

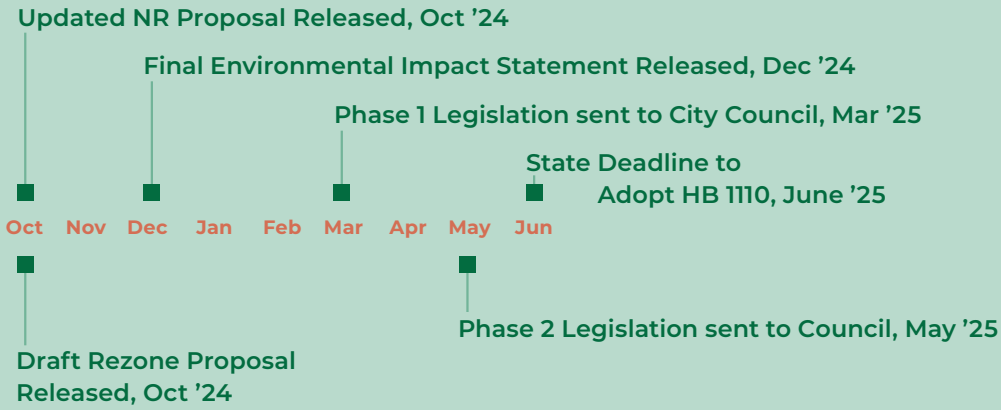
NEXT STEPS

Phase 1 Legislation

Neighborhood Residential (NR) update to implement HB 1110 requirements

Phase 2 Legislation

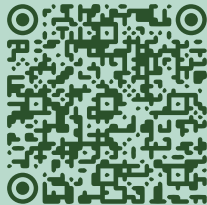
Rezones for new Neighborhood Centers, new and expanded Regional and Urban Centers, and select arterial rezones along frequent transit routes



Mayor Harrell's
ONE SEATTLE PLAN
COMPREHENSIVE PLAN UPDATE

WE VALUE YOUR FEEDBACK!

Learn more and comment directly on the draft zoning maps at Zoning.OneSeattlePlan.com



ATTEND AN INFO SESSION, 5:30 – 7:30 PM

- National Nordic Museum
- Madison Middle School
- Washington Hall
- Nathan Hale High School
- Magnuson Park, Hangar 30
- Jefferson Community Center
- Seattle Center Exhibition Hall

- Wed, Oct 30
- Wed, Nov 6
- Thu, Nov 7
- Wed, Nov 13
- Tue, Nov 19
- Thu, Dec 5
- Tue, Dec 10

