

IMPLEMENTING SEATTLE'S COMPREHENSIVE PLAN

2026: Centers + Corridors Amendment Proposals



Seattle faces a deep housing shortage. Families can't find a home in the neighborhoods they grew up in, workers can't afford to live near their jobs, and seniors have limited options to downsize. Addressing that shortage requires bold action to legalize housing options throughout the city.

The new Neighborhood Residential zoning passed in December 2025 was a major step for Seattle, allowing stacked flats, fourplexes, and corner stores in neighborhoods that have been off-limits to new housing for generations.

Centers + Corridors is the next step to implement the *One Seattle Plan* for housing abundance: updated zoning in new and expanded Neighborhood and Urban Centers and along frequent transit corridors. The Complete Communities Coalition is proposing key amendments, so the plan can deliver on the vision of livable communities with more homes at more attainable prices, where trees can grow and families can play.

BUILDING BETTER LOWRISE ZONES

The draft **Centers + Corridors** plan would leave lowrise zones less permissive than the new Neighborhood Residential zoning right next door – a problem that undermines the whole point of designating growth areas near businesses, transit and amenities. We're proposing modest increases to FAR to correct that. Additionally, lowrise zones should allow ground-floor commercial uses so walkable retail can grow alongside new homes.

	Neighborhood Residential (stacked flats)	Lowrise 1	Lowrise 2	Lowrise 3	NEW! Courtyard Bonus *
Floor Area Ratio	1.6 (2.0)	1.3 (2.0) <u>1.8 (2.2)</u>	1.4 (2.0) <u>1.8 (2.2)</u>	2.5	2.6
Height	32' (42')	32' (42')	42'	52'	55'
Side setbacks	5'	5'	5'	5'	0' *
Front setbacks	10'	7' avg/ 5' min	7' avg/ 5' min	7' avg/ 5' min	3'
Amenity Area	25%	20%	20%	20%	25% & Min 20' x 20' Courtyard

* No more than 50' of facade may fall within 10' of a side lot line.



MORE HOMES & MORE TREES WITH COURTYARD BLOCKS

The **Courtyard Block Bonus** goes further. Waive the 5-foot side setback—a sliver too narrow for trees, useful mainly as a path to garbage cans—in exchange for a shared interior courtyard, and unlock greater height and density. Open space moves to where it actually serves people and creates room for trees: inside the block. The result is more family-friendly homes, genuine green space, and lower per-unit costs.

The same logic applies to midrise zones: eliminating side setbacks improves building design, creates more flexible floor plans, and harmonizes with the courtyard block approach in lowrise zones.



- More housing types at more attainable prices
- More open space to gather and play
- More trees with space to grow

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Above: The Solaris passive-house apartments

GREEN BUILDING BONUSES

Seattle can grow greener as it grows denser. Passive House buildings use dramatically less heating and cooling energy than conventional construction, cutting emissions and lowering utility costs for residents. Mass timber stores carbon rather than emitting it. Height bonuses to support both of these innovative techniques align with what was studied in the EIS, and we're asking the Council to adopt them.

- **Passive House Bonus:** Up to 85' in Urban and Regional Centers, 75' in Neighborhood Centers, 55' in transit- and parks-oriented corridors.
- **Mass Timber Bonus:** An additional 40'-50' in Neighborhood Commercial zones in Regional and Urban Centers.

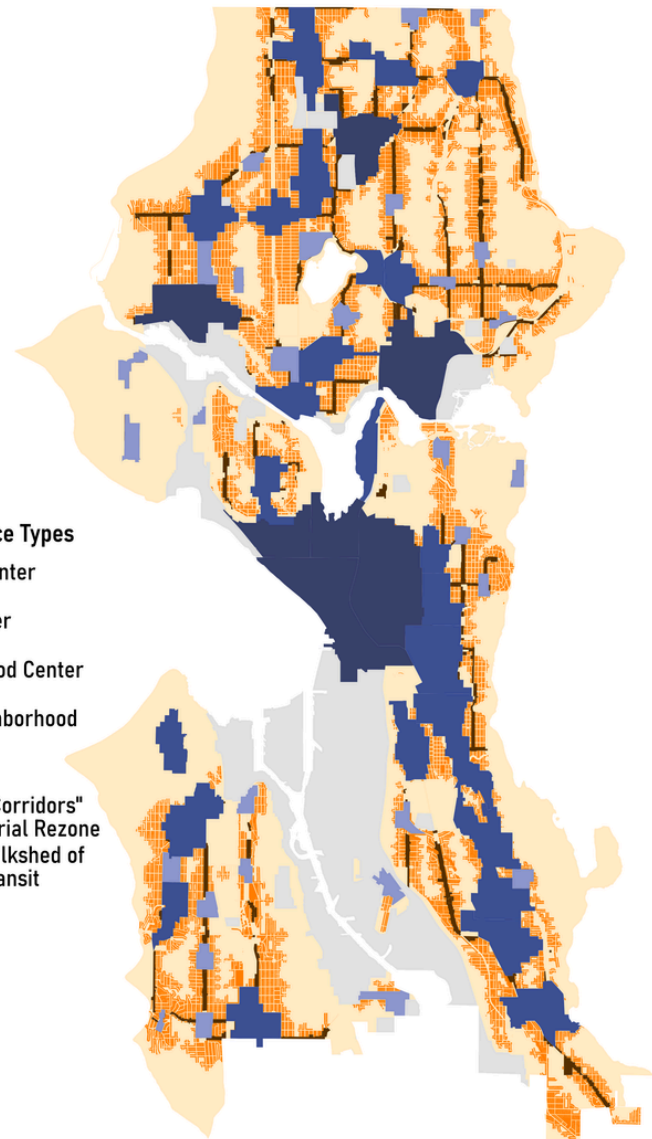
DRAW THE MAP BOLDLY: TRANSIT CORRIDORS

Seattle's climate goals depend on allowing more people to live near transit. Residents who can walk to a frequent, convenient bus drive less, own fewer cars, and spend less on transportation. When the city fails to add housing in these areas, growth is pushed to the suburban fringe, locking in long commutes and car dependence.

However, the Centers + Corridors draft takes a narrow approach to allowing more housing in transit corridors. It only rezones the parcels directly on arterials, restricting new transit-oriented housing to Seattle's noisiest, most polluted streets.

We're asking the Council to go further: **rezone the full five-minute walkshed around frequent bus stops to lowrise 2 zoning.** Building homes on side streets near transit gives people the opportunity to live in quiet, low-pollution, and car-light neighborhoods.

More people near transit. Better streets to live on. The EIS studied this approach. The Council should adopt it.



TELL YOUR COUNCILMEMBER: SUPPORT BOLD CENTERS + CORRIDORS AMENDMENTS

Public hearings: April 6 and June 4. Scan to learn more now.