

AMENDMENT NO. \_\_

TO

SUBSTITUTE ORDINANCE NO. BL2026-1273

Madam President –

I hereby move to amend Exhibit A of Substitute Ordinance No. BL2026-1273 as follows:

I. By modifying the Min. Building Depth subsection within the East Bend Building Regulations section of Section II of the Downtown Code as follows:

A habitable (conditioned) liner – with a minimum of 15’ from building facade – is required for all sides and levels of an above-ground vehicular parking structure facing public streets, outdoor spaces, or the riverfront, with exceptions for structured parking adjacent to- and completely underneath an elevated viaduct (KVB or I-24) ~~and office uses per the Structured Parking section.~~

II. By modifying the Structured Parking subsection within the East Bend General Regulations section of Section II of the Downtown Code as follows:

“STRUCTURED PARKING

~~Active-Use Liner~~ Requirements

Structured parking shall not be visible from the public realm. All structured parking above-grade shall have habitable liners along street, river, and outdoor space frontages at the ground level.

For ~~hotel and residential uses~~ structures and mixed-use structures where the majority of the conditioned space is utilized for residential uses, all structured parking above grade shall have habitable liners along street, river, and outdoor space frontages.

For non-residential structures and mixed use structures where the majority of the conditioned space is utilized for non-residential uses, all parking shall be located underground.

~~For office uses above the ground level, where habitable liners are infeasible, structured parking may be screened using cladding that integrates with the architectural characteristics of the habitable portion of the building and surrounding built context, subject to staff approval.~~

For structures eligible for above grade structured parking adjacent to elevated viaducts or roads other than the interstate, an active liner shall be provided for the frontage-level and above. Levels completely below the elevated frontage and along the viaduct may be unlined (see Diagram B).

For property adjacent to KVB at Davidson St., a liner is required on any stories between the Davidson St elevation and two stories above the KVB elevation.

Adjacent to the interstate, where habitable liners are infeasible, structured parking visible from the elevated roadway may be screened for a maximum of two levels using cladding that integrates with the architectural characteristics of the habitable portion of the building and surrounding built context, subject to staff approval.

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Clay Capp  
Member of Council