

7/22/21 Joint CB7/CB6 Last Mile Trucking Facilities Meeting Minutes

Facilitated by Katie Walsh, Chair, Special Committee on Last Mile, CB7

A Huge Thank you to Samara Trilling, CB6 who prepared the minutes

Jeremy and Natasha from CB7 who handled all registration & invitations

Executive summary (of minutes) prepared by Katie Walsh

Approx attendance: 130 people

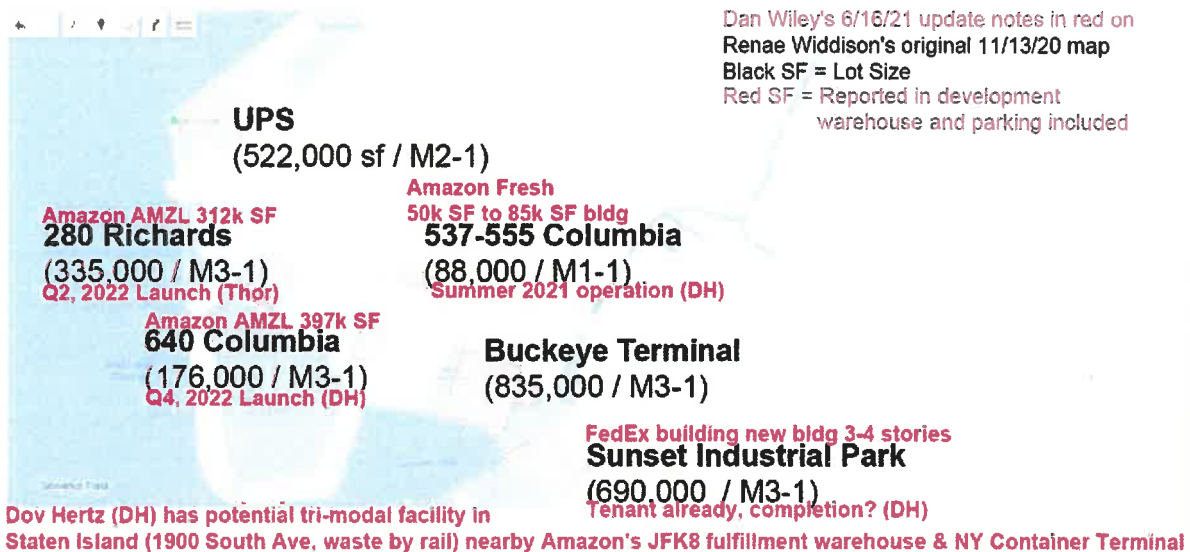
Executive Summary of minutes from the meeting

- First time CB6 and CB7 hosts a joint meeting on 'last mile' facilities in Sunset Park and Red Hook
- Neighbors, business owners, young people, community-based organizations, electeds, voice multiple issues affiliated with these facilities (air, safety, traffic, type of development allowed, worker's rights, infrastructure, climate change, economic development, environmental justice, racial equity)
- Abbreviated summary - New York City Dept of City Planning in presentation says "under current zoning, these kinds of facilities are permitted"
- Abbreviated summary - New York City Dept of Transportation in presentation says 'under current zoning, these facilities are permitted'
- Abbreviated summary – NY Economic Development Commission when asked "under current zoning, these facilities permitted"
- In summary, the City agencies said the zoning permissions allow this as is
- There were multiple elected Representatives in attendance – see the full invite list below; however many elected representatives and offices did not come or send a representative.
- Of those who attended, to highlight a way forward from an elected office: Jenny Zhang, Chief of Staff from State Assembly Mitaynes office –"we're interested in legislative interventions. We want to halt the further proliferation of facilities and mitigate impact of existing ones. We want to take a broad approach - it's a big issue, it doesn't just affect Red Hook and not just for the next few years. It's statewide, nationwide. We need to link working class communities from all areas of the state.

5 approaches we've been looking into:

- Regulating emissions. Building in CLCPA (2019) to give state more authority over emissions
- Regulating air quality. Under DEC, Red Hook isn't currently an air quality monitoring area. We want it to become one. Building on work by RHI installing air sensors
- Transparency. Companies coming to the area and engaging in last mile use should be compelled to disclose intentions re: hiring numbers, emissions, pay to community boards
- Proportionality - the companies benefitting from ecommerce the most should bear the brunt of the impact.
- Moratorium statewide - more urgent.

Planned or Likely Logistics Properties in D38



ELECTED REPRESENTATIVES INVITED TO ATTEND CB6/CB7

INVITED AND ATTENDED

Congressperson Nydia Velazquez Office
Senator Jabari Brisport
Assemblymember Marcela Mitaynes Office
Council Member Carlos Menchaca

INVITED AND DID NOT RESPOND TO LETTER (SEE APPENDIX)

Congressperson Jerrold Nadler
Senator Diane Savino
Senator Parker
Senator Zellnor Y. Myrie
Assemblymember Robert Carroll
Assemblymember Peter J. Abbate
NYC Dept of Buildings

SENDS REGRETS

Congressperson Yvette D. Clarke - can't attend

RSVPED- BUT EITHER DIDN'T ATTEND/DROPPED OFF CALL (unclear)

Council Member Brad Lander Office

Welcome and Opening Comments

CB7 Roll Call

CB6/CB7 Last Mile Trucking Meeting July 22nd, 6PM

Welcome and Opening Comments – 3 minutes each

Elected Officials

CB7/CB6 Community Board Members

Public



Presentations Requested – 15 minutes total

Dept. City Planning

Dept. of Transportation

CB6/CB7 Panelists Invited and Confirmed – 3 minutes each

Congressperson Nydia Velazquez Office

Senator Jabari Brisport Office

Assemblymember Marcela Mitaynes Office

Council Member Carlos Menchaca Office

Council Member Brad Lander Office

UPROSE

Questions/Comments – 3 minutes each

CB6/CB7 Community Board Members

Public



Katherine Walsh, CB7:

We're experiencing a rise in these last mile trucking facilities, with infrastructure implications for community, streets, pedestrians. CB7 last mile subcommittee first meeting was in early May. This is the second.

Important that CB6 is here too given that Red Hook has a large % of facilities.

Eric McClure, CB6 Transportation Co-Chair & First Vice Chair

Red Hook is looking at several planned facilities. All these projects are as of right, so not too much city oversight. We're looking to our local electeds & city hall. We've requested a comprehensive trucking study from DOT, acknowledging that they don't have much jurisdiction over as of right facilities.

