



Seattle City Council
600 Fourth Avenue, 2nd Floor
Seattle, WA, 98104

RE: Housing in SODO

Dear Seattle City Councilmembers,

We are writing to share our perspective and concerns with renewed interest by some stakeholders to allow housing within the industrial area surrounding the Port of Seattle maritime terminals. The signatories of this letter represent thousands of jobs across our state and broad support of the state's economy.

Seattle's maritime industry is foundational to our state's status as a global leader in trade. Seattle's marine cargo operations are at the heart of Washington's economy, driving international commerce and creating opportunities that reverberate throughout the region.

But our city's success story doesn't happen by accident. It relies on strong, forward thinking industrial land-use policies. Throughout the last three decades there have been countless unsuccessful attempts to target industrial lands for development. And while we absolutely need more housing and commercial space in the Puget Sound region, we must not sacrifice the precious industrial land near our deepwater seaport — the very land that drives commerce to and from Washington state and connects us to the rest of the world.

These industrial zones are unique and irreplaceable, serving as the backbone of our trade economy. If we give them up for short-term gains, we risk undermining the long-term economic engine that supports countless jobs and industries, both locally and globally.

Because of the importance of these lands to our local, regional, state and national economy, we ask that you honor the protections that were just adopted into law just over 12 months ago and not erode them. Reversing course on the Maritime and Industrial Land Use Policy creates uncertainty and turmoil for the industries and workers that rely on consistent and predictable zoning policy for making investments and business decisions that support high wage jobs. The policies in place represent an agreement among many stakeholders after months of negotiations.

Seattle's maritime economy is not just about today — it is about the future. If we do not protect these industrial lands, we risk losing a vital part of our economy. Developing residential properties in these areas without essential infrastructure like transit, schools or grocery stores would be a generational mistake and would most certainly compel further erosion of these critical industrial areas and corridors.

Instead, we should focus on preserving and enhancing the trade functions of our city's freight mobility corridors, ensuring that our port remains competitive on the global stage. By doing so, we can maintain and grow a vibrant, sustainable economy that provides opportunities for the next generation of Washingtonians.

Please reject efforts by some to revisit the benefits secured by the Maritime and Land Use Policy for long term sustainable trade and high-wage jobs, in exchange for short-term gains by a few landowners and retail interests and the false promise of more affordable housing units. Industrial zones and industrial corridors are not healthy, safe places for housing. We respectfully assert that policy work to support increased housing in resourced and existing neighborhoods and geographies is a more appropriate focus and we stand ready to support those efforts.

This is not just about protecting what we have. It is about building a future where our maritime industry thrives, our workers succeed, and our state continues to lead in global trade.

Sincerely,

African Chamber of Commerce	Joint Council of Teamsters 28	Washington Apple Commission
Agriculture Transportation Coalition	Lynden/Alaska Marine Lines/Northland Services	Washington Association of Wheat Growers
Alaska Bering Sea Crabbers	Machinist District 751 MacMillan-Piper	Washington Cattlemen's Association
Allied Potato, Inc.	Marine Engineers' Beneficial Association (MEBA)	Washington Farm Bureau
Amalgamated Transit Union	Mitchell Bros. Trucking Line	Washington Friends of Farms and Forests
American Waterways Operators	NW Agricultural Cooperative Council	Washington Grain Commission
Anderson Hay	North Seattle Industrial Association	Washington Maritime Federation
BNSF Railway	Northwest Marine Trade Association	Washington Potato and Onion Association
BoilerMakers	The Northwest Seaport Alliance	Washington Public Ports Association
Courtright Enterprises, LLC	Pacific Merchant Shipping Association	Washington State Dairy Federation
Cruise Lines International Association	Port of Seattle	Washington State Department of Ag
F.C. Bloxom Company	Puget Sound Metal Trades	Washington State Hay Growers Association
Freezer Longline Coalition	Puget Sound Pilots	Washington State Potato Commission
Global Diving and Salvage	SAA Marine	Washington State Water Resources Association
Groundfish Forum	Sailors' Union of the Pacific	Washington Trucking Association
GSC	Seattle Marine Business Coalition	Washington Wine Growers
Harbor Trucking Association	SMART (sheet metal air rail transportation)	West Seattle Chamber of Commerce
Highline Grain Growers, Inc	SPEEA IFPTE Local 2001	Western Towboat
ILWU WA District Council	Spirit Transport Systems	Yakima Chief Hops
ILWU Local 19	Teamsters 174	Yakima-Klickitat Farm Association
ILWU Local 52	Teamsters 763	
ILWU Local 98	U.S. Forage Export Council	
Inland Boatmen's Union		
Intercity Express		
International Organization of Masters, Mates, and Pilots		