



Zoning Code Amendments for Housing

December 10, 2024

Planning Commission Hearing

What are the Proposed Amendments?



**Transit-Oriented
Development**



**Accessory
Dwelling Units**



**Parking
Reform**



**Inclusionary
Zoning**



**Minimum
Lot Size**



Public Outreach

Timeline

- July 2024
 - Beltzhoover Consensus Group
- August 2024
 - Knoxville Community Council
 - Oakland Planning and Development Corporation (OPDC)
 - Beltzhoover Consensus Group
 - Housing Justice Table
- September 2024
 - Squirrel Hill Urban Coalition
 - Beltzhoover Consensus Group and Mount Washington CDC
- October 2024
 - Hill District CDC
 - Polish Hill Civic Association
 - Pittsburgh Downtown Partnership
 - Sheraden
 - Housing Opportunity Fund
 - Point Breeze Organization
- November 2024
 - Strip District Neighbors
 - North Side Informational Briefing
 - North Oakland and Shadyside
- January 2025
 - Bloomfield-Garfield-Friendship



Inclusionary Zoning

What is Inclusionary Zoning?

- Requires new residential developments to make some units affordable to low- or moderate-income residents.
- Promotes housing affordability by integrating income-restricted units into market-rate projects
- Aims to reduce economic segregation by fostering mixed-income communities within urban areas.
- Currently active in Polish Hill, Lawrenceville, Bloomfield, and portions of Oakland.
- Developers have the option to create affordable housing units outside of their specific project site.

Inclusionary Zoning – New Citywide Program

- Greater flexibility and more incentives from existing IZ overlay district:
 - Development bonuses for complying
 - Allowing fewer IZ units total, as long as the same number of bedrooms are provided (aiming to encourage family-sized units)
 - Extend $\frac{1}{4}$ mile radius to $\frac{1}{2}$ mile radius for off-site affordability options

Inclusionary Zoning

- Development Bonuses
 - City currently has Performance Points System (915.07) to incentivize development features that benefit the city, including affordable housing provision.
 - Proposed IZ ordinance allows developments in areas that currently aren't eligible to receive two performance points for compliance with IZ requirement. Each point equals:
 - 15 ft of additional height (30 ft total)
 - 1 FAR (2 total)
 - For developments currently eligible for performance points, exempt from any applicable upper-story stepback requirements.
 - Residential Compatibility Standards for height not applicable to inclusionary developments.

Examples of Impact

- Bloomfield Shursave site (248 units, 25 affordable)
 - Zoning District: LNC, Inclusionary Housing Overlay District.
 - Changes to the IZ ordinance would remove the variances that caused denial of application.
 - Under updated IZ ordinance, a similar development would be permitted by-right.
- Shakespeare Market District Mixed-use site (231 units, 35 affordable)
 - Zoning District: UNC
 - Changes to IZ ordinance would remove the special exception requirement and variances, which caused significant delays in approval process.
 - Under updated IZ ordinance, a similar development would be permitted by-right.

Status of Inclusionary Zoning Projects

	Development Name	Address	Total Units	AH Units	Neighborhood	Sale or Rent
Built Projects						
	Arsenal Phase 2	147 39th St	343	35	Lower Lawrenceville	Rent
Total			343	35		
Under Construction						
	Albion	5275 Butler Street	267	27	Upper Lawrenceville	Rent
	Holy Family	250 44th Street	55	5	Central Lawrenceville	For Sale
Total			322	32		
Approved by Planning Commission						
	Dalian	3812 Foster Street	334	34	Lower Lawrenceville	Rent
	450 Melwood Avenue	450 Melwood Avenue	31	4	North Oakland	Rent
	The Parker	435 Melwood Avenue	166	17	North Oakland	Rent
		262 McKee Place	169	17	Central Oakland	Rent
	Foundry Phase II	4107 Willow Street	100	10	Central Lawrenceville	Rent
Total			800	82		
Complete Application						
	37th Street Apartments	3634 Penn Avenue	50	5	Lower Lawrenceville	Rent
Total			50	5		

Where has this worked already?



