

HARTLAND TOWNSHIP BOARD OF TRUSTEES REGULAR MEETING FINAL MINUTES
April 22, 2025 – 7:00 PM

1. Call to Order

The meeting was called to order by Supervisor Fountain at 7:00 p.m.

2. Pledge of Allegiance

3. Roll Call

PRESENT: Supervisor Fountain; Clerk Ciofu, Treasurer Horning, Trustee Lubeski, Trustee McMullen, Trustee O'Connell, Trustee Petrucci

Also present were Township Manager Mike Luce, Planning Director Troy Langer, and Public Works Director Scott Hable

4. Approval of the Agenda

Move to approve the agenda for the April 22, 2025 Hartland Township Board meeting as presented.

Motion made by Trustee O'Connell, Seconded by Trustee McMullen.

Voting Yea: Supervisor Fountain, Clerk Ciofu, Treasurer Horning, Trustee Lubeski, Trustee McMullen, Trustee O'Connell, Trustee Petrucci

Voting Nay: None

Absent: None

5. Call to the Public

Supervisor Fountain gave a brief overview of the Call to the Public process and procedures and invited the public to come forward with any comments they may have.

Jason Fowler came forward and stated he has been a resident for seven years and stated that he is not here to stand in the way of progress, nor wanting to keep a dilapidated building up, or to keep Chick-Fil-A (CFA) from building in Hartland. He pointed out the traffic in the CFA location is bad now, M-59 traffic is getting worse, and the light timing strategy in that area is insufficient for this area. He stated there must be a reason that MDOT does not want an entrance off of M-59 in this location and stated that M-59 has reached its capacity at a much faster than anticipated and stated that MDOT did verify this. He stated the Planning Commission (PC) admitted the traffic was bad and he was displeased with a solution offered by one of the PC members. He questioned why we would be looking at approving something that would make a bad situation worse. He stated that in getting the Blaine Rd. speed limit changed to 35 mph they were told that Blaine Rd. was considered an emergency route since there are limited ways to get south of M-59 other than Blaine Rd. He inquired as to why we would risk congesting this route further and risk the safety of residents if emergency vehicles can't get down Blaine Rd. to the southern neighborhoods. He asked for due diligence and thought, as he stated our schools were not consulted and this would result in chaos for our students and currently have excessive bus rides and increased bus routes and times. He inquired as to whether the Sheriff was consulted regarding increased resources to deal with traffic accidents and backups. He stated the Fishbeck traffic study indicated that intersection will be increased from 1800 cars with Burger King to 2400 cars. He stated he thought the study should have had zero cars from Burger King and 2400 to 3400 additional cars for CFA. He stated CFA stated they did 1700 transactions a day which would be 3400 additional trips through that intersection and this needs to be reviewed to determine if the intersection can handle this. He gave some references as to traffic issues and decisions from the Hartland Comprehensive Plan, and the Michigan Municipal League. He took issue with the e-mails indicating the correspondence the Township provided in the package regarding responses from Mike Goryl of the Livingston County Road Commission (LCRC) and Craig Heidelberg from MDOT. He stated both engineers he spoke to at MDOT welcome a traffic study and encouraged as study as the last traffic study done at that intersection was done over 15 years ago. He stated Hartland residents are not against growth, progress, or building our community,

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but would offer proper growth, due diligence, research, and application of common sense in doing so. He stated since they know their community they are asking for support from our elected officials, to hear their voices and address their concerns. He stated they are not saying no, just not now, as he felt we do not have enough information to make an informed decision on the impact that traffic will have. He asked the Board to pass a resolution to have an independent traffic study done on that intersection on what the increased traffic will do to M-59 and Blaine Rd.

Michelle Blondeel came forward and stated she is a 25-year Hartland resident, supported local businesses during the COVID shutdown, and was on the Hartland School Board, so she understands the difficulty of having constituents ask the Board to do difficult things. She stated she was disappointed with some of the developments in the Hartland community and in doing her research of these various items that there have been numerous instances of people being concerned about traffic even before CFA. She stated we want a traffic study done. She cited the short turnaround to go west on M-59 coming out of Burger King, additional cars added due to CFA, campers and trailers in this area, additional traffic from the Hartland Glen development and future plans for residences on M-59 and Fenton road, and gravel train trucks from a proposed gravel pit in the area to support a traffic study. She stated she knows this is a difficult decision and asked the Board to consider the constituents concerns, and implored the Board to do the right thing and do a traffic study.

