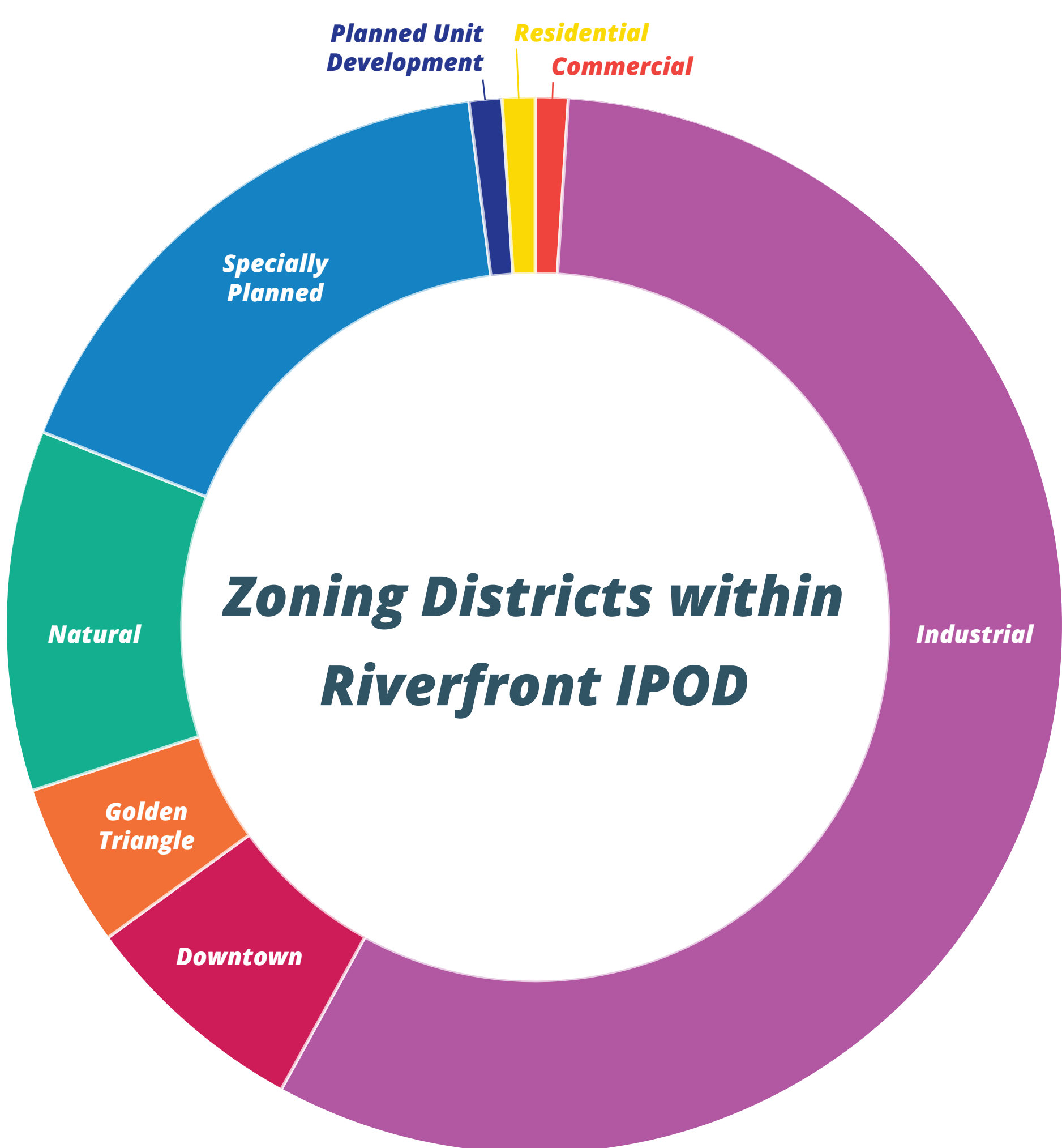




# Current Riverfront Zoning Analysis



## Industrial Zoning Detail

57%

GI	General Industrial	35.82%
UI	Urban Industrial	21.22%
NDI	Neighborhood Industrial	0.21%

## Downtown Zoning Detail

7%

DR-A	Downtown Riverfront District A	2.30%
DR-B	Downtown Riverfront District B	2.85%
DR-C	Downtown Riverfront District C	2.12%

## Golden Triangle Zoning Detail

5%

GT-A	Golden Triangle District A	0.00%
GT-B	Golden Triangle District B	0.06%
GT-C	Golden Triangle District C	3.98%
GT-D	Golden Triangle District D	1.13%

## Natural Zoning Detail

11%

P	Parks And Open Space	9.68%
H	Hillside	1.11%

## Residential Zoning Detail

1%

R1D-H	Single-Unit Detached Residential High Density	0.35%
R2-H	Two-Unit Residential High Density	0.04%
RM-M	Multi-Unit Residential Moderate Density	0.08%
R1A-H	Single-Unit Attached Residential High Density	0.00%
R1A-VH	Single-Unit Attached Residential Very High Density	0.52%

