

(Do Not Write Above This Line)

AN ORDINANCE BY COUNCIL MEMBER KWANZA HALL

AN ORDINANCE TO APPLY TRANSPORTATION DEVELOPMENT IMPACT FEES PAID IN CONNECTION WITH REDEVELOPMENT PROJECTS IN THE KROG-LAKE-ELIZABETH-NORTH HIGHLAND AREA FOR THE PURPOSE OF FUNDING THE COSTS ASSOCIATED WITH TRANSPORTATION IMPROVEMENT PROJECTS WITHIN THE AREA AS APPROVED AND WARRANTED BY THE DEPARTMENT OF PUBLIC WORKS AND THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT; AND FOR OTHER PURPOSES.

First Reading

Committee \_\_\_\_\_  
Date \_\_\_\_\_  
Chair \_\_\_\_\_  
Referred To \_\_\_\_\_

Committee

Date

Chair

Action  
Fav, Adv, Hold (see rev. side)  
Other

Members

Refer To

Committee

Date

Chair

Action  
Fav, Adv, Hold (see rev. side)  
Other

Members

Refer To

FINAL COUNCIL ACTION

2nd  1st & 2nd  3rd

Readings

Consent  V Vote  FC Vote

CERTIFIED

MAYOR'S ACTION

- CONSENT REFER
- REGULAR REPORT REFER
- ADVERTISE & REFER
- 1st ADOPT 2nd READ & REFER
- PERSONAL PAPER REFER

Date Referred

Referred To:

Date Referred

Referred To:

Date Referred

Referred To:

Committee

Date

Chair

Action  
Fav, Adv, Hold (see rev. side)  
Other

Members

Committee

Date

Chair

Action  
Fav, Adv, Hold (see rev. side)  
Other

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Refer To

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**WHEREAS**, the City of Atlanta Development Impact Fee Ordinance (hereinafter, the "Impact Fee Ordinance") was adopted by the City Council on March 18, 1993, and approved by the Mayor on March 26, 1993; and

**WHEREAS**, Section 19-1004(2) states that one of the purposes of the Impact Fee Ordinance is to ensure that new land development shall bear a proportionate share of the cost of new public facilities, including transportation facilities necessary to serve such growth; and

**WHEREAS**, the *Connect Atlanta Plan* was adopted in 2008 as the City of Atlanta comprehensive transportation plan, which guides the City's transportation policies, goals, and priorities; and

**WHEREAS**, the Krog-Lake-Elizabeth-North Highland (KLENH) Transportation Strategy was adopted in 2013 as an update and companion document to the *Connect Atlanta Plan*; and

**WHEREAS**, the KLENH Transportation Strategy was developed to address the growth along the Atlanta BeltLine and to provide a holistic approach to the transportation needs of the area and the region; and

**WHEREAS**, the KLENH Transportation Strategy seek to meet the demands of population growth and continue to promote Atlanta as an attractive place for area residents and visitors to work, shop, and play, balancing the transportation system among all of its travel modes; and

**WHEREAS**, the KLENH Transportation Strategy seek to bring together area residents, businesses, and property owners, as well as city of Atlanta Departments to create a proactive transportation plan for the area; and

**WHEREAS**, the KLENH Transportation Strategy does not characterize itself as a traffic study instead it focuses on the needs of all users, neighborhoods quality of life, and deep respect for the historic nature of Inman Park and the Old Fourth Ward; and

**WHEREAS**, the study was guided by a consultant (TSW), which included representatives of neighborhood associations, NPUs, business associations, Atlanta BeltLine, Inc., City Councilmember offices, Department of Public Works, and the Department of Planning & Community Development; and

**WHEREAS**, three (3) public meeting for the Krog-Lake-Elizabeth-North Highland Transportation Strategy occurred on December 8,2012 (Community Workshop), July 16, 2013(Steering Committee) and August 19,2013 (Draft Plan Presentation); and

**WHEREAS**, site plans, transportation recommendations and projects, funding requests will be evaluated based upon level of consistency with the adopted *Connect Atlanta Plan, Connect Atlanta Plan Progress Report* and any supplements to the *Connect Atlanta Plan* such as the Krog-Lake-Elizabeth-North Highland Transportation Strategy.

**NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA as follows:**

**Section 1:** That the Commissioner of Public Works and the Commissioner of Planning and Community Development are directed to use the Transportation Development Impact Fees paid in connection with redevelopment projects in the Krog-Lake-Elizabeth-North Highland Area for the purpose of funding the costs associated with transportation improvement projects within the area as approved and warranted by the Department of Public Works and the Department of Planning and Community Development.

**Section 2:** That this ordinance shall become effective immediately upon its approval by the City Council and signature by the Mayor or by operation of law.