NORVELL TOWNSHIP

LEVY MINING CONDITIONAL USE REQUEST

FACT SHEET / NOTES / Q&A

To: Norvell Township Supervisor and Board

From: Joseph "Marty" Godin Jr. (Resident)

Date: 1-9-26

Subject: Levy-Norvell Mining Impact

Below is my personal understanding of the scope, facts, notes I have surmised and questions or concerns developed as a property owner within Norvell Township. When I look at our Road Plan and the possible impact of this Mining Operation, I cringe. The challenge to Norvell Township is huge and to get out in front of it so we don't sell our residents and property owners a bad bill of goods. I know each of you share in this too. Thus, why I share my thoughts to make sure no stone is unturned here and to have a clear vision of the future for Norvell Township.

Norvell Township Master Plan: Norvell Township and its residents take great pride in the peaceful, rural character the Township has provided since its inception in 1859. The Township is fortunate to consist of large amounts of lakes, streams, farmlands, forests and wetlands, providing invaluable and limited resources. A major goal expressed by many residents is the preservation of these resources.

It should also be noted that while the preservation of the rural character within the Township is a top priority, the Township is still open for future development in clearly defined areas that would bring jobs and benefits to the community while still preserving the natural resources of the Township.

- Preconference meeting was held with Applicant, Township Supervisor, Bill Sutherland and Norvell Township Sheriff, Jay Trcheon on July 22, 2024. (no meeting notes)
- The 2nd informal preconference meeting was held with Bill & Jay and the Applicant on January 9, 2025. (no meeting notes)

LEVY-NORVELL MINING:

The Conditional Use & Mining Permit request for sand & gravel has been submitted by American Aggregates of Michigan (AAOM) to Norvell Township. Project description and notes as follows:

- Documents submitted to Norvell Township available at Levy-Norvell.com.
- The two mining sites are located north and south of Horning Road and just west of Watkins Road.
- Total site or property acreage is 626.4 acres.
- Extraction activity to take place over 20 years.
- North property will be Phases 1-4.
- South property will be Phases 5-10.
- AAMO estimates 12,500,00 cubic yards (or 17,000,000 tons) of marketable sand & gravel.
- Reclamation Plan not included in the above. (see Exhibit 2)
- Zausmer states under #1., Article 7, Mining Activities and Operations, item 4) mining activities are consistent with the public health, safety, and welfare of the Township.
- Mining activities are April 1st thru October 31st each year on Monday thru Friday 7:00 AM to 7:00 PM and Saturday 7:00 AM to Noon. November 1st thru March 31st are Monday thru Friday 7:00 AM to 5:00 PM and Saturday 7:00 AM to Noon.
- Under #24 Excavation Surcharge – Remediation of adverse effects of mining activity has on streets and roads in Township (1) payment to Norvell Township of an amount equal to a minimum of 4.0 cents per ton shipped from the site. Also, permittee shall provide monthly to the Township Clerk a copy of total tons trucked from the site.
    - Note at 17,000,000 total revenue Townships would receive is $680,000 over 20 years ($34,000/year average).
    - MDOT states average life expectancy of an asphalt roadway is at only 15.5 years.
    - The three Haul Routes A, B & C total 18.3 miles.
    - MDOT rehabilitation costs in 2024 for Hwy 124 were $1.3M per mile. Reconstruction costs over $5.0M per mile.
    - The “Rehabilitation Costs” would be $1,300,000 X 18.3 miles X 1.29 project life = $30,689,000 for 20 the year of Project with no cost increases from 2024.
    - The “Reconstruction Costs” would be $5,500,000 X 18.3 miles X 1.29 project life = $129,838,500 for 20 the year of Project with no cost increases from 2024.
    - Per GROK Oakland and Washtenaw counties negotiate royalties of $0.75-$1.50 per ton. Recent data from the Michigan Aggregates Association suggests average royalties for aggregates hover around $1.50-$2.50 per ton statewide.
    - Thus, Novell Township looking out for its residence should be asking for royalties at a base rate of $1.81 per ton for Rehabilitation to $7.64 per ton for Reconstruction of Haul Routes. Plus, an annual “Road Cost Increase Index” of 5% minimum for Haul Route Expenses.