Lorna Coury came forward and stated she wrote the Board on April 13th to ask for a delay in the vote for a new CFA restaurant until a thorough, complete, and independent traffic impact study could be done to ensure the safety of the community. She asked that the memo be included in the Board package tonight and was disappointed that it was not included in the package. She stated nearly 500 individuals have signed a petition asking for the same thing. She stated we need the right data to make informed decisions and felt the PC did not do their due diligence on this. She stated that MDOT and LCRC cannot require a traffic study as it is an existing site, but they stated to her that they would love one done, but could not require it. She stated we need a detailed traffic study that takes into account the school year and northbound and southbound traffic on Fridays, Saturdays and Sunday when people are going up north. She also stated we need behavioral studies to be done on Blaine Rd. as she felt the light is dangerous, and is poorly designed with cars turning into each other literally every five minutes. She also stated that when she talked to the LCRC Director, the plan that they approved was not the plan that was presented by CFA. She stated the LCRC approved a plan that would not allow for a left turn off of Blaine onto the CFA property. She stated this was a concern to her that what was approved was not what was submitted in the plan. She also stated they contacted Senator Lana Theis who was also concerned about this and that her office is trying to set up a meeting with the County Commissioner, the Township Supervisor, MDOT, and LCRC to discuss the issues. She stated she would be concerned if the Board does not listen to the Senator and have a meeting to address the issues correctly. She also inquired as to why we are in such a hurry to do this when all we want is a safety traffic study to talk about congestion and to minimize it, and design it right so we could enjoy the restaurant but not be negatively impacted.

Brian Madden came forward to further discuss traffic stating there have been many calls for a traffic study tonight and he supports that. He stated he thought CFA should also support that because what if all the people that have told you how bad the traffic is now and how bad it is going to be are right. He stated what if children can't get to school if the busses can't get through, if traffic starts backing up onto M-59, if there is a huge spike in traffic accidents at that intersection. If those things happen MDOT will have to get involved and there will be a traffic study at that point. He stated he thinks we will all know that you cannot have CFA traffic on Blaine Rd. At that point CFA would only have Glen Meadows Drive to utilize as an entrance and the problem is that this is not a public road, but a private drive and the property that CFA wants to build on does not have access to that road. He stated if CFA builds here and MDOT eventually closes the Blaine Rd. entrance, CFA's only option is Glen Meadows Drive, which is owned by a private corporation after they have already invested millions of dollars into

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building this franchise and would be subject to whatever the private corporation wants to charge for the use of Glen Meadows Drive. He inquired as to whether anyone at CFA has done a risk assessment on this scenario as he felt there is a reasonably high probability that this could happen. He stated that CFA may find the risk and the cost of this scenario is so high that they may not want to build in this location after all.

Terrance Armstrong came forward stating he has been a resident of Hartland since 2004 and that they live at the end of Blaine and stated his daughter was in an accident at this intersection when someone ran a red light. He stated that when you come out of Blaine Rd. to go to Meijer's, half of the people want to turn back onto westbound M-59 and they don't understand the rules around this area. He felt that those coming off US-23 to go to CFA would probably be doing the same thing which would create a gridlock right there. He stated he likes CFA and proposed another location for CFA to be considered. He stated this area isn't really a safe intersection and in a discussion with some Novi and South Lyon residents regarding the proposed CFA in Hartland, even they said this was a terrible intersection for a CFA. He did thank the Board for all of their time and effort in the work that they do for the community.

