

CONSOLIDATED GOVERNMENT
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PLANNING DEPARTMENT

COUNCIL STAFF REPORT

REZN-10-25-1941

Applicant:	Harlan Price
Owner:	4454 Warm Springs Road, LLC
Location:	4454 Warm Springs Road
Parcel:	083-028-031
Acreage:	3.85 Acres
Current Zoning Classification:	General Commercial
Proposed Zoning Classification:	Light Manufacturing/ Industrial
Current Use of Property:	Commercial
Proposed Use of Property:	Warehouse Space and Light Manufacturing
Council District:	District 5
PAC Recommendation:	Approval based on the Staff Report and compatibility with existing land uses.
Planning Department Recommendation:	Approval based on compatibility with existing land uses.
Fort Benning's Recommendation:	N/A
DRI Recommendation:	N/A
General Land Use:	Consistent Planning Area E
Current Land Use Designation:	General Commercial

Future Land Use Designation:	Light Manufacturing/ Industrial	
Compatible with Existing Land-Uses:	Yes	
Environmental Impacts:	The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required.	
City Services:	Property is served by all city services.	
Traffic Engineering:	This site shall meet the Codes and regulations of the Columbus Consolidated Government for industrial usage.	
Traffic Impact:	The proposed rezoning to LMI for Distribution & Warehousing at 4454 Warm Springs Road poses negligible traffic impacts on the existing minor arterial network. Trip generation increases are modest, preserving LOS B/C operations and aligning with Columbus Consolidated Government's 2045 Metropolitan Transportation Plan priorities for industrial corridor efficiency.	
Surrounding Zoning:	North South East West	General Commercial Residential Multifamily – 2 (RMF2) Residential Multifamily – 2 (RMF2) Residential Office
Reasonableness of Request:	The request is compatible with existing land uses.	
School Impact:	N/A	
Buffer Requirement:	The site shall include a Category C buffer along all property lines bordered by the RMF2 zoning district. The 3 options under Category C are: 1) 5 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / ornamental grasses per 100 linear feet and a wood fence or masonry wall. 3) 20 feet undisturbed natural buffer.	

Attitude of Property Owners:

Ten (10) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls and/or emails regarding the rezoning.

