

CITY COUNCIL
ATLANTA, GEORGIA

2907

AN ORDINANCE BY COUNCILMEMBER YOLANDA ADREAN AN ORDINANCE TO APPLY TRANSPORTATION DEVELOPMENT IMPACT FEES TO BE PAID IN CONNECTION WITH THE REDEVELOPMENT OF 77 E. ANDREWS DRIVE SUCH THAT SAID TRANSPORTATION DEVELOPMENT IMPACTS FEES WILL FUND THE PARTIAL COST OF PUBLIC FACILITIES IMPROVEMENTS ON WEST PACES FERRY ROAD BETWEEN E. ANDREWS DRIVE AND VALLEY ROAD, NW; AND FOR OTHER PURPOSES.

Review List:

Atlanta City Council

Pending

Certified by Presiding Officer	Certified by Clerk
Mayor's Action <i>See Authentication Page Attachment</i>	

LEGISLATION HISTORY

**AN ORDINANCE
BY CITY UTILITIES COMMITTEE**

13-○-1283

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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, with the redevelopment of 77 E. Andrews Drive, which will include residential and commercial development, traffic coming out onto West Paces Ferry between E. Andrews and Valley Road, NW will increase and add to existing heavy traffic on West Paces Ferry Road, NW; and

WHEREAS, in order mitigate and ensure safety for residents and pedestrians in the area the surrounding neighborhoods have expressed a desire for sidewalks between the new development at West Paces and E. Andrews to Valley Road and the consideration of a traffic signal at West Paces Ferry Road, NW and Valley Road, NW ; and

WHEREAS, the City is studying the need for a traffic

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY ORDAINS, AS FOLLOWS:

Section 1: That the Commissioner of Public Works is directed to use the Transportation Development Impact Fees paid in connection with the development of 200 26th Street, N.W. with a multifamily residential development for the purpose of funding the costs associated with a traffic signal, if warranted, at the intersection of Collier Road, N.W. and Ardmore Road, N.W.

Section 2: If the traffic signal at Collier Road and Ardmore Road does not meet warrants, the Department of Public Works is authorized to use the 200 26th Street Transportation Development Impacts Fees for other warranted transportation improvements on Collier Road, Ardmore Road or 26th Street.

Section 3: That this ordinance shall become effective immediately upon its approval by the City Council and signature by the Mayor or by operation of law.