Zoning Code Amendments for Housing

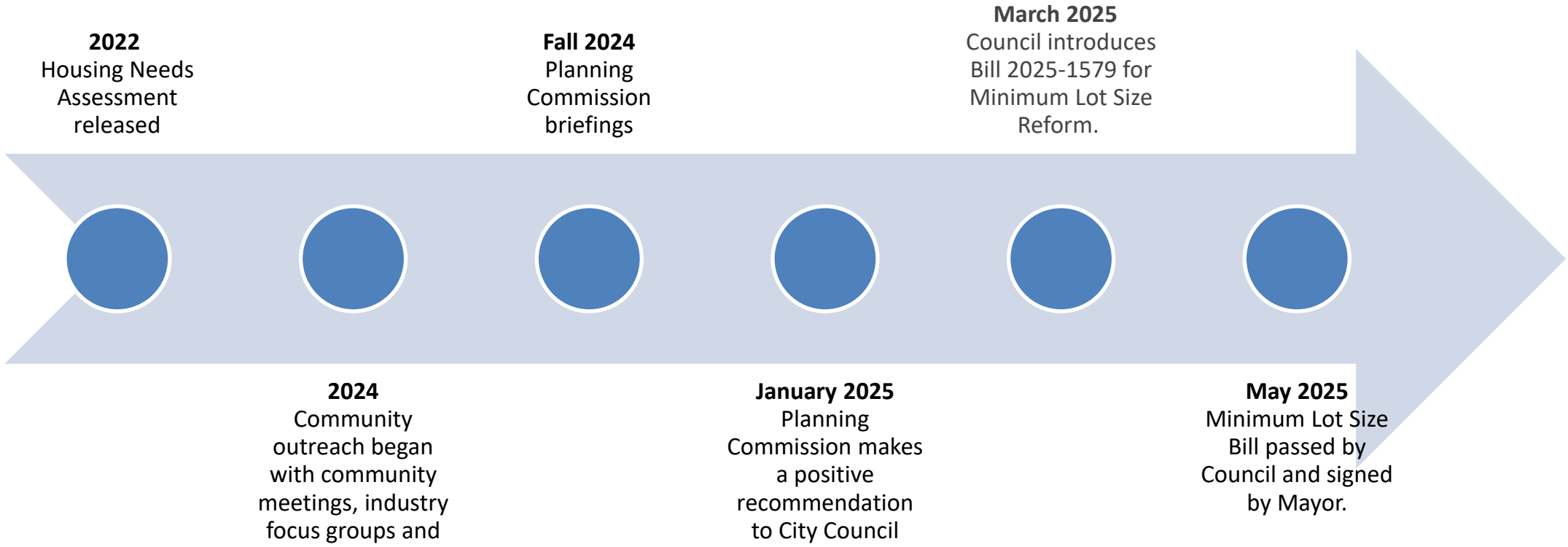
August 31, 2026
Public Information Session

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Background and Timeline

Timeline to Bill 2025-1545



Timeline of Bill 2025-1545

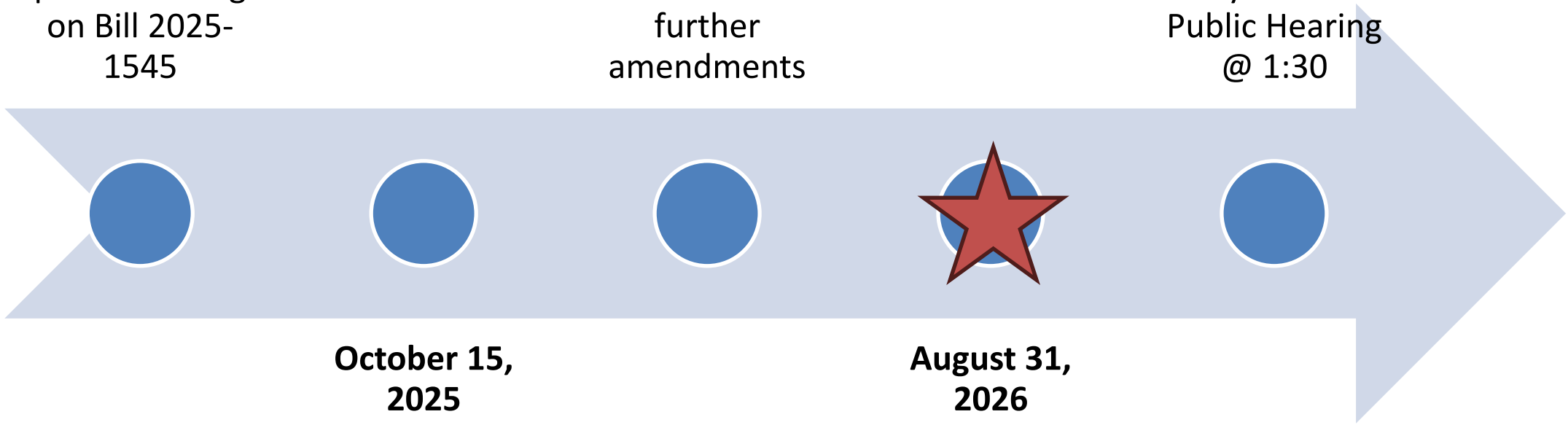
September 2025
Council holds public hearing on Bill 2025-1545

