

REZONING CHECKLIST

Requirements for filing a petition

Note: All documents must be legible. All text documents must be **typewritten or computer generated**. All drawings, such as site plans, elevations, sign details, maps, surveys, must be drawn to an appropriate scale, **dimensioned**, and in ink.

1. One (1) completed **checklist** (this form).
2. One (1) completed **petition**, signed by the owner of the subject property or an authorized agent, notarized, and filed at least 35 days prior to a scheduled public hearing.
3. One (1) copy of a general **location or area map** indicating (in a reproducible manner) the location of the property and the surrounding area. Maps created using internet mapping sites are acceptable.
4. Three (3) copies of the **Ordinance** (white form titled "City-County Rezoning Ordinance No.") correctly completed, with the proposed Zoning District and Zoning Ordinance in the appropriate blanks. A legible legal description must also be provided or referenced and attached to the Ordinance.
5. Four (4) copies of the **legal description** attached to the petition. Attach one to the petition; attach one copy to each of the Ordinances as referenced above.

Metes and bounds descriptions should include two (2) copies of the perimeter survey, drawn to scale.

- or -

Recorded subdivision legal description includes lot number, section number, subdivision name, plat book number with page number and must include a plat map (plat maps are available in Room 741 of the City-County Building for a nominal charge).

6. If the petition requests a C-S or D-P classification, **three (3) copies of a site plan** must be filed. Plans must be legible and drawn to a scale of 1=10, 1=20, 1=30, or 1=40. Additional information may be required, but at the minimum, plans must include the information described on the site plan form. If the petition requests a D-P classification, **three (3) copies of a written development statement** must also be submitted.
7. If the **"Statement of Commitments" forms** are filed (referenced as Exhibit "B" by the MDC Rules of Procedure), one (1) original and four (4) copies are required. Forms must be signed by the current owner of record. Agents are not acceptable. Legible legal description must be included or attached to each.
8. **Non-refundable filing fee.** Consult the Rules of Procedure for the applicable fee amounts.
9. **On-site hearing notice sign fee.** The On-Site Notice must be posted in a conspicuous location along each street frontage of the affected property. There is a non-refundable fee of \$10 per sign required.
10. **Surrounding property owners (optional).** As part of the legal notice requirement, the petitioner is required to notify the owners of surrounding properties per the Rules of Procedure. Petitioners can request a list of those property owners requiring notice of their petition for an optional \$25 fee. The list of owners compiled will be provided to the petitioner on label form. Petitioners are still required to make copies of the legal notice and mail it to the list provided. If petitioners do not choose this option, they must obtain their own list of surrounding property owners from the County Assessor's Office.
11. **Contact person** identified. This Contact Person is notified when Legal Notice is prepared; contacted to provide additional information; and receives the written Staff Report.

Name (print): Tyler Ochs

Address: 111 Monument Circle, Suite 2700
Indianapolis, IN 46204

Daytime Phone: 317-684-5179

Fax: _____

E-Mail Address: TOchs@boselaw.com

Acceptable methods of payment include cash, check, or MasterCard, VISA, Discover or American Express credit card. Checks must be made payable to "City of Indianapolis." Credit cards are accepted; however, the credit card processing agency assesses a fee of \$1.00 minimum **OR** 3.2% of the transaction amount, whichever is greater.



METROPOLITAN DEVELOPMENT COMMISSION
METROPOLITAN BOARD OF ZONING APPEALS
HEARING OFFICER
OF MARION COUNTY, INDIANA

Docket No:

DMD use only

◆ PETITION ◆

Address of Subject Property:

2505 N Sherman Dr., Indianapolis, IN 46218

Petitioner(s) Name: Metrobloks, LLC by Tyler Ochs

Phone: 317-684-5179

Address of Petitioner: 111 Monument Circle, Suite 2700

FAX:

Indianapolis, IN 46204

Zip

Code: 46204

Email: TOchs@boselaw.com

Owner(s) Name: Sherman Investments LLC

Phone:

Address of Owner: 1425 W Ray St.

FAX:

Indianapolis, IN

Zip

Code: 46221

Email:

Request is for (check all that apply):

☐

Variance of Use

☐

Variance of Development Standards

☐

Regional Center Approval

☐

Appeal of Administrator's Decision

☐

Modification of Site Plan

☐

Modification of Commitments or Conditions

☐

Approval of Use in Special District

☐

Approval of Development Plan in Special District

☐

Modification of Development Statement

☐

Special Exception for:

☒

Rezoning of the Primary Classification to: C-S

☐

Rezoning of the Secondary Classification to:

Legal Description (check one):

X

Complete Metes & Bounds legal description attached.

Platted site within a recorded subdivision, copy of plat map attached.

Subdivision Name:

Lot Number(s):

Section Number(s):

Recorded in Plat Book number:

page(s):

or recorded as Instrument Number:

in the Marion County Recorder's Office.

Does the petitioner own one hundred percent (100%) of the area involved in the petition (yes or no)?

No, Owner does

Tax Parcel Numbers: 49-07-28-131-005.000-101

Acreage: 13.68

Township(s): Center

METROPOLITAN DEVELOPMENT COMMISSION
METROPOLITAN BOARD OF ZONING APPEALS
HEARING OFFICER
OF MARION COUNTY, INDIANA

◆ PETITION - - PAGE TWO ◆

Is this property the subject of any **code enforcement** action (yes or no)? Not to our knowledge.

Was this property the subject of any **previous petition** (yes or no)? Not to our knowledge.

If yes, list the previous petitions' docket number(s): _____

Current **Primary Zoning** Classification: I2 Current **Secondary Zoning** Classification: _____

Current **Comprehensive Plan** recommendation: Light Industrial

Existing Use of the Subject Property: Vacant/Truck Parking

Existing Improvements on the Subject Property: Vacant.

Provide a **detailed description** of the proposal. Attached additional pages or documentation if necessary.

See C-S Statement for detailed description. Rezone to a C-S zoning classification to allow for
a small-scale data center.

Specify any **specific ordinance(s)**, standard(s), condition(s), commitment(s), and/or regulation(s) sought to be modified. Attached additional pages or documentation if necessary.

N/A

Oath: The above information, to my knowledge and belief, is true and correct.

Karanjod Cheema, member

[Signature]

Signature(s) of Owner (s)

STATE OF INDIANA,
COUNTY OF MARION, SS:

Subscribed and sworn to before me this

14th day of October, 2025

Notary Public

Stephen Kuepper

Printed Name of Notary Public

My Commission expires:

9/3/2028

My County of residence:

Henricks

STEPHEN KUEPPER

Notary Public

SEAL

State of Indiana

My Commission Expires 09/03/2028

Commission Number NP0728573

/PET4ALLa-2006 4/25/17

Scott Couzens

Scott Couzens

Signature(s) of Petitioner

STATE OF INDIANA, Virginia

COUNTY OF MARION, SS: Prince William SS:

Subscribed and sworn to before me this

14th day of October, 2025

Notary Public 8049360

Mark Christopher Hewitt

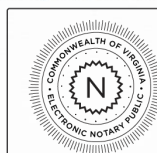
Printed Name of Notary Public

My Commission expires:

02/28/2027

My County of residence:

Prince William County, VA



Mark Christopher Hewitt

REGISTRATION NUMBER
8049360

COMMISSION EXPIRES
February 28, 2027

Notarized remotely online using communication technology via Proof.

LEGAL DESCRIPTION

PARCEL 1:

A part of the Southwest Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, located in Marion County, Indiana,

Being also a part of Lots 92 and 93 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana, being more particularly described as follows:

Beginning at a point in the east right-of-way line of Sherman Drive at now located and established, 40.00 feet northwestwardly from the centerline of the eastbound main track of the C.C.C. & St. L. Railroad measured at right angles to said centerline; thence measure northwardly along and with the east right-of—way line of Sherman Drive 942.00 feet for a Place of Beginning of the within described tract; continue thence northwardly along and with the east line of Sherman Drive 150.00 feet to a point which is 30.00 feet south of the south line of an alley lying adjacent to the northerly side of Lot 93 in aforesaid Brightwood; thence eastwardly deflecting right 89 degrees 54 minutes and parallel to the southerly line of aforesaid alley 150.00 feet; thence southwardly deflecting right 90 degrees 06 minutes and parallel to the eastwardly line of aforesaid Sherman Drive 150.00 feet; thence westwardly deflecting right 89 degrees 54 minutes a distance of 150.00 feet to the Place of Beginning, containing 0.516 acre, more or less.

PARCEL 2:

A part of the Northwest Quarter of the Southwest Quarter and a part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian:

Being also a part of Lot 1 in E.T. Fletcher's 1st Addition of Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; also a part of Lots 15, 16, 17, 18, 19, 21, 52, 57, 88, 90, 91, 92, and 93, and all of the Lots 20, 53, 54, 55, 56 and 89 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; and part of vacated Southerland Street, vacated Foundray Street, vacated Hope Street, vacated School Street and a part of a vacated alley between Lots 15 and 16 and Lots 21 and 22 being more particularly described as follows:

Beginning at a point 40.00 feet northwestwardly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said center line; said point being 491.88 feet northeastwardly from the east right-of—way line of Sherman Drive as measured along a line that is parallel with and distant northwestwardly 40.00 feet as measured at right angles to said centerline; thence northeastwardly along a line parallel to and 40.00 feet distant from the center line of aforesaid eastbound main tract 1100.00 feet to a point in vacated School Street; thence northwestwardly, deflecting left 90 degrees 00 minutes, a distance

of 320.00 feet to a point; thence southwestwardly at right angles to the last above—described line 93.02 feet to a point in aforesaid Lot 21 in Brightwood; thence deflecting right 33 degrees 26 minutes westwardly parallel to and 30.00 feet distance south from the north line of Lots 21, 52, 57, 88 and 93 a distance of 923.05 feet to a point, said point being 150.00 feet east of the east line of Sherman Drive as measured along a line parallel to and 30.00 feet distant south from the north line of Lot 93; thence southwardly, deflecting left 89 degrees 54 minutes and parallel to the aforesaid east line of Sherman Drive, a distance of 150.00 feet to a point; thence westwardly, deflecting right 89 degrees 54 minutes, a distance of 150.00 feet to a point in the east line of Sherman Drive aforesaid; thence southwardly, deflecting left 89 degrees 54 minutes along and with said east line of Sherman Drive a distance of 172.00 feet to a point, said point being the northwesterly corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Canton Plaza, Inc., by deed dated June 25, 1964; thence eastwardly, deflecting left 90 degrees 06 minutes, a distance of 410.00 feet to a point, said point being the northeasterly corner of the parcel of land described in said deed dated June 25, 1964; thence South, deflecting right 90 degrees 06 minutes and along the east line of the parcel of land described in said deed dated June 25, 1964, a distance of 499.50 feet to the Place of Beginning.

**METROPOLITAN DEVELOPMENT COMMISSION
METROPOLITAN BOARD OF ZONING APPEALS
PLAT COMMITTEE
HEARING OFFICER
OF MARION COUNTY, INDIANA**

CONSENT FORM

The undersigned, Sherman Investments LLC, being the owner of the property commonly known as 2505 N Sherman Dr., Indianapolis, IN 46218, hereby authorizes Tyler Ochs to file land development petitions necessary for the aforementioned address.

This consent shall (check one):

- ☒ remain in effect until revoked by a written statement filed with the Planning Division of the Department of Metropolitan Development.
- ☐ remain in effect until _____.
- ☐ remain in effect until these land development petitions are resolved.

Karanjot Cheema, Member


Signature(s) of Owner (s)

STATE OF INDIANA,
COUNTY OF MARION, SS:

Subscribed and sworn to before me this

14th day of October, 2025


Notary Public

Printed Name of Notary Public

My Commission expires:

My County of residence:

STEPHEN KUEPPER

Notary Public

SEAL

State of Indiana

My Commission Expires 09/03/2028

Commission Number NP0728573

Signature(s) of Owner(s)

STATE OF INDIANA,
COUNTY OF MARION, SS:

Subscribed and sworn to before me this

____ day of _____, 20____

Notary Public

Printed Name of Notary Public

My Commission expires:

My County of residence:



CITY-COUNTY REZONING ORDINANCE
No. _____

Proposal No. _____

MDC Docket No. _____

AN ORDINANCE to amend County Council Ordinance No. 8-1957, as amended, and the Zoning Ordinance for Marion County, Indiana, and fixing a time when the same shall take effect.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY-COUNTY COUNCIL
OF THE CITY OF INDIANAPOLIS AND MARION COUNTY, INDIANA

Section 1. That the zoning maps of the Consolidated Zoning and Subdivision Ordinance of the “Revised Code of the Consolidated City and County,” as amended, be amended in the following particulars:

That the following described real estate in Marion County, Indiana, is hereby zoned to the

C-S
_____ zoning district classification.

[See attached legal description.](#)

Section 2. That this ordinance shall be in full force and effect from and after this date.

Dated: _____

CITY-COUNTY COUNCIL OF
INDIANAPOLIS AND MARION COUNTY

ATTEST: _____

Clerk

President (or Presiding Officer)

LEGAL DESCRIPTION

PARCEL 1:

A part of the Southwest Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, located in Marion County, Indiana,

Being also a part of Lots 92 and 93 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana, being more particularly described as follows:

Beginning at a point in the east right-of-way line of Sherman Drive at now located and established, 40.00 feet northwestwardly from the centerline of the eastbound main track of the C.C.C. & St. L. Railroad measured at right angles to said centerline; thence measure northwardly along and with the east right-of—way line of Sherman Drive 942.00 feet for a Place of Beginning of the within described tract; continue thence northwardly along and with the east line of Sherman Drive 150.00 feet to a point which is 30.00 feet south of the south line of an alley lying adjacent to the northerly side of Lot 93 in aforesaid Brightwood; thence eastwardly deflecting right 89 degrees 54 minutes and parallel to the southerly line of aforesaid alley 150.00 feet; thence southwardly deflecting right 90 degrees 06 minutes and parallel to the eastwardly line of aforesaid Sherman Drive 150.00 feet; thence westwardly deflecting right 89 degrees 54 minutes a distance of 150.00 feet to the Place of Beginning, containing 0.516 acre, more or less.

PARCEL 2:

A part of the Northwest Quarter of the Southwest Quarter and a part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian:

Being also a part of Lot 1 in E.T. Fletcher's 1st Addition of Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; also a part of Lots 15, 16, 17, 18, 19, 21, 52, 57, 88, 90, 91, 92, and 93, and all of the Lots 20, 53, 54, 55, 56 and 89 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; and part of vacated Southerland Street, vacated Foundray Street, vacated Hope Street, vacated School Street and a part of a vacated alley between Lots 15 and 16 and Lots 21 and 22 being more particularly described as follows:

Beginning at a point 40.00 feet northwestwardly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said center line; said point being 491.88 feet northeastwardly from the east right-of—way line of Sherman Drive as measured along a line that is parallel with and distant northwestwardly 40.00 feet as measured at right angles to said centerline; thence northeastwardly along a line parallel to and 40.00 feet distant from the center line of aforesaid eastbound main tract 1100.00 feet to a point in vacated School Street; thence northwestwardly, deflecting left 90 degrees 00 minutes, a distance

of 320.00 feet to a point; thence southwestwardly at right angles to the last above—described line 93.02 feet to a point in aforesaid Lot 21 in Brightwood; thence deflecting right 33 degrees 26 minutes westwardly parallel to and 30.00 feet distance south from the north line of Lots 21, 52, 57, 88 and 93 a distance of 923.05 feet to a point, said point being 150.00 feet east of the east line of Sherman Drive as measured along a line parallel to and 30.00 feet distant south from the north line of Lot 93; thence southwardly, deflecting left 89 degrees 54 minutes and parallel to the aforesaid east line of Sherman Drive, a distance of 150.00 feet to a point; thence westwardly, deflecting right 89 degrees 54 minutes, a distance of 150.00 feet to a point in the east line of Sherman Drive aforesaid; thence southwardly, deflecting left 89 degrees 54 minutes along and with said east line of Sherman Drive a distance of 172.00 feet to a point, said point being the northwesterly corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Canton Plaza, Inc., by deed dated June 25, 1964; thence eastwardly, deflecting left 90 degrees 06 minutes, a distance of 410.00 feet to a point, said point being the northeasterly corner of the parcel of land described in said deed dated June 25, 1964; thence South, deflecting right 90 degrees 06 minutes and along the east line of the parcel of land described in said deed dated June 25, 1964, a distance of 499.50 feet to the Place of Beginning.

CITY-COUNTY REZONING ORDINANCE
No. _____

Proposal No. _____

MDC Docket No. _____

AN ORDINANCE to amend County Council Ordinance No. 8-1957, as amended, and the Zoning Ordinance for Marion County, Indiana, and fixing a time when the same shall take effect.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY-COUNTY COUNCIL
OF THE CITY OF INDIANAPOLIS AND MARION COUNTY, INDIANA

Section 1. That the zoning maps of the Consolidated Zoning and Subdivision Ordinance of the “Revised Code of the Consolidated City and County,” as amended, be amended in the following particulars:

That the following described real estate in Marion County, Indiana, is hereby zoned to the

C-S
_____ zoning district classification.

[See attached legal description.](#)

Section 2. That this ordinance shall be in full force and effect from and after this date.

Dated: _____

CITY-COUNTY COUNCIL OF
INDIANAPOLIS AND MARION COUNTY

ATTEST: _____

Clerk

President (or Presiding Officer)

LEGAL DESCRIPTION

PARCEL 1:

A part of the Southwest Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, located in Marion County, Indiana,

Being also a part of Lots 92 and 93 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana, being more particularly described as follows:

Beginning at a point in the east right-of-way line of Sherman Drive at now located and established, 40.00 feet northwestwardly from the centerline of the eastbound main track of the C.C.C. & St. L. Railroad measured at right angles to said centerline; thence measure northwardly along and with the east right-of—way line of Sherman Drive 942.00 feet for a Place of Beginning of the within described tract; continue thence northwardly along and with the east line of Sherman Drive 150.00 feet to a point which is 30.00 feet south of the south line of an alley lying adjacent to the northerly side of Lot 93 in aforesaid Brightwood; thence eastwardly deflecting right 89 degrees 54 minutes and parallel to the southerly line of aforesaid alley 150.00 feet; thence southwardly deflecting right 90 degrees 06 minutes and parallel to the eastwardly line of aforesaid Sherman Drive 150.00 feet; thence westwardly deflecting right 89 degrees 54 minutes a distance of 150.00 feet to the Place of Beginning, containing 0.516 acre, more or less.

PARCEL 2:

A part of the Northwest Quarter of the Southwest Quarter and a part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian:

Being also a part of Lot 1 in E.T. Fletcher's 1st Addition of Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; also a part of Lots 15, 16, 17, 18, 19, 21, 52, 57, 88, 90, 91, 92, and 93, and all of the Lots 20, 53, 54, 55, 56 and 89 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; and part of vacated Southerland Street, vacated Foundray Street, vacated Hope Street, vacated School Street and a part of a vacated alley between Lots 15 and 16 and Lots 21 and 22 being more particularly described as follows:

Beginning at a point 40.00 feet northwestwardly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said center line; said point being 491.88 feet northeastwardly from the east right-of—way line of Sherman Drive as measured along a line that is parallel with and distant northwestwardly 40.00 feet as measured at right angles to said centerline; thence northeastwardly along a line parallel to and 40.00 feet distant from the center line of aforesaid eastbound main tract 1100.00 feet to a point in vacated School Street; thence northwestwardly, deflecting left 90 degrees 00 minutes, a distance

of 320.00 feet to a point; thence southwestwardly at right angles to the last above—described line 93.02 feet to a point in aforesaid Lot 21 in Brightwood; thence deflecting right 33 degrees 26 minutes westwardly parallel to and 30.00 feet distance south from the north line of Lots 21, 52, 57, 88 and 93 a distance of 923.05 feet to a point, said point being 150.00 feet east of the east line of Sherman Drive as measured along a line parallel to and 30.00 feet distant south from the north line of Lot 93; thence southwardly, deflecting left 89 degrees 54 minutes and parallel to the aforesaid east line of Sherman Drive, a distance of 150.00 feet to a point; thence westwardly, deflecting right 89 degrees 54 minutes, a distance of 150.00 feet to a point in the east line of Sherman Drive aforesaid; thence southwardly, deflecting left 89 degrees 54 minutes along and with said east line of Sherman Drive a distance of 172.00 feet to a point, said point being the northwesterly corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Canton Plaza, Inc., by deed dated June 25, 1964; thence eastwardly, deflecting left 90 degrees 06 minutes, a distance of 410.00 feet to a point, said point being the northeasterly corner of the parcel of land described in said deed dated June 25, 1964; thence South, deflecting right 90 degrees 06 minutes and along the east line of the parcel of land described in said deed dated June 25, 1964, a distance of 499.50 feet to the Place of Beginning.