## Commercial Zoning Detail

1%

LNC	Local Neighborhood Commercial	0.30%
UNC	Urban Neighborhood Commercial	0.50%

## Specially Planned Zoning Detail

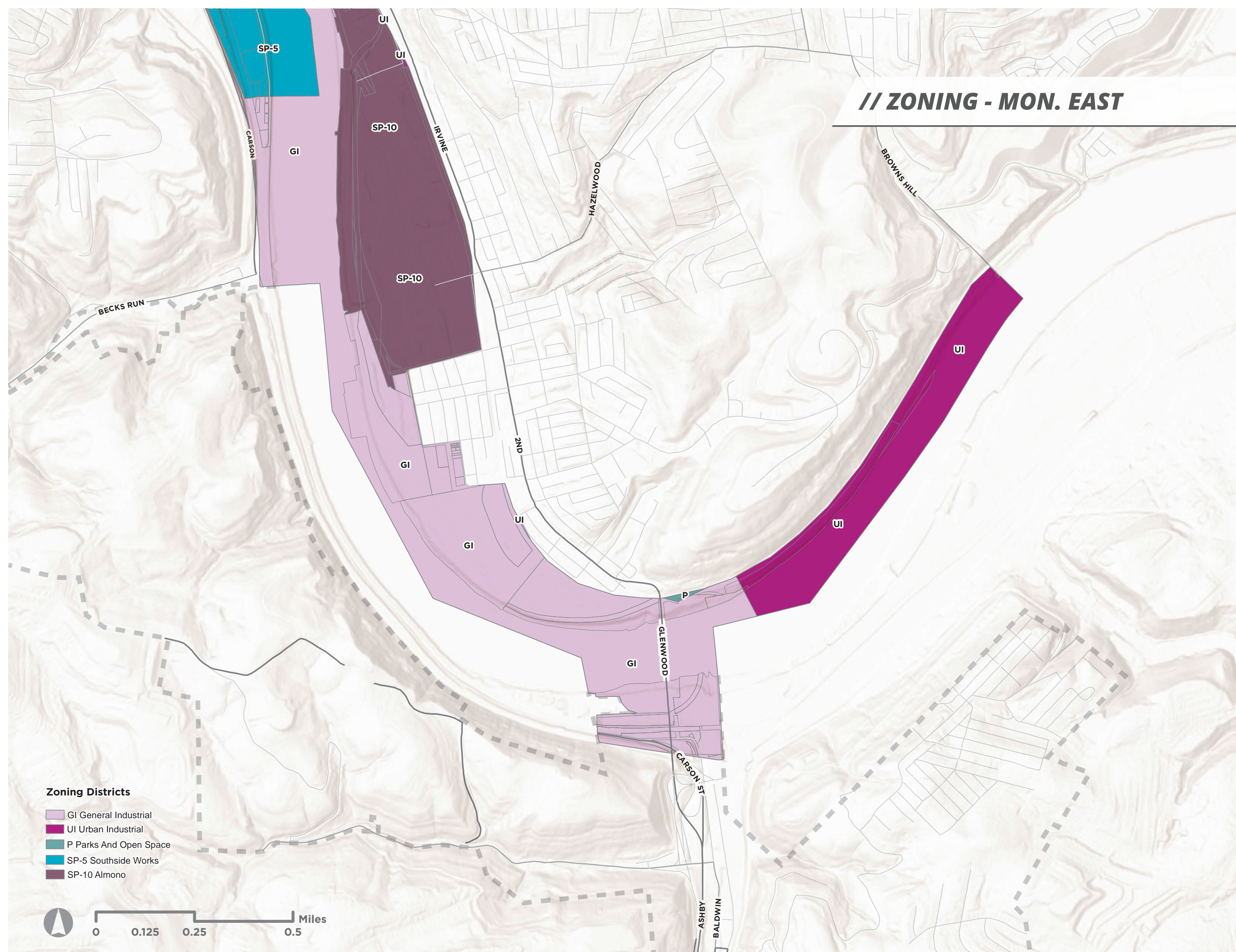
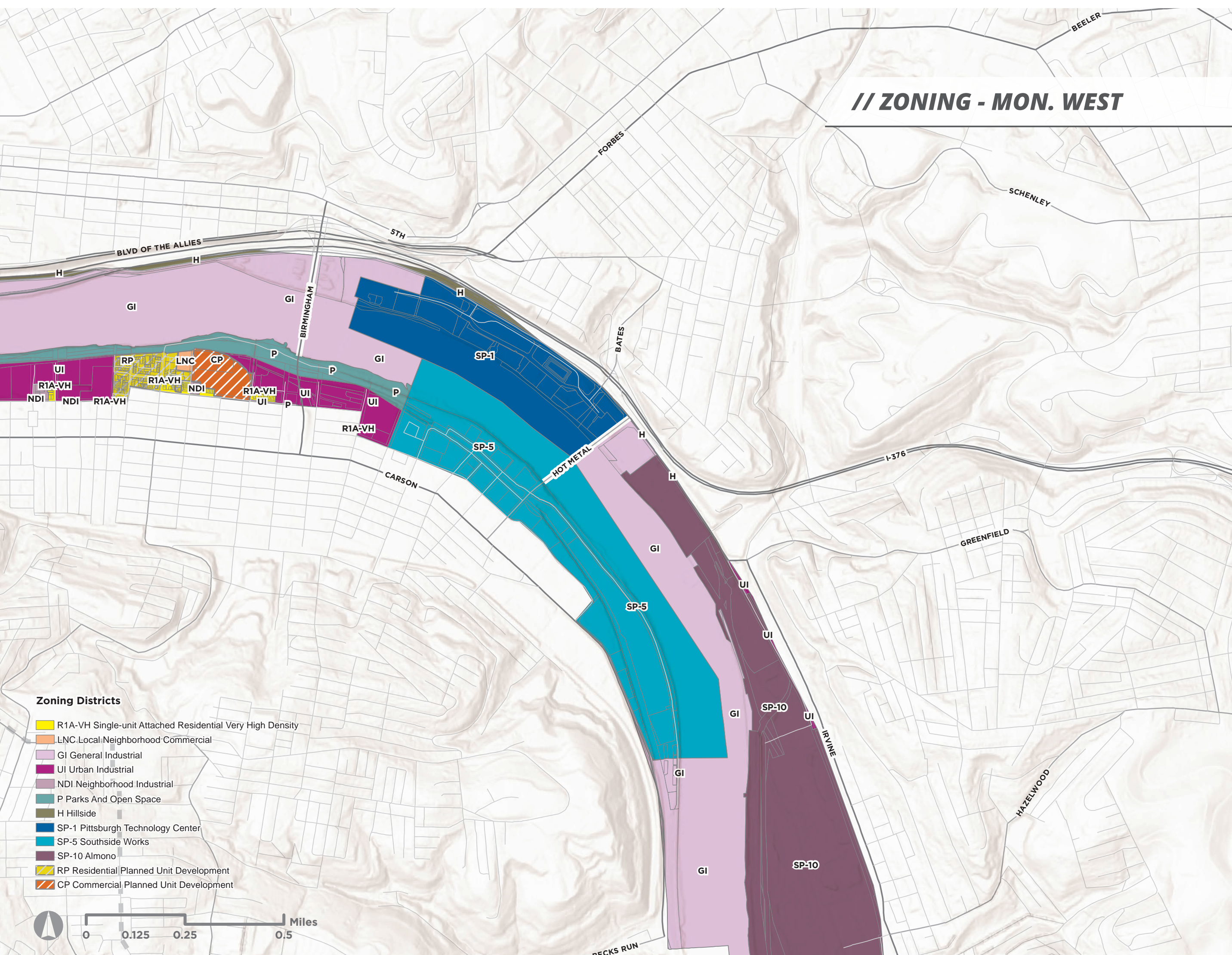
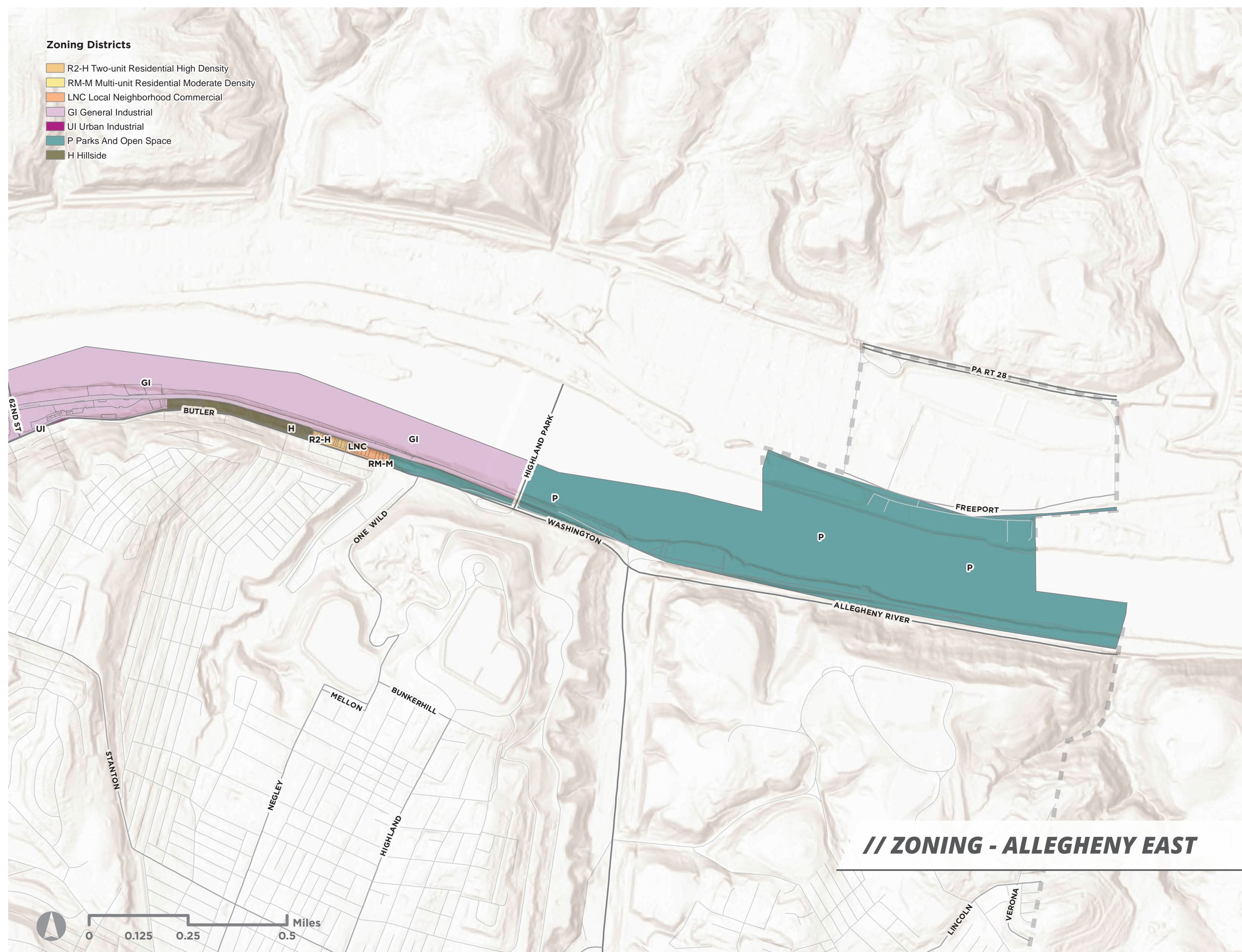
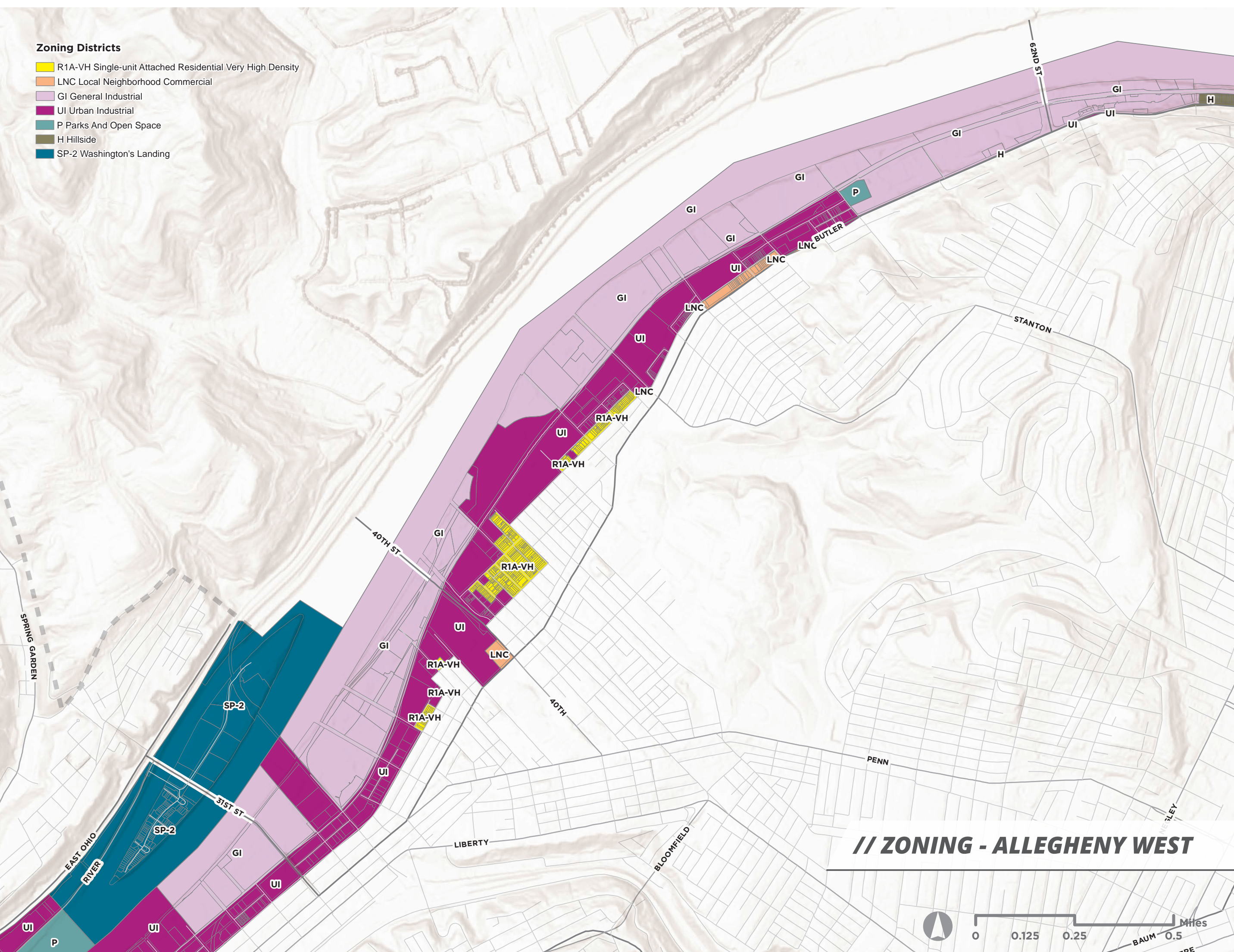