Minneapolis, MN



Portland, OR

Inclusionary Zoning – Other Changes

- Rental units permanently affordable.
- Clarifies phased development requirements (every 10th unit must be an IZ unit)
- Clarifies that Dormitory uses are exempt from requirements.
- Ties the cost of the off-site unit to a construction index.
- Allows for-sale units to be sold at a profit (max 2% per year)

Updates Since Briefing

- Staff Recommendation: Remove Golden Triangle Subdistricts A through D from Inclusionary Zoning to avoid conflict with LERTA.
- New LERTA program Downtown - tax abatements of up to \$250,000 per taxing body for 10 years for new residential:
 - Multi-unit residential with at least 10% of total residential units affordable to and occupied by households earning at or below 50% of the Area Median Income (AMI), or
 - Multi-unit residential development with at least 60% of total residential units affordable to and occupied by households earning at or below 80% of AMI.



Accessory Dwelling Units (ADUs)

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What is an ADU?

An accessory dwelling unit is a secondary housing unit situated on a single-family residential property.



Over the Garage



Garage Conversion



Stand-Alone Unit



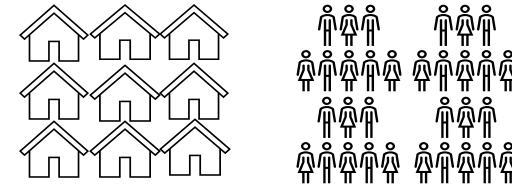
Basement or Attic Conversion

Accessory Dwelling Units (ADUs)

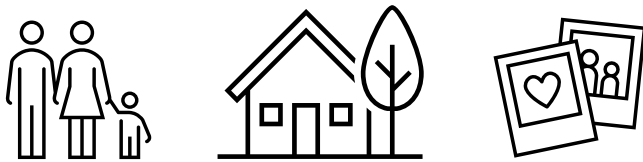
Why ADUs?



Sustainability



Denser Neighborhoods



**Multi-Generational Households
and Aging in Place**



**Rental Income for Owners of
Single-Family Properties**

ADUs – Current Proposal

- ADUs permitted by right as an accessory use to a primary Residential use, Community Center, or Religious Assembly.
- ADUs are not required to be owner occupied.
- Two (2) ADUs permitted per residential lot. No limit for ADUs accessory to Community Center or Religious Assembly.

ADUs – Current Proposal

- 1,000 square foot maximum per ADU.
- Permitted to be up to 2 stories/30 feet in height.
- Exempt from Residential Compatibility Standards.
- Detached ADU requires an Administrator's Exception (AE) to be built in rear and side yard setbacks.
- Conversion of an existing garage built in the setbacks into an ADU does not require an AE provided that the building footprint doesn't extend further into setback.
- ADU built above a garage in a rear or side yard setback does not require an Administrator's Exception if the rear yard abuts a Way.

Where has this worked before?



Seattle



San Diego

What would this look like in Pittsburgh?





Changes to Minimum Lot Sizes

Minimum Lot Size Reform

- Current minimum lot size and lot size per unit requirements don't align with the historic built environment, making new housing in many areas difficult to meet current zoning requirements.
 - DCP is proposing to remove *minimum lot size per unit* and reduce the *minimum lot size* requirements in all the residential subdistricts.
 - These reforms would allow residents to build on lots that are currently under the minimum lot size and minimum lot size per unit requirements without needing an Administrator Exception or Variance.

Citywide Lot Size Analysis

- We conducted research with GIS to confirm how the minimum lot size requirements impact all residential districts and found:

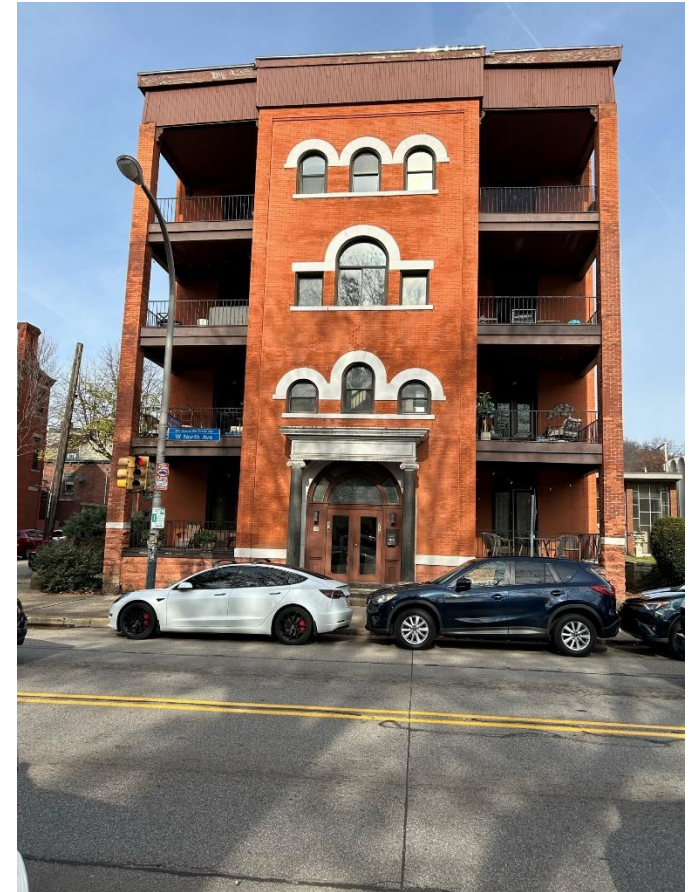
District	Min Lot Area	Parcel Count	Percent	
Very-High Density	Total	11,902		
	<1,200 SF	4,370	37%	Existing
	0	0	0%	Proposed
High Density	Total	33,943		
	<1,800 SF	6,205	18%	Existing
	<1,200 SF	2,806	8%	Proposed
Moderate Density	Total	28,838		
	<3,200 SF	11,256	39%	Existing
	<2,400 SF	6,678	23%	Proposed
Low Density	Total	31,979		
	<5,000 SF	16,512	52%	Existing
	<3,000 SF	7,418	23%	Proposed
Very-Low Density	Total	1,683		
	<8,000 SF	573	34%	Existing
	<6,000 SF	267	16%	Proposed

Minimum Lot Size Reform – Proposed Lot Sizes

	Current Minimum Lot Size	Proposed Minimum Lot Size
<i>Very Low Density</i>	8,000 Sq. Ft.	6,000 Sq. Ft.
<i>Low Density</i>	5,000 Sq. Ft.	3,000 Sq. Ft.
<i>Moderate Density</i>	3,200 Sq. Ft.	2,400 Sq. Ft.
<i>High Density</i>	1,800 Sq. Ft.	1,200 Sq. Ft.
<i>Very High Density</i>	1,200 Sq. Ft.	0 Sq. Ft.

	Current Minimum Lot Size <i>Per Unit</i>	Proposed Minimum Lot Size <i>Per Unit</i>
<i>Very Low Density</i>	8,000 Sq. Ft.	N/A
<i>Low Density</i>	3,000 Sq. Ft.	N/A
<i>Moderate Density</i>	1,800 Sq. Ft.	N/A
<i>High Density</i>	750 Sq. Ft.	N/A
<i>Very High Density</i>	400 Sq. Ft.	N/A

What does this mean for Pittsburgh?



Where has this worked already?



Houston, TX



Parking Minimum Reform

Existing Conditions

- The 1958 Zoning Code implemented off-street parking requirements for the first time.
 - Most of Pittsburgh was built prior to this requirement (the city's population had already peaked in 1950).
- The City has been amending the zoning code to reduce or remove entirely off-street parking minimums in various parts of Pittsburgh.
- Several cities in recent years including [Buffalo](#), [Minneapolis](#), Austin, Raleigh, and others have completely removed minimum off-street parking requirements.
 - This has assisted in development of more walkable, mixed-use neighborhoods, lower housing costs, and adaptive reuse of existing buildings.

What is being proposed?