CITY-COUNTY REZONING ORDINANCE
No. _____

Proposal No. _____

MDC Docket No. _____

AN ORDINANCE to amend County Council Ordinance No. 8-1957, as amended, and the Zoning Ordinance for Marion County, Indiana, and fixing a time when the same shall take effect.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY-COUNTY COUNCIL
OF THE CITY OF INDIANAPOLIS AND MARION COUNTY, INDIANA

Section 1. That the zoning maps of the Consolidated Zoning and Subdivision Ordinance of the “Revised Code of the Consolidated City and County,” as amended, be amended in the following particulars:

That the following described real estate in Marion County, Indiana, is hereby zoned to the

C-S
_____ zoning district classification.

[See attached legal description.](#)

Section 2. That this ordinance shall be in full force and effect from and after this date.

Dated: _____

CITY-COUNTY COUNCIL OF
INDIANAPOLIS AND MARION COUNTY

ATTEST: _____

Clerk

President (or Presiding Officer)

LEGAL DESCRIPTION

PARCEL 1:

A part of the Southwest Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, located in Marion County, Indiana,

Being also a part of Lots 92 and 93 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana, being more particularly described as follows:

Beginning at a point in the east right-of-way line of Sherman Drive at now located and established, 40.00 feet northwestwardly from the centerline of the eastbound main track of the C.C.C. & St. L. Railroad measured at right angles to said centerline; thence measure northwardly along and with the east right-of—way line of Sherman Drive 942.00 feet for a Place of Beginning of the within described tract; continue thence northwardly along and with the east line of Sherman Drive 150.00 feet to a point which is 30.00 feet south of the south line of an alley lying adjacent to the northerly side of Lot 93 in aforesaid Brightwood; thence eastwardly deflecting right 89 degrees 54 minutes and parallel to the southerly line of aforesaid alley 150.00 feet; thence southwardly deflecting right 90 degrees 06 minutes and parallel to the eastwardly line of aforesaid Sherman Drive 150.00 feet; thence westwardly deflecting right 89 degrees 54 minutes a distance of 150.00 feet to the Place of Beginning, containing 0.516 acre, more or less.

PARCEL 2:

A part of the Northwest Quarter of the Southwest Quarter and a part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian:

Being also a part of Lot 1 in E.T. Fletcher's 1st Addition of Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; also a part of Lots 15, 16, 17, 18, 19, 21, 52, 57, 88, 90, 91, 92, and 93, and all of the Lots 20, 53, 54, 55, 56 and 89 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; and part of vacated Southerland Street, vacated Foundray Street, vacated Hope Street, vacated School Street and a part of a vacated alley between Lots 15 and 16 and Lots 21 and 22 being more particularly described as follows:

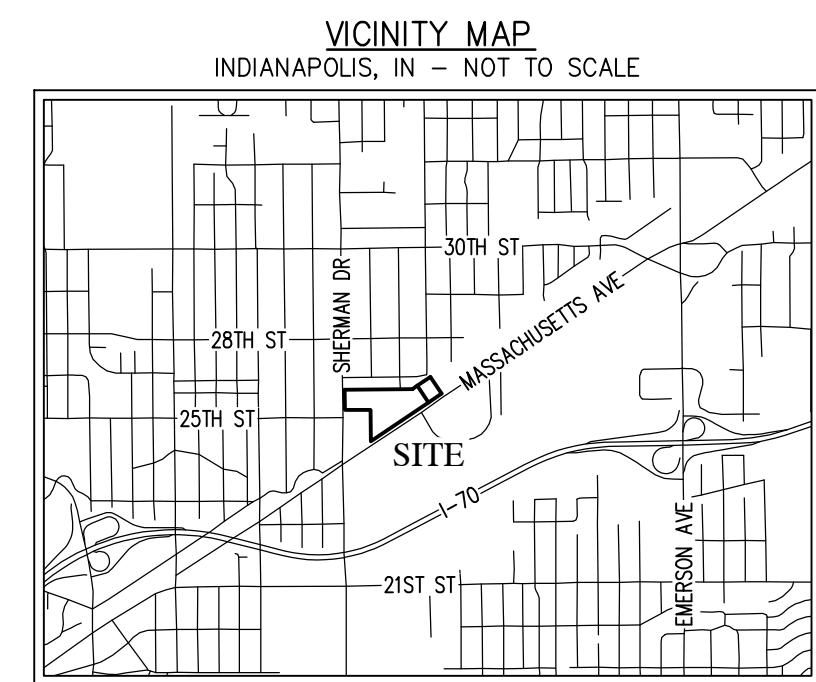
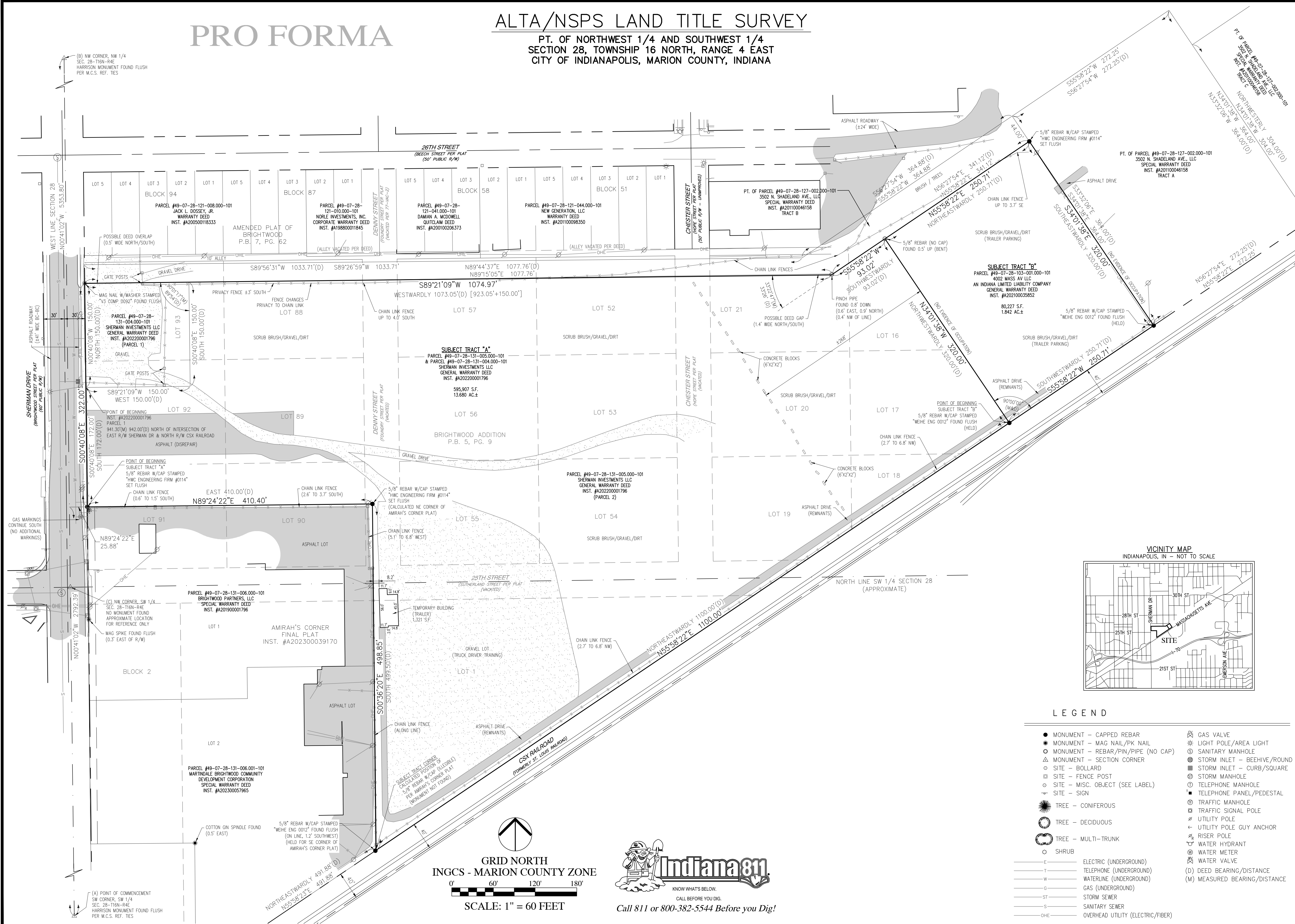
Beginning at a point 40.00 feet northwestwardly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said center line; said point being 491.88 feet northeastwardly from the east right-of—way line of Sherman Drive as measured along a line that is parallel with and distant northwestwardly 40.00 feet as measured at right angles to said centerline; thence northeastwardly along a line parallel to and 40.00 feet distant from the center line of aforesaid eastbound main tract 1100.00 feet to a point in vacated School Street; thence northwestwardly, deflecting left 90 degrees 00 minutes, a distance

of 320.00 feet to a point; thence southwestwardly at right angles to the last above—described line 93.02 feet to a point in aforesaid Lot 21 in Brightwood; thence deflecting right 33 degrees 26 minutes westwardly parallel to and 30.00 feet distance south from the north line of Lots 21, 52, 57, 88 and 93 a distance of 923.05 feet to a point, said point being 150.00 feet east of the east line of Sherman Drive as measured along a line parallel to and 30.00 feet distant south from the north line of Lot 93; thence southwardly, deflecting left 89 degrees 54 minutes and parallel to the aforesaid east line of Sherman Drive, a distance of 150.00 feet to a point; thence westwardly, deflecting right 89 degrees 54 minutes, a distance of 150.00 feet to a point in the east line of Sherman Drive aforesaid; thence southwardly, deflecting left 89 degrees 54 minutes along and with said east line of Sherman Drive a distance of 172.00 feet to a point, said point being the northwesterly corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Canton Plaza, Inc., by deed dated June 25, 1964; thence eastwardly, deflecting left 90 degrees 06 minutes, a distance of 410.00 feet to a point, said point being the northeasterly corner of the parcel of land described in said deed dated June 25, 1964; thence South, deflecting right 90 degrees 06 minutes and along the east line of the parcel of land described in said deed dated June 25, 1964, a distance of 499.50 feet to the Place of Beginning.

PRO FORMA

ALTA/NSPS LAND TITLE SURVEY

PT. OF NORTHWEST 1/4 AND SOUTHWEST 1/4
SECTION 28, TOWNSHIP 16 NORTH, RANGE 4 EAST
CITY OF INDIANAPOLIS, MARION COUNTY, INDIANA



LEGEND

- MONUMENT - CAPPED REBAR
- MONUMENT - MAG NAIL/PK NAIL
- MONUMENT - REBAR/PIN/PIPE (NO CAP)
- △ MONUMENT - SECTION CORNER
- SITE - BOLLARD
- SITE - FENCE POST
- SITE - MISC. OBJECT (SEE LABEL)
- ▽ SITE - SIGN
- ☀ TREE - CONIFEROUS
- ☀ TREE - DECIDUOUS
- ☀ TREE - MULTI-TRUNK
- SHRUB
- E — ELECTRIC (UNDERGROUND)
- T — TELEPHONE (UNDERGROUND)
- W — WATERLINE (UNDERGROUND)
- G — GAS (UNDERGROUND)
- ST — STORM SEWER
- S — SANITARY SEWER
- OHE — OVERHEAD UTILITY (ELECTRIC/FIBER)
- ⊗ GAS VALVE
- ⊗ LIGHT POLE/AREA LIGHT
- ⊗ SANITARY MANHOLE
- ⊗ STORM INLET - BEEHIVE/ROUND
- ⊗ STORM INLET - CURB/SQUARE
- ⊗ STORM MANHOLE
- ⊗ TELEPHONE MANHOLE
- ⊗ TELEPHONE PANEL/PEDESTAL
- ⊗ TRAFFIC MANHOLE
- ⊗ TRAFFIC SIGNAL POLE
- ⊗ UTILITY POLE
- ⊗ UTILITY POLE GUY ANCHOR
- ⊗ RISER POLE
- ⊗ WATER HYDRANT
- ⊗ WATER METER
- ⊗ WATER VALVE
- (D) DEED BEARING/DISTANCE
- (M) MEASURED BEARING/DISTANCE

REVISIONS

DATE	DESCRIPTION	BY



IND-A DATACENTER ALTA SURVEY
2505 N SHERMAN DR., INDIANAPOLIS, IN 46218

ALTA/NSPS LAND TITLE / BOUNDARY RETRACEMENT SURVEY

CLIENT: METROBLOKS

880 APOLLO ST., STE 329, EL SEGUNDO, CA 90245

PRO FORMA
FOR REVIEW /
COMMENT ONLY

DRAWN BY MGJ	JOB NUMBER 2502-190-A
CHECKED BY SWR	
DATE September 12, 2025	
SCALE AS SHOWN	
SHEET	

S1.1

ALTA/NSPS LAND TITLE SURVEY
SHEET 1 OF 2

© 2025

File Name: W:\MetroBlocks\2502-190-A-IND-A Datacenter\Design\CAD\Survey\2502-190-A-As-Survey.dwg. Layout: S12
Plot Time: 3:38pm
Plot Date: Sep 12, 2025
By: mjudt

PRO FORMA

RECORD DESCRIPTION – SUBJECT TRACT "A"

PARCEL 1:
A part of the Southwest Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, located in Marion County, Indiana,

Being also a part of Lots 92 and 93 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana, being more particularly described as follows:

Begin a point in the east right-of-way line of Sherman Drive at now located and established, 40.00 feet northwestwardly from the centerline of the eastbound main track of the C.C.C. & St. L. Railroad measured at right angles to said centerline; thence measure northwardly along and with the east right-of-way line of Sherman Drive 942.00 feet for a Place of Beginning of the within described tract; continue thence northwardly along and with the east line of Sherman Drive 150.00 feet to a point, which is 30.00 feet south of the south line of an alley lying adjacent to the northerly side of Lot 93 in aforesaid Brightwood; thence eastwardly deflecting right 89 degrees 54 minutes and parallel to the southerly line of aforesaid alley 150.00 feet; thence southwardly deflecting right 90 degrees 06 minutes and parallel to the eastwardly line of aforesaid Sherman Drive 150.00 feet; thence westwardly deflecting right 89 degrees 54 minutes a distance of 150.00 feet to the Place of Beginning, containing 0.516 acre, more or less.

PARCEL 2:
A part of the Northwest Quarter of the Southwest Quarter and a part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian:

Being also a part of Lot 1 in E.T. Fletcher's 1st Addition of Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; also a part of Lots 15, 16, 17, 18, 19, 21, 52, 57, 88, 90, 91, 92, and 93, and all of the Lots 20, 53, 54, 55, 56 and 89 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; and part of vacated Southerland Street, vacated Foundry Street, vacated Hope Street, vacated School Street and a part of a vacated alley between Lots 15 and 16 and Lots 21 and 22 being more particularly described as follows:

Beginning at a point 40.00 feet northwestwardly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said center line; said point being 491.88 feet northeastwardly from the east right-of-way line of Sherman Drive as measured along a line that is parallel with and distant northwestwardly 40.00 feet as measured at right angles to said centerline; thence northeastwardly along a line parallel to and 40.00 feet distant from the center line of aforesaid eastbound main tract 1100.00 feet to a point in vacated School Street; thence northwestwardly, deflecting left 90 degrees 00 minutes, a distance of 320.00 feet to a point; thence southwestwardly at right angles to the last above-described line 93.02 feet to a point in aforesaid Lot 21 in Brightwood; thence deflecting right 33 degrees 28 minutes westwardly parallel to and 30.00 feet distance south from the north line of Lots 21, 52, 57, 88 and 93 a distance of 923.05 feet to a point, said point being 150.00 feet east of the east line of Sherman Drive as measured along a line parallel to and 30.00 feet distant south from the north line of Lot 93; thence southwardly, deflecting left 89 degrees 54 minutes and parallel to the aforesaid east line of Sherman Drive, a distance of 150.00 feet to a point; thence westwardly, deflecting right 89 degrees 54 minutes, a distance of 150.00 feet to a point in the east line of Sherman Drive aforesaid; thence southwardly, deflecting left 89 degrees 54 minutes along and with said east line of Sherman Drive a distance of 172.00 feet to a point, said point being the northwestern corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Canton Plaza, Inc., by deed dated June 25, 1964; thence eastwardly, deflecting left 90 degrees 06 minutes, a distance of 410.00 feet to a point, said point being the northeastern corner of the parcel of land described in said deed dated June 25, 1964; thence South, deflecting right 90 degrees 06 minutes and along the east line of the parcel of land described in said deed dated June 25, 1964, a distance of 499.50 feet to the Place of Beginning.

RECORD DESCRIPTION – SUBJECT TRACT "B"

A part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East, of the Second Principal Meridian:

Beginning at a point 40 feet northwesterly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said centerline, said point being 1591.88 feet northeasterly from the east right-of-way line of Sherman Drive, as measured along a line that is parallel with and 40 feet as measured at right angles to said centerline, said point of beginning also being the southeasterly corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Greter Indianapolis Amusement Co., Inc., by deed dated November 27, 1964; thence northwestwardly a distance of 320 feet to the northeast corner of the parcel of land conveyed by said deed dated November 27, 1964; thence northeastwardly, deflecting right 90 degrees 00 minutes, a distance of 250.71 feet to a point; thence southeastwardly, deflecting right 90 degrees 00 minutes, a distance of 320.00 feet to a point that is 40 feet distant northwesterly from the centerline of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said centerline; thence southwestery, deflecting right 90 degrees 00 minutes, along a line parallel with and 40 feet distance from the centerline of the aforesaid eastbound main track, 250.71 feet to the Point of Beginning.

ALTA/NSPS LAND TITLE SURVEY

PT. OF NORTHWEST 1/4 AND SOUTHWEST 1/4
SECTION 28, TOWNSHIP 16 NORTH, RANGE 4 EAST
CITY OF INDIANAPOLIS, MARION COUNTY, INDIANA

SURVEYOR'S REPORT

General.
In accordance with Title 865, Article 1, Chapter 12 of the Indiana Administrative Code ("Rule 12"), the following observations and opinions are submitted regarding the various uncertainties in the locations of the lines and corners established this survey as a result of uncertainties in reference monumentation; in record descriptions and plats; in lines of occupation; and as introduced by random errors in measurement ("Relative Positional Accuracy"). There may be unwritten rights associated with these uncertainties. The client should assume there is an amount of uncertainty along any line equal in magnitude to the discrepancy in the location of the lines and possession from the surveyed lines.

There may be differences of deed dimensions versus measured dimensions along the boundary lines shown hereon and, likewise, there may be found survey markers near, but not precisely at, some boundary corners. In cases where the magnitude of these differences are less than the Relative Positional Accuracy stated below and less than the uncertainty identified for the reference monumentation (discussed below), the differences may be considered insignificant and are shown only for purposes of mathematical closure. Such differences that are greater than the Relative Positional Accuracy and the uncertainty in reference monumentation should be considered worthy of notice and are therefore further discussed below.

This survey and report are based in part upon opinions formed in accordance with an Indiana Land Surveyor's responsibility to conduct a survey in accordance with Federal laws, state and local laws, and court precedent (865) IAC 1-12-11(5), Rules of the Indiana State Board of Registration for Land Surveyors). Since Indiana has no statutes addressing how to resolve boundary lines, a solution based on principles derived from common law precedent must be relied upon as the basis for a boundary resolution.

