

CONSOLIDATED GOVERNMENT
What progress has preserved.
PLANNING DEPARTMENT

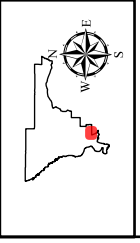
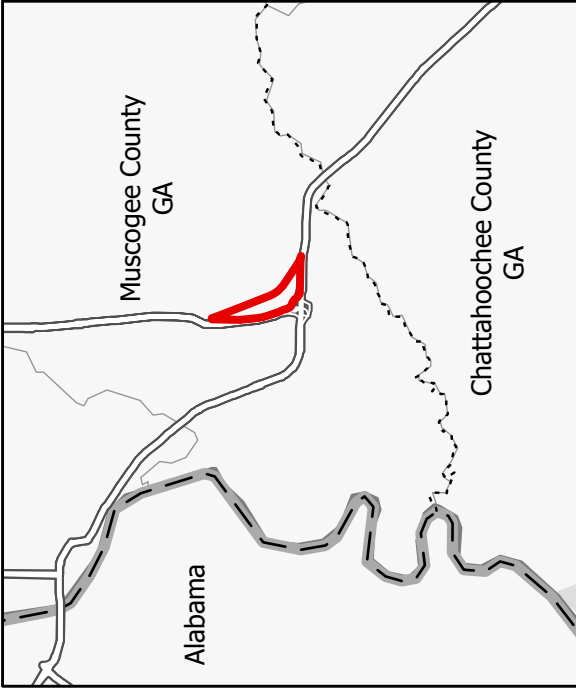
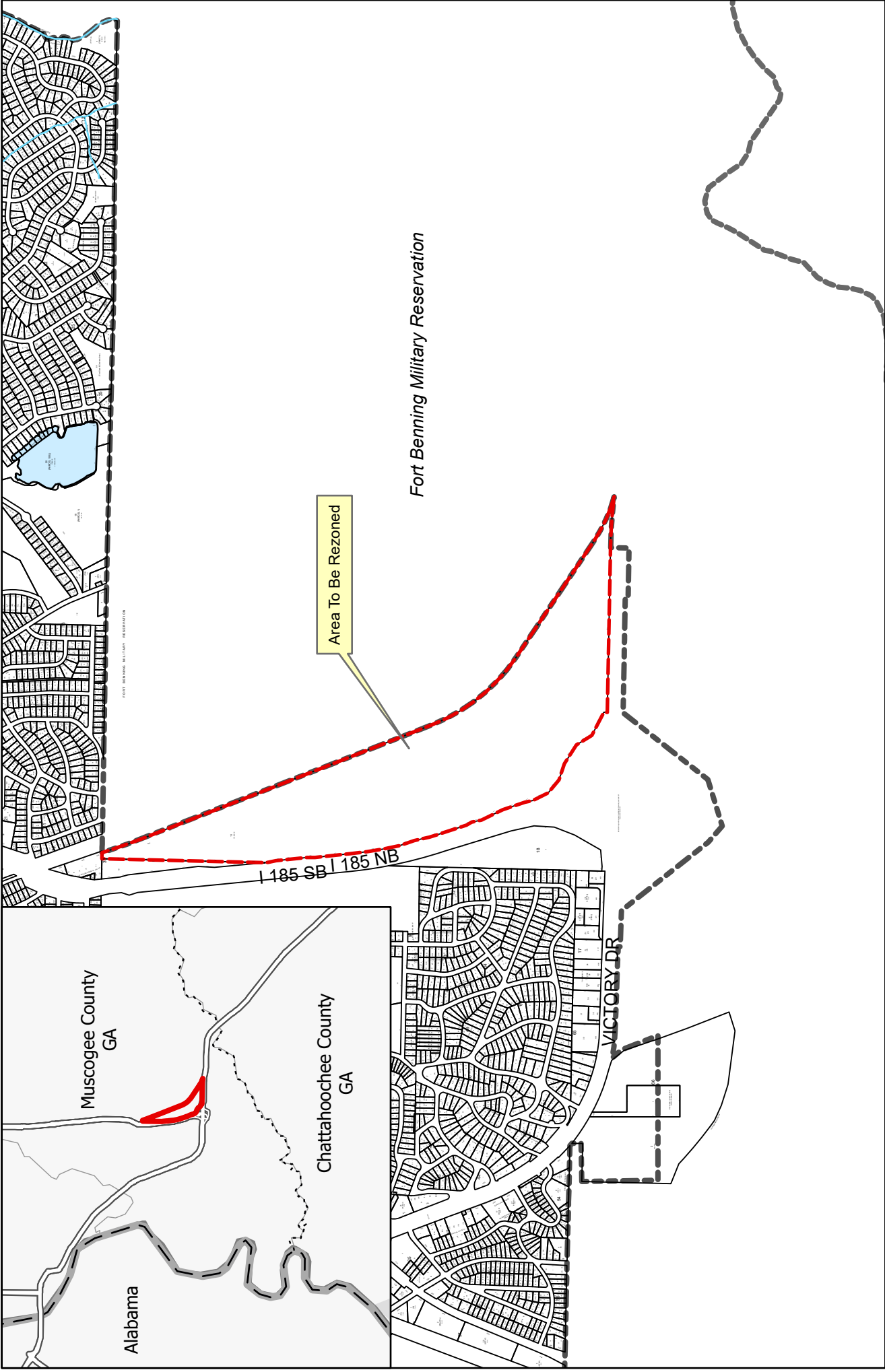
COUNCIL STAFF REPORT

