



Zoning Code Amendments for Housing

May 19, 2026

Planning Commission Briefing

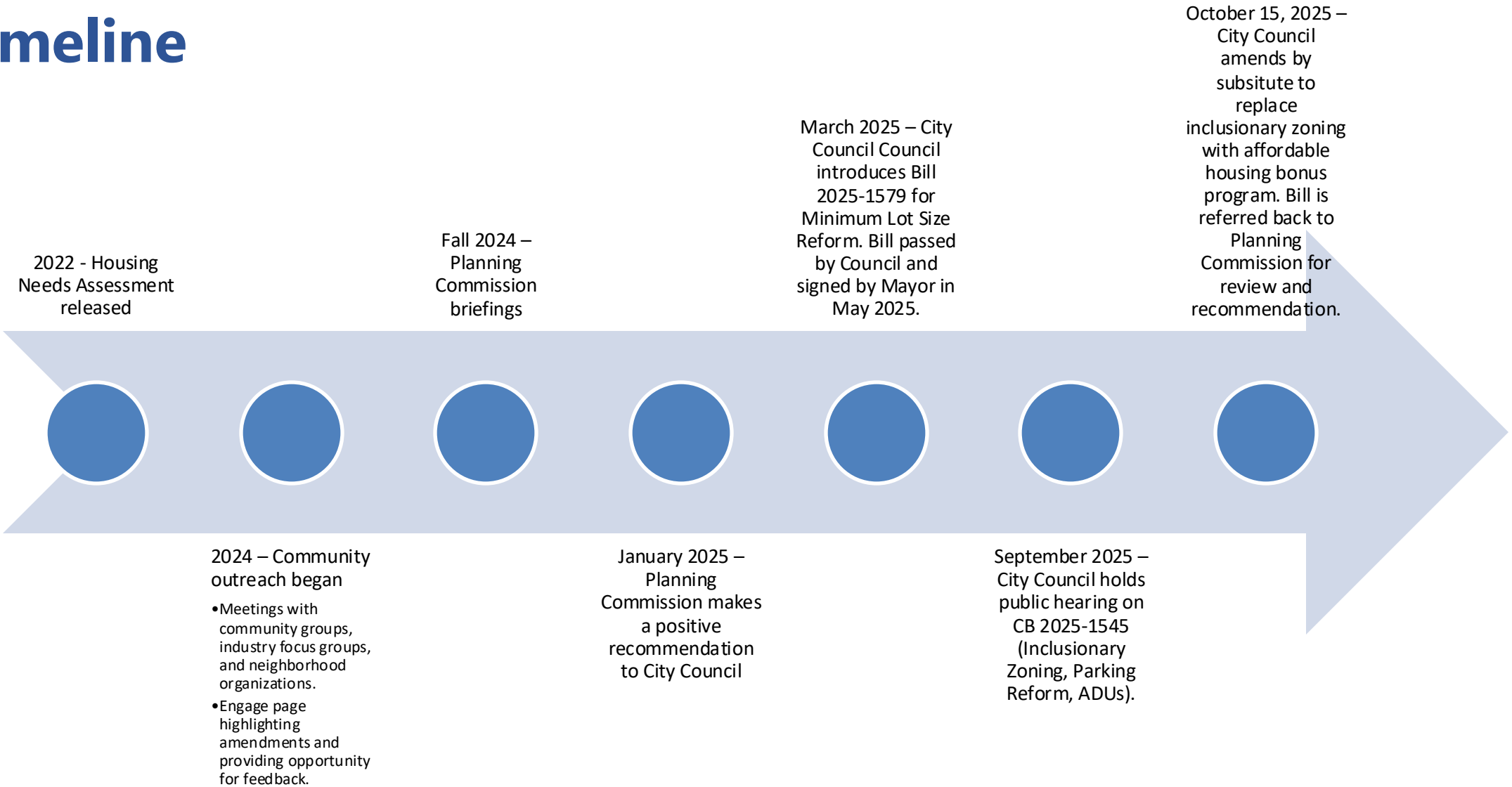
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Background and Timeline

Timeline



Original HNA Council Bill vs Current Bill

Original Housing Needs Assessment Bill

- City-wide Inclusionary Zoning
- Parking Reform
- City-wide Accessory Dwelling Units
- Minimum Lot Size Reform¹

Current Housing Needs Assessment Bill

- Affordable Housing Bonus Program
- Parking Reform
- City-wide Accessory Dwelling Units

1. Minimum lot size reform passed as Council Bill 2025-1579 in May 2025
2. Existing inclusionary zoning overlay district remains unchanged.