Unless otherwise noted or depicted hereon, there is no evidence of occupation along the perimeter lines of the subject tract. All survey monuments set or found this survey are flush with existing grade unless otherwise noted.

The Relative Positional Accuracy (due to random errors in measurement) of this survey is within the specifications for an Urban Class Survey (0.07 feet plus 50 ppm) as defined in IAC 865.

Purpose.
The purpose of this survey is to perform an ALTA/NSPS Land Title boundary retracement survey for two tracts of land totaling approximately 15.5 acres located along the east side of Sherman Drive and north of the CSX Railroad, in Indianapolis, Indiana. Subject Tract A contains 13.680 acres and is owned by Sherman Investments LLC. Subject Tract B contains 1.842 acres and is owned by 4002 Mass Av LLC. The tracts are located in the Southwest and Northwest Quarters of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, in the City of Indianapolis, Center Township, Marion County, Indiana. The tracts are also part of several lots and vacated roadways within Brightwood Addition.

The following are recorded surveys and plats made reference to in this survey:
-Brightwood Addition, prepared by Elijah T. Fletcher, recorded September 17, 1872 in Plat Book 5, Page 9
-Amended Plat of Brightwood, recorded May 27, 1874 in Plat Book 7, Page 62
-Amirah's Corner, Final Plat, prepared by Norman H. Hisselman, Professional Surveyor #S0461, Weihe Engineers, Job Number W220733, recorded May 17, 2023 in Instrument #A202300039170
-ALTA/NSPS Land Title Survey for Sherman Investments LLC, prepared by Brian L. Haggard, Professional Surveyor #29800001, V3 Project #230015, recorded August 25, 2023 as Instrument #A202300071247
-ALTA/ACSM Land Title Survey for Brightwood Plaza, prepared by Bryan F. Catlin, Professional Surveyor #910012, Mid-States Engineering Job #121-4704, recorded February 26, 2001 as Instrument #2001-00028823

Basis of Bearings
The basis of bearings for this project is Grid North per Indiana Geospatial Coordinate System (INCS) – Marion County Zone (NAD 83, 2011, EPOCH 2010.0000).

Theory of Location
Reference Monumentation
The lines and corners of the Subject Tract are referenced to the United States Public Land Survey System (PLSS) Section Corners, as discussed below:

Section Corners
(A) Southwest Corner of Southwest Quarter, Section 28– A Harrison monument was found flush with the ground surface per the Marion County Surveyor corner reference ties. There is, in my opinion, negligible uncertainty associated with the position of this corner.

(B) Northwest Corner of Northwest Quarter, Section 28– A Harrison monument was found flush with the ground surface per the Marion County Surveyor corner reference ties. There is, in my opinion, negligible uncertainty associated with the position of this corner.

(C) Northwest Corner of Southwest Quarter, Section 28– No monument was found at this location, and no Marion County Surveyor corner reference ties were available. This corner is shown in an approximate location for reference purposes only.

Additional Controlling Elements
CSX Railroad Right-of-Way– The north right-of-way of the CSX Railroad has been established at a 40-foot offset of the center of the main (south) tracks of the rail corridor, in agreement with previous surveys and record deeds in the area. Three separate "Weihe" capped rebars were found along this line and agree with the 40-foot offset of the center of the south tracks. There is, in my opinion, negligible uncertainty associated with the position of this line.

Sherman Drive Right-of-Way– The right-of-way lines for Sherman Drive were established based on back of curb and back of walk splits along the standard road cross-section area, with a plotted right-of-way width of 60 feet based on the Brightwood Addition and Amended Plat of Brightwood. The center of Sherman Drive does not run along the section line as established this survey. The east right-of-way of Sherman Drive checks with a mag nail with washer stamped "V3" located at the northwest corner of the Subject Tract, and a mag pipe found within Amirah's Corner checks within 0.3 feet. The right-of-way line of Sherman Drive established based on the Amirah's Corner plat geometry falls approximately 1.0 foot west of the right-of-way line established this survey. There is, in my opinion, approximately 1.0 foot of uncertainty associated with this line.

Amirah's Corner Plat– The lines and corners of the Amirah's Corner plat were established this survey based on record plat geometry, holding the "Weihe" capped rebar at the southeast corner and holding the common line of the CSX Railroad right-of-way along the south line. As discussed above, the right-of-way of Sherman Drive based on this plat falls approximately 1.0 foot west of the right-of-way line based on curb splits. Additionally, the Amirah's Corner plat identifies two monuments at the southeast corner, falling approximately 1.2 feet distant from each other. The above-referenced V-3 and Mid-States Engineering surveys held the northeasterly corner as the property corner, while the Amirah's Corner plat appears to hold the "Weihe" rebar.

Record Descriptions
Subject Tract "A" is based on the following lines:
-The south line is along the north right-of-way line of the CSX Railroad.
-The northeast line and the 93.02-foot north line were established as perpendicular and parallel with the north right-of-way line of the CSX Railroad, as described in the deed.
-The 1074.97-foot course of the north line was established holding the record distance south along the 93.02-foot course and the V3 mag nail along the east right-of-way of Sherman Drive at the northwest corner of the Subject Tract. The deflection angle for this line checks to within 4 minutes of matching the record deed geometry. The distance falls nearly 2.0 feet longer than record deed geometry; however, the controlling call of the Sherman Drive right-of-way was held. The north line of the north adjoining tract does not match the record geometry of the Subject Tract, resulting in a potential deed gap of 1.4 feet north-south at the east end of the north line and a potential deed overlap of 0.5 feet north-south at the west end of the north line. The north adjoining ground appears to be occupied by adjacent owners to the north, rather than the record deed owner.
-The west line is along the east right-of-way line of Sherman Drive and at record deed distance.
-The north line along Amirah's Corner was established from the south end of the 322.00-foot course and holding the northeast corner of the Amirah's Corner plat, established as discussed above. Due to the uncertainty along the Sherman Drive right-of-way between this survey and the Amirah's Corner plat, the course measures 0.4 feet longer than the record deed and plat geometry.
-The 498.85-foot course of the west line was established from the northeast corner of Amirah's Corner to the calculated position of the northeast rebar at the southeast corner of the plot. This calculated position for the rebar checks with record distance along the south line of the Subject Tract, however, holding this calculated position results in a line that is not parallel with the Sherman Drive right-of-way, as called for in the deed. With the uncertainty associated with the Sherman Drive right-of-way, it is my opinion that the calculated rebar position is a better solution for a previously surveyed position of the corner, rather than establishing the line as parallel with a line that has uncertainty associated with it this survey.
Subject Tract "B" is established based on record deed geometry and agrees with the adjacent property descriptions. The lines are all based on the CSX Railroad right-of-way line and calls perpendicular and parallel with the right-of-way.
There is, in my opinion, up to 1.4 feet of uncertainty associated with the record land descriptions.

Occupation
A row of chain link and privacy fencing along the north line of the Subject Tract varies up to 4.0 feet south of the north line. There is no evidence of occupation along the northeast line of Subject Tract B. An asphalt drive crosses over the northeast line of Subject Tract B, with indications of shared use of trailer parking over Subject Tract B and the northeast adjoiner. Chain link fencing along the railroad right-of-way line varies from 2.7 feet to 6.8 feet northwest of the line. Chain link fencing along the 498.85-foot course runs generally along, but jogs up to 6.8 feet west of the line at the north end. Chain link fencing along the 410.40-foot course runs from 0.6 feet to 3.7 feet south of the line. Subject Tract A has direct access to public right-of-way via Sherman Drive along its west line. Subject Tract B is a landlocked parcel, and has evidence of vehicular access and use coming from the northwest adjoining property.

Notes
The accuracy of any flood hazard data shown on this report is subject to map scale uncertainty and to any other uncertainties in location or elevation on the referenced Flood Insurance Rate Map. The within described tract of land does not lie within a Special Flood Hazard Area as said tract plots by scale on Map Number 18097C0161F of the Flood Insurance Rate Maps for the City of Indianapolis, Marion County, Indiana (maps dated April 19, 2016).

Ownership information indicated hereon is as identified in County or Township records or on title work provided by others.

The Subject Tracts are zoned 12"(Industrial) per the MapIndy GIS (accessed online at https://maps.indy.gov/MapIndy/ on September 12, 2025). The setback requirements for 12" zoning can be variable, transitional and subject to interpretation, therefore, setback lines are not depicted hereon.

Evidence of source of title for the Subject Tracts was provided in the form of _____ Commitment No. _____, dated _____, . Some of the items disclosed in Schedule B-II thereof may have been depicted on the survey and are identified by their recording data. Should any additional items need to be depicted on the survey, please advise and provide the appropriate documents. NOTE: This survey Pro Forma has been prepared without the benefit of a Title Commitment.

SURVEYOR'S REPORT (CONTINUED)

Additional Table A Item notes:
2 – The addresses for the Subject Tracts are as follows: (obtained from the MapIndy GIS website)
Subject Tract A – Parcel 1: 2507 N Sherman Dr
Subject Tract A – Parcel 2: 2505 N Sherman Dr
Subject Tract B – 4002 Massachusetts Ave
6(a) – The surveyor has not been provided with a zoning report or letter to certify zoning and/or setback information.
7(a)(b)1 – The only buildings within the Subject Tracts is a small temporary trailer building located within Subject Tract A, as shown hereon.
9 – No marked parking spaces were apparent on the Subject Tract at the time of field survey.
16 – No evidence of earth moving work and/or building construction was observed on the Subject Tract at the time of field survey.

SURVEY CERTIFICATION – ALTA/NSPS LAND TITLE SURVEY

To Metrobloks; Sherman Investments LLC; 4002 Mass Av LLC; and _____ Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 7(a), 7(b)1, 8, 9, 11(a), 13, 14, and 16 of Table A thereof. The fieldwork was completed on September 4–5, 2025.

To the best of my knowledge and belief, the within plat represents a survey made under my supervision in accordance with Title 865, Article 1, Chapter 12 of the Indiana Administrative Code.

PRO FORMA

Michael G. Judt
Professional Surveyor #21500017
September 12, 2025
E-Mail: mjudt@hwcengineering.com
THIS EXHIBIT PREPARED BY: Michael G. Judt

REDACTION STATEMENT

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law. Michael G. Judt

AS-SURVEYED LAND DESCRIPTION – SUBJECT TRACT "A"

Part of the Southwest and Northwest Quarters of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, in the City of Indianapolis, Center Township, Marion County, Indiana, being also part of Lots 1, 16–21, 52–57, and 88–93, also part of vacated 25th/ Street (Sutherland Street), Denny Street (Foundry Street), and Chester Street (Hope Street), all in Brightwood Addition, the plat of which is recorded in Plat Book 5, Page 9 in the Office of the Marion County Recorder, based on an ALTA/NSPS Land Title Survey prepared by Michael G. Judt, Professional Surveyor #21500017, HWC Engineering Job #2502-190-A, dated September 12, 2025, more particularly described as follows:

COMMENCING at the southwest corner of said Southwest Quarter, marked by a Harrison Monument; thence North 00 degrees 41 minutes 02 seconds West (grid bearing, Indiana Geospatial Coordinate System – Marion County Zone, NAD 83, 2011, EPOCH 2010.0000) along the west line of said Section 28 a distance of 2792.39 feet to the westerly extension of the north line of Amirah's Corner, Final Plat, the plot of which is recorded in Instrument Number A202300039170 in said Recorder's Office; thence North 89 degrees 24 minutes 22 seconds East along said extension a distance of 25.88 feet to the east right-of-way line of Sherman Drive and the POINT OF BEGINNING, marked by a 5/8-inch rebar with cap stamped "HWC ENGINEERING FIRM #0114" (hereafter referred to as "HWC rebar"); thence continuing North 89 degrees 24 minutes 22 seconds East a distance of 410.40 feet (410.00 feet per deed) to the northeast corner of said Amirah's Corner, marked by an HWC rebar; thence South 00 degrees 36 minutes 20 seconds East a distance of 498.85 feet (499.50 feet per deed) to the north right-of-way line of the CSX Railroad; thence North 55 degrees 58 minutes 22 seconds East along said north right-of-way a distance of 1100.00 feet to a 5/8-inch rebar with cap stamped "WEIHE ENG 0012"; thence North 34 degrees 01 minutes 38 seconds West a distance of 320.00 feet to a 5/8-inch rebar; thence South 55 degrees 58 minutes 22 seconds West a distance of 93.02 feet; thence South 89 degrees 21 minutes 08 seconds West a distance of 1074.97 feet to the east right-of-way line of Sherman Drive, marked by a MAG nail with washer stamped "V3 COMP 0092"; thence South 00 degrees 40 minutes 08 seconds East along said east right-of-way a distance of 322.00 feet to the POINT OF BEGINNING, containing 13.680 acres, more or less.

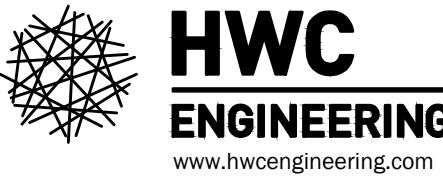
AS-SURVEYED LAND DESCRIPTION – SUBJECT TRACT "B"

Part of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, in the City of Indianapolis, Center Township, Marion County, Indiana, based on an ALTA/NSPS Land Title Survey prepared by Michael G. Judt, Professional Surveyor #21500017, HWC Engineering Job #2502-190-A, dated September 12, 2025, more particularly described as follows:

COMMENCING at the southwest corner of the Southwest Quarter of said Section 28, marked by a Harrison Monument; thence North 00 degrees 41 minutes 02 seconds West (grid bearing, Indiana Geospatial Coordinate System – Marion County Zone, NAD 83, 2011, EPOCH 2010.0000) along the west line of said Section 28 a distance of 2792.39 feet to the westerly extension of the north line of Amirah's Corner, Final Plat, the plot of which is recorded in Instrument Number A202300039170 in the Office of the Marion County Recorder; thence North 89 degrees 24 minutes 22 seconds East along said extension a distance of 25.88 feet to the east right-of-way line of Sherman Drive, marked by a 5/8-inch rebar with cap stamped "HWC ENGINEERING FIRM #0114" (hereafter referred to as "HWC rebar"); thence continuing North 89 degrees 24 minutes 22 seconds East a distance of 410.40 feet (410.00 feet per deed) to the northeast corner of said Amirah's Corner, marked by an HWC rebar; thence South 00 degrees 36 minutes 20 seconds East a distance of 498.85 feet (499.50 feet per deed) to the north right-of-way line of the CSX Railroad; thence North 55 degrees 58 minutes 22 seconds East along said north right-of-way a distance of 1100.00 feet to the POINT OF BEGINNING, marked by a 5/8-inch rebar with cap stamped "WEIHE ENG 0012" (hereafter referred to as "Weihe rebar"); thence North 34 degrees 01 minutes 38 seconds West a distance of 320.00 feet to a 5/8-inch rebar; thence North 55 degrees 58 minutes 22 seconds East parallel with said north right-of-way a distance of 250.71 feet to an HWC rebar; thence South 34 degrees 01 minutes 38 seconds East a distance of 320.00 feet to said north right-of-way, marked by a Weihe rebar; thence South 55 degrees 58 minutes 22 seconds West along said north right-of-way a distance of 250.71 feet to the POINT OF BEGINNING, containing 1.842 acres, more or less.

REVISIONS

DATE	DESCRIPTION	BY



IND-A DATACENTER ALTA SURVEY
2505 N SHERMAN DR., INDIANAPOLIS, IN 46218

ALTA/NSPS LAND TITLE / BOUNDARY RETRACEMENT SURVEY

CLIENT: METROBLOKS

8800 APOLLO ST., STE 329, EL SEGUNDO, CA 90245

PRO FORMA FOR REVIEW / COMMENT ONLY

DRAWN BY MGJ	JOB NUMBER 2502-190-A
CHECKED BY SWR	
DATE September 12, 2025	
SCALE AS SHOWN	
SHEET	

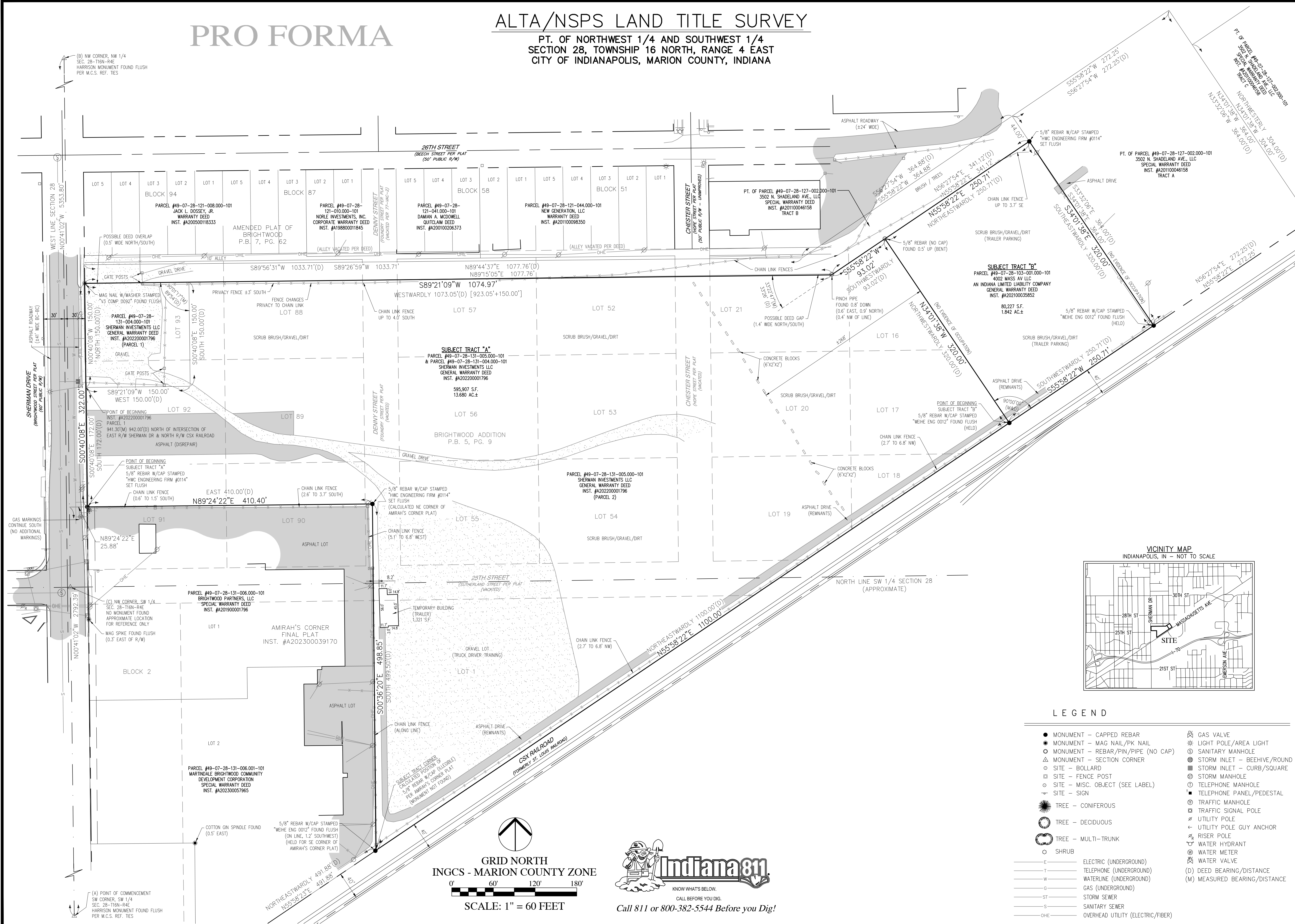
S1.2

ALTA/NSPS LAND TITLE SURVEY
SHEET 2 OF 2

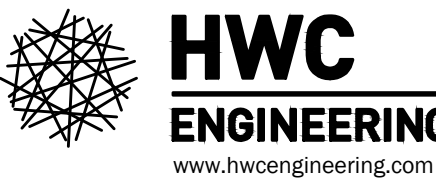
PRO FORMA

ALTA/NSPS LAND TITLE SURVEY

PT. OF NORTHWEST 1/4 AND SOUTHWEST 1/4
SECTION 28, TOWNSHIP 16 NORTH, RANGE 4 EAST
CITY OF INDIANAPOLIS, MARION COUNTY, INDIANA