Hildegard Link, CB6 Co-chair Environmental Committee Chair

In addition to standard environmental concerns, Red Hook is a substantially non-wealthy community and so any environmental issues are environmental justice issues.

Samara Trilling, CB6 EWCDH Committee Co Chair

As a Van Brunt St resident, excited to hear about altering truck routes, electrification of delivery vans, supplying via the waterfront, local jobs.

Elected Officials

State Sen. Jabari Brisport, 25th Senate District

Here to listen, first time I've ever been part of a joint CB meeting.

City Councilmember Carlos Menchaca

Interested in hearing from DOT & DCP. Hosted a walkthrough of Red Hook where CB members attended. We don't have a lot of structural power, we're fighting against as-of-right. But it never stops us. The thing that joins CB6 and CB7 energy on this is that this is also one council district. You have the council behind you.

Community Board Members

Jerry Armer, CB6

Interested in hearing from DOT & CB6. Eric was right when he said it was as of right, so we have to lean on our city councilmembers.

Ariel Krasnow, CB6 - CoChair EWCDH, Housing Chair, also Land Use Committee

We often try to voice issues even if we don't have an explicit role in the process.

Rick Luftglass, CB6 - Economic Dev Chair of EWCDH

Interested in workforce development and job opportunities. Greater concerns seem to be around environmental justice, traffic, safety. Econ opportunities come down to jobs created, quality of those jobs. Red Hook is low-income relative to the rest of the community board district and with high levels of unemployment. With IKEA and Fairway, we saw that turnover was an issue and promotion opportunities were an issue.

Madelaine Murphy CB6 - Landmarks, Land Use

I live in Red Hook next to one of the warehouse sites. They're planning to put most of the truck traffic near the ball fields, schools and pool. There'll be a lot of kids there. Amazon doesn't have a great history with regard to good jobs and doing right by people.

Robert Levine, CB6 Board Member, Member of Landmarks Committee

More than just last mile. Right now, garbage trucks come out of Hamilton Ave station and come straight up 9th Street, to 8th ave and out to Grand Army to Central Brooklyn, which is only a truck route up to 4th ave. If you try to go from Central BK back to Red Hook and you get to Atlantic, you can't make a left from Atlantic anywhere that lets to into the last mile area. They have no alternative to going thru Eastern Parkway and back down 9th st. It's residential, that's got to stop. I know it's been pushed on an CB7 has asked to have trucks go up to 7th avenue before turning, but we really have to be careful of overloading residential streets that can't take the truck traffic.

Nick Azadian, CB7

Multifaceted issue. Land use, transportation, pollution. I'd like to hear what the city has in mind for this and what electeds feel they can do about it. It's very important to Red Hook and Sunset Park and all of Brooklyn. I hope electeds fully understand the gravity of the issue.

Allison Reeves, CB6, Landmarks Comte

I agree re: environmental justice and traffic. But there's nothing to prevent future projects like this right now. I'd like to see a special permit or moratorium required until we can get a handle on the influx of these projects that are currently being built.

Public

Karen Blondel

Long term resident of Red Hook Houses, organizer in Gowanus area. We keep hearing that it's as-of-right, but if it's as of right, the truck route that's "as of right" now should remain the north south route, and not cut across Red Hook Houses in any way. Specifically Columbia St. This is also residential. On Bay St, at least they have trees. Red Hook Houses lost 500 trees recently. Trucks are already idling because they put in a new traffic light at Mill St and Columbia, which made no sense to me or the rest of the residents. We have no trees in Red Hook Houses - we can't take the extra <2.5 ppm particulate matter. That would create additional health problems. As a member of Resilient Red Hook, Van Brunt has a 72 inch main that starts at north end of canal - Lorraine Bond Sewer Line. Runs from Bond and Douglass to Lorraine, picks up another line at Columbia, goes across to Fairway and Hometown BBQ, and then down Van Brunt and over to the Brooklyn Navy Yard. We put that in place with the 197A(?) plan in Red Hook. That infrastructure is over 30 years old. We demand that Amazon and the Gowanus rezoning folks foot the bill so our infrastructure can handle the weight & vibration. The buildings on Van Brunt can't take that level of vibration, but neither can the lungs of the residents in public housing. You all keep saying you can't do anything because it's as of right, but you were able to do something about storage centers and gyms? The city does what it wants to do. We want enforcement around the truck route and we don't want any electric vehicles unless the community is educated on electric vehicles. We want a low emission zone.

John Santore, Sunset Park Resident

Big question to ask is what does success look like? Do you want facilities to operate as designed or change operation? New ones to be blocked? Existing facilities to be closed asap? Do you have the info you need? What more info do you need? Should all facilities be viewed in the same way (Amazon vs UPS, for example)? Assuming you want to change/eliminate, what laws could be passed at city/state/federal level? Regulations? Lawsuits? Engage with companies directly? Put it in a sharead google doc and make it public. Can different strategies work together or will they contradict each other? E.g waterborne freight vs closing facilities altogether. The more people that join together on this issue, the more effective. Where do elected officials stand? Where do gov agencies stand? This is part of a massive issue and huge industry. Stopping these facilities doesn't mean the industry goes away. NYC residents love online shopping. Our federal and state officials tried hard to get amazon to come to the city.

Knowledge Westbrooks, work with Red Hook Initiative on Public Safety

I have a question - how is it legal to have air pollution in a residential area? I'm hearing businesses have a right to it, but I'm concerned. I live in Red Hook and it's getting harder and harder to breathe as years go by. I lost my grandmother to a respiratory issue that wasn't

identified, and the reason of death they gave was COVID. I could tell that she had trouble breathing and she told me the air coming through the window was incredibly toxic, which I could see myself. Coming from the dirt piles and rat infestation workers leave after they finish their work for the day.

Betty Bernhart. RHI

My main concern is the pollution, because I have asthma. We have no trees. The trucks that come through, we inhale that. The building on Bay St is going to be a frozen food facility. They're not going to hire anyone from Red Hook, and that's not fair. We have lots of people who need jobs.