Approval
Opposition

0 Responses

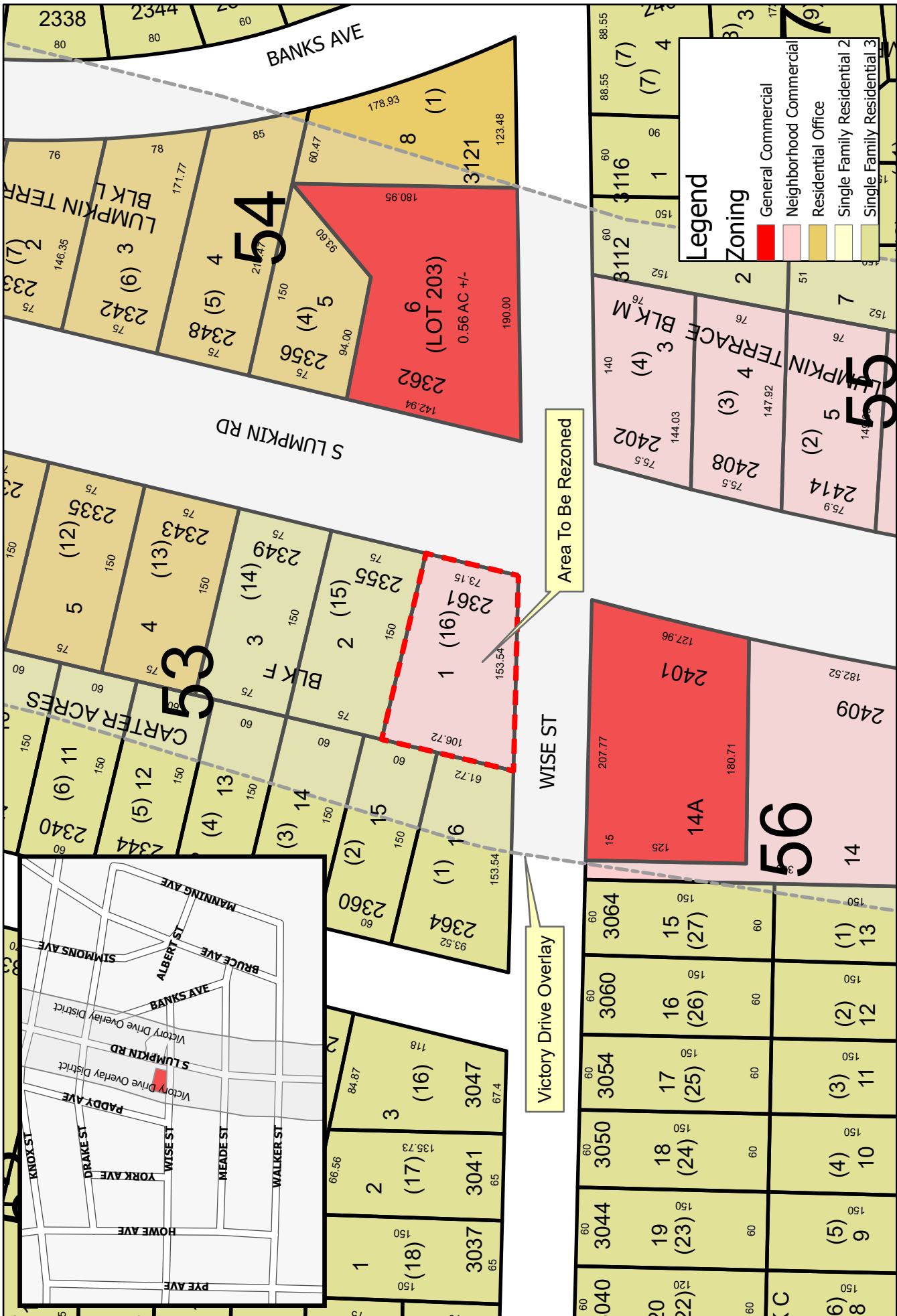
0 Responses

Additional Information:

Existing building

Attachments:

Aerial Land Use Map
Location Map
Zoning Map
Existing Land Use Map
Future Land Use Map
Flood Map
Traffic Impact



0 25 50 100 US Feet

Data Source: IT/GIS

Author:

Zoning Map for REZN 1- 25 1931

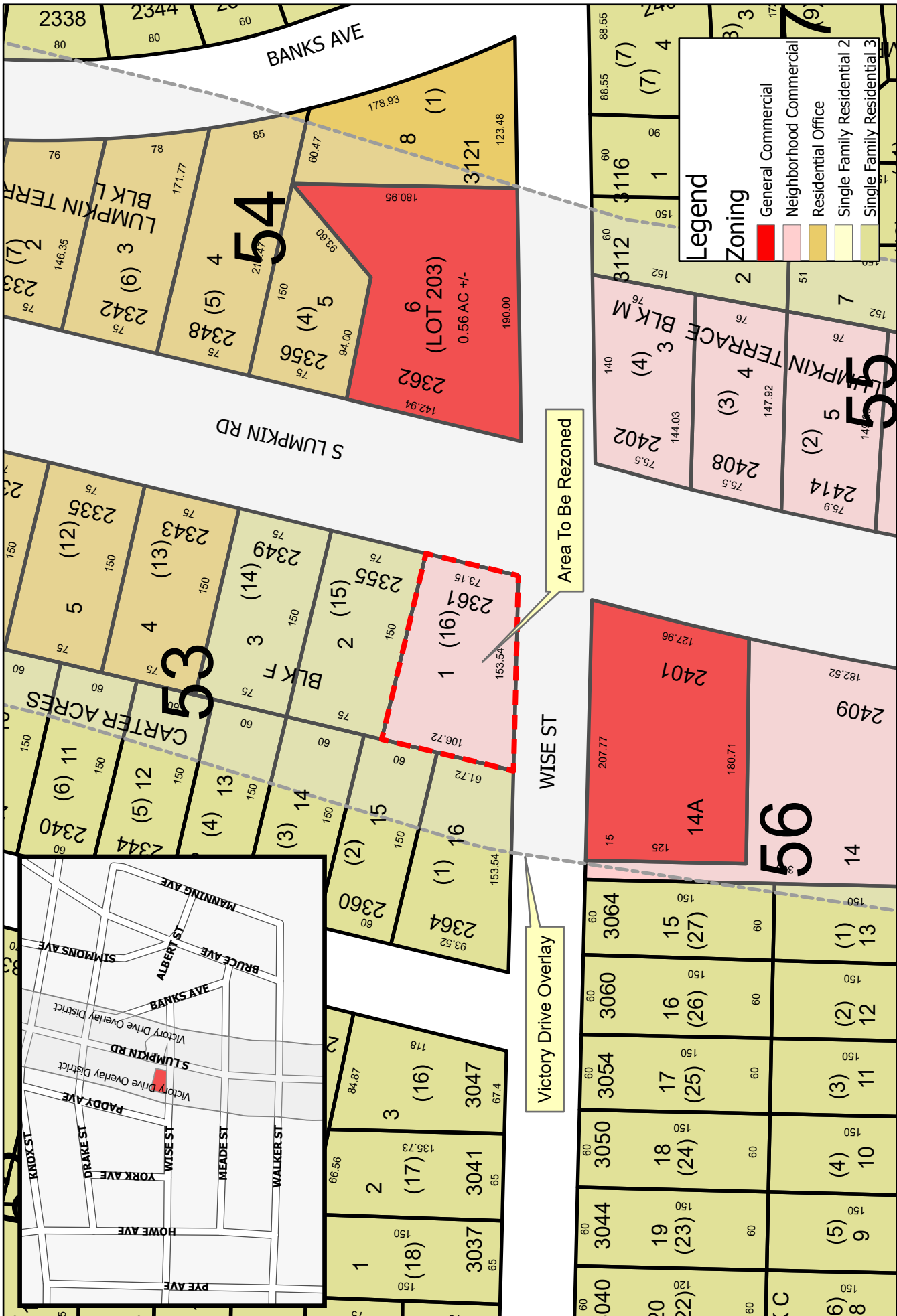
Map 059 053 001

Planning Department-Planning Division

Prepared By Planning GIS Tech

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0 25 50 100 US Feet

Data Source: IT/GIS

Author:

Zoning Map for REZN 1- 25 1931

Map 059 053 001

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ITE Traffic Impact Report: Rezoning at 2361 South Lumpkin Road, Columbus, Georgia

Project Overview

The proposed rezoning involves a 0.31-acre vacant parcel located at 2361 South Lumpkin Road, Columbus, Georgia 31903. The site is currently zoned Neighborhood Commercial (NC), which supports limited retail and service uses oriented toward local neighborhoods. The proposed rezoning to General Commercial (GC) would allow for broader commercial activities, including the development of a major auto/truck repair facility. This change aligns with the site's potential to serve regional traffic along a key corridor while introducing a use that generates moderate vehicle trips.

Attribute	Details
Address	2361 South Lumpkin Road, Columbus, GA 31903
Current Zone	NC (Neighborhood Commercial)
Current Use	Vacant
Proposed Zone	GC (General Commercial)
Proposed Use	Auto/Truck Repair, Major
Acreage	0.31 acres

Road Characteristics

South Lumpkin Road is a key urban corridor in Columbus, providing connectivity between residential neighborhoods, commercial districts, and major routes like Victory Drive. Based on Georgia Department of Transportation (GDOT) functional classifications and local planning documents, the road is designated as an Urban Minor Arterial, facilitating moderate- to high-volume traffic with connections to principal arterials.

