Public Hearing: YES ☒ NO ☐ **Department:** Planning & Sustainability

SUBJECT:

COMMISSION DISTRICT(S): 3 and 6

Application of Old Dominion Freight Line c/o Battle Law, P.C. for a Special Land Use Permit (SLUP) to allow a maintenance shop and trailer parking in Tier 4 of the Bouldercrest Overlay District and the M (Light Industrial) zoning district, at 4271 Bowman Industrial Court.

PETITION NO: N6-2026-1265 SLUP-26-1248279

PROPOSED USE: Truck maintenance shop & upgrades to existing structure.

LOCATION: 4271 Bowman Industrial Court, Conley, GA 30288

PARCEL NO. : 15 014 01 019

INFO. CONTACT: John Reid, Sr. Planner

PHONE NUMBER: 404-371-2155

PURPOSE:

Application of Old Dominion Freight Line c/o Battle Law, P.C. for a Special Land Use Permit (SLUP) to allow a maintenance shop and trailer parking in Tier 4 of the Bouldercrest Overlay District and the M (Light Industrial) zoning district.

RECOMMENDATION:

COMMUNITY COUNCIL: (Oct. 2026) Approval.

PLANNING COMMISSION: (Nov. 5, 2026) Approval.

PLANNING STAFF: (November 2026) Approval.

STAFF ANALYSIS: The proposed improvements will require the Applicant to obtain a Special Land Use Permit (SLUP) pursuant to the Bouldercrest Overlay District regulations, as the current use is legally nonconforming. The Comprehensive Plan designates this site and the surrounding industrial (M) and Tier 4-zoned properties within a Light Industrial (LIND) Character Area designated by the 2050 Unified Land Use Plan Map, and the proposed use is consistent with the following plan strategies: "Locate industrial centers in areas with good access to interstates, truck routes, and direct industrial development to existing industrial districts" (*2050 Unified Plan*, Light Industrial, page 51). A variance will be needed regarding the proposed new maintenance shop since the maximum front building setback of the Bouldercrest Overlay is 85 feet and the concept plan shows a portion of the new building beyond 85 feet. However, taken as a whole, the industrial SLUP appears to be compatible with light industrial uses in the area including other truck terminals, truck parking, and office land uses along Bowman Industrial Court. Based on the applicant's submitted information, there will be no net increase to building size, the parking lot is not being expanded, no change to ingress/egress, and the proposed two-story building height s consistent with the building heights in the surrounding area. Based on the submitted site plan it is unclear whether the proposed maintenance shop complies with the requirement to orient truck bays away from the public street. However, any truck repair buildings must comply with the supplemental regulations for major truck repair (Section 3.39.8) or obtain variances from the Zoning Board of Appeals. Taken as a whole, the industrial SLUP appears to be consistent with the LIND Character Area, and compatible with the light industrial uses in the area. Based on the submitted information, the proposed improvements will not change the fundamental nature of the existing truck terminal use, which has operated at this location since 1977. The improvements are to reduce

potential adverse impacts and reinvest in the property's operations. Therefore, based on review of Section 7.4.6. (SLUP Criteria) it is the recommendation of the Planning & Sustainability Department that this application be ***"Approved"***.

PLANNING COMMISSION VOTE: (November 5, 2026) Approval 5-0-0. Motion was made by Commissioner Cooper, seconded by Commissioner Moore for approval, per Staff recommendation. Commissioner Zou was not present for this vote.

COMMUNITY COUNCIL VOTE/RECOMMENDATION: (Oct. 2026) Approval 8-0-0.

DeKalb County Government Services Center
178 Sams Street, Decatur, GA 30030
404-371-2155
Planning & Sustainability Public Hearings

Planning Commission Hearing Date: November 5, 2026
Board of Commissioners Hearing Date: November 19, 2026

STAFF ANALYSIS

CASE NO.:	**SLUP-26-1248279**	**File ID # 2026-1265**
Address:	4271 Bowman Industrial Court, Conley Georgia 30288	**Commission Districts:** 3 & 6
Parcel ID(s):	15 014 01 019	
Request:	Application of Old Dominion Freight Line c/o Battle Law, P.C. for a Special Land Use Permit (SLUP) to allow a maintenance shop and trailer parking in the M (Light Industrial) zoning district and Tier 4 of the Bouldercrest Overlay District.	
Property Owner(s):	Old Dominion Freight Line	
Applicant/Agent:	Old Dominion Freight Line c/o Battle Law, P.C.	
Acreage:	44.02	
Existing Land Use:	Truck Terminal and Major Truck Repair Transportation Equipment Storage and Maintenance, and Storage Yard	
Surrounding Properties:	**North:** Single-family detached and vacant; **South:** vacant **East:** Stonewood Village Shopping Center **West:** Single-family detached	
Adjacent Zoning:	**North**: Tier 4 Corridor 2 BOD/M **South**: Tier 4 BOD/M **East:** Tier 4 BOD/M **West:** Tier 2 BOD/M & Tier 4 Corr 2 BOD/M	
Comprehensive Plan:	**Consistent** X **Inconsistent**	

STAFF RECOMMENDATION: APPROVAL.

BACKGROUND

The Subject Property is zoned M (Light Industrial), is located in Tier 4 of the Bouldercrest-Cedar Grove Overlay District, and carries a Light Industrial land use designation. The Subject Property comprises approximately 44.02 acres and is improved with multiple buildings, including an existing maintenance shop building. The Applicant seeks to make the following modifications to the Subject Property:

Phase 1A:

Construct a new state of the art maintenance shop of approximately 35,000 square feet, enclosed and air-conditioned for employee comfort.

Phase 1B:

Demolish the existing shop building, retaining only the eastern portion where the fuel lanes are located and install trailer parking in the area where the existing shop was demolished to accommodate trailers displaced by the new maintenance shop.

Based on the submitted information, and field investigation of the project site, the Subject Property comprises approximately 44.02 acres and has been developed and operated as an Old Dominion Freight Line truck terminal,

major truck repair facility, transportation equipment storage and maintenance facility, and vehicle storage yard since 1977, all of which are uses permitted as by right within the M (Light Industrial) zoning district and require a SLUP solely because the property is also located within the Bouldercrest-Cedar Grove Overlay District, Tier 4 (BCOD T4).

STAFF ANALYSIS

The proposed improvements will require the Applicant to obtain a Special Land Use Permit ("SLUP") pursuant to the Bouldercrest Overlay District regulations, as the current use is legally nonconforming.

The Comprehensive Plan designates this site and the surrounding industrial (M) and Tier 4-zoned properties within a Light Industrial (LIND) Character Area designated by the 2050 Unified Land Use Plan Map, and the proposed use is consistent with the following plan strategies: "Locate industrial centers in areas with good access to interstates, truck routes, and direct industrial development to existing industrial districts" (*2050 Unified Plan*, Light Industrial, page 51).

A variance will be needed regarding the proposed new maintenance shop since the maximum front building setback of the Bouldercrest Overlay is 85 feet and the concept plan shows a portion of the new building beyond 85 feet.

However, taken as a whole, the industrial SLUP appears to be compatible with light industrial uses in the area including other truck terminals, truck parking, and office land uses along Bowman Industrial Court. Based on the applicant's submitted information, there will be no net increase to building size, the parking lot is not being expanded, no change to ingress/egress, and the proposed two-story building height s consistent with the building heights in the surrounding area. Based on the submitted site plan it is unclear whether the proposed maintenance shop complies with the requirement to orient truck bays away from the public street. However, any truck repair buildings must comply with the supplemental regulations for major truck repair (Section 3.39.8) or obtain variances from the Zoning Board of Appeals.

FINDINGS OF FACT
The following findings address each of the applicable standards and factors under Section 27-7.4.6 of the DeKalb County Zoning Ordinance governing review of proposed SLUP applications.

A. **Adequacy of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, transitional buffer zones, and all other applicable requirements of the zoning district in which the use is proposed to be located.**

   Based on the submitted information, the site's acreage readily accommodates the proposed Phase 1 and Phase 2 improvements, including a new approximately 35,000-square-foot maintenance shop, an expanded stormwater detention pond, reconfigured trailer parking, and a reduction in the existing cross-dock building's width from 120 feet to 80 feet. Based on the submitted information it appears there is compliance with all open space, off-street parking, transitional buffers, and other applicable Overlay requirements. While a variance will be required for the proposed new maintenance shop setback, the proposed improvements modernize and, in several respects, reduce the footprint of existing structures rather than intensify the existing use. Furthermore, adequate land area will remain available to satisfy all applicable district standards.

B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district, and whether the proposed use will create adverse impacts upon any adjoining land use by reason of traffic volume/congestion, noise, smoke, odor, dust, or vibration generated by the proposed use.

The site is located within an established industrial corridor along Bowman Industrial Court, Cedar Grove Road, and Interstate 675, surrounded predominantly by properties zoned M (Light Industrial) and situated within the Bouldercrest-Cedar Grove Overlay District. The proposed improvements will not change the fundamental nature of the existing truck terminal use, which has operated at this location since 1977, and will reduce potential adverse impacts. The Applicant has proposedreplacing the aged, dated shop facility with an enclosed, air-conditioned maintenance shop and by reducing the cross-dock building's width from 120 feet to 80 feet, freight-handling efficiency will be improved.

C. Adequacy of public services, public (or private) facilities, and utilities to serve the proposed use.

The Subject Property has been served by public utilities and infrastructure since the facility's original construction in 1977 and will continue to be served by the existing public water, sewer, and stormwater systems. As part of Phase 2, the applicant proposes to rehabilitate the existing building with improvements including a new fire sprinkler system, a new roof, and gravity sewer lateral replacement, along with employee facility upgrades, which will maintain and enhance the adequacy of public and private facilities serving the site. The Phase 1A improvements also include expansion of the on-site stormwater detention pond to ensure adequate stormwater management capacity. There are no changes proposed to existing ingress/egress, and since the proposed modifications will not increase the overall existing building square footage, it appears that public roads upon which the property has frontage/access should continue to be adequate.

D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area.

The Subject Property has direct access to Bowman Industrial Court, which connects to Cedar Grove Road and East Conley Road near the Interstate 675 interchange. The recent roadway connection to East Conley Road is specifically intended to improve traffic conditions and carrying capacity for the surrounding community and to direct truck traffic away from residential streets. Because the proposed Phase 1 and Phase 2 improvements modernize existing facilities without expanding the underlying truck terminal use, the improvements are not expected to unduly increase traffic or create congestion beyond that already associated with the facility's existing operations.

E. Adequacy of ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency.

Vehicular ingress and egress to the site is provided via Bowman Industrial Court, which has been enhanced by the aforementioned connection to East Conley Road, improving traffic flow, safety, and access for emergency vehicles. The applicant requires strict adherence to designated truck routes and employs high-technology vehicle and driver monitoring to ensure trucks enter and exit the site safely and avoid residential streets, thereby enhancing pedestrian and automotive safety and convenience. The site plan maintains existing paved maneuvering areas and access drives surrounding the main terminal building sufficient to accommodate tractor-trailer circulation, and the Phase 1B trailer parking reconfiguration is

designed to preserve adequate circulation, including for emergency access. Therefore, ingress and egress appear to be adequate.

F. **Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the manner and hours of operation of the proposed use**.

There is currently a truck terminal on the Subject Property, and the proposed modifications will reduce the overall building square footage. Therefore there should be no additional potential adverse impacts than there is currently. Based on the submitted information, the applicant's operational model is designed to minimize off-hours disruption, with approximately 95 percent of drivers returning home nightly as a result of strategic route planning and line haul scheduling, which limits extended overnight yard activity. The proposed enclosed air-conditioned maintenance shop will further reduce noise associated with vehicle maintenance activities compared to the existing, dated open shop configuration.

G. Whether the proposed use is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located.

Truck Terminal, *Major Truck Repair*, *Transportation Equipment Storage and Maintenance*, and *Storage Yard* (Operational Vehicles) uses are all permitted as of right within the M (Light Industrial) zoning district; a SLUP is required solely because the Subject Property is also located within the Bouldercrest-Cedar Grove Overlay District, Tier 4. The proposed Phase 1 and Phase 2 improvements do not introduce any new use to the property, but instead modernize and improve the existing, legally established industrial use, consistent with the requirements of the underlying M zoning district.

H. Whether the proposed use is consistent with, advances, conflicts, or detracts from the policies of the comprehensive plan.

Based on the submitted information, the Subject Property carries an existing Light Industrial (LIND) future land use designation, and the proposed improvements are consistent with that designation by continuing and modernizing an established industrial use. The proposed improvements advance the policies of the 2050 Unified Plan by supporting continued private reinvestment in an industrial corridor, including a new approximately 35,000-square-foot maintenance shop and rehabilitation of existing facilities, by promoting job retention within DeKalb County, and by incorporating sustainable operational practices such as energy-efficient LED lighting with motion detectors, high-efficiency climate control equipment, and pallet and raw material recycling programs.

I. Whether there is adequate provision of refuse and service areas.

The applicant's operational practices include established pallet recycling and raw material recycling programs (including oils, filters, scrap metal, and wood) as well as centralized printing and water-bottle refilling stations to reduce paper and plastic waste, which are expected to be incorporated into service area operations at the DeKalb facility. The location of the trash dumpsters are shown on the submitted site plan (ODFL DeKalb Site Plan, August 3, 2026).

J. Whether the length of time for which the special land use permit is granted should be limited in duration.

Given the proposed substantial improvements to the property and the facility's continuous operation at this location since 1977, it appears that the length of time for which SLUP is granted should not be limited in duration.

K. Whether the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings; and whether the proposed use will create any shadow impact on any adjoining lot or building as a result of the proposed building height.

The proposed new maintenance shop is approximately 35,000 square feet, and the existing cross-dock building's width will be reduced from 120 feet to 80 feet as part of Phase 2, resulting in a reduced building footprint relative to existing conditions. The scale and massing of the proposed and rehabilitated structures are consistent with existing industrial buildings on the Subject Property and on adjacent and nearby industrially zoned parcels. The proposed structures are consistent in height with the existing facility and surrounding industrial structures, no adverse shadow impact upon any adjoining lot or building is anticipated.

L. Whether the proposed use will adversely affect historic buildings, sites, districts, or archaeological resources.

Based on county GIS maps, and to Staffs knowledge, there are no historic buildings, sites, districts, or archaeological resources on the subject property or in the nearby vicinity.

M. Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit.

Based on the submitted site plan it is unclear whether the proposed maintenance shop complies with the requirement to orient truck bays away from the public street. However, any truck repair buildings must comply with the supplemental regulations for major truck repair (Section 3.39.8) or obtain variances from the Zoning Board of Appeals.

N. Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole, as expressed and evidenced during the review process.

The Subject Property carries an existing Light Industrial (LIND) future land use designation, and the proposed improvements are consistent with that designation by continuing and modernizing an established industrial use. Based on the submitted information, the proposed improvements will not change the fundamental nature of the existing truck terminal use, which has operated at this location since 1977, and will reduce potential existing adverse impacts. Therefore, it appears that the proposed use would be consistent with the needs of the neighborhood and the community as a whole.

RECOMMENDATION:

Taken as a whole, the industrial SLUP appears to be consistent with the LIND Character Area, and compatible with the light industrial uses in the area. Based on the submitted information, the proposed improvements will not change the fundamental nature of the existing truck terminal use, which has operated at this location since 1977. The improvements are to reduce potential adverse impacts and reinvest in the property's operations. Therefore, based on review of Section 7.4.6. (SLUP Criteria) it is the recommendation of the Planning & Sustainability Department that application (SLUP-26-1248182) be **APPROVED.**

DeKalb County
GEORGIA

404-371-2155 (o)
www.dekalbcountyga.gov/planning

Government Services Center
178 Sams Street
Decatur, GA
www.dekalbcountyga.gov

DEPARTMENT OF PLANNING & SUSTAINABILITY

Chief of Executive Officer
Lorraine Cochran-Johnson

Director
Juliana A. Njoku

Zoning Comments November 2026

N1. SLUP-26-1248084 (2026-0707) 5395 Covington Highway:
Covington Highway is classified as a Major Arterials, also a Georgia State Route. Refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. If not already in place: It requires a right of way dedication of 75 feet from the centerline of roadway, all public infrastructure must be within right of way. It requires a 10-foot multiuse path with pedestrian scale streetlights. Verify that all access points have intersection and stopping sight distance as described by AASHTO.

N2&N3. LP-26-1248188 (2026-1099) & Z-26-1248190 (2026-1100) 5561 – 5567 Memorial Drive:
Memorial Drive is classified as a Major Arterial, also a Georgia State Route. Refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. If not already in place: It requires a right of way dedication of 75 feet from the centerline of roadway, all public infrastructure must be within right of way. It requires a 10-foot multiuse path with pedestrian scale streetlights.

N4. Z-26-1248243 (2026-1263) 3430 N Druid Hills Road:
Willivee Drive is classified as a local roadway. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. It requires a right of way dedication of 27.5 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. It requires a 5-foot landscape strip with a 5-foot sidewalk. It requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov).

N5. Z-26-1248278 (2026-1264) 5370, 5378, & 5384 Flat Shoals Parkway:
Flat shoals Parkway is classified as a Major Arterials, also a Georgia State Route. Refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. If not already in place: It requires a right of way dedication of 75 feet from the centerline of roadway, all public infrastructure must be within right of way. It requires a 10-foot multiuse path with pedestrian scale streetlights. Verify that all access points have intersection and stopping sight distance as described by AASHTO.

N6. SLUP-26-1248279 (2026-1265) 4271 Bowman Industrial Court:
Bowan Industrial Court is classified as a local roadway. Please refer to the Bouldercrest OVD Tier 4. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. It requires a right of way dedication of 27.5 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. It requires a 5-foot landscape strip with a 5-foot sidewalk. It requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov).

N7. SLUP-26-1248280 (2026-1266) 2001 River Road:
River Road is classified as a Minor Arterial. Please refer to the Bouldercrest OVD Tier 5 Corridor 1. If a land development permit is required- Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. It requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. It requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. It requires pedestrian scale streetlights (hefowler@dekalbcountyga.gov). Verify that all access points have intersection and stopping sight distance as described by AASHTO.

