

# ZONING TEXT AMENDMENT FOR E-COMMERCE OR "LAST-MILE" FACILITIES

*Community advocates from the Last-Mile Coalition are proposing a way to regulate e-commerce facilities and keep our communities safer and healthier*

## What is a Zoning Text Amendment?

A Zoning Text Amendment makes changes to city land use policy. The Last-Mile coalition is asking the city to change zoning policy to require a "special permit" from the City Planning Commission for the construction of new e-commerce or "last-mile" facilities. The special permit application would create a review process, allowing for community input and mitigation of harmful impacts.

Over 2 million packages are delivered to New Yorkers every day.



These packages must be stored somewhere.

## Why do we need a Special Permit Process for e-commerce or "last-mile" facilities?

Last-mile facilities receive, repackage, and distribute packages ordered online to consumers. Compared to traditional warehouses, they create more truck traffic, air pollution, and greenhouse gases.

Right now these facilities are built "as-of-right", meaning they do not undergo any review by city government. In addition, these facilities are being built disproportionately in working class communities of color, threatening the health of our schoolchildren and working class residents.

## The Special Permit Process would:

- Allow for public participation in a last-mile facility's development
- Require the city to consider impacts on traffic congestion and air pollution
- Promote the use of clean energy and zero-emission vehicles at last-mile facilities
- Encourage the use of alternatives to trucks and delivery vans (e.g. bikes, maritime, etc.)
- Prevent the clustering of last-mile facilities in frontline communities
- Require compliance with waterfront zoning to protect our waterfronts
- Align last-mile facility development with the mandates of New York State's Climate Leadership and Community Protection Act

## It would NOT:

- Prohibit the development of last-mile facilities
- Affect existing last-mile facilities
- Impact facilities that focus on producing and/or manufacturing goods

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## How will the Special Permit Process impact...

### ...manufacturing facilities and manufacturing jobs?



The Special Permit only applies to facilities that receive and repackage already manufactured goods and would not impact facilities where goods are produced or manufactured.

Jobs at last-mile facilities fall under "Warehousing and Storage" jobs and are not considered industrial or manufacturing jobs.

### ...small businesses?



The special permit public review process can help build and expand small businesses, allowing them to compete fairly in the currently inaccessible real estate market.

### ....the availability of good union jobs in NYC?



Through the special permit process, New Yorkers will be able to comment on what is permitted in their neighborhoods. This means communities can state their interest in facilities that bring good union jobs to their neighborhoods and allow residents to build relationships with last-mile facilities proposed in their area.

## Defining "last-mile" facility

1) contains at least 50,000 square feet of total floor space that is used for warehouse activities

2) has as its *primary purpose* the temporary storage, sorting, and redistribution of goods to fulfill e-commerce orders by receiving shipments of goods from one mode of transport and redistributing those goods via a delivery vehicle

## Won't the proposal of this Amendment create a massive land grab by developers?

The land grab is already occurring without any regulation! While a land grab may occur, this Special Permit process is an attempt to regulate the construction of these facilities long-term.

Stay up to date on our progress! <https://bit.ly/LastMileUpdates>