    - Consideration of separate account to accrue royalty funds that would be dedicated to Norvell Township road reconstruction.
- Haul Routes A-B-C being considered are as follows:
    - Haul Route A – Horning to Hardcastle to Hwy 124 to Hwy 12 is the Preferred Route and is 6.9 miles with 11-minute travel time. (all paved)
    - Haul Route B – Horning to Lawrence to Hwy 124 to Hwy 12 is 6.3 miles with a 14-minute travel time.
    - Haul Route C – Horning to Watkins to Hwy 124 to Hwy 12 is 5.1 miles and an 8-minute travel time. (shortest route)
    - Safety is a huge concern with a Walking and Bicycling path located along both east & west traffic lanes of Hwy 124.
    - 80% of Gravel Truck traffic projected to head east bound on Hwy 124.
    - Combined with Lawrence Road Mining Operation this would exceed 9 trucks per hour on Hwy 124.
- Zausmer under Item B – No Very Serious Consequences stated "no significant operational impacts to road networks. Further no off-site improvements are required" based on Traffic Study (exhibit 3).
    - They site property value impact (c), pedestrian and traffic safety (d), impact to heath, safety, and welfare (e).
    - The "Traffic Study" completed by Fisbeck out of Vernon Hills, IL (?) and a company in Michigan.
    - The "Data Collection" was done on February 14, 2023 in which the Mining Operation would not be active as the prime operational season is April 1st to October 31st. Plus, seasonal weight restriction for trucks could be in place that time of year.
    - Also, the "Data Collection" does not take into account the "Lake Area" of primarily Wamplers and Mud Lake where 60% of our residence are living in the south.
    - The "Traffic Study" does take account intersection activity but does not account for "Driveway Activity" especially along Hwy 124 where boat and trailer activity peaks.
    - Under 1.3 Roadway Characteristics – Note 1 states we have four different speed limits (35, 40, 50 & 55 MPH) from US 12 to the interaction of Hardcastle Road and Hwy 124. This occurs across two counties and townships. Where we properties along Hwy 124 (near Lakeshore Dr.) that have lake front access across the road to Wamplers Lake. In addition, there are walking and bike paths both east and west bound.

- Thus, at the very minimum Norvell Township should petition the State of Michigan to standardize the Speed Limit at 35 MPH as exits through the state park.
- The Traffic Study" does not mention or take into account the additional Mining Operation on Lawrence Road still running at two to four trucks a morning on Hwy 124.
- Thus, I ask Norvell Township to throw out this "Traffic Study" and request the Applicant to hire a Michigan company and account for the impact to the Lake Areas and State Park.
- The new "Traffic Study" must also include stopping distances on west bound US 12 at the intersection of Hwy 124 with nine gravel trucks pulling out 8-9 times (80% of total trucks) an hour?
- Also, the new "Traffic Study" must identify if a need or not for a Traffic "Stop" Light on US12 and Hwy 124? Visibility and stopping distance being a real concern on US 12 westbound traffic with trucks pulling out.
    - The estimated stopping distance for a 55,000 lb. gravel truck traveling at 50 MPH, including reaction time is approximately 300 to 400 feet under ideal conditions!
- Norvell Township should also petition the State for a "No Jake Break/Engine Brake" policy in the Township and applicable Truck Routes. It is absolutely conducive to the "Master Plan" for Norvell Township!
- Who will be enforcing our State and Local Motor Vehicle Traffic laws with the increased truck traffic?
- Will Norvell Township be adding electronic monitoring, especially on Hwy 124 and at what cost?

- Under 1.7 Benefits of the Project
    - It notes under the 3rd bullet point "Increasing the local tax base" but has no "Study" to support it?
    - The Pleasant Lake Aggregates (PLA) operations may offer the Norvell Township some comps but I believe the lake area (Mud and Wamplers Lake) shared with Hayes State Park is much more developed.
    - Also, I see no "Impact Study" to The Irish Hills? Evans Lake, Sand Lake, etc. impacted along US12.
    - The 2025 "Market Study" by Andrew Reed & Associates (Quincy, MI) does not include a "Lake Area" like The Irish Hills and only reflects a negative impact of 7.3% to home values.

