



Transit-Oriented Development Zoning Map Amendments

November 26, 2024

Planning Commission



Public Outreach

December 2023 to Present

Timeline

- December 2023 – Initial meeting with housing advocates
- July 1, 2024 – Beltzhoover Consensus Group Board Representatives
- July 11, 2024 – Lawrenceville Corporation and Lawrenceville United
- July 18, 2024 – Beltzhoover Consensus Group
- July 23, 2024 – Polish Hill Civic Association Board Representatives
- July 25, 2024 – Jasmine Nyree Homes Inc., Board Representatives
- August 1, 2024 – Knoxville Community Council
- August 5, 2024 – Bloomfield Development Corporation
- August 22, 2024 – Mt. Washington CDC Board

Timeline Continued

- August 27, 2024 – Beltzhoover Consensus Group Follow-Up
- August 28, 2024 – Allentown CDC Community Meeting
- September 30, 2024 – Joint **Development Activities Meeting** – South Hills Junction, Beltzhoover Consensus Group and Mount Washington Community Development Corporation
- October 10, 2024 – **Development Activities Meeting** – Herron Avenue Station, Polish Hill Civic Association
- October 14, 2024 – **Development Activities Meeting** – Sheraden Station – Jasmine Nyree Homes, Inc.

Public Engagement Summarized

- 11 Meetings with Community discussing TOD changes
- 3 DAMs held in late September and October

Summary of Comments & Questions – Development Activities Meetings

- Opposition to increased housing density, citing parking concerns
- Inquiries regarding current uses and effect of zoning change on uses
- Concern for displacement related to increased development
- Concern over environmental impact of zoning changes
- Character of neighborhood could change with density
- Support for additional housing near transit, citing PRT community engagement and Housing Needs Assessment (2022)
- Gentle pushback on parking concerns, support for mode shift
- Request for continued community input opportunities for future projects following zoning map changes

Summary of Comments & Questions – Development Activities Meetings (Continued)

- Support for TOD benefits, including affordability and affordable housing, inclusion, housing justice, environmental sustainability
- Questions regarding choice of sites
- Concern for future of park-and-ride options for some PRT sites
- Concern for types of businesses in areas rezoned for mixed-use
- Suggestions for additional rezoning efforts
- Support for host Registered Community Organizations
- Support for additional amenities/businesses
- Request for traffic calming near transit areas

Summary of Comments – Engage PGH

- Support for additional housing near transit, citing PRT community engagement and Housing Needs Assessment (2022)
- Support for TOD benefits, including affordability and affordable housing, inclusion, housing justice, environmental sustainability
- Suggest no parking requirement
- Suggest grocery store requirement
- Suggest reduced setback requirement
- Request for more "aggressive" approach across all areas near transit

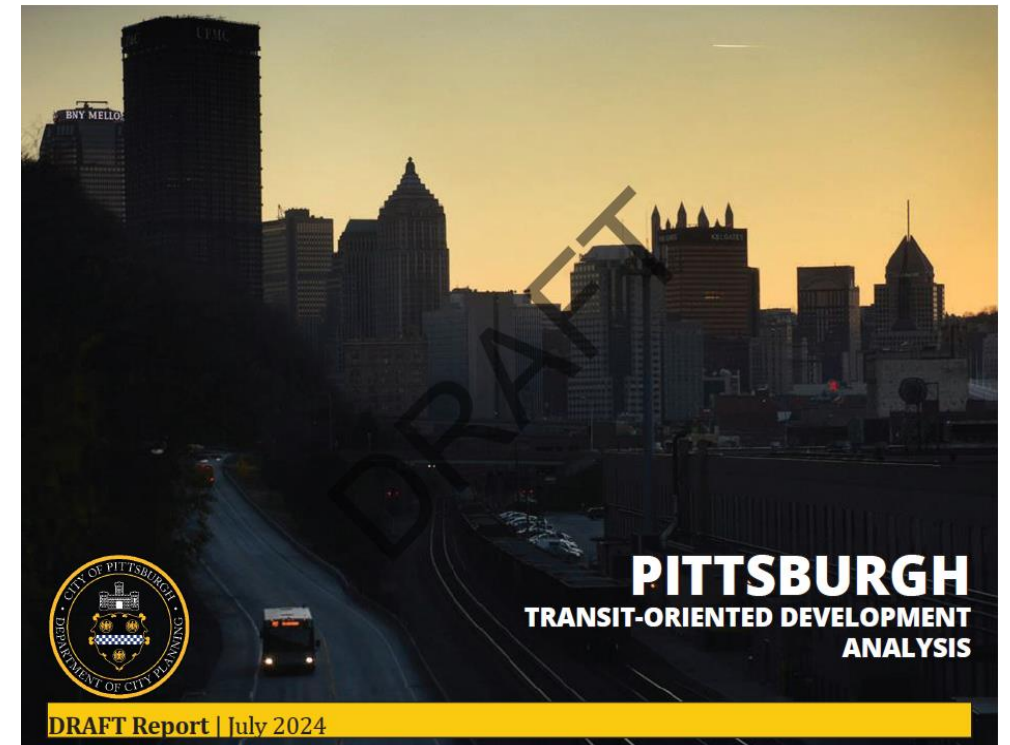
Changes to TOD Based on Comments

- Changed several maps from initial proposal
 - Some additions / subtractions of individual parcels or rezoning boundaries
 - Some areas changed in line with community feedback
 - Some proposals changed due to inaccurate locations

What is Transit-Oriented Development?

Transit-oriented development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around transportation infrastructure, such as bus lines, transit stations, and light rail.

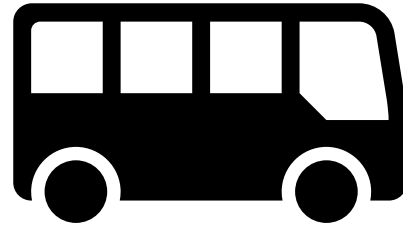
- Today: 37% of land within ½ mile walkshed of fixed guideway transit (busways, light rail) are zoned to allow multi-family development.
- Goal is to amend Zoning around transit stations to allow multifamily development and expand feasible by-right development.



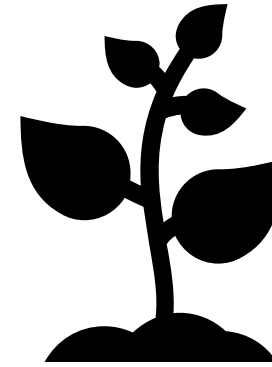
Benefits of TOD



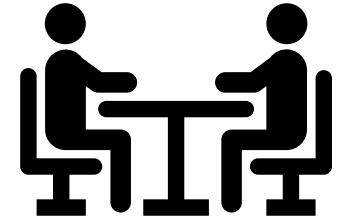
**Reduced
Dependence on Cars**



**Increased Transit
Ridership**



**Sustainable
Growth**



**Enhances Social
Equity**



Zoning Map Changes for Transit-Oriented Development

How did we figure out what areas to prioritize?

1. DCP calculated the areas within a half-mile of each station.
2. Each area is analyzed based on several factors:
 - Floodplain
 - Landslide Prone
 - Steep Slope
3. After this analysis, the preferred parcels were narrowed down based on:
 - who owns the property
 - what is currently on the property
 - the size of the property
 - past efforts to develop the property

Herron Station – by the numbers

Herron Station walkshed – 217 acres of land within ½ mile walk of the station

- Station is in Polish Hill, but the walkshed extends into the Strip District and Lawrenceville
- Only 55 acres (25.3%) allows Multi-Family development by right
- Additional 70 acres (32%) allows M-F by Special Exception
- Environmental Issues:
 - 19 acres (9%) in Floodplains
 - 100 acres (46%) in Landslide-Prone areas
 - 49 acres (23%) in Steep Slope areas
 - Lots of overlap between Landslide-Prone and Steep Slope areas

Pittsburgh Regional Transit: Herron Station Area Plan

- Engaged with Polish Hill, Lawrenceville, Strip District, City, County, URA, SPC
- “Encourage an equitable mix of transit-supportive uses in station areas to service people from diverse income-groups. Design places that are not car-dependent. Discourage large, auto-oriented uses in these areas. This can include affordability requirements or incentives” (page 80)
- Plan recommends equitable TOD strategies and specifically calls for zoning map amendments, including the area along Ruthven St and Herron Ave (page 76)



April 2024



**Riverfront
Industrial
Mixed Use**

**Urban
Industrial**

East Busway at
Herron Station

Hillside

**Two-Unit
Residential High
Density**

**Local Neighborhood
Commercial**

10 min Walkshed

Allegheny River

4 Rezone blocks between 34th and 36th St along Smallman St into RIV-IMU

5 Rezone St. Augustine Manor Apartments and the Diocese properties to match existing uses

2 Rezone Parcel#26-A-91 at Liberty Ave and 37th St into R-MU

1 Rezone Ruthven St and Herron Ave from Hillside to R-MU

3 Rezone block between Bigelow Blvd and Bethoven St into R-MU

Herron Station

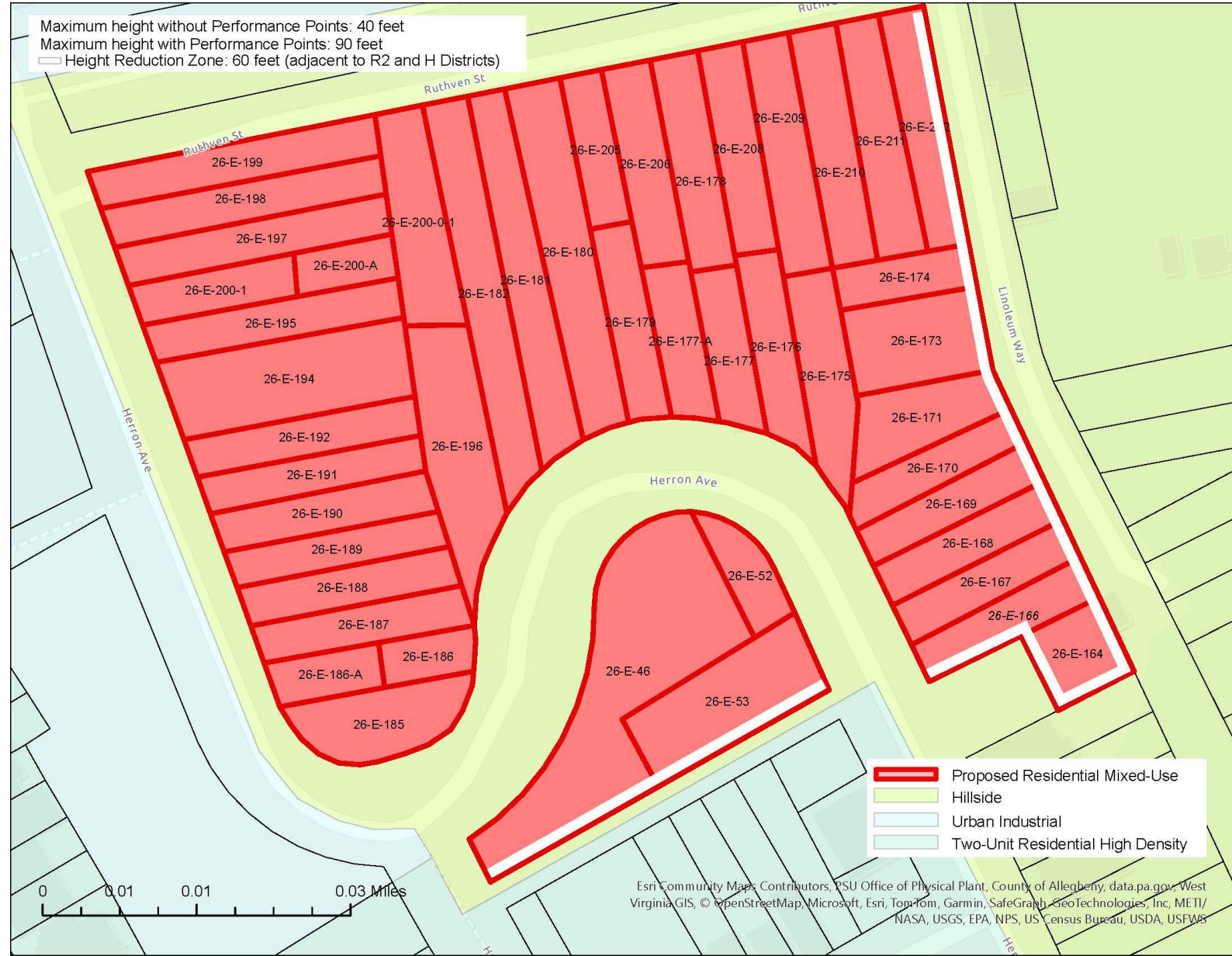
To Downtown

To Swissvale



Site 1: Ruthven St and Herron Ave

Change from Hillside (H) to **Residential Mixed Use (R-MU)**



Site 1: Ruthven St and Herron Ave

Change from Hillside (H) to Residential Mixed Use (R-MU)

Proposed Height in R-MU:

- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 90 feet

Height Reduction Zone – restricts building height for twenty (20) feet into the development parcel – maximum height permitted in the adjacent zoning district plus twenty (20) feet.

- 60 Feet - Adjacent to H and R2 Districts

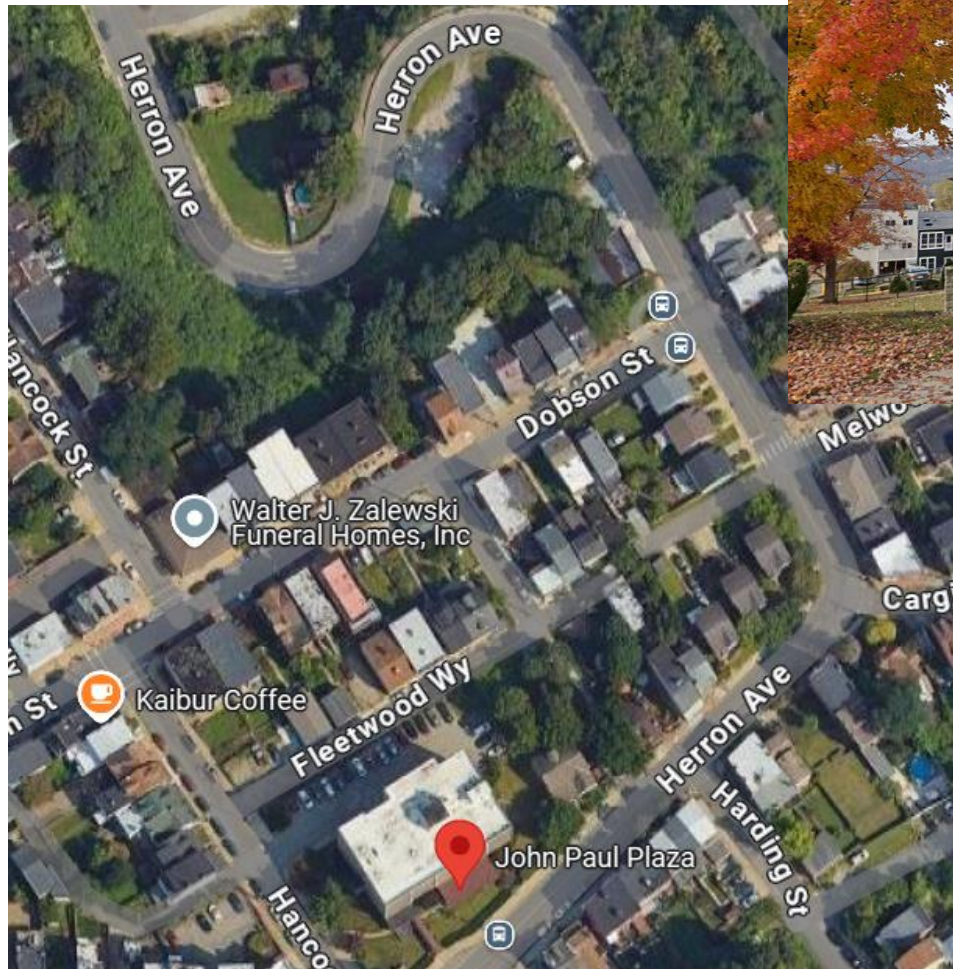
Site 1: Ruthven St and Herron Ave

Proposed Max Height:

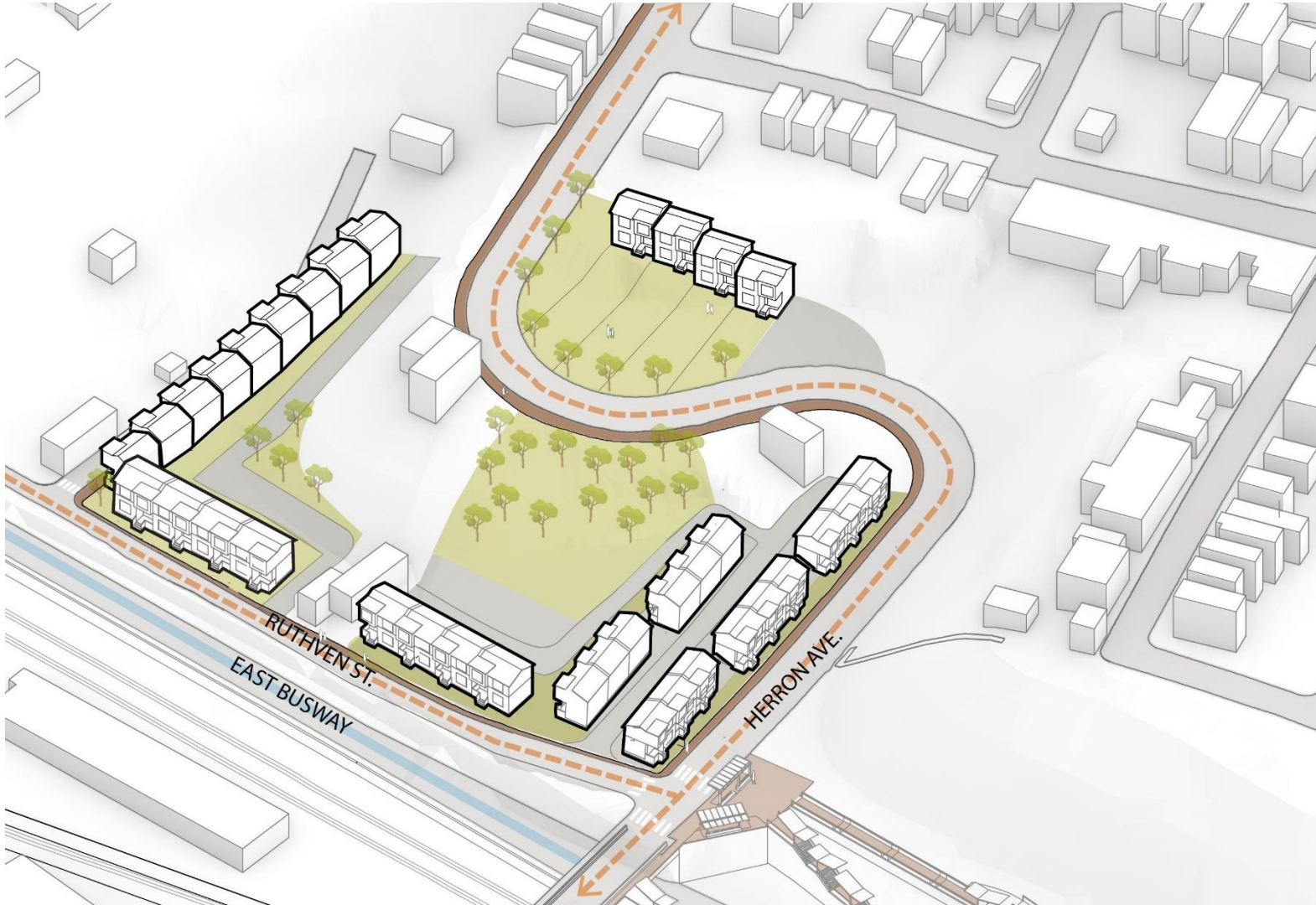
90 Feet

Height Precedent:

John Paul Plaza
Apartments



Site 1: Ruthven St and Herron Ave

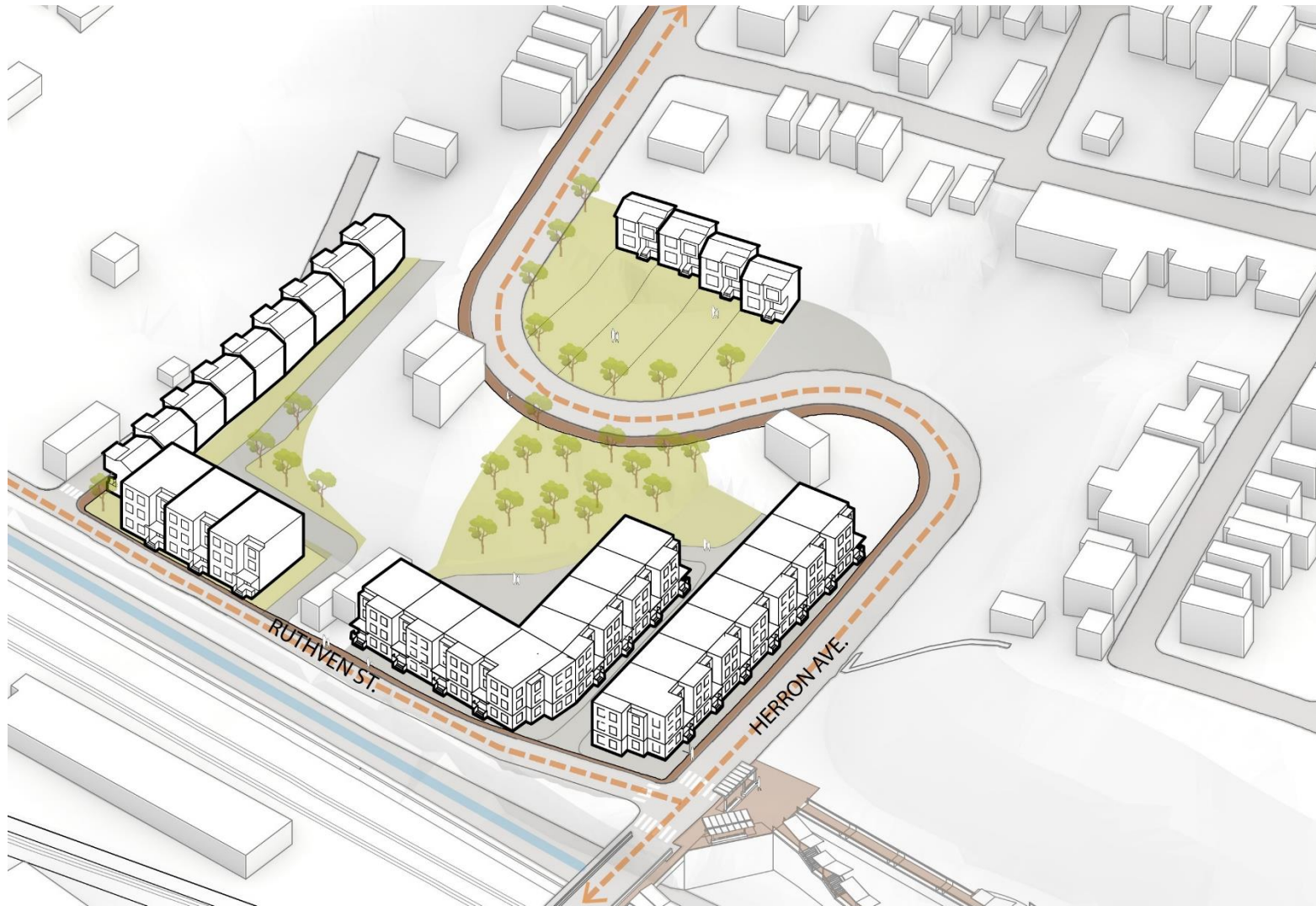


Currently zoned as Hillside (H) with a minimum lot size of 3,200 sq ft. This allowed for the creation of single family detached housing on individual lots for a total of 17 parcels.

The minimum development approach illustrated here shows that new development could include a total of **36 townhouses.***

* The site plan is for illustration and does not include full conceptual development.

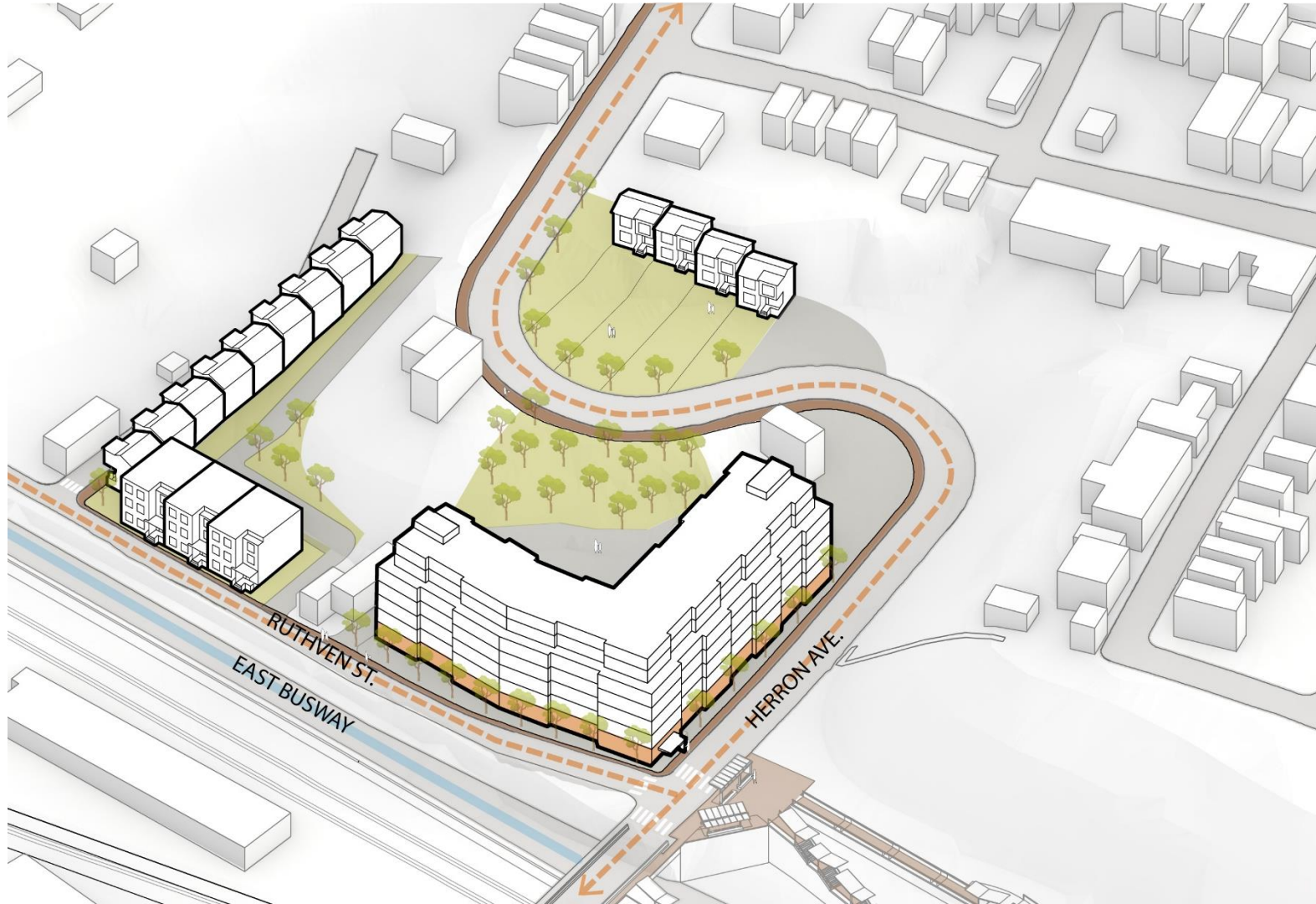
Site 1: Ruthven St and Herron Ave



The median development approach illustrated here shows that development under R-MU could include denser building forms of walk-up apartments of 3 units each while maintaining in-fill townhouses to better integrate with development further up the hill and across Linoleum way.

Total: 67 units including apartments of 1,500 sq ft and 12 townhouses.

Site 1: Ruthven St and Herron Ave



The maximum development approach illustrated here shows a multi-unit residential development across the Herron Station access with context in-fill townhouses and walkups that step down along Ruthven St towards the existing residential community.

Total: 132 units including a range of apartments from 800 to 1,500 sq ft and 12 townhouses

Site 3: Bigelow Blvd and Bethoven St

Change from Residential Multi-Unit Moderate Density (RM-M) to Residential Mixed Use (R-MU)

Proposed Height in R-MU:

- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 60 feet

Height Reduction Zone

- 60 Feet - Adjacent to H and R2 Districts

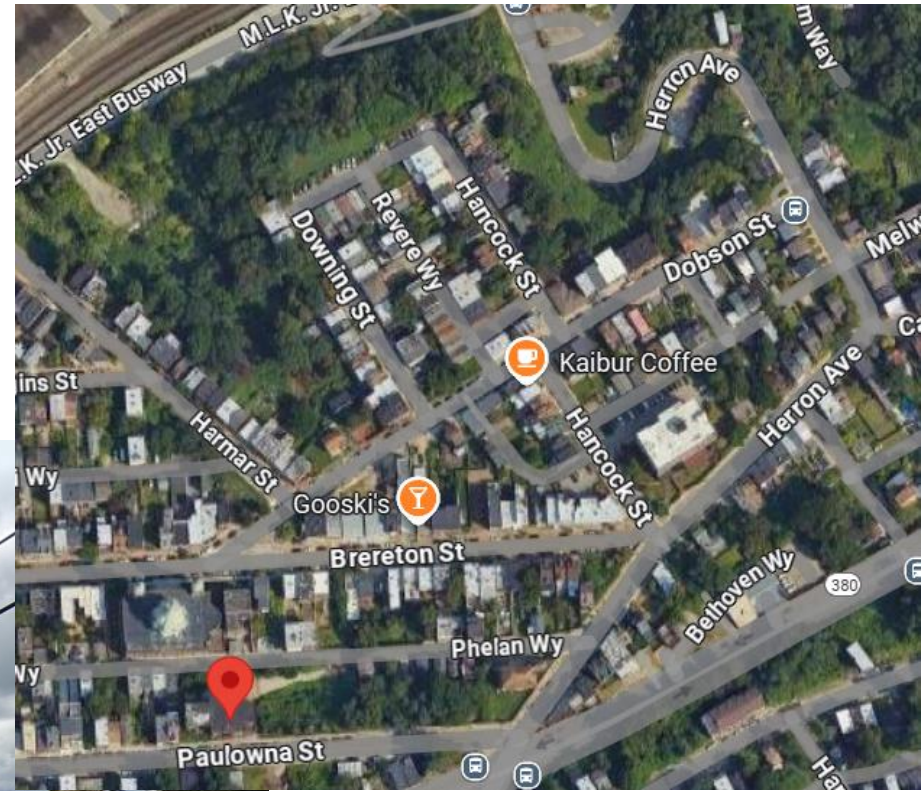
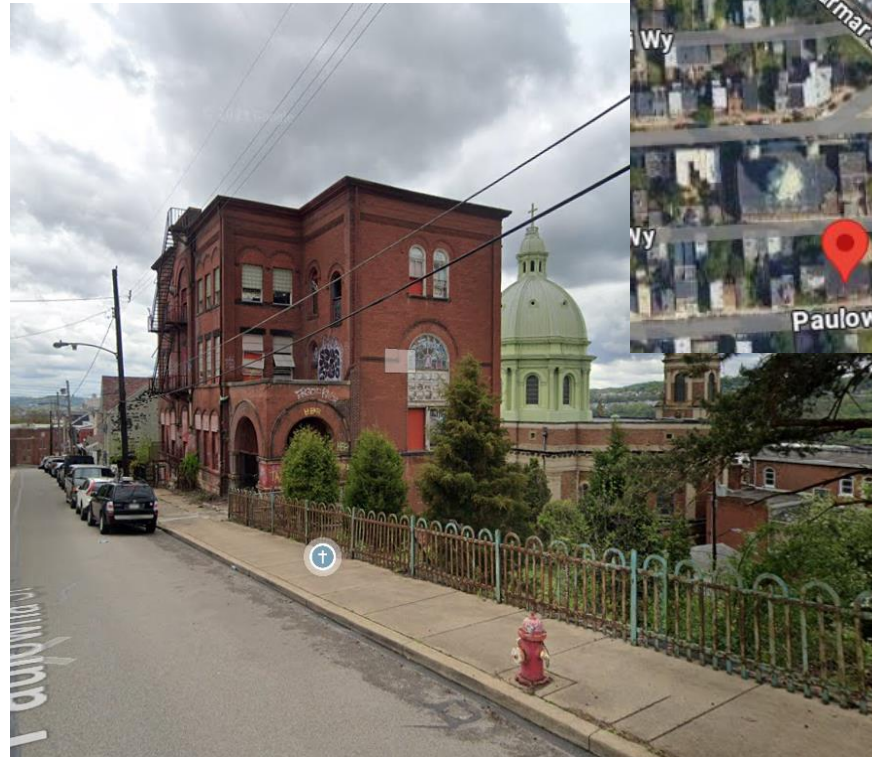
Site 3: Bigelow Blvd and Bethoven St

Proposed Max Height:

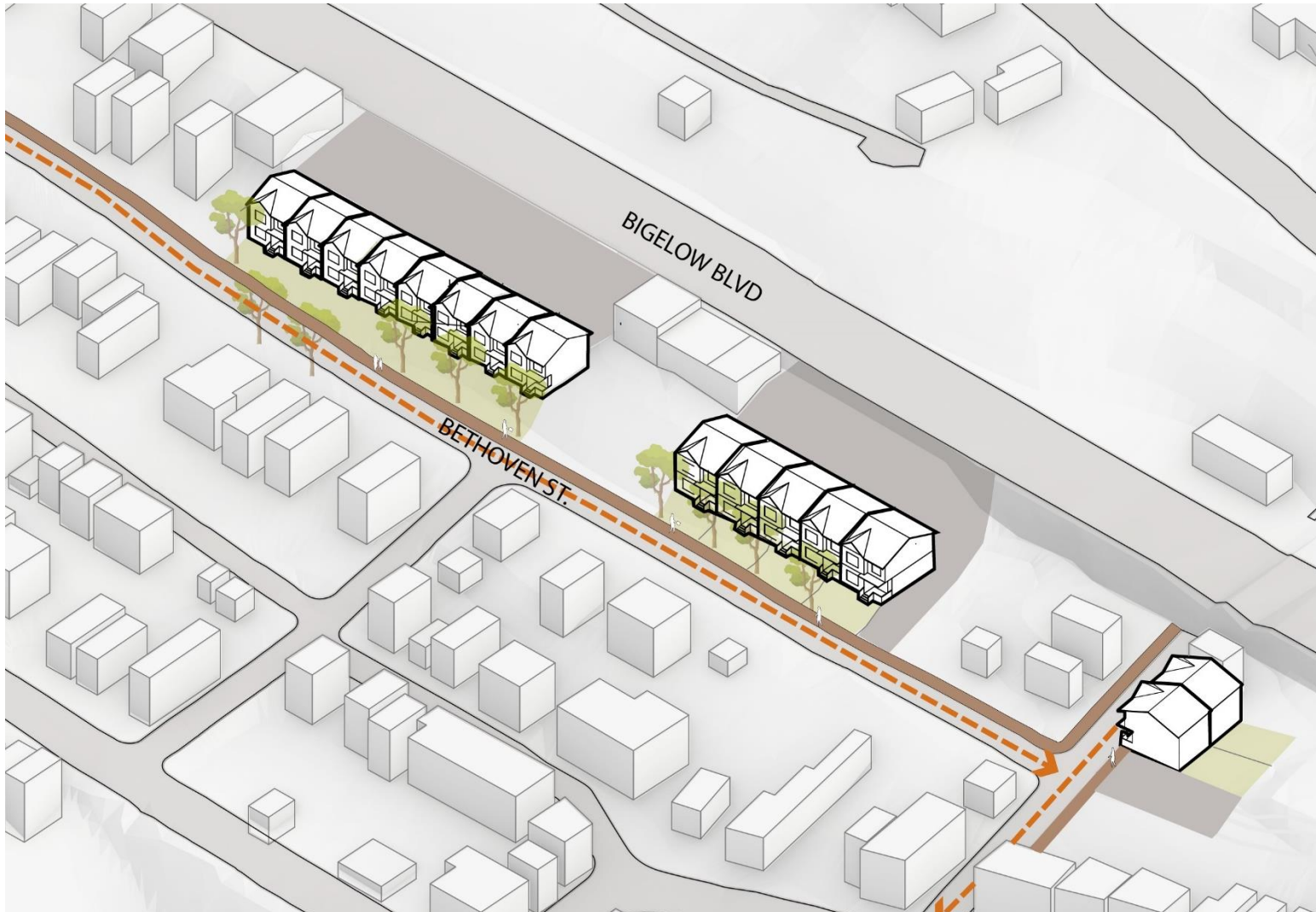
60 Feet

Height Precedent:

3029 Paulowna Street



Site 3: Bigelow Blvd and Bethoven St

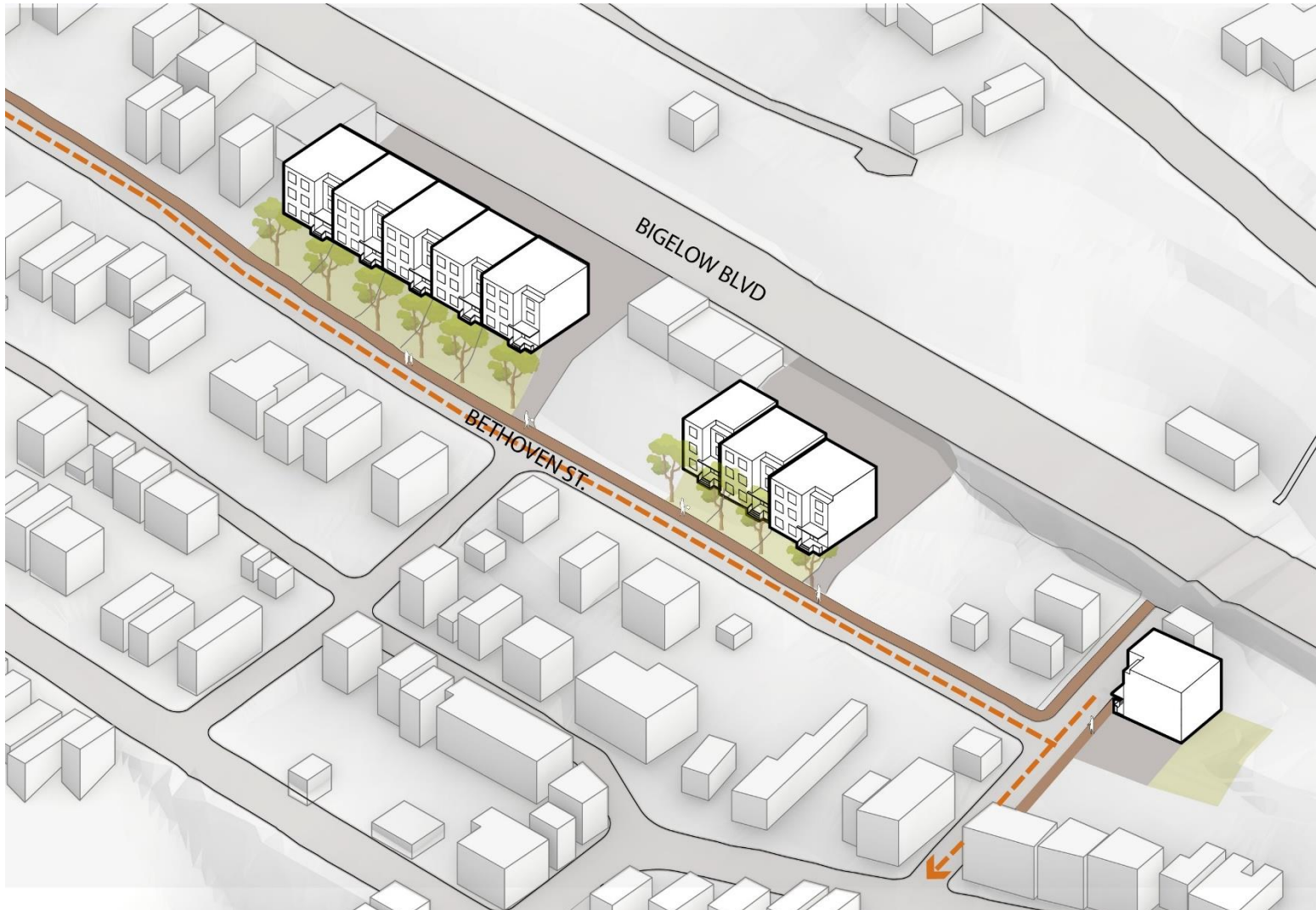


Currently zoned as Residential Multi-Unit Moderate Density (RM-M) with a minimum lot size of 3,200 sq ft. This allowed for a total of 15 units of residential development.