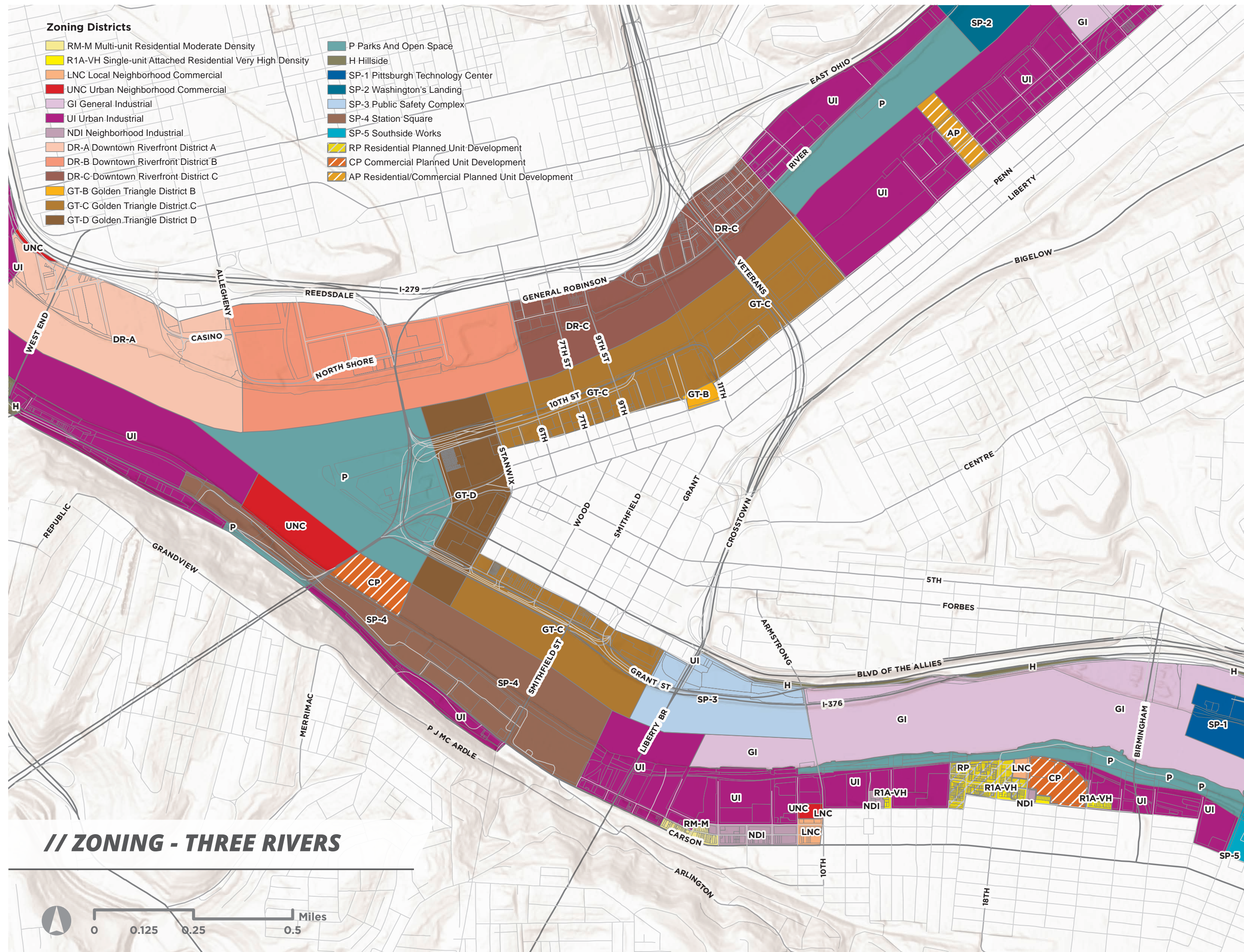
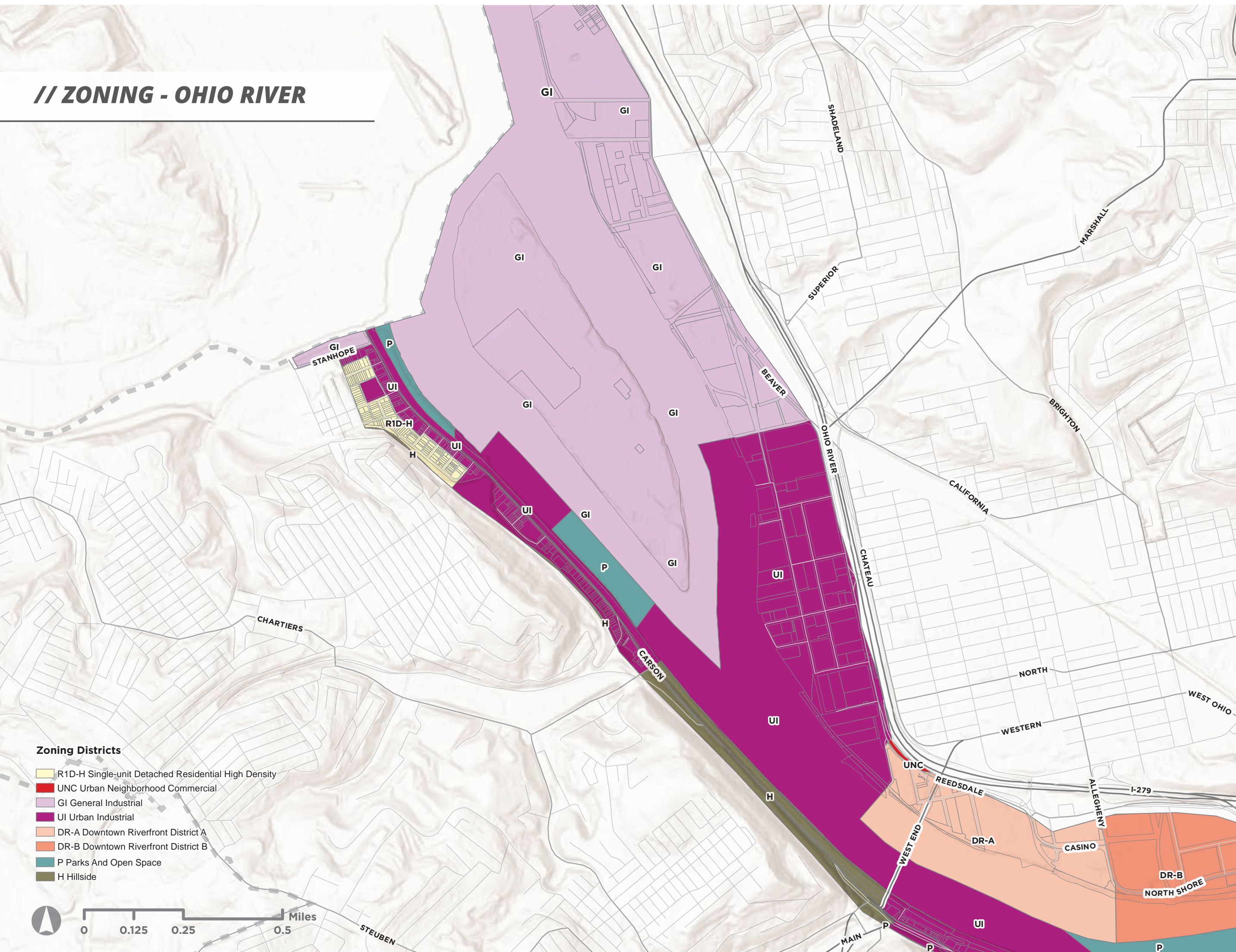
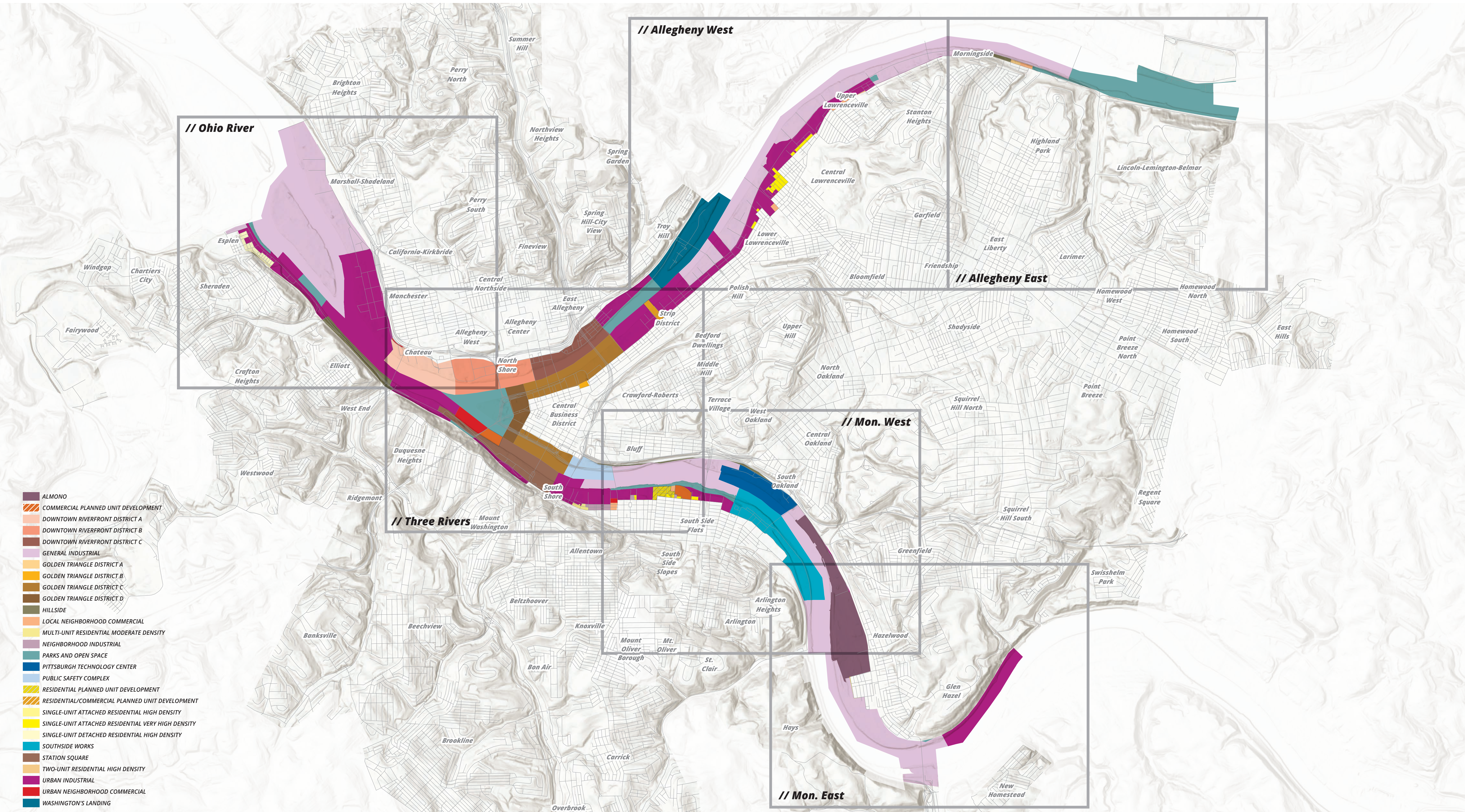
17%