Jerrad Beauchamp came forward to discuss proposed CFA signage discussed at the PC meeting to help manage the traffic flow. He asked the Board to consider that if CFA feels the signage will work so well, which he stated we know it does not because everybody makes u-turns on M-59 and they don't follow the signs right now, then CFA could put that signage to direct the traffic to go to the next entrance on Blaine Rd. and not pull into CFA at the entrance nearest to M-59. He stated this would loosen up the traffic here and avoid having cars pulling out of Wendy's at the same time as cars are pulling in and out of CFA. He stated that he is in favor of CFA, but it is a safety issue that we need to be concerned with.

Lori Sieczkowski came forward and inquired as to how residents get their voices heard. She stated this is the third meeting she has come to regarding CFA and traffic. She stated at the first two meetings at the Call to Action everyone expressed concern about the traffic. After the last meeting she called MDOT, as she is sure many others in this room have done, and was basically told that Blaine Rd. is not their concern as it is a County road so call the County and we then get that it is an established driveway and they can't close it off. She stated the the Board is the voice of the residents and needs to help us coordinate with these government agencies. She stated she called one of our Representatives to try and get their voices heard. She stated she would like to see the Burger King redeveloped due to issues at this site and she is excited for CFA as well. She stated that the Board are the elected officials to be their voice to these agencies where they cannot make headway with them, and she stated she feels they have been unheard. She was upset that only one Board member responded to her e-mail she sent to all Board members. She just wanted to know how their voices could be heard as this is the third meeting on this topic, and at last meeting the PC approved the plan. She stated she was upset with the PC and a response of a PC member regarding a proposed solution to the traffic issues traffic. She stated that after three meetings where many people have expressed their safety concerns over the amount of traffic, citing an accident today in front of McDonalds and frequent accidents at M-59 and Hartland Road. She asked the Board to be their voice and help them with this traffic issue.

Jessica Brooks came forward and stated she sent an e-mail that was acknowledged and she appreciated it. She stated that she, like others, do not want the dilapidated building at the corner, but they do not want to trade one pain point for another pain point that we can't undo. She stated her concerns from the beginning are safety and traffic, but this is not just a Blaine Rd. issue, it is an M-59 issue. She stated this would be a moot point if CFA was located in the Hartland Towne Square Mall which was specifically designed for this type of establishment and the traffic flow it would bring. She stated that the PC concern was the high volume that they would experience in the "honeymoon" phase, as they called it. She stated this was not the residents concern, it was the long term concern as CFA will be a popular establishment after the "honeymoon" phase is gone. She stated she did not think the PC did their due diligence to establish whether or not this would be an issue for our roadways. She stated the current design that we have today was done in 2008 and we have not had a traffic study since then. She

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stated she is not sure at this point, with the amount growth that Hartland has seen, how anyone could make a decision at this time of how this won't negatively impact our area. She stated they are not looking for anyone on the Board to be reactive on how to solve a problem, we want the Board to be proactive in investigating and avoiding potential issues that could arise in the near future as a result of this development, or ones in the future. She stated that the community that is here today is being proactive in addressing this issue from the very beginning, and are trying to ensure they don't have these concerns after it is done. It is important that the bureaucracy nonsense does not outweigh the common sense here. She stated if a bank was proposed for this site they wouldn't be here as there would not be the in and out traffic, and it is not specific to CFA, but would be for any type of establishment that has that type of draw, would be an issue at that corner. She encouraged the Board to reach out to other communities that have an established CFA to see if what they were told to be the experience prior to the development versus the reality of what they have been experiencing since it has been developed. She also stated that Hartland is not a destination spot, but more of a pass through town and people that come in are not familiar with our roadways and between Hartland Rd. and M-59, and Blaine Rd. and M-59, it is confusing and signs are not obeyed and this would increase the flow of people in the area and would be a safety concern. MDOT has not been helpful in addressing their concerns as they have asked for a yellow flashing light at Blaine Rd to ease the confusion when someone is turning left and someone is turning right. She stated the desire of the corporation to not supersede the will of our community should be taken into consideration. When she last looked at the petition today at 5:00 p.m. there were 468 signatures and while they are all not here tonight, their thoughts are with those in attendance expressing their concerns and asked that we do not take this petition lightly. She asked that if the Board cannot say with confidence that this development will not have a negative impact on our roadways, she urged the Board to wait and make the decision until you have all of the data that you can obtain to feel comfortable and confident that this is the best for community. She offered a copy of the petition for the Board.