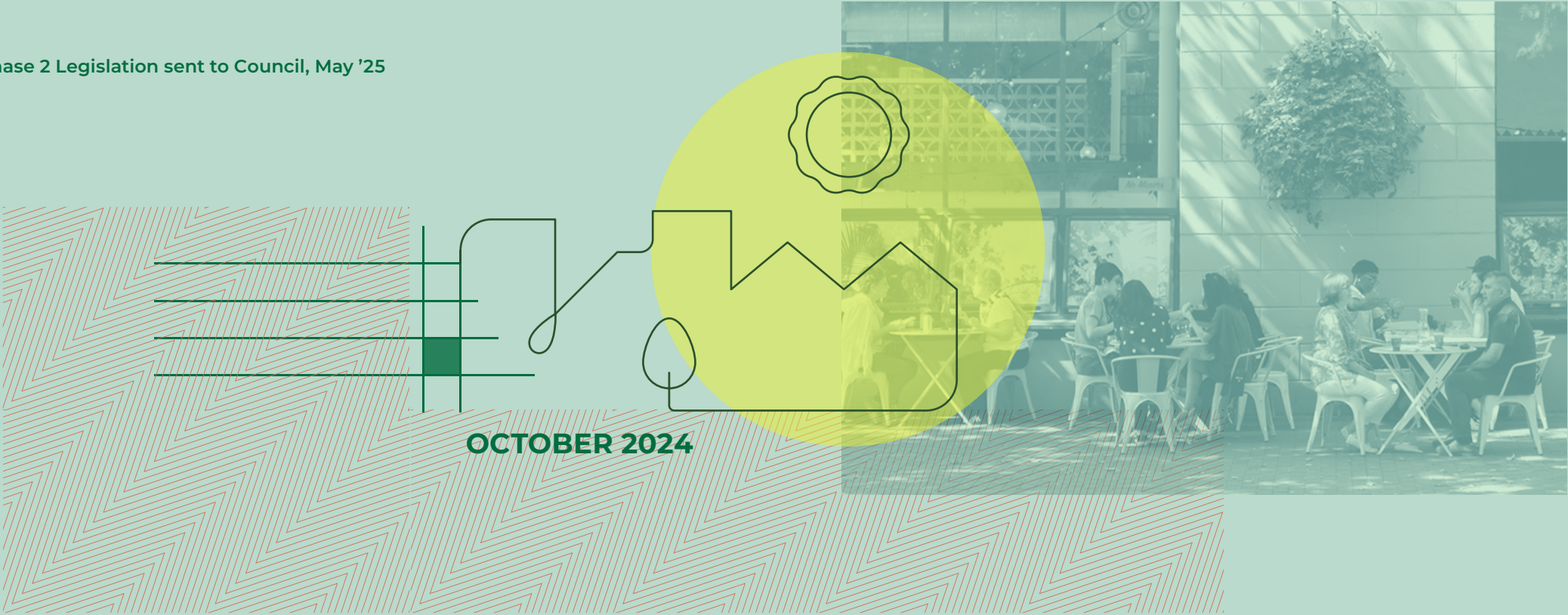


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GROWTH STRATEGY &
ZONING PROPOSAL

Seattle is expected to reach one million residents and add tens of thousands of new jobs over the next two decades. The One Seattle Plan, a major update of the City's Comprehensive Plan, charts a course to accommodate this expected growth while addressing the needs of current residents to keep our city livable and sustainable as it grows.

Last spring, the City’s Office of Planning and Community Development (OPCD) released a draft plan and growth strategy for public feedback. Residents and community stakeholders from across Seattle shared their perspectives, helping to inform Mayor Harrell’s Plan. One primary goal is to create more inclusive neighborhoods by allowing middle housing throughout the city and additional options for increased density in residential areas near frequent transit and existing services and amenities.

Mayor Harrell’s One Seattle Comprehensive Plan

Doubles our overall housing capacity citywide

Increases our overall housing capacity to more than 330,000 potential units to meet our future housing needs .

Adds capacity for middle housing across the city to over 90,000 new units.

Implements new State Middle Housing law, HB 1110, in Neighborhood Residential (NR) areas

Allows at least four units on all parcels or six units if two are affordable or if within a quarter mile of major transit stops (BRT and light rail).

Aligns certain development regulations (i.e. Floor Area Ratio) with the State model code, enabling larger family-sized units on each lot.

Builds on HB 1110 with additional capacity for housing and amenities:

Designates 30 Neighborhood Centers to allow for more multifamily housing types up to six stories within a one to three-block radius of existing neighborhood businesses, transit, and amenities.

Affordable Housing Bonus: Provides additional development capacity in NR zones (height and lot coverage) within a quarter mile of frequent transit if at least 50% of units are affordable.

Stacked Flat Incentive: Encourages small apartment buildings in NR zones on parcels of 6,000 sq. ft. or greater within a quarter mile of frequent transit service.

Corner Stores: Allows small neighborhood businesses on corner lots in NR zones.

