Seattle Comprehensive Plan

A Joint Resolution

Outlining Intent for Phase 3 of Zoning Implementation

Taller, Denser, Faster

Mayor Katie B. Wilson's Office and Seattle City Council
May 14, 2026

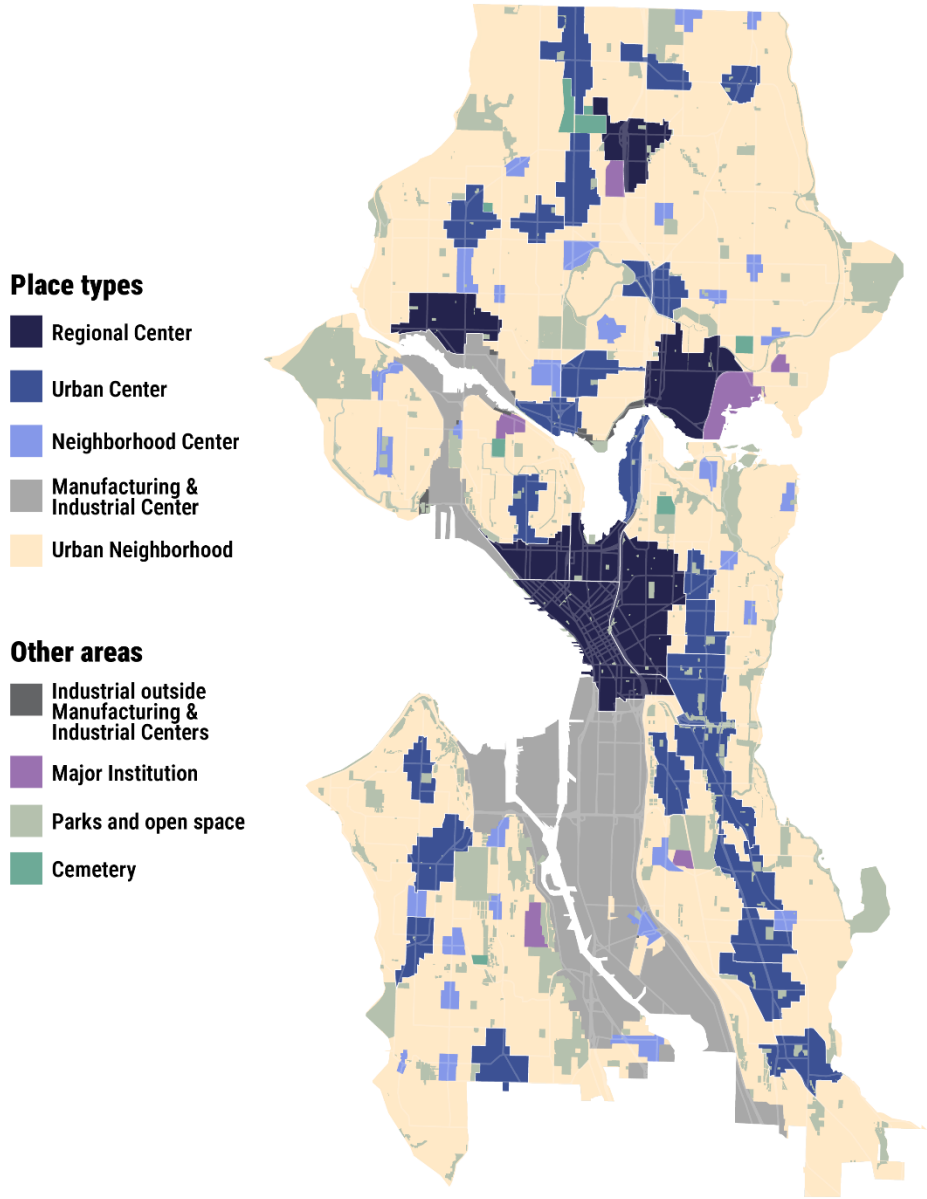
City of Seattle

Background – Growth Strategy

In December 2025, the City completed major milestone with the adoption of the major update to the Seattle **Comprehensive Plan**.

The Plan includes an updated **growth strategy** designed to expand housing supply and diversity in all neighborhoods.

The growth strategy is implemented through several phases of **zoning legislation**.



