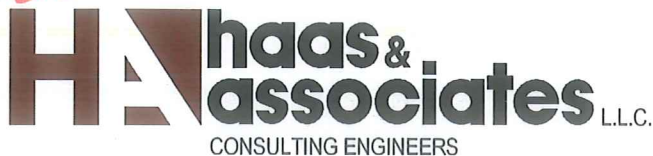


EXHIBIT A

(A) 21-27  
3.2.22



February 25, 2022

Mr. John Kennedy, President  
St. John Plan Commission  
10955 W. 93<sup>rd</sup> Avenue  
St. John, IN 46373

Re: Walnut Creek North  
Primary Plat

Dear Mr. Kennedy:

We have reviewed the Primary Plat for the referenced project and have the following comments:

1. This subdivision project combines Lots 8, 9 & 10 of the Ravenwood Business Center into two lots.
2. We have reviewed the plat and find it to be satisfactory.
3. The Developmental Fee for this project is \$1,500.00 as there are no associated public infrastructure improvements.
4. All the public improvements have been installed as part of the existing subdivision.

If you have any questions, please contact this office.

Very Truly Yours,  
Haas & Associates, LLC

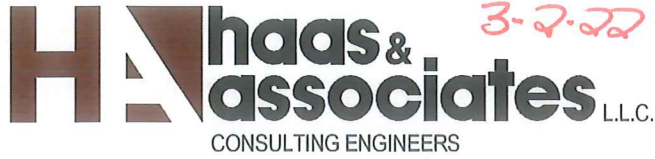
A handwritten signature in black ink, appearing to read 'Kenneth J. Kraus', is written over a faint rectangular box.

Kenneth J. Kraus

Pc: Sergio Mendoza, Director of Building & Planning  
Stuart Allen, RLS  
Don Torrenge, PE  
File

EXHIBIT B

2021-27  
3-2-22



February 25, 2022

Mr. John Kennedy, President  
St. John Plan Commission  
10955 W. 93<sup>rd</sup> Avenue  
St. John, IN 46373

Re: Walnut Creek North  
Secondary Plat

Dear Mr. Kennedy:

We have reviewed the Secondary Plat for the referenced project and have the following comments:

1. This project is to convert three existing lots (Lots 8, 9 & 10) into a two lot subdivision in The Ravenwood Business Center.
2. We have reviewed the plat and find it to be satisfactory.
3. The Developmental Fee for this project is \$1,500.00.
4. The public improvements are existing. No Letter of Credit or a Surety Bond is required.

If you have any questions, please contact this office.

Very Truly Yours,  
Haas & Associates, LLC

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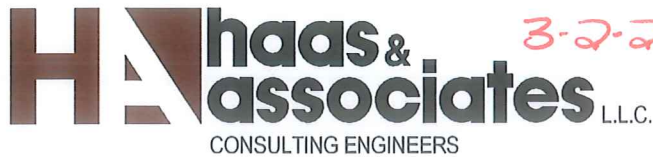
Kenneth J. Kraus

Pc: Sergio Mendoza, Dir. of Building & Planning  
Stuart Allen, RLS  
Don Torrenge, PE  
File

EXHIBIT C

2022-05

3-2-22



March 2, 2022

Mr. John Kennedy, President  
St. John Plan Commission  
10955 W. 93<sup>rd</sup> Avenue  
St. John, IN 46373

Re: Planet Fitness  
Site Plan Review

Dear Mr. Kennedy:

We have reviewed the Site Plan for the referenced project and have the following comments:

1. We have reviewed the Site Plan and find it to be satisfactory, with the exception of the following:
  - a. There needs to be three additional landscape islands - two within the northmost row of parking and one within the southernmost row. Each of these islands is to have one tree and one shrub.
  - b. Irrigation of all landscape areas is required. The irrigation system is to have its own water meter.
  - c. An additional cleanout is needed on the sanitary sewer service lateral. (A clean out is required at each change of direction and for every 100' to meet code.)
  - d. There are no sidewalks planned along the public streets.
2. The Legal Description on these plans is Lot 8 and half of Lot 9 in the Ravenswood Business Center, Phase 2. This same property will become Lot One of the Walnut Creek North subdivision. Any approvals of the Planet Fitness Site Plan should be contingent upon Secondary Plat approval of the Walnut Creek North subdivision being granted and the proper recordation of same.
3. The Site Plan Review Fee for this project is \$1,500.00.
4. Storm Water Pollution Prevention Plan (SWPPP) is NOT included in the project plans. It will be reviewed at a later date. The fee for this review will be determined at the time of review.