- Removal of Parking Minimums for all uses/districts
- Reworking of Parking Maximums
 - Changed from specific use types to broader use categories
 - Parking Maximum tiers set by access to frequent transit rather than zones
 - To exceed the Parking Maximums, pay into Mobility Trust Fund
- Requirement for Transportation Demand Management for developments above a certain size threshold
- Remove ADA Parking Review from the Zoning Code to only PLI review of Building Code requirements (currently duplicative)
 - Include zoning code provision for zero-parked buildings to provide accessible pickup and drop-off locations
- Reduce new surface accessory parking in mixed-use/walkable Zoning Districts (currently already limited in new base Zoning Districts)

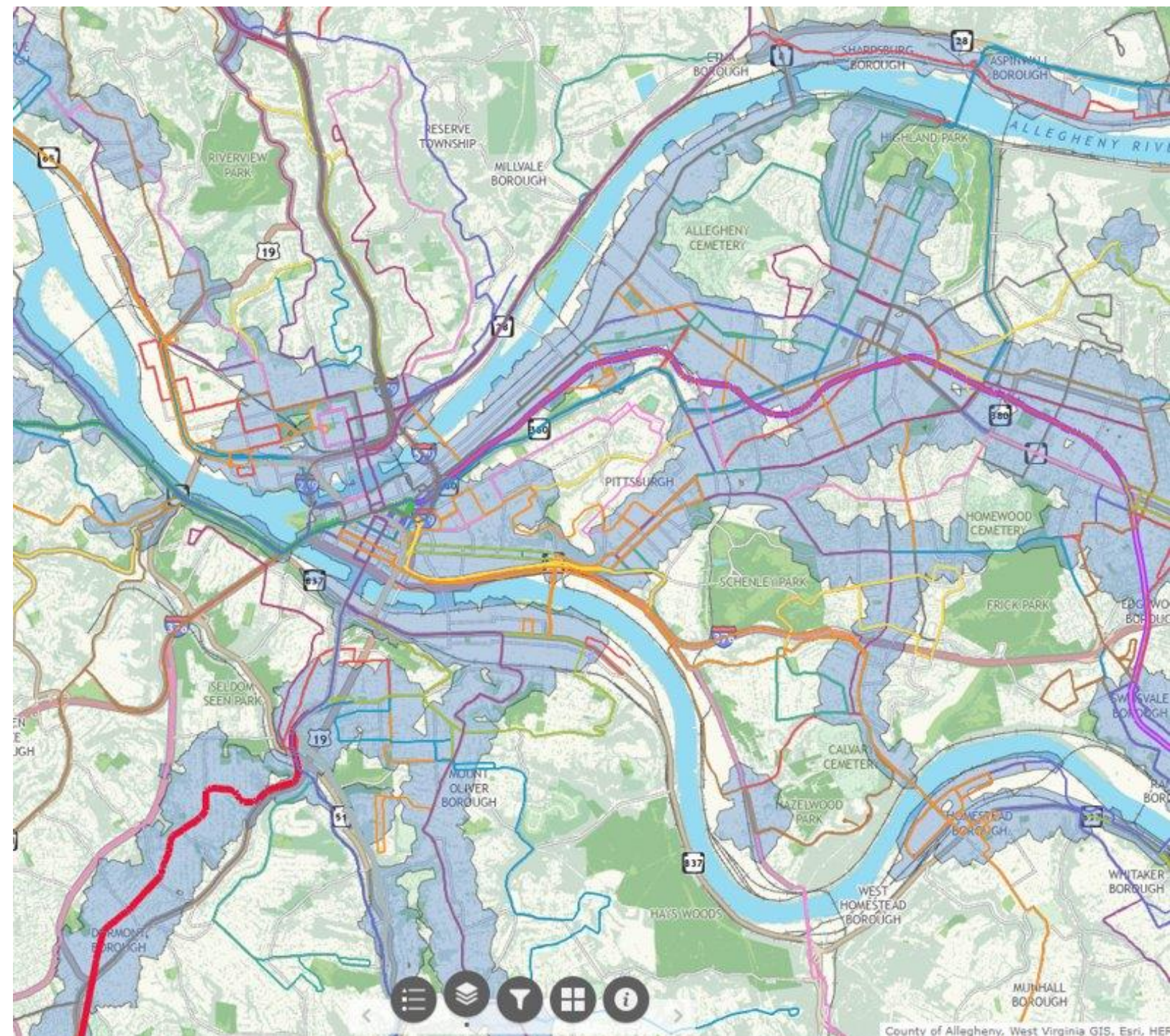
What this Ordinance Does

- Simplifies the code by removing minimum parking requirements and the various permitted reductions in parking requirements.
- Allows the market to decide how much parking is needed.
- Provides greater ease for reuse of existing buildings built prior to minimum parking requirements.
- Shifts focus of transportation demand to all transportation options, not just the car.
- Allows for more optimal use of urban space.

What this Ordinance Does Not Do

- Remove any legally existing parking spaces.
- Enact much greater restrictions on car parking than already exists.
- Prohibit the building of new parking spaces and structures.
- Produce a large discrepancy between what the market provides and what the requirements limit.
- Create a parking free-for-all.
 - New developments located in parking exempt or reduced parking areas still provide off-street parking spaces.
 - Banks and lenders financing new projects often require developers to provide some parking.

PRT's High Frequency Transit Walkshed



Parking Maximums Examples

- High Frequency Transit Zone is a quarter mile or less from a bus stop served by a bus at least every 15 minutes. Or a half mile away from a stop on a fixed transit route (busway or T).
- Multi-Unit Residential
 - 1 Per Dwelling Unit (High Frequency Transit)
 - 2 Per Dwelling Unit (Everywhere else)
- Commercial Uses
 - 1 Per 500 square feet (High Frequency Transit)
 - 1 Per 175 Square Feet (Everywhere else)
 - For example, a 10,000 retail store would have a maximum parking count of 20 spaces in the HFT areas, and 57 everywhere else

Mobility Improvement Trust

- Established as part of the Riverfront and Oakland zoning code but has not been fully implemented.