Jim Tampakis. Resilient Red Hook member, and resident

Business owner in Red Hook. Thoughts of resilient red hook: these warehouses will change quality of life in Red Hook for the worse. From 100s of residents who joined the meeting on June 16, residents are against them and would like a seat at the table. RH Residents are concerned about lack of economic opportunity and environmental impacts. Currently commercial sized trucks that deliver to local warehouses generate more noise than a commercial aircraft landing. Oversized delivery trucks already threaten pedestrian safety. Trucks generate diesel air pollution and hazardous vibration. Off of Van Brunt, we've had 5 building collapses from truck vibration. Residents are concerned about housing, sewer, street damage. Residents concerned these probs will all get worse once warehouses are done. We demand:

- all vehicles moving goods in/out have zero impact on RH air quality.
 - Zero vibration.
 - Zero impact on pedestrian safety, resident property (vehicles parked on st).
- Last mile companies must contribute to repair of RH streets and infra.
- Current laws on truck size and truck routes must be enforced.

John Tylosky (?)

1976 graduate of NY Maritime in Bronx. In the maritime business for 40+ years. Chief engineer - I used to deliver crushed stone to red hook with no trucks whatsoever. I have 6 advisors with 20-40 yrs of maritime experience. I started Altaire transportation - my group could help.

Jo Goldfarb

2 kids at school between 2 mega warehouses. I also work at dir of comms at that school. We have around 900 kids (k-12) who'll be directly along the planned truck routes. Concerned about pedestrian safety, Vision Zero. Those ball fields - has been lots of money and time spent taking pollutants out of ball fields, and now we're adding pollution to the air and making it unsafe to get to the ball fields. I raised this years ago. Now I understand there's a third amazon warehouse on the other side of IKEA. I plead - please ask questions about how much a community can take. Consult vision zero. We have people studying this. What do we do if something happens along this route to someone? Do warehouses shut down? I wanted to beg for help from community boards.

Jacqui Painter

Reiterating: in Red Hook we've had lots of convos about this. Lots of what I've been hearing is making sure all of the community is involved. As Karen Blondel said, we can't have these trucks go thru Columbia St or any part of Red Hook houses. We already have toxic ballfields. This is a racial justice issue. They're dumping toxins here because we're a predominantly black and brown community. I'd encourage the cB to center that and make sure all Red Hook residents are involved. I encourage more meetings. I can't wait to see the public statement from the elected officials, because I have yet to see any.

Carolina Salguero

PortSide NY nonprofit founder. Agree with all of above. I want to speak to maritime piece. John Santore had intelligent qs. Our interest in waterborne freight is not about sustaining the warehouses to keep them open longer. City Council testimony since 2006. This hasn't been in the discussion yet. John Tylowsky will make a webpage - send me questions you want answered, maritime glossary terms, so we can translate this maritime world for more people. WHat we're hoping for here is a marine highway within the city limits, regardless of ecommerce warehouses. I'm not trying to prop up ecommerce - maritime will help the city anyway.

Marleen Planton (?) Red Hook Conservancy.

We need elected official stances to be public and we need to put in in writing what we want. Regardless of where we stand, how do we ensure the people who run the warehouses and maintain them consider the community. In the winter, when it snowed, Amazon took the snow from their side and dumped it in the park. My org helps clean the park. How do we keep an eye on them and make sure they treat our comm with respect? Also, trees are being cut down, more will be w/ remediation. Replanting won't have an immediate impact on reducing pollution - only mature trees help support air quality. The air pollution won't be a short term thing - it'll increase incrementally. The city can create these changes that are important, but we have to hold their feet to the fire.

Louis Gonzalez - Red Hook resident.

We have 278 that creates a lot of pollution too. It's not just the local trucks - we have BK Battery tunnel, keep that in mind.

Carlos Calzadilla

Red Hook resident & co-dir of Red Hook Relief. Not surprised that Red Hook, majority black and brown, to profit. There was a substantive meeting RHI held that said it'll be over 1000 trucks per day. People will die because of theses. People will be hit by trucks. We're in the second deadliest 12 month period of traffic violence in the de Blasio admin. People will die because of the greed of these companies. The fact that the community is not at the table is a huge issue. I want our elected officials to unite with us to fight. We're fighting for generations of lives that will be lost because of what these trucks will do.

Eva Hanhart - urban & env consultant, worked at City Planning on waterfront plan.

Speaking as an advisor to UPROSE. These impacts are felt across the US. Immediate mitigation measures:

- Define e-commerce by type, function, size, sq ft. This is needed for regulation. Not currently defined in NYC zoning resolution. CA and MA have good examples of this
- Improve env enforcement (air, water, exhaust filters, noise)
- Improve traffic/delivery controls (routes, signage, delivery times, targeted enforcement)
- Incentivize or require electric vehicles, with charging stations, cargo bikes
- Incentivize or require use of water for delivery to last mile
 - Sunset Park and Red Hook are ideal for this
- Improve trucking facility and maritime sites to prevent runoff and limit parking and queuing on neighborhood sts
- Shift incentives from large cos to small neighborhood businesses

Dan Josefsen - dir of operations at Red Hook school

Columbia/Sigourney park was just shut down because of construction. Microcosm of what's happening in Red Hook. Disturbing to say the least. All the truck traffic makes shifting to a new park dangerous to travel there. The students who live in the area don't have places to play. Its unfathomable to think that this will get worse. This summer is a warning shot.

Kevin Garcia - transit planner for NYC Env Justice Alliance

Before pandemic, logistics and online consumption were growing, now it's exponential. Led to a surge in facilities in low income neighbs and communities of color. Comms closest to Last mile warehouses suffer because of the demand for last mile. Leave a trail of toxic diesel. 2.4 mill packages delivered in the city every day. Sunset Park, Red Hook already suffer from fossil fuel pollution. Surge in online consumption has only made this worst. Environmental justice communities face particular issues - minimize vehicular traffic. We encourage using rail, maritime and multimodal hubs. These will lead to reductions in truck trips, pollution. Plans like the GRIP - Green Resilient Industrial Plan - and Waterfront Comprehensive Plan are part of the solution. Transit and environmental policy must address logistics.

Summer Sandoval - energy democracy coordinator at UPROSE

We all understand this is an environmental justice issue - health, economy, safety, traffic. In addition to existing polluting facilities - cement, power plants, solid waste transfer stations already in the community in addition to the 100ks of trucks/cars that use the Gowanus Expressway. Root cause: why is this as of right? Why can they pop up millions of sq ft without land use, env review? They're not defined. Therefore they're not limited. One strategy for short-term mitigation - especially ones that have already broken ground involve community input. IN addition, be creating long term definitions and strategies to regulate and enforce, so if they have to develop, they develop in line with community priorities. That calls out need to use marine, rail. Climate Protection Act calls for economy wide reductions in emissions.