    - I suggest Norvell Township take a look at a real 10% to 15% reduction in Lake Home values to truly understand the estimated tax benefits a Mining Operation brings. I know this homeowner is looking for a 15% tax reduction.
    - Norvell Township could ask the Applicant to provide an accredited "Realtor Study of Projected Housing Values" from the University of Michigan Business Department for the area to truly understand what could be the true full impact to our tax base?
    - The SRR Study under 4.8.2 also need to be thrown out as it excludes Lake Home values and so how can the state "no significant impact to property values"?
    - The Phoenix Center Study under 4.8.3 reflecting on operations in TN, AL, CA and OH had no Lake Property valuations or State Park impact analysis.
- Reclamation of Property
    - The AAOM plans after 20 years of mining looks pretty and I am sure enticing for Norvell Township.
    - But the fact is we have a mining operation that has not concluded operations on Lawrence as planned and long past due in this person's eyes.
- Norvell Township Enforcement
    - What are the penalties to AAOM for not conforming to the Norvell Township Master Plan and policies?

Thank you for your review of this information and my concerns. Hope maybe some of these are yours too. Many generations have flocked to this area, maintain or rebuilding family homes and heritage. It's what so unique why so critical we protect it.

Regards,

Marty Godin

1741 Wamplers Lake Rd.

Brooklyn, MI 49230

Mbl: 517-206-6321

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  - Safety is a huge concern with a Walking and Bicycling path located along both east & west traffic lanes of Hwy 124.
  - Hall Route D Option – The primary concern being 18 gravel trains per hour entering US12 at Hwy 124 (Wampler's Lake Road) based on the suggested A-B-C Haul Routes today. Other concerns being the impact to the three bridges featured along Hwy 124. Hwy 124 is identified as a "Truck Route". I also think if the Townships of Norvell & Cambridge could work together to petition the State of MI and MDOT to remove that designation as a "Truck Route" being it is thru a now developed R1 residential area, Wampler's Lake & Mud Lake Area as well as Hayes State Park. That route today also features four speed limits. I have never understood Hwy 124 designated as a "Truck Route" when US 50 and US 12 exist with one speed limit and stop lights in place. Except other than for truckers to avoid the MDOT Scales at US12 & US50. Safety of our Township residence, those visiting and those traveling through it must be a primary concern. Thus, I do suggest a remedy of a Haul Route "D" which would incorporate traveling east on Horning Road to Herman Road, continuing east on Sharon Hollow Road to Austin Road or continue on W Pleasant Lake Road to Hwy 52 to go north and south. All through rural and non-residential areas. Having "Route "D" in place would not require adding stoplights and impeding heavy traffic that already exists on US12. Obviously "Traffic Studies" have to be completed by MDOT and the State of Michigan here.
  - 80% of Gravel Truck traffic projected to head east bound on Hwy 124.
  - Combined with Lawrence Road Mining Operation this would exceed 9 trucks per hour on Hwy 124.
    - Please confirm if it is 9 truckloads leaving the gravel mine per hour and 9 trucks arriving per hour for loading for a total of #18 trucks on the Haul Routes per hour (one every 3-4 minutes) or not?

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    - The Phoenix Center Study under 4.8.3 reflecting on operations in TN, AL, CA and OH had no Lake Property valuations or State Park impact analysis.
- Restoration Plan
    - The AAOM plans after 20 years of mining looks pretty as a residential area. But isn't that why we live here and also what we have today?
    - AAOM offers a "Performance Bond" as stated" the Performance Bond shall be used by Norvell Township to complete restoration in the event the applicant or

successor fails to retore the site in accordance with the approved restoration plan after the cessation of mining activities".

- Should not a "Surety" bond also be sought in addition to a "Performance" bond to protect the Township, County & State. Probably much like Interstate Highway contacts?
- Do we not as a Township need to get bids from Developers for the "Restoration" of identified property once mining completed in estimated 2046-2051 dollars to protect residents living here or moving here in the future?
- I know this resident is not interested in having our Township Elected Officials be responsible for the Restoration of private land and at what cost to tax payers?
- Also, the fact that today we have a small mining operation that has not concluded operations on Lawrence as planned and long past due in this person's eyes.