Accessory Dwelling Units (ADUs)

Accessory Dwelling Units (ADUs)

What is an ADU?

An Accessory Dwelling Unit is a small residential unit subordinate to the primary use of the property.



Over the Garage



Garage Conversion



Stand-Alone Unit



Basement or Attic Conversion

ADU Regulations

- 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.

ADU Regulations

- 1,000 square foot maximum per ADU.
- Permitted to be up to 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.

What would this look like in Pittsburgh?





Parking Minimum Reform

Existing Conditions

- Most of Pittsburgh was built prior to the 1958 Zoning Code that implemented off-street parking requirements for the first time.
- This approach has been acknowledged to be ineffective for Pittsburgh, and reductions to the parking requirements have been added over and over again in the decades since 1958.
- [Buffalo](#), [Minneapolis](#), Austin, Raleigh, and others have implemented similar parking reform resulting in 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)

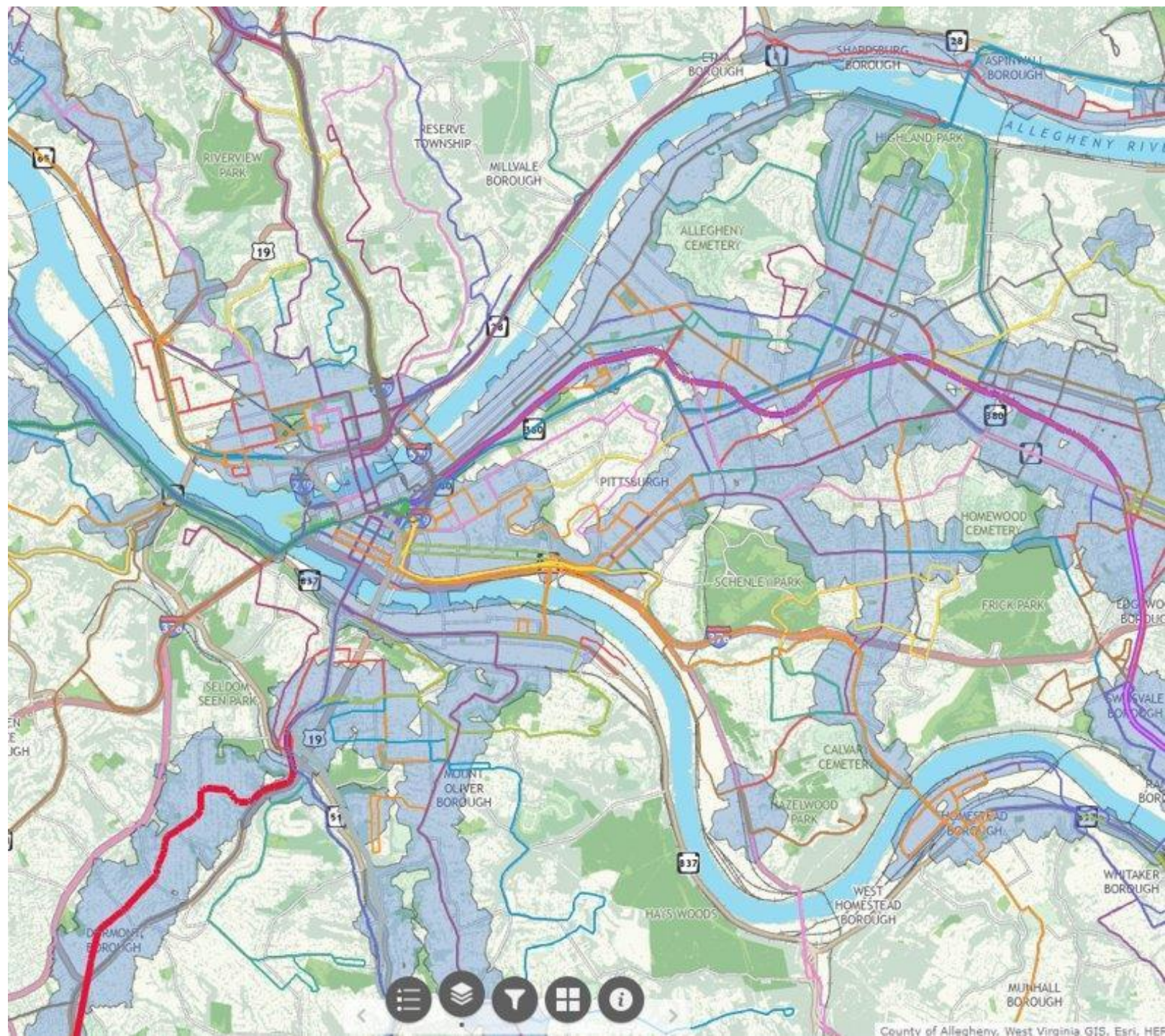
What this Ordinance Does

- Simplifies the zoning code.
- Allows the market to decide how much parking is needed.
- Removes barriers to reuse of existing buildings.
- Shifts focus of transportation options to all modes.
- 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.



Affordable Housing Bonus Program: as currently drafted

Affordable Housing Bonus Program

- Removes requirement for providing affordable units, but allows developments a density bonus if they provide them.
- The residential development must have a minimum of 20 units (new construction or substantial improvement), and 10 percent of units must be affordable.
- Rental units must be priced for households earning no more than 50 percent AMI and be affordable for 20 years.
- For sale housing must be priced for earning no more than 80 percent AMI and resale prices may increase 2 percent per year.
- Bonus is up to 30 additional feet of height and 2 FAR, except for projects already eligible for 915.07 Performance Points, but these projects are exempt from the first stepback requirement.

Affordable Housing Bonus Program

- Available Citywide, except where the Inclusionary Zoning Overlay exists (Bloomfield, Lawrenceville, Oakland, & Polish Hill).