Karen Broughton - CB6 member

Lots of this will fall on legislation. Both comms have to sit down with electeds and agencies and mayor. To change the laws, you need to have everyone at the table. That's how you can dictate

what you want in your neighb. Also need to inform people what last mile and as of right means. You can make your own rules if you go about it the right way - legislation is the way.

Presentation #1: Dept of City Planning

Amy Jin, DCP

Borough Planner in Borough Office at DCP. This is an ongoing convo.

What does DCP do?



- Conduct studies
- Manage the public review process
- Study population demographics
- Make recommendations to the mayor and Council
- Administer the Zoning Resolution
- Act as community liaisons

What topics are involved in planning and what other outreach can we do? Here is just a small list:

What does DCP do?

- Zoning
- Land Use
- Regional Planning
- Economic Development
- Climate Resiliency
- Housing
- Demographics
- Transportation
- Urban Design

What is zoning?



Zoning:

- ✓ Regulates *new* building construction:
 - ✓ **what kind** (housing, stores, offices),
 - ✓ **how much** (height, density),
 - ✓ **where**.
- ✓ Gives **predictability** to property owners and neighbors.
- ✓ Can be changed over time.

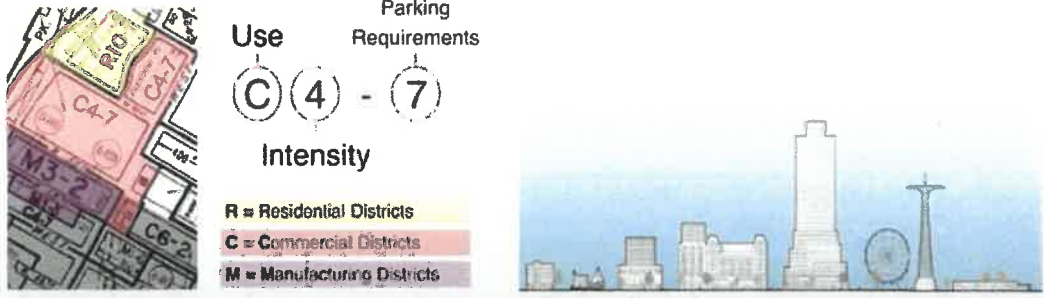


Zoning 101: How zoning works



The city is divided into **three basic zoning districts**:

Residential (R) R1 - R10	Commercial (C) C1 - C8	Manufacturing (M) M1 - M3
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The diagram illustrates the structure of zoning districts. On the left, a map shows various districts including R10, CA-7, M3-2, and C6-2. In the center, a diagram shows 'Use' (C) and 'Intensity' (4-7) leading to 'Parking Requirements'. On the right, a skyline shows buildings of varying heights corresponding to districts C1-C8. A legend identifies R as Residential, C as Commercial, and M as Manufacturing districts.

This is done in order to group uses based on similarity and compatibility of their functions

The goal here is to protect public health and safety.

Zoning is not planning. Zoning doesn't build anything - it just outlines what can be built. Zoning isn't perfect. Lots of our zoning is from the '50s, after WWII - lots of manufacturing with high parking requirements because we were trying to compete, at the time, with horizontal industrial parks being built in the suburbs.

The city also created performance standards for industrial districts that were meant to control things like heat, smells, noises, and even radiation. But those things may not be relevant today - we now have lots of city agencies that regulate these things via building permits and building codes, rather than zoning.



The City Charter gives authority to:



Study, create, and recommend zoning changes

Interpret and enforce zoning regulations

Grant variances to zoning for hardship or unique sites

Development that happens in accordance with zoning and the building code is called "as-of-right"



"DOB" = Dept of Buildings

"BSA" - board of standards and appeals grants variances (permission to break zoning rules)

"As of right" developments go directly to DOB.

How can you explore zoning? Go to [ZoLa](#) - online tool from Dept of City Planning (DCP)

PowerPoint Slide Show [Zoning 101 CB 2.1]

ZoLa - <https://zola.planning.nyc.gov/>

Amy Jin DCP

PLANNING ZoLa New York City's Zoning & Land Use Map

Search: 333 45 STREET, 11220

Zoning District: **CU-2B**

INTERSECTING MAP LAYERS

online tool called zola that allows you to explore the city

When you click on a property, there are helpful links. Click on the zoning district link to learn about that kind of zoning.

PowerPoint Slide Show [Zoning 101 CB 2.1]

Population FactFinder - <https://popfactfinder.planning.nyc.gov/>

Amy Jin DCP

PLANNING Population FactFinder

Demographic Profile

2014-2018 American Community Survey (ACS)

Change Over Time 2006 2010 to 2016 2018

Age and Sex

	Suburban Area		New York City		Difference	
	Number	Percent	Number	Percent	Number	Pct Pt.
Total pop. color	143,841	100.0%	9,422,712	100.0%	-9,278,871	
Male	72,240	50.2%	4,800,261	51.1%	-4,078,021	2.5
Female	71,601	49.8%	4,622,451	48.9%	-4,551,850	
Under 5 years	11,601	8.1%	651,809	6.9%	-640,208	
5 to 9 years	10,110	7.1%	476,307	5.1%	-466,197	15
10 to 14 years	8,429	5.9%	404,704	4.3%	-396,275	
15 to 19 years	6,792	4.7%	326,200	3.5%	-319,408	
20 to 24 years	4,971	3.5%	236,200	2.5%	-231,229	

Age/Sex Distribution

Male 48.3% Female 51.7%

Another really great online tool is the population in

We want to listen to the community and answer questions. I didn't realize how hard it is to talk about zoning at a high level - usually we do these as an hour long presentation. We're happy to talk about what a plan looks like in a general sense in the coming months. Planning doesn't happen in a vacuum. Also, last mile is a great example - it involves lots of cities.

Currently last mile warehouses are as of right in manufacturing districts.

Presentation #2: Dept of Transportation

Dinece Mendes, DOT

Director of Freight Mobility @ DOT. Responsible for advancing programs and policies to mitigate effects of trucking on residents while maintaining economic competitiveness. Freight is linked to livability.

