

AMENDMENT NO. ____

TO

SUBSTITUTE ORDINANCE NO. BL2026-1273

Madam President,

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

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

“Active-Use Liner Requirements

Structured parking shall not be visible from the public realm. All structured parking above-grade shall have active-use habitable liners with a minimum depth of thirty-five feet (35’) at the first two ground level stories along street, river, and outdoor space frontages ~~at the ground level~~. Upper-level structured parking shall have a habitable liner with a minimum depth of fifteen feet (15’) (See Diagram B-1)

~~For hotel and residential uses, all structured parking above grade shall have habitable liners along street, river, and outdoor space frontages.~~

~~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 adjacent to elevated viaducts or roads other than the interstate, ~~an~~ a two-story 35-foot minimum depth active-use habitable liner shall be provided for the elevated viaduct frontage-level ~~and above~~. Levels completely below the elevated frontage and along the viaduct may be unlined (see Diagram B-2).

For property adjacent to KVB at Davidson St., a two-story 35-foot minimum depth active-use habitable liner is required at the ground level 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.

II. By directing the Planning Department to revise Diagram B in the Structured Parking subsection within the East Bend General Regulations section of Section II of the Downtown Code to show the active use liner requirements as shown in Subsection I of this amendment.

III. 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'~~ 35' depth from building facade – is required for two stories from the ground level of 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. Upper-level structured parking shall have a habitable liner with a minimum depth of fifteen feet (15').

SPONSORED BY:

Jacob Kupin
Member of Council