- Radon Gas Concerns
  - It has been brought to my attention via AI that gravel pits in Southeast Michigan, particularly around areas like Springfield Township (Oakland County), can emit radon because mining disturbs uranium rich soil/rock, releasing the gas, and the region itself (Zone 1-2) is naturally high risk, so residents near pits should test their homes for radon. Blasting and deep excavation in gravel pits create fissures and expose deep soil, potentially increasing radon release, making testing and mitigation crucial, as seen with community concerns over proposed mines.
  - Based the core samples drilled by AAOM what were the Radon levels discovered and at what elevations?
  - Any studies released regarding Radon gas release here?
  - Would all homes within a pre-determined maybe ten-mile radius be tested for Radon Gas prior to any "Conditional Use Permit" being approved?
  - Would all Homeowner costs incurred due to Radon exposure in these homes be covered by a secured bond or note from AAOM or Norvell Township if Conditional Use Permit approved?
  - What would Norvell Township put in place to measure radon exposure if necessary?
- Silica Dust Concerns
  - From 1-1-2015 through 2-20-2018, according to the Mine Safety and Heath Administration Data Retrieval System (MDHA) on-line Mine Data Retrieval System (MDRS) 213 of the 429 mine locations in Michigan have at leas one silica air measurement above the current allowable level of 0.05 mg/m3, which indicates a risk to miners of silicosis. (oem.msu.edu/images/newsletter)

    - What risk does “Silicia” present to the Norvell Township residents with breathing issues, etc.?
    - What silica levels are acceptable to Norvell Township under a Conditional Use Permit for gravel mining operations?
    - Would this be State measured and regulated?
- Norvell Township Enforcement
    - What are the penalties to AAOM for not conforming to the Norvell Township Master Plan and policies?
    - Could the Novell Township Board decide to have the Levy-Norvell Conditional Use permit request be put to the ALL the voters in Novell Township?
- Local zoning and regulatory role
    - Under the Michigan Zoning Enabling Act (MZEA), townships have significant authority to regulate land use, including reviewing special use permits for gravel mining. They must balance the need for aggregates against potential “very serious consequences” to the community (a standard from case law like *Silva v. Ada Township*). Townships can deny permits or impose conditions if justified, and expressing opposition publicly aligns with this process.
- Examples of townships taking positions with regards to gravel pits:
    - Springfield Township – Submitted opposition to a proposed Levy/Burroughs sand and gravel mine, citing risks to residents, the environment, and community character. Neighboring **White Lake Township** also submitted a letter of concern.
    - Metamora Township - Has long opposed a major proposed gravel mine, with township officials and residents actively fighting it for years (including through lawsuits and public advocacy).
    - Dewitt Township – Denied special use permits for a proposed operation based on impacts to residents’ quality of life.
    - Grass Lake Township – Involved in legal battles where residents and officials opposed a pit, with court rulings sometimes siding against approvals due to safety, environment, and procedural issues.
    - Other cases include Sharon Township, Ann Arbor Charter Township, and Kasson Township, where local leaders and planning commissions have voiced opposition, held hearing, or adopted positions against pits.

Thank you for your review of this information and my concerns. Hope maybe some of these are yours too. Many generations have flocked to this area, maintain or rebuilding family homes and heritage. It’s what so unique and why so critical we protect it.

Note: The blue print was updates to the original letter dated 1-9-25.

Regards,

Marty Godin

1741 Wamplers Lake Rd.

Brooklyn, MI 49230

Mbl: 517-206-6321

To: Norvell Township Supervisor and Zoning Board

From: Marty Godin (Resident)

Date: 2-2-26

RE: Levy-Norvel Gravel Pit “Need”?

Bill, I wanted to alert you and our team at the Township of this letter below to be printed by The Exponent in the next week or so. Also, per my email I am attaching the data file for all the Michigan Sand & Garvel Pits in Michigan. This includes specific tabs for neighboring counties noted. In the email I also listed some of the sand and gravel mines within 20 miles of the proposed Levy-Norvell Pit. Please if you would post these to the Levy-Norvel documents folder for residents to access. Below is the letter to The Exponent:

Webster defines "Need" as: 1. Lack of something required; also, the thing lacking. 2. Poverty or distress. Today, we have according to EGLE in Jackson County a total of 135 Sand & Gravel Operations. In adjacent Lenawee County we have 70 Sand & Gravel Operations. In adjacent Washtenaw County we have an additional 119 Sand & Gravel Operations. Not to mention Hillsdale County sharing our US12 corridor an additional 112 Sand & Gravel Operations. That's 436 identified Sand & Gravel Operation's sharing across just four County's sharing our highway system. Ten of these Sand & Gravel Operations are within twenty miles of the proposed Levy-Norvell site applied for by American Aggregate of Michigan (AAOM).