N8&N9. Z-26-1248271 (2026-1267) & SLUP-26-1248272 (2026-1268) 4710 Mandy Wicker Lane:
Mandy Wicker Lane is classified as a local roadway. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. It requires a right of way dedication of 27.5 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. It requires a 5-foot landscape strip with a 5-foot sidewalk. It requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov

N10&N11. SLUP-26-1248268 (2026-1269) & SLUP-26-1248269 (2026-1270) 2510 Bouldercrest Road:
Bouldercrest Road is classified as Major Arterials. Please refer to the Bouldercrest OVD Tier 1. Refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. If not already in place: It requires a right of way dedication of 75 feet from the centerline of roadway, all public infrastructure must be within right of way. It requires a 10-foot multiuse path with pedestrian scale streetlights. Verify that all access points have intersection and stopping sight distance as described by AASHTO.

Monday, September 14, 2026

To: Mr. John Reid, Senior Planner
From: Ryan Cira, Director, Division of Environmental Health
Cc: Alan Gaines, Deputy Director, Division of Environmental Health
Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or
begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and
the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon
resistant construction.

9/14/2026

N1-2026-1260 TA-26-1248245
Amendment
Text Amendment. See general comments

N2-2026-1261 TA-26-1248257
Amendment
Text Amendment. See general comments

N3-2026-1262 TA-26-1248277
Amendment
Text Amendment. See general comments

N4-2026-1263 Z-26-1248243
3430 N. Druid Hills Road, Decatur, GA 30033
See general comments.

N5-2026-1264 Z-26-1248278
5370, 5378, 5384 Flat Shoals Parkway
See general comments.

N6-2026-1265 SLUP-26-1248279
4271 Bowman Industrial Court, Conley, Ga 30288
SLUP. See general comments.

N7-2026-1266 SLUP-26-1248280
2001 River Road, Ellenwood, GA 30294
SLUP. See general comments.

N8-2026-1267 Z-26-1248271
4710 Mandy Wicker Lane, Stone Mountain, GA 30088
See general comments.

N9-2026-1268 SLUP-26-1248272
4710 Mandy Wicker Lane; 1821 S Hairston Road, Stone Mountain, GA 30088
SLUP. See general comments

N10-2026-1269 SLUP-26-1248268

2510 Bouldercrest Road, Atlanta, Ga 30316

SLUP. See general comments.

N11-2026-1270 SLUP-26-1248269

2510 Bouldercrest Road, Atlanta, Ga 30316

SLUP. See general comments.

DEPARTMENT OF PLANNING &SUSTAINABILITY

LAND DEVELOPMENT ANALYSIS

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO ANDREA FOLGHERAIT akfolgherait@dekalbcountyga.gov **AND/OR LASONDRA HILL** lahill@dekalbcountyga.gov

The following areas below may warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.

CASE #: SLUP-26-1248279 (2026-1265)

ADDRESS/PARCEL ID: 4271 Bowman Industrial Court, Conley 30288

- **Transportation/Access/Row:** _____

- **Stormwater Management:** The parcel has 4 ponds. A oil grit separator is needed for the maintenance shop

- **Flood Hazard Area/Wetlands:** No flood hazard or wetlands in the area

- **Landscaping/Tree Preservation:** _____

- **Tributary Buffer:** _____

- **Fire Safety:** _____

_____

Signature

DEPARTMENT OF PLANNING & SUSTAINABILITY

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO ANDREA FOLGHERAIT akfolgherait@dekalbcountyga.gov **AND/OR LASONDRA HILL** lahill@dekalbcountyga.gov

PUBLIC WORKS – ROADS & DRAINAGE - ZONING COMMENTS FORM

CASE #: SLUP-26-1248279 (2026-1265)

ADDRESS/PARCEL: 15 014 01 019 - 4271 Bowman Industrial Court, Conley 30288

Drainage Basin: Conley Creek

Upstream Drainage Area: N/A

Percentage of Property in 100-Year Floodplain: 0%

Impact on property (flood, erosion, sedimentation) under existing zoning: Impact of the proposed improvement on the property under existing zoning will be minimal for flood, erosion and sedimentation.

Required detention facility(s): Yes

COMMENTS: The business activity at this location is considered a highly visible pollutant source under the County's Stormwater Management program hence, required per Chapter 14, Art. II, Sec. 14-40(b)(4) to comply with the stormwater management and water quality standard required for a stormwater hotspot.

Akin Akinsola

Signature

DEPARTMENT OF PLANNING & SUSTAINABILITY

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO ANDREA FOLGHERAIT akfolgherait@dekalbcountyga.gov **AND/OR LASONDRA HILL** lahill@dekalbcountyga.gov

PUBLIC WORKS – WATER & SEWER - ZONING COMMENTS FORM

CASE #: SLUP-26-1248279 (2026-1265)

ADDRESS: 15 014 01 019 - 4271 Bowman Industrial Court, Conley 30288

WATER

Size of existing water main: 8" **adequate:** ☐ **inadequate:** ☐

Distance of property to nearest main: adjacent **Size of line required, if inadequate:** _____

SEWER

Outfall Servicing Project: 8" CS

Is sewer adjacent to property? **Yes** ☑ **No** ☐ **If no, distance to the nearest line:** _____

Water Treatment Facility: Snapfinger

Sewage Capacity: 36 **(MGPD)** **Current Flow:** 28 **(MGPD)**

COMMENTS: The business activity at this location is considered a highly visible pollutant source under

Yola Lewis

Signature

DEPARTMENT OF PLANNING & SUSTAINABILITY

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO ANDREA FOLGHERAIT akfolgherait@dekalbcountyga.gov **AND/OR LASONDRA HILL** lahill@dekalbcountyga.gov

PUBLIC WORKS – TRAFFIC ENGINEERING - ZONING COMMENTS FORM

CASE #: SLUP-26-1248279 (2026-1265)

ADDRESS/PARCEL: 15 014 01 019 - 4271 Bowman Industrial Court, Conley 30288

ADJACENT ROADWAY(S): _____

CLASSIFICATION:

Capacity (TPD): _____

Latest Count (TPD): _____

Hourly Capacity (VPH): _____

Peak Hour Volume (VPH): _____

Existing number of traffic lanes: _____

Proposed number of traffic lanes: _____

Proposed right-of-way width: _____

Capacity (TPD): _____

Latest Count (TPD): _____

Hourly Capacity (VPH): _____

Peak Hour Volume (VPH): _____

Existing number of traffic lanes: _____

Proposed number of traffic lanes: _____

Proposed right-of-way width: _____

Please provide additional information relating to the following statement.

According to studies conducted by the Institute of traffic (latest edition applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1, 000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the _____ square foot place of worship building would generate _____ vehicle trip ends, with approximately _____ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the _____ (Single Family Residential) District designation which allows a maximum of ____ units per acres, and the given fact that the project site is approximately _____ acres in land area, _____ daily vehicle trip end, and_____ peak hour vehicle trip end would be generated with residential development of the parcel.

COMMENTS: Checked the Location & did not identify any traffic Engineering Concerns at this time

R. Landell

Signature

SPECIAL LAND USE PERMIT (SLUP) APPLICATION

to Amend the Official Zoning Map of DeKalb County, Georgia

APPLICANT/OWNER: Old Dominion Freight Line, Inc.

Subject Property Address: 4271 Bowman Industrial Court

City: Conley State: GA Zip: 30288

Parcel ID Number(s): 15 014 01 019

Acreage: 44.02 Commission District(s): 3 Super District: 6

Existing Zoning District(s): M,Bouldercrest Overlay Tier 4 Proposed Zoning District(s): M,Bouldercrest Overlay Tier 4

Existing Land Use Designation(s): LIND Proposed Land Use Designation(s): LIND (if applicable)

I hereby authorize the staff of the Planning and Sustainable Department to inspect the property that is the subject of this application.

Owner [X] Agent [ ]

OLD DOMINION FREIGHT LINE, INC.

Signature C.E. Overbey, Jr., Sr. VP - Strategic Planning Date 8/17/26

NOTE: PLEASE BE MINDFUL THAT THE APPLICATION AND ALL OF ITS CONTENTS IS A PUBLIC RECORD ONCE SUBMITTED AND ACCEPTED FOR A ZONING CYCLE

SPECIAL LAND USE PERMIT (SLUP) APPLICATION FEE:

$400.00

DeKalb County does not require payment by wire transfer.
Be aware of scammers and fraudulent emails.

Battle Law

3562 Habersham at Northlake, Bldg. J, Ste 100
Tucker, Georgia 30084

Zoom Instructions:

Go to https://battlelawpc.zoom.us/join and Enter the Meeting ID that you have been provided with in the appropriate field and click "Join" . To join by phone, please dial (646) 558-8656. If you are unable to attend or would like to learn more about the proposed project, please call our office at the number below.

We encourage you to come out and participate!

For More Information Contact
Jordan Battle at:
Phone: 404-601-7616 ext. 8
Fax: 404-745-0045
Email: jeb@battlelawpc.com

COMMUNITY MEETING TO DISCUSS: A PROPOSED SPECIAL LAND USE PERMIT (SLUP) TO MODERNIZE THE EXISTING OLD DOMINION FREIGHT LINE FACILITY

Project Title: Old Dominion Freight Line, Inc. - 4271 Bowman Industrial Court

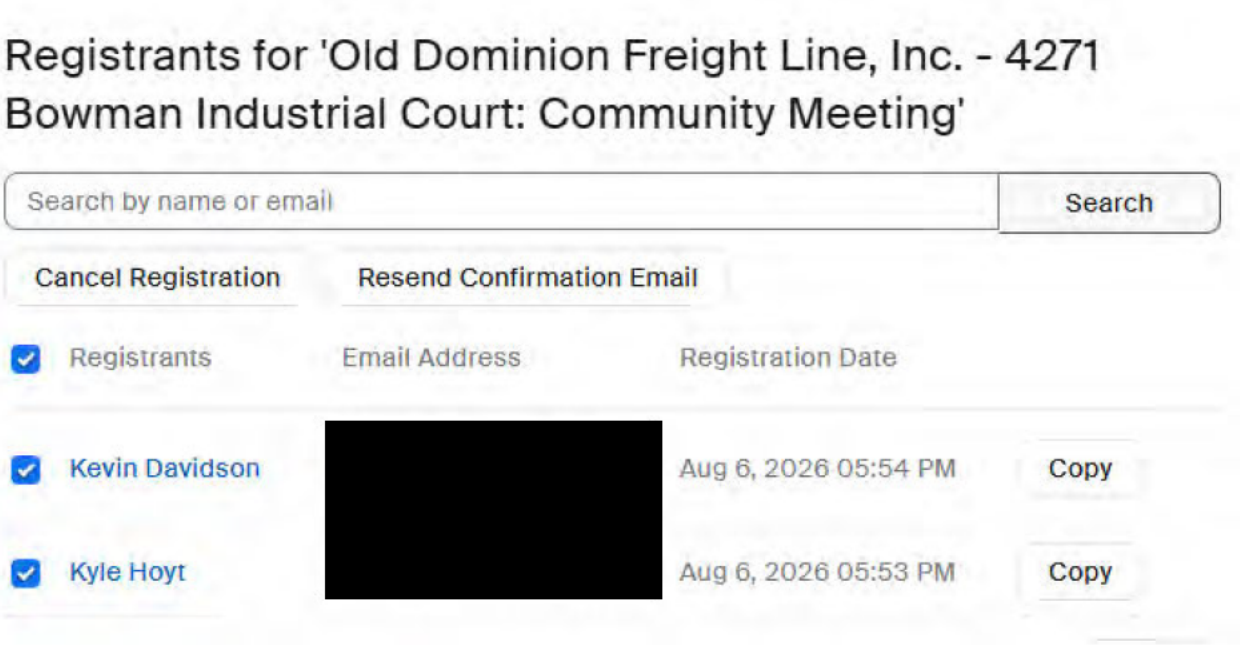
When: August 6, 2026

Time: 6:00 PM Eastern (US and Canada)

Register in advance for this meeting:
https://battlelawpc.zoom.us/join

Meeting ID: 862 8222 1125

Password: 233094



There were no other attendees as the meeting.

Letter of Intent

The Applicant, Old Dominion Freight Line, Inc. ("ODFL" or "Applicant"), is the owner of the property located at 4271 Bowman Industrial Court, Conley, Georgia 30288, identified as Tax Parcel 15 014 01 019 (the "Subject Property"). The Subject Property is zoned M (Light Industrial), is located in Tier 4 of the Bouldercrest-Cedar Grove Overlay District, and carries a Light Industrial land use designation. The Subject Property comprises approximately 44.02 acres and is improved with multiple buildings, including an existing maintenance shop building. The Applicant seeks to make the following modifications to the Subject Property:

Phase 1A:

Construct a new state-of-the-art maintenance shop of approximately 35,000 square feet, enclosed and air-conditioned for employee comfort

Demolish the existing storage building

Phase 1B:

Demolish the existing shop building, retaining only the eastern portion where the fuel lanes are located

Install trailer parking in the area where the existing shop was demolished to accommodate trailers displaced by the new maintenance shop

The proposed improvements will require the Applicant to obtain a Special Land Use Permit ("SLUP") pursuant to the Overlay District regulations, as the current use is legal nonconforming. Currently, 472 individuals are employed at the site. Of those employees, 28 live within a five-mile radius of the Subject Property, and 10 live within the Overlay District.

Impact Analysis

A. Is the size of the site adequate for the use contemplated and is adequate land area available for the proposed use, including provision of all required yards, open space, off-street parking, transitional buffer zones, and all other applicable requirements of the zoning district in which the use is proposed to be located?

Response: The Subject Property comprises approximately 44.02 acres and has been developed and operated as an Old Dominion Freight Line truck terminal, major truck repair facility, transportation equipment storage and maintenance facility, and vehicle storage yard since 1977, all of which are uses permitted as of right within the M (Light Industrial) zoning district and require a SLUP solely because the property is also located within the Bouldercrest-Cedar Grove Overlay District, Tier 4 (BCOD T4).

The site's acreage readily accommodates the proposed Phase 1 and Phase 2 improvements, including a new approximately 35,000-square-foot maintenance shop, an expanded stormwater detention pond, reconfigured trailer parking, and a reduction in the existing cross-dock building's width from 120 feet to 80 feet, together with all required yards, open space, off-street parking, transitional buffers, and other applicable BCOD T4 requirements. Because the proposed improvements modernize and, in several respects, reduce the footprint of existing structures rather than intensify the existing use, adequate land area will remain available to satisfy all applicable district standards.

B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district, and whether the proposed use will create adverse impacts upon any adjoining land use by reason of traffic volume/congestion, noise, smoke, odor, dust, or vibration generated by the proposed use.

Response: The site is located within an established industrial corridor along Bowman Industrial Court, Cedar Grove Road, and Interstate 675, surrounded predominantly by properties zoned M (Light Industrial) and situated within the Bouldercrest-Cedar Grove Overlay District. The proposed improvements will not change the fundamental nature of the existing truck terminal use, which has operated at this location since 1977, and will reduce potential adverse impacts by replacing the aged, dated shop facility with an enclosed, air-conditioned maintenance shop and by reducing the cross-dock building's width from 120 feet to 80 feet to improve freight-handling efficiency.

ODFL maintains a no-idle policy and utilizes high-technology vehicle and driver monitoring to enforce strict adherence to designated truck routes, which minimizes traffic volume, congestion, noise, and emissions on adjoining residential streets. ODFL also solely funded an approximately $3,000,000 roadway connection between Bowman Industrial Court and East Conley Road to further improve traffic conditions for the surrounding community and to reduce truck traffic through residential areas.

C. Are public services, public (or private) facilities, and utilities adequate to serve the proposed use?

Response: The Subject Property has been served by public utilities and infrastructure since the facility's original construction in 1977 and will continue to be served by the existing public water, sewer, and stormwater systems. As part of Phase 2, ODFL proposes to rehabilitate the existing building with improvements including a new fire sprinkler system, a new roof, and gravity sewer lateral replacement, along with employee facility upgrades, which will maintain and enhance the adequacy of public and private facilities serving the site. The Phase 1A improvements also include

expansion of the on-site stormwater detention pond to ensure adequate stormwater management capacity.

D. Is the public street on which the use is proposed to be located adequate and is there sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area?

Response: The Subject Property has direct access to Bowman Industrial Court, which connects to Cedar Grove Road and, via a newly constructed roadway connection solely funded by ODFL at a cost of approximately $3,000,000, to East Conley Road near the Interstate 675 interchange. This new roadway connection is specifically intended to improve traffic conditions and carrying capacity for the surrounding community and to direct truck traffic away from residential streets. Because the proposed Phase 1 and Phase 2 improvements modernize existing facilities without expanding the underlying truck terminal use, the improvements are not expected to unduly increase traffic or create congestion beyond that already associated with the facility's existing operations.

E. Is the ingress and egress adequate to the Subject Property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency?

Response: Vehicular ingress and egress to the site is provided via Bowman Industrial Court, which has been enhanced by the aforementioned connection to East Conley Road, improving traffic flow, safety, and access for emergency vehicles. ODFL requires strict adherence to designated truck routes and employs high-technology vehicle and driver monitoring to ensure trucks enter and exit the site safely and avoid residential streets, thereby enhancing pedestrian and automotive safety and convenience. The site plan maintains existing paved maneuvering areas and access drives surrounding the main terminal building sufficient to accommodate tractor-trailer circulation, and the Phase 1B trailer parking reconfiguration is designed to preserve adequate circulation, including for emergency access.

F. Will the proposed use create adverse impacts upon any adjoining land use by reason of the manner and hours of operation of the proposed use?

Response: ODFL's operational model is designed to minimize off-hours disruption, with approximately 95 percent of ODFL drivers returning home nightly as a result of strategic route planning and linehaul scheduling, which limits extended overnight yard activity. The proposed enclosed, air-conditioned maintenance shop will further reduce noise associated with vehicle maintenance activities compared to the existing, dated open shop configuration.

G. Is the proposed use otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located?

Response: Truck Terminal, Major Truck Repair, Transportation Equipment Storage and Maintenance, and Storage Yard (Operational Vehicles) uses are all permitted as of right within the M (Light Industrial) zoning district; a SLUP is required solely because the Subject Property is also located within the Bouldercrest-Cedar Grove Overlay District, Tier 4. The proposed Phase 1 and Phase 2 improvements do not introduce any new use to the property but instead modernize and

improve the existing, legally established industrial use, consistent with the requirements of the underlying M zoning district.

H. Is the proposed use consistent with, advances, conflicts, or detracts from the policies of the comprehensive plan?

Response: The Subject Property carries an existing and proposed Light Industrial (LIND) future land use designation, and the proposed improvements are consistent with that designation by continuing and modernizing an established industrial use. The proposed improvements advance the policies of the comprehensive plan by supporting continued private reinvestment in the industrial corridor, including a new approximately 35,000-square-foot maintenance shop and rehabilitation of existing facilities, by promoting job retention within DeKalb County, and by incorporating sustainable operational practices such as energy-efficient LED lighting with motion detectors, high-efficiency climate control equipment, and pallet and raw material recycling programs.

