



City of Philadelphia

City Council
Chief Clerk's Office
402 City Hall
Philadelphia, PA 19107

BILL NO. 260518

Introduced May 14, 2026

Councilmember Gauthier for Council President Johnson

**Referred to the
Committee on Rules**

AN ORDINANCE

To amend Title 14 of the Philadelphia Code, entitled "Zoning and Planning," by revising certain provisions relating to the Transit Improvement Bonus, to clarify its parameters and revise the bonus structure, and by making related changes, all under certain terms and conditions.

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

SECTION 1. Title 14 of The Philadelphia Code is hereby amended to read as follows:

* * *

TITLE 14. ZONING AND PLANNING

* * *

CHAPTER 14-700. DEVELOPMENT STANDARDS

* * *

§ 14-702. Floor Area, Height, and Dwelling Unit Density Bonuses.

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(2) Eligibility for Floor Area Bonuses.

* * *

(b) If the property is located in the RMX-3, CMX-4, or CMX-5 districts, the property must have frontage on two streets at least 50 ft. wide or three streets at least 20 ft. wide, except for bonuses earned pursuant to § 14-702(7) (Mixed Income [Housing],) *Housing*) or § 14-702(8) (*Transit Improvement*), for which these street width requirements shall not apply.

(c) Except for bonuses earned pursuant to § 14-702(7) (Mixed Income [Housing],) *Housing*) or § 14-702(8) (*Transit Improvement*), if the property is located in the CMX-3 district, it must be located in:

* * *

(3) Floor Area Bonus Options Summary Table.

The following table summarizes the floor area bonus options in this section. In the event of conflict between the provisions of Table 14-702-1 and the text of this Zoning Code, the text shall govern.

Table 14-702-1: Floor Area Bonus Summary

Bonus Category	Additional Gross Floor Area, as Percent of Lot Area (see § 14-701(2) (Residential District Dimensional Tables) and § 14-701(3) (Commercial Districts Dimensional Table) for the maximum allowed base floor area ratios for each district.)									
	RM-2	RM-3, RMX-1	RM-4	RMX-2	IRMX	RMX-3	CMX-3 as provided in § 14-702(2)(c) (except in /TOD)	CMX-3 (within /TOD only)	CMX-4	CMX-5
				*	*	*				
Transit Improvements (§ 14-702(8))	N/A	N/A	N/A	{N/A} <i>Up to 100%</i>	{N/A} <i>Up to 100%</i>	{N/A} <i>Up to 100%</i>	{N/A} <i>Up to 100%</i>	Up to {100%} 200%	Up to 200%	Up to 400%
				*	*	*				

(3.1) Building Height Bonus Options Summary Table.

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The following table summarizes the building height bonus options in this section. In the event of conflict between the provisions of Table 14-702-2 and the text of this Zoning Code, the text shall govern.

Table 14-702-2: Building Height Bonus Summary

Bonus Category	Additional Building Height			
	/CDO	/ECO	/PCH	RM-1, CMX-1, CMX-2, CMX-2.5
	*	*	*	
Transit Improvements (§ 14-702(8))	Up to 72 ft.	{N/A} <i>Up to 72 ft.</i>	N/A	N/A
	*	*	*	

(8) Transit Improvements.

The bonus for transit improvements is a mechanism for expanding and improving access to and use of public transit infrastructure. Qualifying improvements encourage the increased use of public transit, not only by future occupants of the development, but also by other residents, workers, and visitors to the area.

(a) Criteria.

A floor area bonus or building height bonus, as applicable, may be earned by *constructing, improving, connecting [to, constructing or extending a rail, subway, or trolley transit station or stop, concourse, or water taxi station,] or significantly improving access to a public transit facility* provided that the project meets the [following standards:] *standards below. For the purposes of this section, a public transit facility includes any rail stop or station, including any underground concourses or connections that provide access to that station; any water taxi stop; any intercity bus station; and any bus or trolley stop that is located within 500 feet of a rail stop or station; and which includes permanent structures outside of the right-of-way, or includes dedicated passenger infrastructure.*

(.1) The applicant shall submit a [letter] *signed agreement* from the appropriate transit authority [confirming that the transit authority approves the portion of the project that will be constructed on its

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property.] *that includes a description of the qualifying improvements, a construction schedule for such improvements by the applicant or transportation partner, the total hard costs for the development, the total cost of the qualifying improvement, and (if different from the total cost), the amount of funding that the applicant will provide toward the total cost of the project.*

(.2) Qualifying improvements made by the applicant may include any of the following:

(.a) New access easements or improvements to connecting passageways, mezzanines, or concourse areas;

(.b) Constructing a new [rail, subway, trolley] *rail*, transit or water taxi station;

(.c) Extending the concourse of an existing [rail, subway, or trolley transit station or expanding an existing water taxi station] *public transit facility*;

(.d) Permanent structural [improvements, not including routine maintenance or repairs,] *improvements* to an existing [rail, subway, trolley, transit, or water taxi station or stop;] *public transit facility or dedicated accessway to such a facility, including, but not limited to, the introduction of significant public amenities, as approved by the Commission, and not including routine maintenance or repairs; or*

(.e) [Streetscape] *Permanent streetscape improvements or permanent roadway improvements* in excess of the minimum code requirements that *are explicitly designed to enhance pedestrian and bicycle connections to an existing [rail, subway, trolley transit, or water taxi station or stop.] public transit facility or improve the speed or safety of transit operations at an existing public transit facility.*

(.i) Streetscape improvements provided to earn the transit improvement bonus shall be approved by the Commission for the provision, *or substantial enhancement*, of safe and attractive pedestrian and bicycle routes to transit.