The minimum development approach illustrated here shows that new development could include a total of **15 townhouses.***

* The site plan is for illustration and does not include full conceptual development.

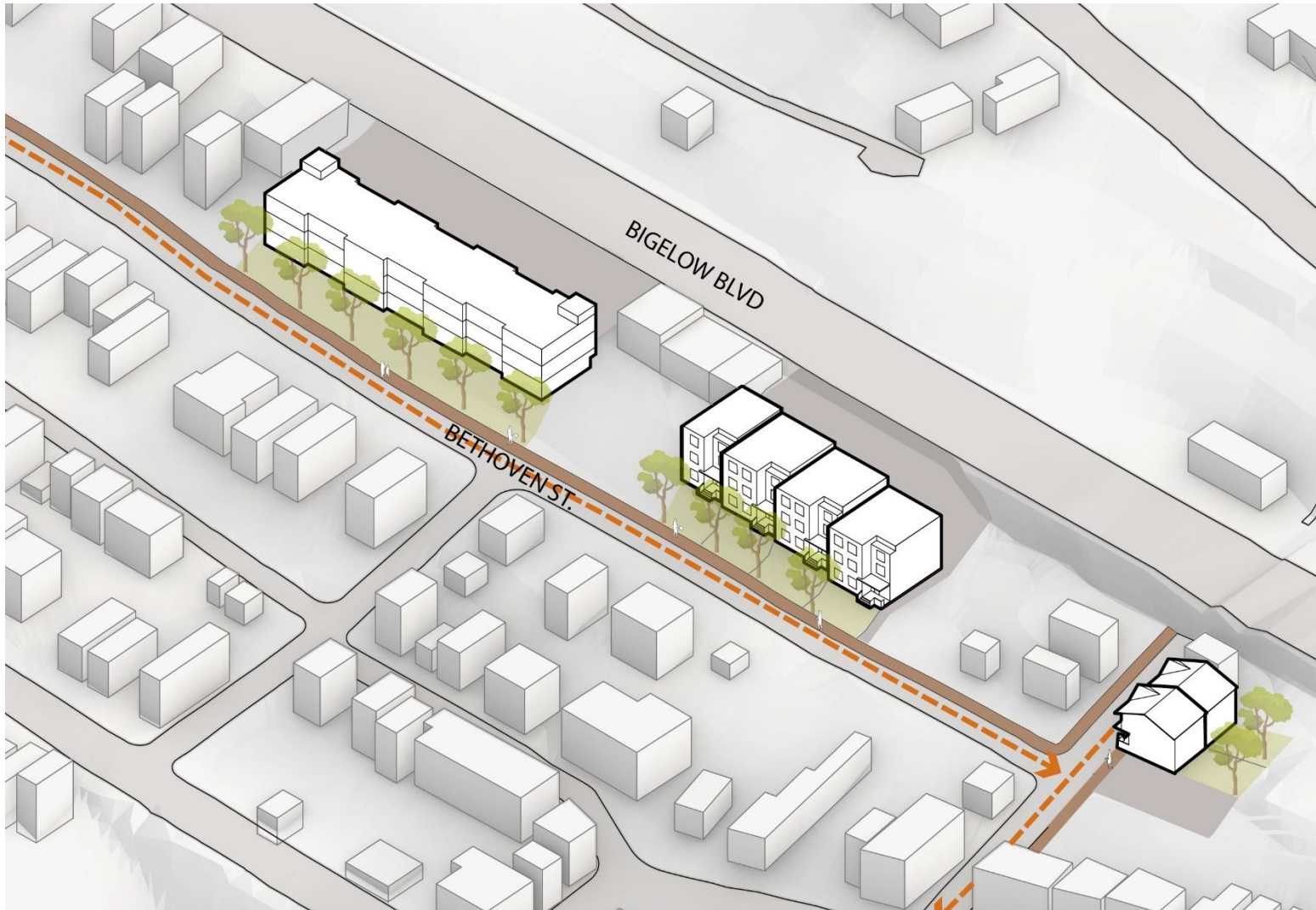
Site 3: Bigelow Blvd and Bethoven St



The median development approach illustrated here shows that development under R-MU could include denser building forms of walk-up apartments of 3 units each.

Total: 23 units including apartments of 1,500 sq ft.

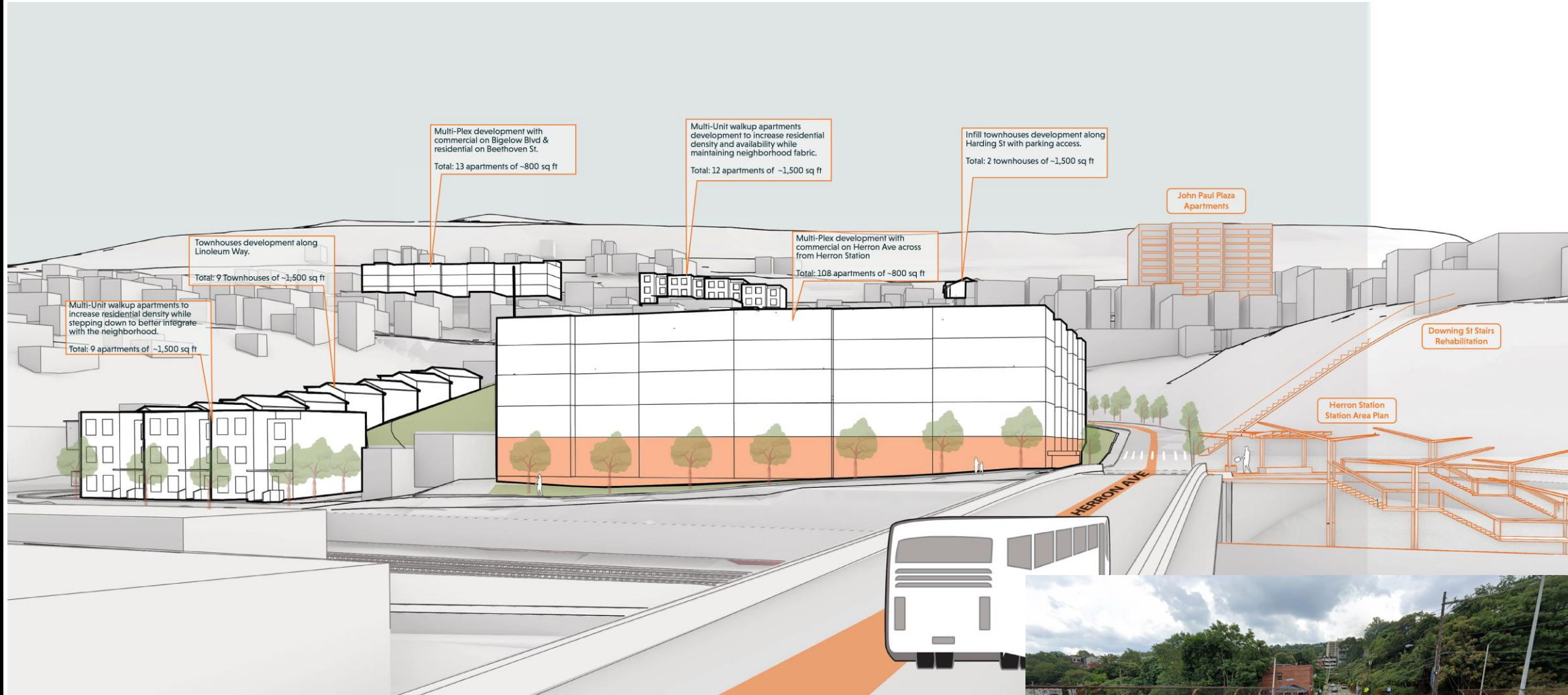
Site 3: Bigelow Blvd and Bethoven St



The maximum development approach illustrated here shows a multi-unit residential development on one of the site with context in-fill townhouses and walkups that step down along Bethoven St towards Harding Way.

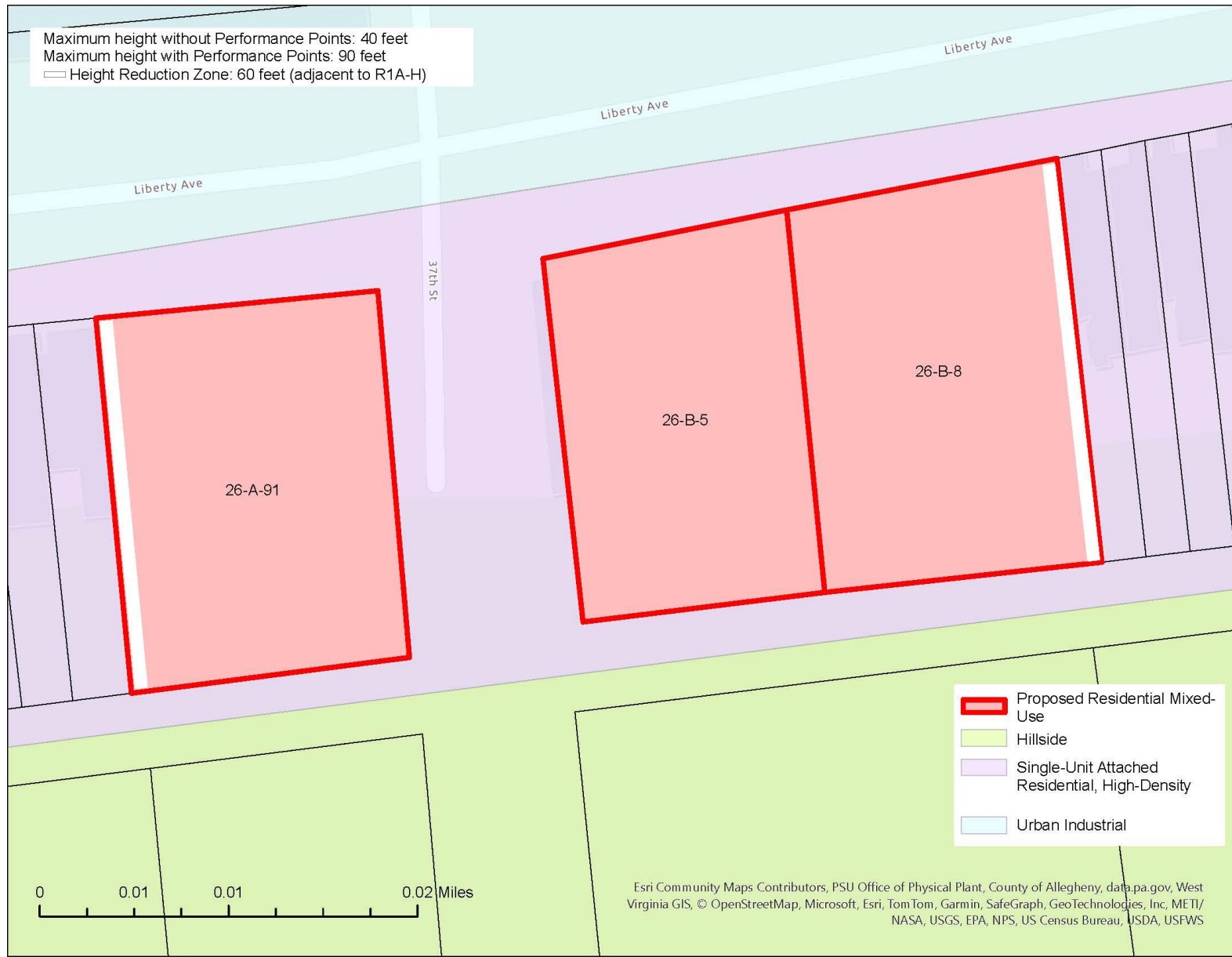
Total: 27 units including a range of apartments from 800 to 1,500 sq ft and 2 townhouses

Sites 1 and 3: Perspective View



Site 2: Liberty Avenue and 37th Street

Change from Single-Unit Attached Residential (R1A-H) to **Residential Mixed Use (R-MU)**



Site 2: Liberty Avenue and 37th Street

Change from Single-Unit Attached Residential (R1A-H) to Residential Mixed Use (R-MU)

Proposed Height in R-MU:

- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 90 feet

Height Reduction Zone –

- 60 Feet - Adjacent to H or R1A districts

Site 2: Liberty Avenue and 37th Street

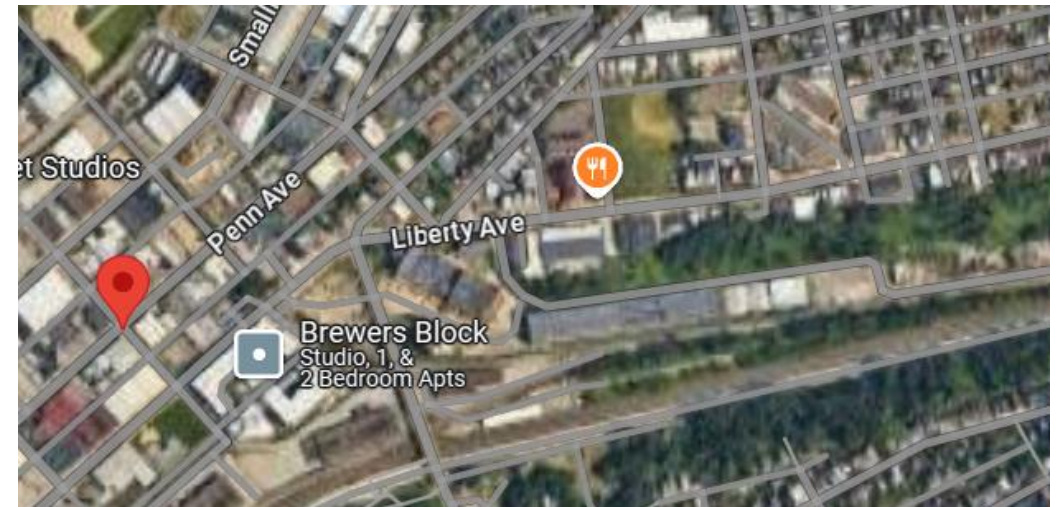
Proposed Max Height:

90 Feet

Height Precedent:

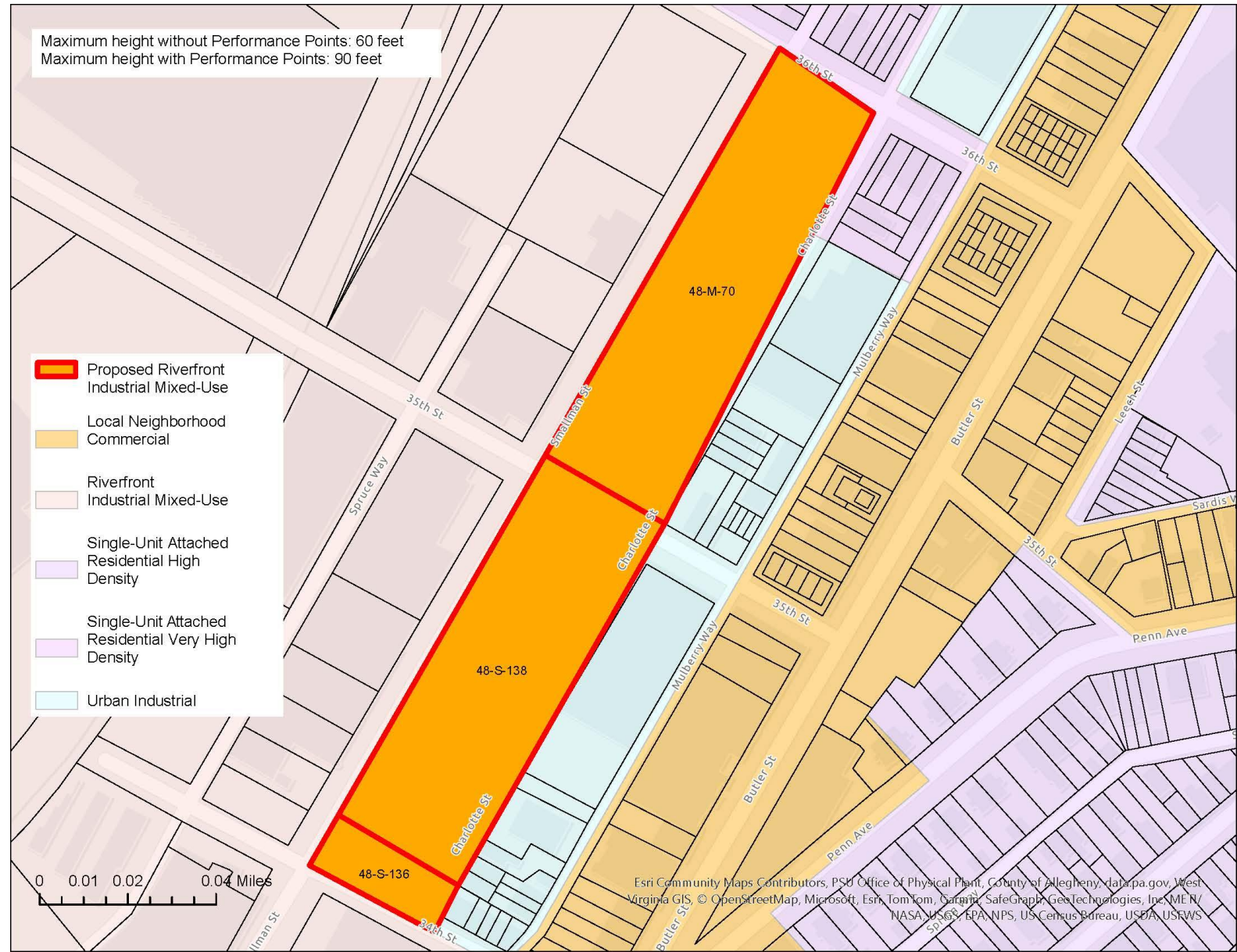
3201 Penn Avenue

@68 Feet

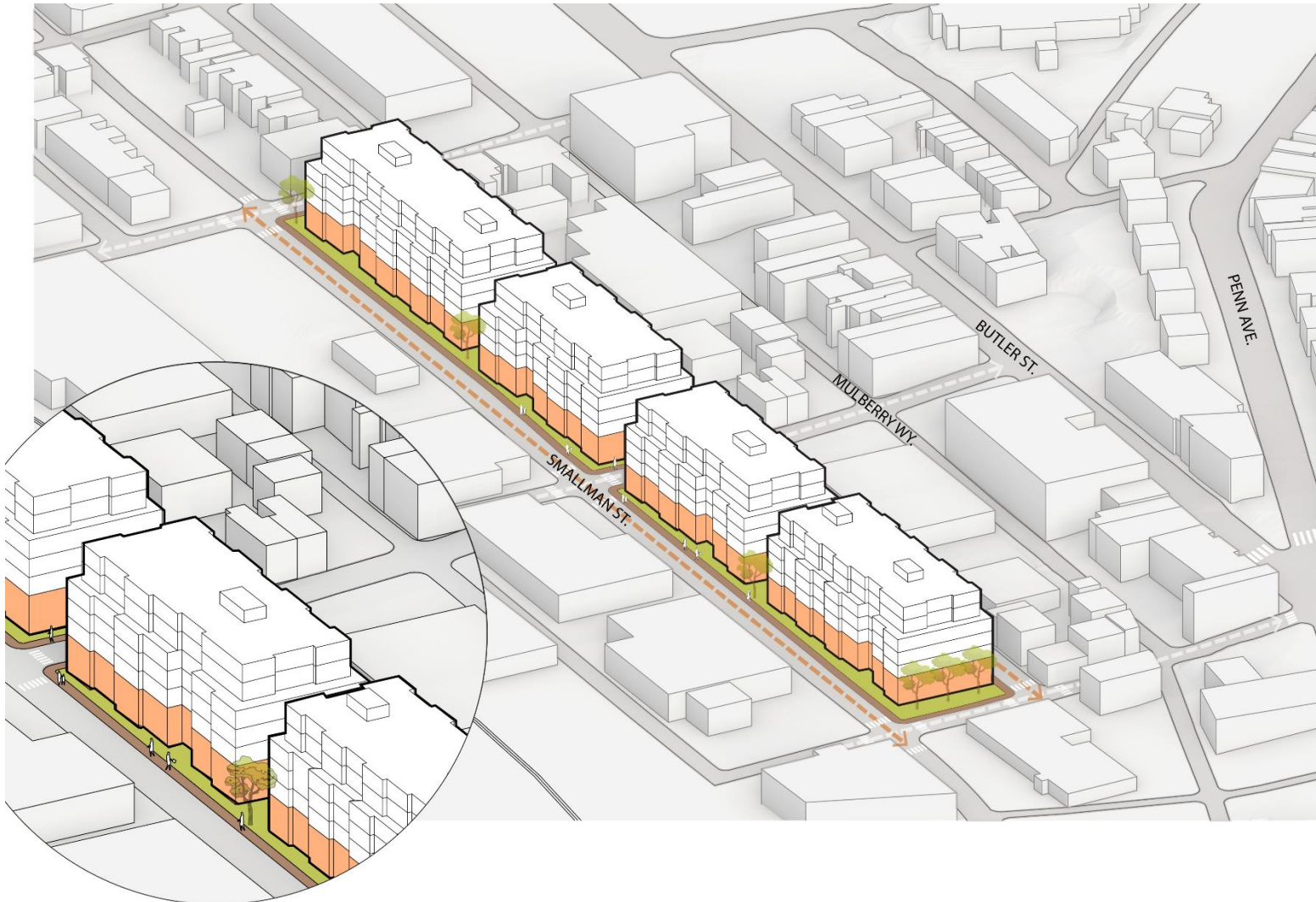


Site 4: Smallman St between 34th & 36th St

Change from Urban Industrial (UI) to **Riverfront Industrial Mixed Use (RIV-IMU)**



Site 4: Smallman St between 34th & 36th St



Currently zoned as Urban Industrial (UI) which allows for a lot of density for a total of 240 apartments units of ~800 sq ft.

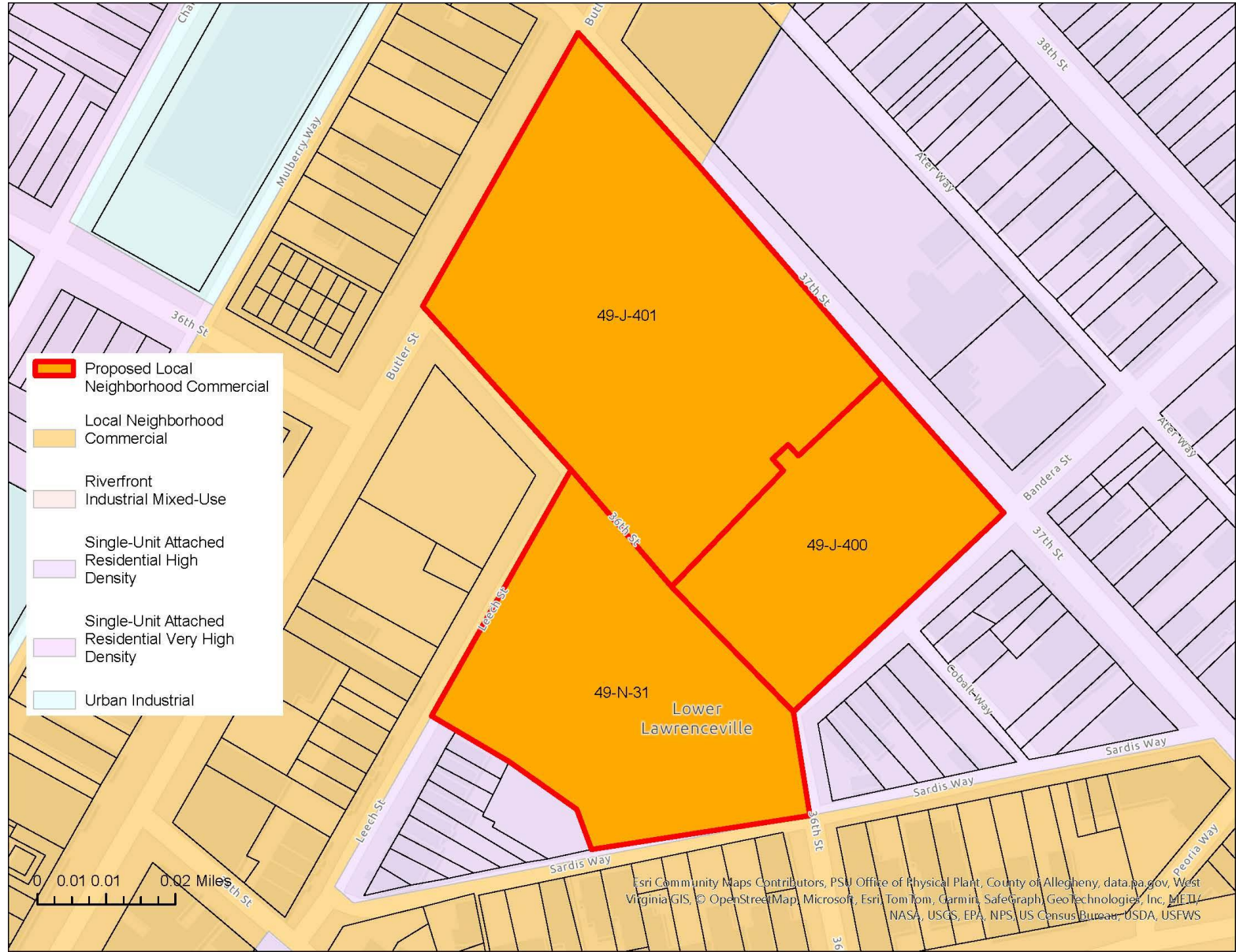
The change to RIV-IMU allows the use of the Performance Points system to allow for buildings that have more residential potential.

The development approach illustrated here shows that with performance points a total of **310 apartments of 800 sq ft are possible.**

* The site plan is for illustration and does not include full conceptual development.

Site 5: St. Augustine Plaza

Change from Single Unit Attached Residential High Density (R1A-H) to **Local Neighborhood Commercial (LNC)**



What We Heard

- Concern for parcels zoned Hillside, and whether geological testing was conducted
- Concern for current neighborhood character, particularly around the proposed changes to Bigelow-Bethoven site
- Opposition to increased housing density, citing parking concerns
- Support for additional housing near transit, citing PRT Herron Avenue Station Area Plan
- Request for continued community input opportunities for future projects following zoning map changes
- Suggestions for additional rezoning efforts, particularly within the UI districts in Lower Lawrenceville

Changes Since Initial Briefing

- New maps on Engage PGH, including Height Reduction Zone within proposed R-MU changes

South Hills Junction – by the numbers

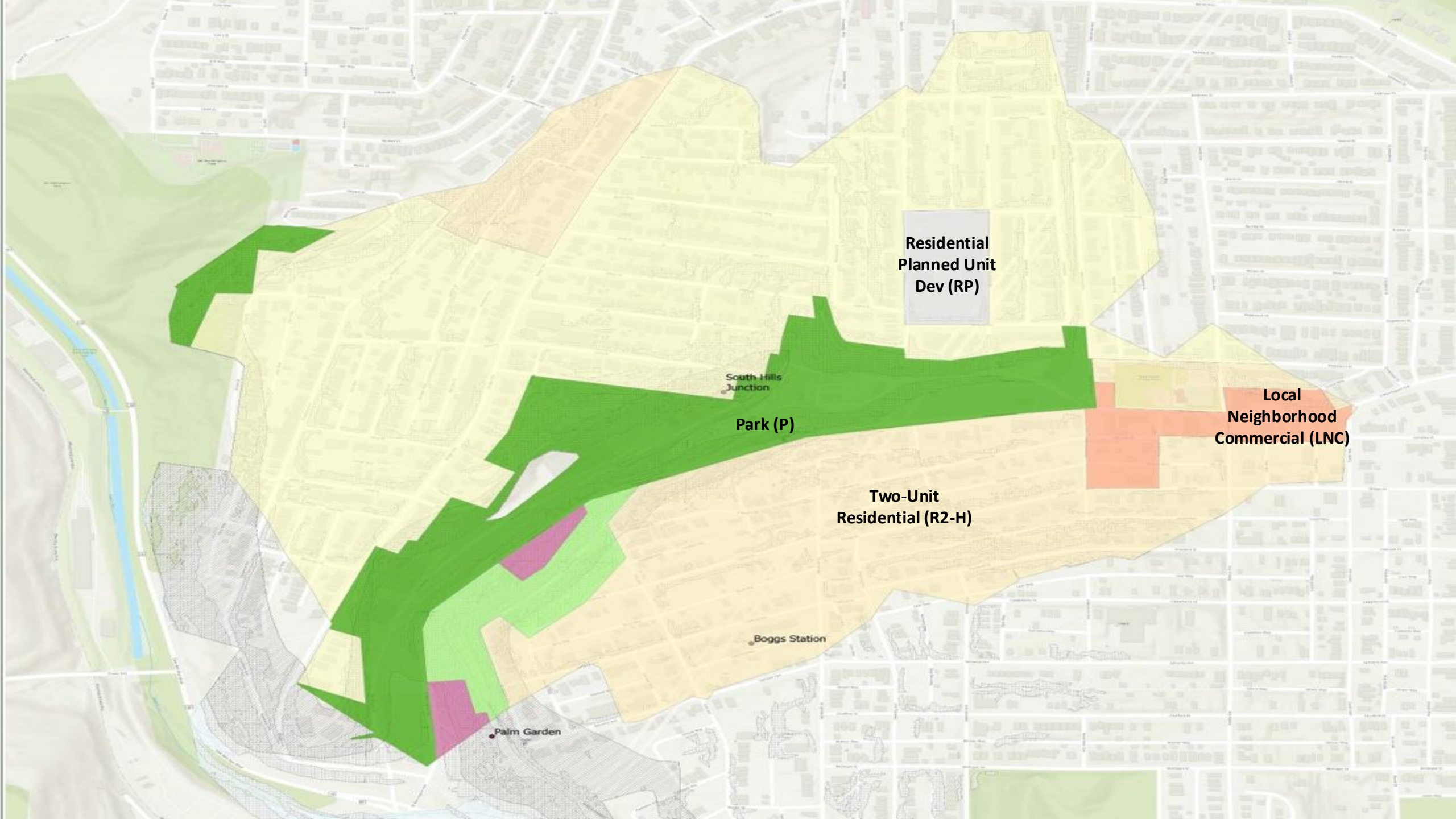
South Hills Junction walkshed – 227.8 acres of land within ½ mile walk of the station

- Primarily in Mount Washington & Beltzhoover with a small portion in Allentown
- Only 13 acres (5.7%) allows Multi-Family development by right
- Environmental Issues:
 - 34.7 acres (15.2%) in Landslide-Prone areas
 - 44.6 acres (19.6%) in Steep Slope areas
 - Lots of overlap between Landslide-Prone and Steep Slope areas

Pittsburgh Regional Transit: South Hills Junction Station Area Plan

- PRT finalized the South Hills Junction Station Area Plan in 2021 and conducted several rounds of community engagement in the area.
- Lots of potential for meaningful development and regulatory changes due to the station's location.





**Residential
Planned Unit
Dev (RP)**

South Hills
Junction

Park (P)

**Local
Neighborhood
Commercial (LNC)**

**Two-Unit
Residential (R2-H)**

Boggs Station

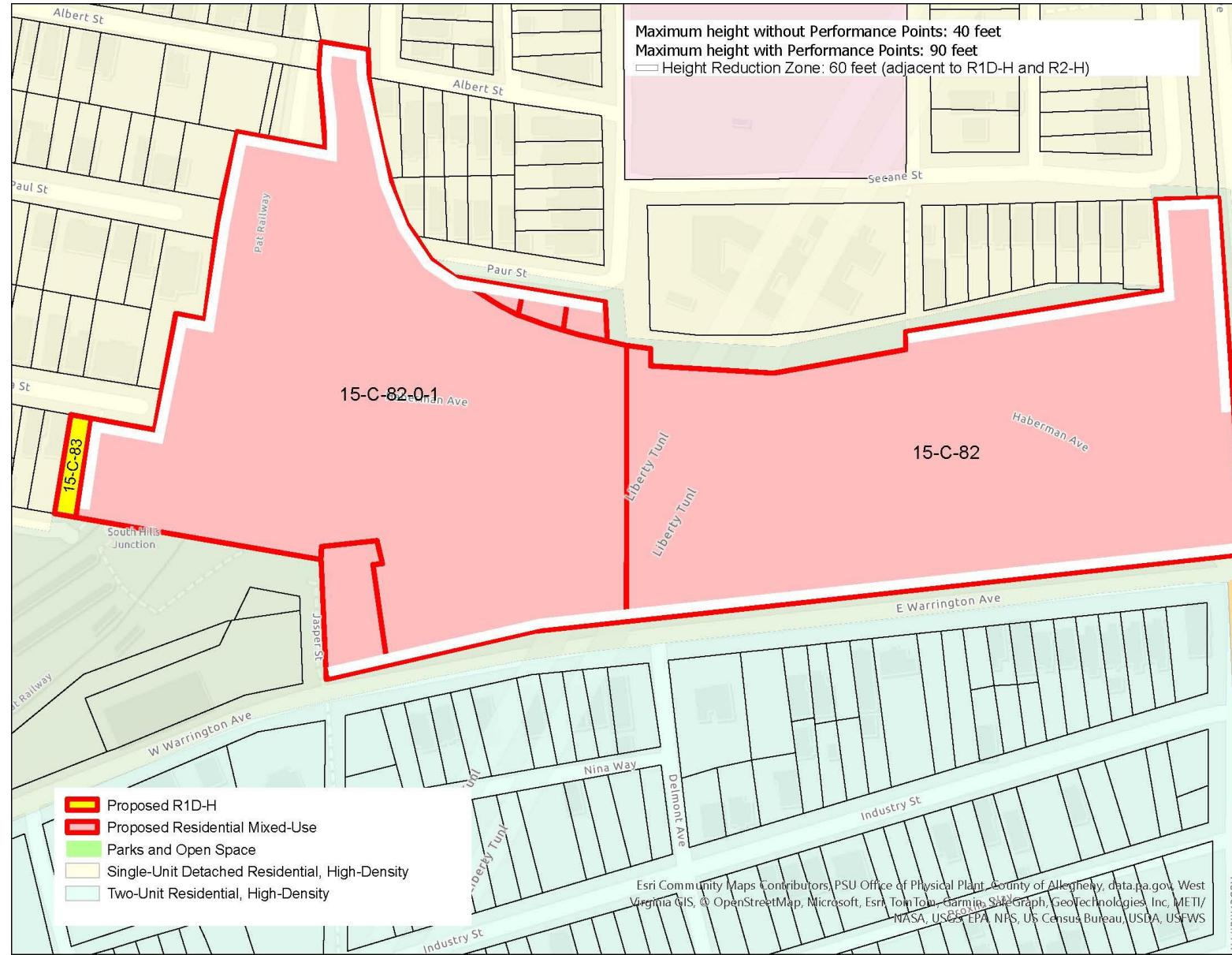
Palm Garden

10 min Walkshed



Site 1: Warrington Avenue

Change parcels 15-C-82-01, 15-C-82, 15-C-197, 15-C-197-A, 15-C-196, and 15-G-12 from Park (P) to **Residential Mixed Use (R-MU)**



Site 1: Warrington Avenue

Change from Park (P) to Residential Mixed Use (R-MU)

Proposed Height in R-MU:

- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 90 Feet

Height Reduction Zone

- 60 Feet - Adjacent to R1D and R2 Zones

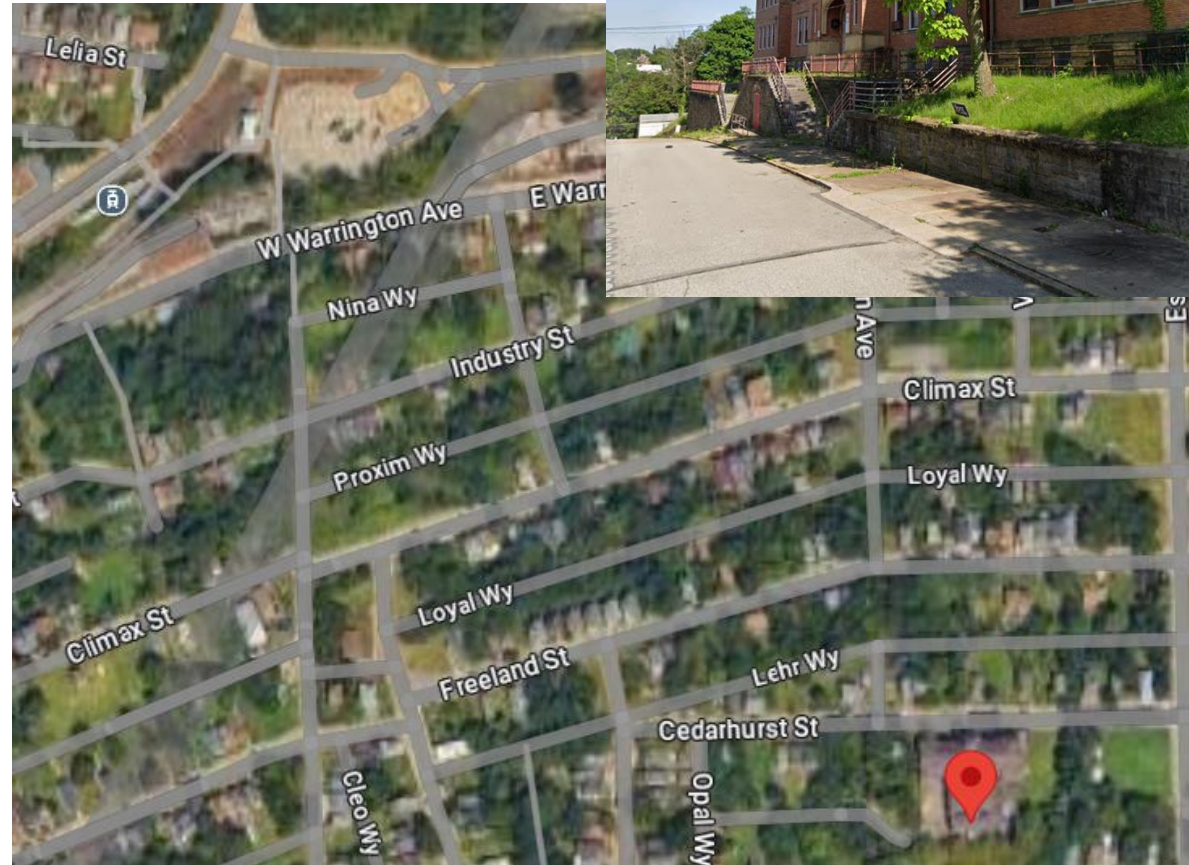
Site 1: Warrington Avenue

Proposed Max Height:

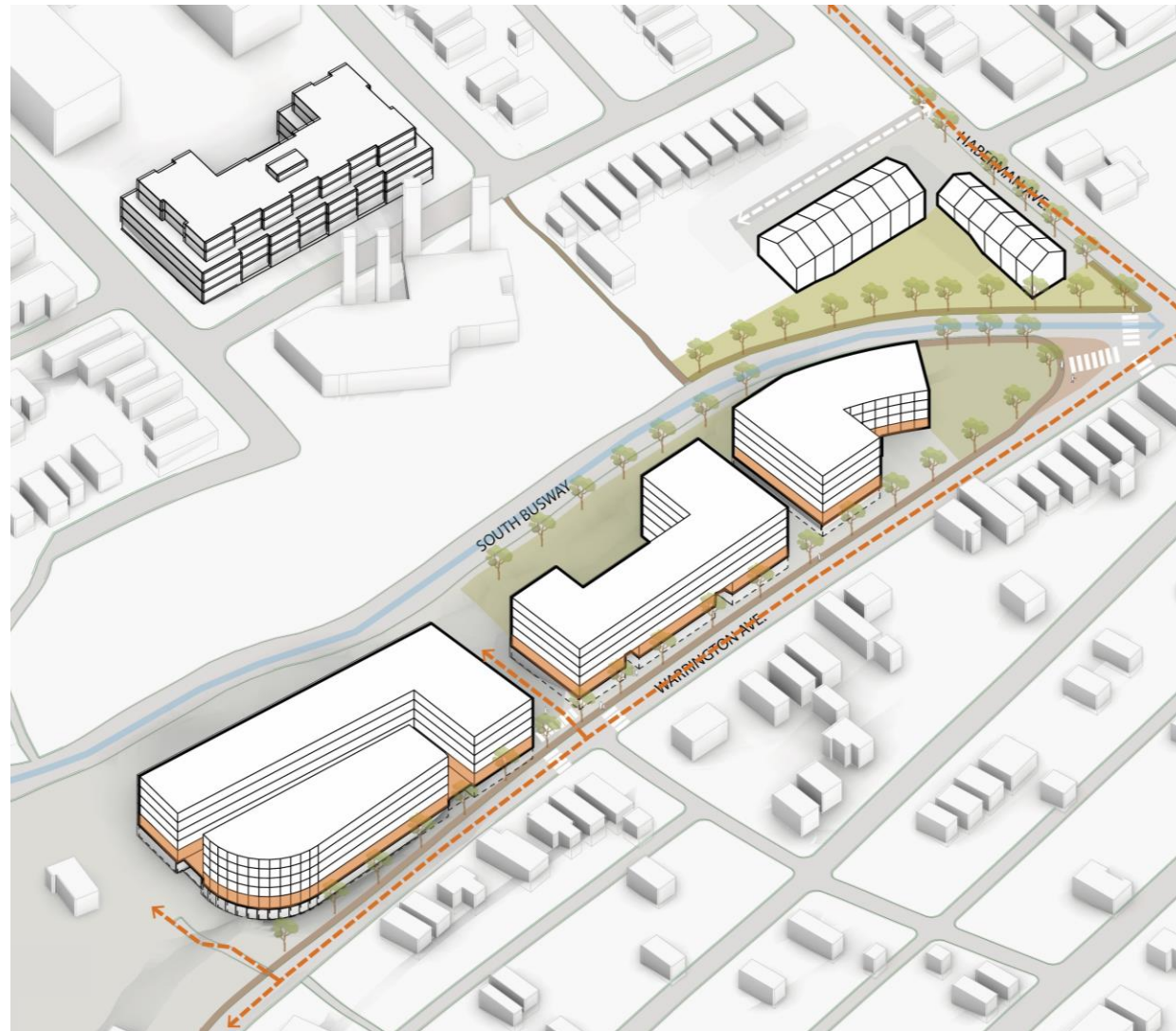
90 Feet

Height Precedent:

320 Cedarhurst Street,
former Beltzhoover
Elementary School

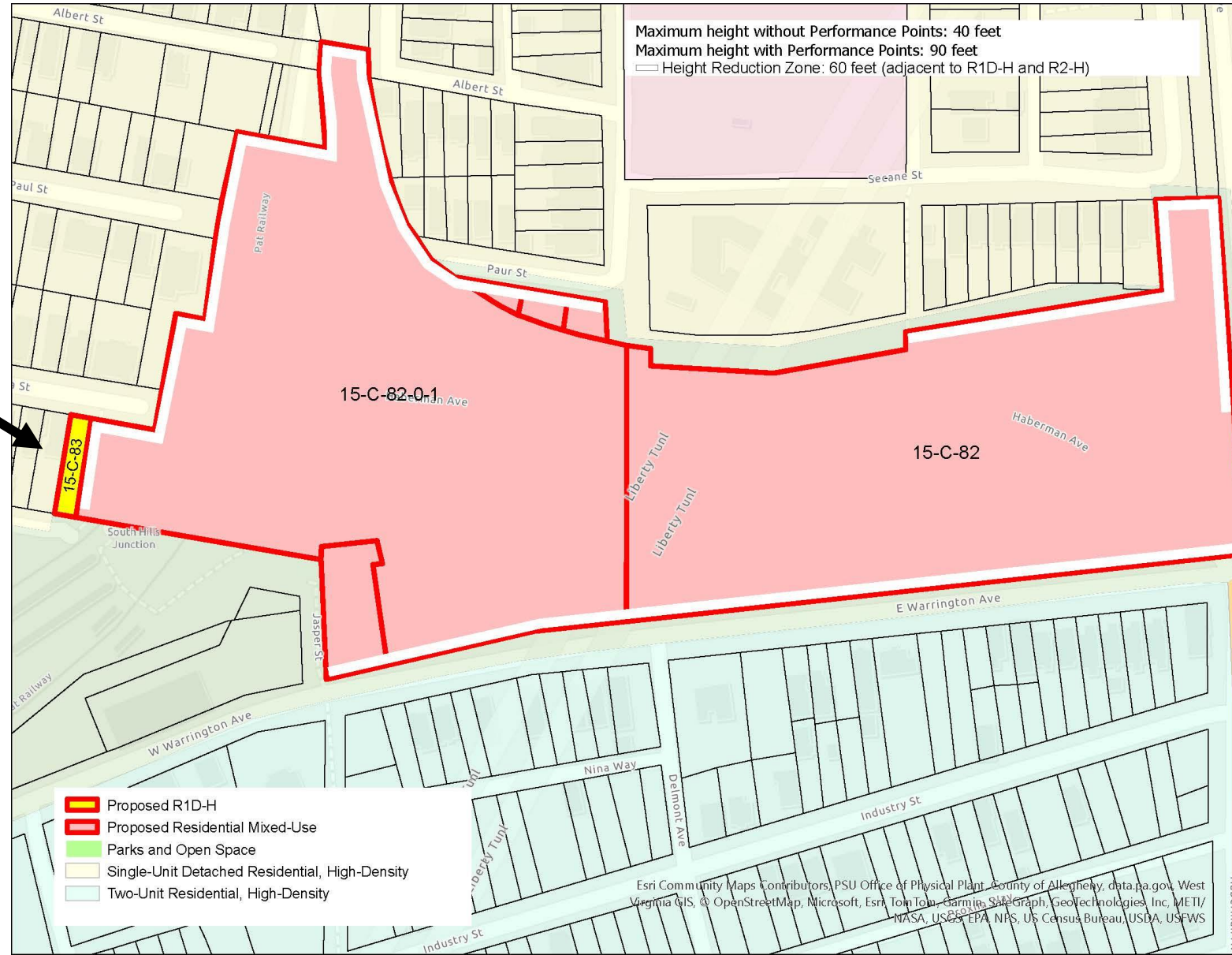


Site 1: Warrington Avenue



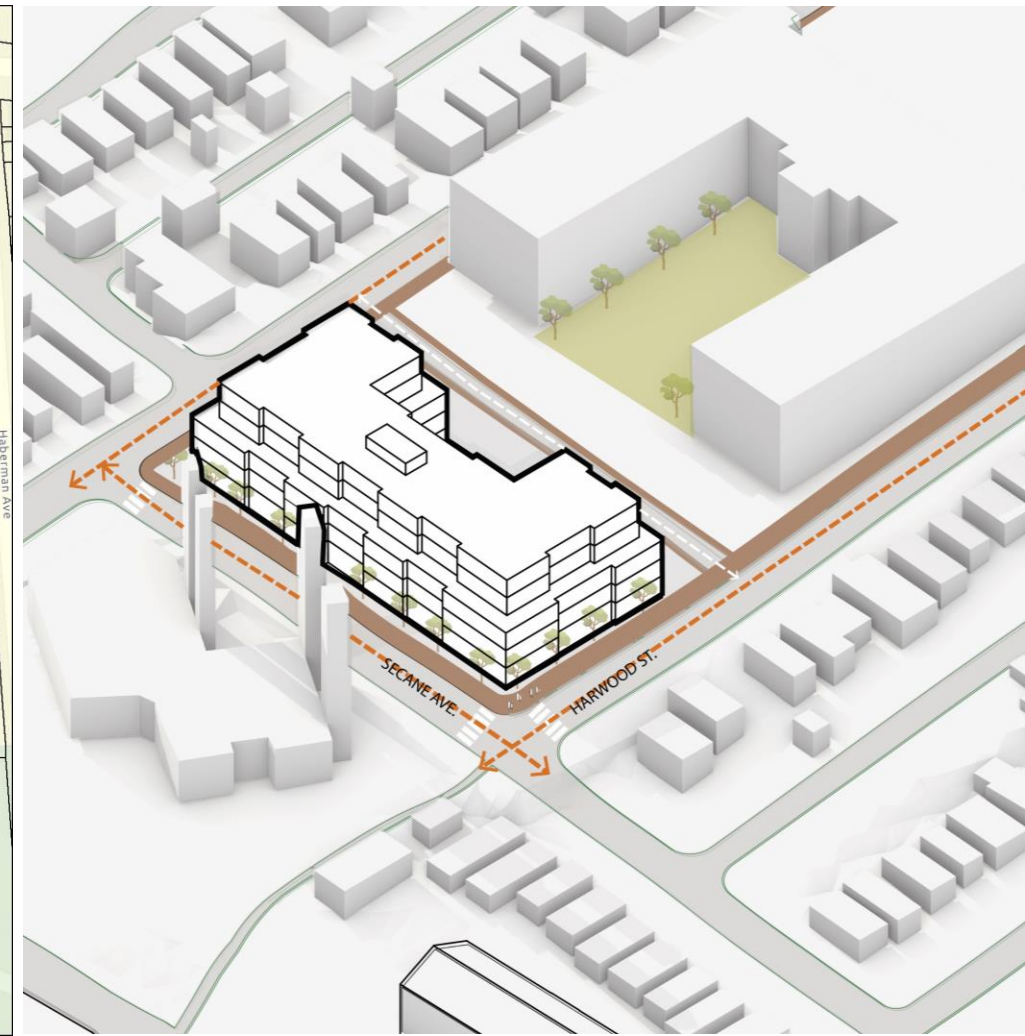
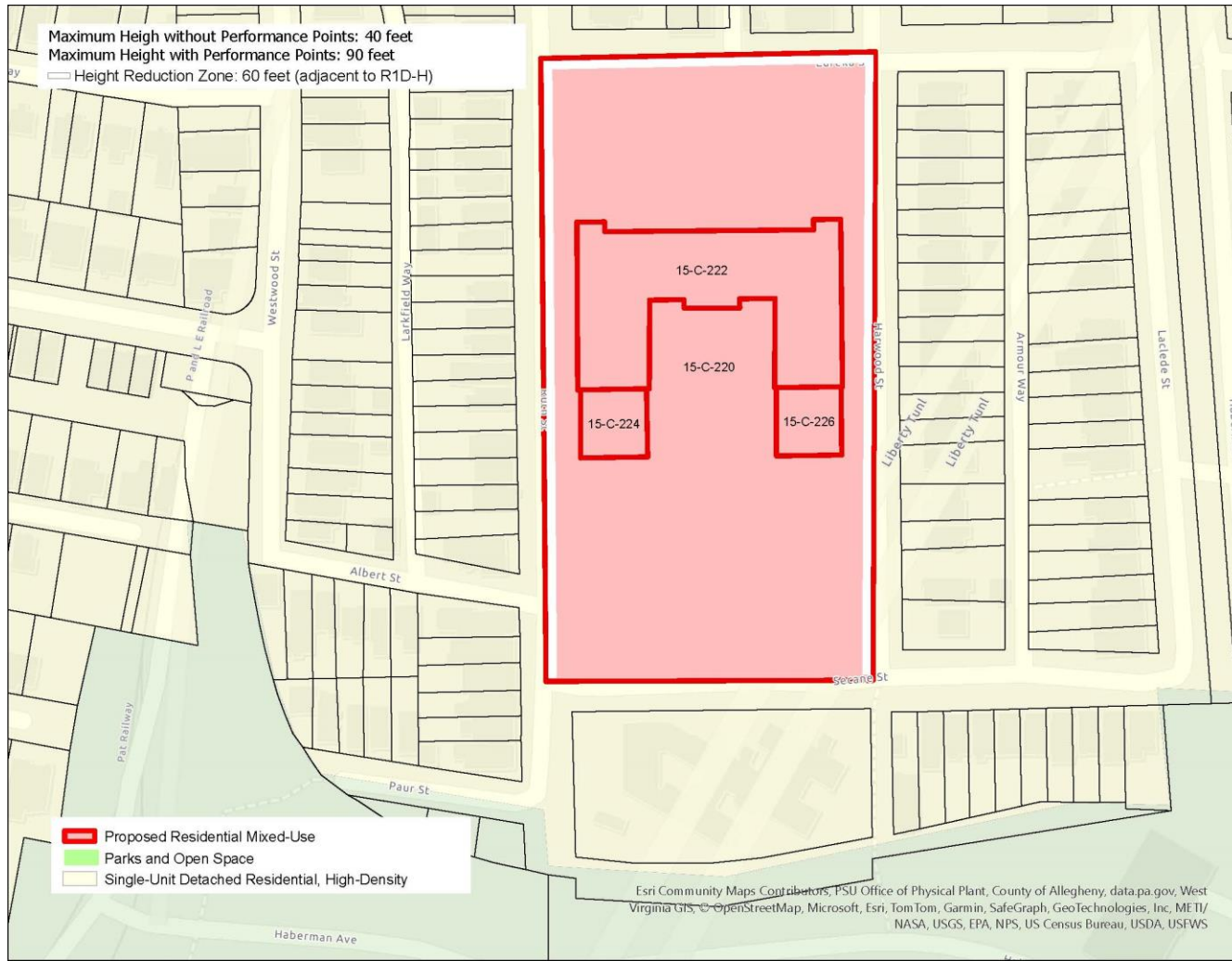
Site 1: Warrington Avenue

Change parcel 15-C-83 from Park (P) to **Single Unit Detached Residential (R1D-H)**



Site 2: South Hills Retirement Residence

Change parcels 15-C-222, 15-C-224, 15-C-226, and 15-C-220, from Residential Planned Unit Development (RP) to **Residential Mixed Use (R-**



Site 2: South Hills Retirement Residence

Change from Residential Planned Unit Development (RP) to Residential Mixed Use (R-MU)

Proposed Height in R-MU:

- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 90 Feet

Height Reduction Zone

- Adjacent to R1D zone – 60 feet

Site 2: South Hills Retirement Residence

Proposed Max Height:

90 Feet

Height Precedent:

South Hills Retirement Residence



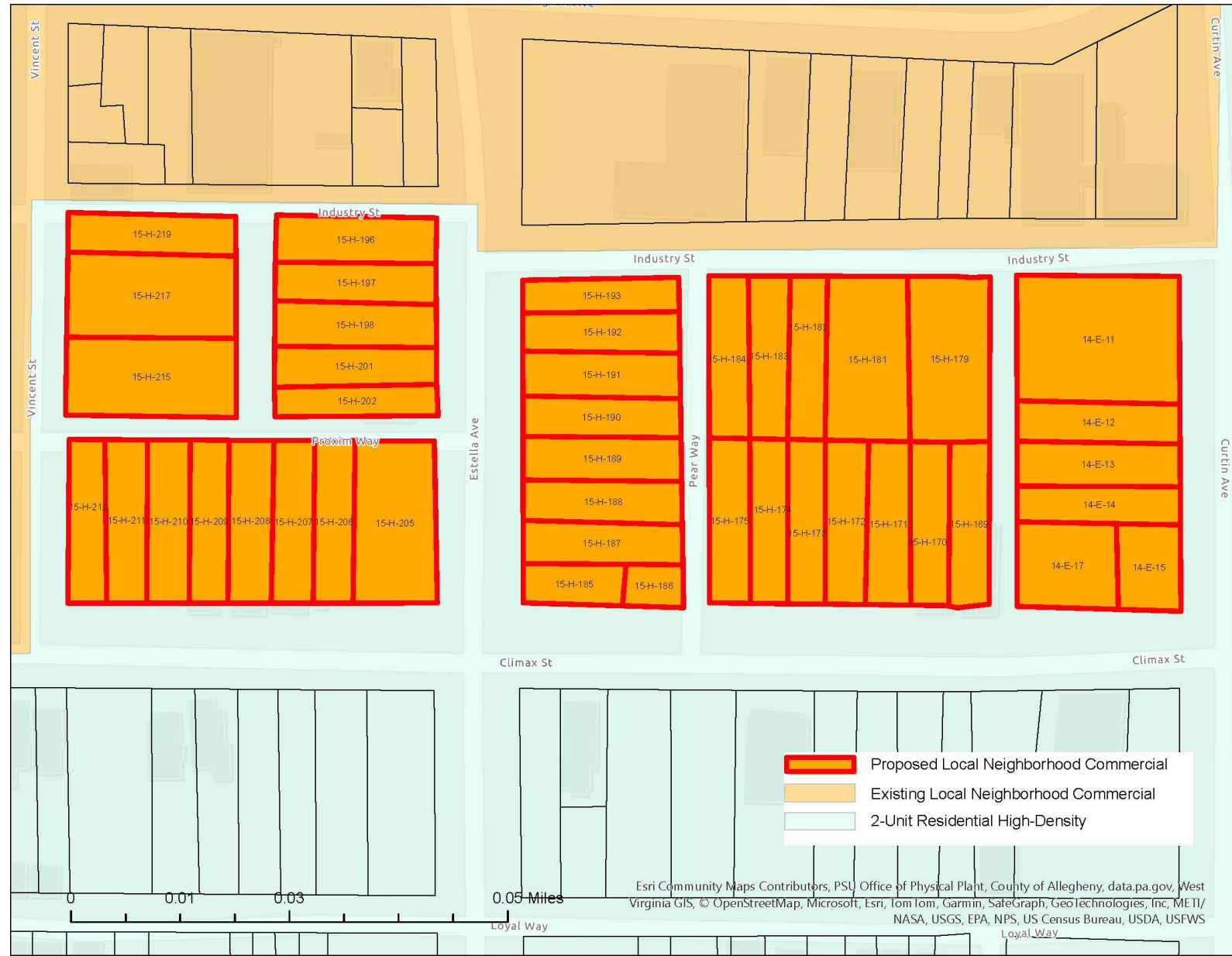
Site 3: Montooth / Climax / Haberman / Warrington

Change from Two-Unit Residential High Density (R2-H) to Local Neighborhood Commercial (LNC)

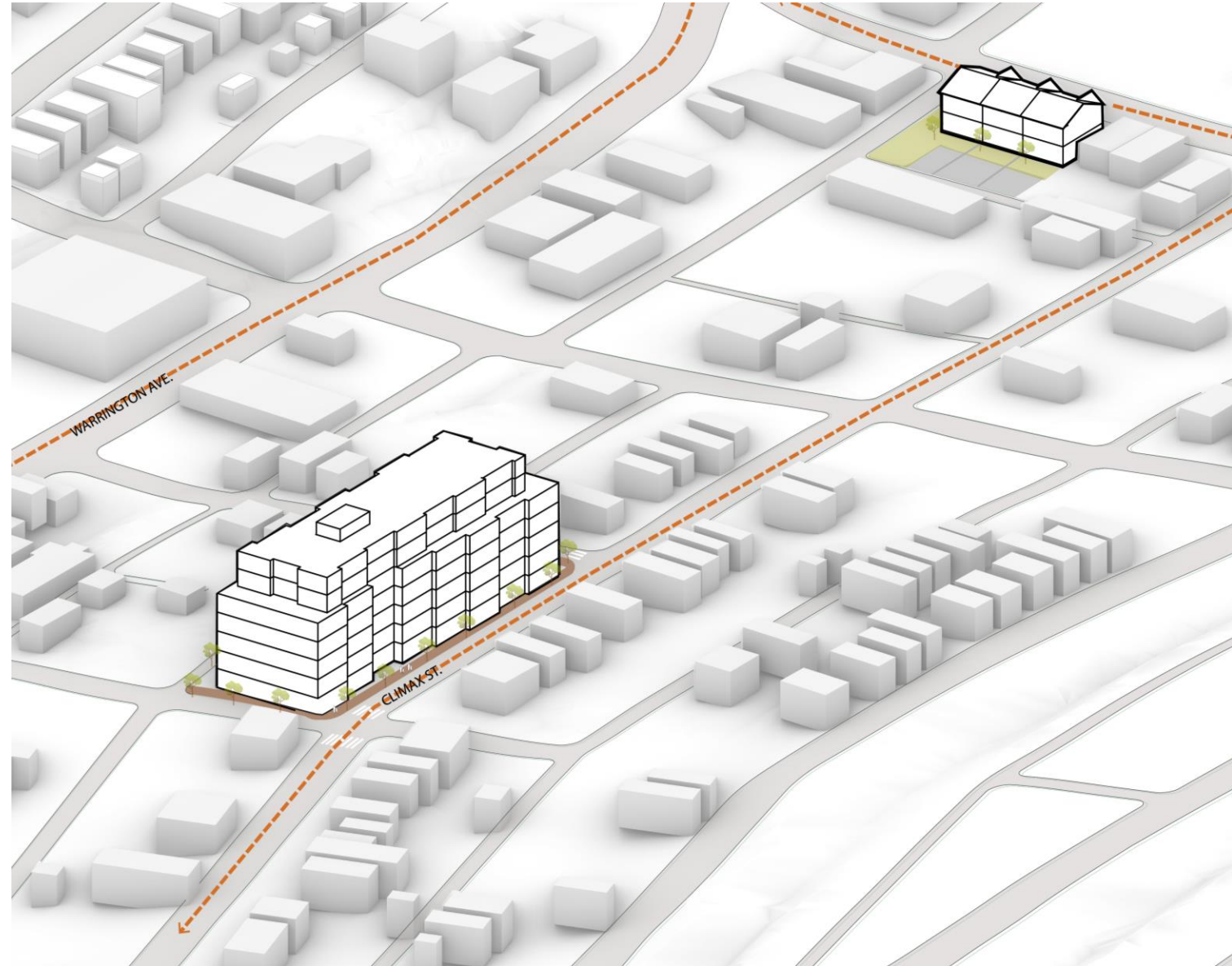
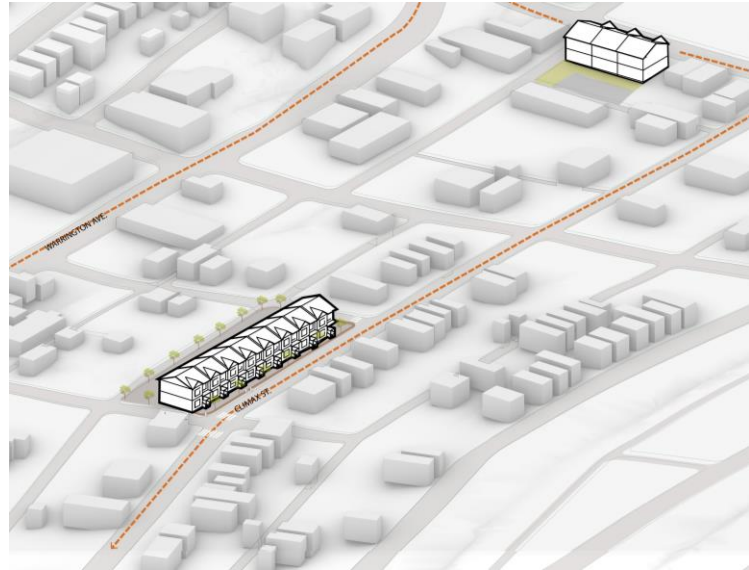


Site 4: Vincent / Industry / Curtin / Climax

Change from Two-Unit Residential High Density (R2-H) to **Local Neighborhood Commercial (LNC)**



Potential Development on Sites 3 and 4



What We Heard

- Concern over displacement caused by increased development, particularly in Beltzhoover
- Concern that increased housing density would stress current neighborhood amenities; suggest that businesses should come first before housing
- Opposition to increased housing density, citing parking concerns
- Concern for types of businesses that might come, would want additional community input if rezoned and additional businesses show interest in the area
- Suggest that neighborhood residents have "first choice" of rezoned parcels
- Request for continued community involvement in future rezoning or development proposals
- Suggest road safety considerations for any new development, particularly along Warrington near South Hills Junction, e.g. lighting for crosswalks, traffic calming

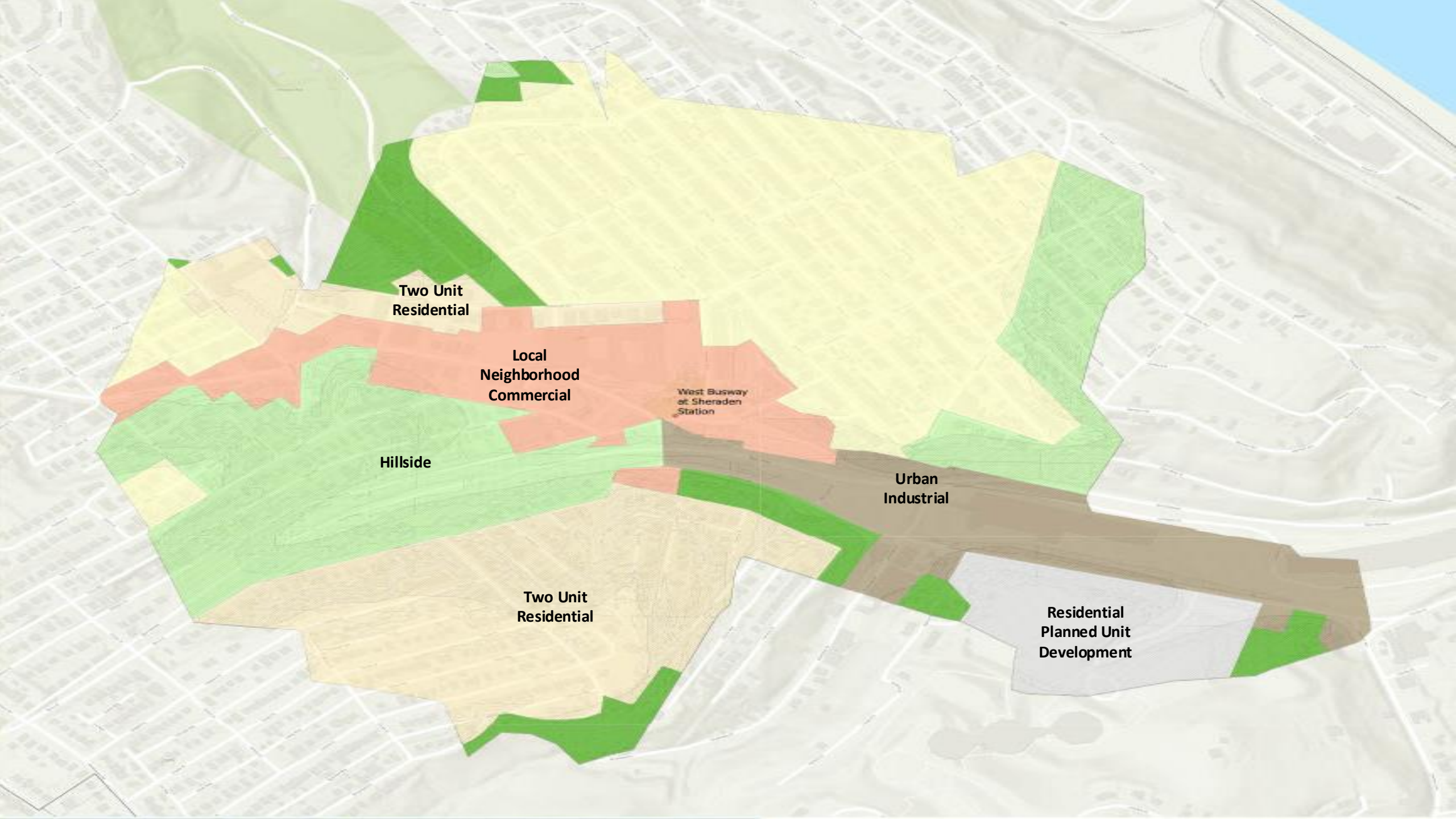
Changes Since Initial Briefing

- New maps on Engage PGH, including Height Reduction Zone within proposed R-MU changes

Sheraden Station – by the numbers

Sheraden Station walkshed – 249.5 acres of land within ½ mile walk of the station

- Primarily in Sheraden, small portion in Crafton Heights
- Only 39.5 acres (15.8%) allows M-F by right
- Another 23.5 acres (9.4%) allows M-F by Special Exception
- Environmental Issues:
 - 93.3 acres (37.4%) in Landslide-Prone areas
 - 57.1 acres (22.9%) in Steep Slope areas
 - Lots of overlap between Landslide-Prone and Steep Slope areas



**Two Unit
Residential**

**Local
Neighborhood
Commercial**

**West Busway
at Sheraden
Station**

Hillside

**Urban
Industrial**

**Two Unit
Residential**

**Residential
Planned Unit
Development**

10 min Walkshed

2

Rezone 600 block of Sherwood Ave and the 3000 block of Ashlyn St into R-MU to facilitate multi-unit around the Jasmine Nyree Campus

2

Rezone to R-MU along Hillsboro St between Bridely and Forest Ways

4

Support TOD on PRT-owned property by rezoning as R-MU

1

Extend LNC zoning south of Chartiers Ave between Allendale St and Citadel St

1

Extend LNC zoning on SW corner of Chartiers Ave and Hillsboro St Parcel #42-R-272

3

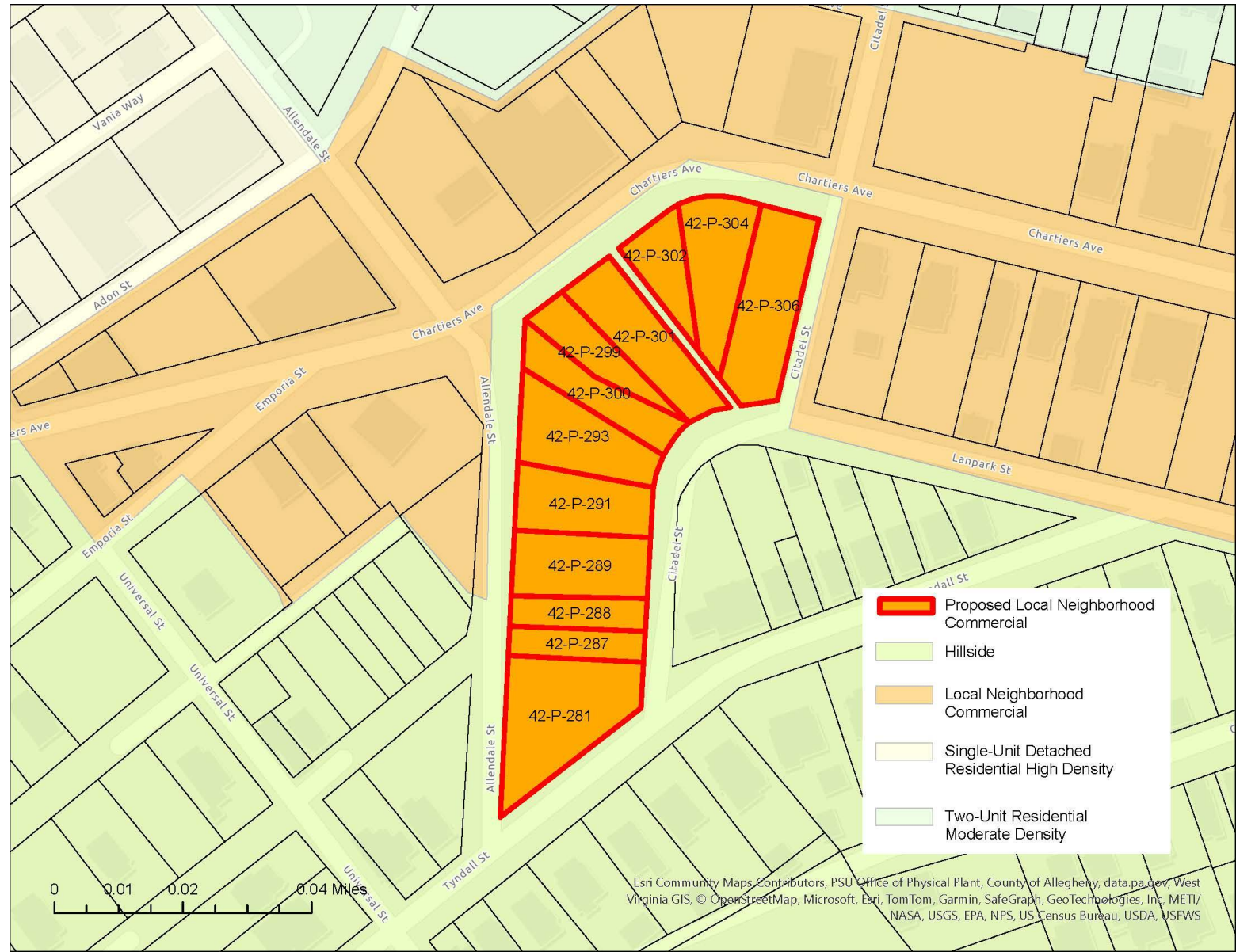
Rezone to R-MU

500 Feet



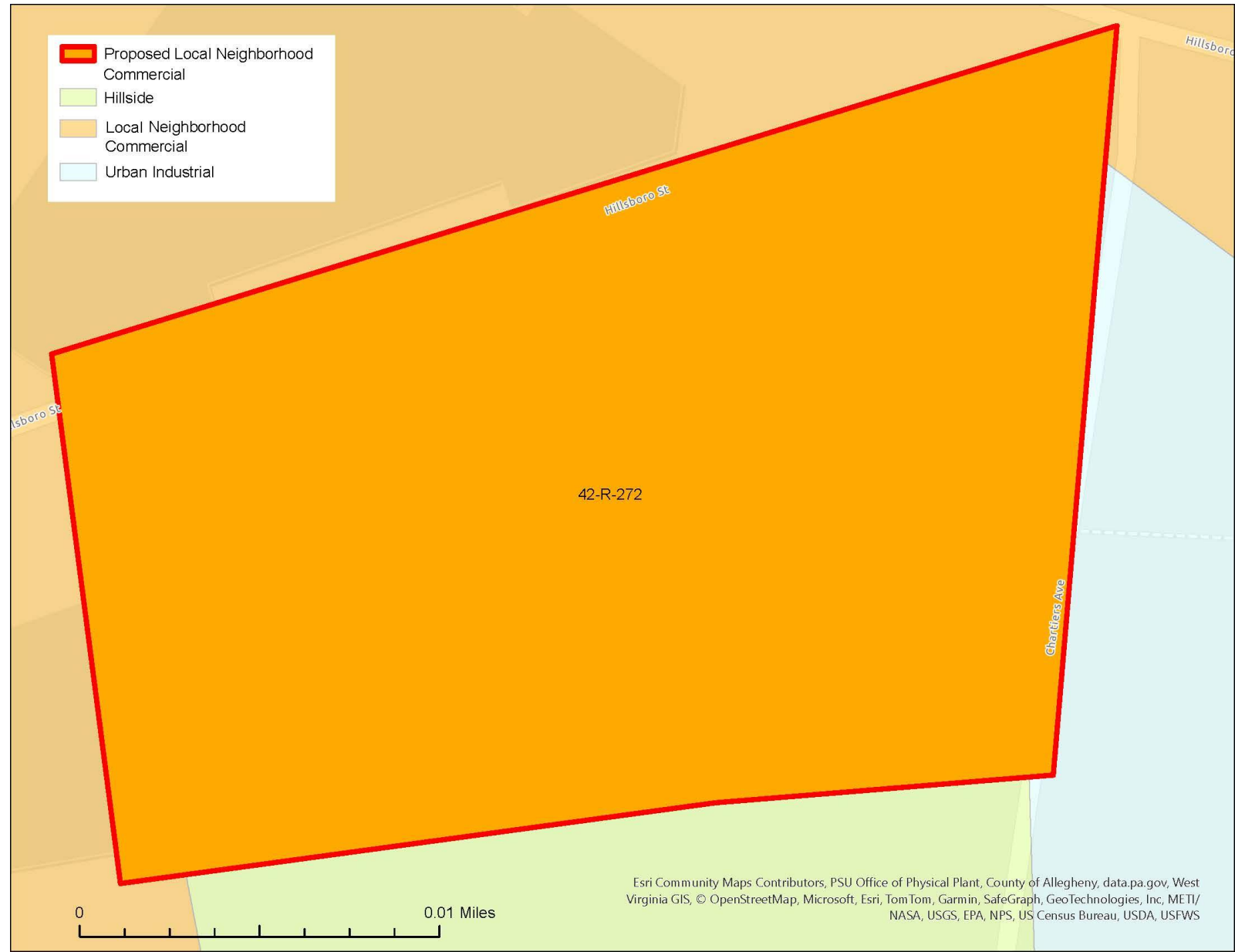
Site 1: Chartiers Ave, Citadel Street, Tyndall Street, Allendale Street