Chuck Hilger came forward and stated that after one of the early PC meetings where it was stated they do not need a traffic study, he went and looked up the Institute of Traffic Engineers (ITE) guidelines. He stated all these guidelines are published and he has read through the guidelines and inquired if any of the Board has studied these guidelines for volume traffic impact. He stated his interpretation of the guidelines indicates that even the residential on all the apartments that the Board has approved is pushing that, and this does not even include any of the additional commercial traffic. He inquired as to how we cannot insist, as everyone here is demanding, on a traffic study. He stated that Mr. Fowler and another lady have a lot of key points and he applauded them for the detail that they put into this. He asked the Board to take those points and go through them and respond to them as that's the feedback you're hearing from your community.

6. Approval of the Consent Agenda

Move to approve the consent agenda for the April 22, 2025 Hartland Township Board meeting as presented.

Motion made by Trustee Petrucci, Seconded by Treasurer Horning.

Voting Yea: Supervisor Fountain, Clerk Ciofu, Treasurer Horning, Trustee Lubeski, Trustee McMullen, Trustee O'Connell, Trustee Petrucci

Voting Nay: None

Absent: None

- a. Approve Payment of Bills
- b. Approve Post Audit of Disbursements Between Board Meetings
- c. 04-08-25 Hartland Township Board Regular Meeting Minutes

7. Pending & New Business

- a. Site Plan/Planned Development Application #25-002 – Proposed restaurant with drive-through service (Chick-fil-A) at 10382 Highland Road Preliminary PD Site Plan

Supervisor Fountain gave a short introduction of the agenda item and inquired of Planning Director Troy Langer to provide a brief overview of the Planned Development (PD) process and where we are at in the process. Director Langer gave a brief overview of the PD process which is essentially a three step process, the first step being the Conceptual Review where the applicant presents a concept idea to see if the Township has any interest in going forward with the concept idea. There is no formal action or recommendations on the Conceptual Plan as it is where the applicant just receives feedback from the Township. He stated Chick-Fil-A (CFA) presented their conceptual plan to the Planning Commission (PC) in October of 2024 and to the Board in November of 2024. The next step in the PD process is the Preliminary Plan review. At this stage the plans are more detailed, with building elevations, photometric plans, landscaping plans, and so forth. At this stage the PC holds a public hearing, and this was held on April 10, 2025. The PC only makes a recommendation on the plan and they did recommend approval of the plan. The next step is the Board review of the Preliminary Plan, and they would make a determination on the plan, and this is where we are tonight. The third step of the PD process is the Final PD where we are basically done with the site plan and we would be more focused on the PD Agreement, easements, condominium documents, if applicable, and other legal instruments. The PC would make a recommendation, and it would come to the Board for final approval and rezoning of the property to Planned Development. Subsequent to this would be this Construction Plan review where the applicant submits even more detailed construction plans that are reviewed administratively with our Township engineers, Livingston County Drain Commission (LCDC), Livingston County Road Commission (LCRC) and the Livingston County Building Department (LCBD), and staff would issue a Land Use Permit if the project met the provisions of the PD and the Township engineering standards.