The "Conditional Use Application" need is based on "Purchase Orders" presented as part of the application. A "Purchase Order" is defined as "A formal legally binding document issued by a buyer to a seller, outlining specific products or services, quantities, prices, and payment terms". This is not a "Need", as defined above, for the residents and specifically Norvell Township. It also brings into question the "Needs" of the Irish Hills Residents, County and State with its existing Watkins and Hayes State Parks. Not to mention the possible impact to our ecological rare Prairie and Domed Fen. Our "high quality" Prairie Fen represents 40% of all that exists in the State of Michigan.

It is not "NEED" we are identifying here, but "GREED". I don't fault any company that develops a product to sell at a profit. But this cannot be at the expense of our public treasures. Haul routes purposed are for 18 trucks per hour (9 full & 9 empty) using Horning Rd. to Hardcastle Rd. to Hwy 124 (Wampler's Lake Road) to US12 through our residential, lake and State Park. Our property values, public and traffic safety, law enforcement, noise ordinances, use of bike & walking paths, quality of life, health & dust concerns, lakes & streams, parks, maintaining and restoration of our road infrastructure, and Norvell Townships future financial stability, health & welfare are huge concerns.

Many have chosen to move here and/or live here for many generations in the area known as The Irish Hills. Many more than the few jobs the applicant has proposed as part of the mine. It's time we support Irish Hills Concerned Citizens (IHCC). Other associations like The Wampler's Lake Property Owners Association, The Society for the Preservation of Wampler's Lake, Citizens Protect Irish Hills, and Concerned Citizens of Watkins State Park are lining up behind IHCC. Please document your concerns to Norvell Township's Board, Planning & Zoning Board in making the best decision for its residents in accordance with the township master plan. Grass Lake, Parma, Sharon, Cambridge and other townships have stood up. It's our time now! Lastly, please go (www.ihccinfo.org) to donate to the effort for the residents and Township of Norvell!

Regards, Marty Godin

Mbl: 517-206-6321

NORVELL TOWNSHIP BOARD MEETING 3-16-26

PUBLIC/BOARD COMMENT

TO: Thank you, Bill and the Board for my time and what you and the team do for Norvell Township!

INTRO: My name is Marty Godin. We live at 1741 Wamplers Lake Road, Brooklyn. I moved here in 1991 attracted to the lake and rural environment. We are located two miles from the proposed mine site.

COMMENT: My concern is the taxpayers, townships, and county shouldn't be burdened with the road repair and replacement costs associated with the AAOM Conditional Use Permit Request. Nor do I believe our township road infrastructure supports the heavy volume of gravel trucks projected. Thus, I think it requires the Township to request from MDOT a "Road Cost Impact Study" identifying all costs associated with the AAOM Conditional Use Permit and define all the secured funding required prior to any approval.

The MDOT states the average life expectancy of an asphalt roadway is 15.5 years. The three Haul Routes A, B & C total 18.3 miles. Haul Route A is the "Preferred" route but I am not sure who would enforce it with the independent haulers. MDOT identified "Rehabilitation Costs" for Hwy 124 in 2024 were $1.3M per mile. Road "Reconstruction Costs" are over $5.0M per mile per MDOT. Calculating the "Rehabilitation Costs" would be $1,300,000 X 18.3 miles X 1.29 project life = $30,689,000 for the 20-year project in 2024 dollars. The road "Reconstruction Costs" would be $5,500,000 X 18.3 miles X 1.29 project life = $129,838,500 for the 20-year in 2024 dollars. The costs associated with new acceleration lanes and deacceleration lanes on US12 at Hwy 124 intersection. Plus, the addition of a stop light must be added here. We as a Township must define where these funds are coming from as part of the approval process for the AAOM Conditional Use Permit Request.