REVISIONS		
DATE	DESCRIPTION	BY



IND-A DATACENTER ALTA SURVEY
2505 N SHERMAN DR., INDIANAPOLIS, IN 46218
ALTA/NSPS LAND TITLE / BOUNDARY RETRACEMENT SURVEY
CLIENT: METROBLOKS
880 APOLLO ST., STE 329, EL SEGUNDO, CA 90245

LEGEND

- MONUMENT - CAPPED REBAR
- MONUMENT - MAG NAIL/PK NAIL
- MONUMENT - REBAR/PIN/PIPE (NO CAP)
- △ MONUMENT - SECTION CORNER
- SITE - BOLLARD
- SITE - FENCE POST
- SITE - MISC. OBJECT (SEE LABEL)
- ▽ SITE - SIGN
- ☀ TREE - CONIFEROUS
- ☀ TREE - DECIDUOUS
- ☀ TREE - MULTI-TRUNK
- SHRUB
- E — ELECTRIC (UNDERGROUND)
- T — TELEPHONE (UNDERGROUND)
- W — WATERLINE (UNDERGROUND)
- G — GAS (UNDERGROUND)
- ST — STORM SEWER
- S — SANITARY SEWER
- OHE — OVERHEAD UTILITY (ELECTRIC/FIBER)
- ⊗ GAS VALVE
- ⊗ LIGHT POLE/AREA LIGHT
- ⊗ SANITARY MANHOLE
- ⊗ STORM INLET - BEEHIVE/ROUND
- ⊗ STORM INLET - CURB/SQUARE
- ⊗ STORM MANHOLE
- ⊗ TELEPHONE MANHOLE
- ⊗ TELEPHONE PANEL/PEDESTAL
- ⊗ TRAFFIC MANHOLE
- ⊗ TRAFFIC SIGNAL POLE
- ⊗ UTILITY POLE
- ⊗ UTILITY POLE GUY ANCHOR
- ⊗ RISER POLE
- ⊗ WATER HYDRANT
- ⊗ WATER METER
- ⊗ WATER VALVE
- (D) DEED BEARING/DISTANCE
- (M) MEASURED BEARING/DISTANCE

GRID NORTH
INGCS - MARION COUNTY ZONE
SCALE: 1" = 60 FEET



PRO FORMA
FOR REVIEW /
COMMENT ONLY

DRAWN BY MGJ	JOB NUMBER 2502-190-A
CHECKED BY SWR	
DATE September 12, 2025	
SCALE AS SHOWN	
SHEET	

S1.1
ALTA/NSPS LAND TITLE SURVEY
SHEET 1 OF 2

File Name: W:\MetroBlocks\2502-190-A-IND-A Datacenter\Design\CAD\Survey\2502-190-A-As-Survey.dwg. Layout: S12
Plot Time: 3:38pm
Plot Date: Sep 12, 2025
By: mjudt

PRO FORMA

RECORD DESCRIPTION – SUBJECT TRACT "A"

PARCEL 1:
A part of the Southwest Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, located in Marion County, Indiana,

Being also a part of Lots 92 and 93 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana, being more particularly described as follows:

Begin a point in the east right-of-way line of Sherman Drive at now located and established, 40.00 feet northwestwardly from the centerline of the eastbound main track of the C.C.C. & St. L. Railroad measured at right angles to said centerline; thence measure northwardly along and with the east right-of-way line of Sherman Drive 942.00 feet for a Place of Beginning of the within described tract; continue thence northwardly along and with the east line of Sherman Drive 150.00 feet to a point, which is 30.00 feet south of the south line of an alley lying adjacent to the northerly side of Lot 93 in aforesaid Brightwood; thence eastwardly deflecting right 89 degrees 54 minutes and parallel to the southerly line of aforesaid alley 150.00 feet; thence southwardly deflecting right 90 degrees 06 minutes and parallel to the eastwardly line of aforesaid Sherman Drive 150.00 feet; thence westwardly deflecting right 89 degrees 54 minutes a distance of 150.00 feet to the Place of Beginning, containing 0.516 acre, more or less.

PARCEL 2:

A part of the Northwest Quarter of the Southwest Quarter and a part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian:

Being also a part of Lot 1 in E.T. Fletcher's 1st Addition of Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; also a part of Lots 15, 16, 17, 18, 19, 21, 52, 57, 88, 90, 91, 92, and 93, and all of the Lots 20, 53, 54, 55, 56 and 89 in Brightwood, the plat of which is recorded in Plat Book 5, Page 9, in the Office of the Recorder of Marion County, Indiana; and part of vacated Southerland Street, vacated Foundry Street, vacated Hope Street, vacated School Street and a part of a vacated alley between Lots 15 and 16 and Lots 21 and 22 being more particularly described as follows:

Beginning at a point 40.00 feet northwestwardly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said center line; said point being 491.88 feet northeastwardly from the east right-of-way line of Sherman Drive as measured along a line that is parallel with and distant northwestwardly 40.00 feet as measured at right angles to said centerline; thence northeastwardly along a line parallel to and 40.00 feet distant from the center line of aforesaid eastbound main tract 1100.00 feet to a point in vacated School Street; thence northwestwardly, deflecting left 90 degrees 00 minutes, a distance of 320.00 feet to a point; thence southwestwardly at right angles to the last above-described line 93.02 feet to a point in aforesaid Lot 21 in Brightwood; thence deflecting right 33 degrees 28 minutes westwardly parallel to and 30.00 feet distance south from the north line of Lots 21, 52, 57, 88 and 93 a distance of 923.05 feet to a point, said point being 150.00 feet east of the east line of Sherman Drive as measured along a line parallel to and 30.00 feet distant south from the north line of Lot 93; thence southwardly, deflecting left 89 degrees 54 minutes and parallel to the aforesaid east line of Sherman Drive, a distance of 150.00 feet to a point; thence westwardly, deflecting right 89 degrees 54 minutes, a distance of 150.00 feet to a point in the east line of Sherman Drive aforesaid; thence southwardly, deflecting left 89 degrees 54 minutes along and with said east line of Sherman Drive a distance of 172.00 feet to a point, said point being the northwestern corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Canton Plaza, Inc., by deed dated June 25, 1964; thence eastwardly, deflecting left 90 degrees 06 minutes, a distance of 410.00 feet to a point, said point being the northeastern corner of the parcel of land described in said deed dated June 25, 1964; thence South, deflecting right 90 degrees 06 minutes and along the east line of the parcel of land described in said deed dated June 25, 1964, a distance of 499.50 feet to the Place of Beginning.

RECORD DESCRIPTION – SUBJECT TRACT "B"

A part of the Southwest Quarter of the Northwest Quarter and a part of the Southeast Quarter of the Northwest Quarter of Section 28, Township 16 North, Range 4 East, of the Second Principal Meridian:

Beginning at a point 40 feet northwesterly from the center line of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said centerline, said point being 1591.88 feet northeasterly from the east right-of-way line of Sherman Drive, as measured along a line that is parallel with and 40 feet as measured at right angles to said centerline, said point of beginning also being the southeasterly corner of the parcel of land conveyed by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the New York Central Railroad Company to Greter Indianapolis Amusement Co., Inc., by deed dated November 27, 1964; thence northwestwardly a distance of 320 feet to the northeast corner of the parcel of land conveyed by said deed dated November 27, 1964; thence northeastwardly, deflecting right 90 degrees 00 minutes, a distance of 250.71 feet to a point; thence southeastwardly, deflecting right 90 degrees 00 minutes, a distance of 320.00 feet to a point that is 40 feet distant northwesterly from the centerline of the eastbound main track of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company measured at right angles to said centerline; thence southwestery, deflecting right 90 degrees 00 minutes, along a line parallel with and 40 feet distance from the centerline of the aforesaid eastbound main track, 250.71 feet to the Point of Beginning.

ALTA/NSPS LAND TITLE SURVEY

PT. OF NORTHWEST 1/4 AND SOUTHWEST 1/4
SECTION 28, TOWNSHIP 16 NORTH, RANGE 4 EAST
CITY OF INDIANAPOLIS, MARION COUNTY, INDIANA

SURVEYOR'S REPORT

General

In accordance with Title 865, Article 1, Chapter 12 of the Indiana Administrative Code ("Rule 12"), the following observations and opinions are submitted regarding the various uncertainties in the locations of the lines and corners established this survey as a result of uncertainties in reference monumentation; in record descriptions and plats; in lines of occupation; and as introduced by random errors in measurement ("Relative Positional Accuracy"). There may be unwritten rights associated with these uncertainties. The client should assume there is an amount of uncertainty along any line equal in magnitude to the discrepancy in the location of the lines and possession from the surveyed lines.

There may be differences of deed dimensions versus measured dimensions along the boundary lines shown hereon and, likewise, there may be found survey markers near, but not precisely at, some boundary corners. In cases where the magnitude of these differences are less than the Relative Positional Accuracy stated below and less than the uncertainty identified for the reference monumentation (discussed below), the differences may be considered insignificant and are shown only for purposes of mathematical closure. Such differences that are greater than the Relative Positional Accuracy and the uncertainty in reference monumentation should be considered worthy of notice and are therefore further discussed below.

This survey and report are based in part upon opinions formed in accordance with an Indiana Land Surveyor's responsibility to conduct a survey in accordance with Federal laws, state and local laws, and court precedent (865) IAC 1-12-11(5), Rules of the Indiana State Board of Registration for Land Surveyors). Since Indiana has no statutes addressing how to resolve boundary lines, a solution based on principles derived from common law precedent must be relied upon as the basis for a boundary resolution.

Unless otherwise noted or depicted hereon, there is no evidence of occupation along the perimeter lines of the subject tract. All survey monuments set or found this survey are flush with existing grade unless otherwise noted.

The Relative Positional Accuracy (due to random errors in measurement) of this survey is within the specifications for an Urban Class Survey (0.07 feet plus 50 ppm) as defined in IAC 865.

Purpose

The purpose of this survey is to perform an ALTA/NSPS Land Title boundary retracement survey for two tracts of land totaling approximately 15.5 acres located along the east side of Sherman Drive and north of the CSX Railroad, in Indianapolis, Indiana. Subject Tract A contains 13.680 acres and is owned by Sherman Investments LLC. Subject Tract B contains 1.842 acres and is owned by 4002 Mass Av LLC. The tracts are located in the Southwest and Northwest Quarters of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, in the City of Indianapolis, Center Township, Marion County, Indiana. The tracts are also part of several lots and vacated roadways within Brightwood Addition.

The following are recorded surveys and plats made reference to in this survey:

- Brightwood Addition, prepared by Elijah T. Fletcher, recorded September 17, 1872 in Plat Book 5, Page 9
- Amended Plat of Brightwood, recorded May 27, 1874 in Plat Book 7, Page 62
- Amirah's Corner, Final Plat, prepared by Norman H. Hiseiman, Professional Surveyor #S0461, Weihe Engineers, Job Number W220733, recorded May 17, 2023 in Instrument #A202300039170
- ALTA/NSPS Land Title Survey for Sherman Investments LLC, prepared by Brian L. Haggard, Professional Surveyor #29800001, V3 Project #230015, recorded August 25, 2023 as Instrument #A202300071247
- ALTA/ACSM Land Title Survey for Brightwood Plaza, prepared by Bryan F. Catlin, Professional Surveyor #910012, Mid-States Engineering Job #121-4704, recorded February 26, 2001 as Instrument #2001-00028823

Basis of Bearings

The basis of bearings for this project is Grid North per Indiana Geospatial Coordinate System (INCS) – Marion County Zone (NAD 83, 2011, EPOCH 2010.0000).

Theory of Location

Reference Monumentation

The lines and corners of the Subject Tract are referenced to the United States Public Land Survey System (PLSS) Section Corners, as discussed below:

Section Corners

(A) Southwest Corner of Southwest Quarter, Section 28– A Harrison monument was found flush with the ground surface per the Marion County Surveyor corner reference ties. There is, in my opinion, negligible uncertainty associated with the position of this corner.

(B) Northwest Corner of Northwest Quarter, Section 28– A Harrison monument was found flush with the ground surface per the Marion County Surveyor corner reference ties. There is, in my opinion, negligible uncertainty associated with the position of this corner.

(C) Northwest Corner of Southwest Quarter, Section 28– No monument was found at this location, and no Marion County Surveyor corner reference ties were available. This corner is shown in an approximate location for reference purposes only.

Additional Controlling Elements

CSX Railroad Right-of-Way– The north right-of-way of the CSX Railroad has been established at a 40-foot offset of the center of the main (south) tracks of the rail corridor, in agreement with previous surveys and record deeds in the area. Three separate "Weihe" capped rebars were found along this line and agree with the 40-foot offset of the center of the south tracks. There is, in my opinion, negligible uncertainty associated with the position of this line.

Sherman Drive Right-of-Way– The right-of-way lines for Sherman Drive were established based on back of curb and back of walk splits along the standard road cross-section area, with a plotted right-of-way width of 60 feet based on the Brightwood Addition and Amended Plat of Brightwood. The center of Sherman Drive does not run along the section line as established this survey. The east right-of-way of Sherman Drive checks with a mag nail with washer stamped "V3" located at the northwest corner of the Subject Tract, and a mag pipe found within Amirah's Corner checks within 0.3 feet. The right-of-way line of Sherman Drive established based on the Amirah's Corner plat geometry falls approximately 1.0 foot west of the right-of-way line established this survey. There is, in my opinion, approximately 1.0 foot of uncertainty associated with this line.

Amirah's Corner Plat– The lines and corners of the Amirah's Corner plat were established this survey based on record plat geometry, holding the "Weihe" capped rebar at the southeast corner and holding the common line of the CSX Railroad right-of-way along the south line. As discussed above, the right-of-way of Sherman Drive based on this plat falls approximately 1.0 foot west of the right-of-way line based on curb splits. Additionally, the Amirah's Corner plat identifies two monuments at the southeast corner, falling approximately 1.2 feet distant from each other. The above-referenced V-3 and Mid-States Engineering surveys held the northeasterly corner as the property corner, while the Amirah's Corner plat appears to hold the "Weihe" rebar.

Record Descriptions

Subject Tract "A" is based on the following lines:

- The south line is along the north right-of-way line of the CSX Railroad.
 - The northeast line and the 93.02-foot north line were established as perpendicular and parallel with the north right-of-way line of the CSX Railroad, as described in the deed.
 - The 1074.97-foot course of the north line was established holding the record distance south along the 93.02-foot course and the V3 mag nail along the east right-of-way of Sherman Drive at the northwest corner of the Subject Tract. The deflection angle for this line checks to within 4 minutes of matching the record deed geometry. The distance falls nearly 2.0 feet longer than record deed geometry; however, the controlling call of the Sherman Drive right-of-way was held. The north line of the north adjoining tract does not match the record geometry of the Subject Tract, resulting in a potential deed gap of 1.4 feet north-south at the east end of the north line and a potential deed overlap of 0.5 feet north-south at the west end of the north line. The north adjoining ground appears to be occupied by adjacent owners to the north, rather than the record deed owner.
 - The west line is along the east right-of-way line of Sherman Drive and at record deed distance.
 - The north line along Amirah's Corner was established from the south end of the 322.00-foot course and holding the northeast corner of the Amirah's Corner plat, established as discussed above. Due to the uncertainty along the Sherman Drive right-of-way between this survey and the Amirah's Corner plat, the course measures 0.4 feet longer than the record deed and plat geometry.
 - The 498.85-foot course of the west line was established from the northeast corner of Amirah's Corner to the calculated position of the northeast rebar at the southeast corner of the plot. This calculated position for the rebar checks with record distance along the south line of the Subject Tract, however, holding this calculated position results in a line that is not parallel with the Sherman Drive right-of-way, as called for in the deed. With the uncertainty associated with the Sherman Drive right-of-way, it is my opinion that the calculated rebar position is a better solution for a previously surveyed position of the corner, rather than establishing the line as parallel with a line that has uncertainty associated with it this survey.
- Subject Tract "B" is established based on record deed geometry and agrees with the adjacent property descriptions. The lines are all based on the CSX Railroad right-of-way line and calls perpendicular and parallel with the right-of-way.
- There is, in my opinion, up to 1.4 feet of uncertainty associated with the record land descriptions.

Occupation

A row of chain link and privacy fencing along the north line of the Subject Tract varies up to 4.0 feet south of the north line. There is no evidence of occupation along the northeast line of Subject Tract B. An asphalt drive crosses over the northeast line of Subject Tract B, with indications of shared use of trailer parking over Subject Tract B and the northeast adjoiner. Chain link fencing along the railroad right-of-way line varies from 2.7 feet to 6.8 feet northwest of the line. Chain link fencing along the 498.85-foot course runs generally along, but jogs up to 6.8 feet west of the line at the north end. Chain link fencing along the 410.40-foot course runs from 0.6 feet to 3.7 feet south of the line. Subject Tract A has direct access to public right-of-way via Sherman Drive along its west line. Subject Tract B is a landlocked parcel, and has evidence of vehicular access and use coming from the northwest adjoining property.

Notes

The accuracy of any flood hazard data shown on this report is subject to map scale uncertainty and to any other uncertainties in location or elevation on the referenced Flood Insurance Rate Map. The within described tract of land does not lie within a Special Flood Hazard Area as said tract plots by scale on Map Number 18097C0161F of the Flood Insurance Rate Maps for the City of Indianapolis, Marion County, Indiana (maps dated April 19, 2016).

Ownership information indicated hereon is as identified in County or Township records or on title work provided by others.

The Subject Tracts are zoned 12"(Industrial) per the MapIndy GIS (accessed online at https://maps.indy.gov/MapIndy/ on September 12, 2025). The setback requirements for 12" zoning can be variable, transitional and subject to interpretation, therefore, setback lines are not depicted hereon.

Evidence of source of title for the Subject Tracts was provided in the form of _____ Commitment No. _____, dated _____, . Some of the items disclosed in Schedule B-II thereof may have been depicted on the survey and are identified by their recording data. Should any additional items need to be depicted on the survey, please advise and provide the appropriate documents. NOTE: This survey Pro Forma has been prepared without the benefit of a Title Commitment.

SURVEYOR'S REPORT (CONTINUED)

Additional Table A Item notes:

- 2 – The addresses for the Subject Tracts are as follows: (obtained from the MapIndy GIS website)
- Subject Tract A – Parcel 1: 2507 N Sherman Dr
- Subject Tract A – Parcel 2: 2505 N Sherman Dr
- Subject Tract B – 4002 Massachusetts Ave
- 6(a) – The surveyor has not been provided with a zoning report or letter to certify zoning and/or setback information.
- 7(a)(b)1 – The only buildings within the Subject Tracts is a small temporary trailer building located within Subject Tract A, as shown hereon.
- 9 – No marked parking spaces were apparent on the Subject Tract at the time of field survey.
- 16 – No evidence of earth moving work and/or building construction was observed on the Subject Tract at the time of field survey.

SURVEY CERTIFICATION – ALTA/NSPS LAND TITLE SURVEY

To Metrobloks; Sherman Investments LLC; 4002 Mass Av LLC; and _____ Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 7(a), 7(b)1, 8, 9, 11(a), 13, 14, and 16 of Table A thereof. The fieldwork was completed on September 4–5, 2025.

To the best of my knowledge and belief, the within plat represents a survey made under my supervision in accordance with Title 865, Article 1, Chapter 12 of the Indiana Administrative Code.