REZN-08-25-1514

Applicant:	Columbus Consolidated Government
Owner:	Columbus Consolidated Government
Location:	4459 Cusseta Rd
Parcel:	090-033-011
Acreage:	169.00 Acres
Current Zoning Classification:	Single Family Residential - 1
Proposed Zoning Classification:	Heavy Manufacturing/ Industrial
Current Use of Property:	Vacant/Undeveloped
Proposed Use of Property:	Heavy Manufacturing
Council District:	District 3 (Huff)
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:	Inconsistent Planning Area C
Current Land Use Designation:	Vacant/Undeveloped
Future Land Use Designation:	Parks/Recreation/Conservation

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.
Surrounding Zoning:	<div> <div> North South East West </div> <div> Residential Multifamily 2 and GC Fort Benning Fort Benning Single Family Residential 2/3 and GC </div> </div>
Reasonableness of Request:	The request is compatible with existing land uses.
School Impact:	N/A
Buffer Requirement:	<p>The site shall include a Category C buffer along all property lines bordered by the RMF2 & GC zoning district. The 3 options under Category C are:</p> <ol style="list-style-type: none"> 1) 20 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) 30 feet undisturbed natural buffer.
Attitude of Property Owners:	Nine (9) 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.
	<div> <div> Approval Opposition </div> <div> 0 Responses 0 Responses </div> </div>
Additional Information:	N/A
Attachments:	Aerial Land Use Map Location Map

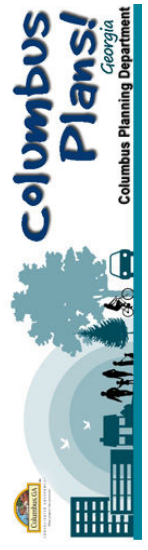
Zoning Map
Existing Land Use Map
Future Land Use Map