Today per GROK, Oakland and Washtenaw counties negotiated royalties of $0.75-$1.50 per ton. Recent data from the Michigan Aggregates Association suggests average royalties for aggregates are around $1.50-$2.50 per ton statewide. But this does not touch covering road costs. I believe Norvell Township, looking out for its residence, should be asking for royalties at a base rate of $1.81 per ton for

Rehabilitation and $7.64 per ton for Reconstruction costs of Haul Routes. Combined is $9.45/ton (2024 DOL) which would be $17.07/ton (2044 DOL) with average annual 3% inflation. Consideration should also be made for a separate account to accrue royalty and road funding on a per ton rate that would be deposited into dedicated Norvell Township accounts.

Our mutual goal must be to protect the health, safety and welfare of the residents of Norvell Township under our Master Plan! Thank you!

NORVELL TOWNSHIP

LEVY MINING CONDITIONAL USE REQUEST

PROPERTY VALUE IMPACT ANALYSIS

To: Bill Sutherland, Norvell Township Supervisor

Cc: Norvell Planning Commission & Norvell Clerk

From: Marty Godin (Resident)

Date: 3-30-26

Subject: Levy-Norvell Gravel Application & Property Value Impact to Norvell Residents

That which we enjoy today has been generated by the investments by many over the years in property and assets. We must take this into account the impact to "Property Values" when considering the Levy-Norvell Sand & Gravel Mine Application as a Very Serious Consequence (VSC).

The financial data stated in this document is per the attached spreadsheet under "Levy-Norvell Haul Route Gravel Pit Property Values and Tax Revenue Impact Estimates". The information has been generated directly for the state GIS report (gis.mijackson.org) and reflects "2025 Assessed Dollars". Only properties listed for Norvell Township are included. Properties are sorted by "Prop Class" and "Owner" for Norvell "Gov Unit" noting "Assessed Values" and "Acreage" by "Parcel ID".

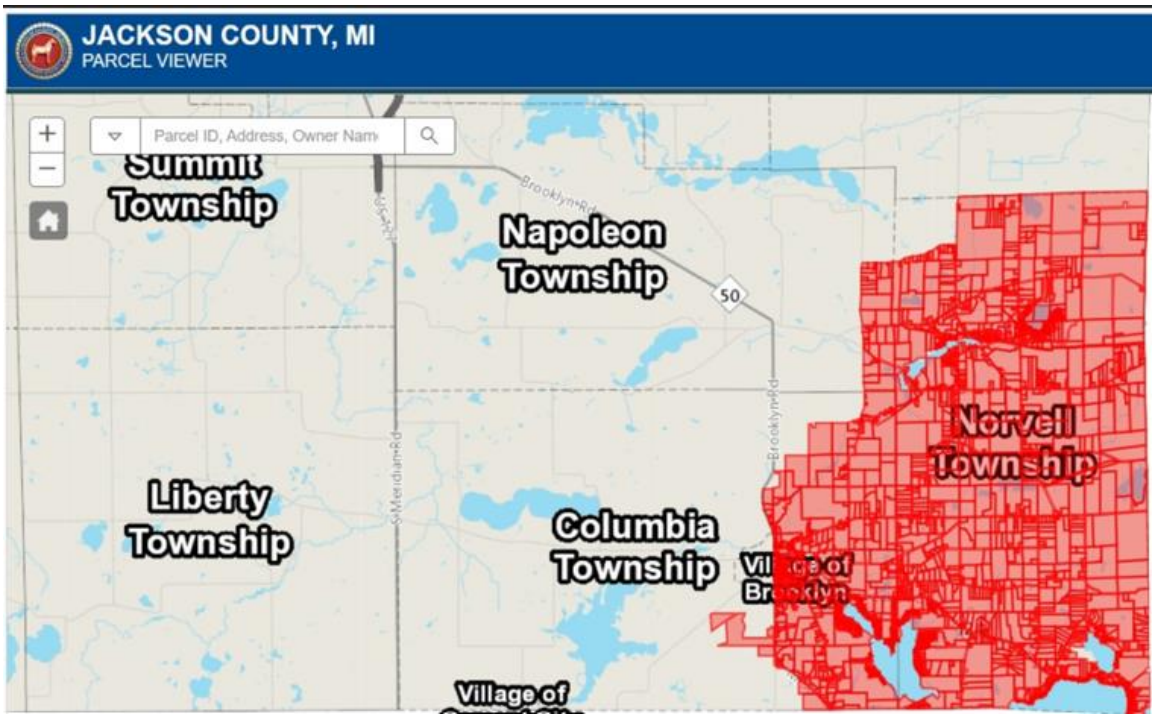
American Aggregate of Michigan (AAOM) the applicant for the Levy-Norvell Sand & Gravel Mine site under 1.7 Benefits of the Project a 2025 "Market Study" by Andrew Reed & Associates out of Quincy, MI state a potential negative impact of 7.3% to home/property values. Also sited by AAOM is The Phoenix Center Study under 4.8.3 reflecting on gravel operations in TN, AL, CA and OH. I found no evaluations stated for high value residential lake and agriculture property noted in their application.