Characteristic	Details
Street Classification	Urban Minor Arterial (GDOT Functional Class)
Number of Lanes	4 travel lanes (2 in each direction) + 1 center turn lane
Existing Traffic Count	Approximately 12,000 AADT (Annual Average Daily Traffic, estimated from regional corridor data near Victory Drive intersection)

Characteristic	Details
Existing Level of Service	LOS C (stable flow with moderate delays; volume-to-capacity ratio ~0.55, per Highway Capacity Manual methodologies)

Trip Generation

Trip generation estimates follow the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The current vacant use generates zero trips. For the proposed major auto/truck repair facility, ITE Land Use Code 842 (Automobile Repair Services) is applied, with rates based on gross floor area (GFA). A typical building size of 2,500 square feet (approximately 20-25% site coverage, allowing for parking and service bays) is assumed for this 0.31-acre site, consistent with industry standards for small-scale repair shops.

Current Zoning (Vacant Land)

- Daily Trips: 0
- PM Peak Hour Trips: 0

Proposed Zoning (Auto/Truck Repair, Major)

- ITE Code: 842
- Units: Per 1,000 sq ft GFA
- Daily Total Trips: 32.49 trips / 1,000 sq ft → 81 trips (for 2,500 sq ft)
- PM Peak Hour Total Trips: 5.94 trips / 1,000 sq ft → 15 trips (8 inbound, 7 outbound)

Time Period Current Trips Proposed Trips Net New Trips

Daily Total	0	81	+81
PM Peak Hour	0	15	+15

The net increase represents minimal additional demand, equivalent to less than 0.7% of existing daily volumes on the corridor.

Traffic Impact Analysis

Total Projected Traffic

Adding the net new trips to existing volumes results in negligible impacts:

- Projected Daily AADT: 12,081 vehicles (increase of 0.7%)

- Projected PM Peak Hour Volume: ~1,200 vehicles per direction (increase of ~0.6%)

These projections assume standard internal capture and pass-by reductions (10-15% for auto-related services), further minimizing external impacts.

Projected Level of Service

Using Highway Capacity Manual (HCM 6th Edition) methodologies for multilane highways, the existing LOS C is maintained post-development. The added volume increases the v/c ratio to ~0.56 (still LOS C), with average delays under 20 seconds per vehicle. No capacity deficiencies are anticipated.

Scenario	v/c Ratio	LOS	Average Delay (sec/veh)
Existing	0.55	C	15
Projected (w/ Development)	0.56	C	16

Road Network

South Lumpkin Road connects to Victory Drive (a principal arterial) approximately 0.5 miles north, with downstream access to I-185. The network is robust, with no identified bottlenecks within 1 mile. Upstream, the road serves mixed commercial and residential areas without immediate congestion hotspots.

Access

Site access is proposed via a single full-movement driveway on South Lumpkin Road, spaced at least 100 feet from the nearest intersection (Hamilton Road, ~0.2 miles south) to minimize conflict points. Right-in/right-out auxiliary lanes may be warranted if peak turning volumes exceed 50 vehicles/hour, but current projections (3-4 turning movements in PM peak) do not trigger this. Curb cuts should comply with GDOT driveway standards (AASHTO Green Book).

Community Context

The site is situated in a transitional commercial corridor south of Victory Drive, adjacent to light industrial and retail uses (e.g., fast food, small businesses). Nearby residential areas (within 0.3 miles) are buffered by existing commercial frontages. The proposed use introduces noise and truck activity compatible with the GC district but may require screening (e.g., berms or fencing) to mitigate impacts on adjacent single-family zones. No significant pedestrian or bicycle conflicts are noted, though the ongoing South Lumpkin Road streetscape project (5-lane enhancement with shared-use paths) will improve multimodal safety.

Conclusions and Recommendations

The rezoning to GC for a major auto/truck repair facility at 2361 South Lumpkin Road will generate minimal additional traffic (81 daily trips), with no adverse impacts on the existing LOS C or road capacity. The Urban Minor Arterial classification and 4-lane configuration provide ample reserve for the projected 0.7% volume increase.

Recommendations:

1. Implement a single full-movement driveway with adequate sight distance and turning radii for trucks (minimum 50-foot radius).
2. Provide on-site stacking for 4-6 vehicles to prevent spillover onto South Lumpkin Road.
3. Coordinate with the South Lumpkin Road Corridor Improvements project for enhanced access and pedestrian amenities.