Date: 8/19/2025

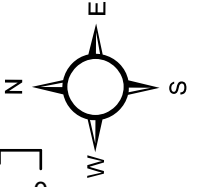
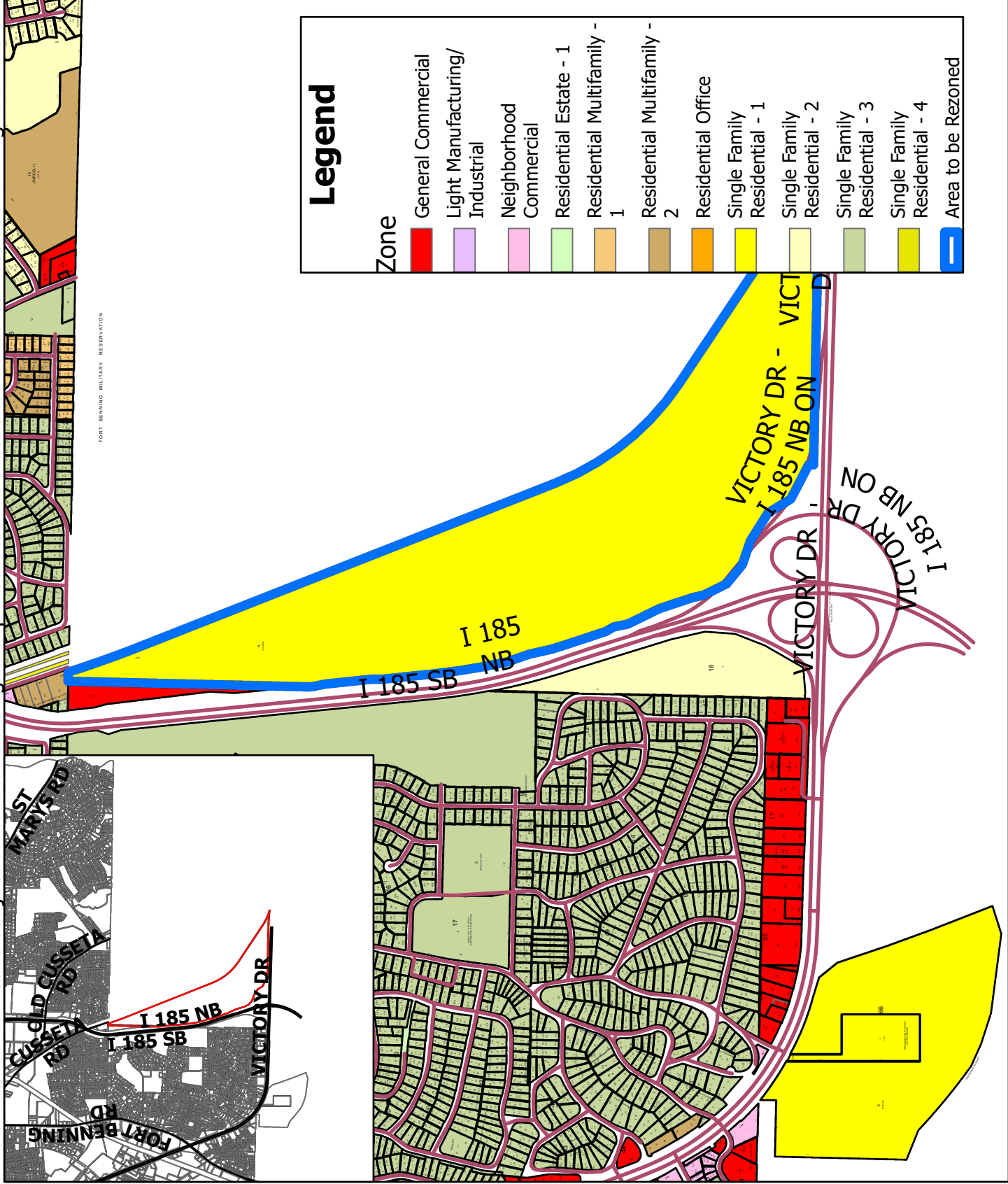
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The data contained is subject to constant change.
Map information is believed to be correct but is not guaranteed.