Initial Approach to Phasing

Phase 1: HB 1110 Implementation / Neighborhood Residential (NR) **(adopted in Dec 2025)**

Phase 2: Centers and Corridors **(transmitted to Council in January 2026)**

Phase 3: Select Regional & Urban Centers + New Neighborhood Centers

- Rezone adoption anticipated late 2026 / early 2027

Phase 4: Transit-oriented development (TOD) and station area focus

- HB 1491 (TOD bill) implementation
- Rezone adoption mid/late 2028

Taller Denser Faster – Combining Phases 3 & 4

On April 2, Mayor Wilson announced her intention to combine Phases 3 and 4 into a **Taller Denser Faster Phase** that aligns with the Mayor's vision, that includes:

- **Affordable, abundant housing.** Address housing affordability challenges by significantly expanding housing supply. Add zoning capacity for all kinds of new housing.
- **Do not wait.** Deliver zoning changes as soon as possible, including Implementing HB 1491 (TOD bill) sooner than required.
- **Thriving complete neighborhoods.** Increase housing options near transit and community amenities (parks, schools, shops, etc.)
- **Environmental justice.** Add healthy and safe housing options on quiet streets off roads with heavy traffic.

Additional Study Needed

- The Comprehensive Plan and phases 1 and 2 were studied in a Final EIS (FEIS) to fulfill SEPA environmental review requirements
- Additional environmental review is required to consider a broader range of potential changes and OPCD will perform a Supplemental EIS (SEIS)
- The joint resolution provides guidance from the Mayor and Council to OPCD about the range of potential changes to consider in the SEIS

Taller, Denser, Faster - Approach

OPCD expects to study a range in the **scale** and **geographic extent** of potential zoning changes in **three types of places** that are identified and described in the Comprehensive Plan