PRO FORMA

Michael G. Judt
Professional Surveyor #21500017
September 12, 2025
E-Mail: mjudt@hwcengineering.com
THIS EXHIBIT PREPARED BY: Michael G. Judt

REDACTION STATEMENT

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law. Michael G. Judt

AS-SURVEYED LAND DESCRIPTION – SUBJECT TRACT "A"

Part of the Southwest and Northwest Quarters of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, in the City of Indianapolis, Center Township, Marion County, Indiana, being also part of Lots 1, 16–21, 52–57, and 88–93, also part of vacated 25th/ Street (Sutherland Street), Denny Street (Foundry Street), and Chester Street (Hope Street), all in Brightwood Addition, the plat of which is recorded in Plat Book 5, Page 9 in the Office of the Marion County Recorder, based on an ALTA/NSPS Land Title Survey prepared by Michael G. Judt, Professional Surveyor #21500017, HWC Engineering Job #2502-190-A, dated September 12, 2025, more particularly described as follows:

COMMENCING at the southwest corner of said Southwest Quarter, marked by a Harrison Monument; thence North 00 degrees 41 minutes 02 seconds West (grid bearing, Indiana Geospatial Coordinate System – Marion County Zone, NAD 83, 2011, EPOCH 2010.0000) along the west line of said Section 28 a distance of 2792.39 feet to the westerly extension of the north line of Amirah's Corner, Final Plat, the plot of which is recorded in Instrument Number A202300039170 in said Recorder's Office; thence North 89 degrees 24 minutes 22 seconds East along said extension a distance of 25.88 feet to the east right-of-way line of Sherman Drive and the POINT OF BEGINNING, marked by a 5/8-inch rebar with cap stamped "HWC ENGINEERING FIRM #0114" (hereafter referred to as "HWC rebar"); thence continuing North 89 degrees 24 minutes 22 seconds East a distance of 410.40 feet (410.00 feet per deed) to the northeast corner of said Amirah's Corner, marked by an HWC rebar; thence South 00 degrees 36 minutes 20 seconds East a distance of 498.85 feet (499.50 feet per deed) to the north right-of-way line of the CSX Railroad; thence North 55 degrees 58 minutes 22 seconds East along said north right-of-way a distance of 1100.00 feet to a 5/8-inch rebar with cap stamped "WEIHE ENG 0012"; thence North 34 degrees 01 minutes 38 seconds West a distance of 320.00 feet to a 5/8-inch rebar; thence South 55 degrees 58 minutes 22 seconds West a distance of 93.02 feet; thence South 89 degrees 21 minutes 08 seconds West a distance of 1074.97 feet to the east right-of-way line of Sherman Drive, marked by a MAG nail with washer stamped "V3 COMP 0092"; thence South 00 degrees 40 minutes 08 seconds East along said east right-of-way a distance of 322.00 feet to the POINT OF BEGINNING, containing 13.680 acres, more or less.

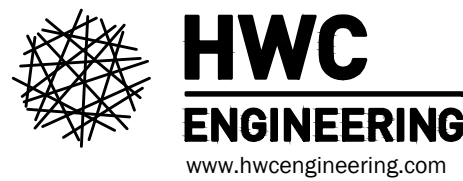
AS-SURVEYED LAND DESCRIPTION – SUBJECT TRACT "B"

Part of the Northwest Quarter of Section 28, Township 16 North, Range 4 East of the Second Principal Meridian, in the City of Indianapolis, Center Township, Marion County, Indiana, based on an ALTA/NSPS Land Title Survey prepared by Michael G. Judt, Professional Surveyor #21500017, HWC Engineering Job #2502-190-A, dated September 12, 2025, more particularly described as follows:

COMMENCING at the southwest corner of the Southwest Quarter of said Section 28, marked by a Harrison Monument; thence North 00 degrees 41 minutes 02 seconds West (grid bearing, Indiana Geospatial Coordinate System – Marion County Zone, NAD 83, 2011, EPOCH 2010.0000) along the west line of said Section 28 a distance of 2792.39 feet to the westerly extension of the north line of Amirah's Corner, Final Plat, the plot of which is recorded in Instrument Number A202300039170 in the Office of the Marion County Recorder; thence North 89 degrees 24 minutes 22 seconds East along said extension a distance of 25.88 feet to the east right-of-way line of Sherman Drive, marked by a 5/8-inch rebar with cap stamped "HWC ENGINEERING FIRM #0114" (hereafter referred to as "HWC rebar"); thence continuing North 89 degrees 24 minutes 22 seconds East a distance of 410.40 feet (410.00 feet per deed) to the northeast corner of said Amirah's Corner, marked by an HWC rebar; thence South 00 degrees 36 minutes 20 seconds East a distance of 498.85 feet (499.50 feet per deed) to the north right-of-way line of the CSX Railroad; thence North 55 degrees 58 minutes 22 seconds East along said north right-of-way a distance of 1100.00 feet to the POINT OF BEGINNING, marked by a 5/8-inch rebar with cap stamped "WEIHE ENG 0012" (hereafter referred to as "Weihe rebar"); thence North 34 degrees 01 minutes 38 seconds West a distance of 320.00 feet to a 5/8-inch rebar; thence North 55 degrees 58 minutes 22 seconds East parallel with said north right-of-way a distance of 250.71 feet to an HWC rebar; thence South 34 degrees 01 minutes 38 seconds East a distance of 320.00 feet to said north right-of-way, marked by a Weihe rebar; thence South 55 degrees 58 minutes 22 seconds West along said north right-of-way a distance of 250.71 feet to the POINT OF BEGINNING, containing 1.842 acres, more or less.

REVISIONS

DATE	DESCRIPTION	BY



IND-A DATACENTER ALTA SURVEY
2505 N SHERMAN DR., INDIANAPOLIS, IN 46218

ALTA/NSPS LAND TITLE / BOUNDARY RETRACEMENT SURVEY

CLIENT: METROBLOKS

8800 APOLLO ST., STE 329, EL SEGUNDO, CA 90245

PRO FORMA
FOR REVIEW /
COMMENT ONLY

DRAWN BY MGJ	JOB NUMBER 2502-190-A
CHECKED BY SWR	
DATE September 12, 2025	
SCALE	
AS SHOWN	

SHEET

S1.2

ALTA/NSPS LAND TITLE SURVEY
SHEET 2 OF 2

C-S Statement

Introduction: Petitioner, Metrobloks, LLC, seeks to rezone approximately 13.68 acres of property commonly known as 2505 N. Sherman Drive, Indianapolis, Indiana (“Property”) as shown on the conceptual site development plan attached hereto as Exhibit A (“Concept Plan”), in order to facilitate initial development of the Property for a small-scale, urban data center project.

Zoning: The Property is currently zoned I-2. Since the use as a “Data Center” is not explicitly enumerated in the City of Indianapolis Consolidated Zoning and Subdivision Ordinance (“Ordinance”), Petitioner is proposing a rezone of the Property to a C-S zoning designation.

Proposed Permitted Primary Uses of the Property as described and defined in the Ordinance:

1. “Data Center” which shall mean “A centralized location for storing and managing large volumes of digital data, which includes, but is not limited to, a physical facility that houses critical computing and networking equipment, including servers, storage systems, and network infrastructure, and ancillary uses such as, but not limited to, office spaces, warehousing for data center accessory equipment and materials and storage in bulk for data center accessory equipment and materials.”
2. All uses that are currently permitted in the I-2 zoning district.
3. Office: Business, Professional or Government.

Permitted Accessory Uses of the Property as described and defined in the Ordinance:

1. All Accessory Uses permitted in an I-2 zoning district.
2. Temporary Construction Yard, Office, or Equipment Storage

Development Standards:

Petitioner hereby incorporates the Lot and Building Dimensions for properties in the C-S zoning district set forth in Chapter 744; Art. II, Section 01.C, Table 744-201-3 of the Ordinance, except that (i) the maximum building height shall be seventy feet (70’); and there shall be no maximum setback from proposed right of way required, subject to approval of variances for said standards.

Landscaping plans are not yet fully developed as the site has not been fully engineered or site planned; however, the landscaping plans for each building or project phase shall be consistent with the Concept Plan and tendered for Administrative Approval prior to obtaining an Improvement Location Permit.

Signs: The following sign types shall be permitted on the Property:

1. Pylon or Monument Sign (not to exceed ten (10) feet in height and no more than one (1) total).

2. Wall Signs, Awning, Canopy and Window Signs.
3. Incidental, Temporary, and Other Signs as would otherwise be permitted in an industrial zoning district.

A sign program shall be developed and tendered for Administrative Approval prior to obtaining an Improvement Location Permit.

Parking: Parking for the Data Center use shall be provided in an amount sufficient to accommodate employees, maintenance personnel, and occasional visitors associated with daily operations. The Property will not generate retail or customer traffic. The total number of parking spaces may be determined based on operational need at the time of detailed site plan approval and may be adjusted administratively without the need for a C-S amendment, provided that sufficient parking is available for employees and visitors during normal operations. The Concept Plan currently illustrates approximately seventy (70) parking spaces, which is anticipated to exceed typical operational demand.

Phasing of Development:

The Property may be developed in multiple phases. Additionally, the Property may be developed as generally shown on the Concept Plan; provided, however, prior to applying for an Improvement Location Permit, a final site and development plan shall be tendered for Administrator Approval. Nothing contained in this C-S Statement or shown on the Concept Plan shall preclude or restrict the number or configuration of buildings and structures which may be located on the Property, so long as the standards contained in this C-S Statement are met.

Adjacent Property:

4002 Massachusetts Avenue, Indianapolis, IN (Tax Parcel #49-07-28-103-001.000-101) is included in the Concept Plan (“Adjacent Property”). For the avoidance of doubt, the Adjacent Property is not to be included in the proposed change to a C-S rezoning. The Adjacent Property is currently rezoned I-2, and the zoning designation of the Adjacent Property shall not be changed due to this Petition.

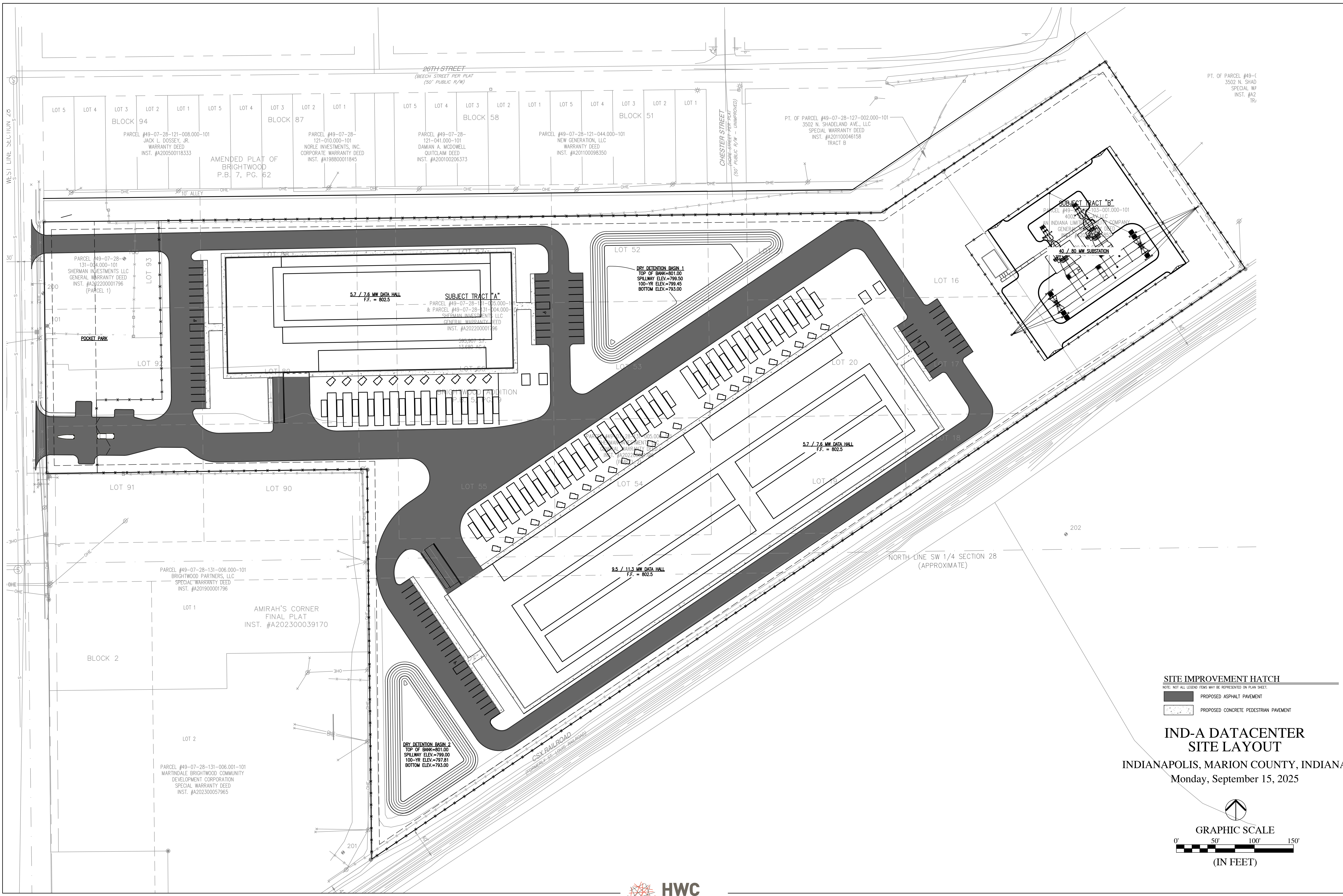
Environmental Noise Study:

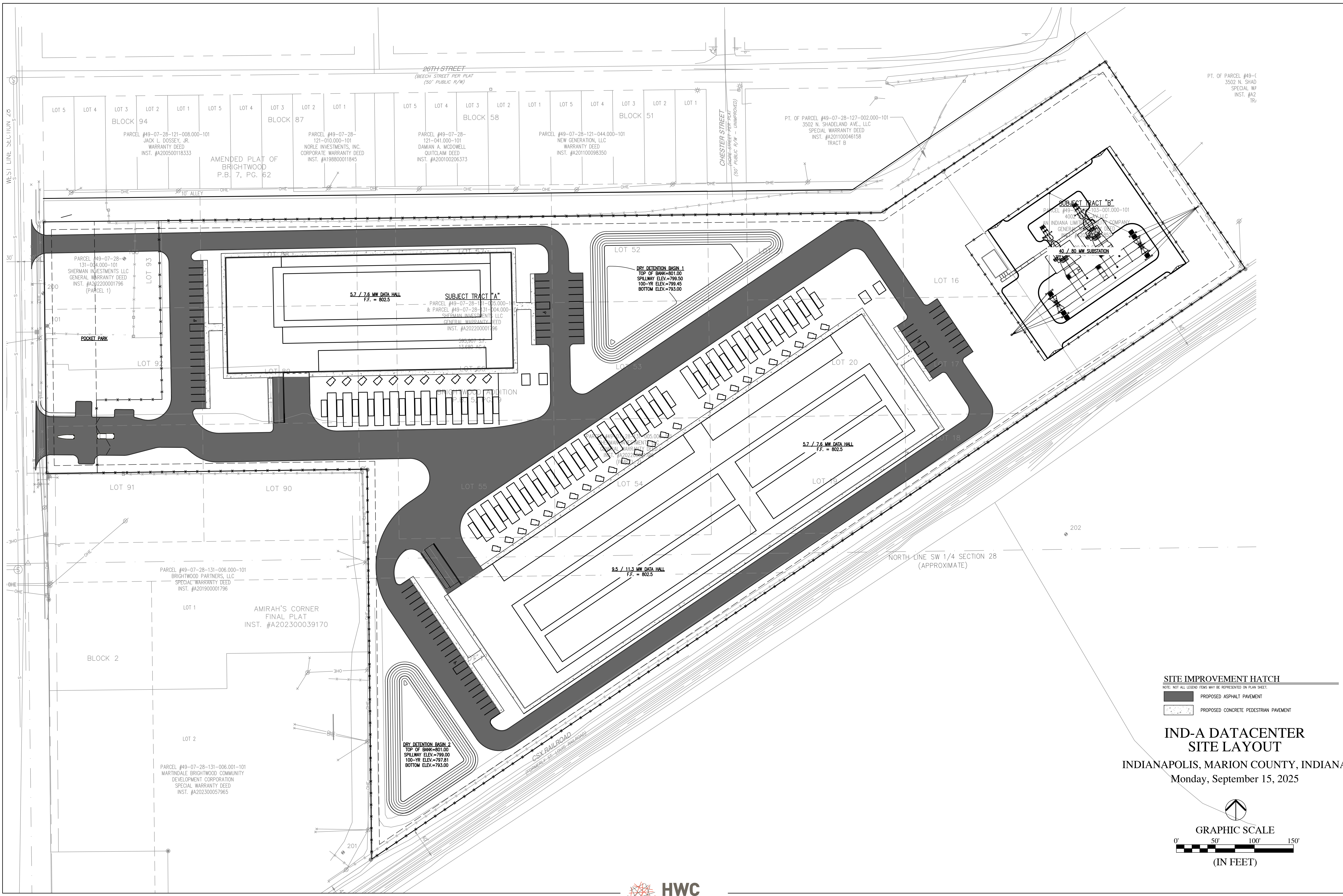
The Property will incorporate detailed noise modeling and analysis of on-site equipment to ensure compliance with the Ordinance and EPA guidelines. Thoughtful design measures, such as sound-attenuating barriers around the cooling systems, will be incorporated to control and minimize sound, reflecting our commitment to being a considerate neighbor.

Photometric Study:

All lighting will comply with Ordinance limits and remain below maximum foot-candle levels at property lines. Fixtures will be shielded and directed to prevent light spillover and maintain a respectful, low-impact presence.

CONCEPT PLAN





SITE IMPROVEMENT HATCH

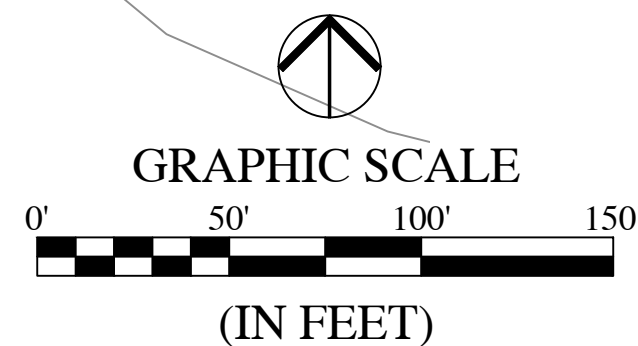
NOTE: NOT ALL LEGEND ITEMS MAY BE REPRESENTED ON PLAN SHEET.