I. Is there adequate provision of refuse and service areas?

Response: ODFL's operational practices include established pallet recycling and raw material recycling programs (including oils, filters, scrap metal, and wood) as well as centralized printing and water-bottle refilling stations to reduce paper and plastic waste, which are expected to be incorporated into service area operations at the DeKalb facility. The location of the trash dumpsters are shown on the submitted site plan.

J. Should the length of time for which the SLUP is granted be limited in duration?

Response: Given ODFL's substantial capital investment in the Subject Property, including the proposed approximately 35,000-square-foot maintenance shop, the cross-dock rehabilitation, and the approximately $3,000,000 roadway connection to East Conley Road, together with the facility's continuous operation at this location since 1977, the applicant requests that the SLUP be granted without any limitation on duration.

K. Is the size, scale and massing of proposed buildings appropriate in relation to the size of the Subject Property and in relation to the size, scale and massing of adjacent and nearby lots and buildings; and will the proposed use create any shadow impact on any adjoining lot or building as a result of the proposed building height?

Response: The proposed new maintenance shop is approximately 35,000 square feet, and the existing cross-dock building's width will be reduced from 120 feet to 80 feet as part of Phase 2, resulting in a reduced building footprint relative to existing conditions. The scale and massing of the proposed and rehabilitated structures are consistent with existing industrial buildings on the Subject Property and on adjacent and nearby industrially zoned parcels. Because the proposed structures are single-story industrial buildings consistent in height with the existing facility and surrounding industrial structures, no adverse shadow impact upon any adjoining lot or building is anticipated.

BEFORE THE BOARD OF COMMISSIONERS
OF DEKALB COUNTY, GEORGIA

APPLICATION OF:

Old Dominion Freight Line, Inc.

PROPERTY:

4271 Bowman Industrial Court, Conley, GA 30288
15 014 01 019

Case/Application No.: TBD

Application Type: ☐ Zoning/Rezoning ☒ Use Permit/Special-Conditional Use Permit ☐ Variance

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NOTICE OF CONSTITUTIONAL
ALLEGATIONS AND PRESERVATION OF CONSTITUTIONAL RIGHTS

Old Dominion Freight Line, Inc. ("Applicant") hereby gives notice that, to the extent the DeKalb County Board of Commissioners denies this special land use permit application (the "Application") affecting 4271 Bowman Industrial Court, Conley, GA 30288 (Tax Parcel ID: 15 014 01 019) (the "Property") or approves it subject to conditions that deprive the Property of an economically viable use or otherwise impose an unconstitutional classification, Applicant will invoke all remedies available under state and federal law. Applicant specifically preserves:

1. All state and federal constitutional challenges to the maintenance of the existing zoning classification, to any interim or conditional classification imposed as a condition of approval, or to any quasi-judicial decision affecting the Property, including claims that such action constitutes (a) an uncompensated taking under the Fifth and Fourteenth Amendments to the Constitution of the United States and under Article I, Section III, Paragraph I of the Constitution of the State of Georgia; (b) a denial of substantive or procedural due process and equal protection under the Fourteenth Amendment to the Constitution of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia; and (c) an impermissible delegation of zoning power contrary to Article IX, Section II, Paragraph IV of the Constitution of the State of Georgia.

2. To the extent this Application involves a legislative zoning decision (including rezoning, adoption of an interim classification, or imposition of conditions that function as a new classification), the right, pursuant to O.C.G.A. § 36-66-5.1(a)(1), to seek de novo review in the Superior Court of DeKalb County within thirty (30) days of such decision, subject to Applicant's burden to show by clear and convincing evidence that the classification inflicts a significant detriment on the Property that bears no substantial relation to the public health, safety, morality, or general welfare.

3. To the extent this Application involves a quasi-judicial decision (including a variance, special exception, or conditional/special use permit), the right to seek appellate review by petition under Title 5 of the Official Code of Georgia Annotated within thirty (30) days of such decision.

4. All claims for just and adequate compensation and other relief after timely compliance with the applicable ante-litem notice requirements of O.C.G.A. § 36-33-5 (six months, where the respondent is a municipality) or O.C.G.A. § 36-11-1 (twelve months, where the respondent is a county), including claims for inverse condemnation, diminution in value, and attorney's fees.

Nothing in this reservation shall be construed as a waiver of any rights under 42 U.S.C. § 1983, the Religious Land Use and Institutionalized Persons Act (where applicable), or other applicable state or federal law.

Respectfully submitted,

_____

Michèle L. Battle, Esq.
Battle Law, P.C.
3562 Habersham at Northlake Bldg. J Ste. 100
Tucker, GA. 30038
470-668-2060
jsm@battlelawpc.com
Georgia Bar No. 954558
Attorney for Property Owner

DeKalb County
GEORGIA

404.371.2155 (o)
DeKalbCountyGa.gov

Government Services Center
178 Sams Street
Building A, Suite 300
Decatur, GA 30030

Chief Executive Officer
Lorraine Cochran-Johnson

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director
Juliana A. Njoku

Authorization

The property owner(s) should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

8-17-2026
Date

TO WHOM IT MAY CONCERN:

I/We Old Dominion Freight Line, Inc.
Name of Owner(s)

being owner of the above-mentioned subject property hereby delegate authority to:

Battle Law P.C.
Name of Agent or Representative(s)

to file an application on my/our behalf.

Tracy L. Cranford
Notary Public

TRACY L. CRANFORD
Davidson County, North Carolina
✦ NOTARY PUBLIC ✦
My Commission Expires: 11/14/2029

OLD DOMINION FREIGHT LINE, INC.

Owner C.E. Overbey, Jr.
Sr. VP - Strategic Planning

8/17/26
Date

DeKalb County
GEORGIA

404.371.2155 (o)
DeKalbCountyGa.gov

Government Services Center
178 Sams Street
Building A, Suite 300
Decatur, GA 30030

Chief Executive Officer
Lorraine Cochran-Johnson

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director
Juliana A. Njoku

Disclosure of Campaign Contribution

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions must be answered.

Have you, the applicant, made $250.00 or more in campaign contributions to a local government official within two years immediately preceding the filling of this application?

☐ Yes ☒ No

***Notary seal not needed if answer is "No"**

If the answer is yes, you must file a **Disclosure Report** with the governing authority of DeKalb County showing:

1. The name and official position of the local government official to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The **Disclosure** must be filed within 10 days after the application is first filed and must be submitted to:

CEO Lorraine Cochran-Johnson
1300 Commerce Drive
Decatur, GA 30030

DeKalb County Board of Commissioners
1300 Commerce Drive
Decatur, GA 30030

OLD DOMINION FREIGHT LINE, INC.

Tracy D. Cranford
Notary

TRACY L. CRANFORD
Davidson County, North Carolina
✦ NOTARY PUBLIC ✦
My Commission Expires: 11/14/2029

11-14-2029
Expiration Date/ Seal

Signature of Applicant

8/17/26
Date

C.E. Overbey, Jr.
Sr. VP - Strategic Planning

Check one: Owner ☒ Agent ☐

DeKalb County
GEORGIA

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Decatur, GA 30030

DeKalb County Board of Commissioners
1300 Commerce Drive
Decatur, GA 30030

Notary

Signature of Applicant

8/14/2026
Date

Check one: Owner ☐ Agent ☒

RATOYA CLEMENTS NOTARY PUBLIC GEORGIA GWINNETT COUNTY

May 04, 2028
Expiration Date/ Seal

LEGAL DESCRIPTION:

ALL OF LAND LYING AND BEING IN LAND LOTS 14, 15, 18 AND 19 OF THE 15th DISTRICT OF DEKALB COUNTY CONTAINING 44.02 ACRES AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH R/W OF CEDAR GROVE ROAD AND THE EAST R/W OF SOUTHERN RAILROAD AND GOING SOUTH ALONG THE EAST R/W OF SOUTHERN RAILROAD 455.02' TO AN IRON PIN FOUND AND THE TRUE POINT OF BEGINNING.

THENCE:N 87°56' 53" E A DISTANCE OF 1307.04' TO AN IRON PIN FOUND ON THE WEST R/W OF BOWMAN INDUSTRIAL (60' R/W): THENCE FOLLOWING ALONG THE WEST R/W OF BOWMAN INDUSTRIAL THE FOLLOWING COURSES AND DISTANCES: S 07° 01' 26" E A DISTANCE OF 141.13' TO A POINT: THENCE IN AN ARC TO THE RIGHT WITH AN ARC DISTANCE OF 252.13' AND A RADIUS OF 1733.51' (CHORD BEARING S 02° 51' 26" E A DISTANCE OF 251.91') TO A POINT: THENCE S 01° 18' 34" W A DISTANCE OF 860.08' TO AN IRON PIN SET ON THE WEST R/W OF BOWMAN INDUSTRIAL: THENCE LEAVING SAID R/W S 65° 20' 34" W A DISTANCE OF 294.78' TO A POINT: THENCE S 87° 49' 24" W A DISTANCE OF 1056.46' TO AN IRON PIN FOUND ON THE EAST R/W OF SOUTHERN RAILROAD (150' R/W): THENCE FOLLOWING ALONG THE EAST R/W OF THE FOLLOWING COURSES AND DISTANCES: N 24° 51' 29" W A DISTANCE OF 194.14' TO A POINT: THENCE IN AN ARC TO THE RIGHT WITH AN ARC DISTANCE OF 659.84' AND A RADIUS OF 849.58' (CHORD BEARING N 02° 27' 41" W A DISTANCE OF 643.38') TO A POINT: THENCE N 19° 47' 19" E A DISTANCE OF 176.50': THENCE IN AN ARC TO THE LEFT AN ARC DISTANCE OF 389.53' WITH A RADIUS OF 984.52' (CHORD BEARING N 08° 25' 45" W A DISTANCE OF 386.99') TO AN IRON PIN AND THE TRUE POINT OF BEGINNING.

SURVEYOR'S CERTIFICATE

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION. AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

William B Sims

Registered Georgia Land Surveyor No. 2996
Address: 549 West Avenue, Cedartown, GA, 30125
Telephone Number: 678-873-3119
Date: JULY 29, 2026

INITIAL CONTROL POINTS FOR THIS SURVEY WERE ESTABLISHED USING A TRIMBLE R780 MULTI-FREQUENCY GNSS RECEIVER RECEIVING CORRECTIONS FROM A REAL TIME GNSS CORRECTION SERVICE.

A TRIMBLE R780 MULTI-FREQUENCY GNSS NETWORK ROVER SYSTEM WAS USED FOR A SUBSTANTIAL PORTION OF THE FIELD DATA SHOWN ON THIS PLAT. THE RELATIVE POSITIONAL ACCURACY OF THE FIELD DATA IS 0.04' HORIZONTAL AT THE 95% CONFIDENCE LEVEL.

A TRIMBLE S5 TOTAL STATION WAS USED TO OBTAIN THE ANGULAR AND LINEAR MEASUREMENTS FOR A PORTION OF THE FIELD DATA SHOWN ON THIS PLAT.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,232,280 FEET (EXTERIOR). DATE OF FIELD WORK: JULY 23,2026

GEORGIA REGISTERED No. 2996 LAND SURVEYOR WILLIAM B. SIMS

REFERENCES:
P.B. 65 PG. 88
D.B. 6904 PG. 586

LEGAL DESCRIPTION:

ALL OF LAND LYING AND BEING IN LAND LOTS 14, 15, 18 AND 19 OF THE 15th DISTRICT OF DEKALB COUNTY CONTAINING 44.02 ACRES AND DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE SOUTH R/W OF CEDAR GROVE ROAD AND THE EAST R/W OF SOUTHERN RAILROAD AND GOING SOUTH ALONG THE EAST R/W OF SOUTHERN RAILROAD 455.02' TO AN IRON PIN FOUND AND THE TRUE POINT OF BEGINNING;
THENCE:N 87°56' 53" E A DISTANCE OF 1307.04' TO AN IRON PIN FOUND ON THE WEST R/W OF BOWMAN INDUSTRIAL (60' R/W);
THENCE FOLLOWING ALONG THE WEST R/W OF BOWMAN INDUSTRIAL THE FOLLOWING COURSES AND DISTANCES: S 07° 01' 26" E A DISTANCE OF 141.13' TO A POINT: THENCE IN AN ARC TO THE RIGHT WITH AN ARC DISTANCE OF 252.13' AND A RADIUS OF 1733.51' (CHORD BEARING S 02° 51' 26" E A DISTANCE OF 251.91') TO A POINT: THENCE S 01° 18' 34" W A DISTANCE OF 860.08' TO AN IRON PIN SET ON THE WEST R/W OF BOWMAN INDUSTRIAL: THENCE LEAVING SAID R/W S 65° 20' 34" W A DISTANCE OF 294.78' TO A POINT: THENCE S 87° 49' 24" W A DISTANCE OF 1056.46' TO AN IRON PIN FOUND ON THE EAST R/W OF SOUTHERN RAILROAD (150' R/W): THENCE FOLLOWING ALONG THE EAST R/W OF THE FOLLOWING COURSES AND DISTANCES: N 24° 51' 29" W A DISTANCE OF 194.14' TO A POINT: THENCE IN AN ARC TO THE RIGHT WITH AN ARC DISTANCE OF 659.84' AND A RADIUS OF 849.58' (CHORD BEARING N 02° 27' 41" W A DISTANCE OF 643.38') TO A POINT: THENCE N 19° 47' 19" E A DISTANCE OF 176.50': THENCE IN AN ARC TO THE LEFT AN ARC DISTANCE OF 389.53' WITH A RADIUS OF 984.52' (CHORD BEARING N 08° 25' 45" W A DISTANCE OF 386.99') TO AN IRON PIN AND THE TRUE POINT OF BEGINNING.

TOPO NOTES:
1. 1' CONTOURS
2. ELEVATION DATUM IS NAVD 88
3. ELEVATIONS OBTAINED WITH SPOT SHOTS AND SHOWN AS APPROXIMATE

S&S LAND SURVEYING
549 WEST AVE CEDARTOWN, GA 30125
SIMS@SANDSLANDSURVEYING.COM
(678) 873-3119
LSF000677

GRID NORTH
NAD83 GA WEST

455.02' ALONG R/W TO THE R/W OF CEDAR GROVE ROAD

L.L. 18 | L.L. 19 | L.L. 15 | L.L. 14

APPROX. L.L.L.

N/F
TERMINAL PROPERTIES LLC
PID: 15 019 07 001
D.B. 24516 PG. 641

N 87°56'53" E 1307.04'

(POB)
H.W. 36" R.C.P. INV:893.74'

5' MER BOX TOP:908.68' INV IN 6":903.44' INV OUT:899'

I.P.F. 1/2" R.B.

Arc: 389.53'
Rad: 984.52'
N 08°25'45" E
Crd: 386.99'

CONC.

APPROX. L.L.L.

S 07°01'26" E 141.13'

Arc: 252.13'
Rad: 1733.51'
S 02°51'26" E
Crd: 251.91'

P.B.X.

J.B. TOP:907.20'

G.I. TOP:913.00' INV IN:907.76' INV OUT:907.33'

H.W. INV:903.46' 24" C.C.P.

DOUBLE G.I. TOP:914.14' INV:908.74'

C.O. C.O. C.O.

GUARD SHACK FFE= 917.36'

G.I. TOP:915.84' INV:912.34'

G.I. TOP:914.87' INV:905.32'

G.I. TOP:914.02' INV IN:909.29' INV IN:908.37' INV OUT:906.67'

G.I. TOP:915.00' INV:909.51'

G.I. TOP:915.03' INV IN:908.98' INV OUT:908.93'

G.I. TOP:915.27' INV IN:909.37' INV OUT:908.91'

G.I. TOP:914.15' INV IN:909.10'

C.B. TOP:915.23' INV:911.38'

S.S.M.H. RIM:915.53' INV IN:907.58' INV OUT:900.53'

F.H. STAIRS RAMP GENERATOR P.B.X. OVERHANG

OLD DOMINION FREIGHT LINE.

FFE= 920.66'

F.D.C. W.V.

L.P.

SOUTHERN RAILROAD 150' R/W

N 24°51'29" W 194.14'

Arc: 659.84'
Rad: 849.58'
N 02°27'41" W
Crd: 643.38'

OPEN COVER

PROPANE TANK

1,906,902.98 S.F.
44.02 ACRES

ASPHALT

CONC.

S.S.M.H. RIM:911.88' INV IN:904.28' INV IN:904.28' INV OUT:904.18'

S.S.M.H. RIM:900.06' INV IN:900.06' INV OUT:900.76'

BOWMAN INDUSTRIAL 60' R/W

S 01°18'34" W 860.08'

G.I. TOP:910.67' INV:907.19'

USED OIL TANK

GENERATOR

BUILDING FFE= 915.72'

DEF TANK

WASH BAY

TRUCK SCALE

BUILDING FFE= 913.12'

BUILDING FFE= 912.45'

J.B. (YIELDING WATER) TOP:910.05' INV IN:903.92' INV OUT:904.15'

H.W. 18" CMP INV:902.68'

G.I. TOP:909.64' INV IN:906.31' INV OUT:904.52'

H.W. INV. 902.68

S.S.M.H. RIM:894.44' INV IN:888.54' INV IN:886.54' OUT:886.44'

C.B. TOP:893.85' INV:889.95'

C.B. TOP:893.73' INV IN 24":885.23' INV IN 24":885.73' INV OUT:885.03'

S 65°20'34" W 294.78'

S 87°49'24" W 1056.46'

I.P.F. 1/2" R.B.