- Penalty for going over maximum number of parking spaces.
- Pay a fee per space over the maximum into the Mobility Improvement Trust.
- Funds intended to improve mobility options throughout the City. DOMI will administer and will be used in neighborhood where proposed development is occurring.
- Allows the applicant to get approval administratively rather than going before the Zoning Board. ZBA option will still be available.

Transportation Demand Management

- Transportation Demand Management (TDM) refers to the tools and strategies used to increase the efficiency of the transportation network by meeting the demand for travel through transportation options that do not contribute to peak hour vehicle congestion.
- The goal of TDM is to reduce single occupancy-vehicle trips by making it easier and more attractive to utilize transit, biking, walking, and other more efficient transportation modes.
- The City currently requires a TDM plan for large scale development projects.
- The proposed change formalizes the requirement in the Zoning Code and creates a points system that is directly proportional to the size of the development project.

Other Issues Addressed

- Off-site accessory parking permitted (without Special Exception)
- Reducing allowable number of surface parking spaces in EMI, SP & RIV zones
- Prohibit surface parking in the GT and RIV-NS zones
- Apply bicycle parking requirements to all multi-unit residential and commercial development.
- Minor changes to permitted use definitions and standards to reflect no minimum parking requirements
- Allow mechanized parking, or parking carousels, to exceed maximum height for accessory structures.



The Bigger Picture

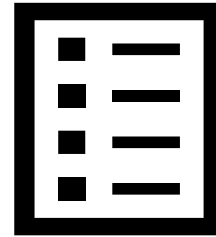
What's the point of these amendments?

- This suite of zoning amendments is one of several steps being taken to amend the zoning code to create more housing.
- Bigger picture:
 - Provide opportunities for residents of all income levels
 - Increase and diversify the housing supply
 - Allow all people to find housing they can afford
- These policies are intended to spur increasing the housing supply and creating walkable, pedestrian-friendly, and bicycle-friendly communities.
- There is still additional work to do to achieve these goals.

Future Work & Complementary Initiatives



**PRO Housing Grant
(Pathways to
Removing Obstacles)**



**Pittsburgh's
Comprehensive Plan**



**PRT's Equitable
Transit-Oriented
Development Policy**



Thank you

WE APPRECIATE YOUR TIME