October 15, 2025
Council amends by substitute and refers Bill back to Planning Commission.

June 2, 2026
Planning Commission recommends further amendments

August 31, 2026
Public Information Session

September 23, 2026
City Council Public Hearing @ 1:30



Original HNA Bill vs Current Bill

Original Housing Needs Assessment Bill

- City-wide Accessory Dwelling Units
- Parking Reform
- City-wide Inclusionary Zoning
- Minimum Lot Size Reform[1]

Current Housing Needs Assessment Bill

- City-wide Accessory Dwelling Units
- Parking Reform
- Affordable Housing Bonus Program[2]

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.



Proposed ADU Regulations

- ADUs permitted by-right as an accessory use to a Residential, Community Center, or Religious Assembly primary use.
  - Two ADUs permitted per residential lot.
  - No limit for ADUs accessory to Community Center or Religious Assembly.
- Maximum 1,000 square feet floor area per ADU
- Maximum 30 feet in height for detached ADUs.
  - DCP amendment removes story limit.
- No owner-occupied requirement.

Proposed ADU Regulations cont.

- Relaxed setback requirements for detached ADUs to fit in with existing neighborhood fabric.
  - ADUs exempt from Residential Compatibility Standards.
  - Conversion of an existing garage into an ADU is by-right provided there is no addition that extends further into a setback.
  - Otherwise, a detached ADU in the side or rear setback requires an Administrator's Exception

What would this look like in Pittsburgh?