- Off-site units are permitted, with 12 percent of off-site units required to meet affordability standards.
- Payment in Lieu of \$25 per square foot is an option, instead of providing Affordable Units.
- Requires City Planning to provide City Council a report on the program within two years, with any recommendations for improvement.

Affordable Housing

Bonus:

**DCP recommended
alternative**

Affordable Housing Bonus - DCP

- Simplifies the base Performance Points to align with existing IZ-O regulations and the goals of the AHBP from Council to incentivize construction of affordable units throughout Pittsburgh.
- Expands the districts eligible to use Affordable Housing Performance Points - RM, NDO, LNC, NDI, UNC, UI, and select GPR subdistricts.
- Updates districts already eligible to use Performance Points - RIV, UPR, UC-MU, UC-E, and R-MU.
- Includes both on-site and off-site affordable housing options.
- Modifies points for deeper affordability levels.
- Adds a payment-in-lieu option as an alternative compliance pathway.

Affordable Housing Bonus - DCP

Summary of Performance Points Changes

		Base Points *	RIV	UPR	R-MU	UC-E	UC-MU
4.a	10% rent on-site at below 50% AMI.	2			2		
4.b	10% for sale on-site below 80% AMI.	2			2		
4.c	12% for rent off-site below 50% AMI.	2			2		
4.d	12% for sale off-site below 80% AMI.	2			2		
4.e**	20% rent on-site below 50% AMI.	4			6		
4.f	20% for sale on-site below 80% AMI.	4			6		
4.g	Payment in-lieu	2			2		

*Base Points apply to RM, NDO, LNC, NDI, UNC, UI and select GPR subdistricts.

**20% rent on-site at/below 80% AMI earns 4 performance points in the RIV, R-MU, UC-E, UC-MU



Next Steps

Next Steps

- Public Hearing on Tuesday, June 2nd. Public testimony will be taken at that hearing.
 - In person and virtual (zoom) testimony will be taken. No pre-registration is required. Correspondence can also be emailed to planningcommission@pittsburghpa.gov or mailed to 412 Blvd of the Allies, 2nd floor, Pittsburgh, PA 15212
- After Planning Commission takes action, legislation will go back to City Council for a Public Hearing. Notice will be given 21 days in advance of that hearing. Public testimony is also taken at that hearing.



Thank you

WE APPRECIATE YOUR TIME