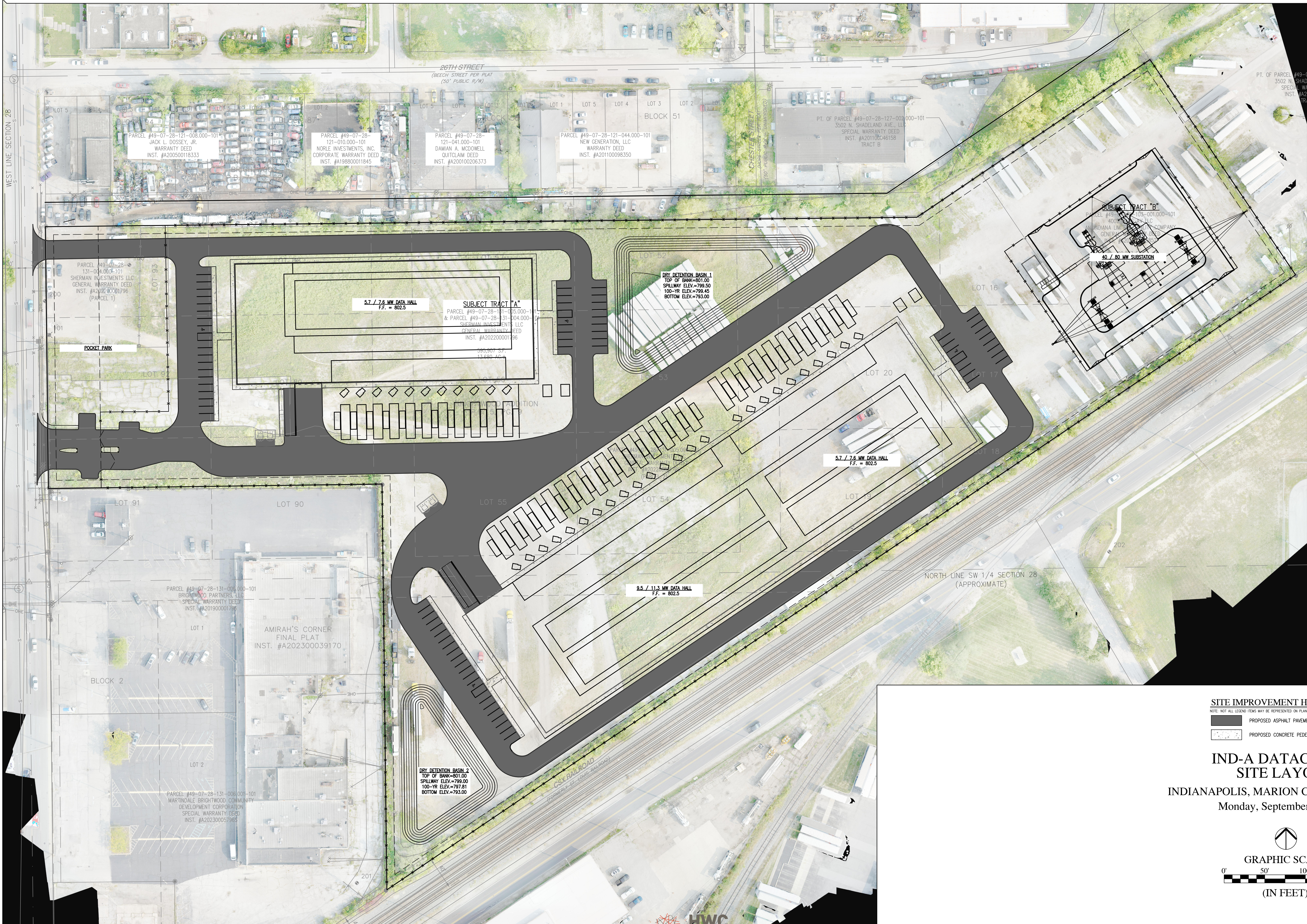
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PEDESTRIAN PAVEMENT

IND-A DATACENTER
SITE LAYOUT

INDIANAPOLIS, MARION COUNTY, INDIANA

Monday, September 15, 2025





SITE IMPROVEMENT HATCH

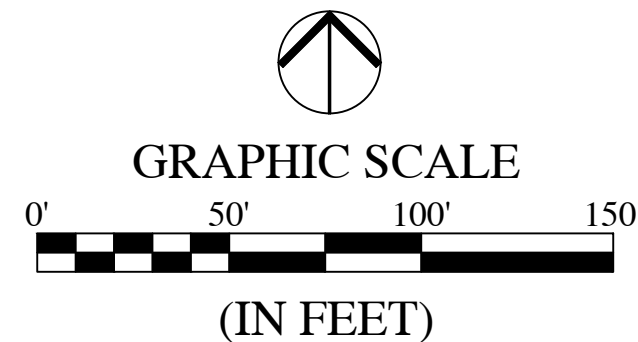
NOTE: NOT ALL LEGEND ITEMS MAY BE REPRESENTED ON PLAN SHEET.

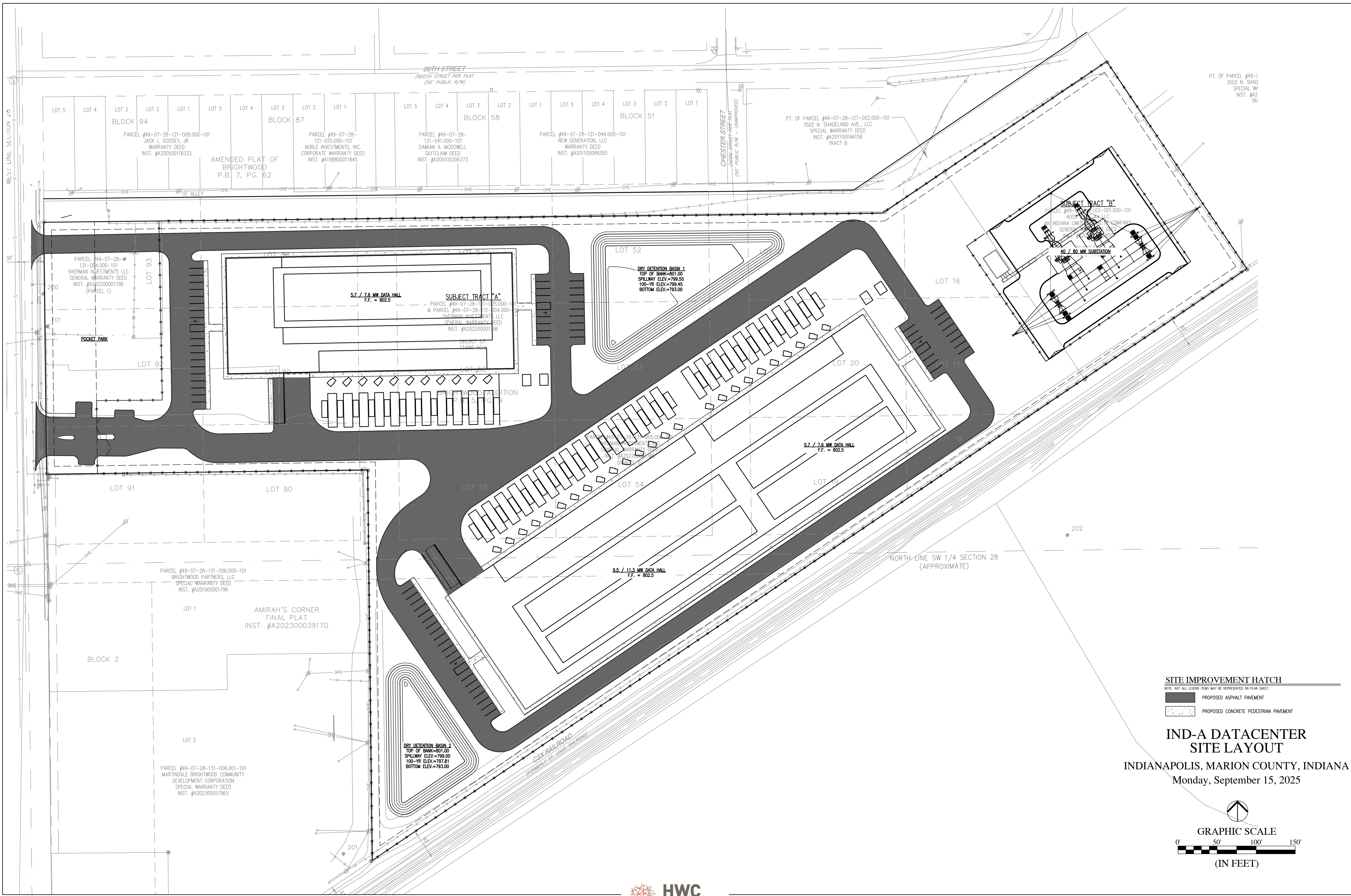
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PEDESTRIAN PAVEMENT

**IND-A DATACENTER
SITE LAYOUT**

INDIANAPOLIS, MARION COUNTY, INDIANA

Monday, September 15, 2025





SITE IMPROVEMENT HATCH

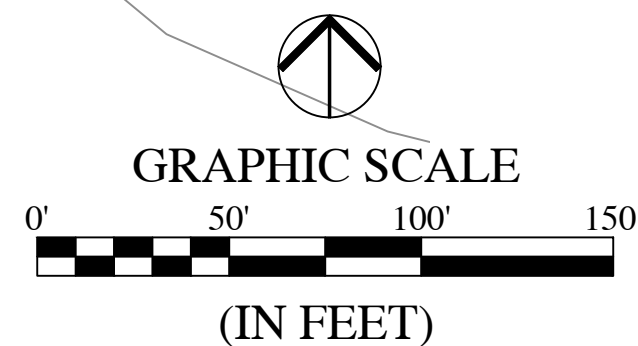
NOTE: NOT ALL LEGEND ITEMS MAY BE REPRESENTED ON PLAN SHEET.

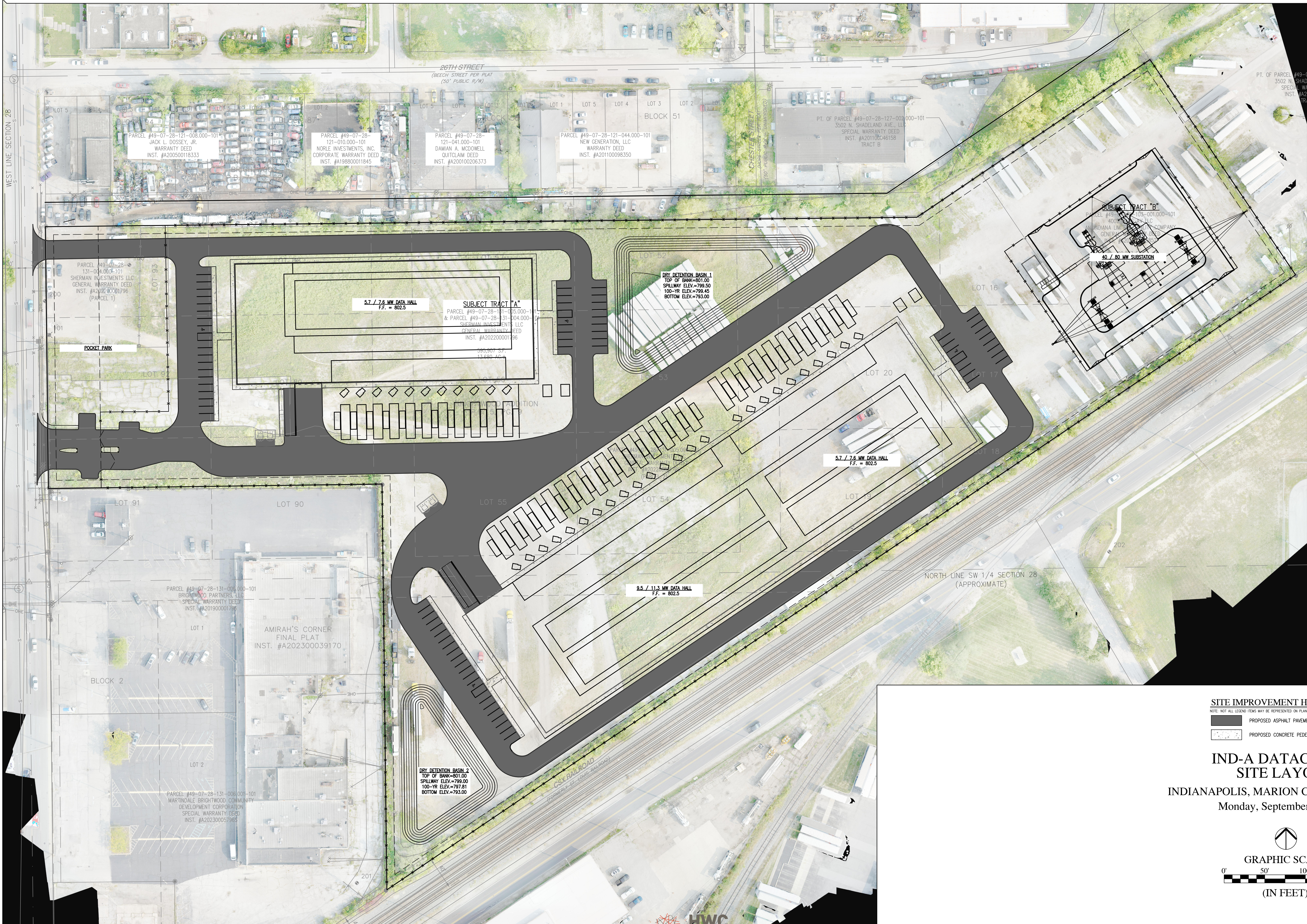
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PEDESTRIAN PAVEMENT

IND-A DATACENTER
SITE LAYOUT

INDIANAPOLIS, MARION COUNTY, INDIANA

Monday, September 15, 2025



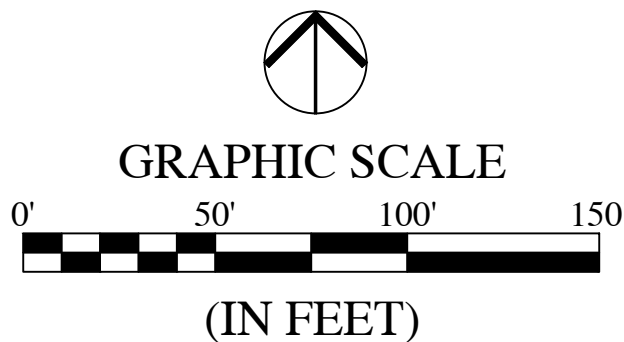


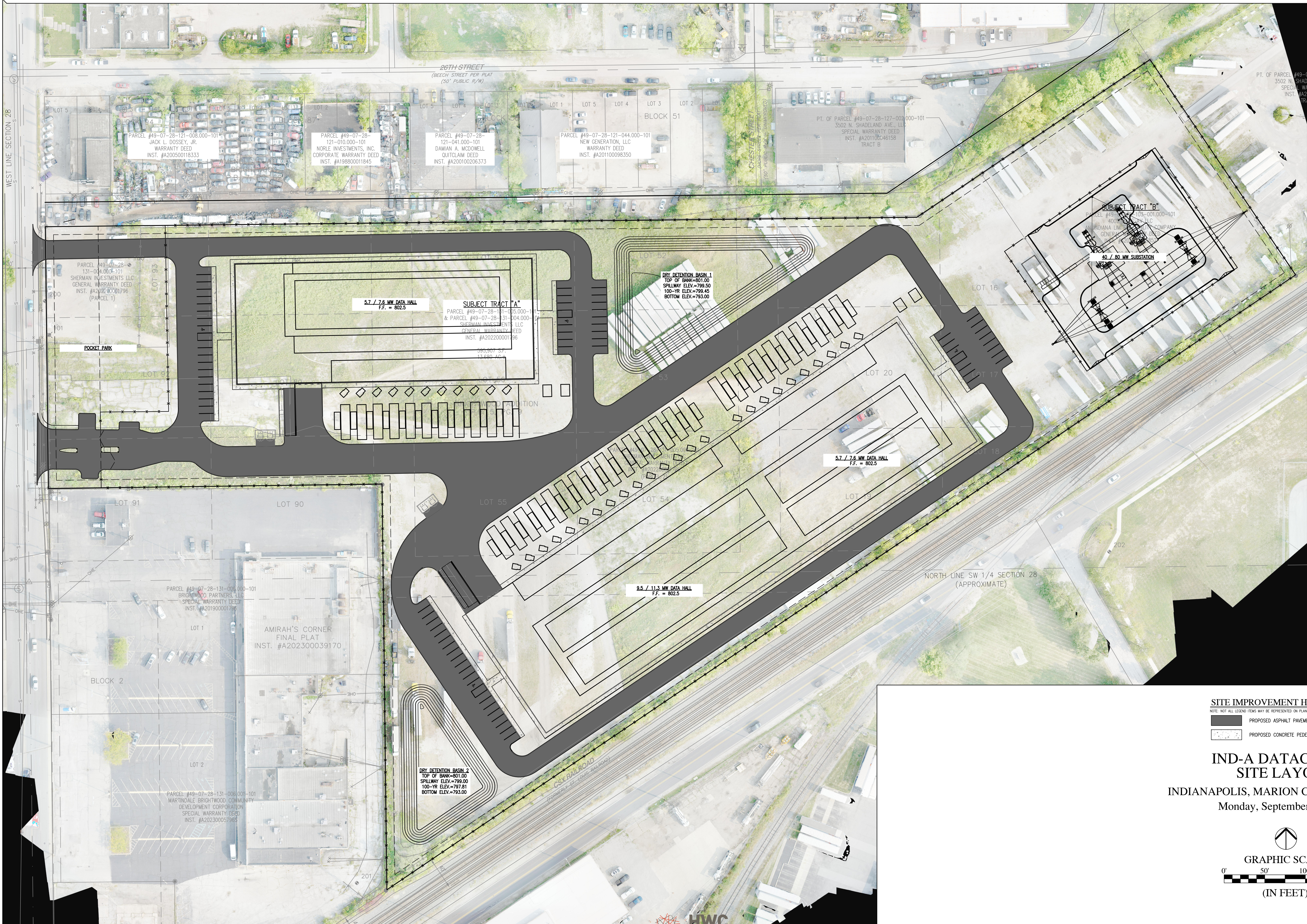
SITE IMPROVEMENT HATCH

NOTE: NOT ALL LEGEND ITEMS MAY BE REPRESENTED ON PLAN SHEET.

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PEDESTRIAN PAVEMENT

**IND-A DATACENTER
SITE LAYOUT**
INDIANAPOLIS, MARION COUNTY, INDIANA
Monday, September 15, 2025



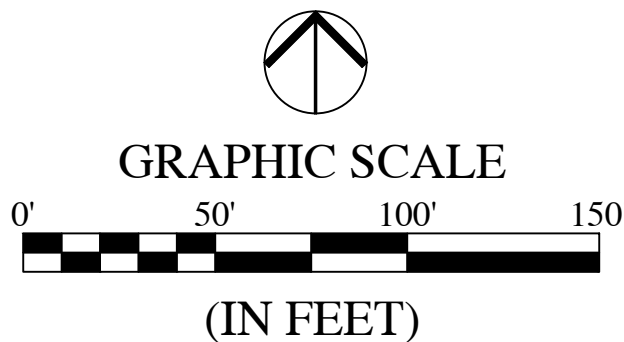


SITE IMPROVEMENT HATCH

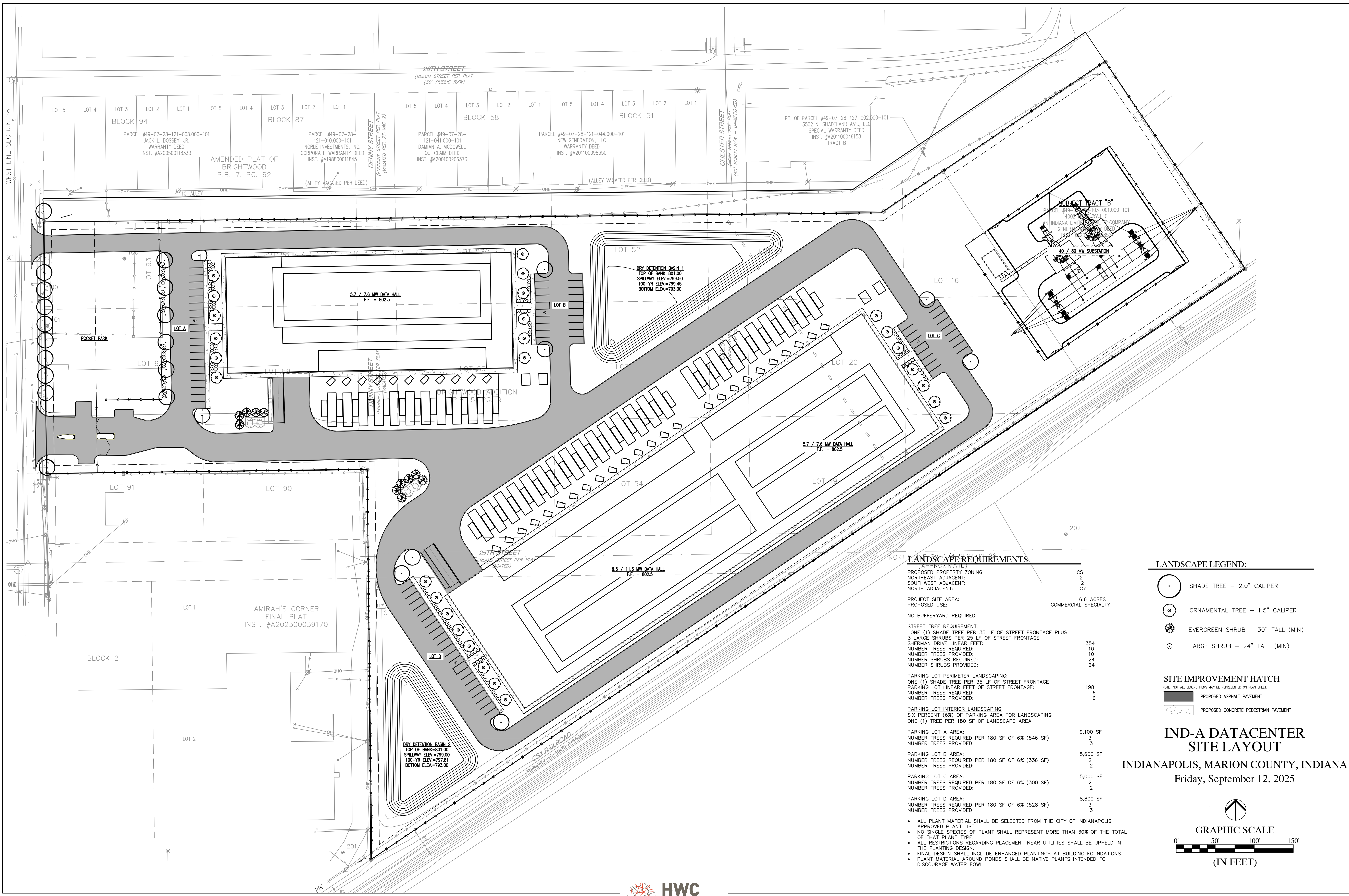
NOTE: NOT ALL LEGEND ITEMS MAY BE REPRESENTED ON PLAN SHEET.