Supervisor Fountain invited CFA representatives Justin Lurk and Leslie Accardo to come forward. Director Langer reviewed a screen display of the Site Plan and described the location and stated that the Applicant is proposing to tear down the existing Burger King building and re-develop the site, closing off the access drive to M-59. They are proposing an approximately 5200 sq.ft. building with drive through lanes that are two lanes side-by-side that allows for stacking of 44 vehicles and another 52 off-street parking spaces. Director Langer stated they have the existing access to Blaine Rd. and the connection to the south that exists to the Rural King/Noble Appliance property. He stated that comments were made that the LCRC had approved a plan was different from tonight's plan and he stated that we have had numerous conversations with the LCRC about altering the Blaine Rd. access and numerous plans were sent to the LCRC to discuss various scenarios and modifications. At this point nothing has been approved. He stated that there are no changes to this plan, but the PC did put a condition on the recommendation to approve, to temporarily close the first Blaine Rd. entrance closest to M-59 for the first 30 days this project would be open. The goal is to get enough stacking to make sure it is completely on-site. He stated the other CFA restaurants they looked at in the states were in Okemos, the west side of Lansing, Kalamazoo, a suburb of Grand Rapids and in Flint. He stated they looked at the CFA in Novi, but this was a difficult comparison due to their large population base, the proximity to a huge regional shopping mall, additional traffic from Interstate 96, and other commercial development outside of the enclosed shopping mall. Trustee Lubeski inquired as to the site plan map as to the lower directional arrow on the Blaine Rd. entrance indicated that you can only turn right off of Blaine into Rural King. Director Langer stated he believes that arrow indicates that this would be an entrance into the site and the other two arrows indicate exits from the site to northbound and southbound Blaine Rd.

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Supervisor Fountain inquired of the Applicant whether they have access to the Glen Meadows Drive private road and Mr. Lurk stated they do not have the right to connect to that road through another property, but indicated there were multiple ways to get into and out of the development and Glen Meadows is one of them. Clerk Ciofu inquired whether access or easement to use this private road would be included in the final documents and Mr. Lurk indicated they do have an access agreement. Director Langer stated that when the property to the south was developed as a Walmart the connections documents would have been created at that time to allow Burger King, and any future use on the Burger King property, to use this entrance to the development. He stated there would be no requirement to modify these agreements at this time. Trustee Lubeski inquired as to having all of these access points to the property, who would be responsible for the maintenance of the access points. Mr. Lurk stated it was his understanding that there is a common area maintenance agreement for the development to share the cost of maintenance and that they would pay their share for the maintenance. Trustee O'Connell inquired of Director Langer as to what the average stacking level is for similar establishments in our community as it was stated that CFA stacking would be 44 cars. Director Langer stated our Ordinance requires ten parking spaces and most of the restaurants would provide the ten or slightly more, but from memory he does not recall anyone in the 15-20 range. Trustee Petrucci inquired of Director Langer if his understanding that both LCRC and MDOT have said that no further traffic study is correct. Director Langer stated that is correct and Trustee Petrucci inquired as to why he thought they would need no further traffic study. Director Langer stated he is not a spokesperson for MDOT, or the LCRC, so his response would be a bit of presumption on his part and he would try to answer the question generally. He stated he has no authority to speak on behalf of those entities. In general, when looking at traffic of a developed site versus the traffic of an undeveloped site, there is often a comparison of the prior use to the new use as to the increase in trip ends that would occur. He stated the traffic engineers would not rely on the total weekday or average, but would focus on the AM and PM peak hour time periods and the increase use at those AM or PM peak times. He stated they would have a threshold for the Blaine Rd. and M-59 intersection and each intersection would be given a grade as to how they are functioning. Grades are assigned A through F, with A being the best. He stated what MDOT has as a policy, as he understands it, is that when a development occurs, the development cannot lower the grade of that intersection, it must keep the intersection operating at the same level. Director Langer stated he does not know the grade of this intersection, but it is MDOT's responsibility to make sure this project would not decrease the grade. He stated they rely on the ITE manual to provide some preliminary data as to what the development is likely to do to traffic and they reach their conclusion as to whether a traffic study is needed or not, and he is guessing this is what they may have done. Trustee Petrucci stated he understand the traffic issues as he encounters it, but his decision must be made for what is the best for the Township. He stated fifteen years ago a traffic study was needed due to three major developments coming into the community. Two of the developments were approved for just under a million square feet of retail business and we are not anywhere near that now. He stated the traffic study incorporated all of the retail we were suppose to get a traffic and that M-59 could not hold the traffic that would be produced from two of the developments. He stated we met with the developers regarding improvements that would need to be made to M-59 to be able to approve the developments. Seven engineers were involved and came up with the design for M-59 that you see today that would incorporate all of the proposed retail from these developments, and the improvements for M-59 were paid for by the developers. He stated that this property we are discussing tonight was a fast food restaurant then, and it is a fast food restaurant being proposed now. He stated the issue is that CFA is a premium fast-food restaurant that is replacing an existing fast-food restaurant. Director Langer stated the ITE Manual outlines different land uses, such as fast-food restaurants, and it does not discriminate on businesses within a category as they treat all businesses in a category the same. As both CFA and Burger King are fast food restaurants, both are treated the same. Trustee O'Connell cited the Fishbeck study in the packet as to the increase in trips. Director Langer stated that the study showed that both CFA