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(.ii) Roadway improvements provided to earn this bonus shall be approved by both the Commission, with input from the affected transit authority, for the substantial enhancement of transit access to the public transit facility.

(.iii) No zoning permit shall be issued for any development that earns a bonus under the conditions of this paragraph (.e) unless a maintenance agreement for the qualifying improvement has been entered into between the City and the entity responsible for providing the maintenance.

(.iv) No zoning permit shall be issued for any development that earns a bonus under the conditions of this paragraph (.e) unless the Art Commission either approves the permanent streetscape or roadway improvement or confirms that the improvement is not subject to its review.

(.3) [For] Qualifying improvements must be located within 1,320 ft. of the lot, or a portion of the lot, earning this bonus, except within the /CDO overlay district, where [transit] qualifying improvements [may] must be located within 1,320 ft. of the boundaries of the overlay district.

(.4) The applicant shall agree, in form satisfactory to the Department of Planning and Development, to post a bond or letter of credit in an amount equal to one hundred percent (100%) of the estimated cost of constructing the transit improvements. No building permit shall be issued until the applicant posts said bond or letter of credit in a form and with financial entities acceptable to the City or its designee. The [required transit improvements must be completed upon issuance of the] Certificate of Occupancy shall not be issued for the first permanent structure on the [property,] property unless the qualifying improvement is completed, as certified by the appropriate transit authority; in such case, the bond or letter of credit must be kept in force until the completion of the required improvements. Alternatively, if the qualifying improvement is to be constructed by the transportation authority, the Certificate of Occupancy for the first permanent structure on the property shall not be issued until that authority

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certifies that the applicant has provided all agreed-upon funding for that project.

(.5) Failure to comply with any provision of Section 14-702(8) shall, in addition to any other remedies available by law, be grounds for:

(.a) Revocation of any building permit; and

(.b) A fine of five hundred dollars (\$500) per day of noncompliance.

(b) Bonus Floor Area or Building Height.

The additional gross floor area or building height earned by providing transit improvements is:

Additional Gross Floor Area, as Percentage of Lot Area			Additional Building Height
<i>RMX-2, RMX-3, CMX-3 ({within} outside /TOD {only}), IRMX</i>	<i>CMX-3 (within /TOD only), CMX-4</i>	<i>CMX-5</i>	<i>/CDO, /ECO</i>
<i>{25%} 50% of lot area per each 1% of estimated building hard costs spent on transit improvements, up to a maximum of 100% of lot area</i>	<i>{50%} 100% of lot area per each 1% of estimated building hard costs spent on transit improvements, up to a maximum of 200% of lot area</i>	<i>{100%} 200% of lot area per each 1% of estimated building hard costs spent on transit improvements, up to a maximum of 400% of lot area</i>	<i>{12} 24 ft. per each 1% of estimated building hard costs spent on transit improvements, up to a maximum of 72 ft.</i>

(c) *Reductions in Parking Minimums.*

(.1) For any lot that earns a Transit Improvement Bonus, any minimum parking requirement otherwise applicable under § 14-802(2) (Required Parking in Residential Districts), § 14-802(3) (Required Parking in Commercial Districts), or §14-802(4) (Required Parking in Industrial Districts) shall be reduced by five spaces or by fifty percent (50%), whichever reduction is greater.

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(.2) *For any lot that earns a Transit Improvement Bonus and is located within the /TOD, Transit Oriented Development Overlay District, the /MIN, Mixed-Income Neighborhoods Overlay District, or both, any minimum parking requirement otherwise applicable under § 14-802(2) (Required Parking in Residential Districts), § 14-802(3) (Required Parking in Commercial Districts), or § 14-802(4) (Required Parking in Industrial Districts) shall be zero.*

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CHAPTER 14-800. PARKING AND LOADING

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§ 14-802. Motor Vehicle Parking Ratios.

* * *

(8) Adjustments and Alternatives.

The minimum parking requirements listed in this Chapter 14-800 may be adjusted as follows:

* * *

(f) *Transit Improvements.*

In addition to the parking adjustments permitted in subsections (a) through (e), above, further reductions in the number of required spaces are available under Section § 14-702(8) for lots that earn a bonus for the provision of Transit Improvements.

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SECTION 2. This Ordinance shall become effective immediately.

Explanation:

Italics indicate new matter added.

[Brackets] indicate matter deleted.

{Braces} indicate matter deleted within tables and notes to tables.