Closer to home we have some more applicable property valuations. One being the Canadian Property Valuation Magazine article by Tony Sevelka (www.grassrootsjournals.org/jelp/0203m00310.html#status) which included five studies. The five studies here identify mine operations having a negative impact on property values ranging from 7.5% to 36%. The Upjohn Institute published a more telling report by George Erickcek in 2006 (https://research.upjohn.org/reports/222) regarding the economic impact of the Proposed Stoneco Gravel Mine in Richland Township, Kalamazoo County, MI. It concluded "the gravel

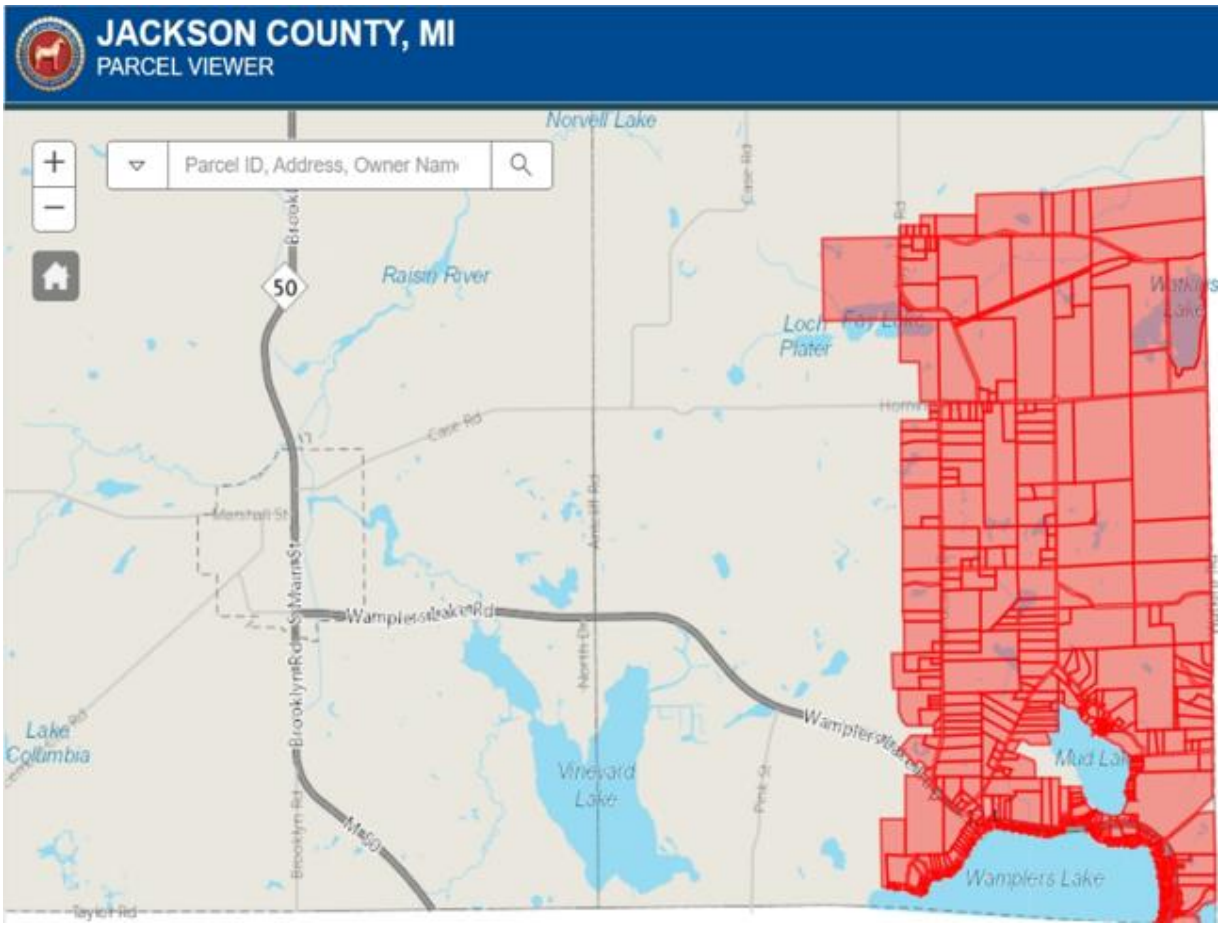
mine will reduce property values in Richland and Richland Township by $31.5 million dollars (estimated 20% reduction), adversely impacting the values of over 1400 homes, which represent over 60 percent of the Richland Residences" with minimal employment impact. Also, the report reflects property owners are willing to pay more to be further from the mine and associated haul routes. That willingness to pay was 7.92% more per mile away from the mine.