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and Burger King were in the same classification and would be subject to the same trip ends per 1000 square feet of gross floor area. It is the square feet of the building that determines the comparison of trip ends. Burger King was 3940 square feet and CFA is at 5200 square feet and using the 1000 trip end per square foot and they would focus on the AM peak hours and PM peak hours. He briefly explained how the ITE Manual comes up with the averages for each classification by taking traffic counts at various fast-food restaurants throughout the country and physically measuring the number of trip ends. Trustee Lubeski inquired as to whether an independent traffic study would have more accurate numbers. Director Langer, in trying to define "independent", stated in general, when an applicant comes with a proposed project the applicant would hire a traffic engineer and the applicant would submit their traffic report to the Township, or MDOT or to the LCRC. The company that provides the traffic study, being an independent traffic engineering company, licensed by the State of Michigan, would have their reputation for providing solid verifiable information and we would presume that the information provided is sound, accurate and can be verified. Mr. Lurk stated there would be scoping meeting between the jurisdictions to determine what intersections to look at before doing the traffic study. He stated the scope of the traffic study is as important as the study itself. He stated that there are a lot of assumptions made in a traffic study and he is not saying they are not useful and they did not deny to do one, but as mentioned, both MDOT or LCRC did not require one. He stated they heard the residents, and he spoke to both Craig Heidelberg at MDOT and Mike Goryl at LCRC to see what could be done as to the timing here. He stated Craig would look into the timing at the light at Blaine Rd. as residents stated only 3-4 cars can turn right onto M-59 off of Blaine at a light. He stated this is the first CFA in Livingston County but they are looking at several more sites in and around the County and he stated they understand that they will be busier than Burger King due to the pent up demand for a local CFA, as the closest CFA is in Novi. He stated two points of ingress and egress to their site is vitally important to them and their customers. Clerk Ciofu inquired as to the discussion with MDOT and the LCRC as to whose idea was it to close off the entrance from M-59 and Mr. Luck stated it was not a recommendation from MDOT, but a CFA design. He stated this design allowed them to get circulation around the site and separate the drive through traffic from the dine-in customers so that the dining guest are not crossing the drive through traffic on the way in and out of the restaurant for safety purposes.

Supervisor Fountain inquired of Director Langer if he could address the comment from an e-mail that stated every group is pointing to each in a situation no one is willing to address pertaining to the roads, by explaining the process when it comes to traffic studies. Director Langer stated he presumed this question is directed to Hartland Township taking a position of we don't have jurisdiction over the MDOT and County Roads, and MDOT saying it is the Townships position to require this or that and the LCRC saying something similar. Director Langer again mentioned that he is not a spokesman for MDOT or the LCRC so he cannot speak as to what their legal authority is regarding what they can and cannot do, however he stated at the early conceptual stages of the project, the Township, not the Applicant, reached out to MDOT and the LCRC and had discussions on what they can do, what they need, and what we can do to help them in this project. We have other developments in the community that are redevelopments, but have a change in use and we are getting traffic studies because of what MDOT has requested. We are too small of a township to have traffic engineers, and we rely heavily on them and if they have advice, we take that. If they tell us at the very early stage that they want this, or they think this is needed, we are more than happy to explore that. He stated that CFA did their due diligence and reached out to the Township regarding questions for planning, engineering, and public works regarding the process and fees and it was a very lengthy process, and it was not a common due diligence process in looking at this property and the Township assisted in this. What happened was that someone else expressed an interest in this property and it was unavailable for a period of time. That project did not work out

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and the property became available and talks started again with CFA. Mr. Lurk stated that due diligence process started in March of 2024, and they are not rushing this process.