E-commerce & last-mile distribution

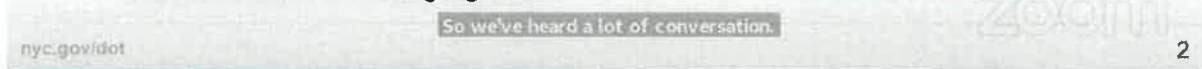


Increased demand for goods and services

- Consumers expect faster delivery times for online goods.
- Reversing trend of logistics and fulfillment centers within city limits, often via as-of-right (AOR) development to meet just-in-time deliveries, reduce truck VMT, improve supply chain efficiencies, and support economic development.
- DOT has limited visibility into these developments, and limited ability to anticipate local impacts. DOT's curb cut review process for AOR developments is limited to projects referred to us by the Department of Buildings (DOB).
- DOT has been in contact with relevant agencies and local elected officials about growing community concerns and is committed to working together.



Last mile delivery is defined as the movement of goods from a transportation hub to the final delivery destination.



The only point of the process where DOT is involved in as-of-right buildings is when the building wants to create a [curb cut](#) (a ramp in the sidewalk, for wheeled vehicles and people to use). It's a very limited process. We're typically very forward in terms of coordinating traffic and safety related impacts from the curb cut review process, but it's very limited.

We work with DCP and EDC (Economic Development Corporation).

Last mile is defined as last leg of delivery from transportation hub to final destination.



Transforming the last leg of the supply chain

Strong multimodal and sustainable freight supply chain for the City

- Reduce our over reliance on trucks and better manage those that remain
- Diversify last-mile freight modes
- Promote freight efficiency and sustainability
- Support economic development



Play (k) So, we are committed to looking at ways to transform the zoom 3

90% of trucks operate in the city for the purpose of last-mile deliveries.

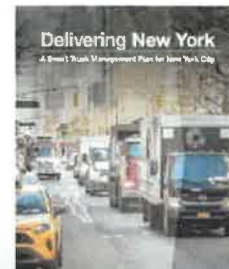


Delivering New York

A Smart Truck Management Plan for NYC

- Establishes safer, cleaner and smarter truck management, routing and compliance strategies.
- Identifies innovative and sustainable freight demand management initiatives and delivery methods like off-hour deliveries, cargo bikes, freight consolidation, and enhanced curb management strategies.
- Outlines policies and programs to transition away from diesel and towards clean, advanced trucks and transportation technologies.

<p>Safety</p> <p>Improve the safety of truck travel within NYC</p>	<p>Sustainability</p> <p>Foster the sustainable and environmentally responsible movement of goods</p>
<p>Efficient Freight Movement</p> <p>Improve the efficiency of freight movement to, from, and within NYC</p>	<p>Partnerships & Knowledge</p> <p>Expand partnerships within the public and private sectors to increase awareness and understanding of freight activity</p>



Access Plan: www.nyc.gov/smarttruck

nyc.gov/dot Which brings us to our delivery New York plan 4

You can see the access plan here: www.nyc.gov/smarttruck

At the last meeting, there were lots of qs about smart truck management plan. It was released in May 2021.

Committed to evaluating the routing.

DOT Freight Mobility Toolkit



Off-Hour Deliveries Program



Neighborhood Loading Zones



Truck Route Management



Street Improvement Projects



Truck Safety Education, Outreach & Partnerships



Truck Safety and Compliance Enforcement Coordination



Truck Route Signage & Wayfinding



Commercial Cargo Bike Program

It ranges from demand management programs to specific

How to get started

5

NYC Clean Truck Program



Cleaner trucks for a greener NYC

- Existing citywide program that incentivizes local commercial fleet operators to replace older, heavy polluting diesel trucks with newer and more environmentally friendly trucks (\$12,000-\$185,000)
- Launched industrial areas citywide expansion in June 2020.
- Southwest Brooklyn is an eligible Industrial Business Zone (IBZ).
- DOT has been working with South Brooklyn Industrial Development Corporation (SBIDC) to engage businesses across South Brooklyn and Red Hook, to participate.



Website: www.nycctp.com

area, but it's now expanding to industrial business own

Clean Truck program started in Hunts Point but is now expanding - Red Hook and Sunset Park are both eligible for the program. This would give incentives to Amazon, UPS, etc to replace their trucks with hybrid or electric trucks.

DOT Safety Toolbox

Overview



This is just a start.

Katie Walsh: So what you are saying is that “these are as of right facilities” DOT doesn’t have the right to control them, (but can provide incentives.)

Correct

Electeds

Dan Wiley, from Congressperson Nydia Velazquez

We’ve been concerned about last mile delivery since last Thanksgiving - biz’s and corps don’t come to us. Took the community to figure out that UPS was behind building demo just south of Atlantic Basin. We jumped into action and engaged with corporate to get them to leave the facade of the building. UPS has now put the property on the market.

Since then, we learned about Amazon. As of right means these facilities can be built without permits or permissions - they have the right according to the city code. In the case of amazon, they’re not building themselves - you have Dov Hertz and Thor Equities on Columbia St and Richards - they’re building for the corporations. Maybe UPS will do the same thing.

Having 5 of these sites within a mile and one more (FedEx) in Sunset Park is going to have huge impacts.

This is an environmental justice community - how do you reduce impacts and make corps do something active rather than just participate in incentive programs, without community involvement?

State Sen. Jabari Brisport

I hear concerns around pollution, job access, pedestrian safety. Happy to collaborate with agencies.

Assemblymember Marcela Mitaynes' Office:

Jenny Zhang, Chief of Staff - we're interested in legislative interventions. We want to halt the further proliferation of facilities and mitigate impact of existing ones.

We're also interested in addressing this as a structural issue faced by low income and Black and Brown communities statewide, and how this issue contributes to the exploitation of these communities under capitalism.

We want to take a broad approach - it's a big issue, it doesn't just affect Red Hook and not just for the next few years. It's statewide, nationwide. We need to link working class communities from all areas of the state.

5 approaches we've been looking into:

- Regulating emissions. Building in CLCPA (2019) to give state more authority over emissions
- Regulating air quality. Under DEC, Red Hook isn't currently an air quality monitoring area. We want it to become one. Building on work by RHI installing air sensors
- Transparency. Companies coming to the area and engaging in last mile use should be compelled to disclose intentions re: hiring numbers, emissions, pay to community boards
- Proportionality - the companies benefitting from ecommerce the most should bear the brunt of the impact.
- **Moratorium statewide - more urgent.**

The state only has a piece of the puzzle - intervene in special permitting, zoning, routing, traffic

Emmett, Assemblymember Marcela Mitaynes' Office

We want to center the voice of those directly impacted - communities that have long borne the brunt of systemic injustices. Like in Hunts Point in the Bronx, Red Hook Houses East and West. Met with students working on environmental justice investigating fallout from these centers. If you want to get involved, reach out to Jenny or Emmett.