H.W. 42" R.C.P. INV:894.66'

5' MER BOX TOP:911.00' INV IN 6":897.33' INV OUT 42":897.75'

N/F
TCW ATLANTA
PID: 15 014 01 005
D.B. 30953 PG. 272

S.S.M.H. RIM:888.07' INV IN:878.17'

BOUNDARY, TOPO & AS-BUILT SURVEY FOR

OLD DOMINION FREIGHT LINE

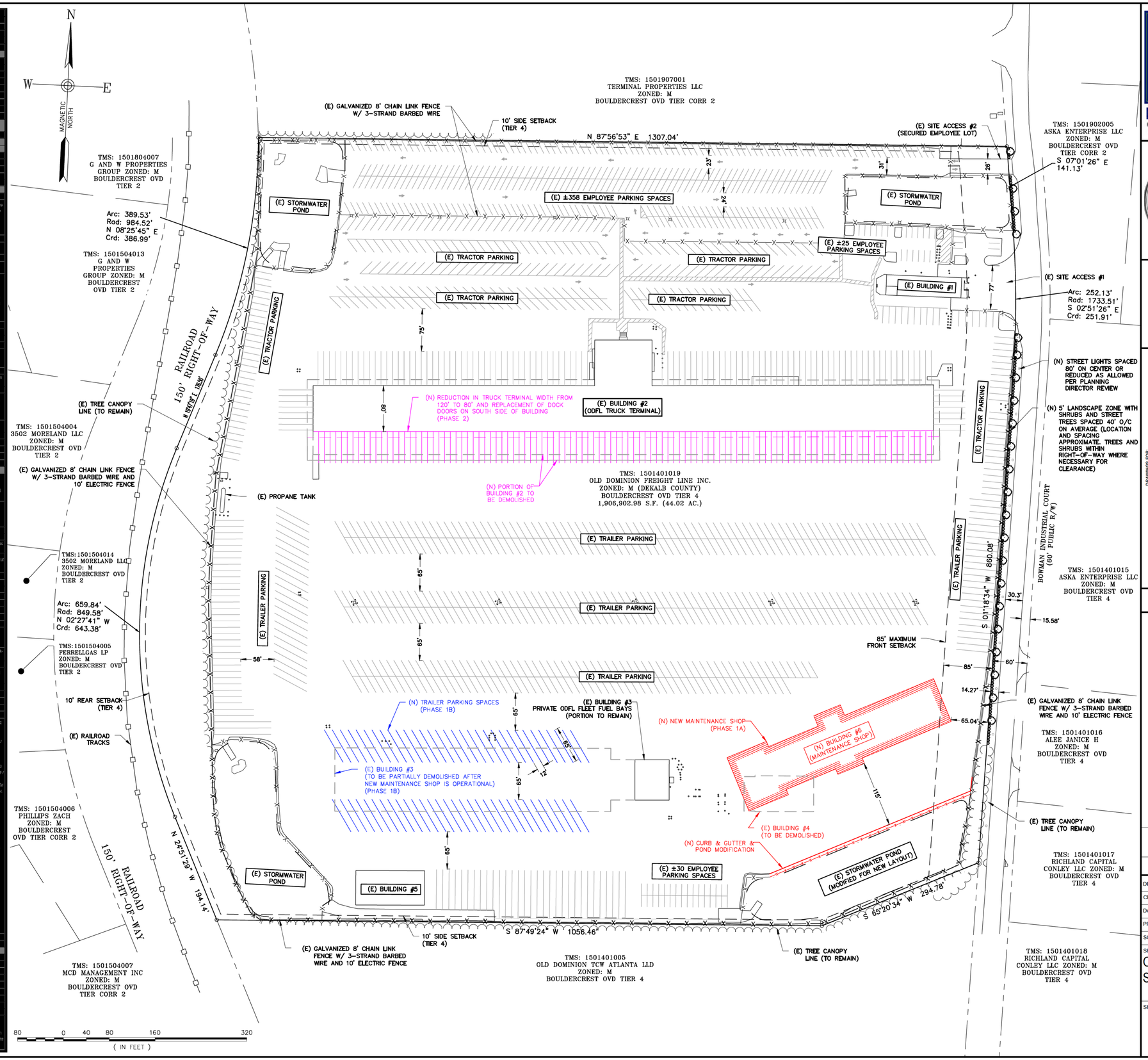
LAND LOTS 14, 15, 18 & 19, 15th DISTRICT
DEKALB COUNTY, GEORGIA
DATE: 29 JULY 2026 SCALE: 1"=80'

0' 80' 160' 240'

LEGEND

A/C	AIR CONDITIONING	N/F	NOW OR FORMERLY
A.I.	ANGLE IRON	O.T.	OPEN TOP PIPE
ARC	ARC LENGTH	P.B.	PLAT BOOK
B/L	BUILDING SETBACK LINE	P.B.	POWER BOX
C.B.	CATCH BASIN	MH.	PAGE
CHD	CHORD	P/L	PROPERTY LINE
C.I.	CURB INLET	P.M.	POWER METER
C/L	CENTER LINE	P.O.B.	POINT OF BEGINNING
C.M.P.	CORRUGATED METAL PIPE	P.O.C.	POINT OF COMMENCEMENT
C.O.	CLEAN OUT	P.P.	POWER POLE
CONC.	CONCRETE	PW/L	POWER LINE
C.R.B.	CAPPED RE-BAR	RAD	RADIUS
C.T.	CRIMPED TOP PIPE	R.C.P.	REINFORCED CONCRETE PIPE
D.B.	DEED BOOK	R.B.	RE-BAR
D.E.	DRAINAGE EASEMENT	R/W	RIGHT OF WAY
D.I.	DRAIN INLET	R.W.	RETAINING WALL
D.I.P.	DUCTILE IRON PIPE	S.E.	SANITARY SEWER EASEMENT
ESM'T	EASEMENT	S.S.	STOP SIGN
F.C.	FENCE CORNER	S.S.MH.	SANITARY SEWER MANHOLE
F.D.C.	FIRE DEPARTMENT CONNECTION	MI.	STAKE
F/L	FENCE LINE	T/L	TREE LINE
F.H.	FIRE HYDRANT	T.P.	T-POST
F.O.	FIBER OPTICS	W/L	WATER LINE
G.I.	GRADE INLET	W.M.	WATER METER
G/L	GAS LINE	W.V.	WATER VALVE
G.M.	GAS METER	x 880.0'	SPOT ELEVATION
G.W.	GUY WIRE	--880'--	ELEVATION CONTOUR
G.V.	GAS VALVE	X-X-X-X	FENCE
H.D.P.E.	HIGH DENSITY POLYETYLENE PIPE		OVERHEAD POWER LINE
H.W.	HEADWALL	U-U-U-U	UNDERGROUND POWER LINE
I.P.F.	IRON PIN FOUND	G-G-G-G	GAS LINE
I.P.P.	IRON PIN PLACED	W-W-W-W	WATER LINE
INV.	INVERT	F-F-F-F	FIBER OPTICS LINE
I.R.	IRON ROD	S-S-S-S	SANITARY SEWER LINE
IRRIG.	IRRIGATION	D-D-D-D	STROM DRAINAGE LINE
J.B.	JUNCTION BOX		
L.L.	LAND LOT		
L.L.L.	LAND LOT LINE		
L.L.C.	LAND LOT CORNER		
L.P.	LIGHT POLE		
MH.	MANHOLE		

Site Info:	
Address:	4271 Bowman Industrial Court Conley, Georgia
Lot Area:	44.02 Acres (1,906,902.98 S.F.)
Zoning:	Light Industrial (M) & Re-Zoned M - Decatur Shoals Overlay District Tier 4
Flood:	No Floodplain on site (Panel#13089C0136G)
Building Areas:	
Building #1 (Existing Operation Office)	4,500 S.F.
Building #2 (Existing Truck Terminal & Office)	69,849 S.F. (Truck Terminal) & 4,449 S.F. (Office)
Building #3 (Existing Shops and Fuel Bays)	4,200 S.F. (Fuel Bays to Remain) & Existing Shops to be Demolished
Building #4 (Existing Storage Building)	Building to be Demolished
Building #5 (Existing Storage Building)	7,200 S.F.
Building #6 (New Maintenance Shop)	24,327 S.F.
Light Industrial (M) Standards:	Density Bonuses
27-2.24.3 - Table 2.2 - Min. Lot Area	Density=
27-2.24.3 - Table 2.2 - Min. Lot Width (Frontage)	Density=
Sec. 27-6.4.4 - Orientation and Land Leveling Requirements	
27-6.4.4 - Grading and Parking Areas Landscaping	Verifyied - Perimeter buffers and parking landscaping proposed to remain as is.
See Standards listed in 27-2.24.3	
27-6.5.3(B)(3) - Non-Residential Uses (Table 6.3 - Uses)	
Treasure Hotel Bed Tax Payment in arrears of Hotel/Motel Rooms	Density= - write-in LLLP
Arthur Trucks Resort	Density= - write-in LLLP
Storage Yard (Operations Vehicles)	Density= - write-in LLLP
Truck Distribution	Density= - write-in LLLP
27-6.5.6(B.2) - Open Space	Density= - Not Applicable - Not adding Residential or Parks
Sec. 27-6.5.6(A) - Standards Applicable to Uses	
27-3.39.4.A Table 3 (E) - Canopies and Awnings	Density=
27-3.39.4.A Table 3 (G) - Entrances - Non-Residential	Verifyied with Site Plan Review - This is a secure facility. At the existing Gate House, the public is directed to a separate vehicle entrance and directed to parking and away from the public way. The main entrance to the terminal is secure and visible from the public way. The main entrance to the terminal is secure and visible from the public way. The Main Gate/Entrance shop is an internal function to the company operation and is not open to the public.
27-3.39.4.A Table 3 (J) - Ground Floor Fenestration	Density=
27-3.39.4.A Table 3 (K) - Loading & Service Areas	Verifyied - Proposing only minutes & Retrofitted trees planted along the Bowman Industrial Court ROW for Loading & Service Screening
27-3.39.4.A Table 3 (P) - Tall Frontage Minimum	Density= - Greater than 107 FT
27-3.39.4.A Table 3 (R) - Pavements & Equipment	Density= - Will notice located with the loadoads and will be screened from public view
27-3.39.4.A Table 3 (T) - Orientation	Density= - Building #5 (Maintenance Shop) Verifyied - Building #1 (Existing Truck Terminal Office) The Existing Terminal main office is currently located on the North side of the building facing the existing employee and public parking lot. The proposed new Vehicle Maintenance shop is an internal function to the company operation and is not open to the public. The west façade (facing the street) will be designed with enhanced fenestration as specified in the architectural design guidelines
27-3.39.4.A Table 3 (X) - Pedestrian Access	Density= - Not Applicable
27-3.39.4.A Table 3 (Y) - Bikeways	Density= - Not Applicable
27-3.39.4.A Table 3 (Y) - Structured Parking	Density= - Not Applicable
27-3.39.4.A Table 3 (Y) - Surface Parking	Verifyied - Parking lot is appropriately sized as is
27-3.39.4.B. Table 2.(a) – Front Setback (85 FT Max)	Density= - Building #1 & Building #5 Verifyied - Building #3, #4, and #5 (Existing Buildings are greater than 85' from ROW)
27-3.39.4.B. Table 2.(C) – Rear Setback (10 FT)	Density= - Greater than 10'
27-3.39.4.B. Table 2.(D) - Setback for Parking/Improvements	Verifyied - Parking and Improvements are and perimeter as proposed to remain as is
27-3.39.4.B. Table 2.(E) – Side Setbacks	Density= - Greater than 10'
27-3.39.4.C. Table 3 (1b) - Fencing/Wall Materials	Verifyied - The existing 8' galvanized chain link fencing with barbed wire and an interior security fence are proposed to remain as is with minutes and areas will be planted along Bowman Industrial Court for screening
27-3.39.4.C. Table 3 (1c) - Fencing & Wall Materials	Verifyied - Landscape screening along Bowman Industrial proposed
27-3.39.4.C. Table 3 (1c) - Fencing & Wall Materials	Verifyied - Existing fence & walls to remain as is.
27-3.39.4.D. Table 3 (a-k) - Transitional Buffers	Density= - Not Applicable
27-3.39.4.E.(2) Table 4 (2) - Freight Standards	Density= - Less than 65' (Maximum building height is 45'-0")
27-3.39.4.E.(3). Table 4 (3) - Density standards	Density= - Less than 65'
27-3.39.4.E.(4) - Height Limit Ownership	Density= - Less than 65' (Not Applicable - 1906,902.98 S.F. (44.02 Ac.) - 1906.3Ac)
Sec. 27-6.5.6 - Standards Applicable to All Uses	
27-3.39.6.A.1 - Architectural Standard (Fabrication)	Density= - Building #3 (Maintenance Shop) Verifyied - Building #2 (Truck Terminal/Office) The existing terminal has not been updated with these materials and is proposed to remain as is along the street fronting façade.
27-3.39.6.A.2 - Architectural Standard (Accents)	Density= - Building #3 (Maintenance Shop) Verifyied - Building #2 (Truck Terminal/Office) The existing terminal has not been updated with these architectural materials and a variance is required.
27-3.39.6.A.3 - Architectural Standard (Offsets)	Density=
27-3.39.6.A.3 - Architectural Standard (Burglar Bars)	Density=
27-3.39.6.A.4 - Architectural Standard (Service Bay Orientation)	Density= - Building 3 Orientated so that service bays do not face Bowman Industrial Court
27-3.39.6.A.7 - Architectural Standard (Chain Link Fence)	Verifyied - Existing 8' Gal. Chain Link Fence with barbed wire to remain within 65' of ROW, Arm's and street tree screening proposed.
27-3.39.6.A.8 - Architectural Standard (Dumpster Screening)	Density=
27-3.39.6.A.9 - Architectural Standard (Awnings/Building Meeting)	Density= - Not Applicable
27-3.39.6.B.1 - Signs	Density=
27-3.39.6.B.2 & 3 - Ground Signs	Density= - Not Applicable
27-3.39.6.B.4 & 5 - Number of Signs Allowed	Density=
27-3.39.6.B.6 - Wall Sign	Density=
27-3.39.6.B.7 through 11 - Multiple Tenants/Restaurant	Density= - Not Applicable
27-3.39.6.B.12 through 17 - EGF/Additional Requirements	Density=
27-6.5.6.A.D (1a) - Streetscapes (Other Streets In The A)	Verifyied - Proposing to provide street trees on the west side of Bowman Industrial and to contribute to DeKalb County stormwater fund in lieu of 17 trees.
27-6.5.6.A.D (1a-2a) - Streetscapes (Tree Planting)	Density= - Street Trees to be planted between the edge of pavement and the right-of-way line
27-6.5.6.A.D (1) - Streetscapes - Pedestrian Zone	Density= - Not Applicable
27-6.5.6.A.D (1a) - Streetscapes - Landscape Zone	Verifyied - Landscape zone proposed with shrubs and street trees but will need to be located within the ROW to achieve adequate offsets location
27-6.5.6.A.D (2b) - Streetscapes - Parking Lot Landscaping	Verifyied - Existing parking lots proposed to remain as is
27-6.5.6.A.D (7) - Streetscapes - Lungs and Lot Size	Density=
27-6.5.6.A.D (9) - Streetscapes - Street Lights	Density= - Lighting to be included along public right-of-ways as required.
27-6.5.6.A.D (5) - Streetscapes - Street and Intersection Spaces	Density= - Not Applicable
27-3.39.6.A.1 - Pedestrian Access	Density= - Not Applicable
27-3.38.A.E (1) - Parking Requirements - Normal Standards	Verifyied - Employee parking proposed to remain as is. Building #1 & Building #2 requires minimum parking but are over the maximum parking allowed. Building #1 (Existing Office) Minimum Parking: One Spaces per 500 SF (5,900 SF / 500 SF = 8 Spaces) Building #2 (Existing Office) Maximum Spaces: One Spaces per 250 SF (5,900 SF / 250 SF = 24 Spaces) Building #2 (Truck Terminal) Minimum Parking: One Spaces per 2,500 SF (69,849 SF / 2,500 SF = 28 Spaces) Maximum Spaces: One Spaces per 800 SF (69,849 SF / 800 SF = 87+ Spaces) Building #4 (Office) Minimum Parking: One Spaces per 500 SF (4,449 SF / 500 SF = 9 Spaces) Maximum Spaces: One Spaces per 250 SF (4,449 SF / 250 SF = 18 Spaces) Building #3 (ODFL Fleet Fuel Bays) Not Applicable Building #5 (Storage/Warehouse) Minimum Parking: One Spaces per 2,000 SF (7,212 SF / 2,000 SF = 3 Spaces) Maximum Spaces: One Spaces per 800 SF (7,212 SF / 800 SF = 9 Spaces) Building #6 (Maintenance Shop Within Building) Minimum Parking (Per DND Tier 4 Supplies Reg'd): One Spaces per employee on largest shift (27 employees = 27 Spaces) No Maximum Total Minimum Spaces Required (Building #1 and #5): 11 Spaces Total Maximum Spaces Required (Building #1 and #5): 279 Spaces Total Spaces within 75'-0" from Building #1 and #2: 366 Spaces (Minimum - Density and Maximum - Verifyied) Total Minimum Spaces Required (Building #3 and #6): 30 Spaces Total Maximum Spaces Required (Building #3 and #6): Not Applicable Total Spaces within 75'-0" from Building #3 and #6: 41 Spaces (Minimum - Density and Maximum - Density) Total On-site Spaced: 486 Spaces
27-3.38.A.E (2) - Parking Requirements - Bicycle Parking	Density= - Not Applicable
27-6.5.6.A.E (4a & b) - Parking Requirements	Verifyied - Existing parking lots proposed to remain as is
Sec. 27-6.5.6.A.3 - Exterior Uses Regarding Minor Truck Repair	
27-3.38.A.B (1) - Minor Truck Repair (Director Approval)	Density= - Not Applicable
27-3.38.A.B (2) - Minor Truck Repair (Adjacent Properties)	Density= - Not within 500' of uses referenced
27-3.38.A.B (3) - Minor Truck Repair (Bay Doors)	Density= - Bay Doors Proposed on Maintenance Shop
27-3.38.A.B (4) - Minor Truck Repair (Truck Parking)	Density=
27-3.38.A.B (5) - Minor Truck Repair (Outdoor Storage)	Density=
27-3.38.A.B (6) - Minor Truck Repair (Outdoor Storage)	Density=
27-3.38.A.B (7) - Minor Truck Repair (Truck Parking Orientation)	Density= - Truck Parking is not facing the primary street frontage
27-3.38.A.B (8) - Minor Truck Repair (Junk Yard/Use)	Density=
27-3.38.A.B (9) - Regulations Regarding Minor Truck Repair	Density=
27-3.39.4.A (12) - Regulations Regarding Minor Truck Repair	We Know - Existing spaces proposed to remain as is (81 stalls). Removed (56) ODFL trailer parking spaces within 65' of the street is proposed near the new maintenance shop. Remaining spaces required for shop are proposed to remain as is/wil. Maximum spaces not applicable due to multiple uses on site that results in a fair parking.