Location Map Map for REZN 08-25-1514
Map 090 Block 033 Lot 011
Planning Department-Planning Division
Prepared By Planning GIS Tech



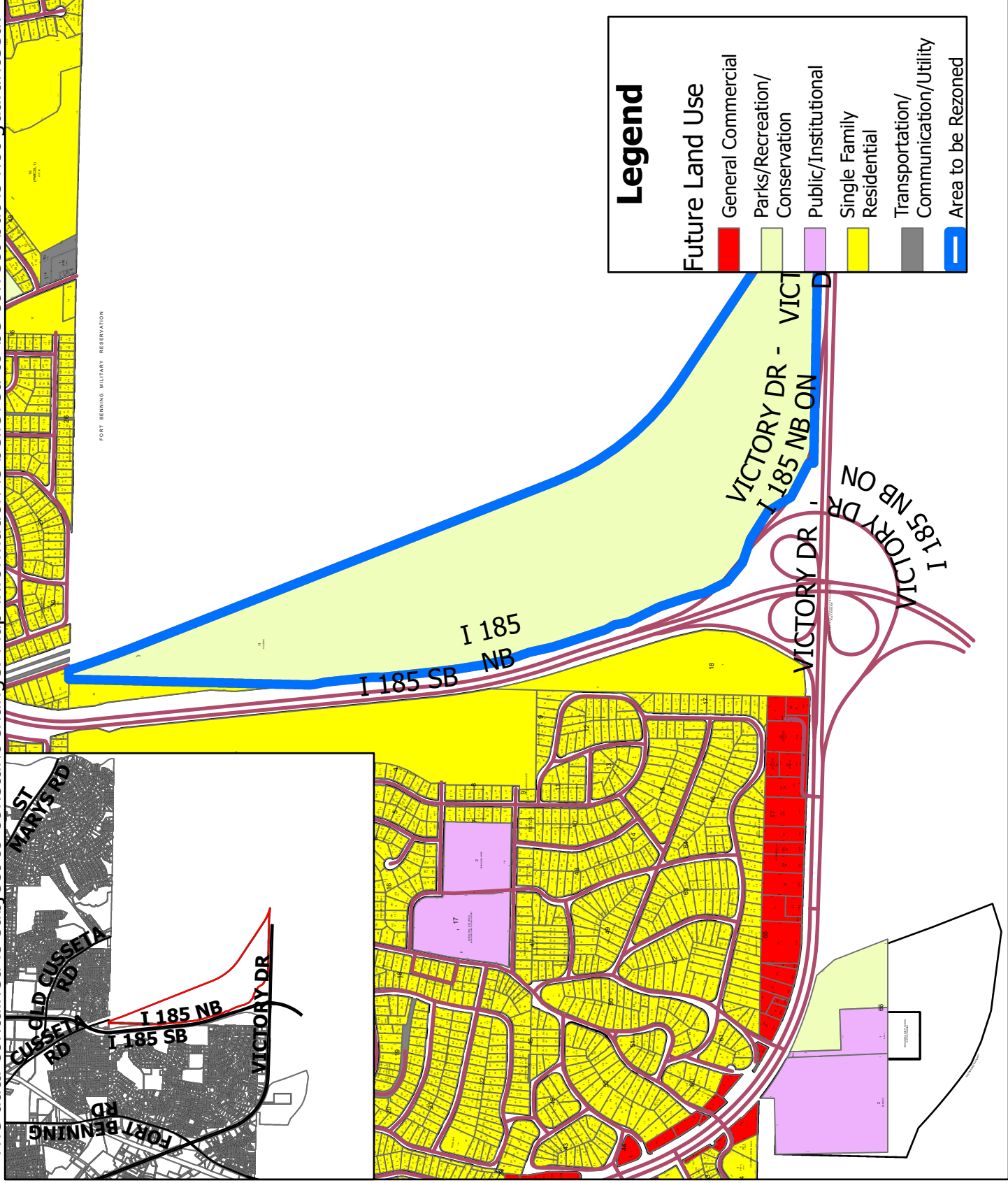
REZN-08-25-1514 | 4459 Cusseta Road | Zoning Map