Neighborhood Centers

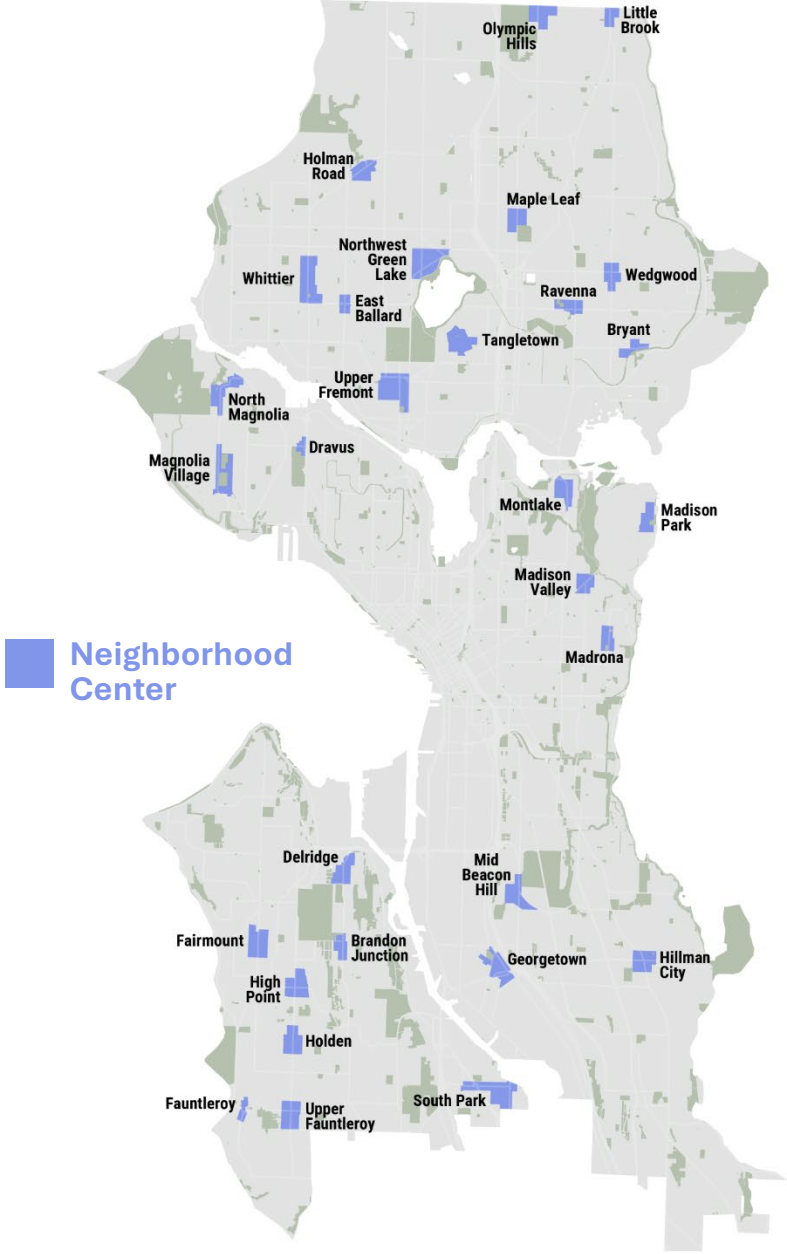
Regional and Urban Centers

Frequent Transit Corridors & HB 1491 Station Areas

Neighborhood Centers

The updated Growth Strategy in the Comprehensive Plan includes 30 Neighborhood Centers that:

- add housing options within easy walk to frequent transit and/or neighborhood business districts and amenities
- increase housing diversity in more neighborhoods across the city
- generally, reflect a 3- to 4-minute (800 feet) walk from the central intersection
- generally, allow 4- to 6-story buildings

