

AN ENVIRONMENTAL JUSTICE CRISIS:

# LAST-MILE TRUCKING FACILITIES

Over 2 million packages are delivered in NYC each day, leading to increases in truck traffic and emissions.

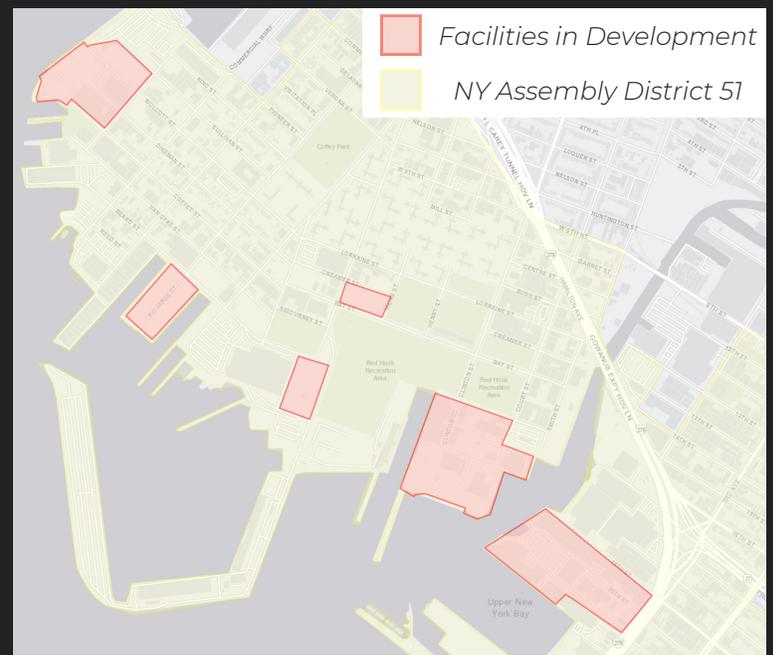
## THE THREAT OF MORE WAREHOUSES

### MORE TRUCK TRAFFIC, NOISE, & AIR POLLUTION

These types of facilities are fundamentally different from traditional warehouses that store excess inventory—due to their larger size and intensive truck usage—and will bring thousands of additional diesel trucks & delivery vans to New York City's already congested streets. Without new controls, these vehicles will emit tons of toxic air pollutants into neighborhoods already suffering from poor air quality and associated health impacts.

## UNREGULATED ZONING

These giant facilities do not undergo any public review process or environmental review because they are not defined under zoning law, so NYC Department of City Planning treats them as **“warehouses”** which can be constructed **“as-of-right”** in manufacturing districts and C8 commercial districts. These trucking facilities are being concentrated in communities of color and low-income communities, where residents, schoolchildren, and workers have long been exposed to disproportionately high levels of harmful vehicle exhaust.



Red Hook & Sunset Park, Brooklyn

**If left unregulated, these giant facilities will lead to: increases in truck traffic, higher emissions, more congestion, more waste, and unsafe streets**

MANAGING E-COMMERCE NEIGHBORHOOD IMPACTS:

# COMMUNITY-LED ENVIRONMENTAL JUSTICE SOLUTIONS

## REGULATING & ELECTRIFYING TRUCKING FACILITIES

### CREATING A ZONING RESOLUTION TEXT AMENDMENT

Frontline environmental justice communities across NYC faced with the impacts of giant last mile trucking facilities have come together to work collaboratively with partners & allies to develop a citywide initiative to pass a Zoning Resolution Text Amendment for a Special Permit.

### THE ZONING RESOLUTION MUST:

- Define last-mile facilities based on size & number of vehicle trips per day
- Require last-mile developers to seek a special permit from the City Planning Commission
- Direct the city to consider impacts on vehicular congestion and air pollution in surrounding frontline communities
- Require compliance with zoning standards to protect our waterfront
- Prevent the clustering of last-mile facilities in frontline communities
- Require facilities to use renewable energy and not fossil fuels for onsite & operational activities
- Align with New York's Climate Leadership & Community Protection Act mandates

Between 2015-2018, truck traffic volumes have grown by 21% and is expected to continue to grow.



For more information on the impacts of last-mile trucking facilities, contact: [kevin@nyc-eja.org](mailto:kevin@nyc-eja.org)