If you have any questions, please contact this office.

Very Truly Yours,  
Haas & Associates, LLC

A handwritten signature in black ink that reads 'Kenneth J. Kraus'. The signature is written in a cursive style and is enclosed in a rectangular box.

Kenneth J. Kraus

Pc: Sergio Mendoza, Director of Building and Planning  
Todd Reyling, P.E.  
File

EXHIBIT D

2022-01

3-2-22

Petition summary and background	Regarding the petition to rezone lots at 10911W 108 <sup>th</sup> Ave in Artesian Wells Subdivision.
Action petitioned for	I the resident am against the rezoning of the lots in Artesian Wells Subdivision. I am concerned about the congestion and safety that a commercial business would bring to our residential neighborhood. We don't need another home in our ranch style subdivision.

Printed Name	Signature	Address	Comment	Date
TIMOTHY NEARY	<i>Timothy Neary</i>	11025 W 108th AVE		2-26-2022
CHERYLE NEARY	<i>Cheryle Neary</i>	11025 W 108th Ave	THIS NEIGHBORHOOD RESIDENT HAS BEEN	2-26-22
THOMAS L HARSHOR	<i>Thomas Harshor</i>	10784 SCHNEIDER PL	NOT FIRMAL FOR THE	2-26-22
Paul G. Brown	<i>Paul G. Brown</i>	10552 SCHNEIDER PL		
Jane Kaiser	<i>Jane Kaiser</i>	108135 Schneider Pl.	NOT CONCERNED ABOUT THE REZONING TO BEING A COMMERCIAL BUSINESS DISTRICT	2-26-22
Ken Kaiser	<i>Ken Kaiser</i>	108135 Schneider Pl.		2-26-22
Harold R. York	<i>Harold R. York</i>	10802 SCHNEIDER PL.		2-26-22
Barbara Neary	<i>Barbara Neary</i>	11025 W. 108th Ave		2/27/22
LARUE VAUGHT	<i>Larue Vaught</i>	10827 SCHNEIDER PLACE	THIS IS A SUBDIVISION NOT A BUSINESS DISTRICT	2/27/22
DENNIS WIGSMOEN	<i>Dennis Wigsmoen</i>	10819 Schneider Place		3/1/2022
DAVE WIGSMOEN	<i>Dave Wigsmoen</i>	10819 Schneider Place	THE ROADS WITHIN THE SUBDIVISION WOULD NOT SAFELY ACCOMMODATE additional traffic	3/1/2022



EXHIBIT E

2022-04

3-7-22

Raymond & Judith Penkala  
9725 Hart St.  
St. John, In. 46373  
email heyray58@att.net  
Phone 219-627-4135

February 21, 2022

We Submit this written objection to the subdivision that are filed with the Secretary of Plan Commission by filing the same in the Office of the Clerk /Treasure, Town of St. John, and file before the hearing will be considered by said Plan Commission. **Described as: Parcel Address 10460 Joliet St. St. John, In.**

We strongly object concerning the subdivision of an I- Industrial District parcel on said property. Hart Street has a No Trucks sign already posted on Joliet St and Hart on the west corner of the street. Trucks are not allowed on Hart Street from Joliet St. to 93rd Street as posted by St. John. Plus during before and after work hours traffic is very heavy to cross Joliet St from Three Springs Subdivision to go West or North to 93rd Street plus from Hart going west on 93rd during these hours. During Heavy rain hart St. gets flooded in said area that we are discussing. Damage of Hart St road will be done if Trucks travel from Joliet to 93rd on this road. We have a lot of building going on the East side of St. John and don't need this Industrial District to cause more traffic in the area. Both Joliet and 93rd Ave are only two lanes and should have been four lanes for all the home building being constructed in the East of the Village Township. We should not be adding Trucks in the area to add to the problem of get unto Joliet or 93rd.

Our Home values will go down if they put any Industrial District parcel in this area and children that live on the East side of that street don't need to be put into a endangered environment with heavy trucks going up and down Hart St. It is bad enough we have trains blowing all hours of the day we don't need truck noise on top of it. Fact is it will affect our environment with both pollution, noise, and congestion.