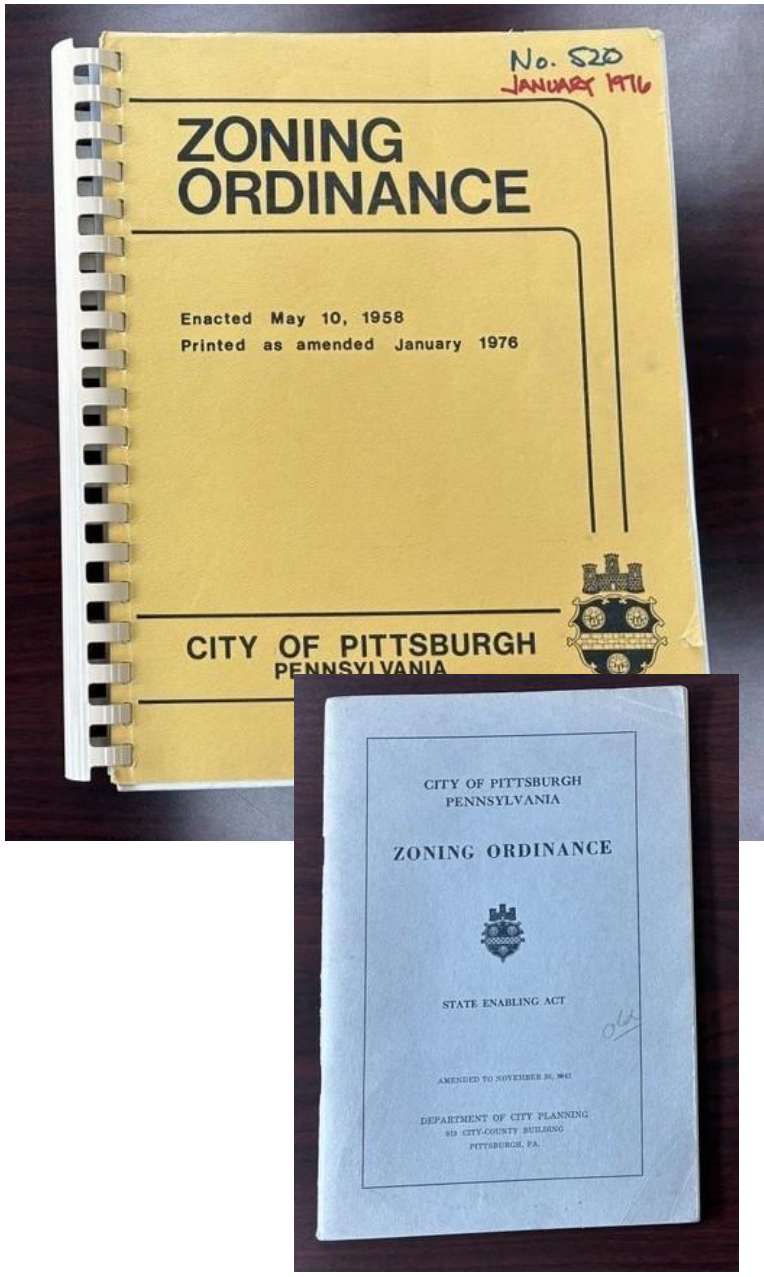




Parking Reform

Existing Conditions

- Most of Pittsburgh was built prior to the 1958 Zoning Code that introduced off-street parking requirements.
- This approach is not effective 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.



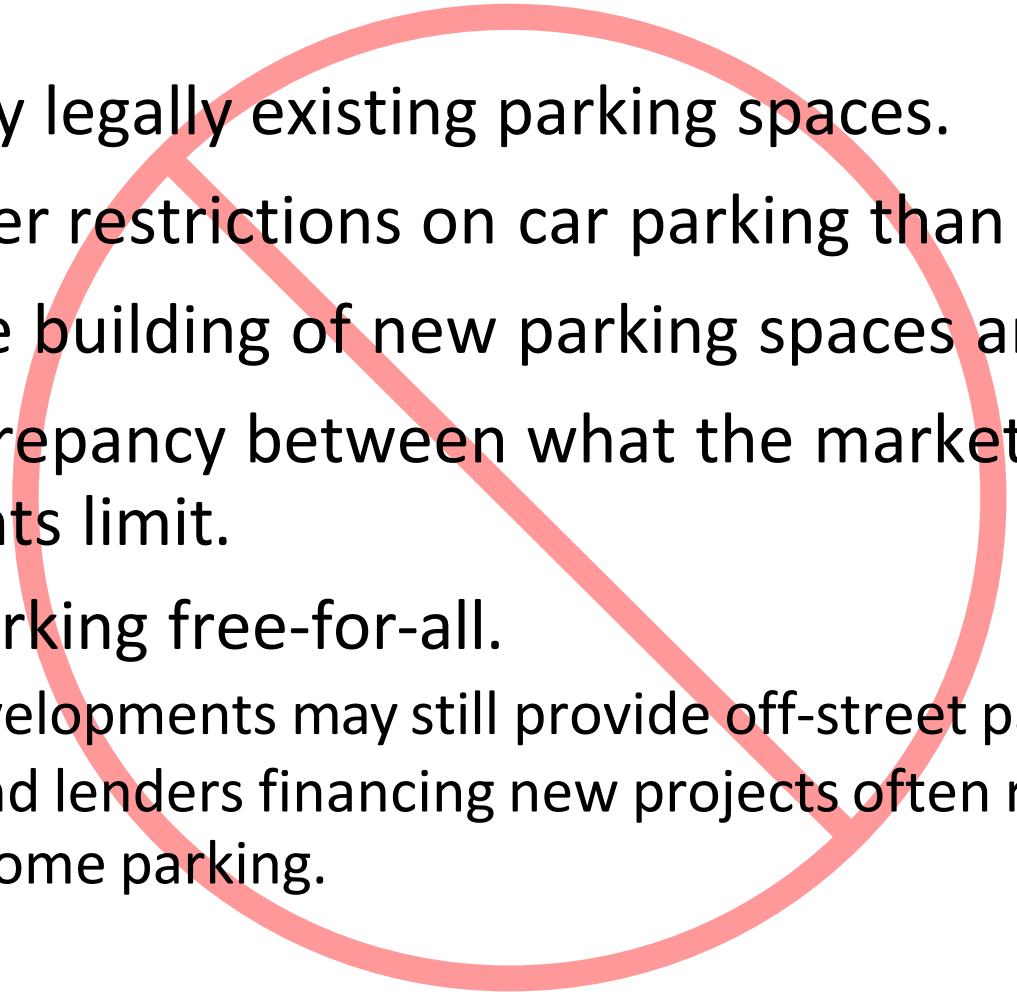
What is being proposed?