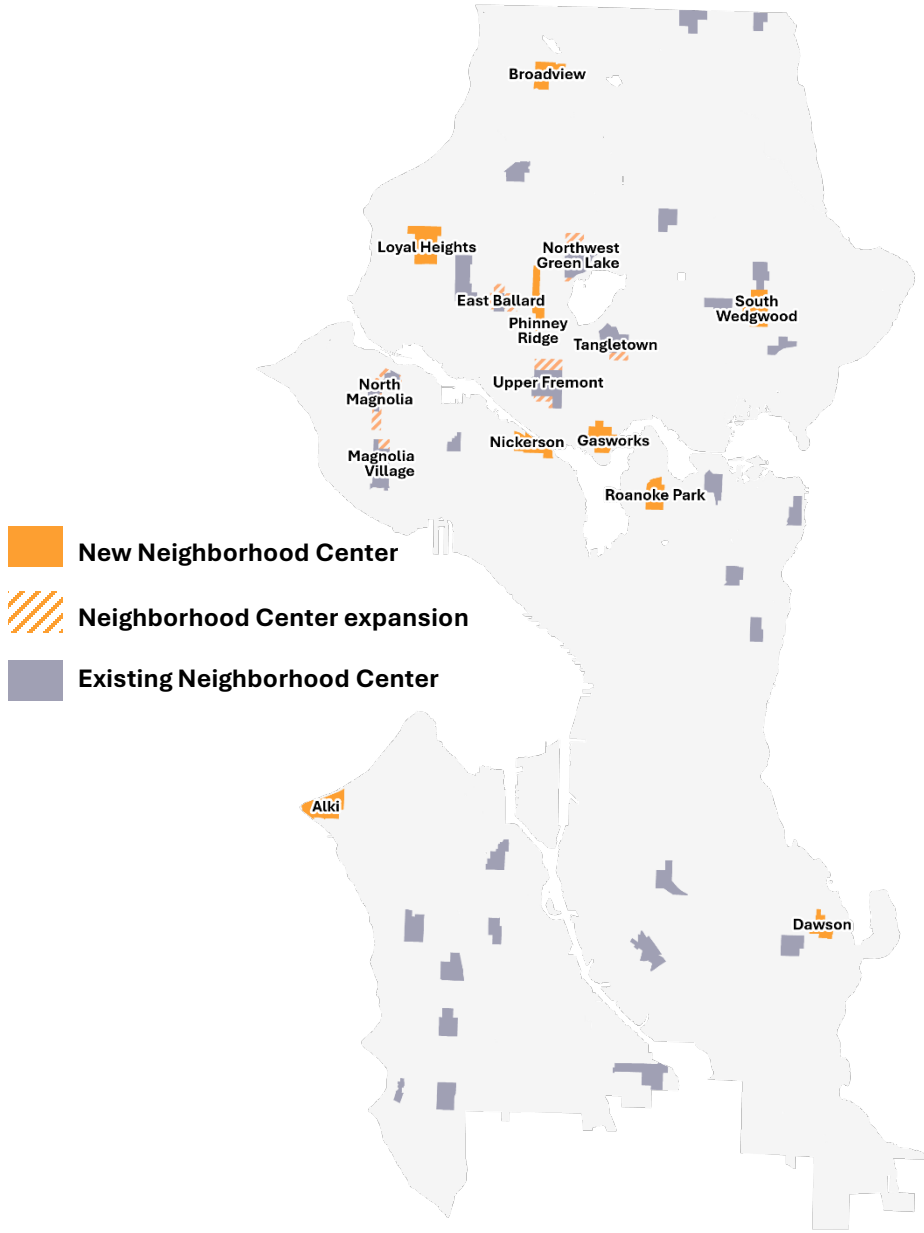


Neighborhood Centers

Council Resolution 32183 calls for environmental review of 9 new and 6 expanded Neighborhood Centers:

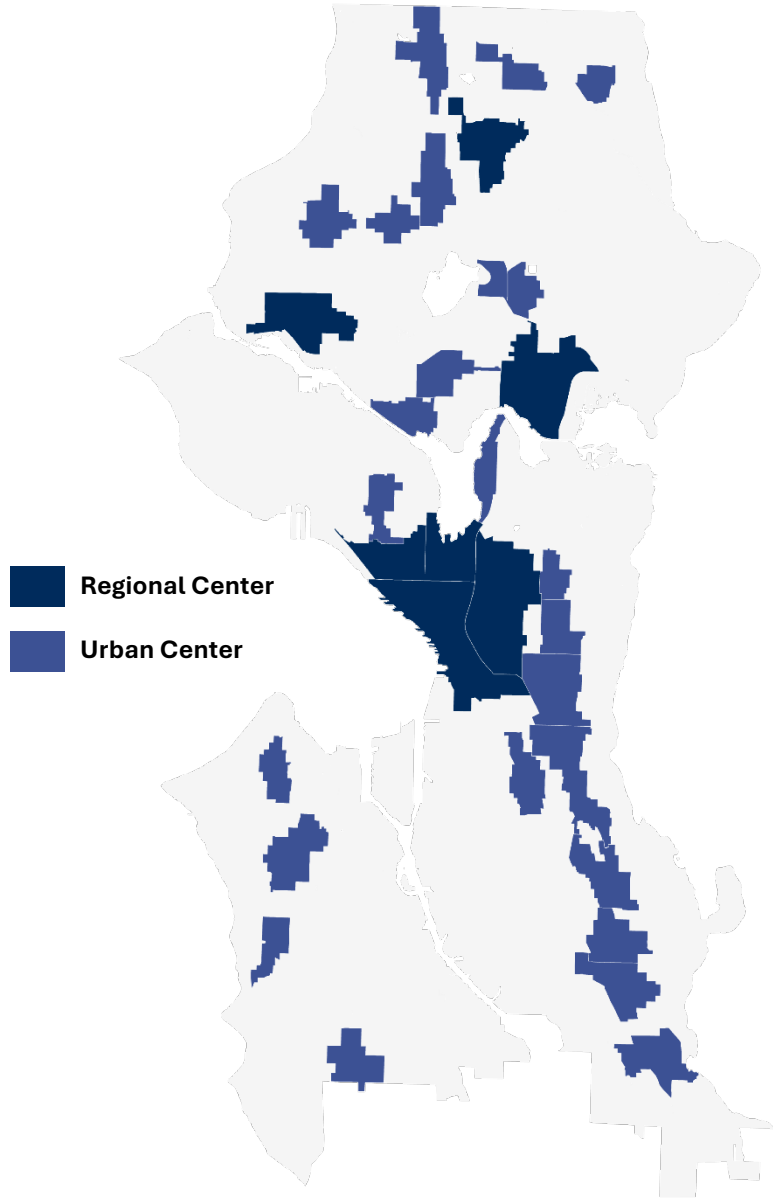
New Neighborhood Centers (9)	Neighborhood Center expansions (6)
Alki	Tangletown
Broadview	Upper Fremont
Dawson	Magnolia Village
Gasworks	North Magnolia
Loyal Heights	East Ballard
Roanoke	Northwest Green Lake
S. Wedgwood	
Nickerson	
Phinney Ridge	

OPCD expects to review these and potentially more Neighborhood Centers in the SEIS