Mike Wilzynski, Geologist with Pangea Environmental, LLC in Michigan and 45 years of experience in mine operations states the haul route zones could experience a 30% reduction in property valuations. Scott Brown, Executive Director of the Michigan Lakes & Streams Association stated in his letter to The Exponent (page 4 dated 3-10-26) among many VSC's that "Are we ready to accept the fact that the market value of homes and property in the area will decline by as much as 40% due to the quality-of-life degrading presence of the aggregate mine"? You have to ask why these experts are not quoted in the AAOM application?

Specifically, for Norvell Township and it's residents I will try to capture what I believe is true "Property Value Impact". Norvell Township is 91.1% residential, 8.7% agricultural, and less than 1% commercial. A total of 2,225 properties identified here covering 18,804 acres. I break this out by indirect "Non-Haul Route" and direct "Haul Route" impact. We have 1,622 properties in the "Non-Haul Route" zone (outside the direct Haul Route Zone) and are located within five miles of the proposed Levi-Norvell Gravel Mine. These properties have a "2025 Assessed Value" of $184,138,025 and cover 14,373 acres. I used an estimated market value loss of 7.5% for this indirect zone resulting in a $13,810,352 annual negative impact to property values. See map below:



The direct “Haul Routes” (A-B-C) as noted in the application and as identified as the primary Haul Route Zone. We have 603 properties in the direct “Haul Route” zone which includes those properties which must use Haul Routes A-B-C for accessing their properties. These properties surrounded by the lakes and state parks have a “2025 Assessed Value” of $89,265,000 and cover 4,431 acres. I used an estimated market value loss of 30% for this direct zone resulting in a $26,779,500 annual negative impact to property values. See map below:



Combined the potential total “Assessed Property Value” impacted as a result of the Levy-Norvell Sand & Gravel Mine could be $273,403,025 on 18,904 acres. The negative annual “Property Value” impact would be $40,589,852. An average of 14.8% across the residents of Norvell Township and well within many of the studies documented above. Leaving a potential annual long term tax revenue loss of $722,499 for the Township. Now also consider the long term impact over the twenty-year operation of the Levy-Norvell Sand and Gravel Mines not just for Norvell Township, but the Irish Hills!

Additionally, I truly believe we have debunked the “NEED” for the Levy-Norvell Sand and Gravel Mine in Norvell Township. We have 436 identified Sand & Gravel Mining Operations in just our

four surrounding counties. Not to mention the 520 plus Sand & Gravel Mines in southeast Michigan today serving AAOM target market area. Our property values will have a long-term impact on Norvell Townships future financial stability, health & welfare and that of Napoleon, Manchester and Cambridge Townships.

Property rights have a place. You like to think because we bought a piece of property, we can do what we want with it. We have "Zoning Laws" for a reason. Set backs from the waters edge, side lot setbacks, square foot restrictions, etc. Agricultural restrictions, where and what we can spray, etc. Our Township Zoning Laws are meant to protect all residents. Those that own their property and those adjacent to others. The Norvell Township Masterplan is in place to do just that and for the reason to protect the Health, Safety and Welfare of its residents! Progress is one thing, but as one prominent business owner in Brooklyn stated "Unless it brings numerous high paying jobs to the area, I do not see anything good to come of it"!

Thank you for your time and the Planning Commissions consideration!