I am hopeful that the St. John Board will agree that this needs to be rejected as in the past and to be considerate in their judgment by protecting the home owners as well as the St. John Township in recognizing we don't need this in this area which will be damaging to our environment and safety as well.

Sincerely Yours,

*Raymond Penkala*  
*Judith Penkala*

EXHIBIT F

2022-04

3-2-22

**Carlo Demma**  
9701 Hart Street  
St John, IN  
46373

28th February 2022

**Plan Commission**  
10955 W 93rd Ave,  
St John, IN  
46373

Dear Plan Commission,

To whom it may concern, I am writing to you today with the intent of submitting a written remonstrance concerning the subdivision application of parcel 45-11-33-180-001.000-035, with a net acreage of 13.38 and currently classed as property "IND. - Vacant Land". I received legal notice regarding the subdivision of an industrial district parcel of real estate containing approximately 13 acres more or less of unimproved real estate in the town of Saint John directly adjacent to my home. The general geographic area that is the subject of the subdivision is bounded on the west by the CSX railroad tracks, on the North by Little Rascals Academy, on the east by Hart Street, and on the south by Joliet Street (The Parcel). The Parcel is surveyed in "Metes and Bounds Subdivision" and does not meet the local development standards in the town of St John and therefore the owners cannot obtain a building permit.

#### Character

According to chapter 9 of the Subdivision Control Ordinance for the state of Indiana, "Industrial Subdivision Lots" can vary greatly in size depending on the type of uses they are attracting but an industrial subdivision is usually in proximity to "Major Thoroughfares" and "Interstates" in order to allow convenient access for large trucks and semi-trucks. Hart Street is not a Major Thoroughfare, nor is it an Interstate and further is not a minor arterial or minor collector of our town. Hart street mainly serves as a route for the residents who live in the residential subdivisions nearby and has been designated as "No Trucks". The use of Hart Street as a potential industrial parcel is incredibly contradictory to the character of the area, specifically I mean the subdivisions and neighborhoods being built off of Joliet Street and Hart Street. For this reason, The Parcel subdivision should not be granted and no building permits should be issued.

#### Environment

Currently, The Parcel has old growth trees on it and serves as riparian habitat for birds, deer, and native plants and trees. A riparian zone or riparian area is the interface between land and a river or stream, in this case the Saint John Ditch. Plant habitats and communities along the stream margins and banks are called riparian vegetation, characterized by hydrophilic plants. Riparian zones are important in ecology, environmental resource management, and civil engineering because of their role in soil conservation, their habitat biodiversity, and the influence they have on fauna and aquatic ecosystems, including grasslands, woodlands, wetlands, or even non-vegetative areas. This area serves as an animal corridor as well. The massive old growth trees serve this lot by pulling groundwater up through their roots creating water absorption, and stopping flooding. If The Parcel were to be clear cut for a subdivided Industrial project, massive flooding would occur, and this low-lying section of Hart Street would be underwater every time there was a big rain. Substantial improvements to the Saint John ditch would need to be made that would be costly and time-consuming. The town of Saint John has already proven its inability to adequately

manage water resources and water infrastructure, for example the increased issues with local flooding, the long-standing sewer project underway on Route 41, and the fluctuating levels of heavy metals in town water forcing residents to buy expensive water filtration systems. How can we trust that the town of Saint John and the applicant will be able to overcome these issues with this parcel in regards to the flooding and mismanagement of the environment? This further supports the denial of this subdivision and subsequent potential building permit.

#### Pollution

According to data presented by the US EPA, the area of Lake County has become increasingly polluted by PM 2.5 (Particulate Matter). Specifically, PM 2.5 originates from trucking activity and road traffic. It is also generated by road dust, and local industry. According to the USEPA EJScreen tool available publicly online, St John currently is on the very outskirts of this problem. Unfortunately, by introducing new industrial parcels such as The Parcel this letter focuses on, it is almost certain that air pollution levels will continue to rise and our air quality will be degraded. Any subdivision of the parcel and subsequent building of an industrial type facility on it, has not gone, and likely will not go through any environmental impact analysis or environmental assessment, and such would negatively affect the air we breathe. I also want to highlight the noise generated by any industrial project/business would be a nuisance to the neighbors who live nearby. Further, the neighbors in this area just got done going through the Joliet Street rebuild and we will not be happy to have more construction noise, road dust, and road blockages anytime in the near future. This further supports the denial of this subdivision and subsequent potential building permit.