Regional and Urban Centers

- Seattle's highest-density housing and job centers with strong access to transit.
- Six centers were **expanded** in Comprehensive Plan, plus **new center** at Pinehurst Station (NE 130th St), with zoning changes for these areas in centers included in Centers & Corridors (Phase 2)
- By end of 2027, Regional Centers must have subarea plans adopted that will guide zoning changes
- OPCD expects to review potential zoning changes within existing center boundaries in the SEIS



HB 1491 Station Areas + Frequent Transit Corridors

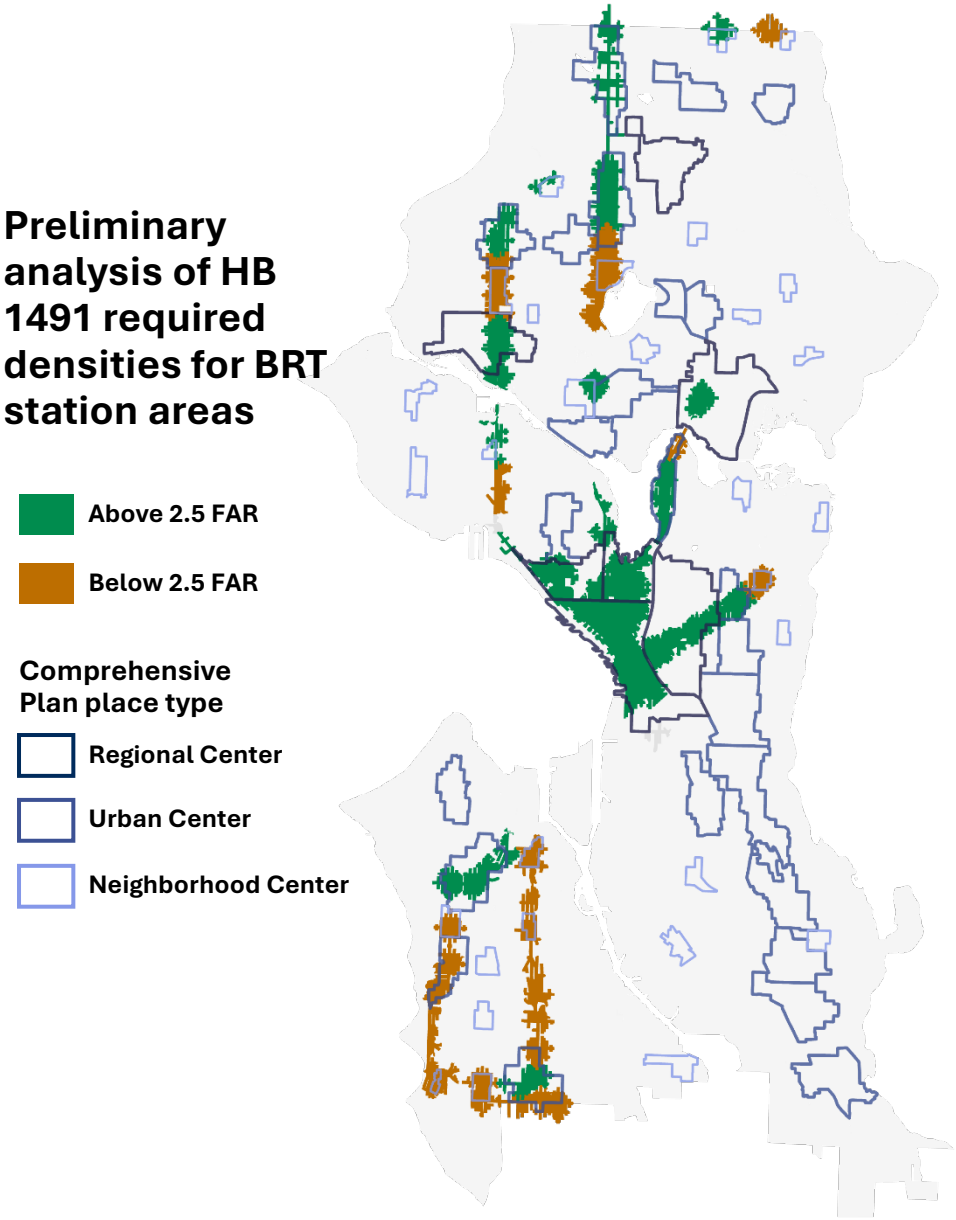
OPCD will study zoning to meet or exceed HB 1491 requirements plus wider areas around frequent transit.