SP-1	Pittsburgh Technology Center	1.96%
SP-2	Washington's Landing	3.20%
SP-3	Public Safety Complex	1.05%
SP-4	Station Square	2.42%
SP-5	Southside Works	3.79%
SP-10	Almona	4.38%

## Planned Unit Development Zoning Detail

1%

RP	Residential Planned Unit Development	0.25%
CP	Commercial Planned Unit Development	0.47%
AP	Residential/Commercial Planned Unit Development	0.19%





# Riverfront District Approach



**Pittsburgh’s Ohio, Allegheny, and Monongahela riverfronts contain a variety of character areas**, as can be seen in the zoning districts currently in place. A new zoning district for the City’s riverfront must address these varied character areas, and cannot be a “one-size-fits-all” solution. Our approach, described below, addresses this challenge through the creation of character-specific subdistricts.



**What do you think of the subdistrict approach?** After learning about the subdistricts (below), do you think we have the right mix?

## 3 The Proposal

The proposed approach for the new riverfront zoning is to establish **multiple riverfront subdistricts that relate to the function, scale, and use of different areas along the rivers**. Such a subdistrict structure is able to respond to the different character-giving elements of Pittsburgh’s riverfronts. While each subdistrict has a particular emphasis in terms of height, density, design, and use regulations, all subdistricts would be linked by certain regulations related to a riverfront orientation. The following subdistrict structure is proposed, based on an initial assessment of current zoning and existing land uses. These would all be subdistricts of a larger **RIV Riverfront District**. In this proposed approach, the RIV Riverfront District is a base zoning district.

*Note: Rezoning is not proposed for the existing GT District.*

### Proposed RIV Riverfront Subdistrict Structure

Land Use Category	Subdistrict	General Description	Relation To Current Zoning
Residential	<b>RIV-RM</b> Mixed Residential Subdistrict	<p>This subdistrict allows all residential development types with the exception of single-family detached.</p> <p><i>It is important to point out that new single-family detached development is not optimal for the riverfront. By prohibiting new single-family, any existing structures would be made nonconforming. Nonconforming uses or structures would be subject to Chapter 9.21 of the current Code that guides repair and maintenance, restoration and reconstruction, and alterations to uses and structures.</i></p>	The RIV-RM consolidates the current residential districts in the IPOD into one subdistrict (R1D-H, R2-H, RM-M, R1A-H, R1A-VH).
Mixed-Use	<b>RIV-MU</b> Mixed-Use Subdistrict	A subdistrict that is designed specifically to foster a vertical (within a single development) and horizontal (within a block) mixed-use environment that includes both residential and commercial uses.	This subdistrict would draw from the current districts that have been used to foster mixed-use development including the UI, LNC, UNC, and NDI Districts.
	<b>RIV-NS</b> North Shore Subdistrict	Crafted for the North Shore and its unique uses in mind, this subdistrict addresses the area of the casino, science center, and stadiums, and the unique design issues they present. It also includes high density residential development.	This is a new subdistrict that would take guidance from the applicable Downtown Districts.
Industrial	<b>RIV-GI</b> General Industrial Subdistrict	This subdistrict is targeted at industrial areas located along the riverfront where uses are exclusively industrial.	This subdistrict is based on the GI District.
	<b>RIV-IMU</b> Industrial Mixed-Use Subdistrict	The Industrial Mixed-Use Subdistrict provides for areas where uses are diversifying from their original strictly industrial nature. It would include provisions that facilitate the reuse of structures built for industrial work into non-industrial uses compatible with the remaining industrial, including higher density residential development. It includes areas like the Uber and Carnegie Mellon facilities, where industry is focused more on R&D and tech-oriented industries.	Like the mixed-use subdistrict, the RIV-IMU draws from the UI and NDI Districts.

# Building Form 1

1

The

## Challenge

**The riverfront context creates unique design considerations.** The first of these is that there are often “two front doors” to buildings along the riverfront — on the river-facing side, and on the street-facing side. The second consideration is maintaining visual and/or physical access to the river. We’re proposing a number of ways to address these unique design challenges.

2

Let’s Talk About...

Building form should address the five elements that most impact development along the riverfront. These include: 1) Building Height, 2) Building Length, 3) Riverfront Setback, 4) Connection Corridors, and 5) Design Standards. Once you’ve had a chance to review the proposals below, let us know — **do you have any specific comments on our approach to these elements? Is there anything missing?**

3

## The Proposals

### Building Height

There are two schools of thought about how to handle permitted height along the riverfront. The first seeks to keep building heights lower, so that views can be maintained and a de facto “wall” is not created. The second recognizes that development intensity along the riverfront is significantly constrained, and therefore greater building height can offset these constraints. The current districts mapped along the riverfront in Pittsburgh allow buildings heights as listed below:

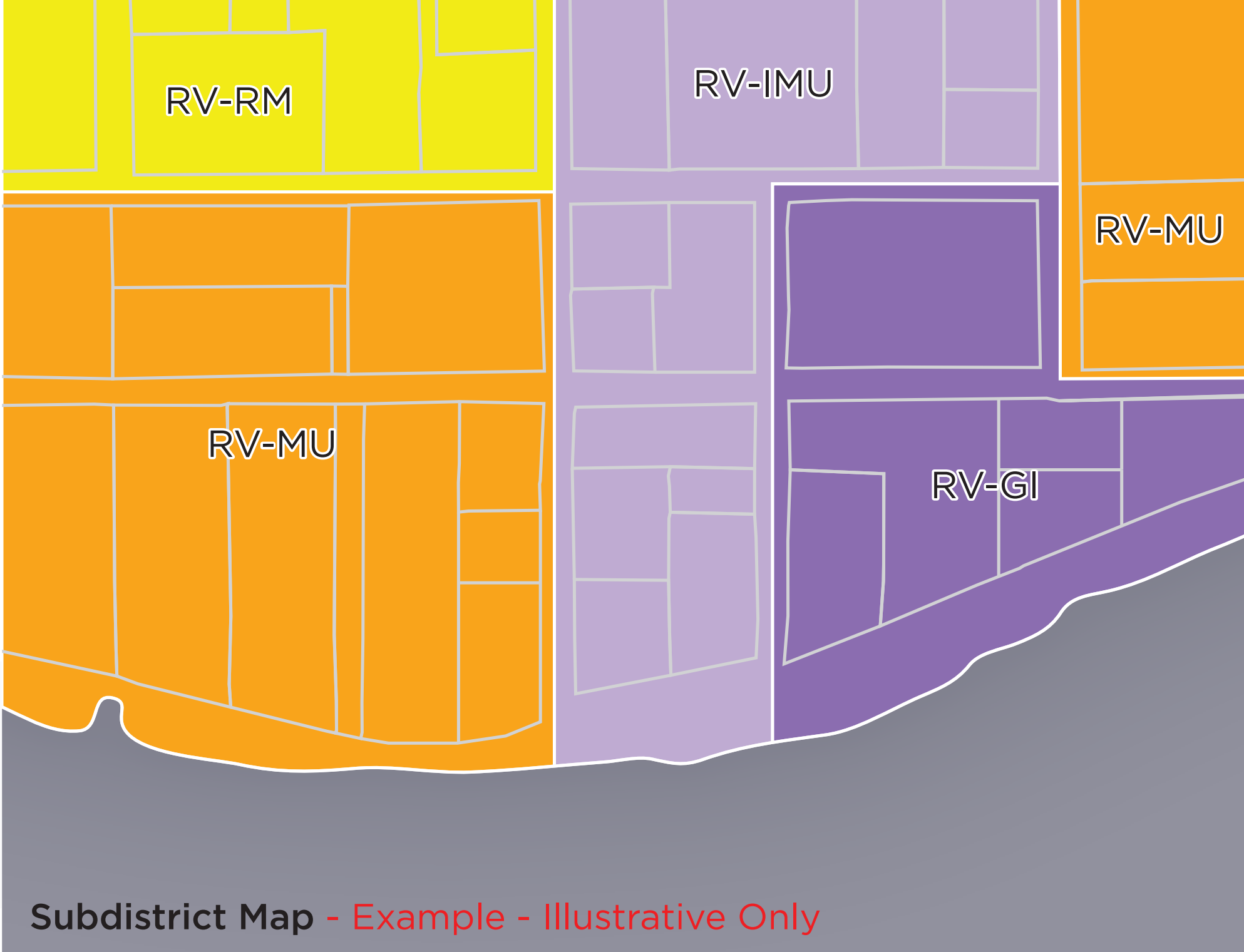
Current Zoning District	Current Permitted Height
R1D-H, R2-H, R1A-H, R1A-VH	40 feet
LNC, NDI	45 feet
RM-M	55 feet
UNC, UI	60 feet *
GI	75 feet