#### Notification

Further and to my last point, according to IC 36-7-4-702 through 708, after the primary plat has gone through the application phase and internal review phase it is supposed to be set to a public hearing within 30 days of receiving a completed application. Notifying adjacent property owners is the responsibility of the applicant and the applicant should have announced the date of the public hearing and provided public notice to the surrounding property owners within at least 30 days. The letter I received in the mail was stamped February 14th 2022, meaning I have only had 15 days to review it; actually, less because it didn't arrive at my home until February 18th 2022. I had to be home to receive it since the letter was sent as certified mail. So likely my neighbors probably did not receive any notice whatsoever. With this in mind, the applicant has not fully met the statutes set forth in chapter 9 of the Subdivision Control Ordinance procedures. This further supports the denial of this subdivision and subsequent potential building permit.

The applicant did not take into consideration the impact of a potential development resulting from the subdivision of The Parcel. The subdivision does not meet the character of the area it's in and has the potential for the degradation of quality of life for the residents who live nearby. The town of Saint John has failed to plan accordingly for the expansion of our community that these lot splits generate. Since I have lived here, the town of Saint John has not fully proven the ability to ensure that there are adequate facilities such as parks, streets, utilities, drainage, electric utilities, and other infrastructure to handle the development of the lots created by this subdivision and others.

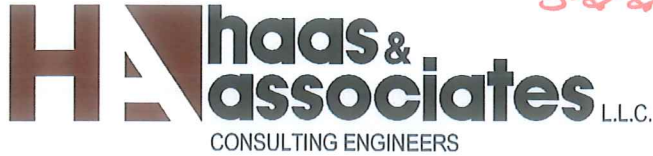
Sincerely,  
Carlo J Demma



EXHIBIT G

2022-04

3-2-22



March 2, 2022

Mr. John Kennedy, President  
St. John Plan Commission  
10955 W. 93<sup>rd</sup> Avenue  
St. John, IN 46373

Re: Hart Joliet Subdivision  
Primary Plat

Dear Mr. Kennedy:

We have reviewed the Primary Plat for the referenced project and have the following comments:

1. This project is a one lot subdivision zoned Industrial and contains 11.62 acres.
2. We have reviewed the Primary Plat and find it to be satisfactory with the following exceptions:
  - a. There are no sidewalks planned.
  - b. There are no curbs planned.
  - c. The existing Hart Street width is 18'+/- (the Subdivision Control Ordinance requires a 30' street width).
  - d. The existing Hart Street pavement does not meet the SCO required thickness for streets in Industrial zoned areas.
3. The Developmental Fee for this project is undetermined at this time pending any waivers that may be granted.

If you have any questions, please contact this office.

Very Truly Yours,  
Haas & Associates, LLC

A handwritten signature in black ink, appearing to read 'Kenneth J. Kraus', is written over a light blue horizontal line.

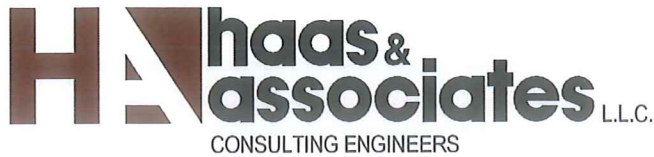
Kenneth J. Kraus

Pc: Sergio Mendoza, Director of Building & Planning  
Doug Rettig, P.E., DVG Team, Inc.  
File

EXHIBIT H

2021-20

3-2-22



February 21, 2022

Mr. John Kennedy, President  
St. John Plan Commission  
10955 W. 93<sup>rd</sup> Avenue  
St. John, IN 46373

Re: The Gates of St. John Lots 1420 & 1421 Unit 17B  
Development Fee

Dear Mr. Kennedy:

Contrary to the review letter for this project dated February 15, 2022, a Developmental Fee is required. The sanitary sewer, storm sewer and watermain systems will be public utilities NOT private as reported in said letter. The Development Fee is \$3,289.51. This fee is based on 2% of the construction minus the \$1,500 that has already been paid. ( $\$4,789.68 - \$1,500.00 = \$3,289.51$ )

If you have any questions, please contact this office.

Very Truly Yours,  
Haas & Associates, LLC

Kenneth J. Kraus

Pc: Sergio Mendoza, Director of Building and Planning  
Steve Kil, BLB St. John LLC  
File