

**Amendment 4 to
Council Bill No.58-2009 (as amended)**

SPONSORED BY: Calvin Ball
Greg Fox
Mary Kay Sigaty
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and at the request of the County Executive

Legislative Day No. 2

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Amendment No. 4

*(This amendment clarifies that the Downtown Columbia plan does not presuppose a
Downtown Columbia tax increment financing mechanism.)*

1 In the attachment, on page 31, delete the paragraph that begins at the end of the page and
2 continues on the top of page 32 and insert:

3
4 “General Plan 2000 addresses Downtown Columbia under Policy 5.5: Encourage
5 Downtown Columbia’s continuing evolution and growth as the County’s urban center.
6 This Plan builds on and reinforces this policy as discussed in detail in the following
7 sections. The successful evolution and growth of Downtown Columbia as recommended
8 in Downtown Columbia: A Community Vision and General Plan 2000 will depend on not
9 only the addition of jobs and housing, but on the provision of a variety of high quality
10 amenities and services that will attract new businesses, employees and homeowners to
11 live, work and invest in downtown. Although most of the enhancements, amenities and
12 services recommended by this Plan will be provided through private investment, a small
13 portion of the public infrastructure (such as public parking garages) may be financed
14 through alternative public or private mechanisms, such as, without limitation, tax
15 increment financing (TIF) or Revenue Authority bonds.”
16

17
18 On page 37 strike from “RELATIONSHIP TO TAX INCREMENT FINANCING”
19 through the third full paragraph on page 38, and insert:

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21
22 “The use of structured parking would support the more compact, vertical development
23 scheme of Downtown Columbia. The goal of this development effort is to provide a
24 “park-once” approach, whereby visitors to Downtown Columbia will park upon arrival in
25 centrally located parking structures and walk or take public transit to the retail and
26 commercial developments, as well as parks and recreational facilities being provided
27 throughout the area. The parking structures would replace the large, open, surface

- 1 parking lots that exist today, making room for more compact, higher density
- 2 development.”