Change from Hillside (H) to Local Neighborhood Commercial (LNC)



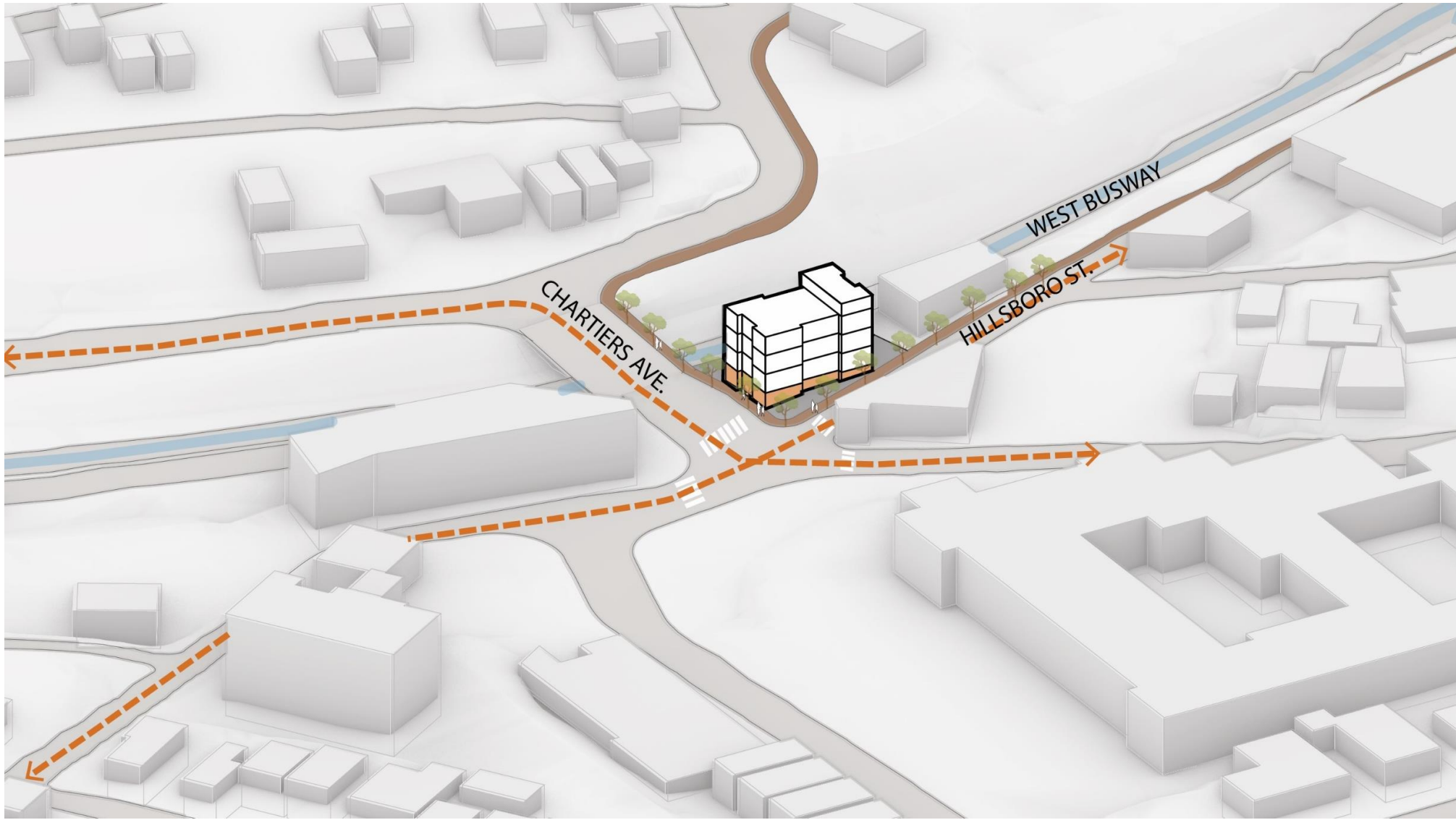
Site 1: 42-R-272 2819 CHARTIERS AVE

Change from Hillside
(H) to **Local
Neighborhood
Commercial (LNC)**



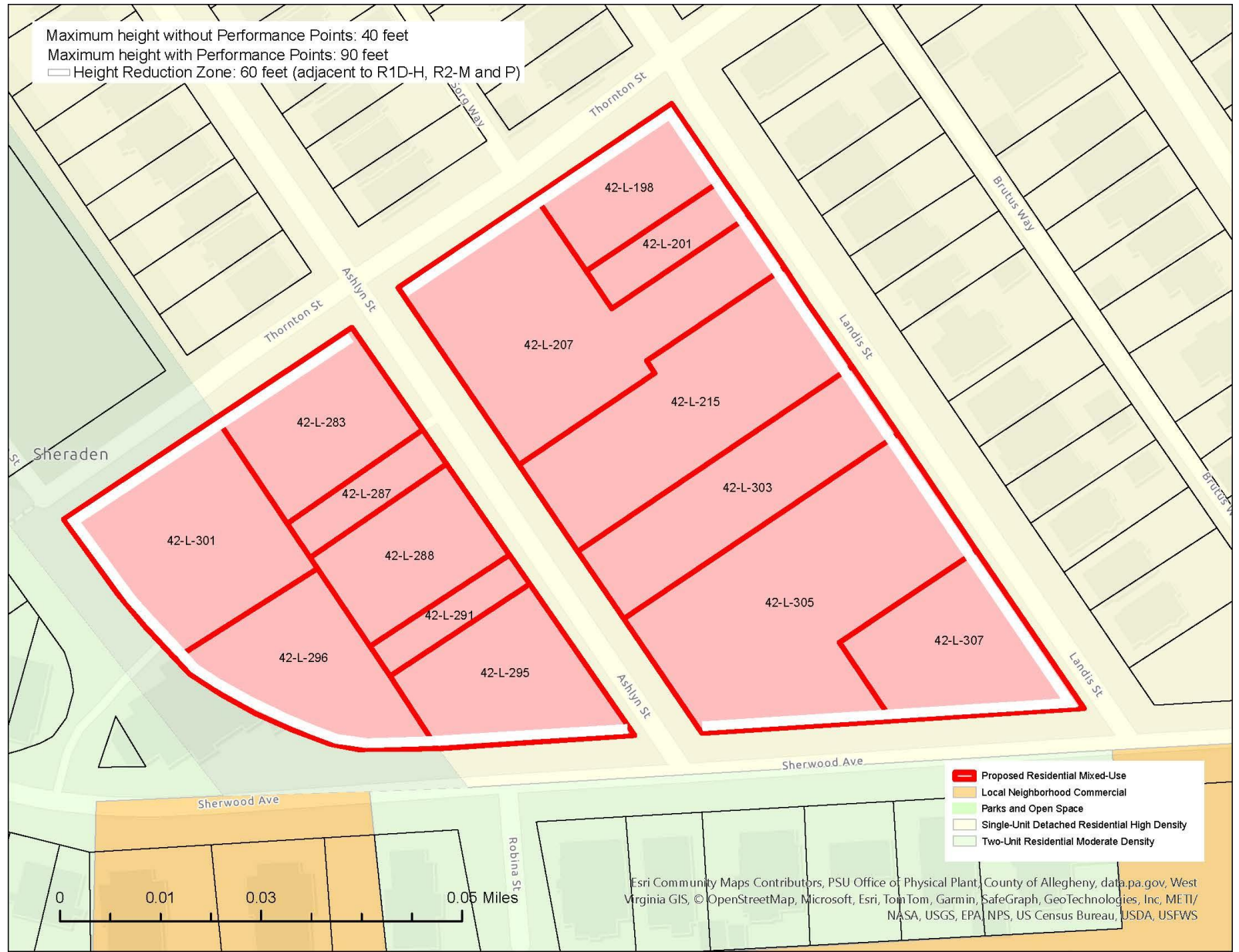
Site 1: 42-R-272 2819 CHARTIERS AVE

Change from Hillside to Local Neighborhood Commercial



Site 2: Jasmine Nyree Campus – Thornton St., Sherwood Ave, Landis St.

Detached Single Unit Residential (R1D-H) and Park (P) to Residential Mixed Use (R-MU)



Site 2: Jasmine Nyree Campus – Thornton St., Sherwood Ave, Landis St.

Detached Single Unit Residential (R1D-H) and Park to Residential Mixed Use (R-MU)

Proposed Height in R-MU:

- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 90 feet

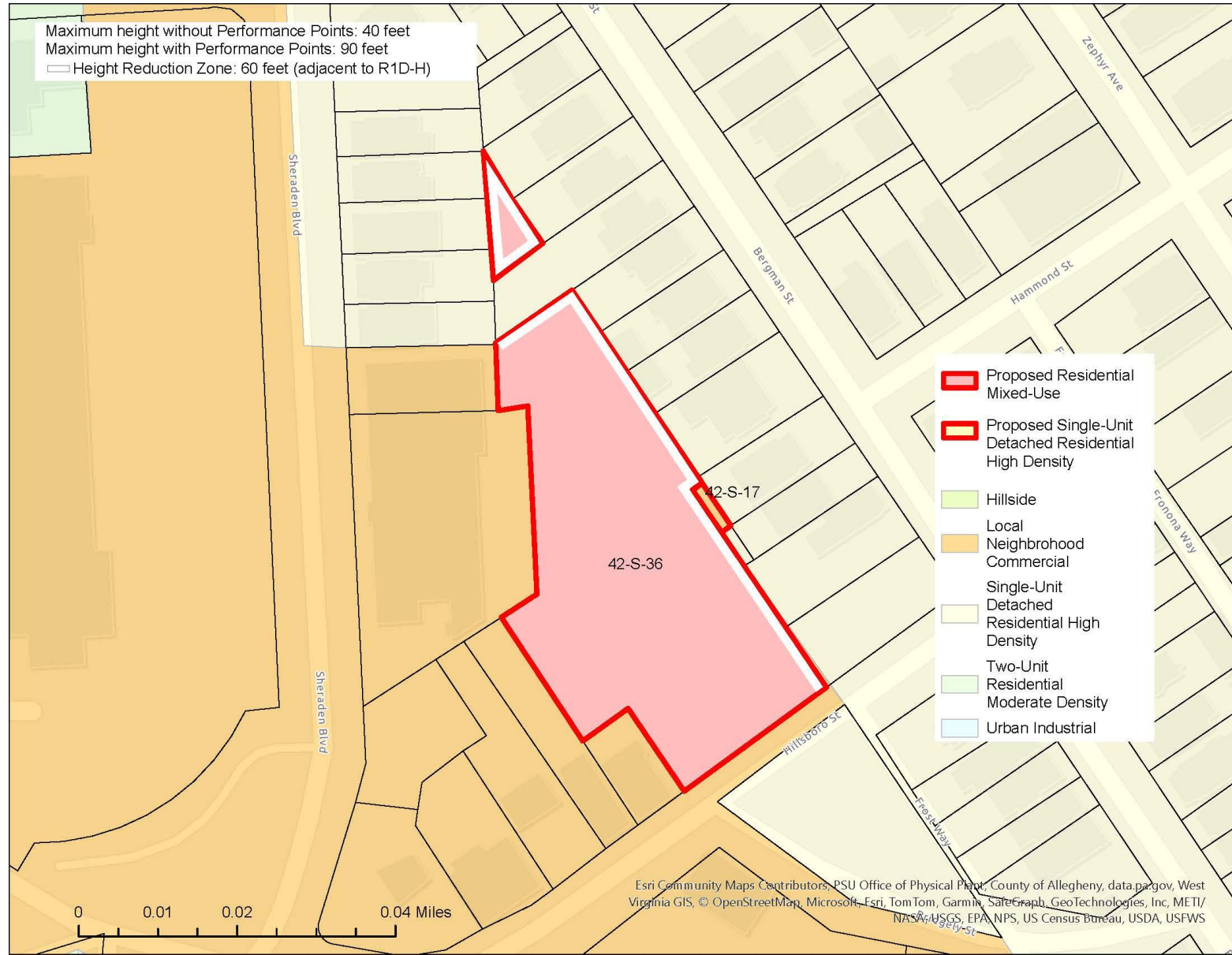
Height Reduction Zone .

- 60 feet - Adjacent to P, R1D, and R2 Districts

Site 2: Hillsboro Street – Residential Mixed-Use (R-MU)

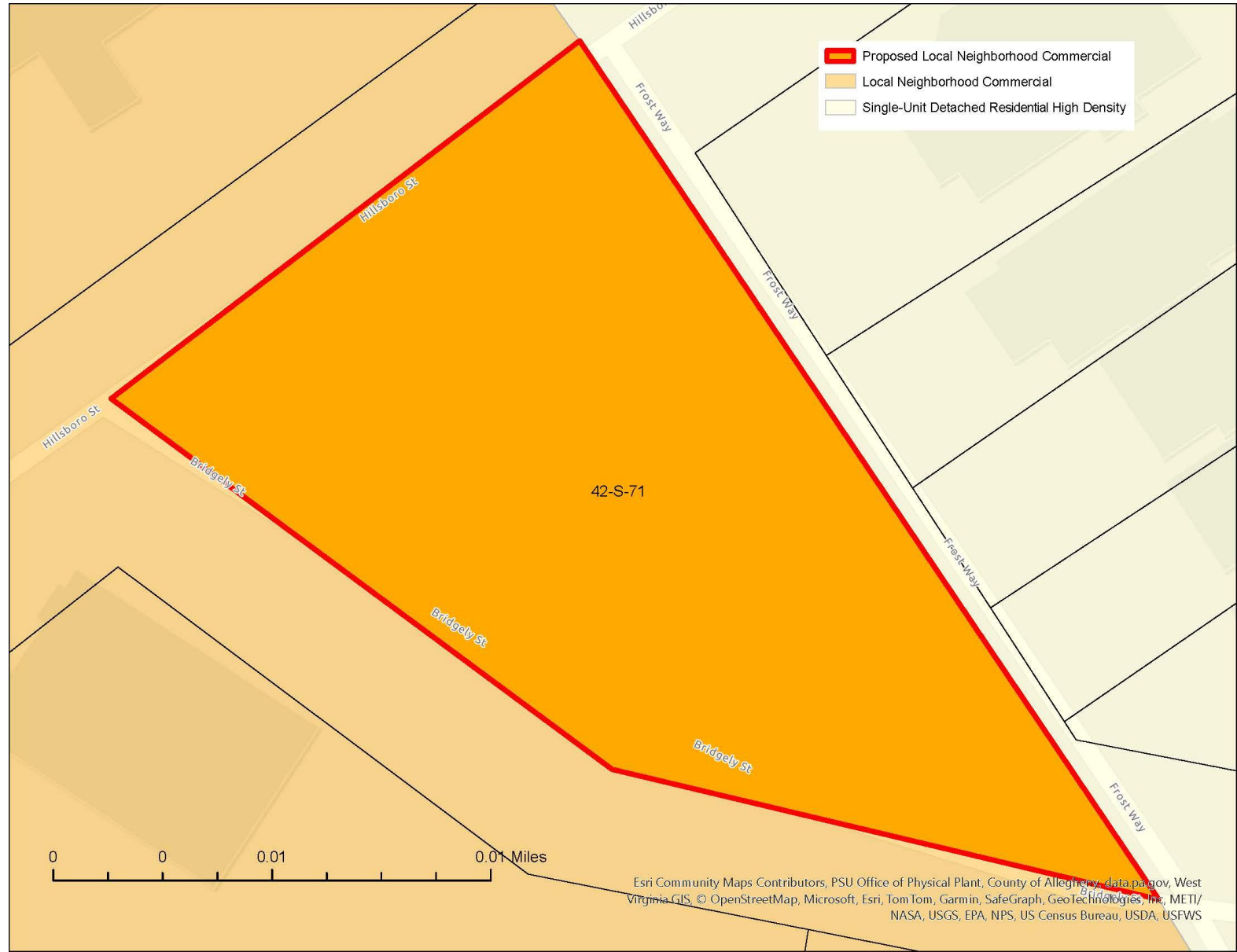
Change parcel 42-S-36:
from Local Neighborhood
Commercial (LNC) to
**Residential Mixed-Use (R-
MU)**

Change parcel 42-S-17
(part) from Local
Neighborhood Commercial
(LNC) to **Single Unit
Detached Residential High
Density (R1D-H)**



Site 2: Hillsboro Street – Residential Mixed-Use (R-MU)

Change parcel 42-S-71 from Single Unit Detached Residential High Density (R1D-H) to **Local Neighborhood Commercial (LNC)**



Site 2: Hillsboro Street – Residential Mixed-Use (R-MU)

Proposed Height in R-MU:

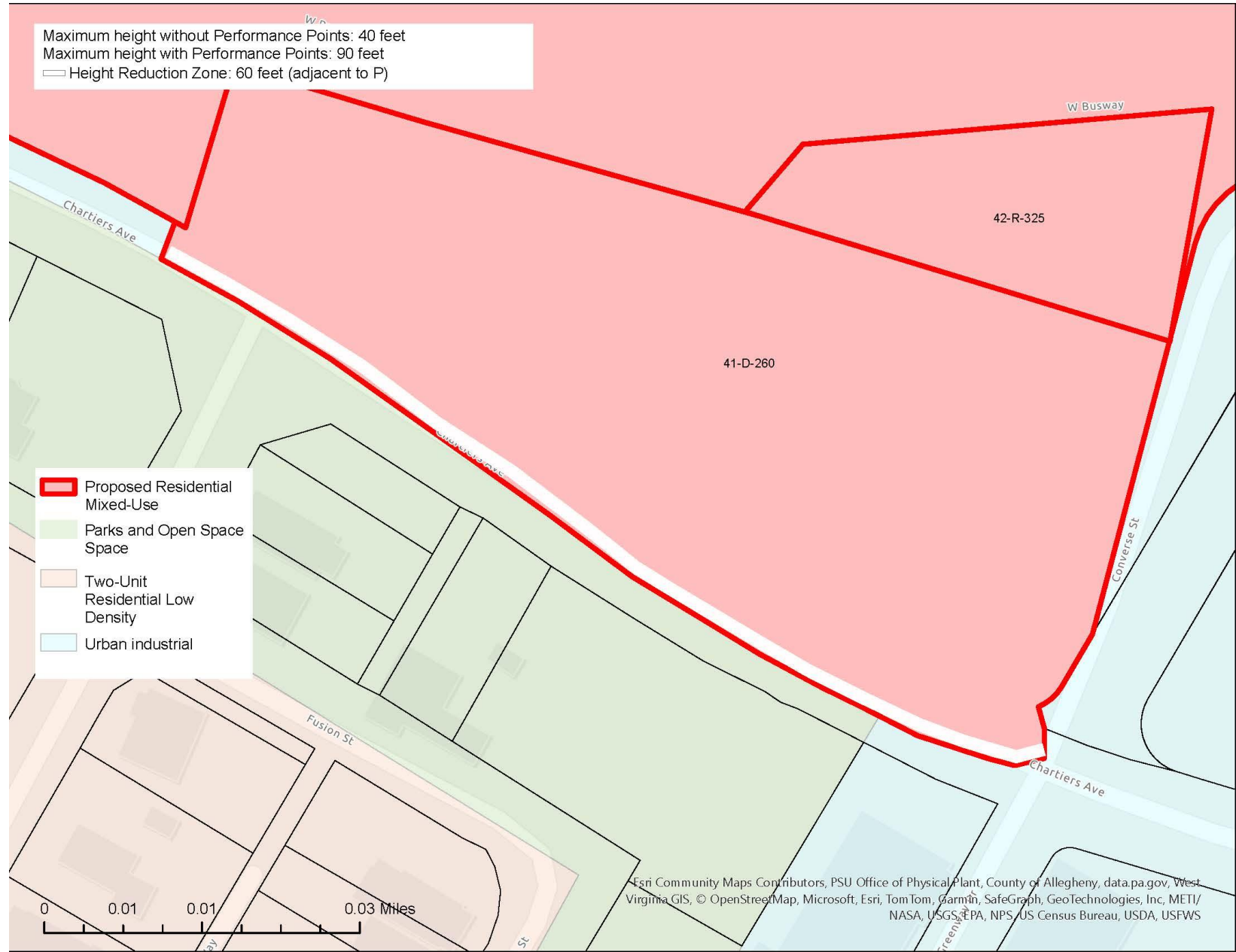
- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 90 feet

Height Reduction Zone .

- 60 Feet - Adjacent to P, R1D, and R2 Districts

Site 4: PRT Park & Ride

Change from Urban Industrial (UI) to Residential Mixed-Use (R-MU)



Site 4: PRT Park & Ride

Urban Industrial to Residential – Mixed-Use (R-MU)

Proposed Height in R-MU:

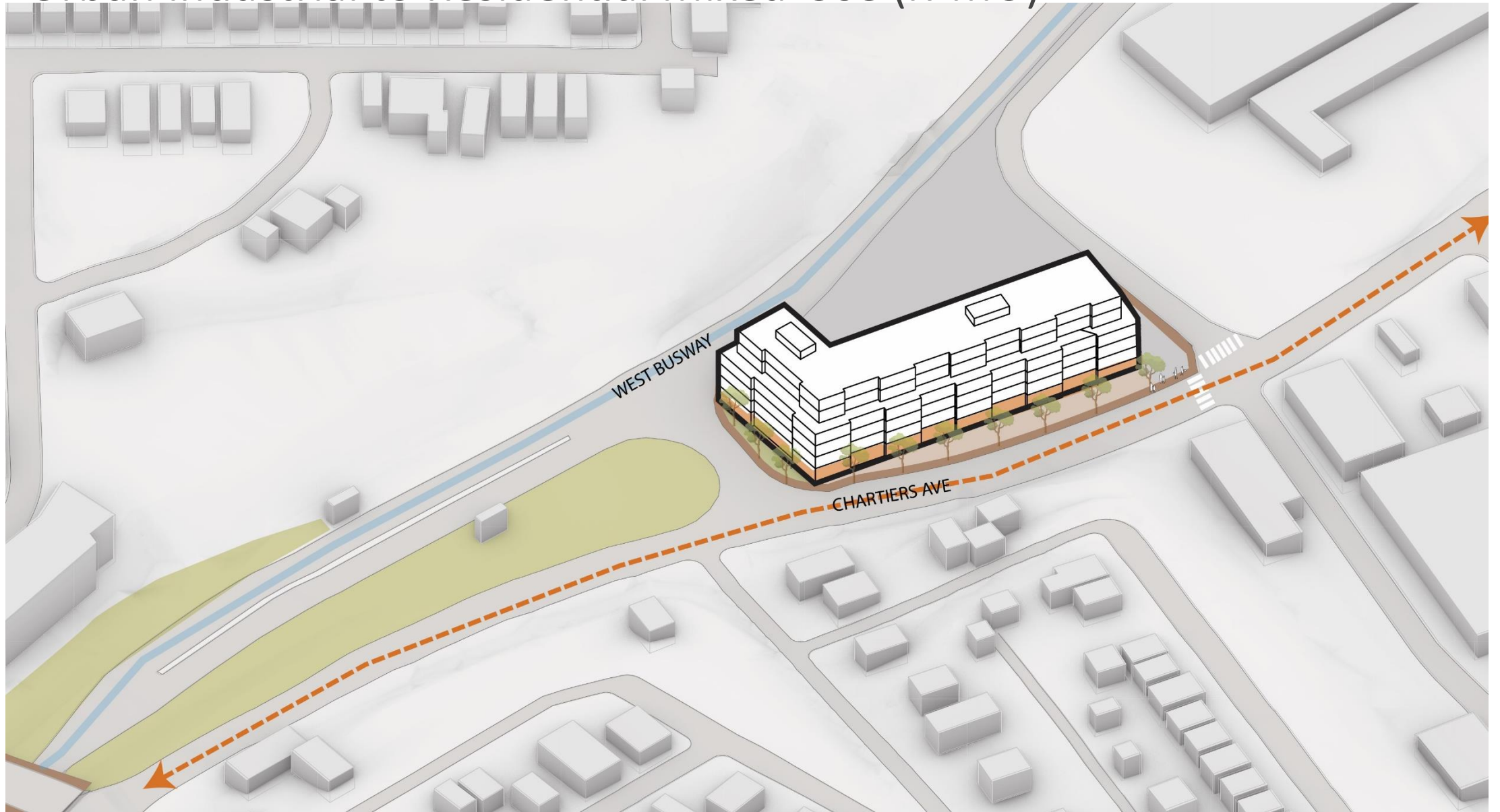
- Maximum Height without Performance Points – 40 feet
- Maximum Height with Performance Points – 90 feet

Height Reduction Zone .

- 60 Feet - Adjacent to P, H, and R1D Districts

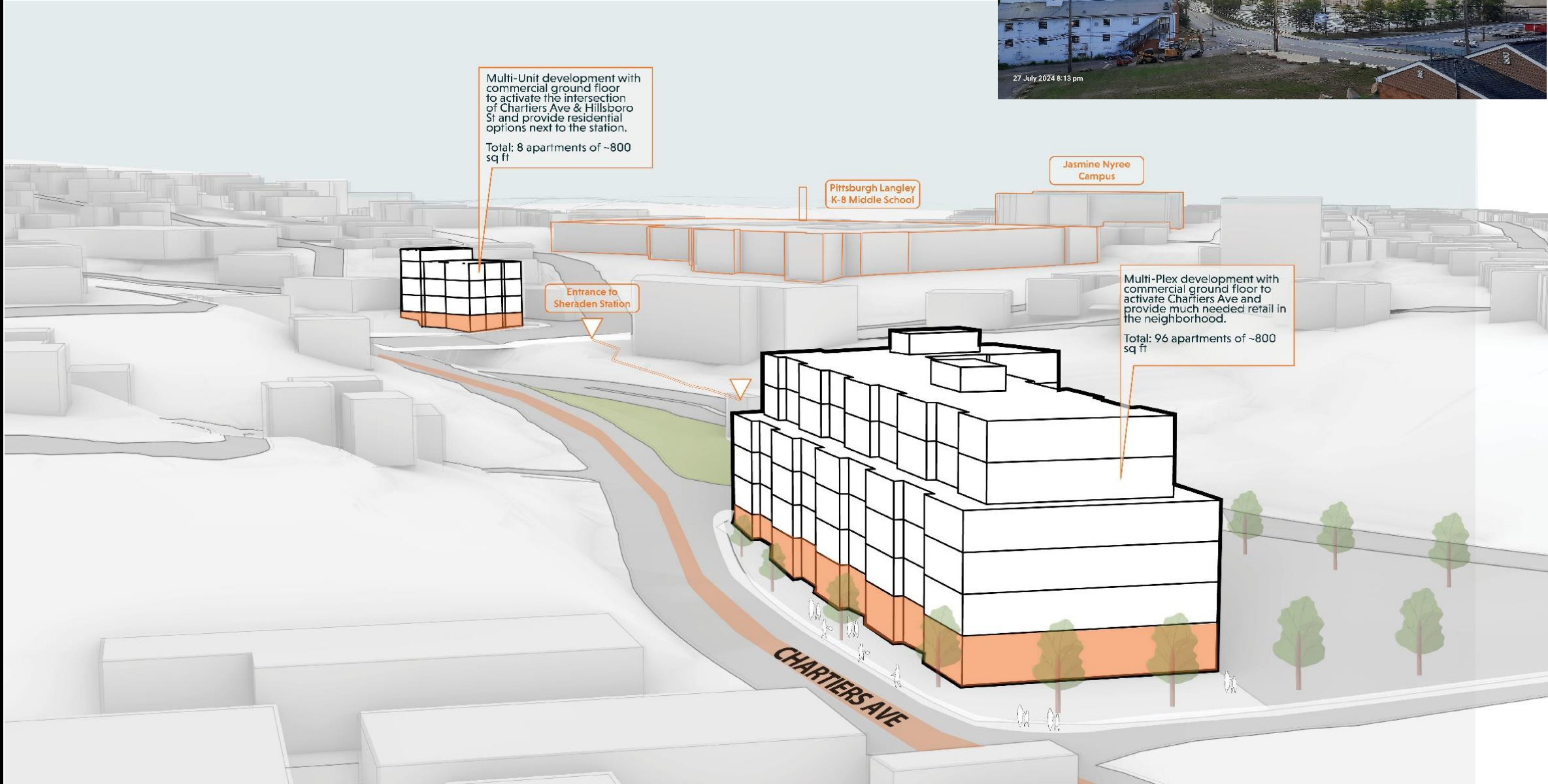
Site 4: PRT Park & Ride

Urban Industrial to Residential Mixed-Use (R-MU)



Perspective View

From Chartiers Ave



Multi-Unit development with commercial ground floor to activate the intersection of Chartiers Ave & Hillsboro St and provide residential options next to the station.
Total: 8 apartments of ~800 sq ft

Entrance to Sheraden Station

Pittsburgh Langley K-8 Middle School

Jasmine Nyree Campus

Multi-Plex development with commercial ground floor to activate Chartiers Ave and provide much needed retail in the neighborhood.
Total: 96 apartments of ~800 sq ft

CHARTIERS AVE

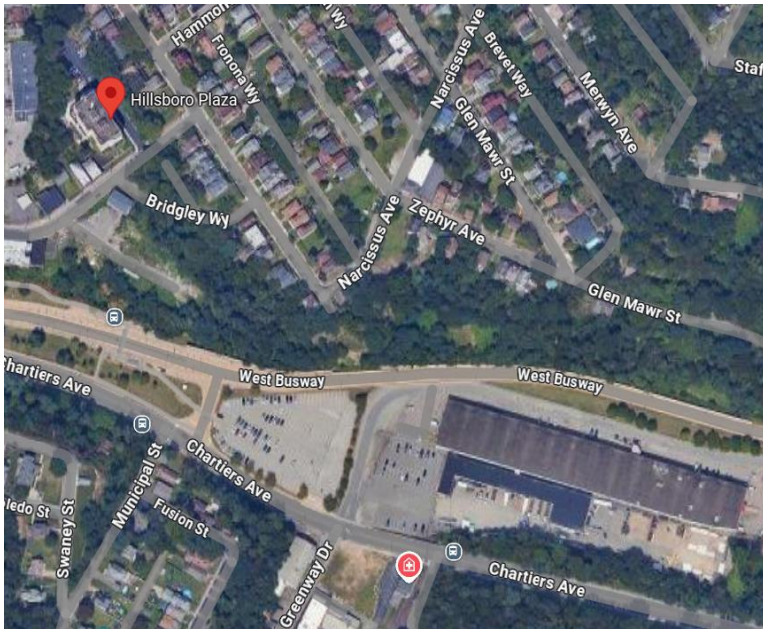
Sites 2 and 4

Proposed Max Height:

90 Feet

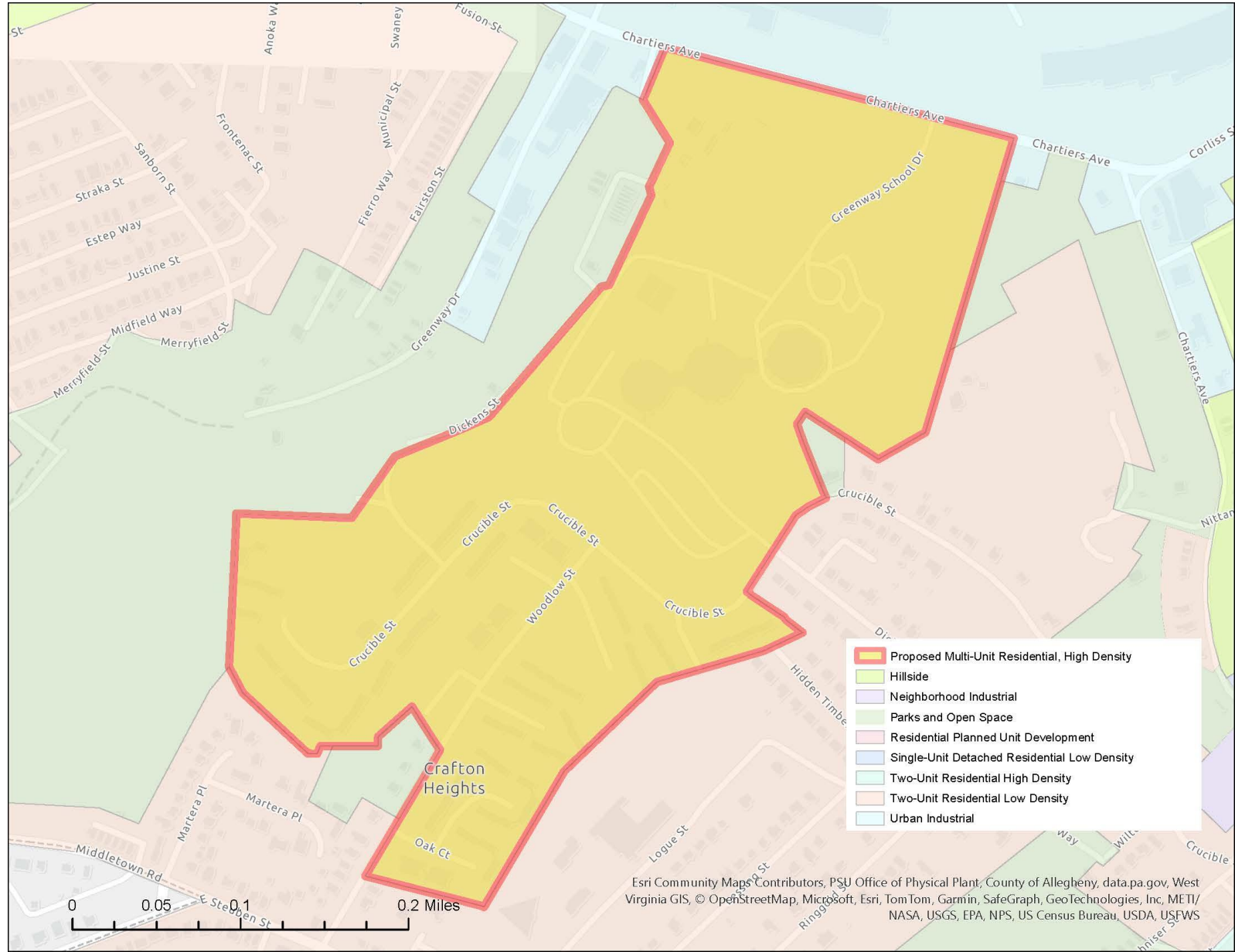
Height Precedent:

Hillsboro Plaza Retirement Community



Site 3: PCA / Mountain View

Change from Residential Planned Unit Development (RP) to **Multi-Unit Residential – High Density (RM-H)**



What We Heard

- (Prior to briefing, during DAM) - Parcels bounded by Brutus, Landis, Thornton, and Sherwood should not be rezoned. Instead, change proposal to include parcels opposite Jasmine Nyree Campus along Ashlyn Street.
- Support for Registered Community Organization – Jasmine Nyree Homes, Inc.
- Suggestion to preserve existing housing stock prior to developing new housing
- Concern that increased housing density would stress current neighborhood amenities and City resources; suggest that businesses should come first before housing and increase Police presence
- Opposition to increased housing density, citing parking and safety concerns
- Suggestions for additional rezoning efforts, particularly changes to additional Urban Industrial (UI) close to Sheraden Station

Changes Since Initial Briefing

- (Prior to briefing) - Changed proposal to include parcels opposite Jasmine Nyree Campus along Ashlyn Street.
- New maps on Engage PGH, including Height Reduction Zone within proposed R-MU changes

Timeline and Future Engagement



Scan this QR code to get to the EngagePGH page for these amendments!

- The EngagePGH page for these amendments will be open until 12/3
- Allows you to review the policies in more detail and leave comments
- Links to other City initiatives

What comes later?

- Three stations proposed for rezoning now
 - Public Hearing advertised for 12/10
- Many more stations remain
 - Some will be brought to PC after direct community engagement
 - 20 Station areas listed in TOD report to be discussed directly for potential changes
 - Some will be discussed through the Comprehensive Plan
 - 8 Station areas listed in TOD report to be discussed through larger City-wide process before recommendations can be made