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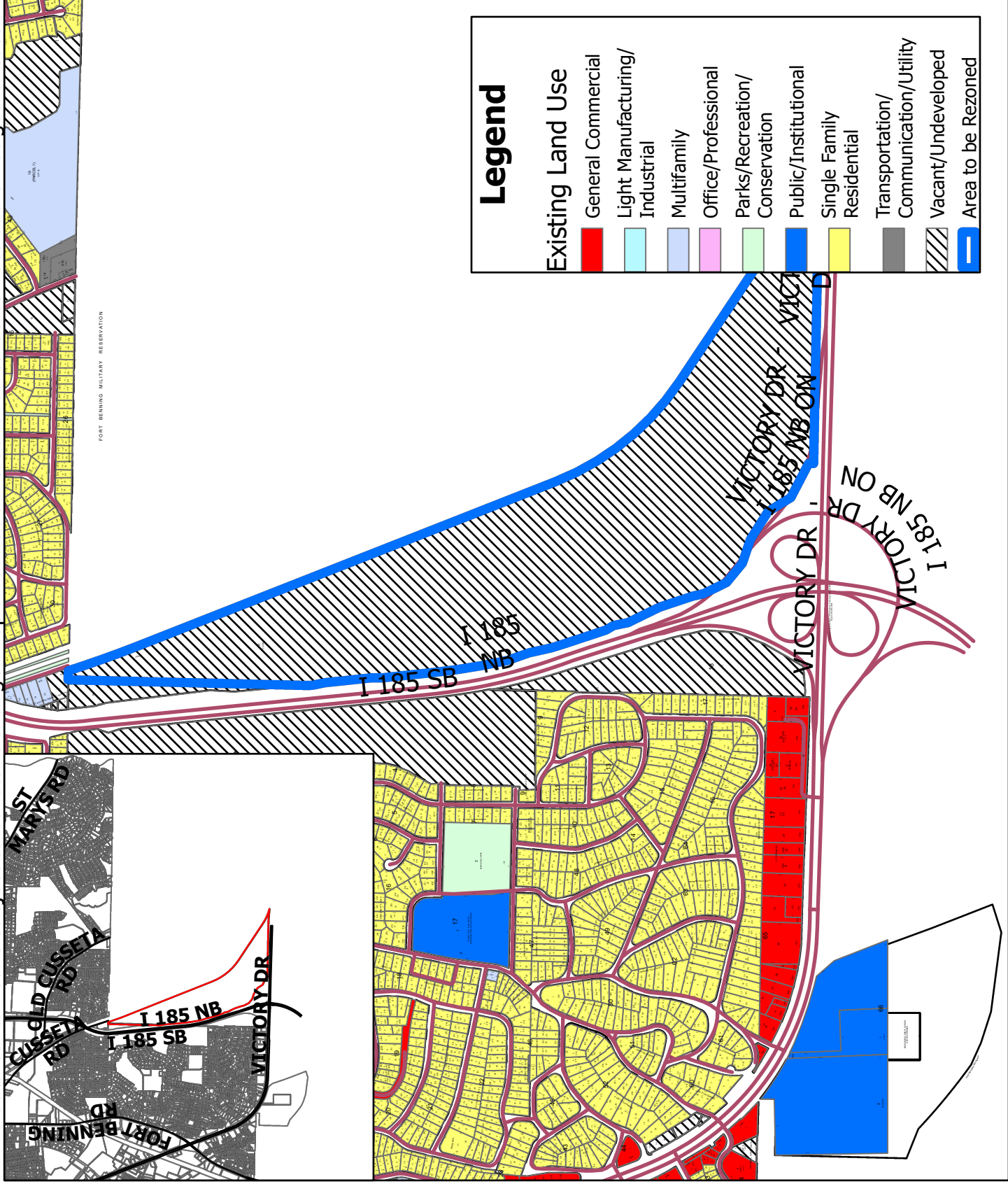
REZN-08-25-1514 | 4459 Cusseta Road | Future Land Use Map

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REZN-08-25-1514 | 4459 Cusseta Road | Existing Land Use Map

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ITE Traffic Report for Rezoning at 4459 Cusseta Road, Columbus, Georgia

Project Overview

- **Address:** 4459 Cusseta Road, Columbus, Georgia 31901
- **Current Zoning:** SFR1 (Single-Family Residential)
- **Current Use:** Undeveloped
- **Proposed Zoning:** HMI (Heavy Manufacturing Industrial)
- **Proposed Use:** Heavy Manufacturing
- **Acreage:** 169 acres

This report evaluates the traffic impacts of rezoning 169 acres of undeveloped land at 4459 Cusseta Road from SFR1 to HMI for heavy manufacturing use, following guidelines from the Institute of Transportation Engineers (ITE) Trip Generation Manual and local transportation planning standards.

