



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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Burt Lazarin
Chair

Jesse R. Bodine
District Manager

January 9, 2019

Hon. Bill de Blasio
Mayor
City Hall
New York, NY 10007

Hon. Corey Johnson
New York City Council Speaker
224 W. 30th Street, Suite 1206
New York, NY 10001

Hon. Gale A. Brewer
Manhattan Borough President
One Centre Street, 19th Floor
New York, NY 10007

Re: Pneumatic Waste Management System along the High Line Corridor

Dear Mayor de Blasio, Speaker Johnson and Borough President Brewer,

On its January 2, 2019 meeting, Manhattan Community Board 4 (MCB4) enthusiastically voted 32 in favor, 0 against, 0 abstaining and 2 present not eligible¹ to support ClosedLoops LLC's pneumatic waste-management system along the High Line Corridor.

ClosedLoops LLC appeared before the Waterfront, Parks, and Environment Committee on December 13, 2018 to present an update of their proposal for a system of pneumatic pipes to be attached to the underside of the High Line designed to transport discarded materials inserted at multiple locations. Both recyclables and trash would move northward to 34th Street where they

¹ Committee member Jeffrey LeFrancois and Committee Co-Chair Maarten de Kadt, because of their continuing conversations with the project developers, declared themselves to be present but not eligible to vote.

would be placed on rail cars for transportation out of the city. The system would significantly reduce the adverse environmental, economic, and quality-of-life impacts associated with current manual and truck-based refuse-collection methods.

This project would be beneficial for our Community for the following reasons:

- It would remove a projected 800,000 trash bags set out on the street by the Meatpacking BID, the High Line Park, and stores and other businesses that do not have off-street access to compactor-containers in loading docks from our curbs annually.
 - Eliminating these bags would reduce rat populations; litter, leaks, odors, and visual nuisances; sidewalk congestion; and worker injuries; and would improve quality-of-life and business and real-estate values.
 - Direct input into separate inlets for organics, recyclables, and refuse—without the need for interior or storage space between pickups, or the need for multiple manual handlings—would enhance diversion from landfills and waste-to-energy facilities and facilitate recycling and energy conversion.
- It would eliminate 150,000 annual trash-truck miles, thereby reducing traffic congestion, fatalities and injuries to bicyclists and pedestrians, and roadway wear. The reduction in truck miles would:
 - Prevent 316 metric tons of greenhouse gas emissions along with 0.4 tons of diesel particulates;
 - Save 33,000 gallons of diesel fuel; and
 - Reduce noise produced by the movement, idling, and compacting of trash trucks.
- Use of direct rail transfer would use existing rail infrastructure to eliminate the need for any truck trips to remove material handled by the system.
- The pneumatic network would increase the reliability of waste-removal services by operating 365 days a year regardless of holidays and adverse weather conditions.
- The micro anaerobic digester would eliminate the need for removing hundreds of tons of material a year from the neighborhood, while producing a resilient supply of renewable energy for local use.
- It could improve public-space conditions at the two local NYCHA complexes by eliminating the need for exterior compactors and waste set-out.
- It could offer waste-management services to PS 33/Chelsea Prep.
- It could improve quality-of-life conditions in our district by
 - Supporting the goals of the Clinton/Hell’s Kitchen Coalition for Pedestrian Safety (Checkped)
 - Serving additional public spaces (such as Chelsea and Clement Moore Parks, which are a mere 200 feet from the High Line)
 - Offering a means for mitigating the impacts of new development
 - Providing a model that could be replicated elsewhere in the district to reduce waste-collection impacts more broadly.

We want to follow the progress of this initiative in the coming months. While the project has progressed since it was previously presented to the committee clearly there are more issues to be worked out. For example, as discussed at the committee meeting, there is a need to establish an organization that would operate and maintain the pneumatic tubes.

Manhattan Community Board 4 would be pleased if our district could realize the benefits projected from this project's development. We therefore support this project and urge the City administration to facilitate its advancement.

Sincerely,



Burt Lazarin
Chair
Manhattan Community Board 4



Lowell Kern
Co-Chair
Waterfront, Parks & Environment Committee

cc: Benjamin Miller, ClosedLoop LLC