\* 85 feet is allowed by special exception in the UNC, and UI districts

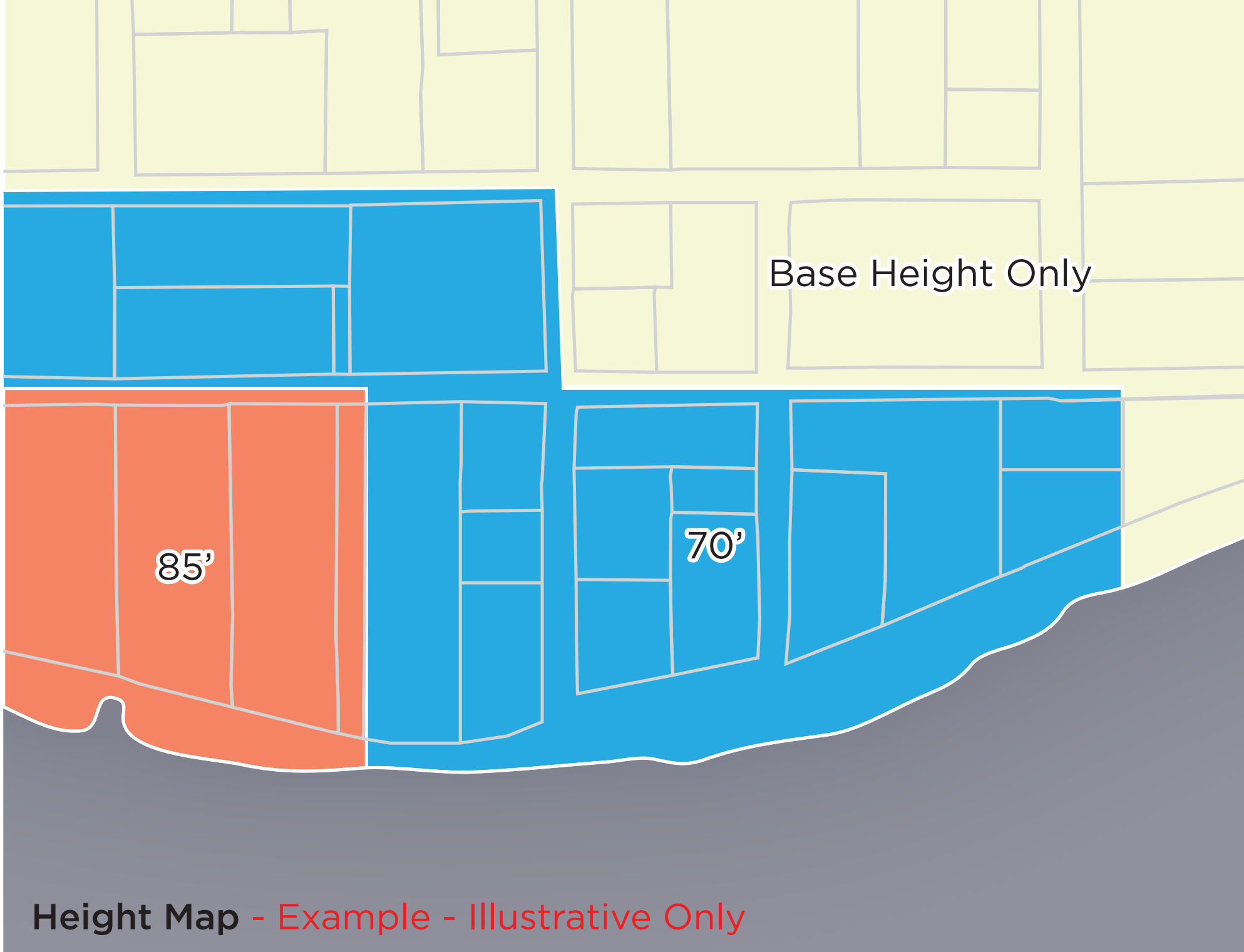
### Building Height Proposal:

**Create a riverfront building height map.** Considerations of permitted height can include geographic and locational factors such as grade change, transitions from residential adjacencies, and preservation of key viewsheds. Maximum building heights would be mapped for the entire area covered by the RIV Riverfront District, but would not be tied to the subdistricts.

It is proposed to establish a base permitted height of 45 feet in the RIV District. A height bonus would be allowed for select areas (via the building height map) for certain riverfront-oriented development considerations or actions to-be-determined.



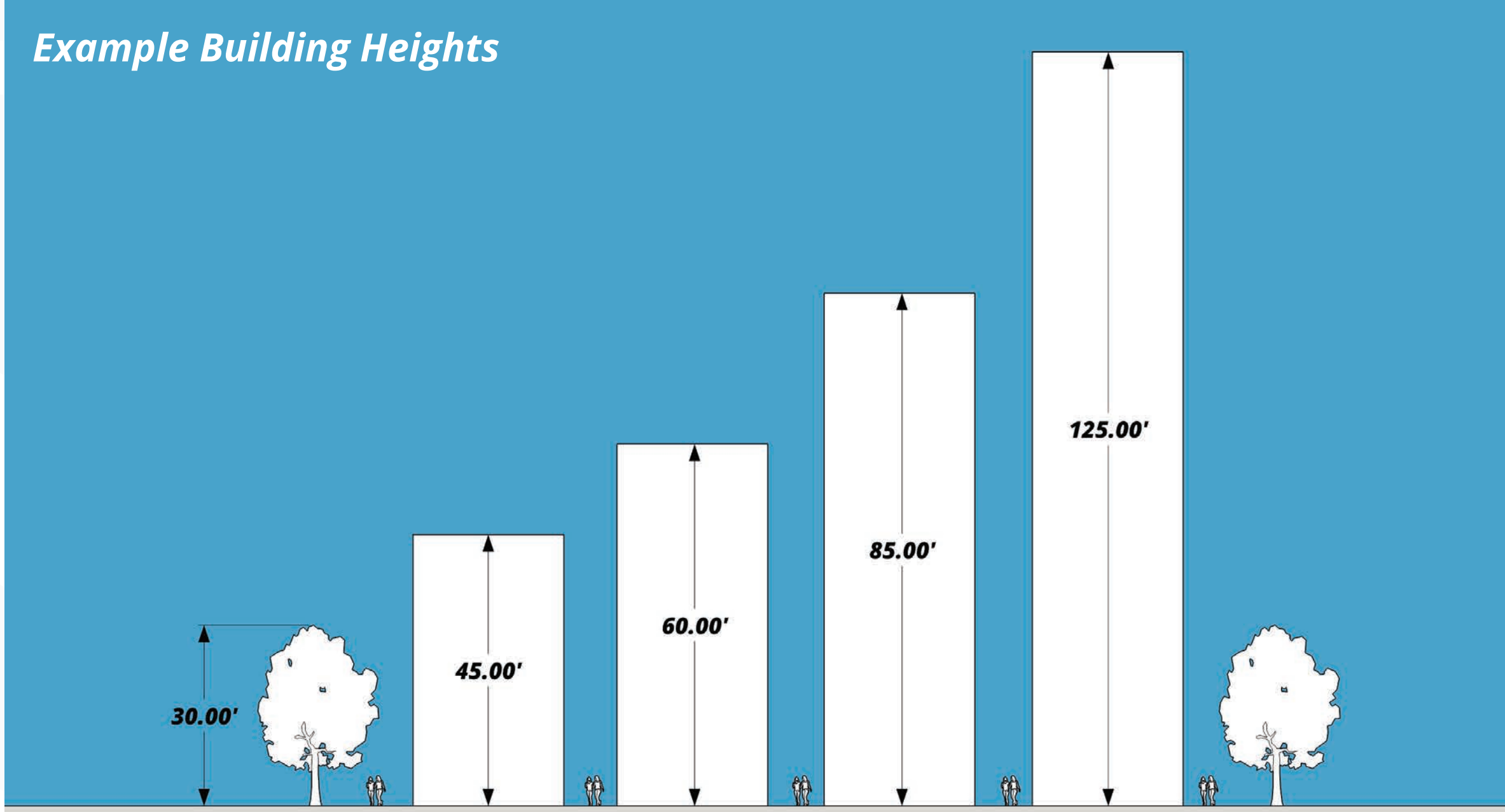
A subdistrict map would establish the boundaries of the various RIV Riverfront District subdistricts