Carlos Menchaca

We're taking notes! I want to hear more from folks. I hear a groundswell of support. We'll need all of that to construct something. I don't want to wait for the next administration to be able to come on board. I hope we stay united.

UPROSE

Nicole Hernandez Hammer - community env scientist for UPROSE. Intersection of racial justice and climate change. Sunset Park is an env justice community that experiences more intense heat, more intense storms due to climate change. Create renewable energy, limit new power plants, create more green space, create community based planning.

We stand in strong opposition to the plan for last mile warehouses. They contribute to global climate change. We're already dealing with pollution from 18 wheelers. These contribute to asthma, reproductive defects, impaired neural development in children, cardiovascular disease, and other diseases. Idling vehicles contribute to ozone, climate change. A typical long haul truck idles about 1800 hours per year. .8 gallons of fuel per hour. Communities of color bear the brunt, and communities with pollution have higher death from COVID.

Sunset Park is one of the most dangerous areas in the city because of truck pollution. With more superstorms, roadway congestion adds a layer of vulnerability for evacuations. Lack of info on waterborne, rail. No reqs for electric trucks.

We need enforceable rules and regs. Those must be developed through a community driven process.

Radhy Miranda - Economic Development Corporation, Community Relations Team

Attended walkthrough in Red Hook with Carlos Menchaca's office in June.

Andrew Genn - Economic Development Corporation, leads Transportation team

Heart of DockNYC- reducing trucking, increasing waterborne, freight. Work with Port Authority, local businesses in Sunset Park and Red Hook. focusing on marine highway. Regional coalition to study the issue, working with New Jersey who want to see a better system of moving goods.

DockNYC - identified docking areas around the area controlled by EDC. Over 6 companies have come forward to explore using those docking area. Harbor Harvest, Terminal operator in Red Hook all want cos to use their maritime space.

Closely directed to DOT - EDC does "middle Mile", DOT does "last mile".

Katie: Does EDC have any control over last mile facilities?

Andrew: No.

Brooklyn Borough President's Office - not here

Brad Lander's office - not here



INVITED FOR PANELISTS AND DID NOT RESPOND

Congressperson Jerrold Nadler
Senator Diane Savino
Senator Parker
Senator Zellnor Y. Myrie
Assemblymember Robert Carroll
Assemblymember Peter J. Abbate
NYC Dept of Buildings

SENDS REGRETS

Congressperson Yvette D. Clarke - can't attend

Questions/Comments

Community Board Members

1. **Robert Levine, CB6** - to DOT, when 2 children were killed at 5th and 9th there was a big uproar about traffic. We got bike lanes on 9th but we didn't get what we were promised - a traffic study. The only traffic changes made in BK were around Atlantic Yards - that happened so quickly on Flatbush, Atlantic, 3rd ave to the point where traffic can't make turns to get into Red Hook. We need a comprehensive traffic look at those areas. Right now, traffic has no choice but to come through Park Slope, central brooklyn. Need a more comprehensive look.
 - a. **Keith Bray, DOT** - DOT didn't commit to a traffic study in Red Hook, but we're happy to look into it and speak to CB6 about it. Re: 9th st: we have extra info on that project and we can share that with the community board to talk about safety improvements.
 - b. **Robert Levine** - there's gotta be a way to get the big asphalt trucks out of the current path.

2. **Eric McClure** - for all city folks, esp DCP: right now we have at least 4 facilities in Red Hook alone in diff stages. What zoning changes are necessary to start managing effects of so many facilities close together, with the potential to overwhelm a small neighborhood like Red Hook with such narrow streets, many cobblestone? Where are we on the convo within the administration on how to address?
 - a. **DCP - Winston Von, Dir of Brooklyn Office of City Planning**. With Amy, Jonah we're happy to be here with you. We're listening. We're looking on the

ground, working with partners to look into it. We need to understand your concerns first. Looking forward to listening to comments

- b. Eric** - with all due respect, these facilities have been in development for a while. Seems like DCP should have been working on it for quite a while. We're happy to consult, but it seems like the horse has left the barn a little.
- 3. Hildegaard Link** - DOT - Your talk was entirely focused on trucks, which I found a little discouraging. Does DOT have no agency over marine transport?
 - a. Diennece Mendez** - we're working with EDC, shared responsibilities exist ehre. We can look at incentives for maritime thru our landings, esp re: Dock NYC. We want to see that activity happening in Red Hook, Hunts Point. There are other cnsiderations we need to take into account and we're looking at that closely.
- 4. Nick Azadian** - Jenny Zhang. Please remember you also serve Sunset Park, not just Red Hook. Don't forget us. DOT - when will traffic studies be done? This CB has been asking for them for 3 years. We've gotten nothing. There has been no feedback from DOT how this additional traffic will be handled in Sunset Park and Red Hook. Every time DOT brushes us off. When will those studies be done?
 - a. Keith Bray** - we don't have a particular study in place at the moment for CB6 and CB7. We want to work with you to hear what a study could look like. That's our plan. It's just the beginning stage
 - b. Nick** - no, not the beginning. If this is beginning now, it means you've ignored all our previous asks. You're either asleep at the wheel or you've totally abdicated responsibility. With regard to 3rd ave, we will get back to CB7 on that.
 - c. Katherine** - has there been an effort undertaken on the 3rd ave truck study?
 - d. Keith** - we've looked at safety improvements, but not trucks specifically on 3rd. Citywide, we've looked at smart trucks, but not on 3rd ave specifically. Now it's about implementing that plan.
 - e. Jenny** - we're interested in addressing this as a broader issue, not just in Red Hook, so i think you mischaracterized what I said.
- 5. Jerry Armer, CB6**
 - a.** We've been asking for a truck study forever, thanks Nick for asking about it.
 - b.** Any chance to zoning would take an inordinate amount of time. During that time more last mile warehouses can pop up. Seems like we need a moratorium, not just Red Hook and Sunset Park but also across the area - this is happening in Queens.
 - c.** In DOT's presentation, I heard very little about pedestrians. Pedestrians have to cross the street. With all these trucks, sure we can do enforcement and police presence but they need rules - laws and regulations to be updated. The current ones are antiquated.
 - d.** I go back al ong time on CB6. When IKEA was looked at, one condition was for them to do a study on bringing in all of the stuff they sell via barge. It makes total sense. Amazon should do the same thing.
- 6. Alexa Aviles, city councilmember-elect.** I have heard that no agency has responsibility or will take responsibility for this incredible problem we're facing. I hear

agencies aren't coordinating. I'm disturbed that any agency would allow 5 of these facilities and never it trigger an alarm - all the manufacturing districts are in environmental justice districts around the city. We have to insert equity at all stages. DOB is the only one who're handling these applications and they're never part of these discussions. I'm in full favor of a moratorium. We're facing an utter disgrace and problem. We need mechanisms in place to trigger when these facilities are proposed.

