

LU 0357-2025: Zoning, JFK Conduit Logistics Center Demapping

Submitted by Gloria Boyce-Charles

Thank you for the opportunity to provide written testimony on [LU 0357-2025](#) , JFK Conduit Logistics Center Demapping. I understand that the streets that are being demapped are part of an industrial zone that is on the edge of the Gateway JFK business district, and that construction of the proposed facility -- a 36,000 square foot, 37 foot tall, 2 story warehouse facility -- is as-of-right. That said, it is important to consider that the facility will be co-located with a Days Inn hotel, in proximity to residential homes, and on the outskirts of a larger community that is already struggling with environmental justice challenges.

Once the streets are demapped and removed, the logistics facility will support the JFK air cargo industry, which has already had significant impact on Southeast Queens communities. The resulting air quality, illegal truck traffic and truck parking issues present profound burdens that have been inadequately anticipated and addressed by corporate interests and our city agencies. With that in mind, I outline the below questions and concerns, not just about the demapping of the streets, but also about the building of a large logistics facility.

Impact: What is the impact of construction regarding the street demapping and the building of the logistics facility, including timeframes for these activities? Has an environmental assessment been required/completed for these activities? There will be environmental impacts to the community. What are they and what measures will be put in place to mitigate the traffic, noise and air quality burdens that will result?

Displacement: The demapping and construction will displace a school bus operation. While I imagine that there will be no love lost within the nearby community, what is the impact to the larger community? Will the bus parking lot and accompanying traffic have to be absorbed by other communities within our area? What will be the impacts to those communities (e.g., will these busses now be illegally parking on our streets)? And should Wildflower play a role in helping to mitigate such impacts if they do exist?

Jobs, Quality of Life and Accountability: At the hearing, we learned that Urban Upbound will work with Wildflower to fill an estimated 65 full-time jobs and 100 construction jobs. This is great news. Jobs are an important affordability factor within our community; but so is the health and quality of life of our residents. Additional logistics facilities in our community will mean increased truck traffic and the potential for illegal traffic and parking on our streets. All of these factors can have an adverse effect on our members. Wildflower contends that its trucks will follow a defined truck route between JFK airport and the facility, and that all tenant trucks will be required to park within the facility. What is that defined truck route? Will any local streets be included? What measures will be put in place

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to monitor compliance with respect to the movement and parking of trucks associated with the facility? What will be the consequence for non-compliance?

Electrification and charging stations: Electrification and installation of charging stations are part of the plan for the facility. What percentage of the trucks will be electric? What plans/timelines are in place for requiring full fleet electrification on the site, and for measuring emissions of the diesel trucks that are in operation in the interim?

Part of the solution: It is welcome news that the facility will strive for an electrified fleet and provide truck parking for its own tenants; but how can the JFK Conduit Logistics facility be part of the solution for the larger problem that this industry poses for our communities? Can it be a site for street-side or on-lot parking for a specified number of non-tenant trucks? In particular, there are local residents who operate trucks and who would like to have parking spaces near their homes. Can the facility help to address this problem?

Ongoing Points of Contact and Transparency: How will the facility stay in touch with the community regarding our concerns? Will there be an assigned point of contact with the developer during construction, and later with the facility owner? Will there be transparency regarding the businesses within the facility?

Community Engagement: In closing, I'd like to suggest that Wildflower, Urban Upbound and any other corporate parties to this project would do well to meet with members of the larger Southeast Queens community to discuss these and related points. At Tuesday's hearing, it was stated that Wildflower had met with Community Board 13 and local civics. However, a much broader audience is impacted and should be heard. I would suggest reaching out to the Eastern Queens Alliance (EQA) as one way to engage the larger community in a successful implementation of this project. As a long-standing federation of 10 civic associations in Southeast Queens the EQA has been at the forefront of the sustainability and environmental equity concerns within our community. To learn more about the EQA, please see their website at easternqueensalliance.org.