Road Characteristics

Street Classification

Cusseta Road is classified as a **major arterial** by the Georgia Department of Transportation (GDOT) and the Columbus Consolidated Government. It serves as a primary corridor connecting industrial, commercial, and residential areas, with proximity to I-185, a major interstate facilitating regional traffic.

Number of Lanes

Cusseta Road is currently a **two-lane road** (one lane per direction) in the vicinity of the project site. A GDOT project to widen Cusseta Road to include a two-way left-turn lane, curbs, gutters, a sidewalk on the north side, and a multi-use path on the south side is planned, which will impact the road's capacity and functionality.

Existing Traffic Count

Based on available GDOT traffic data, the Annual Average Daily Traffic (AADT) on Cusseta Road near the project site is approximately **8,500 vehicles per day** (2022 data). Peak hour traffic is estimated at 10% of AADT, yielding approximately **850 vehicles per hour** during peak periods (AM and PM).

Existing Level of Service

The existing Level of Service (LOS) on Cusseta Road is estimated at **LOS C** during peak hours, indicating stable flow with acceptable delays, based on typical arterial road performance metrics for similar traffic volumes and road characteristics.

Trip Generation

Current Zoning (SFR1)

Under SFR1 zoning, the site could support single-family residential development. Assuming a maximum density of 2 dwelling units per acre (typical for SFR1 in Columbus), the 169-acre site could accommodate approximately **338 dwelling units**.

Using ITE Trip Generation Manual (11th Edition), Land Use Code 210 (Single-Family Detached Housing):

- **Average Daily Trips:** 9.43 trips per dwelling unit = $338 \times 9.43 = \mathbf{3,187 \text{ trips/day}}$
- **AM Peak Hour:** 0.71 trips per dwelling unit (25% enter, 75% exit) = $338 \times 0.71 = \mathbf{240 \text{ trips/hour}}$ (60 entering, 180 exiting)
- **PM Peak Hour:** 0.94 trips per dwelling unit (63% enter, 37% exit) = $338 \times 0.94 = \mathbf{318 \text{ trips/hour}}$ (200 entering, 118 exiting)

Proposed Zoning (HMI)

The proposed HMI zoning supports heavy manufacturing. Assuming the 169-acre site is developed as a manufacturing facility (ITE Land Use Code 140, Manufacturing), with an estimated 1,500,000 square feet of gross floor area (based on typical industrial development intensity of 20-30% lot coverage, conservatively assuming 25% or 4,225,000 sq ft of developable land).

Using ITE Trip Generation Manual:

- **Average Daily Trips:** 3.80 trips per 1,000 sq ft = $1,500 \times 3.80 = \mathbf{5,700 \text{ trips/day}}$
- **AM Peak Hour:** 0.68 trips per 1,000 sq ft (77% enter, 23% exit) = $1,500 \times 0.68 = \mathbf{1,020 \text{ trips/hour}}$ (785 entering, 235 exiting)
- **PM Peak Hour:** 0.69 trips per 1,000 sq ft (24% enter, 76% exit) = $1,500 \times 0.69 = \mathbf{1,035 \text{ trips/hour}}$ (248 entering, 787 exiting)

Comparison

Scenario	Daily Trips	AM Peak Trips (Enter/Exit)	PM Peak Trips (Enter/Exit)
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Current Zoning (SFR1)	3,187	240 (60/180)	318 (200/118)
Proposed Zoning (HMI)	5,700	1,020 (785/235)	1,035 (248/787)
Difference	+2,513	+780 (+725/+55)	+717 (+48/+669)

The proposed HMI zoning generates significantly higher daily and peak-hour trips compared to SFR1, reflecting the intensive nature of manufacturing activities.

