



City of Seattle

Seattle Planning Commission

April 3, 2026

City Councilmember Lin, Chair of the Select Committee on the Comprehensive Plan,
and City Councilmembers
via e-mail

RE: Seattle Planning Commission comments on the Centers and Corridors legislation

The Seattle Planning Commission supports adoption of the Centers and Corridors legislation without further reduction in development capacity or removal of proposed rezones. This important legislation is one of several phases to implement the One Seattle Plan adopted by the City Council in December of 2025. This phase will increase residential density and housing diversity to allow more apartments and condos near existing transit, shops, services, and jobs in more areas of the city.

As stewards of our city's Comprehensive Plan, the Planning Commission has actively followed the development of the One Seattle Plan. We [commented on the zoning changes](#) in Neighborhood Centers and along frequent transit corridors originally proposed in October 2024. The Planning Commission subsequently provided [comments on amendments to the One Seattle Plan](#) and the permanent legislation to implement HB 1110 in September 2025. We are pleased to submit this comment letter to provide our support for the Centers and Corridors legislation and look forward to commenting on future phases implementing the One Seattle Plan.

Remember the Context

The Centers and Corridors zoning strategy establishes a framework to increase housing capacity and diversity in areas throughout the city where residents have convenient walkable access to shops, services, amenities, jobs, and frequent transit. The One Seattle Plan's growth strategy and this implementing legislation are the result of four years of planning shaped by ongoing and extensive public engagement. We encourage the City Council to approve the Centers and Corridors strategy without removing or reducing the capacity of any of the proposed rezones. Any modifications to this land use vision would risk diminishing the intent of the adopted One Seattle Plan.

Lead with Equity

The Commission has consistently voiced our support for an equitable buildout of neighborhoods throughout the city with appropriately dense zoning. Increasing the supply and diversity of housing is a key part of the City's racial equity goals. The Centers and Corridors legislation represents a significant step toward addressing both housing affordability and racial inequity. The legislation makes a greater diversity of housing types available throughout the city, while shifting a portion of new housing capacity to areas with low risk of displacement.

Commissioners

Xio Alvarez, *Co-Chair*
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The Planning Commission is concerned that many areas have been removed from the original zoning proposal introduced in October 2024. It is evident that many of the changes (those areas outlined in pink on the interactive map of proposed rezones) are in areas of high opportunity and low displacement risk. These appear to be in direct response to negative comments from select communities that were not happy with the original proposal. As the City Council begins its deliberations on this legislation, we hope that you will consider **all public comment**, from across the city and the four years of engagement, in an equitable manner and not only consider the voices of those organized communities who provide criticism of rezones in their neighborhoods late in the process. Prioritizing these late and pointed concerns at this implementation stage would erode the shared values and equity commitments that have shaped development of the One Seattle Plan.

Maximize Zoning in Centers

The Centers and Corridors legislation includes rezones in Neighborhood Centers, in new and expanded Urban Centers, and along frequent transit routes. The legislation also makes minor changes to development standards in Lowrise (LR) and Midrise (MR) zones. We were disappointed to see amendments to the One Seattle Plan reducing some proposed Neighborhood Center boundaries to varying degrees within individual City Council districts. We look forward to upcoming opportunities to expand the number of Neighborhood Centers, including the environmental analyses that will study Neighborhood Centers identified in the Council's Resolution 32183 last fall. Now that the One Seattle Plan has been adopted and its Future Land Use Map is finalized, the Planning Commission encourages maximizing the effective zoning potential within the revised center boundaries.

The Commission supports maximizing the use of MR1 zoning in Neighborhood Centers to encourage buildings up to six stories. Buildings of this scale will be more economically feasible to provide affordable units in multifamily buildings compared to the lower height allowed by LR zoning. Providing more MR1 zoning in place of LR zoning in Neighborhood Centers will also allow more opportunities for ground level commercial space. All remaining residential parcels in Neighborhood Centers should be zoned LR3 to achieve more five-story buildings, the minimum threshold at which it is financially viable to develop affordable and accessible multifamily housing. Implementation of MR1 and LR3 zones are particularly important to meet the goal of creating multi-generational communities that support active mobility for people of all ages and abilities. In contrast, LR1 and LR2 zones do not produce density that is sufficiently affordable or accessible in Neighborhood Centers and should only exist outside of Neighborhood Centers.

The Planning Commission has consistently and strongly supported the creation of Neighborhood Centers to evolve Seattle's growth strategy and complement the system of Regional and Urban Centers that has been in place since the City's first Comprehensive Plan in 1994. Neighborhood Centers are essential to realizing our collective vision of a Seattle where all residents live in a great neighborhood with diverse, affordable, and accessible housing options within a convenient distance to shops, services, jobs, and transit. Implementation of this new model is also a critical step toward addressing the impacts of racially exclusive and discriminatory housing and land use practices by creating more housing options for more people in more areas of the city.

Provide Housing and Livability Along Frequent Transit Corridors

The Planning Commission supports the proposed rezones to provide housing capacity and diversity along frequent transit corridors. Locating housing with convenient transit access offers numerous benefits

including reduced reliance on cars, improved community livability, and increased access to economic opportunity. However, the Planning Commission has previously expressed our concern about concentrating multifamily housing — the primary housing type that the City projects to be affordable to low-income households — along high traffic arterials and truck routes. Providing housing around these arterials with poor air quality, noise pollution, and vibration from traffic exacerbates health, safety, and livability impacts for residents seeking affordable housing options.

Moving forward, we would like to see a nuanced consideration of both the benefits and impacts of providing additional housing along corridors. The Planning Commission recommends striking a balance with housing options in proximity to frequent transit routes and mitigation to promote livability along arterials. We support a corridor concept that expands the proposed upzones beyond one parcel on either side of an arterial to move further into the blocks away from the arterial. This approach would allow households the choice of multifamily apartment buildings within convenient walking distance of transit, parks, schools and other amenities that are not directly along the arterial. The Planning Commission looks forward to providing our input on this issue as the Office of Planning and Community Development initiates scoping for its Supplemental Environmental Impact Statement (EIS) in a later phase of One Seattle Plan implementation.

Thank you for your consideration of our comments and recommendations on the Centers and Corridors legislation. Please do not hesitate to contact us or our Executive Director, Vanessa Murdock, at vanessa.murdock@seattle.gov should you have any questions.

Sincerely,

The image shows two handwritten signatures in black ink. The signature on the left is cursive and appears to be 'Xio Alvarez'. The signature on the right is more stylized and blocky, appearing to be 'Matt Hutchins'.

Xio Alvarez and Matt Hutchins
Co-Chairs, Seattle Planning Commission

Cc: Lish Whitson; City Council Central Staff
Sunaree Marshall, Alex Hudson; Office of the Mayor
Rico Quirindongo, Sara Belz, Michael Hubner; Office of Planning & Community Development