HB 1491 requires zoning for minimum average floor area ratio (FAR) in transit station areas:

- FAR of 2.5 within ¼ mile of bus rapid transit (BRT) stops
- FAR of 3.5 within ½ mile of rail stations

Frequent transit corridors:

- Run to and between designated centers and include both BRT and non-BRT routes
- Are generally rezoned within a half-block in the Centers and Corridors legislation



Joint Resolution - Purpose

- Foster general alignment between the Mayor and Council to support a unified direction that supports timely action by decisionmakers
- Clearly communicate the City's intent as early as possible for transparency to the public
- Ensure environmental review under SEPA includes a broad range of zoning options for the Executive and Council

Joint Resolution - Contents

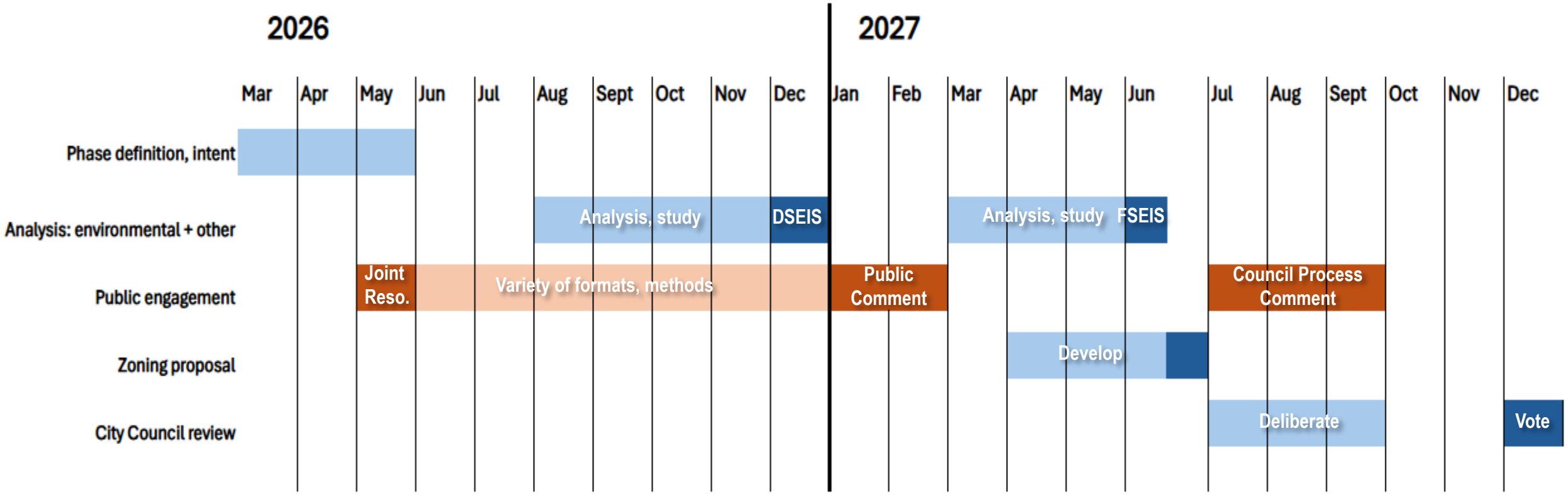
Study changes including within the following areas:

- Walking distance of frequent transit stops, including areas not directly adjacent to major arterials;
- Regional and Urban Centers, including possible expansions
- New and expanded Neighborhood Centers, including those identified by City Council in Resolution 32183 and the 2022 EIS scoping report;
- Transit station areas as defined by and consistent with new State requirements of HB 1491, including consideration of options to exceed those requirements;

Joint Resolution - Public Engagement

- OPCD is directed to conduct inclusive public engagement in partnership with the Mayor's Office and City Council.
- Engagement may include:
  - Online and social media
  - In-person
  - With community partners
  - With stakholder groups
  - With businesses and organizations

Anti-Displacement Strategies

- At risk communities will be consulted to advise and guide the City's approach.
- The alternatives will incorporate different approaches to address displacement pressure – providing options for decisionmakers.
- Strong anti-displacement mitigation measures (not limited to zoning tools) will be discussed and recommended.

Draft Timeline for Taller Denser Faster