HOYT+BERENYI
P.O. Box 1470 Ladson, SC 29456
843.408.3546 | www.HoytBerenyi.com

OLD DOMINION FREIGHT LINE

GEORGIA REGISTERED No. PE040458 PROFESSIONAL ENGINEER KYLE M. HOYT

DRAWINGS FOR:

ODFL DEKALB

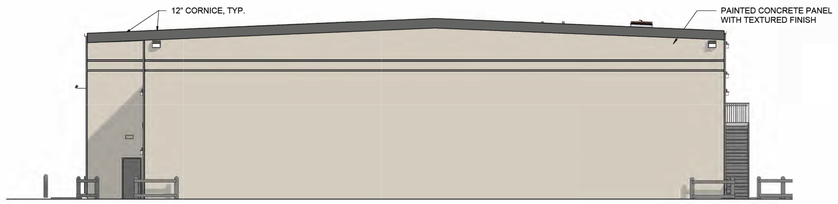
4271 Bowman Industrial Court
Conley, GA 30288

BY	DATE	REV

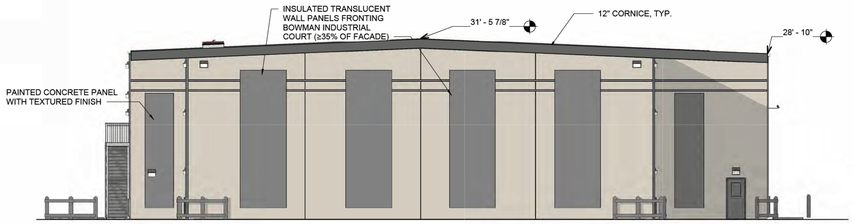
DRAWN BY:	Cam Sessions, P.E.
CHECKED BY:	Kyle M. Hoyt, P.E.
DATE:	August 03, 2026
PROJECT #:	25-047
SCALE:	1" = 80'

SHEET TITLE:
ODFL Dekalb
Site Plan

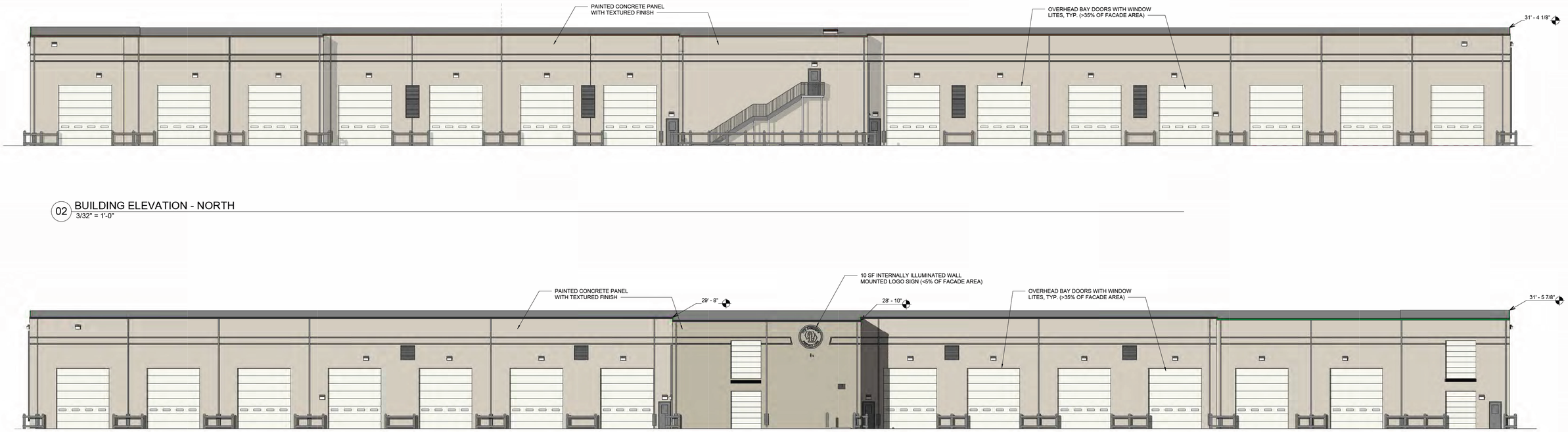
SHEET NUMBER:
SP



04 BUILDING ELEVATION - WEST
3/32" = 1'-0"



03 BUILDING ELEVATION - EAST
3/32" = 1'-0"



02 BUILDING ELEVATION - NORTH
3/32" = 1'-0"

01 BUILDING ELEVATION - SOUTH
3/32" = 1'-0"

ODFL ATLANTA SHOP
EXTERIOR ELEVATIONS

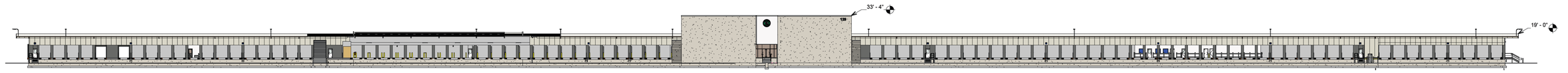
30 x 42 = As indicated

11 x 17 = NO SCALE

08/04/26

1ST FLOOR: 34,644 SF
2ND FLOOR: 07,249 SF
TOTAL: 41,893 SF

MOLLENKOPF DESIGN GROUP, LLC
49 Music Square W-Suite 600
Nashville, Tennessee 37203
615.296.9146
www.theMDGllc.com



2 SOUTH ELEVATION
1/32" = 1'-0"



1 NORTH ELEVATION
1/32" = 1'-0"

ODFL ATLANTA GA - TERMINAL RECONSTRUCTION
EXTERIOR ELEVATIONS

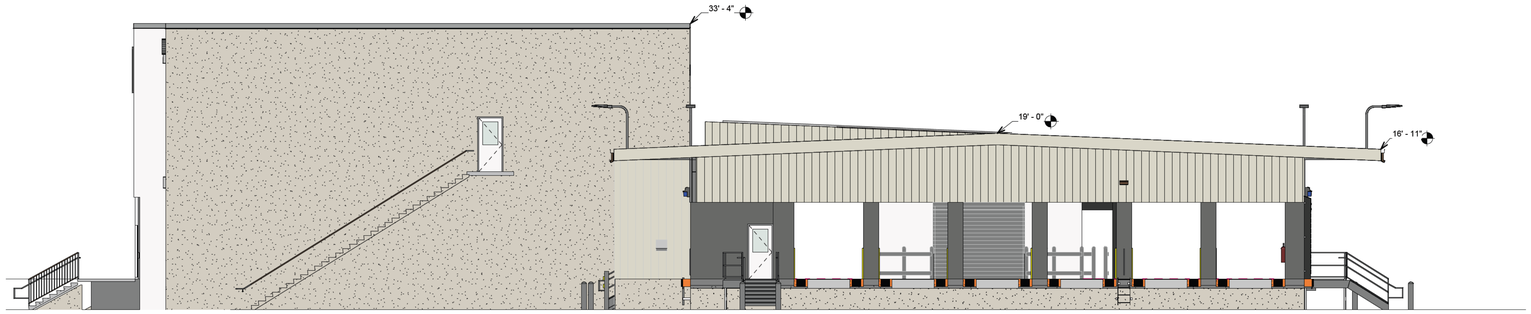
30 x 42 = 1/32" = 1'-0"

11 x 17 = NO SCALE

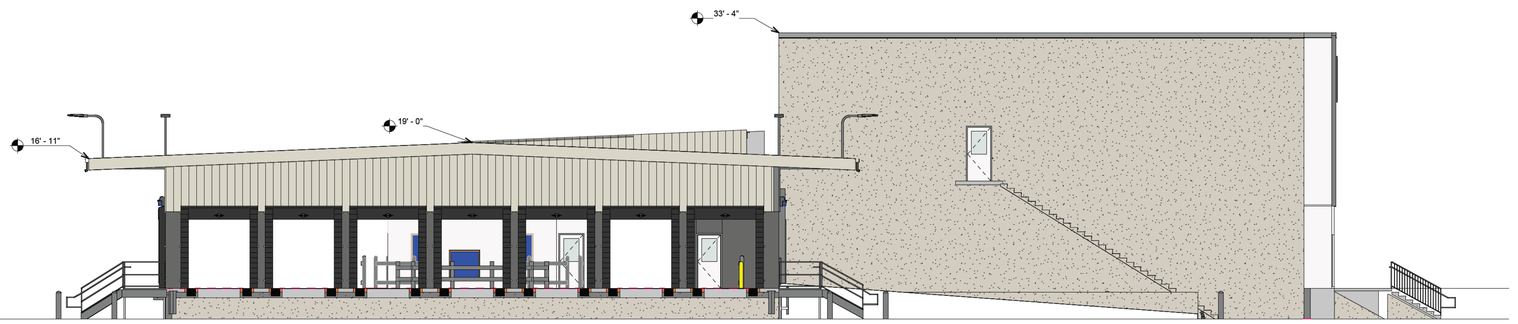
08/04/26

DOCK: 86,656 SF
OFFICE: 18,433 SF
TOTAL: 105,089 SF

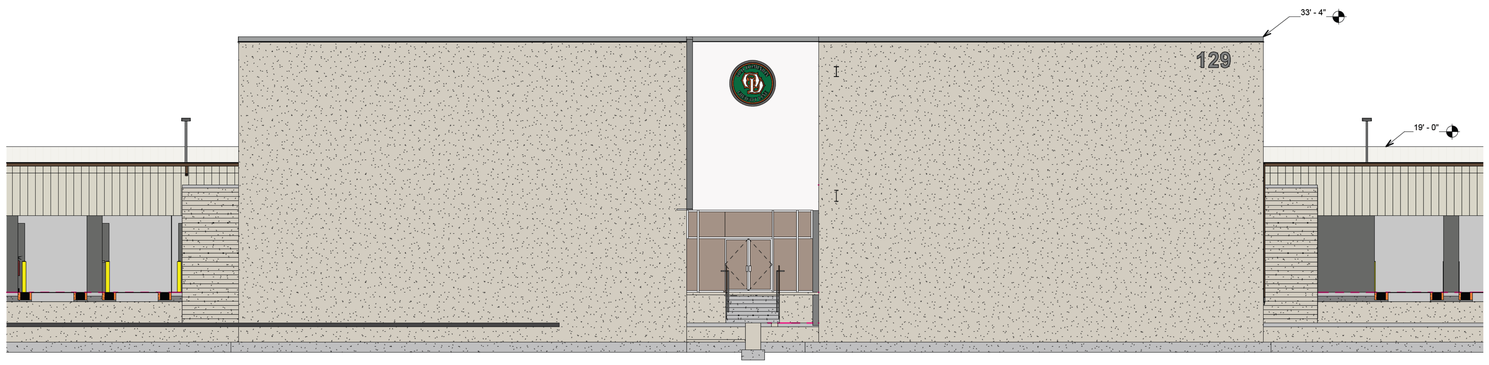
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49 Music Square W·Suite 600
Nashville, Tennessee 37203
615.296.9146
www.theMDGllc.com



1 EAST ELEVATION
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"



2 PRESENTATION - SOUTH ELEVATION
1/8" = 1'-0"

ODFL ATLANTA GA - TERMINAL RECONSTRUCTION
EXTERIOR ELEVATIONS

30 x 42 = 1/8" = 1'-0"

11 x 17 = NO SCALE

08/04/26

DOCK: 86,656 SF
OFFICE: 18,433 SF
TOTAL: 105,089 SF

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OLD DOMINION FREIGHT LINE®

OD·DOMESTIC | OD·EXPEDITED | OD·PEOPLE | OD·GLOBAL | OD·TECHNOLOGY

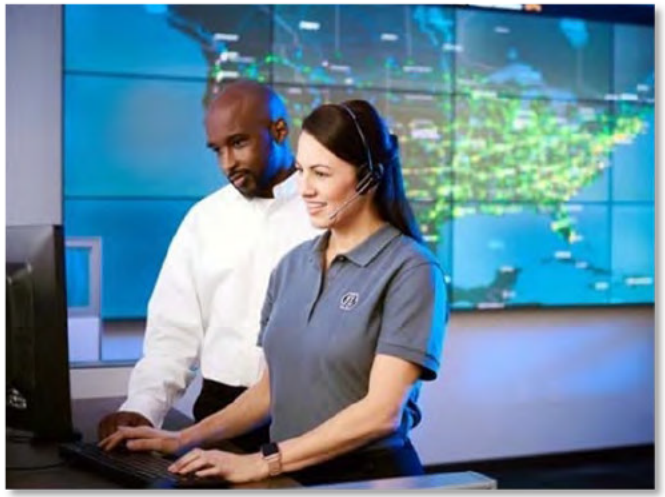
HELPING THE WORLD KEEP PROMISES.®

OLD DOMINION FREIGHT LINE

The premier transportation provider of less-than-truckload services.

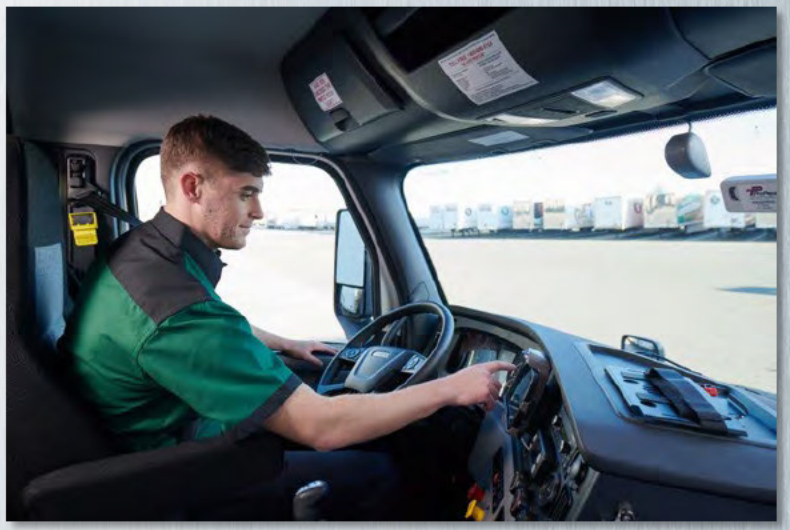
Started with one truck and one route in 1934, OD is a true American success story. It has more than 22,000 non-union employees with 250 service centers in a single integrated national network. OD focuses on providing businesses superior on-time and damage-free service for a fair price.







SUSTAINABLE BUSINESS PRACTICES



95 percent of OD drivers are home every night because of strategic route planning and linehaul schedules.

Operating A Well-Maintained Fleet

Custom Built Tractors to fit our specifications and usage profile. The average age of our tractor is 3.5 years old.

Efficient Design in our trailers, including trailer skirts, air dams and deflectors.

Tech-Savy Tires that are self-inflating and low rolling resistant for peak fuel economy.

Fuel Efficient Tractors that include telematics to assess operating statistics.

No-idle policy to reduce unnecessary fuel use and emissions.

Strategic Routing to minimize miles traveled in our network.

ASE-Certified Maintenance technicians to help keep our tractors operating at peak efficiency.

SUSTAINABLE BUSINESS PRACTICES

Efficient Service Center Operations

Energy-efficient lighting with LED and motion detectors

Environmentally friendly equipment such as automatic faucets, electric hand dryers.

High-efficient fans for efficient climate control.

Pallet Recycling and ***raw material*** recycling such as oils, filters, scrap metal, and wood.

Centralized printing and ***water bottle refilling*** to reduce usage in paper and plastic.

Industry recognitions annually; including by the EPA as a SmartWay Partner.

A DESTINATION EMPLOYER

- 22,000 non-union employees
- One of the lowest turnover rates in the industry
- Selective hiring, robust training and career pathing
- Forbes' World's Best Employer and America's Best Employer Lists
- On a recent employee survey, *"I am proud to be part of the OD family"* ranked #1, scoring 9.22 out of 10.

2020 TOP COMPANY FOR WOMEN TO WORK FOR IN TRANSPORTATION

Forbes 2018 GLOBAL WORLD'S BEST EMPLOYERS 2000

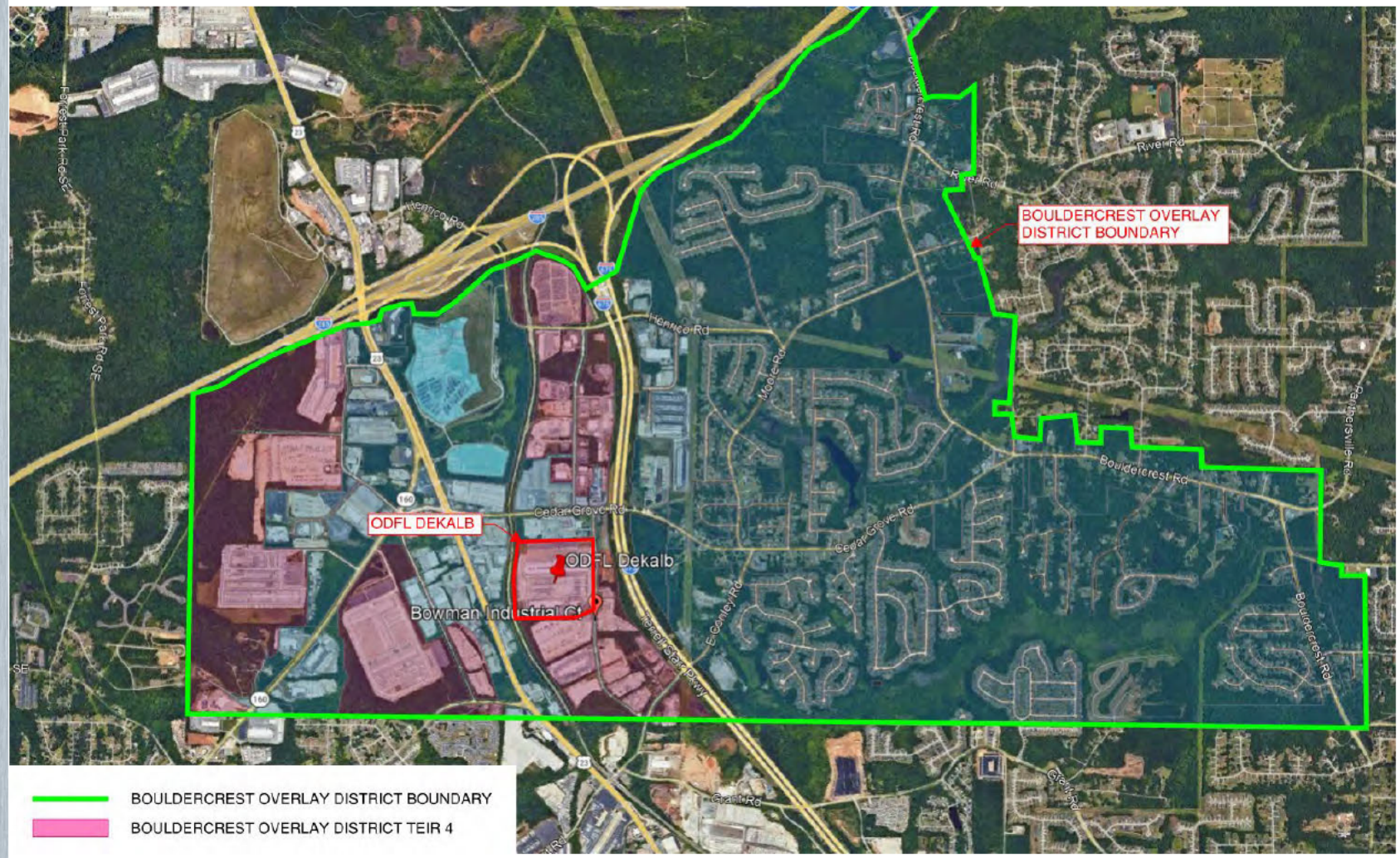




ODFL EMPLOYEES IN THE COMMUNITY

ODFL Dekalb Employees:

- *472 Total Employees.*
- *28 Employees live within a 5-mile radius of the ODFL Dekalb*
- *10 employees live in the Bouldercrest Overlay District*



ODFL DEKALB BACKGROUND AND EXISTING CONDITIONS

Background:

- Address: 4271 Bowman Industrial Ct
  Conley, Georgia 30288
- Year Built: 1977
- Zoning: Light Industrial (M) and Bouldercrest-Cedar Grove Overlay District -Tier 4 (BCOD T4)
- Existing On-site Uses: Truck Terminal, Major Truck Repair, Transportation Equipment Storage & Maintenance, Storage Yard (Operational Vehicles)

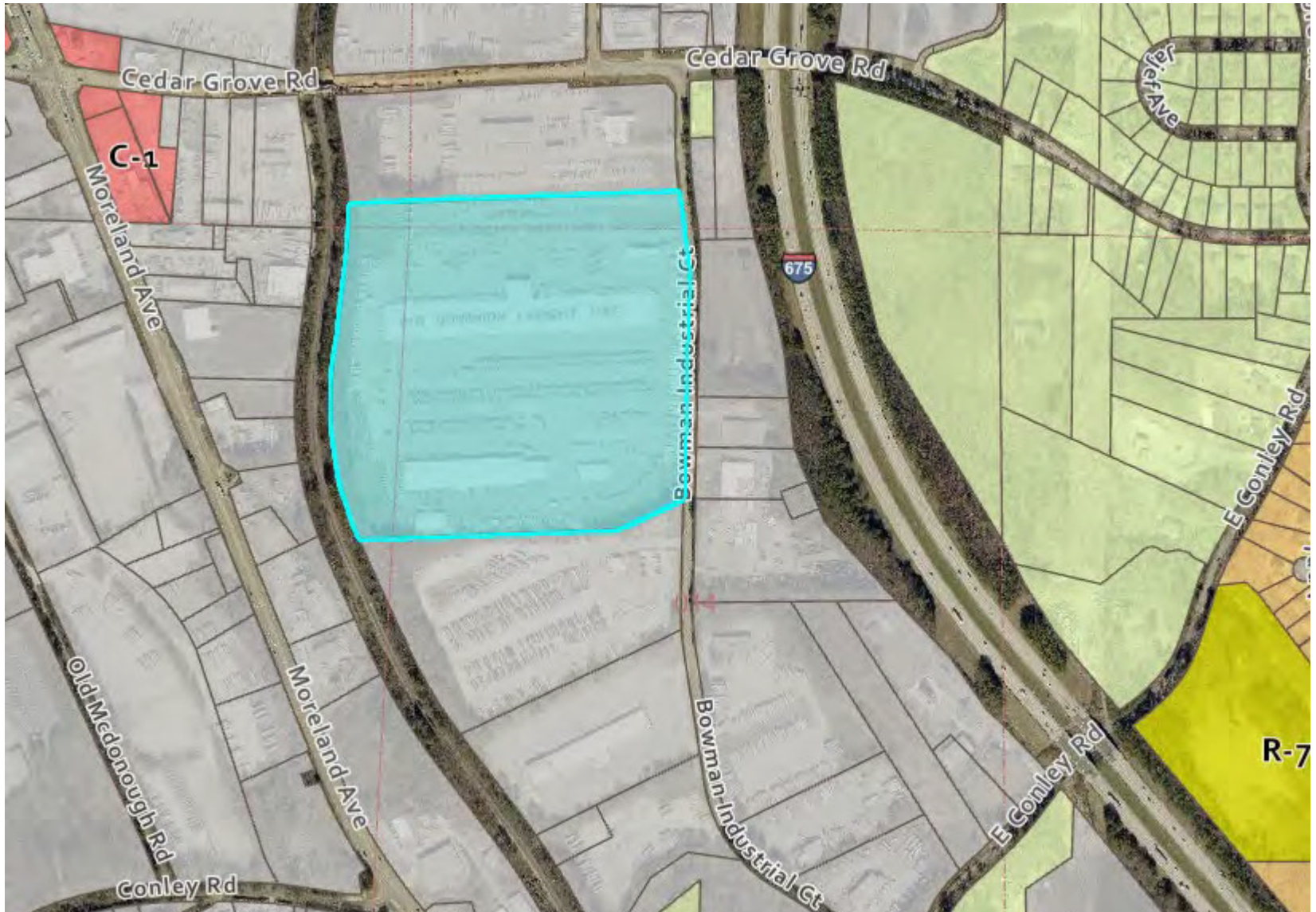
All are permitted uses within M district but require Special Land Use Permit within the BCOD T4

Existing Conditions:

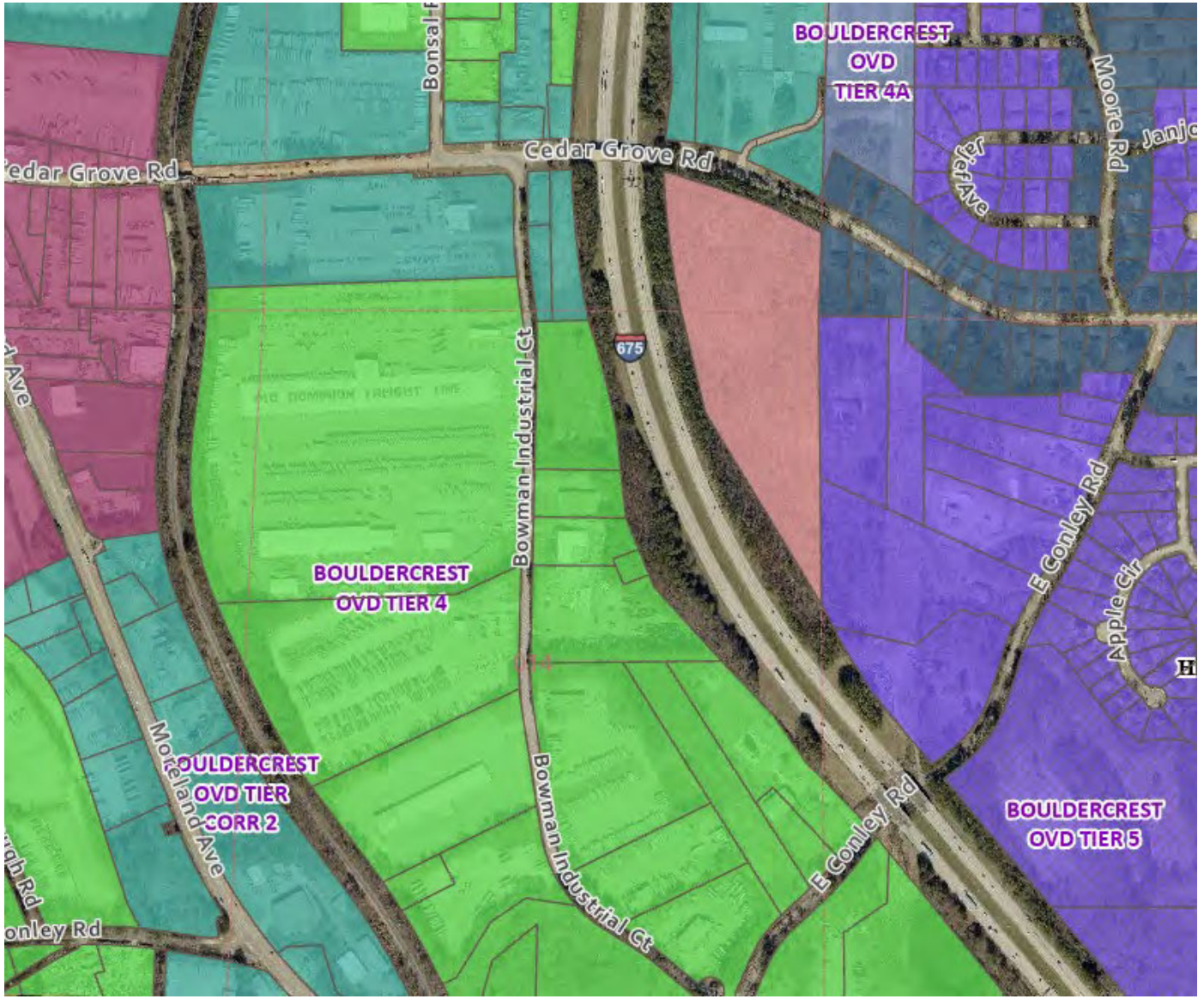
- Shop facility: Building is outdated with infrastructure at end-of-life requiring replacement (i.e. water, sewer, HVAC, lighting, etc.)
- Truck Terminal: Building is too wide for efficient freight movement.



CURRENT ZONED M (Light Industrial)



Bouldercrest Overlay District Tier V



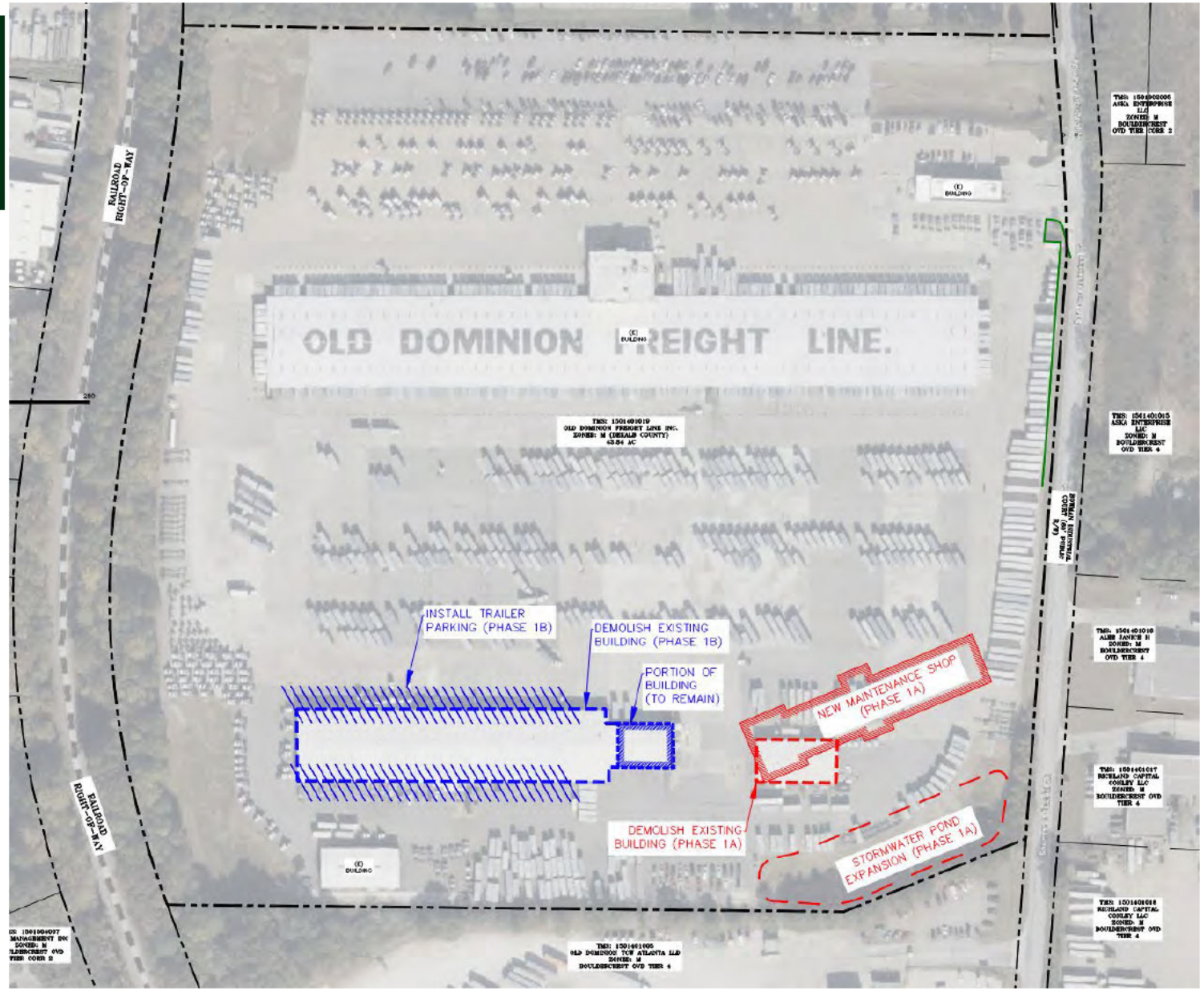
ODFL DEKALB PHASE 1 - NEW MAINTENANCE SHOP & EXISTING SHOP DEMOLITION

Phase 1A:

- *Construction of a new state of the art +/- 35,000 SF Maintenance Shop*
- *Fully enclosed new equipment*
- *Air conditioned for employee comfort*
- *Demolish existing storage building*

Phase 1B:

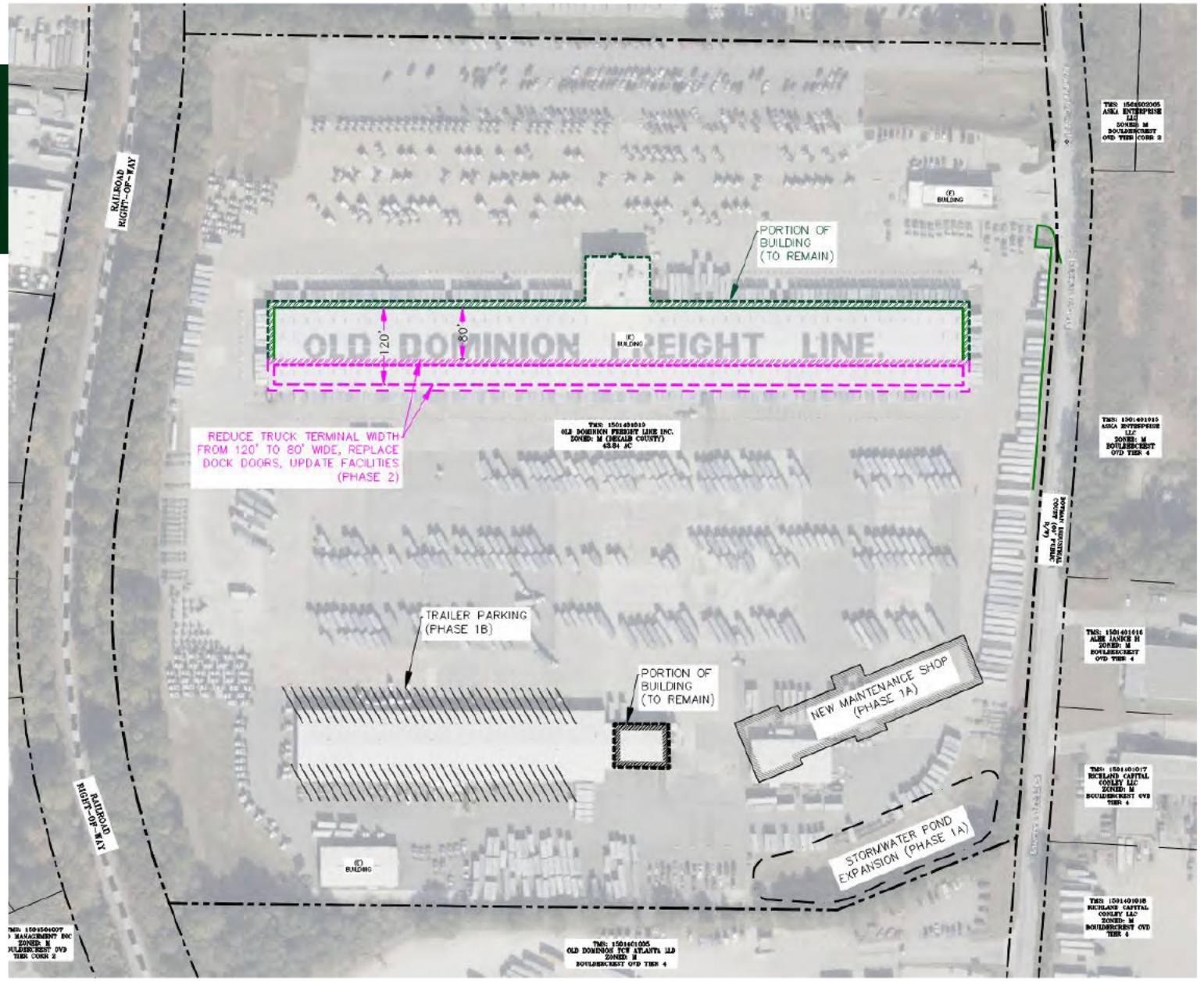
- *Demolish existing shop. The eastern portion of the building, where the fuel lanes are located, will be retained.*
- *Install trailer parking (displaced from new shop) where existing shop was demolished.*



ODFL DEKALB PHASE 2 - TRUCK TERMINAL WIDTH REDUCTION & UPGRADES

Phase 2:

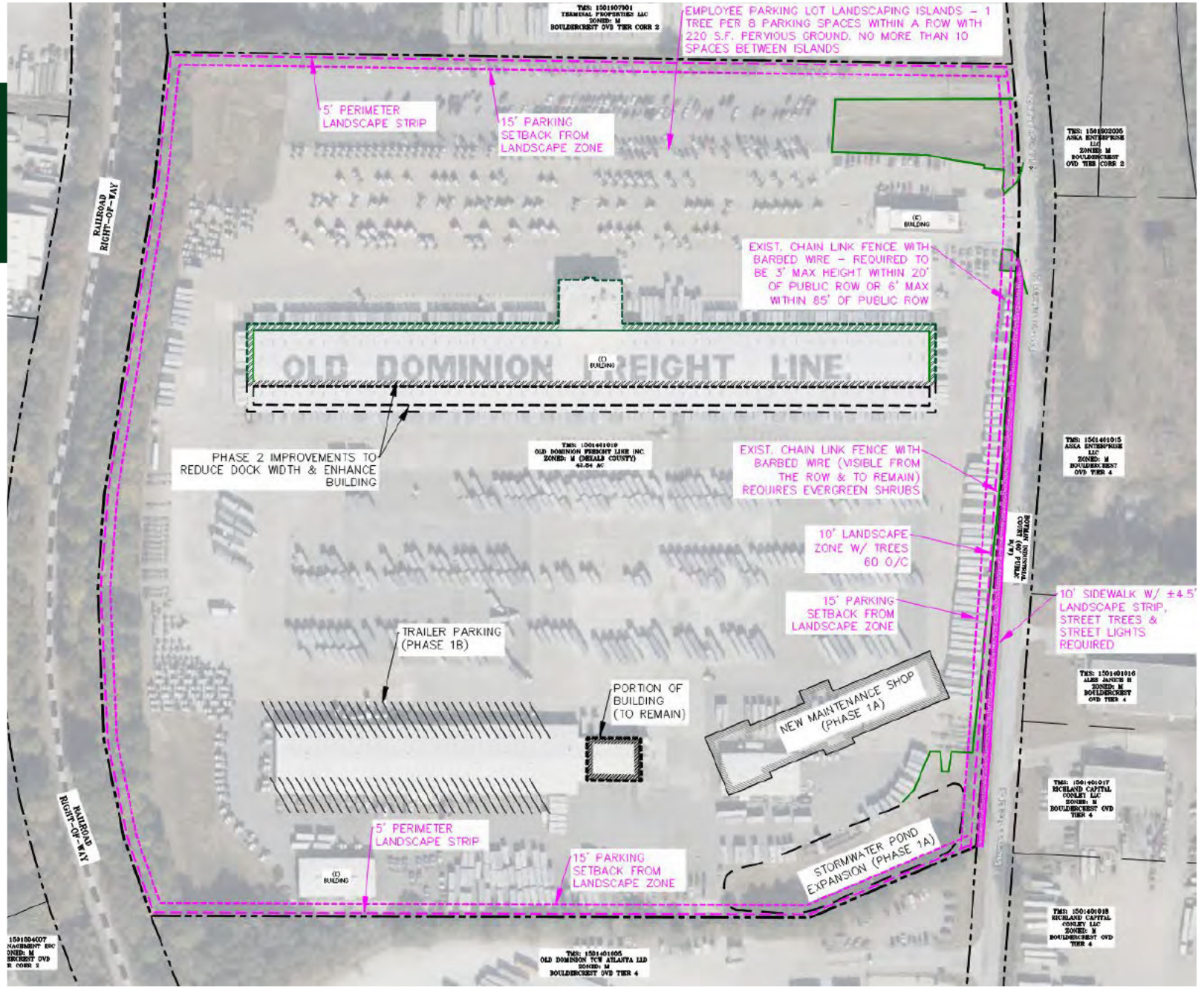
- *Reduce truck terminal width from 120’ to 80’ to increase dock efficiency*
- *Upgrade truck terminal (i.e. terminal sprinkler system, roof, etc.)*



BOULDERCREST OVERLAY DISTRICT

Ordinance:

- *Ordinance requirements can make upgrades and renovation more difficult*
- *Strict application of requirements renders facility not useable for ODFL. Introduces potential relocation of ODFL and less desirable carrier at this location.*
- ***Site Specific Challenges:***
- *Streetscape Requirements:*
  - *10' Sidewalk at edge of ROW*
  - *7' Planting strip with street trees and street lights*
- *Landscape Zone & Perimeter Buffer with Parking Setback:*
  - *10' Zone along ROW*
  - *5' Perimeter Buffer around property*
  - *15' parking setback from landscape buffers*
- *Fencing Requirements:*
  - *Chain link fence w/ Barbed Wire not allowed within 20' of ROW*
  - *Chain link fence 3' Max within 20' of ROW & 6' Max within 85' of ROW*
  - *Chain link fence requires full shrub screen between fence and ROW*
- *Employee Parking Landscaping:*
  - *Landscape Islands every 10 parking spaces and 1 tree per 8 parking spaces within a row.*



WORKING WITH THE BOULDERCREST COMMUNITY

Neighborhood Concerns:

- *Truck traffic through the residential community*
- *ODFL drivers are required to strictly adhere to specific truck routes and are constantly monitored in real time.*
- *Due to the closure of the Cedar Grove Road bridge, ODFL purchased land to construct and dedicate an extension of Bowman Industrial Court to eliminate truck traffic on Cedar Grove Road east of I-675.*
    - *Total Project Cost: $2,000,000.*





DEPARTMENT OF PLANNING & SUSTAINABILITY

Chief of Executive Officer
Lorraine Cochran-Johnson

Director
Juliana A. Njoku

PRE-APPLICATION FORM

REZONE, SPECIAL LAND USE PERMIT, MAJOR MODIFICATION, & LAND USE AMENDMENTS

(Required prior to filing application. Signed copy of this form must be submitted at filing.)

Applicant(s) Name: Batoya Clements Phone: [redacted]

Email: bdc@battlelawpc.com Commission District(s): 3 & 6

Property Address: 4271 Bowman Industrial Court, Conley 30288

Tax Parcel ID: 15 014 01 019 Acreage: 43.84

Existing Use: Frieght/Truck Terminal Proposed Use: Exisiting use updates - Frieght/Truck Terminal

Supplemental Regs: 4.2.54 Overlay District: Tier 4, Bouldercrest OVD

☐ Rezoning: Existing Zoning: M (Industrial) Proposed Zoning: N/A

DRI: N/A Square Footage/Number of Units: N/A

Rezoning Request: N/A

☐ Land Use Amendment - Existing Land Use: LIND Proposed Land Use: N/A ☑ Consistent ☐ Inconsistent

Land Use Amendment Request: N/A

☑ Special Land Use Permit Special Land Use Permit Article Number(s) 27-7.4.1

Special Land Use Request(s): Construction of a new truck maintenance shop & future upgrades to existing cross-dock bldg.

PCH/CCI: Use both of these links to search & identify other "Personal Care Homes" (PCH) and/or "Child Care Institution" (CCI) Child Care Distance Measuring Tool and PCH-CLA Distance Measuring Tool **Select both of those types on the left-hand side and then click "search".**

☐ Major Modification: Existing Zoning Conditions: None

Major Modification Request: N/A

Condition(s) to be modified (if applicable): N/A

DEPARTMENT OF PLANNING & SUSTAINABILITY

WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION

Pre-submittal Community Meeting Deadline **w/15-day notification**: August 10, 2026

Calendar Dates: CC: 10.14.2026 (Zoom) PC: 11.05.2026 (Zoom) BOC: 11.19.2026 (In-Person)

☑ Letter of Intent ☑ Impact Analysis ☑ Owner Authorization(s) ☑ Campaign Disclosure

☑ Public Notice, Signs ☑ Tree Survey, Conservation (if applicable)

Submittal Format: ONE (1) COMBINED, PDF DOCUMENT UPLOAD via OUR ONLINE PORTAL.

Site Plan Checklist, if applicable:

*Density	*Frontage	*Sidewalks	*Density Bonuses	* Street Width
*Fencing/Walls	*Mix of Uses	*Landscape Strips	*Building Height	*Open Space
*Parking - Auto	*Parking – Bicycle	*Building Separation	*Lot Size	*Screening
*Pedestrian Plan	*Streetscapes	*Enhanced Open Space	*Garages	*Building Orientation
*Perimeter Landscapes	*Setbacks: front, sides, side corner, rear		*Building Materials: Roof, Fenestration, Façade Design	

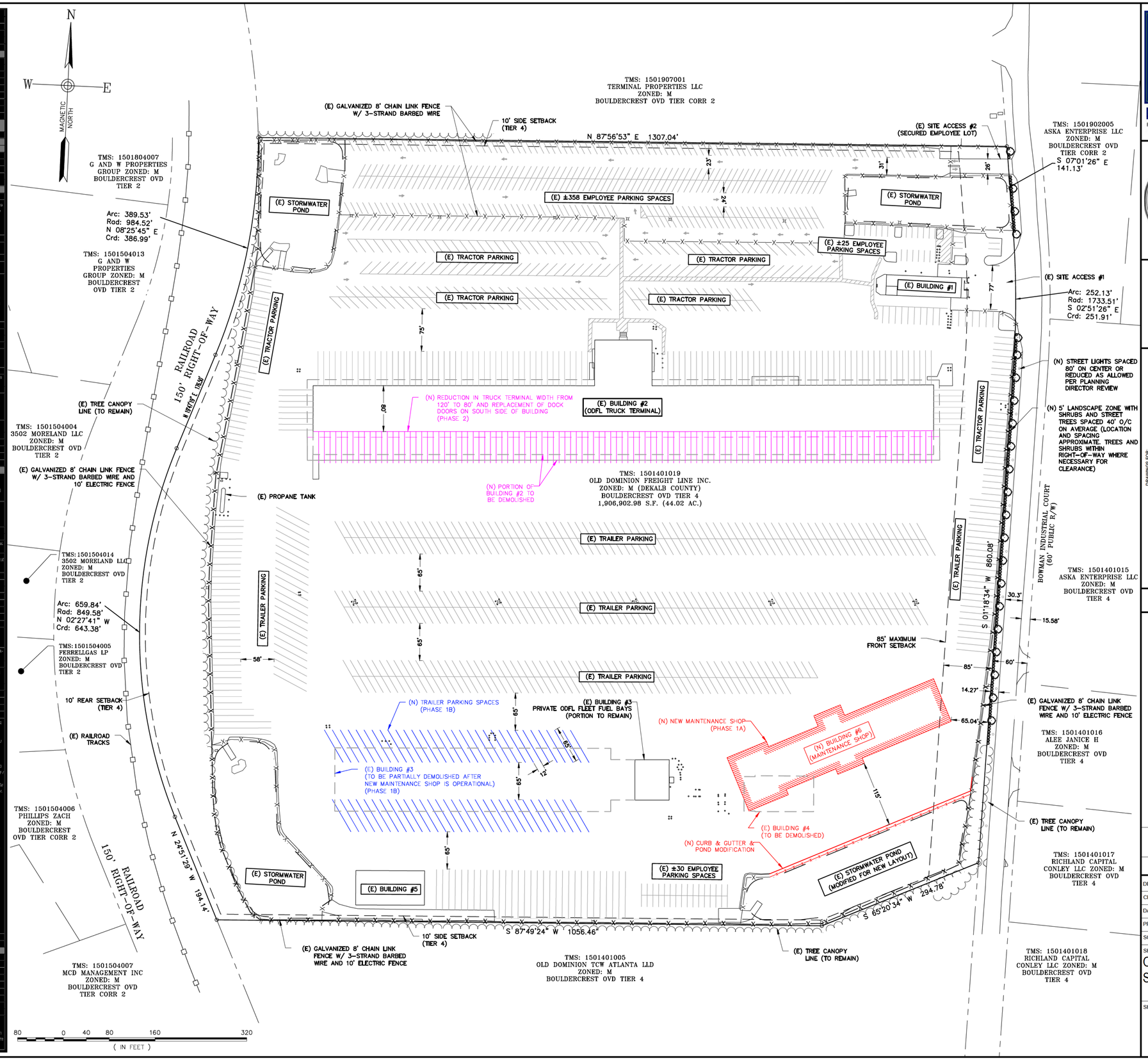
■ Possible Variances: Variances likely. The use is nonconforming (Sec. 8.1.5) by operating without a SLUP in Tier 4 of the Bouldercrest OVD. Applicable development standards of the Tier 4 Overlay may be applied given the redevelopment of the site. If/when such development standards cannot be met, variances may be sought.

Comments: The proposal seeks to update buildings on the subject site. Section 8.1.16 (Expansion, redevelopment or improvement of legal nonconforming buildings, structures and/or sites) may apply.

The Applicant has stated completing a survey to assess what variances may be applied for and supplying the percentage of site redevelopment.

Planner: Andrea Folgherait, Sr. Planner Date: July 13, 2026

Site Info:	
Address:	4271 Bowman Industrial Court Conley, Georgia
Lot Area:	44.02 Acres (1,906,902.98 S.F.)
Zoning:	Light Industrial (M) & Re-Zoned M - Decatur Shoals Overlay District Tier 4
Flood:	No Floodplain on site (Panel#13089C0136G)
Building Areas:	
Building #1 (Existing Operation Office)	4,500 S.F.
Building #2 (Existing Truck Terminal & Office)	69,849 S.F. (Truck Terminal) & 4,449 S.F. (Office)
Building #3 (Existing Shops and Fuel Bays)	4,200 S.F. (Fuel Bays to Remain) & Existing Shops to be Demolished
Building #4 (Existing Storage Building)	Building to be Demolished
Building #5 (Existing Storage Building)	7,200 S.F.
Building #6 (New Maintenance Shop)	24,327 S.F.
Light Industrial (M) Standards:	Density Bonuses
27-2.24.3 - Table 2.2 - Min. Lot Area	Density=
27-2.24.3 - Table 2.2 - Min. Lot Width (Frontage)	Density=
Sec. 27-6.4.4 - Orientation and Land Leveling Requirements	
27-6.4.4 - Grading and Parking Areas Landscaping	Verifyied - Perimeter buffers and parking landscaping proposed to remain as is.
See Standards listed in 27-2.24.3	
27-6.5.3(B)(3) - Non-Residential Uses (Table 6.3 - Uses)	
Treasure Hotel Bed Tax Payment in arrears of Hotel/Motel Rooms	Density= - write-in LLLP
Arthur Trucks Resort	Density= - write-in LLLP
Storage Yard (Operations Vehicles)	Density= - write-in LLLP
Truck Distribution	Density= - write-in LLLP
27-6.5.6(B.2) - Open Space	Density= - Not Applicable - Not adding Residential or Parks
Sec. 27-6.5.6(A) - Standards Applicable to Uses	
27-3.39.4.A Table 3 (E) - Canopies and Awnings	Density=
27-3.39.4.A Table 3 (G) - Entrances - Non-Residential	Verifyied with Site Plan Review - This is a secure facility. At the existing Gate House, the public is directed to a separate vehicle entrance and directed to parking and away from the public way. The main entrance to the terminal is secure and visible from the public way. The main entrance to the terminal is secure and visible from the public way. The Main Gate/Entrance shop is an internal function to the company operation and is not open to the public.
27-3.39.4.A Table 3 (J) - Ground Floor Fenestration	Density=
27-3.39.4.A Table 3 (K) - Loading & Service Areas	Verifyied - Proposing only minutes & Retrofitted trees planted along the Bowman Industrial Court ROW for Loading & Service Screening
27-3.39.4.A Table 3 (P) - Tall Frontage Minimum	Density= - Greater than 107 FT
27-3.39.4.A Table 3 (R) - Pavements & Equipment	Density= - Will notice located with the loadoads and will be screened from public view
27-3.39.4.A Table 3 (T) - Orientation	Density= - Building #5 (Maintenance Shop) Verifyied - Building #1 (Existing Truck Terminal Office) The Existing Terminal main office is currently located on the North side of the building facing the existing employee and public parking lot. The proposed new Vehicle Maintenance shop is an internal function to the company operation and is not open to the public. The west façade (facing the street) will be designed with enhanced fenestration as specified in the architectural design guidelines
27-3.39.4.A Table 3 (X) - Pedestrian Access	Density= - Not Applicable
27-3.39.4.A Table 3 (Y) - Bikeways	Density= - Not Applicable
27-3.39.4.A Table 3 (Y) - Structured Parking	Density= - Not Applicable
27-3.39.4.A Table 3 (Y) - Surface Parking	Verifyied - Parking lot is appropriately sized as is
27-3.39.4.B. Table 2.(a) – Front Setback (85 FT Max)	Density= - Building #1 & Building #5 Verifyied - Building #3, #4, and #5 (Existing Buildings are greater than 85' from ROW)
27-3.39.4.B. Table 2.(C) – Rear Setback (10 FT)	Density= - Greater than 10'
27-3.39.4.B. Table 2.(D) - Setback for Parking/Improvements	Verifyied - Parking and Improvements are and perimeter as proposed to remain as is
27-3.39.4.B. Table 2.(E) – Side Setbacks	Density= - Greater than 10'
27-3.39.4.C. Table 3 (1b) - Fencing/Wall Materials	Verifyied - The existing 8' galvanized chain link fencing with barbed wire and an interior security fence are proposed to remain as is with minutes and areas will be planted along Bowman Industrial Court for screening
27-3.39.4.C. Table 3 (1c) - Fencing & Wall Materials	Verifyied - Landscape screening along Bowman Industrial proposed
27-3.39.4.C. Table 3 (1c) - Fencing & Wall Materials	Verifyied - Existing fence & walls to remain as is.
27-3.39.4.D. Table 3 (a-k) - Transitional Buffers	Density= - Not Applicable
27-3.39.4.E.(2) Table 4 (2) - Freight Standards	Density= - Less than 65' (Maximum building height is 45'-0")
27-3.39.4.E.(3). Table 4 (3) - Density standards	Density= - Less than 65'
27-3.39.4.E.(4) - Height Limit Ownership	Density= - Less than 65' (Not Applicable - 1906,902.98 S.F. (44.02 Ac.) - 1906.3Ac)
Sec. 27-6.5.6 - Standards Applicable to All Uses	
27-3.39.6.A.1 - Architectural Standard (Fabrication)	Density= - Building #3 (Maintenance Shop) Verifyied - Building #2 (Truck Terminal/Office) The existing terminal has not been updated with these materials and is proposed to remain as is along the street fronting façade.
27-3.39.6.A.2 - Architectural Standard (Accents)	Density= - Building #3 (Maintenance Shop) Verifyied - Building #2 (Truck Terminal/Office) The existing terminal has not been updated with these architectural materials and a variance is required.
27-3.39.6.A.3 - Architectural Standard (Offsets)	Density=
27-3.39.6.A.3 - Architectural Standard (Burglar Bars)	Density=
27-3.39.6.A.4 - Architectural Standard (Service Bay Orientation)	Density= - Building 3 Orientated so that service bays do not face Bowman Industrial Court
27-3.39.6.A.7 - Architectural Standard (Chain Link Fence)	Verifyied - Existing 8' Gal. Chain Link Fence with barbed wire to remain within 65' of ROW, Arm's and street tree screening proposed.
27-3.39.6.A.8 - Architectural Standard (Dumpster Screening)	Density=
27-3.39.6.A.9 - Architectural Standard (Awnings/Building Meeting)	Density= - Not Applicable
27-3.39.6.B.1 - Signs	Density=
27-3.39.6.B.2 & 3 - Ground Signs	Density= - Not Applicable
27-3.39.6.B.4 & 5 - Number of Signs Allowed	Density=
27-3.39.6.B.6 - Wall Sign	Density=
27-3.39.6.B.7 through 11 - Multiple Tenants/Restaurant	Density= - Not Applicable
27-3.39.6.B.12 through 17 - EGF/Additional Requirements	Density=
27-6.5.6.A.D (1a) - Streetscapes (Other Streets In The A)	Verifyied - Proposing to provide street trees on the west side of Bowman Industrial and to contribute to DeKalb County stormwater fund in lieu of 17 trees.
27-6.5.6.A.D (1a-2a) - Streetscapes (Tree Planting)	Density= - Street Trees to be planted between the edge of pavement and the right-of-way line
27-6.5.6.A.D (1) - Streetscapes - Pedestrian Zone	Density= - Not Applicable
27-6.5.6.A.D (1a) - Streetscapes - Landscape Zone	Verifyied - Landscape zone proposed with shrubs and street trees but will need to be located within the ROW to achieve adequate offsets location
27-6.5.6.A.D (2b) - Streetscapes - Parking Lot Landscaping	Verifyied - Existing parking lots proposed to remain as is
27-6.5.6.A.D (7) - Streetscapes - Lungs and Lot Size	Density=
27-6.5.6.A.D (9) - Streetscapes - Street Lights	Density= - Lighting to be included along public right-of-ways as required.
27-6.5.6.A.D (5) - Streetscapes - Street and Intersection Spaces	Density= - Not Applicable
27-3.39.6.A.1 - Pedestrian Access	Density= - Not Applicable
27-3.38.A.E (1) - Parking Requirements - Normal Standards	Verifyied - Employee parking proposed to remain as is. Building #1 & Building #2 requires minimum parking but are over the maximum parking allowed. Building #1 (Existing Office) Minimum Parking: One Spaces per 500 SF (5,900 SF / 500 SF = 8 Spaces) Building #2 (Existing Office) Maximum Spaces: One Spaces per 250 SF (5,900 SF / 250 SF = 24 Spaces) Building #2 (Truck Terminal) Minimum Parking: One Spaces per 2,500 SF (69,849 SF / 2,500 SF = 28 Spaces) Maximum Spaces: One Spaces per 800 SF (69,849 SF / 800 SF = 87+ Spaces) Building #4 (Office) Minimum Parking: One Spaces per 500 SF (4,449 SF / 500 SF = 9 Spaces) Maximum Spaces: One Spaces per 250 SF (4,449 SF / 250 SF = 18 Spaces) Building #3 (ODFL Fleet Fuel Bays) Not Applicable Building #5 (Storage/Warehouse) Minimum Parking: One Spaces per 2,000 SF (7,212 SF / 2,000 SF = 3 Spaces) Maximum Spaces: One Spaces per 800 SF (7,212 SF / 800 SF = 9 Spaces) Building #6 (Maintenance Shop Within Building) Minimum Parking (Per DND Tier 4 Supplies Reg'd): One Spaces per employee on largest shift (27 employees = 27 Spaces) No Maximum Total Minimum Spaces Required (Building #1 and #5): 11 Spaces Total Maximum Spaces Required (Building #1 and #5): 279 Spaces Total Spaces within 75'-0" from Building #1 and #2: 366 Spaces (Minimum - Density and Maximum - Verifyied) Total Minimum Spaces Required (Building #3 and #6): 30 Spaces Total Maximum Spaces Required (Building #3 and #6): Not Applicable Total Spaces within 75'-0" from Building #3 and #6: 41 Spaces (Minimum - Density and Maximum - Density) Total On-site Spaced: 486 Spaces
27-3.38.A.E (2) - Parking Requirements - Bicycle Parking	Density= - Not Applicable
27-6.5.6.A.E (4a & b) - Parking Requirements	Verifyied - Existing parking lots proposed to remain as is
Sec. 27-6.5.6.A.3 - Exterior Uses Regarding Minor Truck Repair	
27-3.38.A.B (1) - Minor Truck Repair (Director Approval)	Density= - Not Applicable
27-3.38.A.B (2) - Minor Truck Repair (Adjacent Properties)	Density= - Not within 500' of uses referenced
27-3.38.A.B (3) - Minor Truck Repair (Bay Doors)	Density= - Bay Doors Proposed on Maintenance Shop
27-3.38.A.B (4) - Minor Truck Repair (Truck Parking)	Density=
27-3.38.A.B (5) - Minor Truck Repair (Outdoor Storage)	Density=
27-3.38.A.B (6) - Minor Truck Repair (Outdoor Storage)	Density=
27-3.38.A.B (7) - Minor Truck Repair (Truck Parking Orientation)	Density= - Truck Parking is not facing the primary street frontage
27-3.38.A.B (8) - Minor Truck Repair (Junk Yard/Use)	Density=
27-3.38.A.B (9) - Regulations Regarding Minor Truck Repair	Density=
27-3.39.4.A (12) - Regulations Regarding Minor Truck Repair	We Know - Existing spaces proposed to remain as is (81 stalls). Removed (56) ODFL trailer parking spaces within 65' of the street is proposed near the new maintenance shop. Remaining spaces required for shop are proposed to remain as is/wil. Maximum spaces not applicable due to multiple uses on site that results in a fair parking.