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PEDESTRIAN PAVEMENT

IND-A DATACENTER
SITE LAYOUT
INDIANAPOLIS, MARION COUNTY, INDIANA
Monday, September 15, 2025



LANDSCAPE PLAN



BUILDING ELEVATIONS

OWNER INFORMATION

METROBLOKS
880 APOCALLO STREET, SUITE 329
EL SEGUNDO, CA 90245

ARCHITECTURAL CONSULTANT

HKS, INC.
3131 E CAMELBACK ROAD, SUITE 400
PHOENIX, AZ 85016

MEP CONSULTANT

MCCLURE ENGINEERING
1000 CLARK AVE
ST. LOUIS, MO 63102

CIVIL CONSULTANT

HWC ENGINEERING
2929 CARLSON DR. STE 305
HAMMOND, IN 46320Project:
IND-A DATA CENTERSSheet Title:
EXTERIOR ELEVATIONS - A2

Seal / Signature

The licensed professional seal affixed to this sheet applies only to the material and items on this sheet. All drawings, instruments, or other documents not exhibiting this seal shall not be considered prepared by this professional, and this professional expressly disclaims any and all responsibility for such plan, drawings, or documents not exhibiting this seal.

Key Plan

Issue

Date & Description

09/19/2025

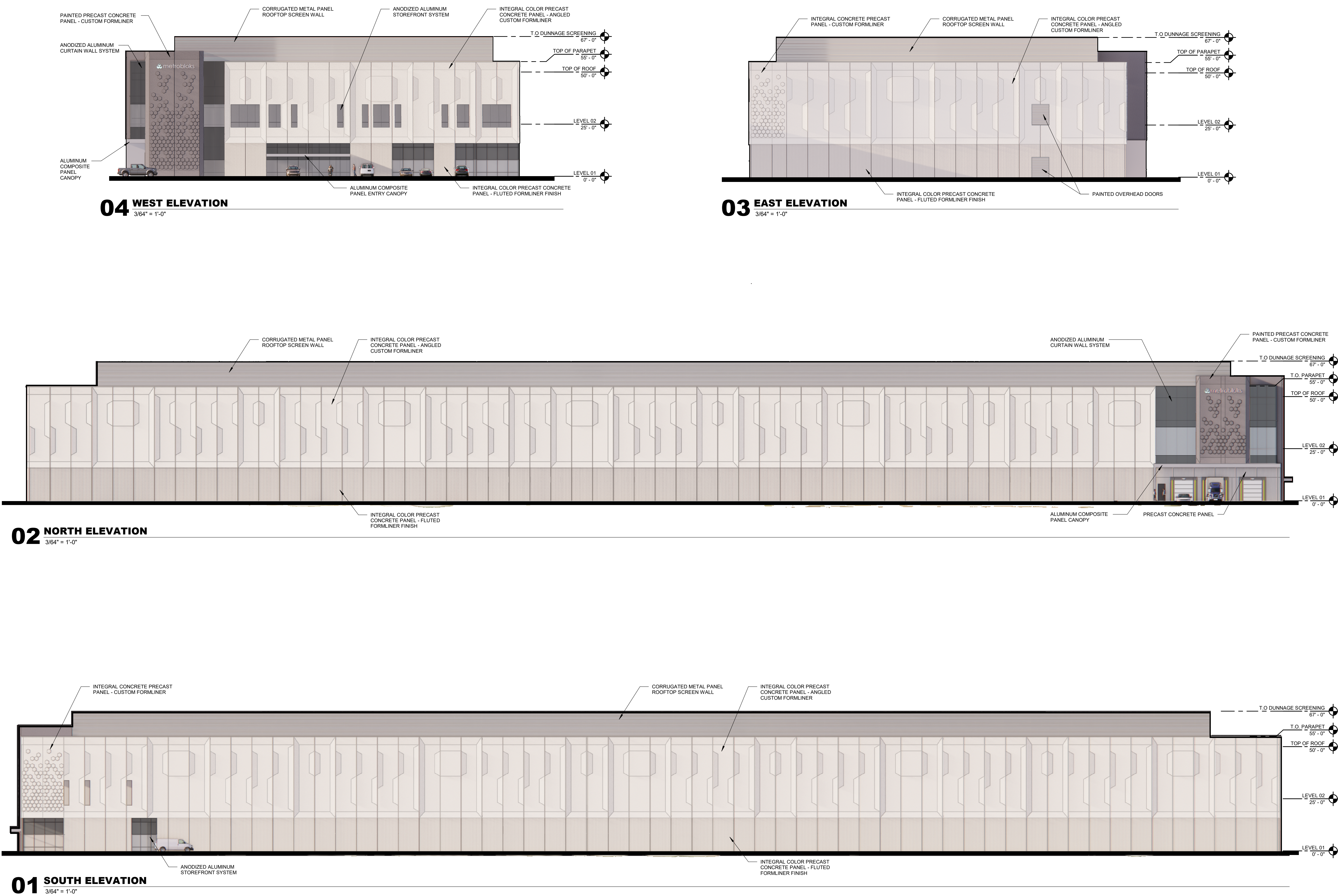
REZONE SUBMITTAL

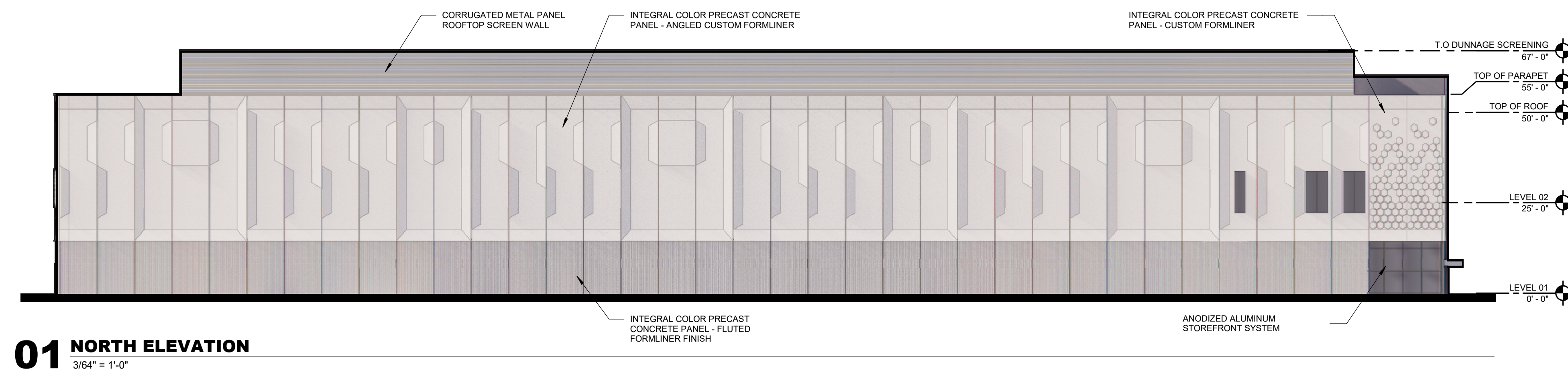
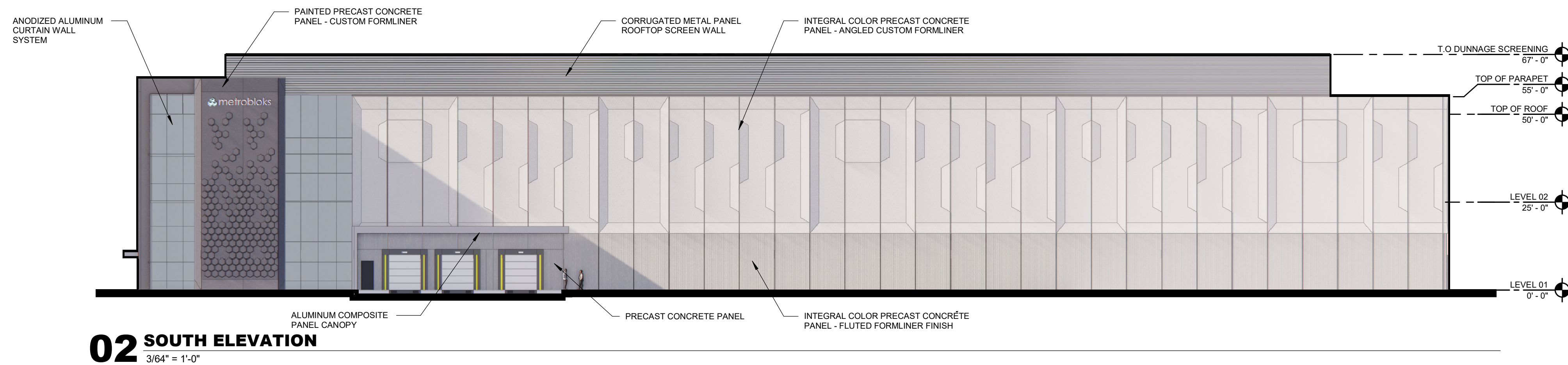
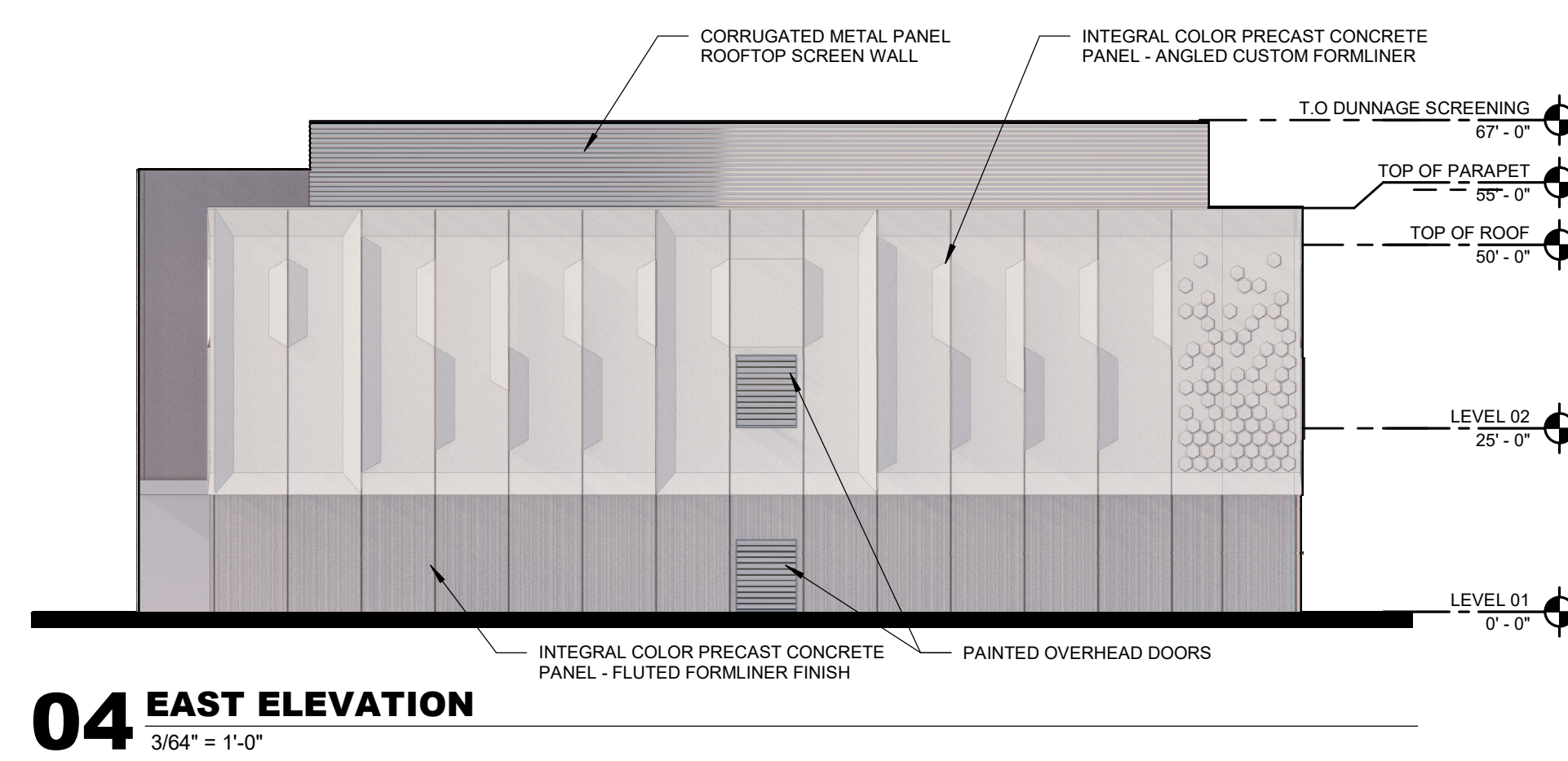
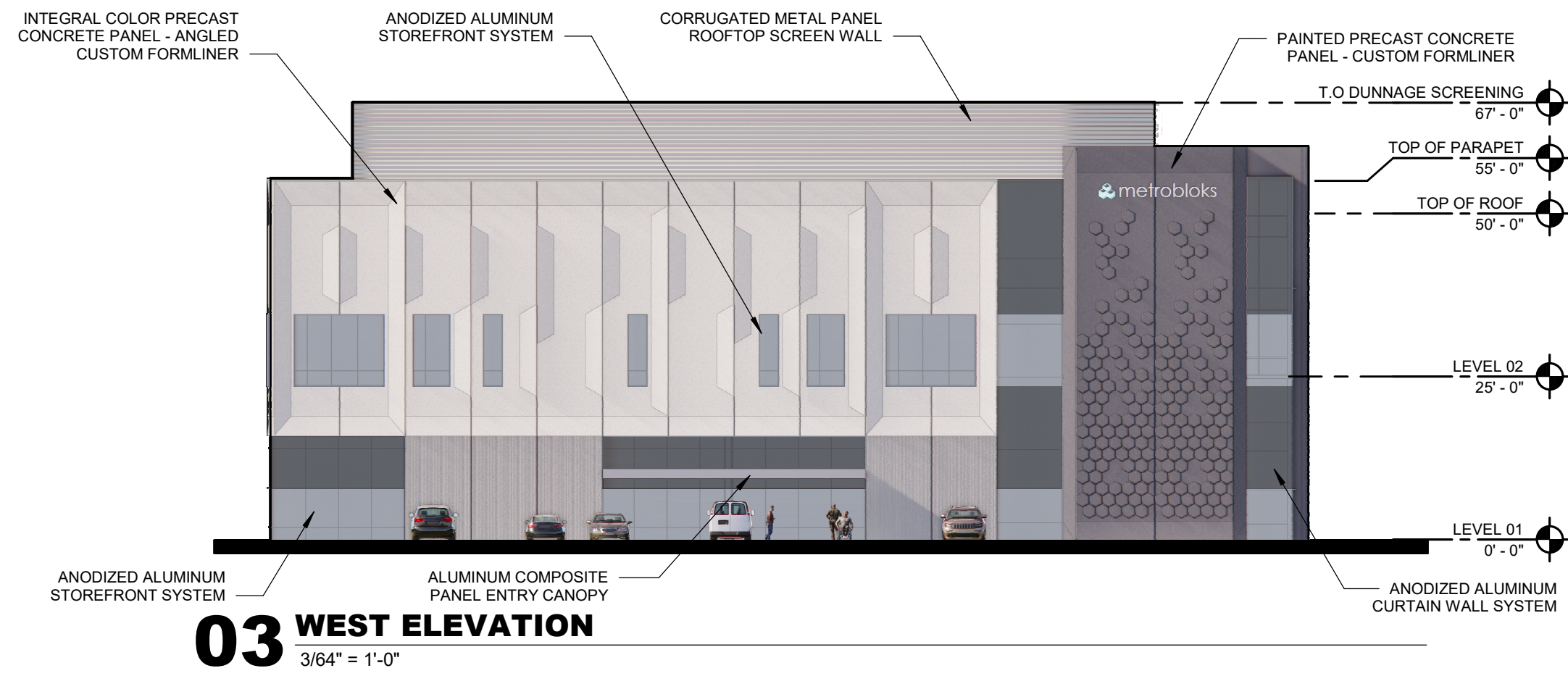
DRAWN: CHECKED: APPROVED:

DRAWING NO. REV.

A500

This drawing and all designs, details covered thereby are confidential and the exclusive property of design owner which reserves all rights. Copying, reproduction or duplication in whole or in part, is forbidden unless expressly authorized by design owner.





ENVIRONMENTAL NOISE STUDY

September 18, 2025

Mr. Michael Lyons, AIA
HKS
3131 E. Camelback Road, Suite 400
Phoenix, AZ 85016

Re: Metrobloks IND-A Data Center Facility
Environmental Acoustic Study
McClure No. 167301.000

Dear Mr. Michael Lyons,

We are pleased to present our findings from the Environmental Noise Study for the Metrobloks IND-A Data Center. This study involved documenting existing noise ordinances in the area and developing a preliminary acoustic model to assess noise propagation from mechanical and electrical equipment serving the facility.

This report outlines key findings from the study and provides recommendations for noise mitigation strategies based on environmental impact considerations.

NOISE ORDINANCE COMPLIANCE

Noise generated within a given area must comply with ordinances at the state, county, and municipal levels. The following ordinances apply to the proposed site of the new Metrobloks IND-A Data Center Facility.

- A. State of Indiana
 - Indiana delegates all noise ordinances development and enforcement to local municipalities.
- B. Marion County
 - Marion County adopts the same noise codes as the City of Indianapolis. Enforcement and definitions are identical to those outlined in Article III: Noise.
- C. City of Indianapolis
 - Article III Section 391-302. Unlawful noises.
 - i. "Unreasonable noise shall mean sound that is of a volume, frequency, or pattern that prohibits, disrupts, injures, or endangers the health, safety, welfare, prosperity, comfort, or repose of reasonable persons of ordinary sensitivities within the city, given the time of day and environment in which the sound is made."
 - ii. Establishes Nighttime parameters to be 10:00 p.m. and 7:00 a.m.
 - 1. In Reference to "Exhausts, blowers, engines, and motors"
 - a. "Between the hours of 10:00 p.m. and 7:00 a.m. in a manner that makes sound plainly audible to a person with normal hearing from any place other than the property on which the sound source is located, shall be prima facie evidence of a violation of this subsection.
 - iii. Establishes noise shall not be disruptive at "any place other than the property on which the sound source is located".

