

CITY OF ATLANTA

2023 LEGISLATIVE PACKAGE



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1. One United Atlanta

a. One Atlanta:

As the Capital City of Georgia, we oppose any legislation which seeks to de-annex portions of the City of Atlanta. Specifically, the City of Atlanta strongly opposes any legislation that would de-annex or provide oversight responsibilities for a proposed ‘City of Buckhead.’ Deannexation would not reduce crime, have negative brand implications, set a dangerous precedent, and create higher, duplicative costs as well as chaos in our public schools.

b. Hartsfield-Jackson International Airport:

Moody’s Investors Service and Fitch Ratings—two of the world’s leading credit rating agencies—affirmed Hartsfield-Jackson International Airport’s Aa3 and A+ ratings on the Airport’s. The City of Atlanta opposes any legislation or action which seeks to change the ownership, operations, and governance of the Hartsfield-Jackson Atlanta Airport. This includes the creation of any entity that would provide oversight responsibilities for governance and/or operations.

c. Decriminalization of Homelessness:

Being homeless is not a crime. Criminalization measures that punish homelessness and activities necessary to survive on the street are counterproductive to ending homelessness.

2. Uplift Atlanta Families

a. Affordable Housing Trust Fund:

Increase the Affordable Housing Trust Fund from the existing \$3 million fund. The City aims to appropriate \$100 million to increase the workforce housing stock. State support is also important to ensure that all citizens have access to a safe place to live. The State of Georgia could easily use 10 or 20 times that amount.

b. Impact Waivers for Affordable Housing:

State law currently prohibits local jurisdictions from waiving or reducing Impact Fees without the jurisdiction replacing the funds from another source.

The State legislation that would allow municipalities to provide impact fee reductions for affordable housing could help address the existing affordable housing crisis. This is optional. Municipalities will not be required to waive fees.

c. Increase the amount of “GO” Bonds rendered without a referendum:

Increase the amount of GO bonds that can be issued without a referendum. The currently authorized not exceeding \$4,000,000 was set in 1968 when the City’s General Fund Budget was approximately \$40M. Today, if the City were authorized to issue GO bonds without referendum consistent with the formula used in 1968 (i.e., 10% of the General Fund Budget), then the City could issue up to \$73M in GO bonds.

d. Zoning Procedures Law Revision

HB 1405, which passed the General Assembly earlier this year mistakenly included a provision that required public hearings on permits that traditionally only required a review by staff. The City must now hold a public hearing on every SAP application. For example, an SAP can be the construction of an addition to a single-family home, a renovation, or a basic demolition.

The development community is hindered by this requirement because it adds more time to the SAP process. The City staff is hindered by this requirement because the City must use staff resources to advertise the hearing, prepare for the hearing, and staff the hearing. It wastes countless hours of staff resources without providing the transparency that the original legislation intended.

This would be a simple clean-up to the bill that the author of the legislation agrees should occur.

3. Mobilize Atlanta

a. Authorize the Atlanta Department of Transportation (ATLDOT) Commissioner the power to create designated transit lanes for the primary or exclusive use of public transportation:

The proposal would eliminate the requirement for a county or municipality to coordinate with the Georgia Department of Transportation regarding Atlanta Department of Transportation Commissioner-authorized designated transit lanes.

b. Authorize ATLDOT and the City of Atlanta want to use camera enforcement for designated transit-only lanes:

This legislation is proposed in tandem with MARTA. The requested change in law will allow the City of Atlanta to install cameras on the buses or light rail

vehicles to assist in the enforcement of vehicles driving or parking in the transit lanes.