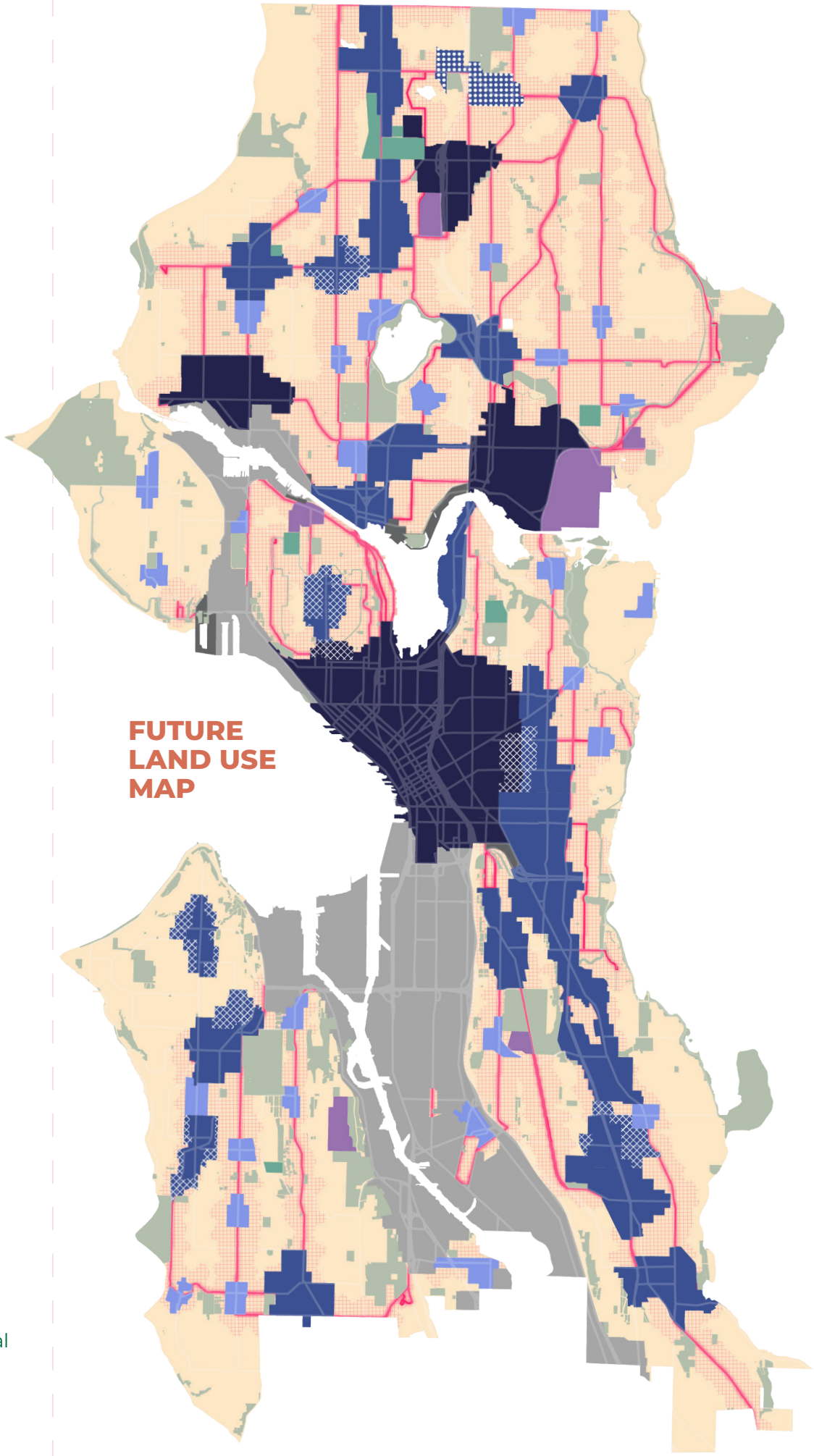
Frequent Transit & BRT Arterials: Increases housing density along frequent transit arterials, allowing up to six-story apartment buildings.

New and expanded boundaries for several Regional and Urban Centers

Adds a new Urban Center at the NE 130th St station that will increase height and density allowances to take advantage of the new light rail station opening soon.

Expands the boundaries of nine existing Regional and Urban Centers, up to eight stories for residential and mixed-use development.

Mayor Harrell is pursuing additional options to support vibrant, transit-oriented communities by increasing zoning capacity in Regional and Urban Centers, areas already primed to support more growth and density. With added funding in the 2025–26 Budget, project scoping and environmental review will begin in late 2025.



PLACE TYPE DESCRIPTIONS

Regional Center (previously Urban Center)
Most densely populated neighborhoods (think Capitol Hill, Downtown), with a mix of housing, office, retail, entertainment, and access to regional transit. These areas can include zoning for high-rise towers.

Urban Center (previously Urban Village)
These areas are zoned to accommodate a mix of housing, jobs, shops, and services with access to frequent transit. Residential and mixed-use structures up to eight stories are allowed, with potentially higher densities around light rail stations.

Neighborhood Center, (new place type) These areas are a new designation situated in residential areas across the city and designed to accommodate a diverse mix of moderate density housing. Locations were selected based on proximity to existing commercial activity near a central intersection or transit stop. New zoning will allow residential and mixed-use buildings up to six stories in the core and smaller apartment buildings on the periphery.

Urban Neighborhood These areas will be rezoned to align with HB 1110, the State’s “Middle Housing” bill. Zoning changes along frequent transit routes will allow apartments up to six stories.

Manufacturing & Industrial Center Areas of concentrated industrial, manufacturing, and maritime activity with limited retail, office, and residential functions.

PLACE TYPES

- Regional Center
- Urban Center
- Expanded Regional or Urban Center
- New Urban Center
- Neighborhood Center
- Manufacturing & Industrial Center
- Urban Neighborhood

OTHER AREAS

- Industrial outside Manufacturing & Industrial Centers
- Major Institutions
- Parks and open space
- Cemetery

TRANSIT RELATED

- Frequent transit sites*
- Quarter mile from frequent transit**
- *Sites adjacent to the frequent transit network, where zoning for higher-density housing will be considered
- **In NR zones within a quarter-mile walk of frequent transit stops, bonuses for stacked flats or affordable housing apply