- Replace Parking Minimums by use with updated Parking Maximums and Transportation Demand Management (TDM) 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)
- Expand limits on accessory surface parking

What this Parking 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 Parking Ordinance Does Not Do



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

Transportation Demand Management

- Transportation Demand Management (TDM) is a tool 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.
- TDM reduces single occupancy-vehicle trips by making it easier and more attractive to utilize transit, biking, walking, and other more efficient transportation modes.
- A TDM plan is currently required for large-scale development projects.
- Proposed changes creates predictability through a formalized points system proportionate to the size of the development project.

Affordable Housing Bonus Programs

AHB Proposals - Differences

	October 2025 Draft	June 2026 Draft
Approach	Adds a new program that creates multiple, conflicting programs in the Zoning Code.	Uses a single system adapted from the Zoning Code's existing Performance Points program.
Geography	Citywide, except the existing IZ-O.	Only districts that allow 4+ units or housing for the elderly, except GT (downtown).
Eligible Projects	20+ unit dwellings providing 10% of units at affordable rates (defined next slide).	Multi-unit dwellings providing 10-20% of units at affordable rates (defined next slide).
Length	20 years for rental. Owner-occupied allowed 2% increase per year.*	20 years for rental and owner-occupied in the optional bonus.*
Bonus	For projects not otherwise eligible for Performance Points: 2 points For projects otherwise eligible for Performance Points: 1-6 points, reduction in upper story step-back requirement For both: 1 point = 15 feet, unless in RIV, then 1 point = 10 feet	Base points: 2 or 4 points Projects in RIV, UPR, R-MU, UC-E, and UC-MU: 2 or 4 or 6, reduction in upper story step-back requirement For both: 1 point = 15 feet

*Maintains 35 years for rental and owner-occupied in the mandatory Inclusionary Housing Overlay.

AHB Proposals - Similarities

	October 2025 Draft	June 2026 Draft
Relationship to IZ-O	The existing Inclusionary Zoning Overlay remains.	*Same**
Affordability	No more than 50 percent of AMI for Rental No more than 80 percent AMI for Owner Occupied	*Same*
Payment In Lieu	Payment in Lieu of $25 per square foot is an option.	*Same**
Off-site Option	12 percent of off-site units required to meet affordability standards.	*Same*

*Specific dollar amounts moved to the fee schedule in alignment with best practice.

AHB – June 2026 Version

Summary of Proposed Performance Points

		Base Points *	RIV, UPR, R-MU, UC-E, UC-MU
4.a	10% rent on-site 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

1 point = 15 feet in height

Other Differences between Standards

- Council Bill 2025-1545 requires a look back after two years, including a report to Council and recommendations for improvements as appropriate.
  - DCP staff is currently putting together a housing dashboard that will report real time information on all housing units created and in the pipeline, affordable and market rate.
  - DCP commits to continuing to look at best practices, but zoning regulations are not the appropriate tool to require the department to complete this work.

Next Steps

Next Steps

City Council Public Hearing

September 23, 2026, at 1:30 PM

https://www.pittsburghpa.gov/City-Government/The-City-Council/Clerks-Office/Council-Meeting-Schedule



Thank you

WE APPRECIATE YOUR TIME