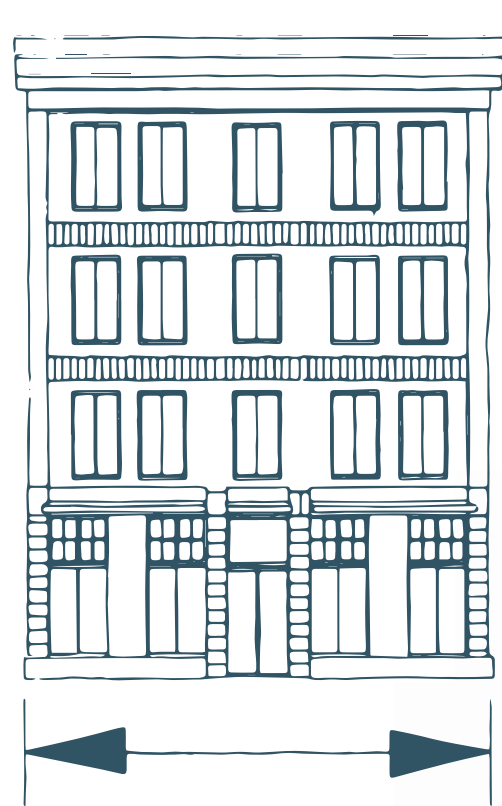
A height map would establish maximum permitted heights, and would not be tied to the boundaries of the established subdistricts, allowing for greater flexibility.

### Building Height Example Images

The images below show buildings of different heights, to help you envision what these heights look like as we begin to discuss what may be permitted along the riverfront.



# Building Form ②



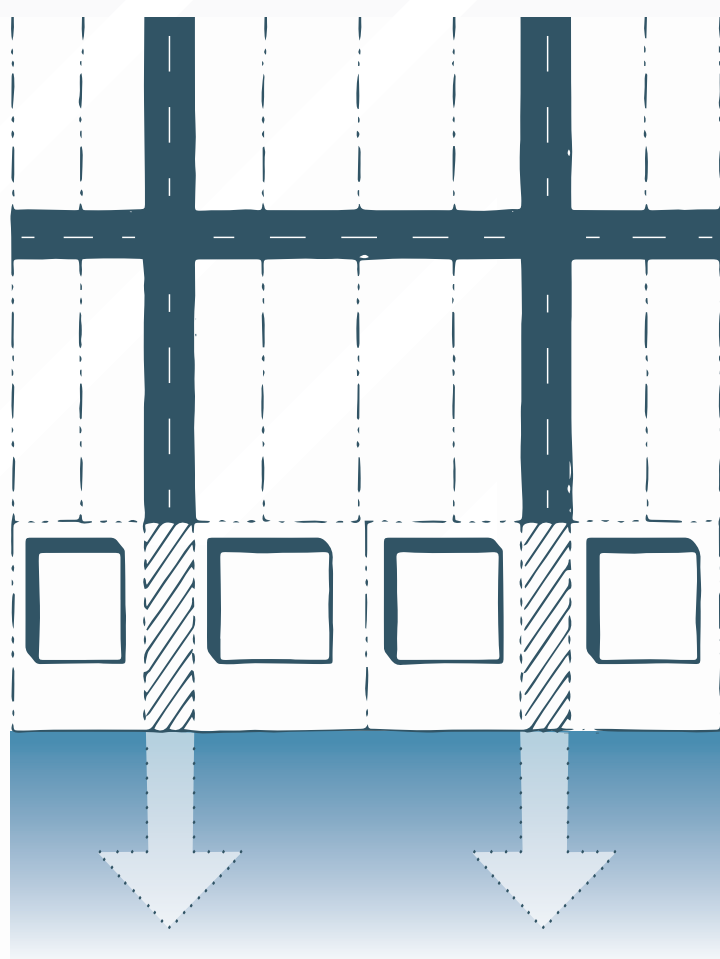
## Building Length

The IPOD limits the length of a building to a maximum of 500 feet unless a pass-through design is incorporated. This is meant to prevent the creation of a visual and/or physical barrier along the riverfront.

### Building Length Proposal:

**Maintain the current restriction on building length of 500 feet, but clarify what is required for the design of the pass-through.** Dual standards will be needed — for pass-throughs that allow public access to the other side of a structure, as well as for those that do not allow public access due to privacy or security concerns, but maintain a visual connection.

Examples of pass-through building design, providing visual and/or physical connections



## Connection Corridors

It is important to maintain connections to the riverfront, both physical and visual. Where possible, connections should be made via streets that connect the existing grid to the riverfront, allowing residents and visitors in nearby neighborhoods easy access to the river or to river views.

### Connection Corridors Proposal:

**New development should maintain visual and physical connections to the riverfront.** Encroachment into a connection corridor should be limited, such as a maximum of 10% of the width of the corridor. In certain areas, visual connections may be more practical or desirable than physical ones, depending on adjacent uses, or the presence of a parallel trail access.

## Riverfront Setback

Structures are required to maintain a significant setback from the riverfront — currently a minimum of 50 feet. Further, only 30% of the land between 50 and 95 feet from the normal full pool elevation of the river may be occupied by a building. This setback is intended to protect the health of the river and the riverbank, to allow for more robust stormwater management techniques, and to create space for public access and amenities where appropriate along the City's three rivers.

### Riverfront Setback Proposal:

**Create a standard 95 foot setback from the normal full pool elevation of the river.** If a building wishes to locate closer to the river than the 95 foot setback, a bonus system would allow for closer placement if a public easement is provided.

*Note: Existing and future industrial uses where provision of public access poses a hazard to public safety, as well as the sports stadiums in the North Shore, will continue to be exempt from setback requirements.*

## Design Standards

New development should be of high quality design. In addition, many development sites have two frontages — the river and a street. In some cases, buildings may abut more than one street, and so have more than two frontages.

### Design Standards Proposal:

**Design standards need to be tailored to three main categories of development: residential, commercial/mixed-use, and light industrial/research and development.** (Heavy industrial uses are more purpose-built and are generally not subject to specific design standards.) Design standards are expected to address the following elements of building design along the riverfront:

- » Ground floor and upper floor transparency
- » Public entry design and articulation
- » Ground floor activation
- » Façade articulation and blank wall limitations
- » Prohibited building materials
- » Design of on-lot open space, and its relationship to the riverfront
- » Location and screening of loading spaces



Examples of building design standards addressing some of the elements listed above



- A** Building façades that abut a public right-of-way, excluding alleys, must not contain blank wall areas that exceed 25 linear feet, measured parallel to the street
- B** Building façades in excess of 100 feet must include a repeating pattern including color change, texture change, material module change, or articulation of no less than two feet in depth, such as a reveal, pilaster, or projecting rib. Elements must repeat at an interval of no more than 40 feet
- C** All buildings of three or more stories must be designed with a definable base (ground floor), through the use of architectural features such as cornice treatments, recesses, corbeling, brick courses, and window designs
- D** A ground floor building entrance may be recessed no more than six feet from the required front build-to zone, and must be no wider than eight feet.
- E** All buildings must have a public entrance from the sidewalk along the primary building frontage. Public entrances must be visually distinctive from the remaining portions of the façade along which they are located
- F** Windows must be recessed no less than four inches, or projected out from the façade plane to provide depth and shadow
- G** The ground floor must maintain a transparency of 50%, measured between two and ten feet in height from grade
- H** Upper floors must maintain a transparency of 25% of the wall area of the story
- I** Rooflines over 100 linear feet in building length must be varied, and incorporate a major focal point feature, such as a dormer, gable, or projected wall feature. An element of variation on the roofline must occur at intervals of no more than 75 feet
- J** Parapet walls must feature three-dimensional cornice treatments or other shadow-creating details along their tops

# Site Development

1



**The nature of the riverfront demands unique approaches to how sites are developed, particularly regarding parking, landscaping, and access.** Each one of these topics must be addressed to ensure that they respond to the sensitive ecological context of sites along the riverfront, and the unique development constraints those riverfront sites create. Our approach to each of these topics is introduced below.