HOYT+BERENYI
P.O. Box 1470 Ladson, SC 29456
843.408.3546 | www.HoytBerenyi.com

OLD DOMINION FREIGHT LINE

GEORGIA REGISTERED No. PE040458 PROFESSIONAL ENGINEER KYLE M. HOYT

DRAWINGS FOR:

ODFL DEKALB

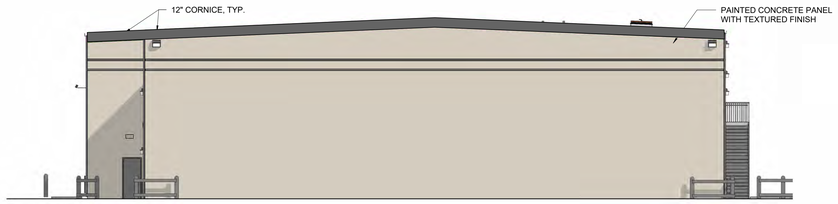
4271 Bowman Industrial Court
Conley, GA 30288

BY	DATE	REV

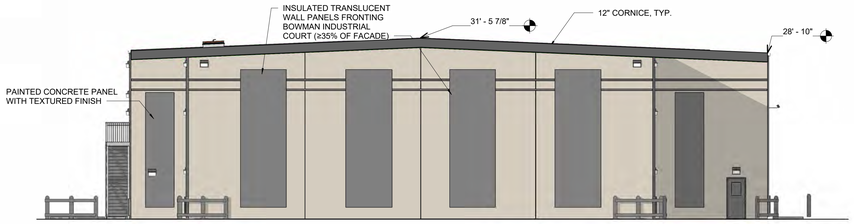
DRAWN BY:	Cam Sessions, P.E.
CHECKED BY:	Kyle M. Hoyt, P.E.
DATE:	August 03, 2026
PROJECT #:	25-047
SCALE:	1" = 80'

SHEET TITLE:
ODFL Dekalb
Site Plan

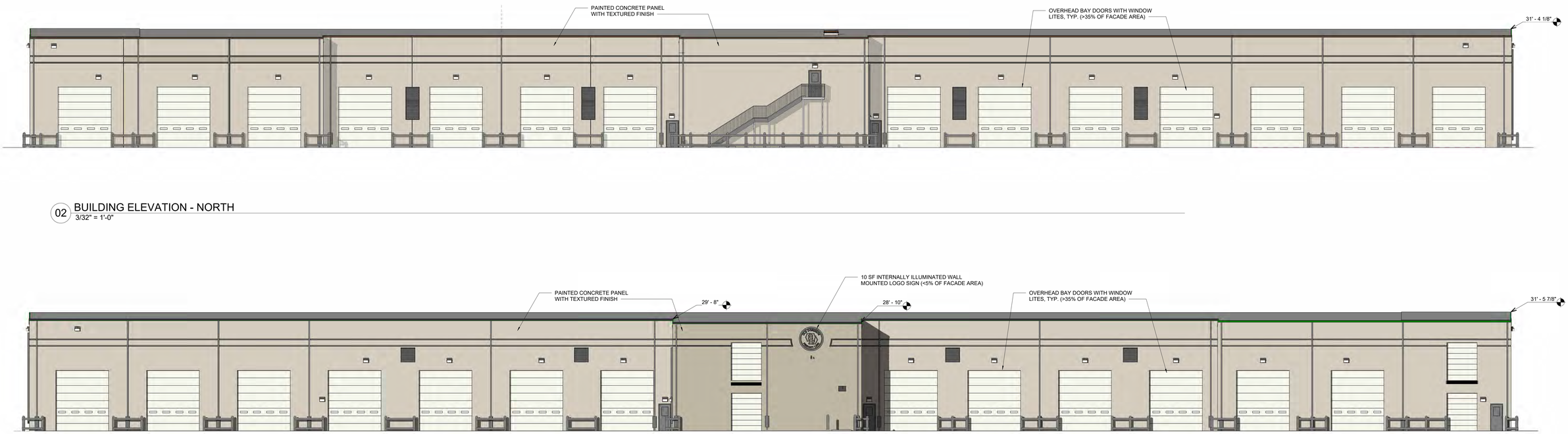
SHEET NUMBER:
SP



04 BUILDING ELEVATION - WEST
3/32" = 1'-0"



03 BUILDING ELEVATION - EAST
3/32" = 1'-0"



02 BUILDING ELEVATION - NORTH
3/32" = 1'-0"

01 BUILDING ELEVATION - SOUTH
3/32" = 1'-0"

ODFL ATLANTA SHOP
EXTERIOR ELEVATIONS

30 x 42 = As indicated

11 x 17 = NO SCALE

08/04/26

1ST FLOOR: 34,644 SF
2ND FLOOR: 07,249 SF
TOTAL: 41,893 SF

MOLLENKOPF DESIGN GROUP, LLC
49 Music Square W-Suite 600
Nashville, Tennessee 37203
615.296.9146
www.theMDGllc.com

4271 Bowman site

From: john reid (dakiner1@yahoo.com)

To: dakiner1@yahoo.com

Date: Sunday, October 18, 2026 at 06:52 PM EDT



Yahoo Mail: Search, Organize, Conquer

4271 Bowman trucks 2

From: john reid (dakiner1@yahoo.com)

To: dakiner1@yahoo.com

Date: Sunday, October 18, 2026 at 07:14 PM EDT



Yahoo Mail: Search, Organize, Conquer

4271 bowman

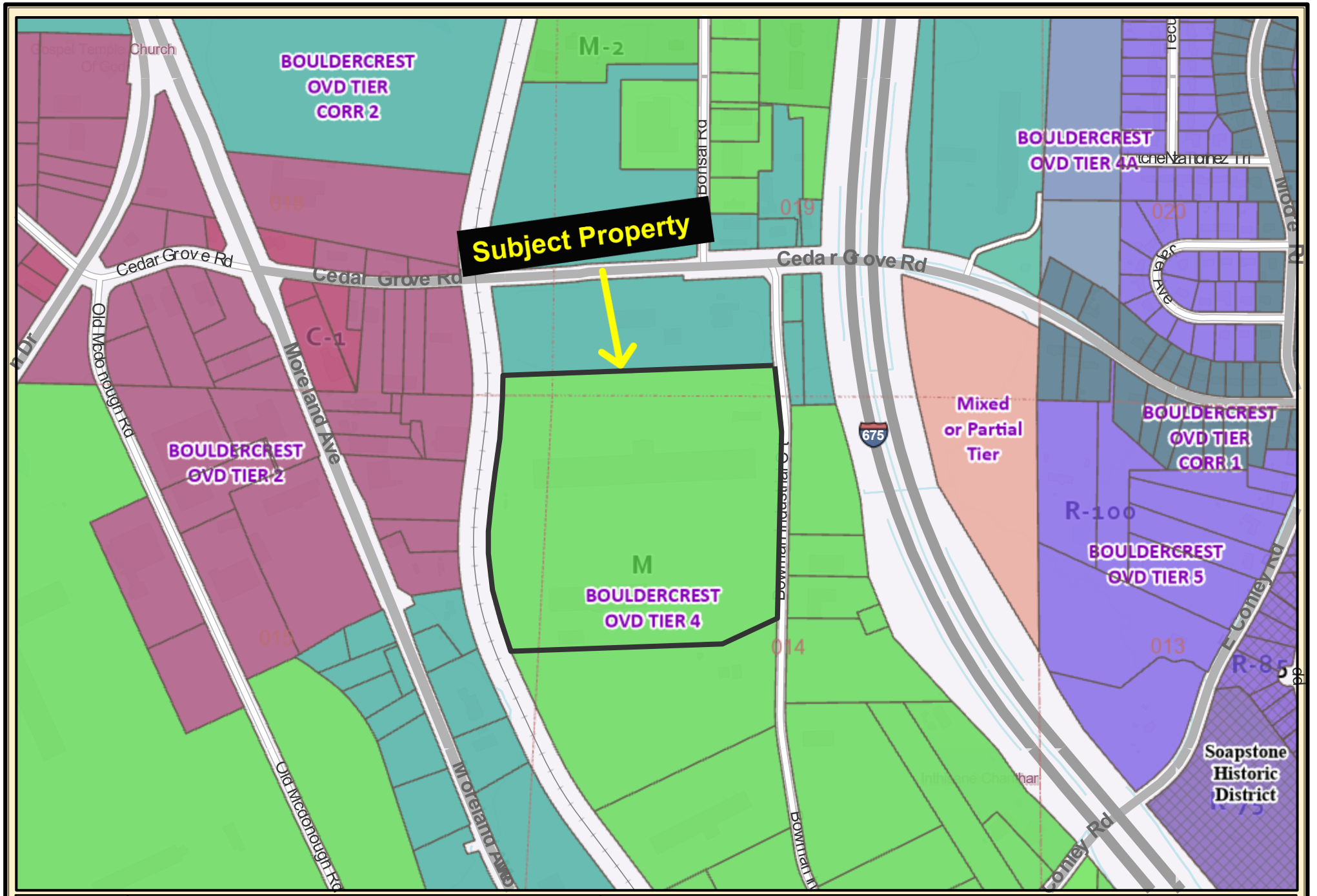
From: john reid (dakiner1@yahoo.com)

To: dakiner1@yahoo.com

Date: Sunday, October 18, 2026 at 05:29 PM EDT



Yahoo Mail: Search, Organize, Conquer



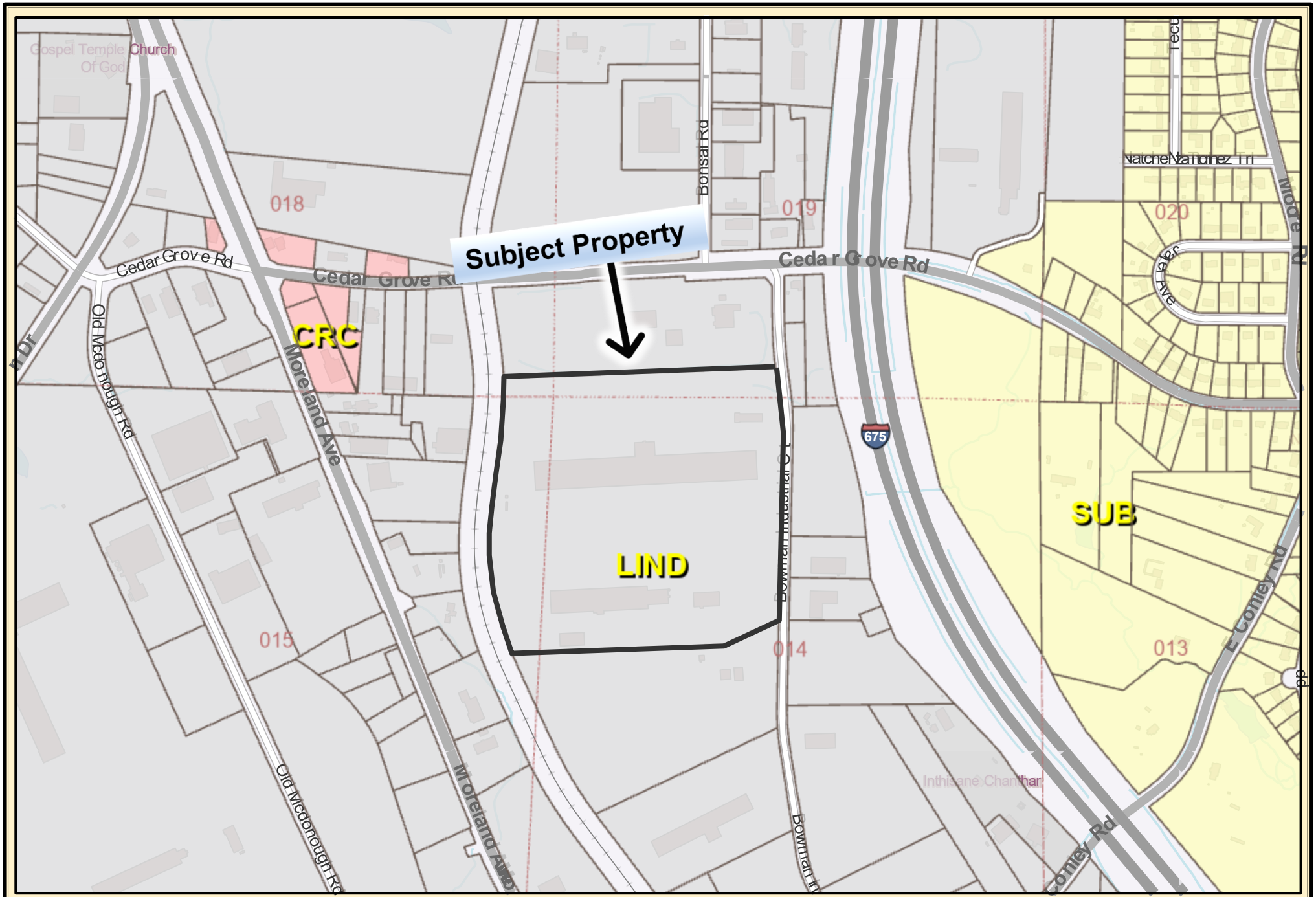
ArcGIS Web Map

0 0.0375 0.075 0.15 0.225 0.3 mi

Date Printed: 9/11/2026

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ArcGIS Web Map

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Date Printed: 9/11/2026

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