Traffic Impact Analysis

Total Projected Traffic

With the proposed HMI zoning, the site is expected to generate **5,700 daily trips**, with **1,020 trips** during the AM peak hour and **1,035 trips** during the PM peak hour. Adding these to the existing traffic (850 vehicles/hour), the total peak-hour traffic on Cusseta Road would be:

- **AM Peak:** $850 + 1,020 = 1,870$ vehicles/hour
- **PM Peak:** $850 + 1,035 = 1,885$ vehicles/hour

Projected Level of Service

With the planned Cusseta Road widening (adding a two-way left-turn lane), the road's capacity is expected to increase to approximately **2,200–2,500 vehicles/hour** (based on typical arterial capacity with a center turn lane). The projected traffic volumes (1,870–1,885 vehicles/hour) approach or exceed 80% of capacity, suggesting a potential degradation to **LOS D** (approaching unstable flow with increased delays) during peak hours, particularly without additional mitigation.

Road Network

The site is served primarily by Cusseta Road, with access to I-185 via a planned interchange modification. The GDOT Cusseta Road Interchange project includes realigning Farr Road, adding roundabouts at Cusseta Road/Old Cusseta Road and I-185 ramp connections, and widening Cusseta Road. These improvements will enhance capacity but may not fully accommodate the projected traffic increase from the HMI development. Secondary roads (e.g., Old Cusseta Road) are minor collectors with limited capacity, unsuitable for significant industrial traffic.

Access

The site will require **multiple access points** to manage the high volume of entering and exiting traffic, particularly heavy vehicles associated with manufacturing. Recommended access includes:

- A primary entrance on Cusseta Road with a signalized intersection to handle high volumes and heavy truck traffic.
- A secondary entrance for employee access, potentially aligned with the planned roundabout at Cusseta Road/Old Cusseta Road.
- Access design should include dedicated turn lanes and acceleration/deceleration lanes to minimize congestion.

Community Context

The project site is near residential areas to the north and east, with commercial and industrial zones to the south and west. The proposed heavy manufacturing use may increase noise, truck traffic, and congestion, impacting nearby residents. The GDOT interchange project already anticipates affecting 106 parcels, with 40 experiencing major impacts, raising concerns about property values, noise, and traffic disruption. Community feedback should be sought to address concerns about environmental and quality-of-life impacts.

Conclusions and Recommendations

Conclusions

- The rezoning from SFR1 to HMI will significantly increase traffic, with daily trips rising from 3,187 to 5,700 and peak-hour trips increasing by 780 (AM) and 717 (PM).
- Cusseta Road's current LOS C is likely to degrade to LOS D during peak hours without mitigation, despite planned road improvements.
- The proposed manufacturing use aligns with the industrial character of nearby areas but may conflict with adjacent residential zones, necessitating careful planning to mitigate community impacts.

Recommendations

1. Road Improvements:

- Accelerate GDOT's Cusseta Road widening and interchange improvements to ensure completion before the manufacturing facility is operational.
- Install a signalized intersection at the primary site entrance to manage high traffic volumes and truck movements.
- Add dedicated left-turn and right-turn lanes at access points to improve flow and safety.

2. Traffic Management:

- Conduct a detailed traffic signal warrant analysis for the primary entrance to ensure efficient signal timing.
- Implement a Transportation Demand Management (TDM) plan, including staggered shift times for employees to reduce peak-hour congestion.

3. Community Mitigation:

- Install noise barriers along the site's northern and eastern boundaries to protect adjacent residential areas.
- Engage with the community through public hearings to address concerns about traffic, noise, and property impacts.
- Provide clear signage and traffic calming measures on secondary roads to prevent cut-through traffic in residential areas.

4. Monitoring and Follow-Up:

- Conduct a follow-up traffic study one year after the facility's opening to assess actual traffic impacts and LOS.
- Coordinate with GDOT to monitor the performance of the Cusseta Road Interchange and adjust as needed.

This report provides a comprehensive assessment of the traffic impacts of the proposed rezoning and offers actionable recommendations to ensure safe and efficient transportation operations while addressing community concerns.