2



**Do you agree that the context of the riverfront demands unique approaches to these site development topics?** After reading the proposals below, do you have any suggestions for how they should be refined?

3

## The Proposals



### Parking

Parking should not dominate the riverfront. While parking is needed along the riverfront and cannot be eliminated, it must be intelligently managed. The current number of spaces required by Pittsburgh's zoning ordinance is a reasonable ratio. Further, commercial uses (excluding office and industrial) are currently subject to parking maximums.

#### Parking Proposal:

Two approaches are being considered to address parking along the riverfront:

- 1. The City should consider eliminating parking minimums on the riverfront, and instituting a parking maximum.** This would allow the market to determine the number of spaces needed, and would allow for easier reuse of existing structures on the riverfront that do not currently provide any parking.
- 2. Continue to require parking minimums along the riverfront, but provide a "fee-in-lieu" option that would allow a developer or property owner to "buy out" of the required parking spaces.** Fees collected under this provision would be used to fund public parking or other mobility options within the impacted area.

### Landscape and Green Infrastructure

Landscape plays a vital role in both the appearance of the City, as well as its ecological function. This is especially true in the sensitive ecological context of the riverfront. Development along the riverfront must consider its impact on the health of the rivers, and must be proactive about addressing issues of stormwater runoff, erosion and sedimentation, native versus invasive vegetation, and heat island, among others.

#### Landscape and Green Infrastructure Proposal:

The requirements of the current RF-O Riverfront Overlay must be expanded and strengthened to **ensure that landscape in the new RIV District is designed and maintained so as to contribute to a pleasing appearance and pedestrian environment along the riverfront, and to provide a valuable ecological function**, critical to the healthy condition of Pittsburgh's three rivers.



Rain gardens



Parking lot infiltration & screening



Native landscape buffers

### Riverfront Access

Access to the City's riverfront is often complicated by the fact that ownership of land along the river is fractured between public and private ownership, and in some cases includes legacy infrastructure such as active railway or rights-of-way for inactive rail lines. Where public land is owned, the City can work to create areas for public access. Private developments, on the other hand, may deny such access. Further, certain existing uses along the riverfront may create public safety issues if access is granted to private property; this is especially a concern for heavy industrial uses located on the riverfront.

#### Riverfront Access Proposal:

**The City can consider tools such as bonuses in height or density to encourage provision of public access where appropriate.** Bonuses may be granted to private developments that choose to provide different levels of public access and public riverfront amenities, for example. Please refer to the "Incentives & Administration" display for more information about how these might work!



# Incentives & Administration

1



**In exchange for providing public benefits or amenities, such as river access or public space, private developments can be granted bonuses to allowed height, lot coverage, etc.** Incentives and bonuses must be structured to ensure that benefits both to the private development and to the public are balanced, and are consistent with the City's vision for development along the riverfront.

2



**How do you feel about the idea of allowing additional height/density/lot coverage in exchange for public benefits or amenities along the riverfront?** Do you think the preliminary “menu” of benefits/amenities below includes the right options? Are there any you would add? Any you would remove?

## 3 The Incentives Proposal

**When implementing incentives for development along the riverfront, focus should be placed on river-oriented improvements and public amenities.** Below is a preliminary “menu” of potential river-oriented improvements and public amenities for which bonuses could be granted:

- » Providing public access to the riverfront.
- » Constructing a publicly accessible trail and/or additional connections to existing trails.
- » The inclusion of stormwater management techniques above those required by the Ordinance, or incorporating stormwater management goals for projects that do not meet square footage triggers for compliance. If impervious surface requirements are included as part of the riverfront setbacks, additional coverage could be granted.
- » Providing riverfront amenities, such as seating areas and water fountains.
- » Including public art in new development.
- » Undertaking riverbank restoration and stabilization.
- » Incorporating riverfront improvements described within adopted neighborhood plans (when located within such neighborhoods).
- » Additional pedestrian and bicycle infrastructure above the minimum required. This may include sidewalks located along the public right-of-way as well.

## 4 Administration



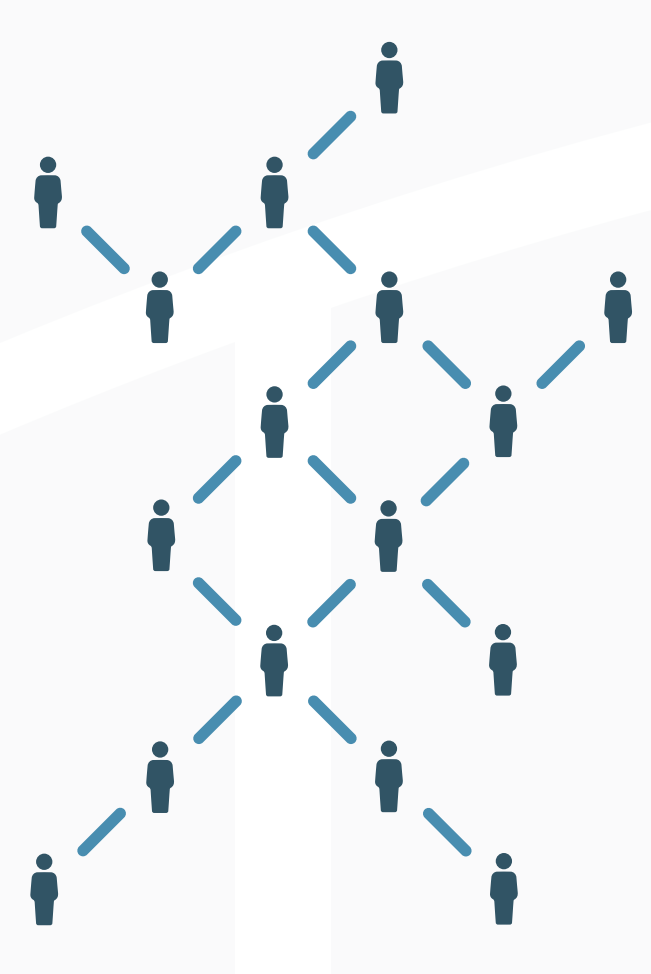
### Site Plan Review

**Riverfront sites are unique, and present challenges related to their ecological context, adjacencies, and limited access. As such, it is anticipated that site plan review should be required for new development, including the provision of a traffic study.**

#### Site Plan Review Proposal:

**The following actions should require site plan review:**

- » All new construction
- » Enlargements of over 25% of building footprints or gross floor area
- » New Parking Lots
- » Expansions of existing parking lots that meet or exceed 15 total spaces



### Community Involvement

**When groups outside of the City come into the development review process along the rivers, the ordinance should clearly describe when they enter the process so that the applicant is aware.** Through an effort outside of the Riverfront Zoning Update, the City is proposing the creation of Registered Community Organizations (RCO) to improve cooperation between the City and organizations representing a geographic area or field of interest, to increase the number of residents engaged in enhancing the City's livability and the character of its neighborhoods. The proposed legislation will outline provisions for requirements of organizations to participate, the registration process, and benefits of becoming a Registered Community Organization.

#### Community Involvement Proposal:

**Please visit the “Registered Community Organizations” display to speak to a representative, and to learn more about this effort.**