- a. **Katie** - DCP, do you have any mechanisms that trigger when these facilities get built?
- b. **DCP** - we do have responsibilities thru zoning. These facilities are only permitted in manufacturing districts.
- c. **Alexa** - with due respect, there's no definition for last mile. So does the agency just let any building that says it conforms to the zoning build however they want?
- d. **Amy, DCP**: I'm not sure I can answer this question completely. Can Winston help?
- e. **Winston, DCP**: Distribution centers are warehouses. As such they're an industrial use and allowed in manufacturing industrial zone districts. As such, they're allowed to occur. Warehouses are used by all types of businesses in NYC.
- f. **Alexa**: These aren't ordinary warehouses, though. Significantly larger. Is there no collective impact looked at when you have 5 of these concentrated in an environmental justice community? Do the agencies coordinate in assessing collective impact?
- g. **DCP**: we do coordinate. We also rely on local communities to alert us of problems they observe. We've started looking into what's happening in Red Hook, Sunset Park. It's not an isolated issue here, and it's happening in other places too.
- h. **Alexa**: With all due respect, 5 of these are coming into an environmental justice district. Was that not significant enough to merit concern? Seems like you're just ignoring it.
- i. **Winston**: zoning has been in place since 1961, it reflects uses that used to exist here. There is no environmental review necessary for uses allowed in the zoning. With that being said, we're of course aware and concerned when public health is involved. We do look into issues and concerns like this. But we want to make sure that uses we DO want are excluded inadvertently - we need to look at these more carefully.

7. John DeLooper

- a. Hearing a lot about truck pollution. Hearing that the different agencies don't have enforcement, do any agency members or electeds have updates on how we can take other action, like ensuring road share? 53 ft trailers are illegal almost everywhere in NYC. Other cities have barely any tractor trailers. I know there've been pilots in Manhattan - getting food deliveries onto ebikes. Can we do something like that?
- b. **DOT**: Cargo bike pilot program (launched Dec 2019) is growing. Tripled - now we have 350 cargo bikes. Working with amazon, dhl, ups to incentivize that. Based on results, we're going to put in rules to formalize how cargo bikes operate. Working with EDC to do barge to cargo bike.

8. Van Krishnamurthy, CB6

- a. Careful citing trucks are more dangerous than cars and bikes - i have a visual impairment and it's not always easier to see cars/bikes than trucks. I know i'm an anecdote. Also last mile is important to me and others with disabilities because we can get groceries, other stuff delivered. Has there been any convo about asking Amazon, etc. building the last mile facilities to give back to the community to make last mile deliveries more economic to those neighborhoods? I'm privileged and can afford to get Whole Foods deliveries and so on, but maybe we can take a page from the book of places like India where co's have to donate 1-2% of their bottom line to community development - make groceries more affordable in places where the warehouses are.
 - i. Katie - maybe proportionality would apply?
 - ii. Jenny - we haven't explored the idea of trying to get compensated for pollution in a neighborhood. Right now we're trying to focus on preventing new facilities and preventing the pollution from getting worse, as opposed to trying to get compensation. If that's something the community wants to explore, I could imagine fines or fees, but working out a deal with facilities and companies might be hard since they're already here/as of right. It doesn't feel right to us right now.

Public

1. **Karen Blondel** - When EDC spoke about being the middle mile, that sounds like transit coming in. Raises a flag - does EDC understand what the community is saying? We're not talking about freight coming in. We're talking about how the product gets from Red Hook out of the neighborhood. Thanks to everyone who emphasized the pts about enforcement. Also, I give my condolences to the person whose grandmother passed away. I'm sorry for your loss and thank you for participating in this panel.
2. **Betty Bernhardt**: I have a concern. I was on a walker for a while and missed a Dr's appt because a truck blocked a bus and made the bus late. I don't think Van Brunt is a good corridor for trucks.
3. **Noah Atchison** - I had a question for DOT. You mentioned there were traffic mitigation strategies DOT could do. Which of those are you looking at, knowing there's a ticking clock for when these facilities open? Ppl have brought up the fact that trucks illegally go up Columbia. Are any under consideration to mitigate this?
 - a. **Dieniece** - based on the mtg with Carlos Menchaca's office, we've committed to looking at opps to evaluate alternatives to truck. Immediately, we've looked into truck signage, partnering with NYPD for more direct enforcement that may be cutting through Columbia.
 - b. **Keith** - exactly, we're looking at signs on Columbia st. We got the request a month ago so it should be soon,
4. **Jo Goldfarb** - DOT, we've asked for bollards on the corners to protect them, and we've been told they have to be reviewed by the NYPD COunterterrorism bureau. We just want

to protect people from trucks on corners. Can I email you about this offline? We just need help to get this reviewed.

- a. **Keith** - yes, we can review. Typically, we have to identify who'll maintain those bollards if they get damaged or destroyed, but we can connect.

5. Michelle O Campo

- a. I'm interested in traffic in the Red Hook area. Chaos is not just about trucks, it's also cars and signage. DOT needs to not do a yearlong study. I can tell them today the signage needs to be improved. Pedestrian safety is never regarded. Hamilton and Clinton have horrible conditions. I strongly urge DOT to come in right away and make some big changes. I'm also interested in Port Authority getting involved. I don't see port authority here tonight and i wish they could be involved.

6. Noah Atchison - the only current DOT plan is increased signage, not daylighting curbs or anything else?

- a. DOT: we're committed to taking a closer look at other improvements. That's a standard element - I highlighted DOT's safety toolbox. We're looking at alternatives as well as these facilities come online.
- b. Noah: but there's no timeline, right?
- c. DOT: right.
- d. Noah: any plans for Hamilton?
- e. DOT: we're reviewing hamilton request, but no timeline on that.