Trustee McMullen had a concern regarding excess planting around the site as to clear lines of site for safety reasons and would recommend reducing the plantings by two-thirds to seventy-five percent. She stated that they were going to clear out some of the other ones as they couldn't place all of the 47 trees on the site. She stated it is not only a safety issue, but a longer term maintenance issue for landscape. Clerk Ciofu inquired as to the timing from order to pick-up in the drive-through lane and Mr. Lurk explained it will vary by location and their suggestions for the franchisees to have a goal of 90 to 120 seconds from order to pick-up. He stated they design their sites with face-to-face ordering with iPads further upstream to give the kitchen time to prepare the order so it will be ready when you get to the pick-up door and would have a steady release of cars during peak hours. He stated each CFA is individually owned and operated by a franchisee who is guaranteed only one location. He gave a brief overview of CFA franchise model in that they are not looking for investors, they are looking for owner operators.

Trustee Lubeski inquired as to directional signing on the site. Director Langer stated that through the PD process we have some ability to vary from the sign ordinance and we recognized going into the conceptual review that traffic to Blaine Rd. was a concern. He stated we explored a number of things to address this situation. He stated one of the goals was to have some off-site signs onto the Rural King/Noble appliance property which are intended as traffic directional signs to have the traffic go south from CFA to the inner ring road and go east where there are a number of outlets to go north to M-59. Another goal was the placement of the monument sign on M-59 set as far east as reasonably practicable so it did not block an existing monument sign. This was to encourage drivers to drive past that sign and come into CFA on the private road east of CFA. Mr. Lurk gave a brief overview of the purpose of the signs on the Directional Signage chart to try and divert traffic off of Blaine Rd. Trustee Lubeski inquired of the possibility of placing a no left turn sign from Blaine Rd. at the Blaine Rd. entrance just south of the proposed dumpster and the Applicant responded that they would not want to limit left turns into their property and cited delivery truck access at this point. Trustee Petrucci inquired of Manager Luce that if after the first 30 days and the traffic settles down to a more reasonable level and we see that traffic is still an issue, would it be possible to work with the LCRC to possibly widen Blaine Rd. and make another exit on to M-59 to alleviate some of that traffic. Manager Luce stated it is possible, but would have challenges to it because of the length there from the sweeping right turn to the entrance/exit from CFA. Manager Luce pointed out the MDOT property at the corner of Blaine Rd. and M-59 and adding an additional right turn lane would probably require a easement on Blaine Rd. for a deceleration lane. Director Langer reviewed the open space plan with regards to speculation on the potential widening of M-59 on the west side of the property near the proposed dumpster. Manager Luce stated that this would be a possibility, but he cannot say it is something MDOT would do. Director Langer commented that he appreciates the chance to explain things that the Board does not always hear or see and that he appreciates when residents come out and he gets the opportunity to hear from them. He stated they are trying their best to balance their concerns, property rights concerns, and traffic issues. He knows that expectations are that if you don't do this you may feel you are not being heard and he is not sure they can always meet these expectation but he can honestly say those comments are being heard and are being looked at. Supervisor Fountain thanked those present for their attendance and politeness during the meeting and that it means a lot to have a meaningful dialogue.

Move to approve Site Plan/PD #25-002, the Preliminary Planned Development Site Plan for Chick-fil-A Planned Development, as outlined in the staff memorandum dated April 15, 2025

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with a recommendation to the Planning Commission to look at reducing the amount of landscaping for better visibility of the building.

Motion made by Trustee O'Connell, Seconded by Clerk Ciofu

Voting Yea: Supervisor Fountain, Clerk Ciofu, Treasurer Horning, Trustee McMullen, Trustee O'Connell, Trustee Petrucci

Voting Nay: Trustee Lubeski

Absent: None

Trustee Petrucci stated that he will bring up doing something on Blaine Rd. if traffic continues to be bad. Supervisor Fountain addressed a residents concerns regard traffic studies and the process of working with MDOT and the LCRC. Clerk Ciofu stated that Manager Luce has met with our State Representative regarding the M-59 corridor and the completion of the boulevard from Hartland to Howell and he took this seriously and is trying to get some people together to pursue this issue.

b. Resolution - Hartland High School Parent Action Committee

Clerk Ciofu stated the Hartland High School Parent Action Committee is requesting the Township approval as a charitable organization to obtain a Charitable Gaming License to hold a raffle at the Hartland High School graduation ceremony. He stated they are Non-Profit Organization, and they have contacted the appropriate authorities at the State of Michigan, and they just need our approval as a charitable organization.