EXECUTIVE SUMMARY

Local ordinances in the location of the construction area do not specify noise limits. Therefore, recommended maximum levels were based on standards from other Indiana municipalities and EPA guidelines: 55 dBA at the property line of single-family residences and 65 dBA at commercial property lines.

Preliminary noise modeling and analysis of the equipment serving the data center included the following:

Building A1

1. 40 DX Units OR 11 Chilled Water Units
2. 22 Liebert Chillers DX Units
3. 2 Rooftop DOAS Units
4. 11 Electrical Generators (located behind the Data center building)

Building A2

1. 100 DX Units OR 25 Chilled Water Units
2. 50 Liebert Chillers DX Units
3. 2 Rooftop DOAS Units
4. 25 Electrical Generators (located behind the Data center building)

Noise mapping confirmed that the DX Units, Chilled Water Units and generators are the primary sources of noise, with designs exceeding the 55 dBA limit at the residential property line and 65 dBA at the commercial property line. To mitigate this impact, it is recommended that sound barriers be installed around the perimeter of cooling systems. The barrier should:

- Be placed no more than 5 feet from the units
- Extend at least 8 feet above the height of the rooftop units.

Generator noise should be kept at a maximum of 67 dBA at 23 feet away from the source.

Potential products for this application include:

- Kinetics – Noiseblock or approved equivalent

Other acoustic barrier products include the following. Note that these products do not have absorptive qualities and do not provide the same quality as the Kinetics Noiseblock product.

- Acoustiblok – Acoustifence
- Alliance Fence & Supply SimTek Fence

Table 1 summarizes the noise levels found at four (4) different property lines for the generators, DX units, and Chilled Water units, with and without recommended noise mitigation measures. Values in **red** indicate levels exceeding the recommended noise criteria.

Scenario		Northeast Residential Property Line (LAeq)	North Residential Property Line (LAeq)	South Commercial Property Line (LAeq)	West Residential Property Line (LAeq)
Generators	75 dBA, 23ft away	56.1	60	67.2	52
	67 dBA, 23ft away	43.1	50.9	58.8	47
DX Units	Solo ¹	54.2	59	57.4	56.5
	With Noiseblock ²	48.1	51.6	52.3	50.4
	With Generators ³	54.5	59.6	61.2	57
	Solo	55	60.5	58.6	57.2

Chilled Water Units	With Noiseblock	48.8	52.0	51.5	49.9
	With Generators	55.3	60.9	61.7	57.6
Full System with recommendations ⁴	DX Units	49.0	53.1	54.9	51.4
	Chilled Water Units	50.4	54.1	54.5	51.3

¹ Modeled with only the units running.
² Modeled with only the units running with a surrounding Kinetics Noiseblock barrier (8ft taller than units).
³ Modeled with both the units and electrical generators running. Accounts for a power outage scenario.
⁴ Modeled without the generators running.

Table 1 – Summarized Results

ANALYSIS AND DISCUSSION

A total of three (3) simulations were conducted using noise propagation software to assess changes in sound levels at the residential property line. The following descriptions outline each simulation, with associated noise maps provided in Appendix I of this report.

SIMULATION DESCRIPTIONS

1. Simulation 1 (Map 1) Generators only
 - Represents the noise propagation of the DQLF 2750 electrical generators located behind the data centers.
 - The simulation includes noise attenuation housing that reduces noise levels to 75 dBA at a distance of 23 feet.
2. Simulation 2 (Map 2) DX Rooftop Units Only
 - Represents noise propagation from the Munters Syscool 500kW Cooling System Units.
3. Simulation 3 (Map 3) Chilled Water Units Only
 - Represents noise propagation from the Chilled Water Units.

Please contact me if you have any questions.

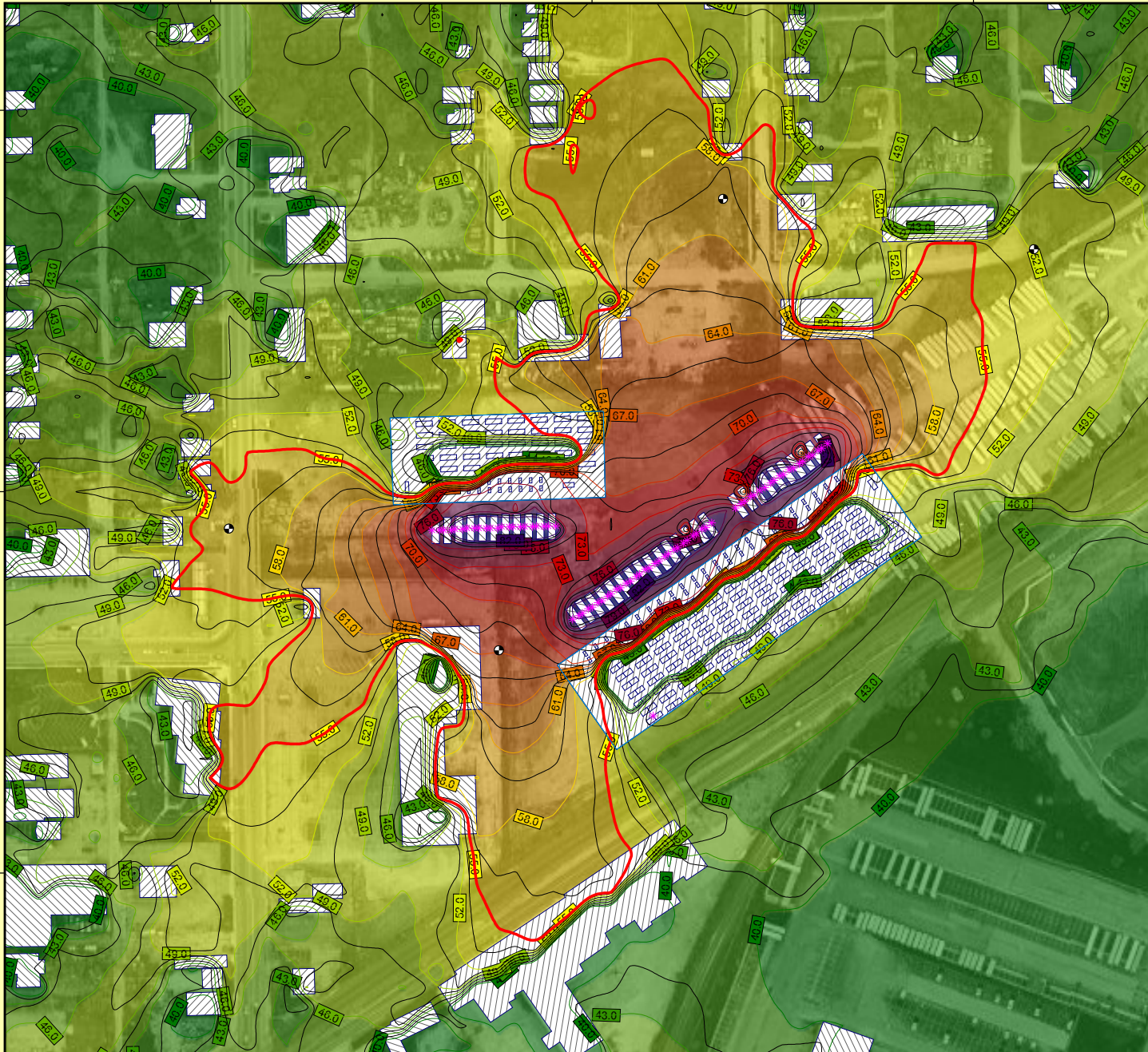
Sincerely,



Jared Carrier, P.E.

JTC:rmbn

Appendix I
Noise Propagation Maps



Customer:

Project: Metrobloks Indiana Data Center
Project-No.

Noise Level: LAeq

Notes:
Sources: Generators

Modifications:
Generator equipped with housing that
reduces noise level to 75dBA @ 23ft away

5ft Parapet Wall

Map

1

Generators Only

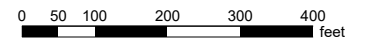
Project engineer:
Created: 9/12/2025
Processed with SoundPLAN 9.0

Signs and symbols

- House
- Sound source
- Line source
- Wall
- Base line
- Wall
- Noise calculation area
- Geometry bitmap
- Receiver

Noise level
in dB(A)

<= 40
40 <
43 <
46 <
49 <
52 <
55 <
58 <
61 <
64 <
67 <
70 <
73 <
76 <
79 <
82 <





Customer:

Project: Metrobloks Indiana Data Center
Project-No.

Noise Level: LAeq

Notes:
Sources: Munters Syscool 500kW Chillers

Modifications:
5ft Parapet Wall

Map
2

DX Units Only

Project engineer:
Created:
Processed with SoundPLAN 9.0

Signs and symbols

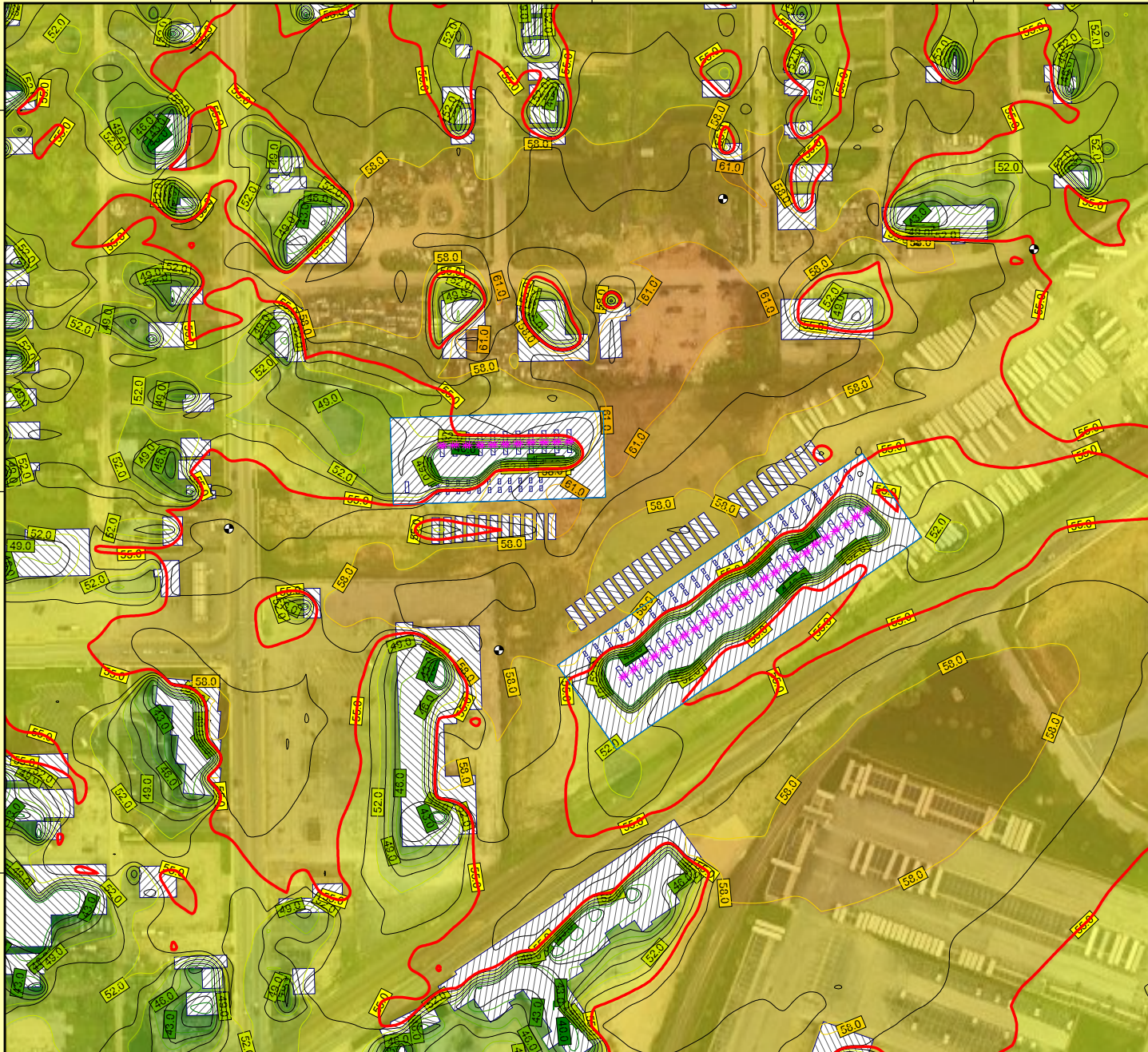
- House
- Sound source
- Line source
- Wall
- Base line
- Wall
- Noise calculation area
- Geometry bitmap
- Receiver

Noise level
in dB(A)

<= 40
40 <
43 <
46 <
49 <
52 <
55 <
58 <
61 <
64 <
67 <
70 <
73 <
76 <
79 <
82 <



0 50 100 200 300 400 feet



Customer:

Project: Metrobloks Indiana Data Center
Project-No.

Noise Level: LAeq

Notes:
Sources: Munters Chilled Water Units

Modifications:
5ft Parapet Wall

Map
3

Chilled Water Units

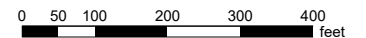
Project engineer:
Created: 9/18/2025
Processed with SoundPLAN 9.0

Signs and symbols

- House
- Sound source
- Line source
- Wall
- Base line
- Wall
- Noise calculation area
- Geometry bitmap
- Receiver

Noise level
in dB(A)

<= 40
40 <
43 <
46 <
49 <
52 <
55 <
58 <
61 <
64 <
67 <
70 <
73 <
76 <
79 <
82 <



PHOTOMETRIC STUDY

RENDERINGS









metrobloks

metrobloks

metrobloks

LETTERS TO COMMUNITY



October 1, 2025

Martindale Brightwood Community

Re: Proposed Data Center at the 25th & Sherman Ave. Indianapolis, IN location

IND-A Sherman Project: Information for the Martindale-Brightwood Community

Dear Members of the Martindale-Brightwood Community,

Metrobloks is committed to being transparent, respectful, and a good neighbor. We are grateful for the engagement the community has shown, and appreciate the concerns brought forth. We believe in our design, and we believe that this project will not have a negative impact to the Martindale-Brightwood community. In fact, as this site is zoned to allow light industrial use, we believe the quality of our project exceeds alternative projects that could come to this site.

We came to the community voluntarily, excited to hear how we can partner to create symbiotic project. We understand that a Data Center project can be concerning, as Data Centers have received some bad press, rightfully deserved in many cases, for reasons that were reflected in the well-researched concerns you have brought forward. However, our product has also taken into consideration the wrongs of past Data Center designs. Please allow us to address each of the concerns presented with some additional context below:

Water Use

- **Our Data Center Design:** Our cooling system is *closed-loop* and designed to recycle water continuously.
- **Impact:** This type of cooling system is different from other systems that have been used in Data Centers that require a large amount of water for cooling (ex: Direct-Evaporative systems). It will also use less than other industries/uses that are allowed on this site due to the zoning (light industrial)
- **Protection:** We will not draw from or deplete neighborhood aquifers. We will pull zero water from groundwater sources. The cooling system loop will be filled over time during construction at low-impact rate of fill from the public utility line. The first building system will need approximately 19,000 gallons, the second building will need approximately 47,500 gallons.
- **Comparison:** Below is a chart comparing water usage based on some other allowed uses for this site (by current zoning) with the same building square footage:

M1 Light Industry:	Warehouse	Light Manufacturing	Office	Metrobloks
Average range of water use/year	1 Million gallons – 2.3 Million gallons	5 Million gallons – 11.6 Million gallons	4 Million gallons – 5 Million gallons	0 gallons – 3,325 gallons

Energy Use

- **Our power is separately contracted:** The data center will purchase electricity through long-term agreements directly with the utility or wholesale market. This means our usage is not spread across residential bills. We are paying for the infra to serve us. For Large load projects , AES works with IURC and Developer to ensure the costs are distributed fairly and no adverse impact on existing Resi customers.
- **We pay for the infrastructure that we need:** If the utility has to upgrade a substation or lines to serve us, those costs are assigned to us, not to you.
- **No subsidies from residents:** The community will not be asked to “subsidize” our power. Our agreements are structured so that the data center pays for its demand, upgrades, and service.
- **Regulated by state authorities:** Indiana has strong oversight by the Utility Regulatory Commission, which ensures residential customers aren’t paying extra to cover industrial customers like us.
- **Grid improvements benefit everyone:** Any upgrades the utility makes to serve our facility will strengthen the grid, increasing reliability for households and businesses alike.
- **Comparison:** Indiana’s power system and utility oversight are different from some other systems that have made the news for data center impacts on utilities (like PJM auctions and East Coast Markets), and rate impacts here don’t automatically follow those trends. AES are in MISO not PJM, there is no data to support that MISO providing power to DC is driving costs up for residential customers. Requirement by INDY for AES to phase into renewables (Carbon free power) drives up costs , which has nothing to do with DCs.

Noise & Heat

- **Design:** The design of this site incorporates sound barriers around the equipment, which will dampen noise to be comparable to everyday background levels currently in the area. Noise levels at the property line will meet (or be quieter than) city standards.
- **Heat:** Heat is contained and managed on-site — this will not impact the neighborhood.

Air Quality

- **Generators:** Backup generators are tested only a few hours per year, with strict environmental controls.
- **Comparison:** A data center on this site will generate less air pollution than other uses that are allowed here by zoning, such as uses that would receive a large amounts of truck traffic.
- **Construction:** Dust is managed by industry-standard practices (watering, fencing, filters), as with any construction project that could come to this site.



Jobs & Community Impact

- **Construction:** Dozens of local construction jobs during the 18-24 month build.
- **Operations:** While long-term jobs are fewer, they are high-skill, high-wage positions, and we are open to training and internships for local residents.
- **Partnerships:** We are exploring community benefits such as park improvements, public art/murals, and local workforce development.

Land Use

- **Context:** The site is currently underutilized industrial land. Our development revitalizes this property without displacing homes.
- **Future:** We want to partner with Martindale-Brightwood leaders to ensure the project aligns with neighborhood goals and brings lasting benefits.

Our Commitment

- We will not raise your electric or water bills.
- We will invest in the community outside our fence line.
- We will continue open conversations, with regular updates and opportunities for input.

Metrobloks looks forward to building a partnership with Martindale-Brightwood.

We take these concerns seriously, and we're committed to being good neighbors. If you ever hear something that worries you, we'll be here to answer your questions directly. This project is about investing in the future of this community, not adding to your household expenses.

Thank you,

The Metrobloks Team

Metrobloks in Indianapolis

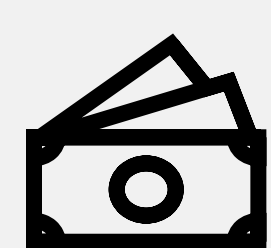
Not every data center is created equal, at Metrobloks we build data centers responsibly, different by design and with intention

What We're Building

A modern, low-impact data center along Massachusetts Ave. corridor, designed for:

- Quiet operation with minimal traffic to the site
- Clean and aesthetic design with community improvements, including landscaping and murals involving local architects and artists
- Community investment that strengthens local infrastructure

Benefits for the Neighborhood



Community Investment

An estimated \$10 million of additional property tax revenues associated with the new construction



Better Environment

Revitalize an under-utilized lot and surrounding area with a modern, low-impact data center development

- Architectural landscaping and greenery to improve the site's appearance
- Construction of high quality new commercial space on a site currently zoned industrial
- Low daily traffic. No fleets of daily delivery trucks typical to standard industrial building projects
- Long-term investment that creates stable value and local benefits for decades

Our Sustainability Promise



Water

- Uses closed-loop cooling, filled once, reused continuously
- The data center's cooling system uses very little water - less than most homes, and far less than other types of large facilities
- No groundwater drawn from the neighborhood



Energy

- Metrobloks pays for all power upgrades
- No subsidies from residents
- Grid improvements increase reliability for everyone



Noise & Air

- With sound attenuation operates at less than 50 dBA, similar to home appliances
- Backup generators produce 90% less pollution than a school bus
- Far cleaner than warehouses or factories allowed under current zoning