7. Karen Blondel -for DOT. I live on Columbia St. When trucks come thru empty, the noise is very startling - it wakes me up. Also, potholes are everywhere. I see cracks all along - we have so much resiliency work. Amazon is going onto pavement, so there are so many cracks all ove Red Hook that belong to DOT. Also, did you factor in climate resiliency factors like inflatable barriers that have to come in when we get a big hurricane, and those are right exactly where the new facilities are going in. Also, I'm one of the most active members of Resilient Red Hook and I did not hear about the walkthrough, so I think you need to expand your list to include residents of public housing.

- a. Katie - the walkthrough mostly included just agencies, but there should definitely be one with the communities.
- b. Keith - we can repair those potholes. If they need major resurfacing, we can work with that too. Typically with noise complaints, we don't deal with them, but I understand this is a broader truck problem.
- c. Karen - I've been in red hook for 40 years. At one point you put structures mid Columbia st. It helps. But trucks are parking there, in the middle of the roadway. That cuts off the site for the pedestrian to cross the street. That's going on on Clinton and Columbia st. I recommend we put some cameras that are shared by the community. There are programs to fine trucks for idling and putting that money back into the community. I shouldn't have to go out there and record trucks and knock on windows to tell them you're idling outside my window for 10 minutes.

8. Dan Wiley

- a. The meeting that Carlos Menchaca's office organized was attended by port authority. Hildegaard and her team were advocating for the truck route to be moved towards the waterfront away from public housing. We discussed that with agencies. When Polly Trottenberg was DOT commissioner, we were asking for trucking studies. We were told the smart truck management study needed to be done. Now that's done. I want to reiterate what community boards have been asking for. Turn radii and problems with street construction made it hard to put a trolley in (different from the BQX proposed project), let along these bigger dreams that developers have. When IKEA came in, the community asked for more parking at IKEA, and other concessions. So it can work to work with corporations to ask for concessions. Left hand turn lane dedicated under Hamilton avenue is the result of working with DOT. Also, the bus route that goes thru red hook could go more directly.
 - i. We also just sent a letter to Pete Buttigieg, Secretary of Transportation, to support cross harbor trailer demonstration projects, which would help to put these tractor trailers on barges. But as Karen said, it's not just how stuff comes in, it's the last mile delivery. How can that last mile delivery go on the water instead of on local streets?

9. Marisa Prefer

- a. Red Hook resident, community organizer with RHI. Pioneer Works is my employer.
- b. For Jenny, what are next steps to push for a moratorium and defining last mile?
 - i. Jenny: On moratorium: we're drawing inspo from a bill introduced by Ithaca assemblymember Anna Kelles that instituted a moratorium on bitcoin mining facilities on the grounds of their environ impact. We've heard its' hard for the state to issue a moratorium over something it has no jurisdiction over. With bitcoin mining, they have jurisdiction over air/water permitting for these facilities because they're being built on old power blocks. There needs to be a hook into state law.
 - ii. How can we work together? We want to put together a policy research team of community members, technical experts to engage in community discussions to use it to inform our legislative approach. We want to keep it open but also keep the work going. If you're interested, get in touch.
Email zhangj@nyassembly.gov
- c. For CB6 and CB7, do you have a next date for a meeting that will include DOB?
 - i. Katie: We invited DOB, they never applied.

10. Jerry Armer

- a. I support a city moratorium, since that's where the jurisdiction. I support getting it done in this city council, not the next session when new members take office.
- b. Both EDC and Office of Emergency Management are working in Red Hook on flood control. I don't know if anyone has taken a look at this. Emergency management is having an online meeting tomorrow to talk about sandbags on Reed St and Van Brunt. They're planning for more on Conover St.
- c. Seems like as of right means nobody talks to anyone.

Conclusion

There will be another meeting. We'll be convening again and having questions again. This is the first time we've done a CB6/CB7 joint committee meeting.

Appendix

July 1, 2021

Dear Representative X,

We'd like to have you attend on Thursday July 22nd at 6pm for a meeting hosted by committees from Community Board 6 and Community Board 7 on last mile facilities. These facilities are impacting our districts, and we'd like your Office to attend and provide comments on information that you have regarding plans and development. There are many questions and concerns regarding these last mile trucking facilities and your office is critical to addressing impacts and concerns.

Sunset Park and Red Hook have seen a significant increase in the development of last-mile facilities. The pandemic has been turbocharging the effect of the leasing of "A" industrial spaces, to which our district has many. In fact, the city's overall industrial space had rents up 5.6% at the end of 2020. All of these planned last-mile distribution centers will be built as-of-right meaning that they are in compliance with the existing zoning. This means that they don't need approval from the community board, city council or require an environmental impact statement. However, the impacts of last-mile distribution and e-commerce are not fully understood. There is a lack of leadership, transparency and accountability to the communities in our districts in Sunset Park and Red Hook. It is an imperative that your office attend our joint meeting on these last mile facilities and discuss the impacts associated with them.

You can listen to a [community discussion](#) that was convened on last mile facilities on June 15th, 2021 by Red Hook Initiative and [Community Board 7's](#) meeting on last mile facilities on May 6, 2021. In these testimonies, community members raise serious concerns about air quality and safety for our communities and for pedestrians, bicyclists. There is concern about our existing infrastructure, traffic, workplace protections and workforce development, and that these facilities not aligning with the many stated goals of the City and State on climate change. There is also a recognition that these facilities are being built 'as of right' in communities that have born the brunt of historic environmental injustices and harm, predominantly working class, communities of color, here in New York City.

On July 22nd at 6PM we will have our first joint CB6 and CB7 meeting on Last Mile Trucking facilities. The joint Committee meeting endeavors to better understand the current context and propose recommendations and solutions for both community boards. We request your attendance.

Proposed Draft Agenda

- Welcome from the CB6/CB7 Committee Chairs who organized the meeting – why are we doing a joint meeting on last mile facilities?
- Introduction to the joint CB7/CB6 members – what is your interest in this joint committee? (3 minutes each)
- Welcome to members of the community – Public Comment (3 minutes each)
- Recap from Community Board 7's Special SubCommittee Last Mile meeting – what did we learn then from our speakers and what questions were raised?
- What do we know about last-mile in the district? An invitation to speakers - elected representatives, NYC Department of Transportation, UPROSE, Red Hook Initiative, etc.
- Questions from Community Board members
- Questions from members of the community – Public Comment (3 minutes each)
- End