Move to approve the Resolution recognizing the Hartland High School Parent Action Committee as a charitable non-profit in the community for the purpose of obtaining a Charitable Gaming License.

Motion made by Treasurer Horning, Seconded by Trustee O'Connell.

Roll call vote taken.

Voting Yea: Supervisor Fountain, Clerk Ciofu, Treasurer Horning, Trustee Lubeski, Trustee McMullen, Trustee O'Connell, Trustee Petrucci

Voting Nay: None

Absent: None

Motion passes: 7 – 0 – 0.

c. 2025 PRV Project Budget Amendment

Manager Luce gave a brief overview of the Pressure Reducing Valve (PRV) budgeted for \$350,000. He stated when we received the bids, the lowest bid was \$399,980. Manager Luce stated that in an effort to conserve funds we had this project engineered using our staff to oversee the construction engineering on-site. He stated there were multiple entities that came together to complete this project. One of the last entities was for the SCADA system, which gives the public works staff the ability to monitor the flow, the rate, and the pressure from a monitor at the Water Treatment Plant or their phone. He stated as we went through the project it was determined that we needed a bypass around the PRV so that if one of the PRVs goes off-line for some reason we would still be able to provide water so we added this to the project. The additional cost is for the the addition of SCADA and some DTE work and the funds would come from the Water Fund. Trustee McMullen enquired as to the timeframe to complete the project. Manager Luce stated the PRV is installed and we only need the SCADA system to bring it online. Director Hable stated this should be done within the next two weeks.

HARTLAND TOWNSHIP BOARD OF TRUSTEES REGULAR MEETING FINAL MINUTES
April 22, 2025 – 7:00 PM

Move to approve the budget amendment for overages incurred during the 2025 PRV project for an amount not to exceed \$55,000.

Motion made by Trustee Petrucci, Seconded by Trustee Lubeski

Voting Yea: Supervisor Fountain, Clerk Ciofu, Treasurer Horning, Trustee Lubeski, Trustee McMullen, Trustee O'Connell, Trustee Petrucci

Voting Nay: None

Absent: None

8. Board Reports

Treasurer Horning - Stated that we have sold 35 bricks for the Veteran's Memorial for \$4,450 so far and had outright contributions of \$1,800.

Trustee O'Connell - No report

Trustee Lubeski - No report

Trustee McMullen - No report

Trustee Petrucci - Stated he has letters to be mailed out to area businesses regarding the Veterans Memorial.

Clerk Ciofu - No report

Supervisor Fountain - He inquired of Director Hable if he could provide the details for Large Item Clean Up Day and Director Hable stated that we are all set at a new location at the Hartland High School on the large lot on the west side of the High School referred to as the Bus Lot. It will be held on Saturday, May 17th from 9:00 a.m. to 1:00 pm. He stated there will be sporting events during the day and we are taking that into account regards the flow of traffic for Large Item Clean-Up Day.

[BRIEF RECESS]

9. Information / Discussion

a. Manager's Report

Manager Luce stated next Wednesday, Allied Construction will be here to fix the Settler's Park parking lot. They stated it will be a two day job in cutting out the repair area and repaving it on day one, and will re-stripe the lot the next day.

10. Adjournment

Move to adjourn the meeting at 9:20 p.m.

Motion made by Clerk Ciofu, Seconded by Trustee McMullen.

Voting Yea: Supervisor Fountain, Clerk Ciofu, Treasurer Horning, Trustee Lubeski, Trustee McMullen, Trustee O'Connell, Trustee Petrucci

Voting Nay: None

Absent: None

Submitted by:

Larry N. Ciofu, Clerk