delivers to multiple households, reducing cars on the road. Mr. Iacoangeli expressed he wanted to make the Planning Commission aware of the technologies that are coming out and the changes in how the service industry is serving customers. These changes will result in a decline in vehicle movements due to grocery delivery.

Member Becker inquired if by reducing the number of future land use categories from twenty-two to seventeen existing landowners would be surprised by a change in zoning.

Mr. Iacoangeli stated that those kinds of changes were not made.

Member Becker inquired if there is an analysis available on how much currently undeveloped land is dedicated to residential usage of any size.

Mr. Iacoangeli stated that the City is around 96% developed. He noted that the community is at a stage where it is going to be a redevelopment community. This redevelopment will not necessarily happen in the residential sector, it will occur in the commercial sector. Where the conversion happens is that the commercial acreage may decline in terms of square footage but in place of that there will be the mixed-use component where you have added housing, but the housing product will be different than the traditional single-family housing. Mr. Iacoangeli stated based on the survey that people are looking for different types of housing that have a smaller footprint.

Member Becker noted there is a demographic that imagines no high rises and high density. He noted in a lot of ways that doesn't make sense anymore.

Mr. Iacoangeli stated that the population between twenty-five and forty and the population between sixty and seventy-five are looking for the same type of housing. They desire a smaller footprint, accessibility, and areas with access to education, health, cultural, and entertainment. When you build mixed use developments there is a mixture of age groups who desire to live in those developments.

Member Dismondy stated he was on the Committee for the last two and a half years. He stated it was very interesting to see how the City has evolved and looks forward to the future. He noted the forward thinking and creative ideas which will help developers effectuate the demand in the coming years.

Member Verma inquired if the team had considered the traffic around temples and churches.

Lia Michaels stated the traffic was looked at holistically for the entire City. The model itself takes into consideration the current average traffic throughout the network.

Member Roney stated he was an alternate on the committee and was very impressed with the work that was put into it. He noted this plan was looked at over several years and he was happy to be a part of it.

Member Avdoulos thanked Mr. Iacoangeli, Barbara McBeth, and Lindsay Bell for their guidance. He stated it has been nice to see the well-planned and controlled growth of the City. He stated he personally believes this is the best Master Plan yet. He noted there is a lot of forward thinking in the plan. He stated he enjoyed the process and the community engagement.

Motion to recommend approval to the City Council to distribute the 2025 Draft Master Plan for Land Use to surrounding communities and other public agencies for comment made by Member Avdoulos and seconded by Member Lynch.

**VOICE VOTE ON MOTION TO RECOMMEND APPROVAL TO THE CITY COUNCIL TO DISTRIBUTE THE 2025 DRAFT MASTER PLAN FOR LAND USE TO SURROUNDING COMMUNITIES AND OTHER PUBLIC AGENCIES FOR COMMENT MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. *Motion carried 7-0.***

## **2. APPROVAL OF THE FEBRUARY 12, 2025 PLANNING COMMISSION MINUTES**

Motion to approve the February 12, 2025 Planning Commission Minutes made by Member Lynch and seconded by Member Avdoulos.

**VOICE VOTE ON APPROVAL OF THE FEBRUARY 12, 2025 PLANNING COMMISSION MINUTES MOVED BY MEMBER LYNCH AND SECONDED BY MEMBER AVDOULOS. *Motion carried 7-0.***

### **CONSENT AGENDA REMOVALS FOR COMMISSION ACTION**

There were no consent agenda items.

### **SUPPLEMENTAL ISSUES/TRAINING UPDATES**

City Planner Barbara McBeth stated at the last meeting we spoke about Michigan Association of Planning training opportunities and said if anyone would like to take advantage of those opportunities, please give us a call and we would be happy to get that set up.

### **AUDIENCE PARTICIPATION**

Chair Pehrson invited members of the audience who wished to address the Planning Commission during the final audience participation to come forward. Seeing no one, Chair Pehrson closed the final audience participation.

### **ADJOURNMENT**

Motion to adjourn the meeting made by Member Lynch and all those in favor said aye.

Meeting adjourned at 8:01pm